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AN AMBIENT AIR QUALITY MODEL FOR
ASSESSMENT OF U.S. NAVAL AVIATION EMITTANTS

G. R. Thompson and D. W. Netzer

September 1976

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Prepared for:
Naval Air Propulsion Test Center
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NAVAL POSTGRADUATE SCHOOL
Monterey, California

Rear Admiral I. W. Linder
Superintendent

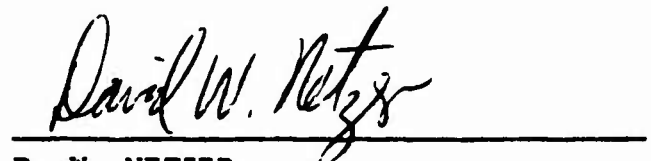
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I. INTRODUCTION

Public awareness of the environment and its quality, and governmental concern for the public health and welfare, have resulted in substantial environmental legislation in the last fifteen years. Federal air quality legislation culminated in 1970 with the creation of the Environmental Protection Agency (EPA). This agency was charged with developing and implementing national air quality standards. In 1971 air quality standards were prescribed for carbon monoxide, hydrocarbons, nitrogen dioxide, particulate matter, sulfur dioxide and photochemical oxidants [Ref. 1].

Both the Air Quality Act of 1967 and the Clean Air Act of 1970 refer to aircraft emissions as a possible source contributing to air pollution. In 1973 emission standards and test procedures were prescribed for commercial aircraft engines by the EPA [Ref. 2]. The EPA was concerned with pollution of the lower atmosphere by combustion products produced by commercial aircraft. The lower atmosphere was defined to extend from ground level to three thousand feet. Aircraft operations were defined in terms of a landing and take off operational cycle time-in-mode (LTO). Techniques were prescribed for measuring emissions during a simulated LTO, and engine specifications were defined by engine thrust category based on engine type and date of manufacture.

The goal of the EPA is the prevention of degradation of ambient air quality. An accurate quantification of emissions and their distribution throughout a local environment is required to assess the impact of any emission source on air quality. Once quantification is accomplished, the predicted ambient air quality can be compared to EPA requirements, and control procedures, if warranted, can be instituted by the operating agency/corporation. Mathematical models which simulate aircraft, air base and off air base activities provide the most flexible approach to quantifying emissions by source and to distributing these emissions over a grid of receptors for determination of ambient air quality.

There have been several major modeling efforts which are concerned with air quality as affected by aircraft operations. An early model was developed by Northern Research and Engineering Corporation (NREC) [Ref. 3]. This model provided the basis for development of the GEOMET Model [Ref. 4]. The GEOMET Model significantly modified and improved the NREC model and has been validated to some extent by measurements at the Washington National Airport. Military air operations may differ significantly from civilian air operations. To this end Argonne National Laboratory has been contracted by the USAF to develop a computer model based on the TRW "Air Quality Display Model" (AQDM) [Ref. 5] to estimate the concentrations of pollutants throughout a theoretical grid of receptors over a period of time. Under this contract Argonne has developed a preliminary version of "A Generalized Air Quality

Assessment Model for Air Force Operations"(AQAM), which brings together several models of different pollution sources and will serve as a device for assessing environmental air quality [Ref. 6].

The above models include emission and dispersion programs. There are some differences between the GEOMET and AQAM models. These differences are primarily in the areas of source representation and dispersion parameter specification.

Argonne's original contract included 12 specific tasks [Ref. 6]. Among them was a generalization and update modification of AQDM to obtain long-term average calculations which included military aircraft landings and take-offs as a source of emissions. In addition they were to develop a short-term model which performed hourly calculations and an inventory model which summarized annual emissions at an activity by source.

Standards proposed by the EPA for civil aviation do not apply to the military. However both the United States Air Force (USAF) and the United States Navy (USN) have, in a spirit of cooperation, proceeded to establish a data base for engine emissions [Ref. 7 and 8] and to specify LTO cycles consistent with their respective aircraft operations [Ref. 9 and 10].

The USAF data base and LTO cycles were incorporated into the air quality assessment model developed by Argonne. This model may be used to assess the impact on air quality of aircraft operations, to evaluate the effect of modifications

of aircraft operations on air quality, to determine the qualitative importance of aircraft, air base and environ (off air base) emission sources, to provide an estimate of local ambient air quality and to optimize the location of receptors for model verification.

"Liason between the Air Force Weapons Laboratory at Kirkland AFB, New Mexico, the Naval Air Propulsion Test Center (NAPTC) at Trenton, New Jersey, and the Naval Post-graduate School, Monterey, California" stimulated USN interest in the capabilities of the Argonne model. Accordingly a copy of both the Source Inventory and Short-term pollution models were obtained for evaluation and adaptation to USN operations [Ref. 10].

Substantial modifications were made by LCDR Keith I. Weal to adapt the Argonne model to USN aircraft operations [Ref. 10]. An LTO cycle is defined by the number of operational modes required to complete the cycle. The EPA utilizes ten, and the USAF eleven, operational modes to define an LTO cycle. These cycles are restricted to a vertical plane and do not define operational modes which are peculiar to the USN. Reference 10 defines a USN LTO cycle to consist of sixteen operational modes including such USN vagaries as "hot refueling" and Field Carrier Landing Practice (FCLP). Naval aircraft operations are dictated, even when based ashore, by the demanding (often unforgiving) shipboard environment. This shipboard environment requires substantial low altitude, high intensity operations to ensure

combat readiness. Therefore, LCDR Weal expanded the simulations of aircraft flight from two to three dimensions.

The present study completed adaptation of the Argonne model to Navy operations and used this version of the model to assess the relationship between aircraft operations, air base activity and off air base activity on ambient air quality at the Miramar Naval Air Station (NAS).

II. MODEL OVERVIEW

AQAM is composed of a Source Inventory Program, a Meteorological Data Program, a Short-term Emission Dispersion Program and a Long-term Emission Dispersion Program [Ref. 6]. The Source Inventory Program produces an annual source emission inventory and creates a data bank of temporal distribution arrays, source geometries, and source operational activity factors which are utilized by both the Long- and Short-term Programs. "The Short-term Program computes hourly average air pollutant concentrations using hourly average meteorological and emission data" [Ref. 6]. The Long-term Program computes monthly or annual average air pollutant concentrations utilizing emission data and historical meteorological records. The Meteorological Data Program is used only as input to the Long-term Program. Only the Source Inventory Program and the Short-term Emission Dispersion Program are being modified to provide an air quality assessment model for Naval air operations.

The Source Inventory Program computes the annual emissions of three categories of sources: aircraft, airbase but non aircraft, and environment (off air base). Each category is further divided by its geometric configuration into point sources, area sources and line sources [Ref. 10].

After the spatial configuration of the source is defined the emission plume is located in three-dimensional space and the mass emission rate of each pollutant emitted by the source is

determined from source activity data and appropriate emission factors [Ref. 6].

Aircraft sources which define the Navy LTO cycle are listed in Table I. Aircraft flight and taxi operations are simulated by finite line sources. Aircraft servicing, delays and pre-flight checks are simulated by area sources.

Aircraft sources include all emissions due directly to aircraft operations and servicing. The operational characteristics and servicing requirements of aircraft are dependent on aircraft type. Therefore, the emissions from aircraft operations and servicing are calculated from unique operational data which define various modes of operation and differentiate between aircraft types, taxi paths, parking areas, refueling procedures and runways.

Commercial and military air operations are always supported by an air base. Air base sources are defined as those sources producing emissions due directly to non-aircraft base activities and include all base support facilities, training facilities, service facilities, housing, vehicle parking areas and on-base roadways. Listed in Table II [Ref. 11] by geometric configuration are the non-aircraft sources encountered at most military air bases.

The environment which surrounds an air base must be accounted for in assessing air quality. "Environ" sources include all point, line and area sources which exist beyond the boundaries of the air base. Motor vehicle emissions are calculated from activity factors and may be specified as

TABLE I
NAVY LTO MODES

<u>MODE OF OPERATION</u>	<u>SOURCE MODEL</u>
Startup	Area
Taxi out	Line
Take off delay*	Area
Engine check	Area
Runway (take off) roll	Line
Climb (1+2)	Line
Approach IFR	Line
Approach VFR*	Line
Landing	Line
Taxi in	Line
(Hot + Pit) refuel delay*	Area
Hot refuel*	Area
Shutdown	Area
(Arrival + Departure) servicing	Area
Fuel venting	Area
Fill + spill	Area
TGO pattern*	Line
FCLP pattern*	Line
Pad work*	Line
Hover work*	Area
Autorotation pattern*	Line

*Modification to AQAM

TABLE II
AIR BASE NON-AIRCRAFT EMISSION SOURCES
(from Ref. 11)

<u>POINT</u>	<u>LINE</u>	<u>AREA</u>
Training Fires	Military Vehicle	Fuel, Working
Test Cells	Civilian Vehicle	Fuel, Spillage
Runup Stands	Other	Fuel Breathing
Power Plants		- Storage Tanks
Incinerators		- Tank Trucks
Large Storage Tanks		- Auto Parking
Other		Other Hydrocarbons
		Space Heating
		Off-Road Vehicles
		Military Vehicle
		Civilian Vehicle

area or line sources. All other environ sources (point, area and line) require data input of actual annual emissions by pollutant type in addition to spatial configuration data. Land use factors may be used for an order of magnitude estimate of environ area source emissions [Ref. 6].

Since aircraft, air base and environ emissions are inventoried by the Source Inventory Program, this program acts as a comprehensive model for calculation of annual emissions and provides a qualitative ranking of the importance of each source to air quality. The Source Inventory Program also produces the data bank containing source characteristics, annual emission rates and temporal distribution activity which is utilized by the Short-term Program.

The Short-term Program "receives the compiled annual results of the Source Inventory Program and calculates the dispersion of generated pollutants during a given hour, day and month utilizing average meteorological conditions for that hour" [Ref. 10].

Most emissions which have zero plume rise are classified as area or line sources. Those sources which exhibit plume rise are classified as point sources. Point source emissions require an input data set of physical and geometric parameters to define a plume in three-dimensional space with the exception of large storage tanks and run-up stands which are modeled as point sources without a plume rise. In general, point sources with vertical exhaust emissions are modeled by a Holland or Carson-Moses plume rise and those with horizontal

exhaust or evaporative transport are modeled without a plume rise.

Plume definition requires the input of many parameters. For example, point source data specified for test cells consist of the X,Y coordinates of the source, stack height, stack exit gas temperature, stack exit gas velocity, stack diameter, building height, and initial and vertical dispersion parameters. Line and area sources require less source physical definition since these sources are modeled without a plume rise. Line sources are specified by the length of the line and the activity which occurs on the line. Area sources are specified by the X,Y coordinates of the center of the area, the length of a side and the activity which occurs in the area. "Transport and dispersion of pollutant emissions are modeled using a steady state Gaussian plume formulation" in both the horizontal and vertical directions. Point sources are treated by a "virtual source technique," whereas line sources are treated by "analytical integration over the length of the line" and area sources are treated as "pseudo point sources located upwind of the actual area source" [Ref. 6]. The appropriate travel time or travel distance dispersion coefficients are used "to estimate lateral and vertical diffusion" and downwash rules are utilized to determine the effective emission height [Ref. 6]. The dispersal of pollutants over a grid of receptors allows comparison of ambient pollutant concentrations to air quality standards.

III. ADAPTATION REQUIREMENTS

Military aviation differs considerably from commercial aviation in landing and departure evolutions. In addition, USN flight evolutions differ from USAF flight evolutions due to "the dissimilar operational landing facilities used by the two services" and the different training requirements imposed by the dissimilar missions of the two services. "A USAF aircraft always utilizes a runway or other prepared surface for takeoffs and landings, as opposed to Naval aviation's use of the comparatively small aircraft carrier" [Ref. 10].

Both the EPA's and USAF's LTO cycles confine all flight operations in one vertical plane [Ref. 2, 8, and 9]. Reference 10 stipulates that flight operations occur in a vertical plane only when Instrument Flight Rules (IFR) are in effect and that flight operations are best simulated by three-dimensional models when Visual Flight Rules (VFR) are in effect. Figures 1 and 2 depict IFR and VFR aircraft operations.

The three-dimensional LTO cycle required to adequately simulate VFR approaches, touch and go (TGO) training cycles and Field Carrier Landing Practice (FCLP) is developed in Ref. 10. The development of the three-dimensional LTO cycle provides more realistic estimates of the total emissions due to aircraft operations. In addition, for Navy operations,

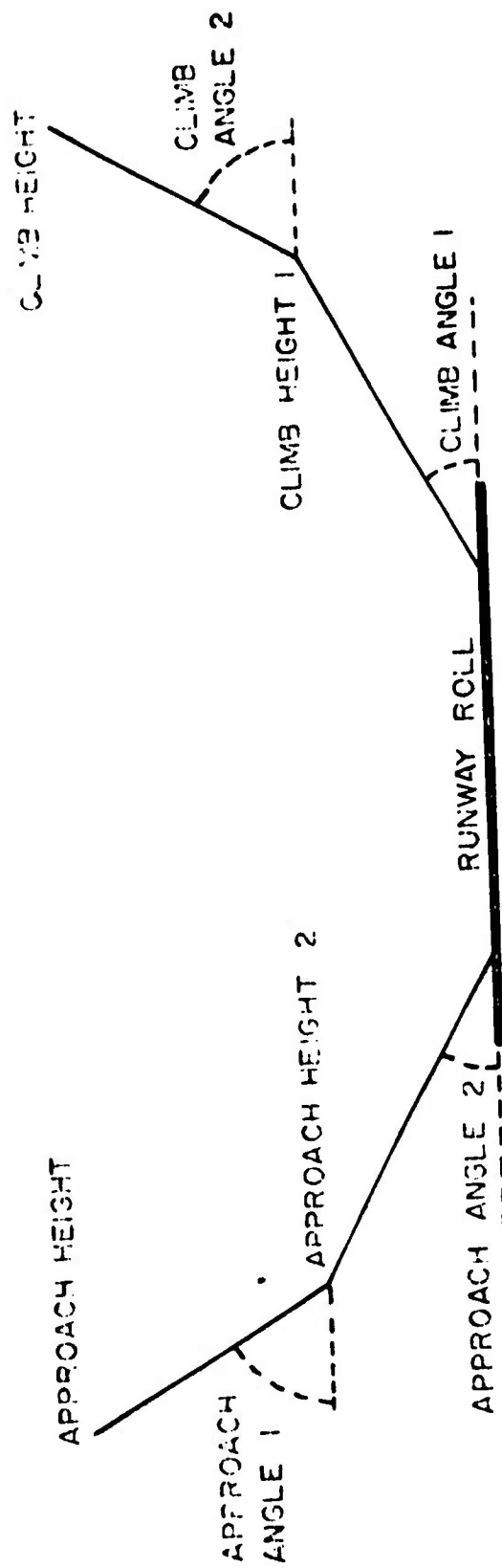


Figure 1. IFR APPROACH AND DEPARTURE

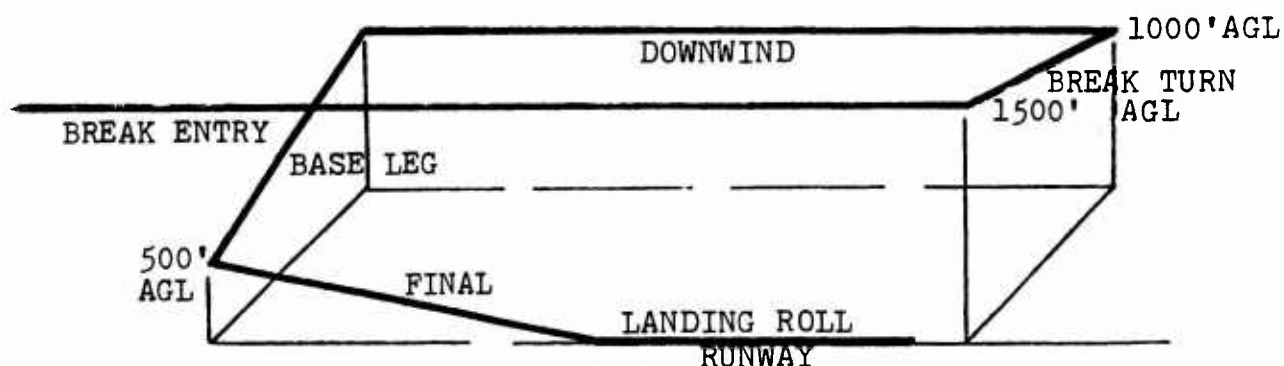
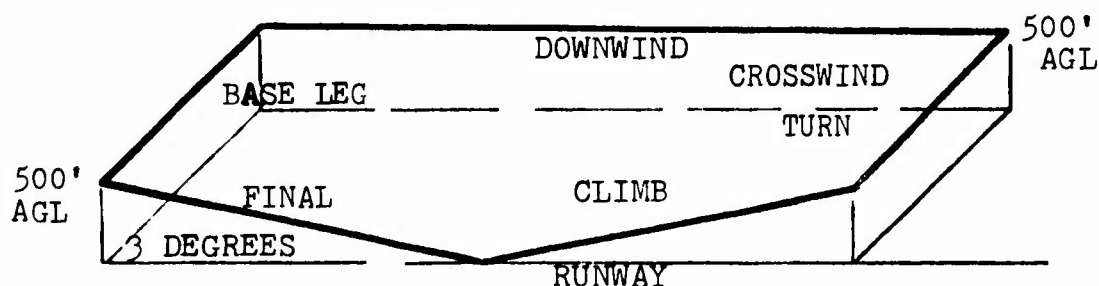
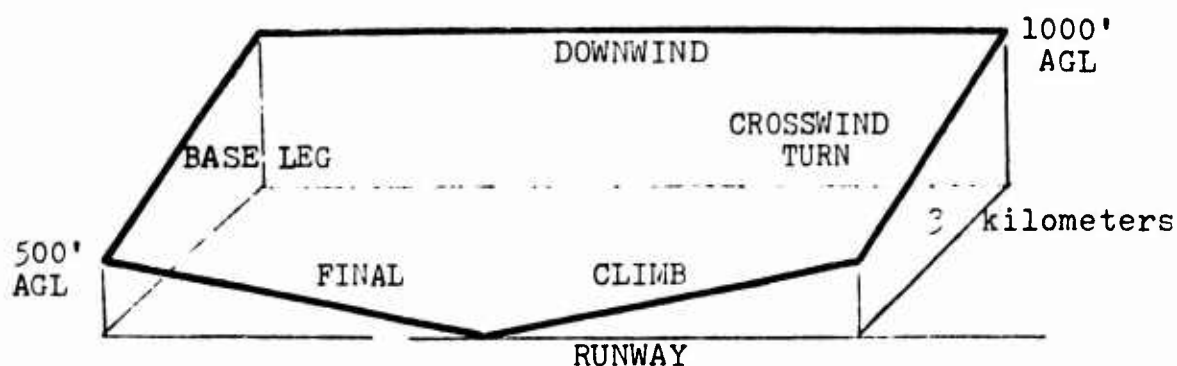


FIGURE 2. VFR FLIGHT SIMULATIONS

it was required to expand AQAM to include autorotations and the off runway environment so that rotary wing aircraft operations could be simulated.

Many Naval Air Stations possess a large complement of rotary wing aircraft. These aircraft operate almost exclusively below 3000 feet while in the vicinity of the airfield. Rotary wing aircraft utilize the VFR, TGO and FCLP patterns described in Ref. 10, but at lower altitudes and speeds. Helicopters also operate in specified areas away from the runway environment. These areas are normally called "pads," and the training which occurs is referred to as "pad work" and "hover work." Since training "pads" are often utilized for fifty per cent of any helicopter operational cycle, the inclusion of "pad work" and "hover work" in both the Source Inventory Program and Short-term Program was necessary.

AQAM limited aircraft refueling from fuel trucks to the aircraft parking areas. Reference 10 extended AQAM to include "the pressure refueling of aircraft with their engines running," termed "hot refueling." This original modification was not consistent with the model format nor did it account for delays in entering the hot refuel area. Also, another type of refueling exists, termed "pit refueling." The latter procedure involves pressure refueling an aircraft after it has shutdown in a specified area (the pit) other than its normal parking area. The aircraft is then towed to its parking area after refueling. Therefore, servicing and

shutdown emissions must be accounted for in the pit area and account must be made for aircraft delays in entering the pit area.

Another aspect of aircraft operations, military or commercial, which should be included in any LTO cycle is the take-off delay which occurs at the end of the runway. This delay can be quite extensive as it involves pre-flight checks, IFR clearance changes, safe separation of aircraft, and formation flight join-up. This delay was not modeled in AQAM as it was not part of the EPA and USAF LTO cycles.

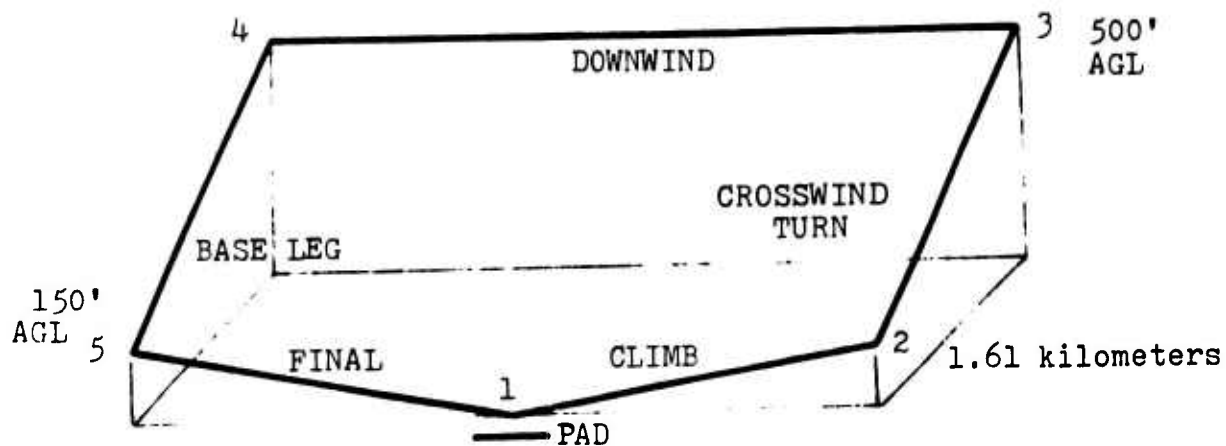
The requirements to change the aircraft related portions of AQAM were generated by the differences between commercial, USAF and USN aircraft operations. Due to special training requirements to ensure safe operations aboard ship, the USN developed a much larger LTO cycle which required three-dimensional models to simulate air operations. The models for non-aircraft activity were not changed since air base parameters are relatively consistent from base to base, and the environ parameters were flexible since the environment cannot be predicted a priori from base to base.

IV. ADAPTATIONS ACCOMPLISHED

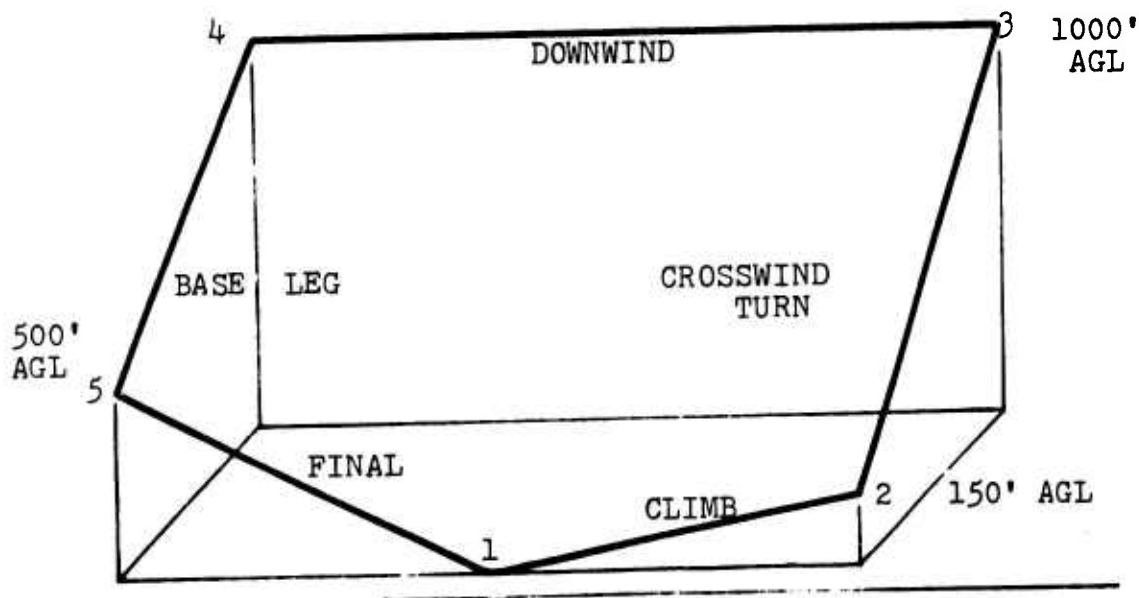
The initial modifications made to adapt AQAM to represent Naval air operations are described in Ref. 10. These modifications nulled level line sources that existed above the mixing depth, keyed calculations to aircraft operations on a runway, added hot refueling as an area source and expanded the LTO cycle from two to three dimensions by developing crosswind and downwind aircraft flight paths to simulate VFR approaches, TGO cycles and FCLP cycles.

Rotary wing aircraft operate in both a runway and off runway environment. The IFR, VFR, TGO and FCLP simulations described in Ref. 10 and depicted in Figures 1 and 2 adequately represent normal helicopter operations to a runway. However, pattern heights and lengths of crosswind legs are different for helicopters. One maneuver practiced by rotary wing pilots which is not represented by the latter simulations is the autorotation. An autorotation is the emergency procedure utilized to safely land a helicopter which has experienced a dual engine or tail rotor failure while in flight. Regulations require that this maneuver, when practiced, be conducted to a prepared surface (runway).

An autorotation pattern is depicted in Figure 3. The helicopter climbs to 150 feet (Point 2) from a hover (Point 1) over the runway. At Point 2 the aircraft commences a climbing crosswind turn to downwind entry (Point 3). If



SIMULATION OF USN HELICOPTER PAD WORK PATTERN



SIMULATION OF USN HELICOPTER AUTOROTATION PATTERN

FIGURE 3. HELICOPTER FLIGHT SIMULATIONS

the crosswind turn is completed prior to 1000 feet the climb is continued to 1000 feet. The downwind leg is flown at 1000 feet, paralleling the runway until abeam the point of intended landing. As soon as safe separation between aircraft can be established a descending turn is commenced toward the runway (Point 4 to Point 5). The autorotation is entered anytime between point 4 and point 5 by going from a normal power setting to an idle power setting. The final leg is entered at 500 feet with the nose of the aircraft lined up with the centerline of the runway. On final, a flare is executed to arrive at zero to low airspeed over the intended point of landing. This hover altitude is modeled as 20 feet, but actually varies with helicopter type. The entire pattern is flown at 70 knots. If the autorotation is performed at a speed other than 70 knots, this speed is attained while in the downwind leg.

In order to conduct extensive hover work for training purposes and to relieve the runway of congestion, helicopters often operate on pads which are adjacent to the runway. Flight patterns to and from these pads always parallel the flight pattern for the runway being utilized.

A pad work pattern is depicted in Figure 3. The helicopter climbs to 150 feet (Point 2) from a hover over the pad (Point 1). At Point 2 a climbing crosswind turn is commenced to enter (Point 3) the downwind leg parallel to the pad at 500 feet. The downwind leg is continued until abeam the pad. As soon as safe separation between aircraft can be established a descending turn from Point 4 to Point 5

is executed. The final phase of the approach commences at 150 feet (Point 5), with the nose of the helicopter lined up with the center line of the pad. The helicopter adjusts power, and flares as necessary to arrive over the pad at zero or low speed in a 10 foot hover. The hover altitude can vary with training requirements but is most often in the 5 to 20 feet range.

Hover work was modeled as an area source utilizing the X,Y coordinates of the pad and the length of the side of the operating area. Hover work involves a great deal of aircraft movement about all three axes; therefore, it is best modeled as an area rather than a point source. Helicopters must be timed by type while conducting hover work to establish an average time-in-mode hover. This time may then be used to determine total emissions and emission rates.

Modification of AQAM to accept "hot refueling" and "pit refueling" options plus their associated delays was desired since these evolutions can be varied for pollution control at air stations. The Source Inventory Program was modified to accept a hot refuel delay area source, a hot refuel area source, a pit delay area source and a pit refuel area source. Observation indicated that certain refuel areas were used exclusively by specific aircraft. Therefore, each aircraft type was tagged to indicate its normal refuel procedure.

Each refuel and delay operation was timed, and times in each area were assigned by aircraft type.

Another evolution which can be varied for pollution control is the take off delay at the end of the runway. This delay was incorporated into the LTO cycle for USN aircraft operations and was modeled in the same area as the engine check area source. Dwell times in this mode of operation were measured and assigned by aircraft type.

AQAM, when first received, used only JP4 fuel parameters to model jet fuel. Since the Navy utilizes JP5 fuel, the JP5 fuel parameters were added to the model in place of the JP4 parameters. Fuel parameters affect vapor pressure and are significant in determining hydrocarbon evaporative losses.

The Short-term Program was modified to accept level line sources at or above an inversion layer as null sources [Ref. 10]. This modification was extended to any line sources which existed entirely above an inversion layer, be they level or skewed lines.

The Short-term Program limited the number of grid receptors to 312. This number was insufficient to delineate the environ sources about the air station. Therefore, the number of grid receptors was increased to 412.

Since AQAM was developed for the USAF, it did not have a runway roll (take-off) equation for the F-14 aircraft. The following series of equations were developed for the

F-14 using the least squares procedures specified in Ref.

12.

$$\begin{aligned} \text{(Dimensionless)} \quad \text{TOF} = & (0.0001 \times T^2) + (0.0002 \times \text{PA} + 0.0040) \times T \\ & + (0.0001 \times \text{PA}^2 + 0.0181 \times \text{PA} + 0.3100) \end{aligned}$$

$$\begin{aligned} \text{(ft)} \quad \text{GR} = & (0.0121 \times \text{GW} - 206.6421) \times \text{TOF} \\ & + (0.0350 \times \text{GW} - 1106.3345) \end{aligned}$$

$$\text{(ft)} \quad \text{FGR} = \text{GR} - (0.0087 \times \text{GR} + 6.4583) \times \text{WS}$$

T is in degrees Fahrenheit.

PA is in hundreds of feet.

GW is in pounds.

WS is in knots.

The take off factor (TOF) is calculated from the temperature (T) and pressure altitude (PA) which are specified in the meteorological data. Ground run (GR) is then calculated from the TOF and aircraft gross weight (GW), an LTO cycle input parameter. The final ground run (FGR) is calculated from the GR and the projection of the wind speed (WS) vector on the runway.

V. DATA ACQUISITION

NAS Miramar, California, was selected as the site for data collection for the high intensity air operations conducted, representative on-base facilities and off-base residential/industrial environment. NAS Miramar is one of the most active air stations in the United States. Total aircraft operations (arrivals + departures + TGOs + FCLPs) exceeded 200,000 for 1975. In addition the air station has a large fuel farm, many service and training facilities, much on-base vehicular traffic, engine test cells and base housing. Also, many environ emission sources exist in close proximity to NAS Miramar. Three major highways border the air station to the east, north and southwest. Industrial sites are north and south and residential areas lie to the north, southeast and southwest of the air station. This interplay of aircraft, air base facilities and off air base environment is indicative of many commercial and military airfields today and is the reason the contribution of each source to air quality must be determined. Tables I and III through VI depict the sources analyzed at NAS Miramar.

The initial collection of data at NAS Miramar provided a data base for aircraft operating parameters and meteorological parameters [Ref. 10]. This data base was the

TABLE III
POINT SOURCES AT NAS MIRAMAR

<u>SOURCE</u>	<u>BLDG. NO.</u>
TRAINING FIRES	K118
TEST CELLS	545
	463
	462
	542
	565
RUN UP STANDS	589
	419
POWER PLANT	K212
STORAGE TANKS	935
	940
	936
	319
	483
	K230

TABLE IV
AREA SOURCES AT NAS MIRAMAR

<u>SOURCE</u>	<u>LOCATION</u>
FUEL WORKING	K231 K234 K229 M319 K214 498
FUEL STORAGE	FUEL TANK FARM TEST CELL FUEL TANKS QUALITY CONTROL TANK
TANK TRUCK PARKING	NEAR 592 NEAR K229
VEHICLE PARKING	TEN AREA SOURCES INCORPORATE ALL BASE PROPER PARKING BETWEEN THE FLIGHT LINE AND NORTH GATE.
SPACE HEATING	BASE HOUSING MOBILE HOMES PROPANE USERS
GROUND MOBILE*	SAME AREAS AS VEHICLE PARKING AND SPACE HEATING.

*VEHICULAR EMISSIONS WHICH OCCUR WHILE TRAVELING TO OR FROM A MAJOR ROADWAY (LINE SOURCE) ARE CONSIDERED AREA SOURCES.

TABLE V
LINE SOURCES AT NAS MIRAMAR

ROADWAY

MIRAMAR WAY
POLARIS AVENUE
MITSCHER WAY
JUPITER ROAD
RIGEL AVENUE
REGULUS AVENUE
RAVEN ROAD (PORTION PARALLEL TO FLIGHT LINE)

TABLE VI

ENVIRON SOURCES SURROUNDING NAS MIRAMAR

ROADWAYS

INTERSTATE 805
HIGHWAY 15
MIRAMAR ROAD

RESIDENTIAL AREAS*

INDUSTRIAL AREAS*

* RESIDENTIAL AND INDUSTRIAL SOURCES WERE MODELED USING
LAND USE FACTORS SINCE A DATA BASE WAS NOT ESTABLISHED
FOR THESE SOURCES.

result of an existing twenty-five year history of meteorological data and over eighty hours of observations of aircraft operations. These observations provided definition of taxi paths, parking areas, dwell time in various operating modes, and recognition of the need for a three-dimensional LTO cycle to adequately assess the contribution to air quality of Naval aircraft operations.

Later collections of data focused on the air station and the surrounding environment. Over sixty hours of data collection provided a sound data base for the air station. An adequate data base for the environment bordering NAS Miramar was not established except for the major highways bordering the air station.

Data were collected from existing records, by interviews and by observation. An extensive amount of raw data must be collected to describe each source. AQAM estimates of air quality are probably more dependent on the data input to the model than on any limitations to the simulations used to describe dispersion and operations [Ref. 6]. Since every air station is physically different, and possesses different aircraft and surroundings, a complete data survey is required to satisfy the input data requirements for each source.

VI. RESULTS AND DISCUSSION

Once modified, the Source Inventory Program and the Short-term Program provided an ambient air quality model for assessment of U.S. Naval aviation emittants. The model was utilized to conduct seven simulations of operations at NAS Miramar. These simulations are summarized in Table VII and permitted a parametric analysis of the relationships between the broad categories of aircraft, air base and environ sources. Finally, using the total sources, an attempt was made to distinguish the subtle interplay of the primary source categories to the overall ambient air quality about NAS Miramar.

The meteorological and temporal parameters were held constant for each case. These parameters are tabulated in Table VIII.

Case 1 was established as the base case and represented operations as they are normally conducted at NAS Miramar. Changes to the source parameters of Case 1 constituted the remaining cases. Case 2 provided a better estimate of the emissions from sources surrounding NAS Miramar. Land use factors were used to provide an order of magnitude estimate [Ref. 6] of these environ sources, since better data were not available. Case 3 removed the take off delay, pit refuel delay, hot refuel delay, pit refuel and hot refuel

TABLE VII
SIMULATIONS OF OPERATIONS AT NAS MIRAMAR

<u>CASE</u>	<u>DESCRIPTION</u>
1	BASE CASE. INCLUDES ALL AIRCRAFT SOURCES, AIR BASE SOURCES AND HIGHWAY TRAFFIC ADJACENT TO THE AIR BASE.
2	BASE CASE PLUS LAND USE FACTORS TO MODEL RESIDENTIAL/INDUSTRIAL ENVIRON SOURCES.
3	BASE CASE MINUS TAKE OFF DELAY, PIT REFUEL DELAY, HOT REFUEL DELAY, PIT REFUEL AND HOT REFUEL EMISSIONS.
4	BASE CASE EXCEPT TEST CELLS AND RUN UP STANDS EMITTING A FULL DAYS POLLUTION IN ONE HOUR, AIR BASE SOURCES ZEROED.
5	BASE CASE MINUS ENGINE TEST CELLS AND RUN UP STANDS.
6	BASE CASE PLUS HYDROCARBON WORKING LOSSES.
7	BASE CASE MINUS TAKE OFF DELAY, PIT REFUEL DELAY AND HOT REFUEL DELAY SOURCES.

TABLE VIII
METEOROLOGICAL AND TEMPORAL DATA

METEOROLOGICAL PARAMETERS

TEMPERATURE (DEGREES FAHRENHEIT)	65.0
MIXING DEPTH (METERS)	800.0
WIND DIRECTION (DEGREES)	200.0
WIND SPEED (METERS/SECOND)	2.57
STABILITY CATEGORY	2

TEMPORAL DATA

YEAR	1975
MONTH	MAY
PERIOD 1200-1300 HOURS ON A WEEKDAY	
HOUR INDEX	13

emissions. This procedure placed all refueling and servicing emissions in the aircraft parking areas, which was consistent with the original AQAM. Case 4 was a "worst case" study of the emissions from engine test cells and run up stands. As an approximation, the emissions for the entire day from each test cell/run-up stand were considered to be released in the hour under consideration. This corresponded to emissions from approximately eight minutes of operation for each run-up stand and eighty minutes of operation for each test cell. All other air base sources had zero emissions. Case 5 established the pollution caused by the air base without the engine test cells and run up stands in operation. Case 6 established the hydrocarbon working losses that would occur if vapor recovery systems were not utilized by NAS Miramar. Case 7 removed the take-off delay, pit refuel delay and hot refuel delay sources to study the effects of aircraft delays on ambient air quality.

The Source Inventory Program provides a summary of the annual emissions by source. This summary is presented in Tables IX through XI for Case 1. In addition, the effect of the environ sources when land use factors are added is depicted in Table XII. The parameters which define each case can be interpreted from these tables. Source Inventory summaries can only be used to establish the qualitative importance of a source to ambient air quality since the emissions have not been dispersed in time and space.

TABLE IX

CASE 1 - SUMMARY OF AIRCRAFT SOURCE EMISSIONS

SUMMARY OF ANNUAL EMISSIONS IN AIRCRAFT LTO MODES
ALL POLLUTANTS IN METRIC TONS

OPERATION	CO	HC	NOX	PM	SOX
STARTUP	8.979E 01	3.627E 01	4.623E 00	4.136E 01	1.252E-01
TAXI OUT	2.239E 02	8.912E 01	1.238E 01	1.252E 02	5.729E-02
TAKEOFF DLY	4.610E 02	1.768E 02	2.536E 01	2.544E 02	2.561E-01
ENGINE CHECK	4.548E 00	9.149E-01	1.100E 01	1.421E 01	7.654E-02
RUNWAY ROLL	9.648E 01	5.023E 00	3.764E 01	5.246E 01	1.681E-01
CLIMB (1+2)	1.180E 02	9.056E 00	8.454E 01	1.059E 02	1.383E-01
APPROACH IFR	3.401E 01	1.161E 01	8.325E 01	2.160E 02	7.650E-02
APPROACH VFR	4.325E 01	1.332E 01	1.107E 02	2.571E 02	1.198E-01
LANDING	6.628E 01	2.880E 01	3.482E 00	3.236E 01	4.600E-02
TAXI IN	8.242E 02	3.558E 02	4.355E 01	4.291E 02	3.059E-01
(HR+PIT) DLY	8.527E 01	3.383E 01	4.756E 00	4.959E 01	0.0
HOT REFUEL	2.634E 02	7.198E 01	1.678E 01	1.846E 02	0.0
SHUTDOWN	1.918E 02	8.331E 01	1.100E 01	1.021E 02	1.831E-02
ARR + DEP SV	4.399E 01	4.626E 00	2.142E 00	0.0	0.0
FUEL VENTING	0.0	0.0	0.0	0.0	0.0
FILL + SPILL	0.0	3.762E-01	0.0	0.0	0.0
TGO PATTERN	2.454E 01	7.676E 00	7.494E 01	1.294E 02	8.721E-02
FCLP PATTERN	6.793E 01	2.256E 01	2.106E 02	3.452E 02	0.0
PAD WORK	0.0	0.0	0.0	0.0	0.0
HOVER WORK	0.0	0.0	0.0	0.0	0.0
AUTOROTATION	0.0	0.0	0.0	0.0	0.0
TOTAL	2.638E 03	9.511E 02	7.367E 02	2.339E 03	1.475E 00

TABLE X

CASE 1 - SUMMARY OF AIR BASE SOURCE EMISSIONS

SUMMARY OF ANNUAL EMISSIONS FROM AIR BASE FACILITIES
ALL POLLUTANTS IN METRIC TONS

<u>OPERATION</u>	<u>CO</u>	<u>HC</u>	<u>NOX</u>	<u>PM</u>	<u>SOX</u>
TRAIN FIRES	2.096E 01	1.198E 01	1.553E-01	4.791E 00	0.0
TEST CELLS	1.587E 02	1.768E 01	1.094E 02	1.455E 02	0.0
RUN-UP STDS	4.799E-01	1.869E-01	4.587E-01	8.019E 00	3.893E-02
POWER PLANTS	5.120E-04	5.120E-02	2.248E-01	2.320E-02	7.680E-04
INCINERATORS	0.0	0.0	0.0	0.0	0.0
OTHER AB PTS	0.0	0.0	0.0	0.0	0.0
SPACE HEATING	2.880E-03	1.152E-03	1.765E-01	2.718E-03	8.640E-05
TOTAL	1.802E 02	2.990E 01	1.104E 02	1.584E 02	3.978E-02

SUMMARY OF ANNUAL EMISSIONS FROM EVAPORATIVE HYDROCARBONS
ALL LOSSES IN METRIC TONS

<u>OPERATION</u>	<u>WORKING LOSS</u>	<u>FIXED ROOF BREATHING LOSS</u>	<u>FLOATING ROOF BREATHING LOSS</u>	<u>SPILLAGE</u>	<u>OTHER</u>
STORAGE TANKS	6.418E 00	9.762E-01	0.0		
FILLING	0.0			0.0	
PET. STOR. TKS		3.280E 00	0.0		
TNK. TRUCK PK		6.175E-01			
VEH. PARKING		5.291E 01			
OTHERS					0.0

TOTAL EMISSIONS FROM EVAPORATIVE HYDROCARBONS IS 6.420E 01 METRIC TONS

TABLE X (CONTINUED)

SUMMARY OF ANNUAL EMISSIONS FROM GROUND MOBILE SOURCES
ALL POLLUTANTS IN METRIC TONS

<u>OPERATION</u>	<u>CO</u>	<u>HC</u>	<u>NOX</u>	<u>PM</u>	<u>SOX</u>
OFF ROAD VEH	1.526E 00	2.307E-01	2.759E 00	4.838E-02	9.677E-02
MILITARY VEH	0.0	0.0	0.0	0.0	0.0
CIVILIAN VEH	1.833E 01	1.703E 00	1.340E 00	2.333E-01	8.045E-02
MIL.VEH. LINE	0.0	0.0	0.0	0.0	0.0
CIV.VEH. LINE	3.293E 02	3.585E 01	6.007E 01	8.320E 00	2.869E 00
OTHER ABLINE	0.0	0.0	0.0	0.0	0.0
TOTAL	3.491E 02	3.778E 01	6.416E 01	8.602E 00	3.046E 00

TABLE XI

CASE 1 - SUMMARY OF ENVIRON AND TOTAL SOURCE EMISSIONS

SUMMARY OF ANNUAL EMISSIONS FROM ENVIRONS
ALL POLLUTANTS IN METRIC TONS

<u>OPERATION</u>	<u>CO</u>	<u>HC</u>	<u>NOX</u>	<u>PM</u>	<u>SOX</u>
ENVIRON PTS.	1.376E 01	2.000E-01	5.190E 00	0.0	0.0
ENV STA AREA	0.0	0.0	0.0	0.0	0.0
ENV MOB AREA	0.0	0.0	0.0	0.0	0.0
ENV LAND USE	0.0	0.0	0.0	0.0	0.0
ENV COM AREA	0.0	0.0	0.0	0.0	0.0
ENV ROAD WAY	4.850E 03	5.804E 02	1.616E 03	1.837E 02	6.333E 01
ENV NON-ROAD	0.0	0.0	0.0	0.0	0.0
TOTAL	4.864E 03	5.806E 02	1.621E 03	1.837E 02	6.333E 01

SUMMARY OF ALL ANNUAL EMISSIONS
ALL POLLUTANTS IN METRIC TONS

<u>OPERATION</u>	<u>CO</u>	<u>HC</u>	<u>NOX</u>	<u>PM</u>	<u>SOX</u>
AIRCRAFT	2.638E 03	9.511E 02	7.367E 02	2.339E 03	1.475E 00
GROUND MOBIL	3.491E 02	3.778E 01	6.416E 01	8.602E 00	3.046E 00
FACILITIES	1.802E 02	9.410E 01	1.104E 02	1.584E 02	3.978E-02
ENVIRONS	4.864E 03	5.806E 02	1.621E 03	1.837E 02	6.333E 01
GRANT TOTAL	8.032E 03	1.664E 03	2.533E 03	2.690E 03	6.789E 01

TABLE XI (CONTINUED);

PERCENT OF EMISSIONS FROM ALL SOURCES

<u>OPERATION</u>	<u>CO</u>	<u>HC</u>	<u>NOX</u>	<u>PM</u>	<u>SOX</u>
AIRCRAFT	32.848	57.171	29.089	86.964	2.173
GROUND MOBIL	4.347	2.271	2.533	0.320	4.487
FACILITIES	2.243	5.657	4.358	5.888	0.059
ENVIRONS	60.561	34.901	64.020	6.829	93.282

TABLE XII

CASE 2 - SUMMARY OF ENVIRON AND TOTAL SOURCE EMISSIONS

<u>OPERATION</u>	<u>CO</u>	<u>HC</u>	<u>NOX</u>	<u>PM</u>	<u>SOX</u>
ENVIRON PTS.	1.376E 01	2.000E-01	5.190E 00	0.0	0.0
ENV STA AREA	0.0	0.0	0.0	0.0	0.0
ENV MOB AREA	0.0	0.0	0.0	0.0	0.0
ENV LAND USE	9.278E 04	1.792E 04	7.215E 03	3.024E 03	3.864E 03
ENV COM AREA	0.0	0.0	0.0	0.0	0.0
ENV ROAD WAY	4.850E 03	5.804E 02	1.616E 03	1.837E 02	6.333E 01
ENV NON-ROAD	0.0	0.0	0.0	0.0	0.0
TOTAL	9.764E 04	1.850E 04	8.836E 03	3.207E 03	3.927E 03

SUMMARY OF ALL ANNUAL EMISSIONS
ALL POLLUTANTS IN METRIC TONS

<u>OPERATION</u>	<u>CO</u>	<u>HC</u>	<u>NOX</u>	<u>PM</u>	<u>SOX</u>
AIRCRAFT	2.638E 03	9.511E 02	7.367E 02	2.339E 03	1.475E 00
GROUND MOBIL	3.491E 02	3.778E 01	6.416E 01	8.602E 00	3.046E 00
FACILITIES	1.802E 02	9.410E 01	1.104E 02	1.584E 02	3.978E-02
ENVIRONS	9.764E 04	1.850E 04	8.836E 03	3.207E 03	3.927E 03
GRAND TOTAL	1.008E 05	1.958E 04	9.747E 03	5.713E 03	3.932E 03

TABLE XII (CONTINUED)

PERCENT OF EMISSIONS FROM ALL SOURCES

<u>OPERATION</u>	<u>CO</u>	<u>HC</u>	<u>NOX</u>	<u>PM</u>	<u>SOX</u>
AIRCRAFT	2.617	4.856	7.558	40.939	0.038
GROUND MOBIL	0.346	0.193	0.658	0.151	0.077
FACILITIES	0.179	0.481	1.132	2.772	0.001
ENVIRONS	96.858	94.470	90.651	56.138	99.884

The Short-term Program takes the source data, emission strengths, meteorological data and temporal data and disperses the source emissions in time and space. These concentrations, which are collected over the receptor grid system, determine a sources contribution to ambient air quality.

Table XIII compares the maximum 1-hour receptor concentration from aircraft sources at NAS Miramar. For the receptor locations employed, removing aircraft delays (Case 7) reduced the maximum pollutant concentrations by only 2 per cent. However, Table IX shows that elimination of aircraft delays can reduce CO and HC yearly emissions by approximately 21 per cent and particulates by approximately 13 per cent. Case 3 eliminates the aircraft delays and puts all refueling in the parking areas. The maximum hourly concentrations occurred at the same receptor location (12, 9) as for Cases 1 and 7, but increased by approximately 17 per cent. This higher concentration results from receptor (12, 9) being located nearer to the parking area than to the hot refueling or pit refueling areas. Comparison of Cases 1, 3, and 7 shows that refueling in the parking areas increases the local ambient air concentrations of each pollutant in the parking area but decreases annual emissions of each pollutant by approximately 8 per cent. Locations of pertinent receptors are presented in Figure 4.

Table XIV compares the maximum 1-hour receptor concentration from air base sources at NAS Miramar. Case 1 and Case 5,

TABLE XIII

MAXIMUM 1-HOUR RECEPTOR CONCENTRATION (CHI) FROM AIRCRAFT
SOURCES AT NAS MIRAMAR

POLLUTANT	CASE 1			CASE 3			CASE 7		
	X (km)	Y (km)	CHI ($\mu\text{g}/\text{m}^3$)	X (km)	Y (km)	CHI ($\mu\text{g}/\text{m}^3$)	X (km)	Y (km)	CHI ($\mu\text{g}/\text{m}^3$)
CARBON MONOXIDE	12.0	9.0	214.8	12.0	9.0	250.2	12.0	9.0	213.2
HYDROCARBONS	12.0	9.0	80.99	12.0	9.0	95.03	12.0	9.0	79.64
OXIDES OF NITROGEN	12.0	9.0	17.77	12.0	9.0	18.87	12.0	9.0	17.71
PARTICULATES	12.0	9.0	125.1	12.0	9.0	126.3	12.0	9.0	124.8
OXIDES OF SULFUR	12.0	9.0	0.04087	12.0	9.0	0.04087	12.0	9.0	0.04087

(13.11) •

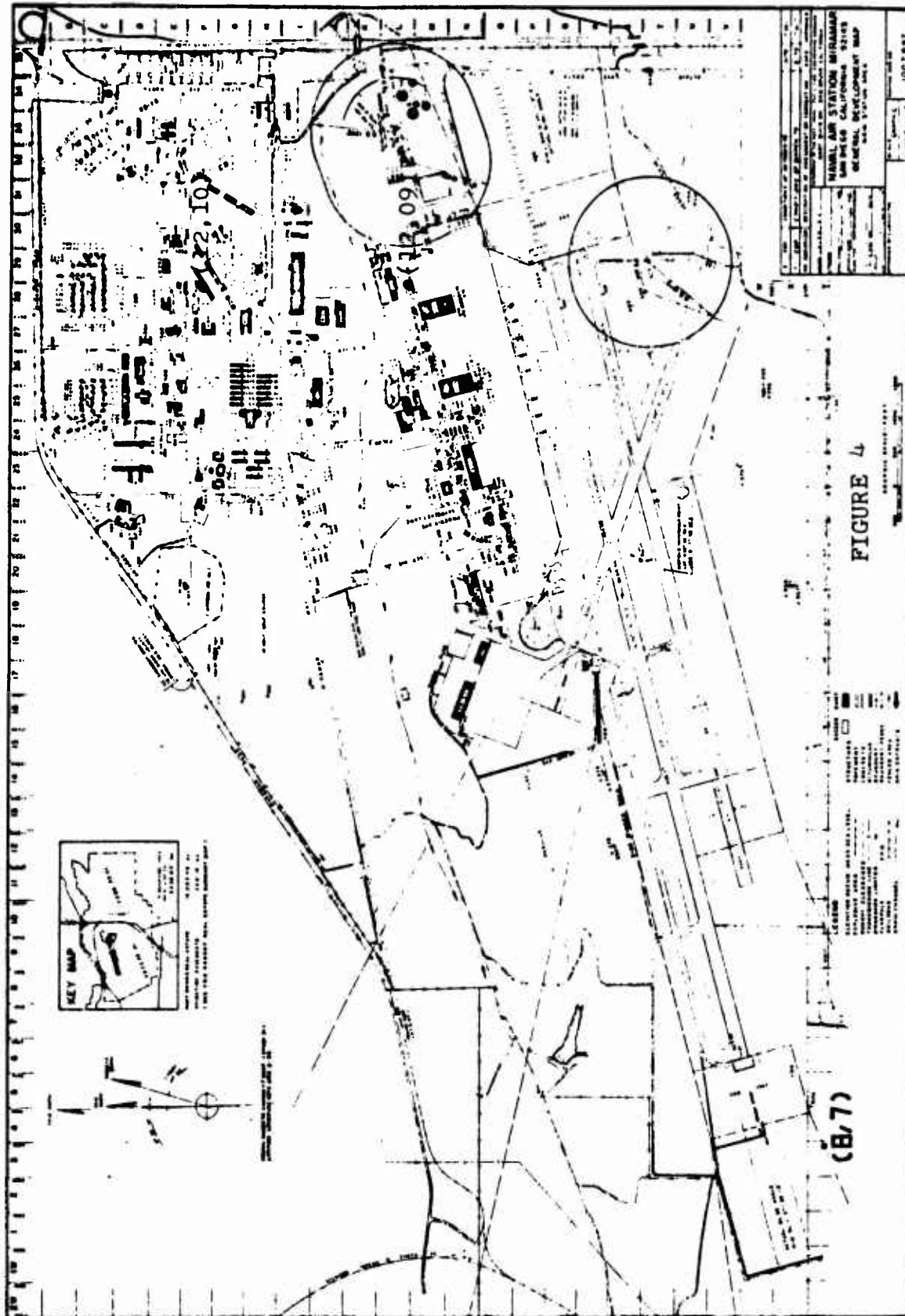


TABLE XIV

MAXIMUM 1-HOUR RECEPTOR CONCENTRATION (CHI) FROM AIR BASE
SOURCES AT NAS MIRAMAR

POLLUTANT	CASE 1			CASE 4			CASE 5			CASE 6		
	X (km)	Y (km)	CHI ($\mu\text{g}/\text{m}^3$)	X (km)	Y (km)	CHI ($\mu\text{g}/\text{m}^3$)	X (km)	Y (km)	CHI ($\mu\text{g}/\text{m}^3$)	X (km)	Y (km)	CHI ($\mu\text{g}/\text{m}^3$)
CARBON MONOXIDE	13.0	11.0	4.167	13.0	11.0	44.29	12.0	10.0	1.177	13.0	11.0	4.167
HYDRO- CARBONS	12.0	10.0	8.668	13.0	11.0	4.985	12.0	10.0	8.580	12.0	10.0	11.30
OXIDES OF NITROGEN	13.0	11.0	2.636	12.0	11.0	30.39	12.0	10.0	0.4027	13.0	11.0	2.636
PARTICU- LATES	13.0	11.0	3.703	13.0	11.0	44.37	12.0	10.0	0.01711	13.0	11.0	3.703
OXIDES OF SULFUR	12.0	10.0	0.01713	13.0	11.0	0.02135	12.0	10.0	0.01566	12.0	10.0	0.01713

together, indicate that the maximum local ambient concentrations (from air base sources) of carbon monoxide, oxides of nitrogen and particulates result, for this particular time period, from the engine test cells and run up stands. Source Inventory for these two cases also shows that test cell/run up stand operation contributes 30%, 14%, 63%, and 92% of the annual air base emissions of CO, HC, NOX and particulates, respectively. However, these values (when compared to the standards depicted in Table XV) indicate that test cells and run up stands by themselves produce less than one per cent of the 1-hour ambient air quality standards. The "worst case" (Case 4) values for engine test cells and run up stands are less than 7 per cent of the 1-hour ambient air quality standards.

Case 1 and Case 6, together, depict the reduction in hydrocarbon emissions which result from the recent installation of vapor recovery systems at NAS Miramar. These systems caused a 30 per cent reduction in both the maximum receptor concentration and yearly total emissions of air base evaporative hydrocarbons.

Table XVI compares the maximum 1-hour receptor concentration from environ sources surrounding NAS Miramar. Case 1 included the vehicular traffic emissions on Interstate 805, Highway 15 and Miramar Road. A sound data base exists for these sources. Case 2 included these emissions plus the emissions due to industrial and residential activity based on Land Use factors. Reference 6 cautions that the Land Use

TABLE XV
 AMBIENT AIR QUALITY STANDARDS
 (From Ref. 13)

POLLUTANT	STANDARDS $\mu\text{g}/\text{m}^3$	
	California	Federal Primary
CARBON MONOXIDE	46,000 ¹	40,000 ¹
OXIDES OF NITROGEN	470 ¹	100 ⁴
HYDROCARBONS	NONE	160 ²
PARTICULATES	100 ³	260 ³
OXIDES OF SULFUR	1,310 ¹	365 ³

1. 1-hour concentration not to be exceeded more than once per year.
2. 3-hour concentration not to be exceeded more than once per year.
3. 24-hour concentration not to be exceeded more than once per year.
4. Annual arithmetic mean.

TABLE XVI
MAXIMUM 1-HOUR RECEPTOR CONCENTRATION (CHI) FROM ENVIRON
SOURCES NEAR NAS MIRAMAR

POLLUTANT	CASE 1			CASE 2		
	X (km)	Y (km)	CHI ($\mu\text{E}/\text{m}^3$)	X (km)	Y (km)	CHI ($\mu\text{E}/\text{m}^3$)
CARBON MONOXIDE	13.0	13.0	8.507	11.0	5.0	650.7
HYDROCARBONS	10.0	12.0	1.081E-03	11.0	3.0	202.2
OXIDES OF NITROGEN	10.0	12.0	2.806E-02	11.0	3.0	56.35
PARTICULATES	13.0	13.0	1.855E-04	11.0	3.0	49.10
CYIDES OF SULFUR	13.0	13.0	8.746E-06	11.0	5.0	59.63

factors utilized to define environ activity can provide only an order of magnitude estimate of the actual concentration of pollutants. Therefore, the results for Case 2 in Table XVI may not be accurate and should be used with caution.

Table XVII presents data from all sources for cases 1 and 2. Again, the unreliability of the Land Use factors to accurately describe the environ sources prevents an accurate estimation of the interplay between aircraft and air base sources with the environ sources. The Table does indicate that aircraft sources dominate the maximum pollutant concentration's on the air base and dominate the maximum concentration of particulates throughout the receptor grid system. More data are required to define the environment prior to establishing the interplay of the three emission sources.

To permit analysis of more than just those receptors with maximum pollutant concentrations the entire receptor grid system for each primary source category is presented as Appendix A for Case 2.

TABLE XVII
MAXIMUM 1-HOUR RECEPTOR CONCENTRATION (CHI) FROM TOTAL*
SOURCES ABOUT NAS MIRAMAR

POLLUTANT	CASE 1				CASE 2		
	X (km)	Y (km)	CHI ($\mu\text{g}/\text{m}^3$)	X (km)	Y (km)	CHI ($\mu\text{g}/\text{m}^3$)	
CARBON MONOXIDE	12.0	9.0	215.2	11.0	5.0	650.8	
HYDROCARBONS	12.0	9.0	81.37	11.0	3.0	202.2	
OXIDES OF NITROGEN	12.0	9.0	17.79	11.0	3.0	56.35	
PARTICULATES	12.0	9.0	125.1	12.0	9.0	129.5	
OXIDES OF SULFUR	12.0	10.0	0.05178	11.0	5.0	59.63	

* AIRCRAFT + AIR BASE + ENVIRONS

VII. CONCLUSIONS AND RECOMMENDATIONS

Modifications to AQAM have enhanced the accuracy for predictions related to U.S. Naval Aircraft operations. The capacity of the air quality model to qualitatively relate the various emission sources exists at this stage in the model's development. The capacity of the model to quantitatively predict the ambient air quality through space and time must yet be verified by actual measurement.

The model can assist in the verification process. For a given set of meteorological data and temporal distributions the model can indicate the best receptor locations for optimizing data collection devices. Using the meteorological and temporal parameters of Table VIII and Cases 1 through 7, the best locations for receptors appear to be just south of the jet engine maintenance shop, just north of toyland and just north of the Miramar Road/Highway 15 intersection.

Before the interplay of aircraft, air base and environ emissions can be established at NAS Miramar a data base for the environ sources must be established. In addition, the data base for the aircraft and air base sources must be updated to represent 1976. Recurring updates of any data base must occur or the quantitative results of the model will not represent the actual situation.

The model should be modified to provide contour mapping of pollutant concentrations over the grid of receptors. Parametric studies conducted under differing meteorological and temporal distributions could then be visualized to indicate sources of high, medium and low concentrations. Then, parametric studies could be conducted by varying operational factors and source parameters to establish the combination which would provide the lowest pollution level.

APPENDIX A - AIRCRAFT, AIR BASE, ENVIRON AND TOTAL GRID RECEPTOR CONCENTRATIONS FOR CASE 2

MAY MIRAPAP PERIOD - 1200 TO 1300 HOURS ON A WEEKDAY									
RECEPTOR CONCENTRATION DATA FROM ENVIRON SOURCES									
RECEPTOR LOCATION									
RECEPTOR NUMBER	X	Y	(MICROGRAMS/CL. METER) PT						
			CC	FC	SC	PT	SC	PT	SC
1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

374V61A SVV

RECEPTOR CONCENTRATION DATA FROM ENVIRONMENTAL SAMPLES

MCNTH = MAY
 NAS MIRAMAR
 PERIOD = 1200 TO 1300 HOURS CN A WEEKDAY

RECEPTOR CONCENTRATION DATA FROM ENVIRON SCUPES									
RECEPTOR NUMBER	RECEPTOR LOCATION	(MILICENTERS) X	Y	EXPECTED ARITHMETIC MEAN				SC2	
				CO	PC	(MICROGRAMS/CU. METER) NCX	FT	SC2	SC2
75	4.00	10.00	6.16E 01	1.08E 01	4.44E 00	5.26E 01	1.14E 00	1.14E 00	
76	4.00	11.00	4.29E 01	7.55E 00	3.09E 00	5.26E 01	5.02E 01	5.02E 01	
78	4.00	11.00	2.86E 01	5.04E 00	2.02E 00	4.71E 01	5.47E 01	5.47E 01	
79	4.00	14.00	3.80E 01	4.94E 00	2.03E 00	4.71E 01	5.27E 01	5.27E 01	
81	4.00	15.00	0.00	0.00	0.00	0.00	0.00	0.00	
83	0.00	12.00	1.86E 01	3.30E 00	1.25E 00	5.26E 01	1.51E 00	1.51E 00	
84	0.00	12.00	5.08E 01	7.75E 00	3.84E 00	1.44E 01	1.51E 00	1.51E 00	
85	0.00	12.00	3.72E 01	6.53E 00	2.83E 00	1.03E 01	1.47E 00	1.47E 00	
86	0.00	12.00	1.43E 01	2.53E 00	1.03E 00	2.72E 01	2.75E 00	2.75E 00	
88	0.00	12.00	1.62E 01	3.65E 00	1.14E 00	2.72E 01	2.35E 00	2.35E 00	
89	0.00	12.00	1.16E 01	2.03E 00	0.84E 00	2.72E 01	2.35E 00	2.35E 00	
91	0.00	11.00	5.87E 01	1.02E 01	4.21E 00	4.03E 01	1.49E 00	1.49E 00	
92	0.00	11.00	7.95E 01	1.38E 00	5.23E 00	4.03E 01	1.49E 00	1.49E 00	
93	0.00	11.00	4.66E 01	8.15E 00	3.36E 00	4.03E 01	1.49E 00	1.49E 00	
94	0.00	11.00	3.85E 01	6.78E 00	2.84E 00	4.03E 01	1.49E 00	1.49E 00	
95	0.00	11.00	3.74E 01	6.60E 00	2.72E 00	4.03E 01	1.49E 00	1.49E 00	
96	0.00	12.00	0.00E 00	0.00E 00	0.00E 00	0.00E 00	0.00E 00	0.00E 00	
97	0.00	12.00	0.00E 00	0.00E 00	0.00E 00	0.00E 00	0.00E 00	0.00E 00	
101	0.00	3.00	1.21E 01	2.42E 00	0.94E 00	0.00E 00	0.00E 00	0.00E 00	
102	0.00	4.00	1.21E 01	2.42E 00	0.94E 00	0.00E 00	0.00E 00	0.00E 00	
103	0.00	5.00	1.33E 01	2.42E 00	0.94E 00	0.00E 00	0.00E 00	0.00E 00	
104	0.00	6.00	1.51E 01	2.42E 00	0.94E 00	0.00E 00	0.00E 00	0.00E 00	
105	0.00	7.00	1.03E 01	2.42E 00	0.94E 00	0.00E 00	0.00E 00	0.00E 00	
106	0.00	8.00	1.03E 01	2.42E 00	0.94E 00	0.00E 00	0.00E 00	0.00E 00	
107	0.00	9.00	1.03E 01	2.42E 00	0.94E 00	0.00E 00	0.00E 00	0.00E 00	
108	0.00	10.00	1.03E 01	2.42E 00	0.94E 00	0.00E 00	0.00E 00	0.00E 00	
109	0.00	11.00	1.03E 01	2.42E 00	0.94E 00	0.00E 00	0.00E 00	0.00E 00	

PCNT - MAY NAS MIRAPUR
PERICC - 1200 TC 1300 HOURS ON A WEEKDAY

RECECTOR NUMBER	RECECTOR LOCATION		RECECTOR CONCENTRATION DATA FROM FAVORN SOLFCES										EXPECTED ARITHMETIC MEAN	
	(MILCMETERS) X	Y	CO	HC	(MICROGRAMS/CL. NCH	FT	SC2							
1111	6.00	1.00	6.044E 01	1.065E 01	4.444E 00	1.264E 00	1.65E 00							
1112	7.00	0.00	1.474E 02	2.585E 01	1.111E 03	4.20E 04	6.37E 04							
1113	7.00	3.00	3.169E 02	3.753E 01	1.640E 01	6.34E 00	5.34E 00							
1114	7.00	7.00	2.115E 02	3.651E 01	1.624E 01	5.57E 00	5.70E 00							
1115	7.00	5.00	1.073E 02	1.833E 01	7.755E 00	2.33E 00	5.80E 00							
1116	7.00	7.00	1.102E 02	1.183E 01	1.307E 00	2.46E 00	5.21E 00							
1117	7.00	3.00	1.632E 02	3.023E 01	8.430E 00	3.33E 00	5.89E 00							
1118	7.00	1.00	2.547E 02	4.37E 01	1.962E 01	5.5E 00	5.14E 01							
1119	7.00	1.00	1.885E 02	3.245E 01	1.47E 00	6.44E 00	1.8E 00							
1120	7.00	1.00	1.376E 02	2.420E 01	1.025E 00	5.57E 00	1.20E 00							
1121	7.00	1.00	1.96E 02	2.103E 01	8.923E 00	3.33E 00	4.32E 00							
1122	7.00	1.00	1.025E 02	1.804E 01	7.78E 00	2.46E 00	4.34E 00							
1123	7.00	1.00	2.071E 02	3.634E 01	1.30E 00	5.57E 00	5.33E 00							
1124	7.00	1.00	2.645E 02	4.640E 01	2.00E 00	7.78E 00	1.34E 01							
1125	7.00	1.00	2.779E 02	4.82E 01	2.179E 00	8.44E 00	1.7E 00							
1126	7.00	1.00	1.158E 02	2.134E 01	1.85E 00	2.46E 00	1.47E 00							
1127	7.00	3.00	8.713E 01	1.547E 01	6.430E 00	1.34E 00	5.00E 00							
1128	7.00	5.00	5.531E 01	9.451E 00	3.94E 00	1.34E 00	1.44E 01							
1129	7.00	5.00	3.637E 02	3.234E 01	2.857E 00	1.34E 00	1.7E 00							
1130	7.00	5.00	5.846E 01	1.715E 01	7.50E 00	2.46E 00	1.47E 00							
1131	7.00	3.00	1.132E 02	3.757E 01	1.04E 00	5.57E 00	1.47E 00							
1132	7.00	1.00	1.695E 02	3.352E 01	1.27E 00	5.57E 00	1.47E 00							
1133	7.00	1.00	7.555E 02	1.273E 02	5.45E 00	2.46E 00	5.00E 00							
1134	7.00	1.00	3.004E 02	3.51E 01	1.11E 00	5.57E 00	1.47E 00							
1135	7.00	1.00	2.555E 02	3.51E 01	1.11E 00	5.57E 00	1.47E 00							
1136	7.00	1.00	2.555E 02	3.51E 01	1.11E 00	5.57E 00	1.47E 00							
1137	7.00	1.00	2.555E 02	3.51E 01	1.11E 00	5.57E 00	1.47E 00							
1138	7.00	1.00	2.555E 02	3.51E 01	1.11E 00	5.57E 00	1.47E 00							
1139	7.00	1.00	2.555E 02	3.51E 01	1.11E 00	5.57E 00	1.47E 00							
1140	7.00	1.00	2.555E 02	3.51E 01	1.11E 00	5.57E 00	1.47E 00							
1141	7.00	1.00	2.555E 02	3.51E 01	1.11E 00	5.57E 00	1.47E 00							
1142	7.00	1.00	2.555E 02	3.51E 01	1.11E 00	5.57E 00	1.47E 00							
1143	7.00	1.00	2.555E 02	3.51E 01	1.11E 00	5.57E 00	1.47E 00							
1144	7.00	1.00	2.555E 02	3.51E 01	1.11E 00	5.57E 00	1.47E 00							
1145	7.00	1.00	2.555E 02	3.51E 01	1.11E 00	5.57E 00	1.47E 00							
1146	7.00	1.00	2.555E 02	3.51E 01	1.11E 00	5.57E 00	1.47E 00							

PCATH = MAY NAS MIRAPAR PERIOD = 1200 TO 1300 HOURS ON A WEEKDAY

RECEPTEP CONCENTRATION DATA FROM ENVIRON SOURCES									
RECEPTEP LOCATION		EXPECTED ARITHMETIC MEAN							
RECEPTEP NUMBER	(MILCHPERS) Y	CO	HC	(MICROGRAMS/CU. PTER)	PT	SO2			
145	5.00	1.08E 02	2.70E 01	1.93E 01	4.15E 00	1.15E 00			
146	5.00	1.20E 02	1.58E 01	9.50E 01	4.15E 00	1.15E 00			
147	5.00	1.08E 02	1.02E 01	5.88E 00	1.32E 00	1.32E 00			
148	5.00	1.08E 02	1.02E 01	5.23E 00	1.32E 00	1.32E 00			
149	5.00	1.08E 02	1.02E 01	4.36E 00	1.32E 00	1.32E 00			
150	5.00	1.08E 02	1.02E 01	4.02E 00	1.32E 00	1.32E 00			
151	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
152	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
153	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
154	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
155	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
156	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
157	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
158	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
159	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
160	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
161	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
162	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
163	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
164	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
165	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
166	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
167	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
168	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
169	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
170	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
171	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
172	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
173	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
174	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
175	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
176	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
177	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
178	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
179	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			
180	5.00	1.08E 02	1.02E 01	1.67E 00	1.32E 00	1.32E 00			

MCNTH = MAY NAS MIRAPAR
PERICC - 1200 TC 1300 HOURS ON A WEEKDAY

RECEPTOR NUMBER	RECEPTOR LOCATION	RECEPTOR CONCENTRATION DATA FROM ENVIRON SCFCS									
		EXPECTED ARITHMETIC MEAN					SCFCS				
	(MILCPETERS) Y	CC	HC	(MICROGRAMS/CL. METER) NCX	PT	SC2					
166	11:00	6.879E 01	1.481E 01	5.785E 00	3.425E 00	4.386E 00					
167	11:00	6.514E 01	1.375E 01	5.404E 00	3.041E 00	3.985E 00					
168	11:00	2.797E 02	5.065E 01	2.552E 01	3.552E 00	1.115E 01					
169	11:00	3.157E 02	5.711E 01	2.410E 01	3.425E 00	1.785E 01					
170	11:00	3.615E 02	6.473E 01	2.745E 01	1.031E 01	1.446E 01					
171	12:00	4.781E 00	8.355E 00	3.020E 01	1.401E 01	2.555E 00					
172	12:00	1.070E 01	1.584E 01	1.417E 01	1.234E 01	2.555E 00					
173	12:00	8.530E 00	4.555E 01	1.175E 01	1.520E 01	2.555E 00					
174	12:00	2.010E 02	4.455E 01	1.182E 01	1.520E 01	2.555E 00					
175	12:00	1.315E 02	2.955E 01	1.475E 00	3.035E 00	1.000E 00					
176	12:00	6.255E 01	2.235E 01	1.675E 00	3.035E 00	1.000E 00					
205	12:00	1.594E 01	1.765E 01	6.035E 00	4.255E 00	1.355E 00					
206	11:00	1.815E 01	2.065E 01	1.431E 01	4.255E 00	1.355E 00					
207	12:00	2.405E 02	4.525E 01	1.105E 01	7.615E 00	1.000E 00					
208	12:00	3.151E 01	4.525E 01	1.105E 01	7.615E 00	1.000E 00					
209	12:00	3.425E 00	6.255E 00	2.645E 01	1.035E 01	1.000E 00					
210	12:00	1.655E 01	2.235E 01	1.645E 01	1.035E 01	1.000E 00					
211	12:00	5.734E 01	1.385E 01	5.375E 00	2.405E 00	2.255E 00					
212	12:00	7.155E 01	2.065E 01	7.045E 00	4.765E 00	4.055E 00					
213	12:00	9.388E 01	2.065E 01	7.045E 00	4.765E 00	4.055E 00					
214	12:00	7.155E 01	1.845E 01	6.451E 00	4.765E 00	4.055E 00					
215	12:00	7.502E 01	1.845E 01	6.451E 00	4.765E 00	4.055E 00					
216	12:00	7.575E 01	1.845E 01	6.451E 00	4.765E 00	4.055E 00					
217	12:00	1.387E 02	2.755E 01	1.051E 01	5.035E 00	1.455E 00					
218	12:00	2.546E 01	2.755E 01	1.051E 01	5.035E 00	1.455E 00					

NCNTH = MAY PERIOD = 1200 TO 1300 HOURS ON A WEEKDAY

RECECTOR CONCENTRATION DATA FROM ENVIRON SOURCES									
RECECTOR LOCATION		EXPECTED ARITHMETIC MEAN							
RECECTOR NUMBER	RECECTOR LOCATION	(KILG/MTS)	X	Y	CO	PC	(MICROGRAMS/CL. METER)	FT	SO2
2222	13:00	14:00	13:00	14:00	2.34E-01	5.02E-01	2.06E-01	5.06E-01	1.50E-01
2223	14:00	14:00	14:00	14:00	1.16E-01	2.04E-01	8.83E-01	3.41E-01	1.50E-01
2224	14:00	14:00	14:00	14:00	3.03E-01	6.20E-01	2.07E-01	1.61E-01	1.71E-01
2225	14:00	14:00	14:00	14:00	2.76E-01	5.10E-01	1.98E-01	6.12E-01	1.71E-01
2226	14:00	14:00	14:00	14:00	1.02E-01	1.93E-01	7.58E-01	2.54E-01	1.50E-01
2227	14:00	14:00	14:00	14:00	6.75E-01	1.58E-01	5.67E-01	2.54E-01	1.50E-01
2228	14:00	14:00	14:00	14:00	4.93E-01	1.31E-01	4.86E-01	2.54E-01	1.50E-01
2229	14:00	14:00	14:00	14:00	5.91E-01	1.51E-01	5.32E-01	3.24E-01	1.50E-01
2230	14:00	14:00	14:00	14:00	6.24E-01	1.54E-01	5.56E-01	3.76E-01	1.50E-01
2231	14:00	14:00	14:00	14:00	1.13E-01	2.35E-01	5.29E-01	4.58E-01	1.50E-01
2232	14:00	14:00	14:00	14:00	2.48E-01	4.18E-01	1.56E-01	5.16E-01	1.50E-01
2233	14:00	14:00	14:00	14:00	1.51E-01	5.48E-01	1.47E-01	5.77E-01	1.50E-01
2234	14:00	14:00	14:00	14:00	2.35E-01	1.54E-01	5.29E-01	3.24E-01	1.50E-01
2235	14:00	14:00	14:00	14:00	6.24E-01	1.54E-01	5.56E-01	3.76E-01	1.50E-01
2236	14:00	14:00	14:00	14:00	1.13E-01	2.35E-01	5.29E-01	4.58E-01	1.50E-01
2237	14:00	14:00	14:00	14:00	2.48E-01	4.18E-01	1.56E-01	5.16E-01	1.50E-01
2238	14:00	14:00	14:00	14:00	1.51E-01	5.48E-01	1.47E-01	5.77E-01	1.50E-01
2239	14:00	14:00	14:00	14:00	2.35E-01	1.54E-01	5.29E-01	3.24E-01	1.50E-01
2240	14:00	14:00	14:00	14:00	6.24E-01	1.54E-01	5.56E-01	3.76E-01	1.50E-01
2241	14:00	14:00	14:00	14:00	1.13E-01	2.35E-01	5.29E-01	4.58E-01	1.50E-01
2242	14:00	14:00	14:00	14:00	2.48E-01	4.18E-01	1.56E-01	5.16E-01	1.50E-01
2243	14:00	14:00	14:00	14:00	1.51E-01	5.48E-01	1.47E-01	5.77E-01	1.50E-01
2244	14:00	14:00	14:00	14:00	2.35E-01	1.54E-01	5.29E-01	3.24E-01	1.50E-01
2245	14:00	14:00	14:00	14:00	6.24E-01	1.54E-01	5.56E-01	3.76E-01	1.50E-01
2246	14:00	14:00	14:00	14:00	1.13E-01	2.35E-01	5.29E-01	4.58E-01	1.50E-01
2247	14:00	14:00	14:00	14:00	2.48E-01	4.18E-01	1.56E-01	5.16E-01	1.50E-01
2248	14:00	14:00	14:00	14:00	1.51E-01	5.48E-01	1.47E-01	5.77E-01	1.50E-01
2249	14:00	14:00	14:00	14:00	2.35E-01	1.54E-01	5.29E-01	3.24E-01	1.50E-01
2250	14:00	14:00	14:00	14:00	6.24E-01	1.54E-01	5.56E-01	3.76E-01	1.50E-01
2251	14:00	14:00	14:00	14:00	1.13E-01	2.35E-01	5.29E-01	4.58E-01	1.50E-01
2252	14:00	14:00	14:00	14:00	2.48E-01	4.18E-01	1.56E-01	5.16E-01	1.50E-01
2253	14:00	14:00	14:00	14:00	1.51E-01	5.48E-01	1.47E-01	5.77E-01	1.50E-01
2254	14:00	14:00	14:00	14:00	2.35E-01	1.54E-01	5.29E-01	3.24E-01	1.50E-01
2255	14:00	14:00	14:00	14:00	6.24E-01	1.54E-01	5.56E-01	3.76E-01	1.50E-01
2256	14:00	14:00	14:00	14:00	1.13E-01	2.35E-01	5.29E-01	4.58E-01	1.50E-01
2257	14:00	14:00	14:00	14:00	2.48E-01	4.18E-01	1.56E-01	5.16E-01	1.50E-01
2258	14:00	14:00	14:00	14:00	1.51E-01	5.48E-01	1.47E-01	5.77E-01	1.50E-01
2259	14:00	14:00	14:00	14:00	2.35E-01	1.54E-01	5.29E-01	3.24E-01	1.50E-01

MCNTH = MAY NAS MIRAPUR PERICC - 1200 TO 1300 HOURS ON A WEEKDAY

RECEIVER NUMBER	RECEIVER LOCATION		RECEIVER CONCENTRATION DATA FROM ENVIRON SCUFES					EXPECTED ARITHMETIC MEAN	
	(KILCETERS) X	Y	CU	HC	(MICROGRAMS/CL. METER) NC	PT	SCZ		
260	16:00	3:00	1.20E-01	2.55E-01	5.57E-03	3.87E-00	3.58E-00		
261	16:00	4:00	1.20E-02	2.55E-01	8.61E-03	3.87E-00	3.58E-00		
262	16:00	5:00	1.45E-02	2.54E-00	1.04E-01	2.24E-01	3.58E-00		
263	16:00	7:00	3.25E-01	2.54E-00	2.57E-00	2.57E-01	3.58E-00		
264	16:00	8:00	3.09E-01	7.24E-00	2.56E-00	1.23E-00	3.58E-00		
265	16:00	9:00	3.44E-01	1.01E-01	3.57E-00	2.24E-00	3.58E-00		
266	16:00	10:00	4.14E-01	1.31E-00	4.12E-00	2.24E-00	3.58E-00		
267	16:00	11:00	1.75E-00	1.51E-00	1.17E-01	2.24E-00	3.58E-00		
268	16:00	12:00	1.52E-02	2.55E-00	1.20E-00	2.24E-00	3.58E-00		
269	16:00	13:00	1.67E-02	2.55E-00	3.60E-00	2.24E-00	3.58E-00		
270	16:00	14:00	3.98E-05	2.55E-00	9.02E-00	2.24E-00	3.58E-00		
271	16:00	15:00	1.84E-04	2.55E-00	8.97E-00	2.24E-00	3.58E-00		
272	16:00	16:00	3.55E-01	2.55E-00	2.56E-00	2.24E-00	3.58E-00		
273	16:00	17:00	5.91E-01	1.02E-01	4.21E-00	2.24E-00	3.58E-00		
274	16:00	18:00	5.89E-01	1.18E-00	4.90E-00	2.24E-00	3.58E-00		
275	16:00	19:00	3.95E-01	2.56E-00	2.83E-00	2.24E-00	3.58E-00		
276	16:00	20:00	2.57E-01	5.93E-00	1.91E-00	2.24E-00	3.58E-00		
277	16:00	21:00	2.68E-01	5.06E-01	3.91E-00	2.24E-00	3.58E-00		
278	16:00	22:00	3.95E-01	1.20E-00	2.58E-00	2.24E-00	3.58E-00		
279	16:00	23:00	7.37E-01	1.20E-00	3.58E-00	2.24E-00	3.58E-00		
280	16:00	24:00	1.30E-02	1.01E-00	1.80E-00	2.24E-00	3.58E-00		
281	16:00	25:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
282	16:00	26:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
283	16:00	27:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
284	16:00	28:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
285	16:00	29:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
286	16:00	30:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
287	16:00	31:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
288	16:00	32:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
289	16:00	33:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
290	16:00	34:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
291	16:00	35:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
292	16:00	36:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
293	16:00	37:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
294	16:00	38:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
295	16:00	39:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
296	16:00	40:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
297	16:00	41:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
298	16:00	42:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
299	16:00	43:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		
300	16:00	44:00	1.40E-02	2.53E-00	1.80E-00	2.24E-00	3.58E-00		

PCNTH = MAY
 PERICC = 1200 TC 1300 HOURS ON A WEEKDAY

RECEPTOR NUMBER	RECEPTOR LOCATION		RECEPTOR CONCENTRATION DATA FROM ENVIRON SOURCES									
	RECEPTOR LOCATION		EXPECTED ARITHMETIC MEAN									
	(KILOMETERS) X	(KILOMETERS) Y	CC	PC	(MICROGRAMS/CC. METER) MCX	FT	SO2					
257	18.00	6.00	1.83E 01	3.56E 00	1.37E 00	4.33E 01	4.40E 01					
258	18.00	5.00	2.10E 01	4.75E 00	1.60E 00	6.33E 01	5.50E 01					
259	18.00	10.00	2.55E 01	5.54E 00	2.04E 00	6.24E 01	5.04E 01					
	18.00	11.00	3.68E 01	7.75E 00	2.88E 00	1.24E 01	1.14E 01					
301	18.00	12.00	5.01E 01	1.12E 01	4.28E 00	1.74E 01	1.72E 00					
302	18.00	13.00	5.54E 01	2.14E 01	4.44E 00	1.54E 01	1.53E 00					
303	18.00	14.00	1.12E 02	2.14E 01	8.44E 00	1.34E 01	1.33E 00					
304	18.00	15.00	9.99E 01	1.94E 01	7.59E 00	2.54E 01	2.51E 00					
305	15.00	1.00	5.24E 02	9.06E 02	3.73E 03	7.86E 04	8.87E 04					
306	15.00	2.00	4.31E 01	7.65E 00	3.07E 03	6.47E 01	7.43E 01					
307	15.00	3.00	2.00E 01	1.58E 00	1.41E 03	3.73E 01	1.53E 01					
308	15.00	4.00	2.50E 01	3.38E 00	1.41E 03	3.73E 01	1.53E 01					
309	15.00	5.00	2.50E 01	4.31E 00	1.80E 00	4.73E 01	4.03E 01					
310	15.00	6.00	1.40E 01	2.44E 00	1.78E 00	2.53E 01	2.51E 01					
311	15.00	7.00	1.50E 01	3.76E 00	1.12E 00	3.73E 01	3.71E 01					
312	15.00	8.00	1.50E 01	4.44E 00	1.12E 00	3.73E 01	3.71E 01					
313	15.00	9.00	2.20E 01	3.02E 00	1.12E 00	3.73E 01	3.71E 01					
314	15.00	10.00	2.20E 01	4.44E 00	1.12E 00	3.73E 01	3.71E 01					
315	15.00	11.00	2.60E 01	5.45E 00	2.07E 00	8.47E 01	7.12E 00					
316	15.00	12.00	2.60E 01	3.35E 01	3.53E 01	1.02E 01	1.01E 00					
317	15.00	13.00	1.14E 01	1.53E 01	5.33E 01	1.02E 01	1.01E 00					
318	15.00	14.00	8.38E 01	1.57E 01	9.21E 01	2.17E 01	2.15E 00					
319	15.00	15.00	8.38E 01	1.57E 01	9.21E 01	2.17E 01	2.15E 00					
320	20.00	1.00	5.27E 03	9.15E 04	3.76E 04	7.51E 05	5.42E 05					
321	20.00	2.00	9.02E 02	1.56E 03	6.44E 03	1.51E 05	1.51E 05					
322	20.00	3.00	9.02E 02	1.56E 03	6.44E 03	1.51E 05	1.51E 05					
323	20.00	4.00	8.03E 01	1.30E 00	5.00E 00	1.45E 03	1.45E 03					
324	20.00	5.00	1.51E 04	9.44E 00	3.02E 00	1.78E 03	1.78E 03					
325	20.00	6.00	1.51E 04	9.44E 00	3.02E 00	1.78E 03	1.78E 03					
326	20.00	7.00	1.51E 04	9.44E 00	3.02E 00	1.78E 03	1.78E 03					
327	20.00	8.00	1.51E 04	9.44E 00	3.02E 00	1.78E 03	1.78E 03					
328	20.00	9.00	1.51E 04	9.44E 00	3.02E 00	1.78E 03	1.78E 03					
329	20.00	10.00	1.51E 04	9.44E 00	3.02E 00	1.78E 03	1.78E 03					
330	20.00	11.00	1.51E 04	9.44E 00	3.02E 00	1.78E 03	1.78E 03					
331	20.00	12.00	1.51E 04	9.44E 00	3.02E 00	1.78E 03	1.78E 03					

MONTH - MAY NAS MIRAPAR PERIOD - 1200 TO 1300 HOURS ON A WEEKDAY

RECEPTOR NUMBER	RECEPTOR LOCATION		RECEPTOR CONCENTRATION DATA FROM ENVIRON SOURCES										EXPECTED ARITHMETIC MEAN	
	(KILG/FEET)	Y	X	CC	HC	GRAMS/CL. METER	FT	SO2						
3001	20.00	13.00	4.239E-01	1.00	4.239E-01	8.101E-00	3.165E-00	1.124E-00	1.154E-00					
3002	20.00	15.00	4.3510E-01	1.00	4.3510E-01	8.754E-00	3.347E-00	1.225E-00	1.502E-00					
3003	11.00	0.00	0.0000E+00	0.00	0.0000E+00	0.0000E+00	0.0000E+00	0.0000E+00	0.0000E+00					
3004	11.00	2.00	1.513E-00	1.00	1.513E-00	5.265E-02	2.224E-02	5.223E-02	2.542E-02					
3005	11.00	3.00	1.555E-01	1.00	1.555E-01	1.514E-01	6.348E-01	1.016E-01	1.708E-01					
3006	11.00	5.00	1.805E-01	1.00	1.805E-01	1.535E-01	5.535E-01	1.112E-01	1.547E-01					
3007	11.00	6.00	2.255E-01	1.00	2.255E-01	1.619E-01	6.685E-01	1.444E-01	1.523E-01					
3008	11.00	7.00	4.014E-01	1.00	4.014E-01	6.956E-01	2.870E-01	1.442E-01	1.502E-01					
3009	11.00	8.00	2.265E-01	1.00	2.265E-01	3.902E-01	1.604E-01	4.520E-01	5.053E-01					
3010	11.00	11.00	2.265E-01	1.00	2.265E-01	4.351E-01	1.574E-01	5.206E-01	5.184E-01					
3011	11.00	12.00	2.065E-01	1.00	2.065E-01	4.956E-01	1.809E-01	7.343E-01	7.323E-01					
3012	11.00	14.00	3.100E-01	1.00	3.100E-01	5.398E-01	2.227E-01	8.443E-01	8.565E-01					
3013	11.00	15.00	3.000E-01	1.00	3.000E-01	5.351E-01	2.203E-01	8.443E-01	8.565E-01					
3014	11.00	17.00	3.000E-01	0.50	3.000E-01	5.351E-01	2.203E-01	8.443E-01	8.565E-01					
3015	11.00	20.00	1.018E-01	0.50	1.018E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3016	11.00	25.00	2.000E-01	0.50	2.000E-01	4.752E-01	1.845E-01	7.443E-01	7.443E-01					
3017	11.00	30.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3018	11.00	35.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3019	11.00	40.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3020	11.00	45.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3021	11.00	50.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3022	11.00	55.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3023	11.00	60.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3024	11.00	65.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3025	11.00	70.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3026	11.00	75.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3027	11.00	80.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3028	11.00	85.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3029	11.00	90.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3030	11.00	95.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3031	11.00	100.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3032	11.00	105.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3033	11.00	110.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3034	11.00	115.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3035	11.00	120.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3036	11.00	125.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3037	11.00	130.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3038	11.00	135.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3039	11.00	140.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3040	11.00	145.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3041	11.00	150.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3042	11.00	155.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3043	11.00	160.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3044	11.00	165.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3045	11.00	170.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3046	11.00	175.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3047	11.00	180.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3048	11.00	185.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3049	11.00	190.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3050	11.00	195.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3051	11.00	200.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3052	11.00	205.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3053	11.00	210.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3054	11.00	215.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3055	11.00	220.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3056	11.00	225.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3057	11.00	230.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3058	11.00	235.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3059	11.00	240.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3060	11.00	245.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3061	11.00	250.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3062	11.00	255.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3063	11.00	260.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3064	11.00	265.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3065	11.00	270.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3066	11.00	275.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3067	11.00	280.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3068	11.00	285.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3069	11.00	290.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3070	11.00	295.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3071	11.00	300.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					
3072	11.00	305.00	1.000E-01	0.50	1.000E-01	3.072E-02	1.263E-02	3.543E-02	3.183E-02					

PCNTH = MAY NAS MIRAPAR
PERICC = 1200 TO 1300 HOURS ON A WEEKDAY

RECEPTOR ACRUEP	RECEPTOR LOCATION	RECEPTOR CONCENTRATION DATA FROM ENVIRON SCUFES										EXPECTED ARITHMETIC MEAN	
		(MILICMETERS) X		CO		PC		(MICROGRAMS/CC. METER) NCX		FT		SO2	
371	23.00	23.00	3.00	1.454E-07	-2.04E-06	1.17E-03	1.00E-06	1.00E-06	1.00E-06	2.71E-04	1.31E-04	1.71E-04	1.71E-04
372	23.00	23.00	3.00	2.89E-06	3.78E-06	3.78E-06	1.57E-03	1.57E-03	1.57E-03	4.27E-04	4.27E-04	4.27E-04	4.27E-04
373	23.00	23.00	3.00	3.570E-06	6.11E-06	6.11E-06	2.53E-03	2.53E-03	2.53E-03	5.53E-04	5.53E-04	6.10E-04	6.10E-04
374	23.00	23.00	3.00	5.27E-06	9.47E-06	9.47E-06	3.90E-03	3.90E-03	3.90E-03	8.80E-04	8.80E-04	9.47E-04	9.47E-04
375	23.00	23.00	3.00	1.027E-06	1.77E-06	1.77E-06	7.24E-03	7.24E-03	7.24E-03	1.00E-03	1.00E-03	1.11E-03	1.11E-03
376	23.00	23.00	3.00	1.250E-06	2.17E-06	2.17E-06	8.49E-03	8.49E-03	8.49E-03	2.27E-03	2.27E-03	2.37E-03	2.37E-03
377	23.00	23.00	3.00	1.311E-06	2.33E-06	2.33E-06	9.44E-03	9.44E-03	9.44E-03	2.85E-03	2.85E-03	3.40E-03	3.40E-03
378	23.00	23.00	3.00	1.351E-06	2.47E-06	2.47E-06	9.87E-03	9.87E-03	9.87E-03	3.10E-03	3.10E-03	3.55E-03	3.55E-03
379	23.00	23.00	3.00	1.457E-06	3.18E-06	3.18E-06	1.23E-03	1.23E-03	1.23E-03	3.11E-03	3.11E-03	3.55E-03	3.55E-03
380	24.00	24.00	3.00	0.098E-10	0.04E-11	0.04E-11	0.00E-05	0.00E-05	0.00E-05	0.00E-05	0.00E-05	0.00E-05	0.00E-05
381	24.00	24.00	3.00	2.72E-06	4.59E-06	4.59E-06	5.53E-03	5.53E-03	5.53E-03	5.00E-04	5.00E-04	5.00E-04	5.00E-04
382	24.00	24.00	3.00	6.22E-06	1.00E-06	1.00E-06	4.41E-03	4.41E-03	4.41E-03	5.00E-04	5.00E-04	1.00E-04	1.00E-04
383	24.00	24.00	3.00	4.284E-06	7.33E-06	7.33E-06	3.03E-03	3.03E-03	3.03E-03	6.70E-04	6.70E-04	1.42E-04	1.42E-04
384	24.00	24.00	3.00	2.941E-06	5.03E-06	5.03E-06	2.07E-03	2.07E-03	2.07E-03	5.47E-04	5.47E-04	1.42E-04	1.42E-04
385	24.00	24.00	3.00	4.794E-06	8.20E-06	8.20E-06	3.89E-03	3.89E-03	3.89E-03	9.13E-04	9.13E-04	1.42E-04	1.42E-04
386	24.00	24.00	3.00	6.55E-06	1.13E-06	1.13E-06	6.55E-03	6.55E-03	6.55E-03	1.00E-03	1.00E-03	1.42E-04	1.42E-04
387	24.00	24.00	3.00	8.987E-06	1.58E-06	1.58E-06	9.43E-03	9.43E-03	9.43E-03	1.00E-03	1.00E-03	1.42E-04	1.42E-04
388	24.00	24.00	3.00	1.095E-06	1.88E-06	1.88E-06	5.43E-03	5.43E-03	5.43E-03	1.00E-03	1.00E-03	1.42E-04	1.42E-04
389	24.00	24.00	3.00	1.131E-06	2.00E-06	2.00E-06	8.20E-03	8.20E-03	8.20E-03	1.00E-03	1.00E-03	1.42E-04	1.42E-04
390	24.00	24.00	3.00	1.273E-06	2.41E-06	2.41E-06	9.43E-03	9.43E-03	9.43E-03	1.00E-03	1.00E-03	1.42E-04	1.42E-04
400	24.00	24.00	3.00										

AD - HIND

RECEPTOR NUMBER	RECEPTOR LOCATION		RECEPTOR CONCENTRATION DATA FROM AIRPORT SOURCES					EXPECTED ARITHMETIC MEAN
	(KILOPETERS) X	(KILOPETERS) Y	CO	HC	(MICROGRAMS/CL. PETER) NCX	PT	SO2	
1231	5.00	0.00	0.00	0.00	0.00	0.00	0.00	
	2.00	2.00	0.00	0.00	0.00	0.00	0.00	
4112	3.00	2.00	0.00	0.00	0.00	0.00	0.00	
	5.00	4.00	0.00	0.00	0.00	0.00	0.00	
7105	6.00	6.00	0.00	0.00	0.00	0.00	0.00	
	2.00	2.00	0.00	0.00	0.00	0.00	0.00	
0112	9.00	5.00	0.00	0.00	0.00	0.00	0.00	
	2.00	1.00	0.00	0.00	0.00	0.00	0.00	
2145	5.00	12.00	0.00	0.00	0.00	0.00	0.00	
	3.00	14.00	0.00	0.00	0.00	0.00	0.00	
1616	6.00	15.00	0.00	0.00	0.00	0.00	0.00	
	1.00	1.00	0.00	0.00	0.00	0.00	0.00	
1210	1.00	2.00	0.00	0.00	0.00	0.00	0.00	
	1.00	4.00	0.00	0.00	0.00	0.00	0.00	
2214	3.00	5.00	0.00	0.00	0.00	0.00	0.00	
	2.00	7.00	0.00	0.00	0.00	0.00	0.00	
2212	3.00	5.00	0.00	0.00	0.00	0.00	0.00	
	1.00	10.00	0.00	0.00	0.00	0.00	0.00	
0210	3.00	1.00	0.00	0.00	0.00	0.00	0.00	
	2.00	2.00	0.00	0.00	0.00	0.00	0.00	
0211	3.00	14.00	0.00	0.00	0.00	0.00	0.00	
	1.00	10.00	0.00	0.00	0.00	0.00	0.00	
0211	3.00	1.00	0.00	0.00	0.00	0.00	0.00	
	2.00	2.00	0.00	0.00	0.00	0.00	0.00	

WAS HIRABIR

RECEPTOR NUMBER	RECEPTOR LOCATION	RECEPTOR CONCENTRATION DATA FROM AIRPORT SOURCES					EXPECTED ARITHMETIC MEAN
		(KILOMETERS) X	CG	PC	(MICROGRAMS/CL - METER) ME ₂	PT	
333	2.00	5.00	0.0	0.0	0.0	0.0	0.0
433	3.00	7.00	0.0	0.0	0.0	0.0	0.0
442	2.00	5.00	0.0	0.0	0.0	0.0	0.0
443	2.00	0.00	0.0	0.0	0.0	0.0	0.0
444	2.00	0.00	0.0	0.0	0.0	0.0	0.0
445	2.00	0.00	0.0	0.0	0.0	0.0	0.0
446	2.00	0.00	0.0	0.0	0.0	0.0	0.0
447	2.00	0.00	0.0	0.0	0.0	0.0	0.0
448	2.00	0.00	0.0	0.0	0.0	0.0	0.0
449	2.00	0.00	0.0	0.0	0.0	0.0	0.0
450	2.00	0.00	0.0	0.0	0.0	0.0	0.0
451	2.00	0.00	0.0	0.0	0.0	0.0	0.0
452	2.00	0.00	0.0	0.0	0.0	0.0	0.0
453	2.00	0.00	0.0	0.0	0.0	0.0	0.0
454	2.00	0.00	0.0	0.0	0.0	0.0	0.0
455	2.00	0.00	0.0	0.0	0.0	0.0	0.0
456	2.00	0.00	0.0	0.0	0.0	0.0	0.0
457	2.00	0.00	0.0	0.0	0.0	0.0	0.0
458	2.00	0.00	0.0	0.0	0.0	0.0	0.0
459	2.00	0.00	0.0	0.0	0.0	0.0	0.0
460	2.00	0.00	0.0	0.0	0.0	0.0	0.0
461	2.00	0.00	0.0	0.0	0.0	0.0	0.0
462	2.00	0.00	0.0	0.0	0.0	0.0	0.0
463	2.00	0.00	0.0	0.0	0.0	0.0	0.0
464	2.00	0.00	0.0	0.0	0.0	0.0	0.0
465	2.00	0.00	0.0	0.0	0.0	0.0	0.0
466	2.00	0.00	0.0	0.0	0.0	0.0	0.0
467	2.00	0.00	0.0	0.0	0.0	0.0	0.0
468	2.00	0.00	0.0	0.0	0.0	0.0	0.0
469	2.00	0.00	0.0	0.0	0.0	0.0	0.0
470	2.00	0.00	0.0	0.0	0.0	0.0	0.0
471	2.00	0.00	0.0	0.0	0.0	0.0	0.0
472	2.00	0.00	0.0	0.0	0.0	0.0	0.0
473	2.00	0.00	0.0	0.0	0.0	0.0	0.0
474	2.00	0.00	0.0	0.0	0.0	0.0	0.0

MONTH = MAY NPS MINAPAR
PERIOD = 1200 TO 1300 HOURS ON A WEEKDAY

RECEIVER NUMBER	RECEIVER LOCATION		RECEIVED CONCENTRATION DATA FROM AIRPORT SOURCES							EXPECTED ARITHMETIC MEAN	
	X (KILOMETERS)	Y	CO	PC (MICROGRAMS/CL. PETER)	NCX	FT	SO2				
75	4.00	10.00	0.0	0.0	0.0	0.0	0.0				
76	4.00	11.00	0.0	0.0	0.0	0.0	0.0				
77	4.00	12.00	0.0	0.0	0.0	0.0	0.0				
78	4.00	13.00	0.0	0.0	0.0	0.0	0.0				
79	4.00	14.00	0.0	0.0	0.0	0.0	0.0				
80	4.00	15.00	0.0	0.0	0.0	0.0	0.0				
81	4.00	16.00	0.0	0.0	0.0	0.0	0.0				
82	4.00	17.00	0.0	0.0	0.0	0.0	0.0				
83	4.00	18.00	0.0	0.0	0.0	0.0	0.0				
84	4.00	19.00	0.0	0.0	0.0	0.0	0.0				
85	4.00	20.00	0.0	0.0	0.0	0.0	0.0				
86	4.00	21.00	0.0	0.0	0.0	0.0	0.0				
87	4.00	22.00	0.0	0.0	0.0	0.0	0.0				
88	4.00	23.00	0.0	0.0	0.0	0.0	0.0				
89	4.00	24.00	0.0	0.0	0.0	0.0	0.0				
90	4.00	25.00	0.0	0.0	0.0	0.0	0.0				
91	4.00	26.00	0.0	0.0	0.0	0.0	0.0				
92	4.00	27.00	0.0	0.0	0.0	0.0	0.0				
93	4.00	28.00	0.0	0.0	0.0	0.0	0.0				
94	4.00	29.00	0.0	0.0	0.0	0.0	0.0				
95	4.00	30.00	0.0	0.0	0.0	0.0	0.0				

MCNTH = MAY NAS MIRAPAP
PERIOD = 1200 TO 1300 HOURS ON A WEEKDAY

RECEPTOR ALPHEE	RECEPTOR LOCATION		RECEPTOR CONCENTRATION DATA FROM AIRPORT					SCALES	
	RECEPTOR LOCATION		EXPECTED ARITHMETIC MEAN						
	(KILOMETERS)	Y	CC	PC	(MICROGRAMS/CL. PETER)	FT	SO2		
145	5.00	4.00	0.00	0.00	0.00	0.00	0.00		
146	5.00	5.00	0.00	0.00	0.00	0.00	0.00		
147	5.00	6.00	0.00	0.00	0.00	0.00	0.00		
148	5.00	7.00	0.00	0.00	0.00	0.00	0.00		
149	5.00	8.00	0.00	0.00	0.00	0.00	0.00		
150	5.00	9.00	0.00	0.00	0.00	0.00	0.00		
151	5.00	10.00	0.00	0.00	0.00	0.00	0.00		
152	5.00	11.00	0.00	0.00	0.00	0.00	0.00		
153	5.00	12.00	0.00	0.00	0.00	0.00	0.00		
154	5.00	13.00	0.00	0.00	0.00	0.00	0.00		
155	5.00	14.00	0.00	0.00	0.00	0.00	0.00		
156	5.00	15.00	0.00	0.00	0.00	0.00	0.00		
157	5.00	16.00	0.00	0.00	0.00	0.00	0.00		
158	5.00	17.00	0.00	0.00	0.00	0.00	0.00		
159	5.00	18.00	0.00	0.00	0.00	0.00	0.00		
160	5.00	19.00	0.00	0.00	0.00	0.00	0.00		
161	5.00	20.00	0.00	0.00	0.00	0.00	0.00		
162	5.00	21.00	0.00	0.00	0.00	0.00	0.00		
163	5.00	22.00	0.00	0.00	0.00	0.00	0.00		
164	5.00	23.00	0.00	0.00	0.00	0.00	0.00		
165	5.00	24.00	0.00	0.00	0.00	0.00	0.00		
166	5.00	25.00	0.00	0.00	0.00	0.00	0.00		
167	5.00	26.00	0.00	0.00	0.00	0.00	0.00		
168	5.00	27.00	0.00	0.00	0.00	0.00	0.00		
169	5.00	28.00	0.00	0.00	0.00	0.00	0.00		
170	5.00	29.00	0.00	0.00	0.00	0.00	0.00		
171	5.00	30.00	0.00	0.00	0.00	0.00	0.00		
172	5.00	31.00	0.00	0.00	0.00	0.00	0.00		
173	5.00	32.00	0.00	0.00	0.00	0.00	0.00		
174	5.00	33.00	0.00	0.00	0.00	0.00	0.00		
175	5.00	34.00	0.00	0.00	0.00	0.00	0.00		
176	5.00	35.00	0.00	0.00	0.00	0.00	0.00		
177	5.00	36.00	0.00	0.00	0.00	0.00	0.00		
178	5.00	37.00	0.00	0.00	0.00	0.00	0.00		
179	5.00	38.00	0.00	0.00	0.00	0.00	0.00		
180	5.00	39.00	0.00	0.00	0.00	0.00	0.00		
181	5.00	40.00	0.00	0.00	0.00	0.00	0.00		
182	5.00	41.00	0.00	0.00	0.00	0.00	0.00		
183	5.00	42.00	0.00	0.00	0.00	0.00	0.00		
184	5.00	43.00	0.00	0.00	0.00	0.00	0.00		
185	5.00	44.00	0.00	0.00	0.00	0.00	0.00		
186	5.00	45.00	0.00	0.00	0.00	0.00	0.00		
187	5.00	46.00	0.00	0.00	0.00	0.00	0.00		
188	5.00	47.00	0.00	0.00	0.00	0.00	0.00		
189	5.00	48.00	0.00	0.00	0.00	0.00	0.00		
190	5.00	49.00	0.00	0.00	0.00	0.00	0.00		
191	5.00	50.00	0.00	0.00	0.00	0.00	0.00		
192	5.00	51.00	0.00	0.00	0.00	0.00	0.00		
193	5.00	52.00	0.00	0.00	0.00	0.00	0.00		
194	5.00	53.00	0.00	0.00	0.00	0.00	0.00		
195	5.00	54.00	0.00	0.00	0.00	0.00	0.00		
196	5.00	55.00	0.00	0.00	0.00	0.00	0.00		
197	5.00	56.00	0.00	0.00	0.00	0.00	0.00		
198	5.00	57.00	0.00	0.00	0.00	0.00	0.00		
199	5.00	58.00	0.00	0.00	0.00	0.00	0.00		
200	5.00	59.00	0.00	0.00	0.00	0.00	0.00		

MONTH - MAY NAS MINAMAR
PERIOD - 1200 TO 1300 HOURS ON A WEEKDAY

RECEPTOR NUMBER	RECEPTOR LOCATION		RECEPTOR CONCENTRATION DATA FROM AIRPORT SITES EXPECTED ARITHMETIC MEAN									
	(MILES) X	(MILES) Y	CO	PC	(MICROGRAMS/CC. AIR) NCX	FT	SO2					
186	11.00	5.00	1.10E-01	2.61E-04	2.85E-04	2.47E-04	1.21E-05					
187	11.00	10.00	4.94E-01	9.86E-01	1.73E-01	7.02E-03	6.76E-03					
188	11.00	11.00	3.34E-01	6.24E-01	8.13E-02	4.64E-03	3.38E-03					
189	11.00	12.00	1.26E-01	2.04E-01	2.47E-02	1.57E-03	1.08E-03					
190	11.00	13.00	6.94E-02	1.12E-01	1.35E-02	2.66E-03	5.48E-04					
191	11.00	14.00	5.08E-02	7.77E-02	1.10E-02	4.67E-03	3.75E-04					
192	11.00	15.00	4.40E-02	6.22E-02	1.10E-02	7.44E-03	3.05E-04					
193	12.00	16.00	0.00	0.00	0.00	0.00	0.00					
194	12.00	17.00	0.00	0.00	0.00	0.00	0.00					
195	12.00	18.00	0.00	0.00	0.00	0.00	0.00					
196	12.00	19.00	0.00	0.00	0.00	0.00	0.00					
197	12.00	20.00	0.00	0.00	0.00	0.00	0.00					
198	12.00	21.00	0.00	0.00	0.00	0.00	0.00					
199	12.00	22.00	0.00	0.00	0.00	0.00	0.00					
200	12.00	23.00	0.00	0.00	0.00	0.00	0.00					
201	12.00	24.00	0.00	0.00	0.00	0.00	0.00					
202	12.00	25.00	0.00	0.00	0.00	0.00	0.00					
203	12.00	26.00	0.00	0.00	0.00	0.00	0.00					
204	12.00	27.00	0.00	0.00	0.00	0.00	0.00					
205	12.00	28.00	0.00	0.00	0.00	0.00	0.00					
206	12.00	29.00	0.00	0.00	0.00	0.00	0.00					
207	12.00	30.00	0.00	0.00	0.00	0.00	0.00					
208	12.00	31.00	0.00	0.00	0.00	0.00	0.00					
209	12.00	32.00	0.00	0.00	0.00	0.00	0.00					
210	12.00	33.00	0.00	0.00	0.00	0.00	0.00					
211	12.00	34.00	0.00	0.00	0.00	0.00	0.00					
212	12.00	35.00	0.00	0.00	0.00	0.00	0.00					
213	12.00	36.00	0.00	0.00	0.00	0.00	0.00					
214	12.00	37.00	0.00	0.00	0.00	0.00	0.00					
215	12.00	38.00	0.00	0.00	0.00	0.00	0.00					
216	12.00	39.00	0.00	0.00	0.00	0.00	0.00					
217	12.00	40.00	0.00	0.00	0.00	0.00	0.00					
218	12.00	41.00	0.00	0.00	0.00	0.00	0.00					
219	12.00	42.00	0.00	0.00	0.00	0.00	0.00					
220	12.00	43.00	0.00	0.00	0.00	0.00	0.00					
221	12.00	44.00	0.00	0.00	0.00	0.00	0.00					
222	12.00	45.00	0.00	0.00	0.00	0.00	0.00					
223	12.00	46.00	0.00	0.00	0.00	0.00	0.00					
224	12.00	47.00	0.00	0.00	0.00	0.00	0.00					
225	12.00	48.00	0.00	0.00	0.00	0.00	0.00					
226	12.00	49.00	0.00	0.00	0.00	0.00	0.00					
227	12.00	50.00	0.00	0.00	0.00	0.00	0.00					
228	12.00	51.00	0.00	0.00	0.00	0.00	0.00					
229	12.00	52.00	0.00	0.00	0.00	0.00	0.00					
230	12.00	53.00	0.00	0.00	0.00	0.00	0.00					
231	12.00	54.00	0.00	0.00	0.00	0.00	0.00					
232	12.00	55.00	0.00	0.00	0.00	0.00	0.00					
233	12.00	56.00	0.00	0.00	0.00	0.00	0.00					
234	12.00	57.00	0.00	0.00	0.00	0.00	0.00					
235	12.00	58.00	0.00	0.00	0.00	0.00	0.00					
236	12.00	59.00	0.00	0.00	0.00	0.00	0.00					
237	12.00	60.00	0.00	0.00	0.00	0.00	0.00					
238	12.00	61.00	0.00	0.00	0.00	0.00	0.00					
239	12.00	62.00	0.00	0.00	0.00	0.00	0.00					
240	12.00	63.00	0.00	0.00	0.00	0.00	0.00					
241	12.00	64.00	0.00	0.00	0.00	0.00	0.00					
242	12.00	65.00	0.00	0.00	0.00	0.00	0.00					
243	12.00	66.00	0.00	0.00	0.00	0.00	0.00					
244	12.00	67.00	0.00	0.00	0.00	0.00	0.00					
245	12.00	68.00	0.00	0.00	0.00	0.00	0.00					
246	12.00	69.00	0.00	0.00	0.00	0.00	0.00					
247	12.00	70.00	0.00	0.00	0.00	0.00	0.00					
248	12.00	71.00	0.00	0.00	0.00	0.00	0.00					
249	12.00	72.00	0.00	0.00	0.00	0.00	0.00					
250	12.00	73.00	0.00	0.00	0.00	0.00	0.00					
251	12.00	74.00	0.00	0.00	0.00	0.00	0.00					
252	12.00	75.00	0.00	0.00	0.00	0.00	0.00					
253	12.00	76.00	0.00	0.00	0.00	0.00	0.00					
254	12.00	77.00	0.00	0.00	0.00	0.00	0.00					
255	12.00	78.00	0.00	0.00	0.00	0.00	0.00					
256	12.00	79.00	0.00	0.00	0.00	0.00	0.00					
257	12.00	80.00	0.00	0.00	0.00	0.00	0.00					
258	12.00	81.00	0.00	0.00	0.00	0.00	0.00					
259	12.00	82.00	0.00	0.00	0.00	0.00	0.00					
260	12.00	83.00	0.00	0.00	0.00	0.00	0.00					
261	12.00	84.00	0.00	0.00	0.00	0.00	0.00					
262	12.00	85.00	0.00	0.00	0.00	0.00	0.00					
263	12.00	86.00	0.00	0.00	0.00	0.00	0.00					
264	12.00	87.00	0.00	0.00	0.00	0.00	0.00					
265	12.00	88.00	0.00	0.00	0.00	0.00	0.00					
266	12.00	89.00	0.00	0.00	0.00	0.00	0.00					
267	12.00	90.00	0.00	0.00	0.00	0.00	0.00					
268	12.00	91.00	0.00	0.00	0.00	0.00	0.00					
269	12.00	92.00	0.00	0.00	0.00	0.00	0.00					
270	12.00	93.00	0.00	0.00	0.00	0.00	0.00					
271	12.00	94.00	0.00	0.00	0.00	0.00	0.00					
272	12.00	95.00	0.00	0.00	0.00	0.00	0.00					
273	12.00	96.00	0.00	0.00	0.00	0.00	0.00					
274	12.00	97.00	0.00	0.00	0.00	0.00	0.00					
275	12.00	98.00	0.00	0.00	0.00	0.00	0.00					
276	12.00	99.00	0.00	0.00	0.00	0.00	0.00					
277	12.00	100.00	0.00	0.00	0.00	0.00	0.00					

PCNTH = MAY
 NAFS MIAFAF
 PERICC = 1200 TC 1300 HOURS ON A WEEKDAY

RECEPTEP NUMBER	RECEPTEP CONCENTRATION DATA FROM AIRPORT SCLPSES									
	RECEPTEP LOCATION					EXPECTED ARITHMETIC MEAN				
	(KILOMETERS)		(METERS)		(MICROGRAMS/CU. METER)		(FT)		(SO2)	
	X	Y	CG	FC	PC	NCX	FT	SO2	FT	SO2
2221	13.00	14.00	8.40E-01	4.23E-01	4.60E-01	3.34E-01	4.23E-01	1.85E-03	4.23E-01	1.85E-03
2222	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2223	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2224	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2225	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2226	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2227	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2228	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2229	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2230	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2231	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2232	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2233	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2234	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2235	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2236	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2237	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2238	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2239	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2240	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2241	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2242	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2243	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2244	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2245	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2246	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2247	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2248	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2249	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2250	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2251	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2252	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2253	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2254	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2255	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2256	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2257	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2258	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2259	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2260	14.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

NAS MIRAPUR

RECEPTEC NUMBER	RECEPTEC LOCATION	RECEPTEC CONCENTRATION DATA FROM AIRPORT SOURCES	EXPECTED ARITHMETIC MEAN		
	(KILOMETERS) X	CC	TC	(MICROGRAMS/CC - METER) FT	SG2
261	16.00	0.0	0.0	0.0	0.0
262	16.00	0.0	0.0	0.0	0.0
263	16.00	0.0	0.0	0.0	0.0
264	16.00	1.173E-08	1.619E-05	3.76E-10	5.754E-10
265	16.00	2.683E-07	3.703E-05	7.66E-08	1.174E-07
266	16.00	2.394E-06	3.320E-05	1.50E-06	1.174E-07
267	16.00	6.786E-05	1.015E-05	1.88E-06	1.174E-07
268	16.00	6.948E-04	2.520E-04	5.46E-05	2.642E-05
269	16.00	1.130E-02	4.245E-03	8.00E-03	2.563E-04
270	16.00	8.505E-02	2.560E-02	5.56E-02	2.563E-04
271	16.00	2.460E-01	7.176E-02	1.575E-01	4.512E-04
272	17.00	0.0	0.0	0.0	0.0
273	17.00	0.0	0.0	0.0	0.0
274	17.00	0.0	0.0	0.0	0.0
275	17.00	0.0	0.0	0.0	0.0
276	17.00	0.0	0.0	0.0	0.0
277	17.00	0.0	0.0	0.0	0.0
278	17.00	0.0	0.0	0.0	0.0
279	17.00	0.0	0.0	0.0	0.0
280	17.00	0.0	0.0	0.0	0.0
281	17.00	1.832E-08	2.52E-05	5.56E-10	8.983E-10
282	17.00	3.706E-06	5.21E-07	1.30E-07	1.30E-07
283	17.00	5.116E-05	1.829E-04	2.30E-04	1.30E-07
284	17.00	5.116E-04	4.433E-04	7.18E-04	1.30E-07
285	17.00	1.467E-02	1.30E-02	3.724E-03	1.30E-07
286	17.00	1.545E-01	1.867E-01	5.81E-01	1.30E-07
287	17.00	0.0	0.0	0.0	0.0
288	17.00	0.0	0.0	0.0	0.0
289	17.00	0.0	0.0	0.0	0.0
290	17.00	0.0	0.0	0.0	0.0
291	17.00	0.0	0.0	0.0	0.0
292	17.00	0.0	0.0	0.0	0.0
293	17.00	0.0	0.0	0.0	0.0
294	17.00	0.0	0.0	0.0	0.0
295	17.00	0.0	0.0	0.0	0.0
296	17.00	0.0	0.0	0.0	0.0
297	17.00	0.0	0.0	0.0	0.0
298	17.00	0.0	0.0	0.0	0.0
299	17.00	0.0	0.0	0.0	0.0
300	17.00	0.0	0.0	0.0	0.0

PCNTH = PAY NAS MIRAPAR
PERICC = 1200 TC 1300 HOURS ON A WEEKDAY

RECECTOR CONCENTRATION DATA FROM AIRPORT SITES									
RECECTOR LOCATION		EXPECTED ARITHMETIC MEAN							
RECECTOR ALMEEF	X	(KILOMETERS)		Y		(MICROGRAMS/CU. METER)			
		X	Y	CC	PC	FC	SG1	SG2	
257	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
258	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
259	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
260	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
261	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
262	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
263	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
264	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
265	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
266	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
267	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
268	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
269	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
270	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
271	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
272	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
273	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
274	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
275	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
276	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
277	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
278	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
279	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
280	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
281	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
282	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
283	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
284	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
285	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
286	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
287	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
288	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
289	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
290	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
291	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
292	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
293	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
294	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
295	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
296	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
297	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
298	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
299	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	
300	18.00	5.00	0.0	0.0	0.0	0.0	0.0	0.0	

PCNTH = MAY NAS MIRAPAP
PERICE = 1200 TC 1300 HOURS CN A WEEKDAY

RECEPTOR CONCENTRATION DATA FROM AIRPORT										SCFCS	
RECEPTOR LOCATION										EXPECTED ARITHMETIC MEAN	
		(KILOPETERS)				(MICROGRAMS/CL. PETER)					
		X	Y	CC	PC	NC	ET	SC	FT		
34	00	20	00	3.08E-05	1.520E-04	2.15E-04	6.15E-04	1.02E-04	1.02E-04		
333E	00	20	00	3.150E-05	1.5710E-04	2.15E-04	6.15E-04	1.02E-04	1.02E-04		
333E	00	20	00	3.236E-05	1.604E-04	2.15E-04	6.15E-04	1.02E-04	1.02E-04		
337	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
340	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
341	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
344	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
345	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
346	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
347	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
348	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
349	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
350	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
351	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
352	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
353	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
354	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
355	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
356	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
357	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
358	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
359	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
360	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
361	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
362	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
363	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
364	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
365	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
366	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
367	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
368	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
369	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
333E	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		
370	00	21	00	0.00	0.00	0.00	0.00	0.00	0.00		

PCATH = PAY NAS MIRAPAR
PERICC = 1200 TC 1300 HOURS CN A WEEKDAY

RECEIPTOR CONCENTRATION DATA FROM AIRPORT SOURCES									
RECEIPTOR LOCATION		EXPECTED ARITHMETIC MEAN							
RECEIPTOR	(KILOMETERS) X	Y	CO	PC	(PICOCGRAMS/CU. METER) NEX	FT	SC2		
711	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
712	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
713	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
714	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
715	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
716	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
717	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
718	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
719	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
720	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
721	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
722	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
723	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
724	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
725	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
726	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
727	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
728	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
729	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
730	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
731	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
732	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
733	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
734	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
735	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
736	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
737	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
738	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
739	23:00	2:00	0:00	0:00	0:00	0:00	0:00		
740	23:00	2:00	0:00	0:00	0:00	0:00	0:00		

PRICE = 1200 TO 1300 HOURS ON A WEEKDAY

[illegible]

MONTH - MAY NAS MIRAPAR PERIOD - 1200 TO 1300 HOURS ON A WEEKDAY

RECECTOR CONCENTRATION DATA FROM AIRCRAFT SOURCES		EXPECTED ARITHMETIC MEAN				
RECECTOR NUMBER	RECECTOR LOCATION	CC	PC	(MICROGRAMS/CL. METER) NC	FT	SO2
	(KILOMETERS) X					
315	3:00	0:00	0:00	0:00	0:00	0:00
441	3:00	0:00	0:00	0:00	0:00	0:00
442	3:00	0:00	0:00	0:00	0:00	0:00
443	3:00	0:00	0:00	0:00	0:00	0:00
444	3:00	0:00	0:00	0:00	0:00	0:00
445	3:00	0:00	0:00	0:00	0:00	0:00
446	3:00	0:00	0:00	0:00	0:00	0:00
447	3:00	0:00	0:00	0:00	0:00	0:00
448	3:00	0:00	0:00	0:00	0:00	0:00
449	3:00	0:00	0:00	0:00	0:00	0:00
450	3:00	0:00	0:00	0:00	0:00	0:00
451	3:00	0:00	0:00	0:00	0:00	0:00
452	3:00	0:00	0:00	0:00	0:00	0:00
453	3:00	0:00	0:00	0:00	0:00	0:00
454	3:00	0:00	0:00	0:00	0:00	0:00
455	3:00	0:00	0:00	0:00	0:00	0:00
456	3:00	0:00	0:00	0:00	0:00	0:00
457	3:00	0:00	0:00	0:00	0:00	0:00
458	3:00	0:00	0:00	0:00	0:00	0:00
459	3:00	0:00	0:00	0:00	0:00	0:00
460	3:00	0:00	0:00	0:00	0:00	0:00
461	3:00	0:00	0:00	0:00	0:00	0:00
462	3:00	0:00	0:00	0:00	0:00	0:00
463	3:00	0:00	0:00	0:00	0:00	0:00
464	3:00	0:00	0:00	0:00	0:00	0:00
465	3:00	0:00	0:00	0:00	0:00	0:00
466	3:00	0:00	0:00	0:00	0:00	0:00
467	3:00	0:00	0:00	0:00	0:00	0:00
468	3:00	0:00	0:00	0:00	0:00	0:00
469	3:00	0:00	0:00	0:00	0:00	0:00
470	3:00	0:00	0:00	0:00	0:00	0:00
471	3:00	0:00	0:00	0:00	0:00	0:00
472	3:00	0:00	0:00	0:00	0:00	0:00
473	3:00	0:00	0:00	0:00	0:00	0:00
474	3:00	0:00	0:00	0:00	0:00	0:00

PCNTH = MAY
PERICE = 1200 TC 1300 HOURS CN A WEEKDAY

FECETICP ALMEEF		FECETICP CONCENTRATION DATA FROM AIRCRAFT SOURCES									
RECEIPT LOCATION		EXPECTED ARITHMETIC MEAN									
(KILOMETERS)		CO		FC		NCA		PETER		SO2	
X		Y		Z		W		V		U	
75	4.00	10.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
76	4.00	11.00	6.37E-04	3.17E-03	7.24E-04	1.35E-03	1.35E-03	1.35E-03	1.35E-03	0.0	0.0
77	4.00	12.00	1.75E-04	4.07E-03	8.14E-04	1.64E-03	1.64E-03	1.64E-03	1.64E-03	0.0	0.0
78	4.00	13.00	2.12E-04	5.08E-03	1.02E-03	1.02E-03	1.02E-03	1.02E-03	1.02E-03	0.0	0.0
79	4.00	14.00	3.30E-04	5.36E-03	1.05E-03	1.05E-03	1.05E-03	1.05E-03	1.05E-03	0.0	0.0
80	4.00	15.00	2.43E-04	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
81	4.00	16.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
82	4.00	17.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
83	4.00	18.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
84	4.00	19.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
85	4.00	20.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
86	4.00	21.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
87	4.00	22.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
88	4.00	23.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
89	4.00	24.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
90	4.00	25.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
91	4.00	26.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
92	4.00	27.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
93	4.00	28.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
94	4.00	29.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
95	4.00	30.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
96	4.00	31.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
97	4.00	32.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
98	4.00	33.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
99	4.00	34.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
100	4.00	35.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101	4.00	36.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
102	4.00	37.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
103	4.00	38.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
104	4.00	39.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
105	4.00	40.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
106	4.00	41.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
107	4.00	42.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
108	4.00	43.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
109	4.00	44.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
110	4.00	45.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

RECEPTOR NUMBER	RECEPTOR LOCATION	RECEPTOR X (KILOMETERS)	Y	CC	FC	(MICROGRAMS/CC - METER)	FT	SD2
1470		5.00	4.00	0.00	0.00	0.00	0.57E-01	0.94E-10
1471		5.00	5.00	1.823E-02	5.725E-03	7.581E-02	1.57E-01	1.74E-10
1472		5.00	6.00	1.969E-01	5.944E-02	6.032E-01	6.32E-01	1.21E-09
1473		5.00	7.00	1.970E-01	6.560E-02	5.914E-01	6.22E-01	1.40E-09
1474		5.00	8.00	1.135E-02	4.755E-01	6.71E-01	6.15E-01	2.87E-09
1475		5.00	9.00	1.844E-01	7.786E-01	1.704E-01	1.04E-01	5.09E-09
1476		5.00	10.00	2.848E-01	1.154E-01	6.034E-01	1.22E-01	1.77E-09
1477		5.00	11.00	3.091E-01	8.543E-01	5.19E-01	1.50E-01	1.13E-09
1478		5.00	12.00	1.551E-01	6.13E-01	5.21E-01	1.53E-01	5.43E-09
1479		5.00	13.00	1.346E-01	5.268E-01	4.032E-01	1.06E-01	7.52E-09
1480		5.00	14.00	0.00	0.00	0.00	0.00	6.51E-04
1481		5.00	15.00	0.00	0.00	0.00	0.00	0.00
1482		5.00	16.00	0.00	0.00	0.00	0.00	0.00
1483		5.00	17.00	1.548E-01	4.709E-02	4.53E-01	2.42E-01	3.00E-04
1484		5.00	18.00	6.878E-01	2.383E-01	1.52E-01	2.50E-01	1.25E-04
1485		5.00	19.00	7.853E-01	2.025E-01	1.25E-01	5.62E-01	0.00E-01
1486		5.00	20.00	3.480E-01	1.70E-01	2.25E-01	2.04E-01	1.00E-01
1487		5.00	21.00	5.371E-01	3.608E-01	1.30E-01	4.28E-01	0.00E-01
1488		5.00	22.00	5.835E-01	2.230E-01	1.10E-01	4.41E-01	0.00E-01
1489		5.00	23.00	4.733E-01	1.781E-01	9.00E-01	3.55E-01	1.00E-01
1490		5.00	24.00	0.00	0.00	0.00	0.00	0.00
1491		5.00	25.00	0.00	0.00	0.00	0.00	0.00
1492		5.00	26.00	0.00	0.00	0.00	0.00	0.00
1493		5.00	27.00	0.669E-02	0.386E-02	1.054E-01	0.974E-01	0.00E-01
1494		5.00	28.00	6.114E-01	1.967E-01	1.67E-01	3.15E-01	0.00E-01
1495		5.00	29.00	4.913E-01	1.675E-01	1.34E-01	2.23E-01	0.00E-01
1496		5.00	30.00	0.00	0.00	0.00	0.00	0.00

PCATH - PAY NPS MIRAPAP
 "PENICC" 1200 TO 1300 HOURS ON A WEEKDAY

RECEIVER NUMBER	RECEIVER LOCATION		RECEPTOR CONCENTRATION DATA FROM AIRCRAFT SCUPES										EXPECTED ARITHMETIC MEAN		
	(MILCOM) X	(MILCOM) Y	CC					PC		(MICROGRAMS) MCX			PETERI	FT	SC2
			1.17E 02	4.02E 01	8.15E 00	7.45E 01	1.502E-02	1.502E-02	1.502E-02	1.502E-02	1.502E-02	1.502E-02	1.502E-02	1.502E-02	
186	11.00	5.00	1.17E 02	4.02E 01	8.15E 00	7.45E 01	1.502E-02	1.502E-02	1.502E-02	1.502E-02	1.502E-02	1.502E-02	1.502E-02	1.502E-02	
187	11.00	10.00	5.261E 01	1.727E 01	6.07E 00	4.37E 01	2.11E 01	1.44E 01	5.11E 01	4.71E 01	0.00	0.00	0.00	0.00	
188	11.00	12.00	1.466E 01	5.97E 00	2.73E 00	2.11E 01	1.44E 01	5.11E 01	4.71E 01	0.00	0.00	0.00	0.00	0.00	
189	11.00	13.00	1.318E 01	4.73E 00	2.35E 00	2.47E 01	2.07E 01	1.61E 01	0.00	0.00	0.00	0.00	0.00	0.00	
190	11.00	14.00	8.75E 00	3.17E 00	1.61E 00	2.07E 01	1.61E 00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
191	11.00	15.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
192	11.00	16.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
193	11.00	17.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
194	11.00	18.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
195	11.00	19.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
196	11.00	20.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
197	11.00	21.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
198	11.00	22.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
199	11.00	23.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
200	11.00	24.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
201	11.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
202	11.00	26.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
203	11.00	27.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
204	11.00	28.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
205	11.00	29.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
206	11.00	30.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
207	11.00	31.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
208	11.00	32.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
209	11.00	33.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
210	11.00	34.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
211	11.00	35.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
212	11.00	36.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
213	11.00	37.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
214	11.00	38.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
215	11.00	39.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
216	11.00	40.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
217	11.00	41.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
218	11.00	42.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
219	11.00	43.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
220	11.00	44.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
221	11.00	45.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
222	11.00	46.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
223	11.00	47.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
224	11.00	48.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
225	11.00	49.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
226	11.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
227	11.00	51.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
228	11.00	52.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
229	11.00	53.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
230	11.00	54.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
231	11.00	55.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
232	11.00	56.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
233	11.00	57.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
234	11.00	58.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
235	11.00	59.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
236	11.00	60.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
237	11.00	61.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
238	11.00	62.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
239	11.00	63.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
240	11.00	64.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
241	11.00	65.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
242	11.00	66.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
243	11.00	67.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
244	11.00	68.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
245	11.00	69.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
246	11.00	70.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
247	11.00	71.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
248	11.00	72.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
249	11.00	73.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
250	11.00	74.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
251	11.00	75.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
252	11.00	76.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
253	11.00	77.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
254	11.00	78.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
255	11.00	79.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
256	11.00	80.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
257	11.00	81.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
258	11.00	82.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
259	11.00	83.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
260	11.00	84.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
261	11.00	85.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
262	11.00	86.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
263	11.00	87.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
264	11.00	88.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
265	11.00	89.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
266	11.00	90.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
267	11.00	91.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
268	11.00	92.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
269	11.00	93.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
270	11.00	94.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

FEAT. : 1200 TO 1300 HOURS CN A WEEKDAY

RECEPTE NUMBER	RECEPTE LOCATION		RECEPTE CONCENTRATION DATA FROM AIRCRAFT SOURCES										EXPECTED ARITHMETIC MEAN	
	(KILOMETERS) X	Y	CO	PC	(MICROGRAMS/CL. NCM)	FT	SD2							
223	13.00	14.00	2.32E 01	8.33E 00	3.93E 00	1.52E 01	5.13E 03							
224	14.00	15.00	2.05E 01	7.34E 00	3.50E 00	1.35E 01	5.14E 03							
225	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
226	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
227	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
228	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
229	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
230	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
231	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
232	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
233	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
234	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
235	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
236	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
237	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
238	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
239	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
240	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
241	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
242	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
243	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
244	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
245	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
246	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
247	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
248	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
249	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
250	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
251	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
252	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
253	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
254	14.00	15.00	0.00	0.00	0.00	0.00	0.00							
255	14.00	15.00	0.00	0.00	0.00	0.00	0.00							

MCNTH - MAY NAS MIRAPAP
PERIOD - 1200 TO 1300 HOURS CN A WEEKDAY

RECECTOR LOCATION		RECECTOR CONCENTRATION DATA FROM AIRCRAFT SLECES					EXPECTED ARITHMETIC MEAN	
RECECTOR ALPHABET	RECECTOR LOCATION	CC	PC	MC (MICROGRAMS/CL. METER)	FT	MC	FT	MC
	(MIL) (METER)							
260	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
261	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
262	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
263	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
264	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
265	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
266	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
267	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
268	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
269	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
270	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
271	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
272	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
273	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
274	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
275	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
276	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
277	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
278	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
279	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
280	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
281	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
282	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
283	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
284	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
285	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
286	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
287	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
288	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
289	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
290	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
291	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
292	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
293	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
294	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
295	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
296	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
297	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
298	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
299	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
300	12:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00

PCATH - PAY NAS MIRAPAR PERICC - 1200 TC 1300 HOURS ON A WEEKDAY

RECEPTOR CONCENTRATION DATA FROM AIRCRAFT SOURCES									
RECEPTOR		RECEPTOR LOCATION		EXPECTED ARITHMETIC MEAN					
ALUMEF		(KILOMETERS)	X	Y	(MICROGRAMS/CU. METER)				
					CG	PC	MCX	PT	SO2
257		16.00		8.00	4.215E-03	1.371E-03	1.248E-02	2.618E-02	3.232E-06
258		16.00		5.00	3.316E-02	1.071E-02	9.668E-02	2.009E-01	5.541E-05
259		16.00		10.00	1.008E-01	3.242E-02	2.918E-01	6.031E-01	1.359E-05
260		16.00		11.00	2.074E-01	6.551E-02	5.765E-01	1.247E-01	3.458E-04
3001		18.00		13.00	3.929E-01	1.277E-01	1.085E-00	2.361E-00	4.145E-04
3002		18.00		14.00	5.907E-01	1.973E-01	1.262E-00	2.741E-00	5.480E-04
3003		18.00		15.00	1.150E-00	3.988E-01	1.490E-00	3.351E-00	8.834E-04
3004		18.00		16.00	2.231E-00	7.886E-01	1.778E-00	4.258E-00	1.524E-03
3005		18.00		17.00	0.00	0.00	0.00	0.00	0.00
3006		18.00		18.00	0.00	0.00	0.00	0.00	0.00
3007		18.00		19.00	0.00	0.00	0.00	0.00	0.00
3008		18.00		20.00	0.00	0.00	0.00	0.00	0.00
3009		18.00		21.00	0.00	0.00	0.00	0.00	0.00
3010		18.00		22.00	0.00	0.00	0.00	0.00	0.00
3011		18.00		23.00	0.00	0.00	0.00	0.00	0.00
3012		18.00		24.00	0.00	0.00	0.00	0.00	0.00
3013		18.00		25.00	0.00	0.00	0.00	0.00	0.00
3014		18.00		26.00	0.00	0.00	0.00	0.00	0.00
3015		18.00		27.00	0.00	0.00	0.00	0.00	0.00
3016		18.00		28.00	0.00	0.00	0.00	0.00	0.00
3017		18.00		29.00	0.00	0.00	0.00	0.00	0.00
3018		18.00		30.00	0.00	0.00	0.00	0.00	0.00
3019		18.00		31.00	0.00	0.00	0.00	0.00	0.00
3020		18.00		32.00	0.00	0.00	0.00	0.00	0.00
3021		18.00		33.00	0.00	0.00	0.00	0.00	0.00
3022		18.00		34.00	0.00	0.00	0.00	0.00	0.00
3023		18.00		35.00	0.00	0.00	0.00	0.00	0.00
3024		18.00		36.00	0.00	0.00	0.00	0.00	0.00
3025		18.00		37.00	0.00	0.00	0.00	0.00	0.00
3026		18.00		38.00	0.00	0.00	0.00	0.00	0.00
3027		18.00		39.00	0.00	0.00	0.00	0.00	0.00
3028		18.00		40.00	0.00	0.00	0.00	0.00	0.00
3029		18.00		41.00	0.00	0.00	0.00	0.00	0.00
3030		18.00		42.00	0.00	0.00	0.00	0.00	0.00
3031		18.00		43.00	0.00	0.00	0.00	0.00	0.00
3032		18.00		44.00	0.00	0.00	0.00	0.00	0.00
3033		18.00		45.00	0.00	0.00	0.00	0.00	0.00
3034		18.00		46.00	0.00	0.00	0.00	0.00	0.00
3035		18.00		47.00	0.00	0.00	0.00	0.00	0.00
3036		18.00		48.00	0.00	0.00	0.00	0.00	0.00
3037		18.00		49.00	0.00	0.00	0.00	0.00	0.00
3038		18.00		50.00	0.00	0.00	0.00	0.00	0.00
3039		18.00		51.00	0.00	0.00	0.00	0.00	0.00
3040		18.00		52.00	0.00	0.00	0.00	0.00	0.00
3041		18.00		53.00	0.00	0.00	0.00	0.00	0.00
3042		18.00		54.00	0.00	0.00	0.00	0.00	0.00
3043		18.00		55.00	0.00	0.00	0.00	0.00	0.00
3044		18.00		56.00	0.00	0.00	0.00	0.00	0.00
3045		18.00		57.00	0.00	0.00	0.00	0.00	0.00
3046		18.00		58.00	0.00	0.00	0.00	0.00	0.00
3047		18.00		59.00	0.00	0.00	0.00	0.00	0.00
3048		18.00		60.00	0.00	0.00	0.00	0.00	0.00
3049		18.00		61.00	0.00	0.00	0.00	0.00	0.00
3050		18.00		62.00	0.00	0.00	0.00	0.00	0.00
3051		18.00		63.00	0.00	0.00	0.00	0.00	0.00
3052		18.00		64.00	0.00	0.00	0.00	0.00	0.00
3053		18.00		65.00	0.00	0.00	0.00	0.00	0.00
3054		18.00		66.00	0.00	0.00	0.00	0.00	0.00
3055		18.00		67.00	0.00	0.00	0.00	0.00	0.00
3056		18.00		68.00	0.00	0.00	0.00	0.00	0.00
3057		18.00		69.00	0.00	0.00	0.00	0.00	0.00
3058		18.00		70.00	0.00	0.00	0.00	0.00	0.00
3059		18.00		71.00	0.00	0.00	0.00	0.00	0.00
3060		18.00		72.00	0.00	0.00	0.00	0.00	0.00
3061		18.00		73.00	0.00	0.00	0.00	0.00	0.00
3062		18.00		74.00	0.00	0.00	0.00	0.00	0.00
3063		18.00		75.00	0.00	0.00	0.00	0.00	0.00
3064		18.00		76.00	0.00	0.00	0.00	0.00	0.00
3065		18.00		77.00	0.00	0.00	0.00	0.00	0.00
3066		18.00		78.00	0.00	0.00	0.00	0.00	0.00
3067		18.00		79.00	0.00	0.00	0.00	0.00	0.00
3068		18.00		80.00	0.00	0.00	0.00	0.00	0.00
3069		18.00		81.00	0.00	0.00	0.00	0.00	0.00
3070		18.00		82.00	0.00	0.00	0.00	0.00	0.00
3071		18.00		83.00	0.00	0.00	0.00	0.00	0.00
3072		18.00		84.00	0.00	0.00	0.00	0.00	0.00
3073		18.00		85.00	0.00	0.00	0.00	0.00	0.00
3074		18.00		86.00	0.00	0.00	0.00	0.00	0.00
3075		18.00		87.00	0.00	0.00	0.00	0.00	0.00
3076		18.00		88.00	0.00	0.00	0.00	0.00	0.00
3077		18.00		89.00	0.00	0.00	0.00	0.00	0.00
3078		18.00		90.00	0.00	0.00	0.00	0.00	0.00
3079		18.00		91.00	0.00	0.00	0.00	0.00	0.00
3080		18.00		92.00	0.00	0.00	0.00	0.00	0.00
3081		18.00		93.00	0.00	0.00	0.00	0.00	0.00
3082		18.00		94.00	0.00	0.00	0.00	0.00	0.00
3083		18.00		95.00	0.00	0.00	0.00	0.00	0.00
3084		18.00		96.00	0.00	0.00	0.00	0.00	0.00
3085		18.00		97.00	0.00	0.00	0.00	0.00	0.00
3086		18.00		98.00	0.00	0.00	0.00	0.00	0.00
3087		18.00		99.00	0.00	0.00	0.00	0.00	0.00
3088		18.00		100.00	0.00	0.00	0.00	0.00	0.00

PCNTH = MAY WAS MIRANAP
PERIOD = 1200 TO 1300 HOURS ON A WEEKDAY

RECEPTOR CONCENTRATION DATA FROM AIRCRAFT SOURCES									
EXPECTED ARITHMETIC MEAN									
RECEPTOR	RECEPTOR LOCATION								
		(KILG) (TENS) Y	CC	PC	(MICROGRAMS/CC) (METER)	FT	SD2		
3331	0000	13:00	1.62E-01	5.25E-02	4.58E-01	1.0E-00	1.29E-04		
3332	0000	14:00	2.46E-01	1.47E-01	6.11E-01	1.4E-00	1.65E-04		
3333	0000	15:00	4.35E-01				4.22E-04		
3334	0000	16:00	0.00	0.00	0.00	0.00	0.00		
3335	0000	17:00	0.00	0.00	0.00	0.00	0.00		
3336	0000	18:00	0.00	0.00	0.00	0.00	0.00		
3337	0000	19:00	0.00	0.00	0.00	0.00	0.00		
3338	0000	20:00	0.00	0.00	0.00	0.00	0.00		
3339	0000	21:00	0.00	0.00	0.00	0.00	0.00		
3340	0000	22:00	0.00	0.00	0.00	0.00	0.00		
3341	0000	23:00	0.00	0.00	0.00	0.00	0.00		
3342	0000	24:00	0.00	0.00	0.00	0.00	0.00		
3343	0000	25:00	0.00	0.00	0.00	0.00	0.00		
3344	0000	26:00	0.00	0.00	0.00	0.00	0.00		
3345	0000	27:00	0.00	0.00	0.00	0.00	0.00		
3346	0000	28:00	0.00	0.00	0.00	0.00	0.00		
3347	0000	29:00	0.00	0.00	0.00	0.00	0.00		
3348	0000	30:00	0.00	0.00	0.00	0.00	0.00		
3349	0000	31:00	0.00	0.00	0.00	0.00	0.00		
3350	0000	32:00	0.00	0.00	0.00	0.00	0.00		
3351	0000	33:00	0.00	0.00	0.00	0.00	0.00		
3352	0000	34:00	0.00	0.00	0.00	0.00	0.00		
3353	0000	35:00	0.00	0.00	0.00	0.00	0.00		
3354	0000	36:00	0.00	0.00	0.00	0.00	0.00		
3355	0000	37:00	0.00	0.00	0.00	0.00	0.00		
3356	0000	38:00	0.00	0.00	0.00	0.00	0.00		
3357	0000	39:00	0.00	0.00	0.00	0.00	0.00		
3358	0000	40:00	0.00	0.00	0.00	0.00	0.00		
3359	0000	41:00	0.00	0.00	0.00	0.00	0.00		
3360	0000	42:00	0.00	0.00	0.00	0.00	0.00		
3361	0000	43:00	0.00	0.00	0.00	0.00	0.00		
3362	0000	44:00	0.00	0.00	0.00	0.00	0.00		
3363	0000	45:00	0.00	0.00	0.00	0.00	0.00		
3364	0000	46:00	0.00	0.00	0.00	0.00	0.00		
3365	0000	47:00	0.00	0.00	0.00	0.00	0.00		
3366	0000	48:00	0.00	0.00	0.00	0.00	0.00		
3367	0000	49:00	0.00	0.00	0.00	0.00	0.00		
3368	0000	50:00	0.00	0.00	0.00	0.00	0.00		
3369	0000	51:00	0.00	0.00	0.00	0.00	0.00		
3370	0000	52:00	0.00	0.00	0.00	0.00	0.00		

PCNTH = MAY NAS MIRAPAR
PERICC = 1200 TO 1300 HOURS ON A WEEKDAY

RECECTOR CONCENTRATION DATA FROM AIRCRAFT SOURCES									
RECECTOR LOCATION					EXPECTED ARITHMETIC MEAN				
RECECTOR ALPHA	(KILOMETERS) X	(KILOMETERS) Y	CC	PC	(MICROGRAMS/CU. METER) NCX	PT	SC2		
371	23:00	3:00	0:00	0:00	0:00	0:00	0:00		
372	23:00	3:00	0:00	0:00	0:00	0:00	0:00		
373	23:00	4:00	0:00	0:00	0:00	0:00	0:00		
374	23:00	5:00	0:00	0:00	0:00	0:00	0:00		
375	23:00	6:00	0:00	0:00	0:00	0:00	0:00		
376	23:00	7:00	0:00	0:00	0:00	0:00	0:00		
377	23:00	8:00	0:00	0:00	0:00	0:00	0:00		
378	23:00	9:00	0:00	0:00	0:00	0:00	0:00		
379	23:00	10:00	0:00	0:00	0:00	0:00	0:00		
380	23:00	11:00	0:00	0:00	0:00	0:00	0:00		
381	23:00	12:00	0:00	0:00	0:00	0:00	0:00		
382	23:00	13:00	0:00	0:00	0:00	0:00	0:00		
383	23:00	14:00	0:00	0:00	0:00	0:00	0:00		
384	23:00	15:00	0:00	0:00	0:00	0:00	0:00		
385	23:00	16:00	0:00	0:00	0:00	0:00	0:00		
386	23:00	17:00	0:00	0:00	0:00	0:00	0:00		
387	23:00	18:00	0:00	0:00	0:00	0:00	0:00		
388	23:00	19:00	0:00	0:00	0:00	0:00	0:00		
389	23:00	20:00	0:00	0:00	0:00	0:00	0:00		
390	23:00	21:00	0:00	0:00	0:00	0:00	0:00		
391	23:00	22:00	0:00	0:00	0:00	0:00	0:00		
392	23:00	23:00	0:00	0:00	0:00	0:00	0:00		
393	23:00	24:00	0:00	0:00	0:00	0:00	0:00		
394	23:00	25:00	0:00	0:00	0:00	0:00	0:00		
395	23:00	26:00	0:00	0:00	0:00	0:00	0:00		
396	23:00	27:00	0:00	0:00	0:00	0:00	0:00		
397	23:00	28:00	0:00	0:00	0:00	0:00	0:00		
398	23:00	29:00	0:00	0:00	0:00	0:00	0:00		
399	23:00	30:00	0:00	0:00	0:00	0:00	0:00		
400	24:00	15:00	2:025E-02	5:762E-02	4:936E-02	1:541E-01	1:422E-04		

PCNT - MAY NAS MIRAPAR
PERIOD - 1200 TO 1300 HOURS ON A WEEKDAY

RECEIPT NUMBER	RECEIPT LOCATION		RECEIPT CONCENTRATION DATA FROM TOTAL					SCUFES	
	RECEIPT LOCATION		EXPECTED ARITHMETIC MEAN						
	(KILOMETERS)	(METERS)	CO	HC	MGX	FT	SO2		
123	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
456	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
789	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
1012	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
1345	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
1678	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
1901	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
2234	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
2567	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
2890	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
3123	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
3456	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
3789	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
4012	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

MONTH = MAY NAS MIRPAF
PERIOD = 1200 TO 1300 HOURS ON A WEEKDAY

RECEIPT NUMBER	RECEIPT LOCATION	RECEIPT CONCENTRATION DATA FROM TOTAL					SCALES	
		(KILOPERF)	CO	PC	(MICROGRAMS/CL. METER)	FT	SD2	
35	3:00	1.36E-01	1.18E-02	2.08E-01	1.03E-02	1.75E-00	1.15E-00	
40	3:00	1.15E-02	1.15E-02	2.08E-01	9.25E-00	1.75E-00	1.07E-00	
41	3:00	1.15E-02	1.15E-02	1.61E-01	6.61E-00	1.75E-00	1.15E-00	
42	3:00	5.51E-01	1.43E-01	5.72E-00	3.97E-00	8.37E-01	5.88E-01	
43	3:00	2.17E-01	1.43E-01	2.53E-00	1.03E-00	2.15E-01	5.88E-01	
44	3:00	1.21E-01	1.21E-01	2.15E-00	8.78E-01	1.54E-01	2.26E-01	
45	3:00	9.82E-00	9.82E-00	1.73E-00	7.09E-00	1.54E-01	2.26E-01	
46	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
47	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
48	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
49	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
50	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
51	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
52	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
53	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
54	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
55	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
56	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
57	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
58	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
59	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
60	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
61	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
62	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
63	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
64	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
65	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
66	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
67	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
68	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
69	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
70	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
71	3:00	0.00	0.00	0.00	0.00	0.00	0.00	
72	3:00	0.00	0.00	0.00	0.00	0.00	0.00	

MCNTH = MAY
 REPTCC = 1200 TC 1300 HOURS ON A WEEKDAY

RECEPTOR ALPHAB	RECEPTOR LOCATION				RECEPTOR CONCENTRATION DATA FROM TCAL				SOURCES			
	RECEPTOR LOCATION				EXPECTED ARITHMETIC MEAN				EXPECTED ARITHMETIC MEAN			
	(KILOMETERS) X	Y			CC	LC	NCX	FT	SC2			
75	4.00	10.00			6.165E 01	1.088E 01	4.44E 00	9.52E 01	1.14E 00			
76	4.00	11.00			4.234E 01	7.37E 00	3.03E 00	9.71E 01	9.02E 01			
77	4.00	12.00			3.250E 01	5.74E 00	2.35E 00	9.43E 01	5.17E 01			
78	4.00	13.00			2.861E 01	5.04E 00	2.06E 00					
79	4.00	14.00			2.805E 01	4.94E 00	2.03E 00	4.72E 01	5.67E 01			
80	4.00	15.00			2.461E 01	0.00	0.00	4.00	5.00			
81	4.00	16.00			0.00	0.00	0.00	0.00	0.00			
82	4.00	17.00			1.884E 01	3.30E 00	1.43E 00	5.23E 01	9.15E 01			
83	4.00	18.00			4.432E 01	8.91E 00	3.84E 00	1.24E 01	1.51E 01			
84	4.00	19.00			5.082E 01	0.00	0.00	0.00	0.00			
85	4.00	20.00			3.728E 01	6.53E 00	2.80E 00	1.24E 01	1.47E 01			
86	4.00	21.00			1.437E 01	2.25E 00	1.00E 00	0.94E 01	2.75E 01			
87	4.00	22.00			1.637E 01	2.25E 00	1.00E 00	0.94E 01	2.75E 01			
88	4.00	23.00			1.625E 02	2.86E 00	1.74E 00	2.33E 01	3.33E 01			
89	4.00	24.00			1.803E 02	2.10E 00	1.34E 00	2.33E 01	3.33E 01			
90	4.00	25.00			1.163E 02	2.10E 00	1.34E 00	2.33E 01	3.33E 01			
91	4.00	26.00			5.875E 01	1.03E 00	4.23E 00	9.11E 01	1.40E 01			
92	4.00	27.00			7.950E 01	1.03E 00	4.23E 00	9.11E 01	1.40E 01			
93	4.00	28.00			4.66E 01	1.03E 00	4.23E 00	9.11E 01	1.40E 01			
94	4.00	29.00			3.832E 01	7.78E 00	3.75E 00	6.45E 01	7.13E 01			
95	4.00	30.00			3.374E 01	7.68E 00	3.75E 00	6.45E 01	7.13E 01			
96	4.00	31.00			0.235E 02	0.42E 01	0.24E 01	0.24E 01	0.24E 01			
97	4.00	32.00			1.375E 02	2.42E 01	1.02E 01	0.24E 01	0.24E 01			
98	4.00	33.00			1.212E 02	2.13E 01	0.91E 01	0.24E 01	0.24E 01			
99	4.00	34.00			1.192E 02	2.05E 01	0.80E 01	0.24E 01	0.24E 01			
100	4.00	35.00			1.360E 02	2.40E 01	0.91E 01	0.24E 01	0.24E 01			
101	4.00	36.00			1.513E 02	2.67E 01	1.02E 01	0.24E 01	0.24E 01			
102	4.00	37.00			1.034E 02	1.80E 01	0.62E 01	0.24E 01	0.24E 01			
103	4.00	38.00			1.034E 02	1.80E 01	0.62E 01	0.24E 01	0.24E 01			
104	4.00	39.00			1.034E 02	1.80E 01	0.62E 01	0.24E 01	0.24E 01			
105	4.00	40.00			1.034E 02	1.80E 01	0.62E 01	0.24E 01	0.24E 01			
106	4.00	41.00			1.034E 02	1.80E 01	0.62E 01	0.24E 01	0.24E 01			
107	4.00	42.00			1.034E 02	1.80E 01	0.62E 01	0.24E 01	0.24E 01			
108	4.00	43.00			1.034E 02	1.80E 01	0.62E 01	0.24E 01	0.24E 01			
109	4.00	44.00			1.034E 02	1.80E 01	0.62E 01	0.24E 01	0.24E 01			
110	4.00	45.00			1.034E 02	1.80E 01	0.62E 01	0.24E 01	0.24E 01			
111	4.00	46.00			1.034E 02	1.80E 01	0.62E 01	0.24E 01	0.24E 01			

MONTH = MAY NAS PIRAZAF
PERIOD = 1200 TO 1300 HOURS ON A WEEKDAY

RECEPTOR NUMBER	RECEPTOR LOCATION		RECEPTOR CONCENTRATION DATA FROM TOTAL SOURCES										EXPECTED ARITHMETIC MEAN	
	(KILOMETERS) X	(KILOMETERS) Y	CC	PC	(MICROGRAMS) CCL	MCX	FT	SO2						
1113	6.00	15.00	6.045E 01	1.065E 01	4.474E C0	1.257E 00	1.655E 00							
1114	7.00	0.00	-1.474E-02	-2.585E-03	1.114E-C3	4.220E-04	6.272E-04							
1115	7.00	3.00	5.165E 02	3.758E 01	1.605E C1	6.345E 00	3.323E 00							
1117	7.00	4.00	5.157E 02	3.786E 01	1.623E C1	5.357E 00	3.970E 00							
1119	7.00	5.00	1.042E 02	1.833E 01	7.775E C0	3.535E 00	3.500E 00							
1120	7.00	6.00	1.785E 02	3.183E 01	1.301E C0	3.253E 00	3.147E 00							
1121	7.00	7.00	1.102E 02	1.945E 01	8.040E C0	2.005E 00	2.587E 00							
1122	7.00	8.00	1.163E 02	2.032E 01	8.474E C0	2.071E 00	2.508E 00							
1123	7.00	9.00	2.548E 02	4.374E 01	1.197E C1	2.552E 01	1.422E 01							
1124	7.00	10.00	1.890E 02	3.250E 01	1.468E C1	2.321E 00	1.088E 01							
1125	7.00	11.00	1.376E 02	2.422E 01	1.035E C1	2.252E 00	1.779E 00							
1126	7.00	12.00	1.575E 02	2.105E 01	8.991E C0	3.002E 00	4.022E 00							
1127	7.00	13.00	1.029E 02	1.804E 01	7.785E C0	3.301E 00	3.385E 00							
1128	7.00	14.00	2.645E 02	4.640E 01	1.568E C1	4.012E 00	1.957E 01							
1129	7.00	15.00	2.725E 02	4.825E 01	2.005E C1	4.775E 00	1.117E 01							
1130	7.00	16.00	1.585E 02	2.134E 01	2.172E C0	3.914E 00	1.175E 01							
1131	7.00	17.00	1.198E 02	2.114E 01	8.856E C0	3.231E 00	2.935E 00							
1132	7.00	18.00	5.713E 01	1.547E 01	6.953E C0	1.674E 00	2.480E 00							
1133	7.00	19.00	5.534E 01	9.551E 00	4.422E C0	1.674E 00	1.633E 00							
1134	7.00	20.00	5.643E 02	6.248E 01	2.875E C0	1.623E 00	2.423E 01							
1135	7.00	21.00	5.880E 01	1.728E 01	7.759E C0	3.671E 00	1.477E 01							
1136	7.00	22.00	1.355E 02	3.705E 01	1.623E C0	5.173E 00	2.600E 00							
1137	7.00	23.00	1.702E 02	3.013E 01	1.152E C0	5.475E 00	6.235E 00							
1138	7.00	24.00	2.552E 02	1.273E 01	5.495E C0	2.275E 00	3.131E 00							
1139	7.00	25.00	2.004E 02	3.512E 01	1.451E C0	3.874E 00	5.711E 00							
1140	7.00	26.00	2.558E 02	5.122E 01	2.031E C1	9.166E C0	1.181E 01							

MONTH - MAY NBS MIRAPAR
 PERIOD - 1200 TO 1300 HOURS ON A WEEKDAY

RECEIVER NUMBER	RECEIVER LOCATION		RECEIVED CONCENTRATION DATA FROM TOTAL SCALERS										EXPECTED ARITHMETIC MEAN	
	(KILOMETERS) X	Y	CO	PC	(MICROGRAMS/CC) PT	PT	SC2							
186	11.00	5.00	1.865E 02	5.526E 01	1.354E 01	7.83E 01	4.401E 00							
187	11.00	10.00	1.838E 02	3.204E 01	1.165E 01	3.742E 01	3.18E 00							
188	11.00	12.00	2.568E 02	3.271E 01	2.418E 01	2.01E 01	1.15E 01							
190	11.00	13.00	3.289E 02	6.154E 01	2.637E 01	1.47E 01	1.327E 01							
192	11.00	14.00	3.703E 02	6.810E 01	2.90E 01	1.44E 01	1.46E 01							
193	12.00	0.00	4.781E 00	8.387E 01	3.620E 01	1.401E 01	2.067E 01							
194	12.00	1.00	1.070E 02	5.864E 01	1.417E 01	1.234E 01	2.067E 01							
195	12.00	2.00	8.530E 01	4.555E 01	1.17E 01	1.052E 01	2.067E 01							
196	12.00	3.00	2.075E 02	4.534E 01	1.822E 01	1.052E 01	2.067E 01							
197	12.00	4.00	1.325E 01	9.77E 01	1.295E 01	1.31E 01	2.067E 01							
198	12.00	5.00	8.823E 01	2.226E 01	8.47E 01	1.721E 01	2.067E 01							
200	12.00	7.00	2.910E 02	9.902E 01	2.442E 01	1.55E 01	2.067E 01							
202	12.00	9.00	2.027E 02	6.171E 01	2.024E 01	1.55E 01	2.067E 01							
204	12.00	11.00	2.202E 02	5.045E 01	2.024E 01	1.55E 01	2.067E 01							
205	12.00	13.00	2.677E 02	5.245E 01	3.01E 01	2.42E 01	2.067E 01							
207	12.00	14.00	2.055E 02	6.437E 01	2.272E 01	2.42E 01	2.067E 01							
209	12.00	15.00	3.523E 02	6.752E 01	2.884E 01	2.542E 01	2.067E 01							
210	12.00	16.00	1.850E 01	3.245E 01	1.401E 01	2.542E 01	2.067E 01							
211	12.00	17.00	3.44E 01	1.352E 01	4.527E 01	2.542E 01	2.067E 01							
212	12.00	18.00	1.156E 02	2.584E 01	9.42E 01	2.542E 01	2.067E 01							
213	12.00	19.00	8.388E 01	2.006E 01	7.324E 01	2.542E 01	2.067E 01							
214	12.00	20.00	7.203E 01	1.866E 01	7.841E 01	2.542E 01	2.067E 01							
215	12.00	21.00	7.535E 01	1.824E 01	7.355E 01	2.542E 01	2.067E 01							
216	12.00	22.00	1.225E 02	3.585E 01	1.63E 01	2.542E 01	2.067E 01							
217	12.00	23.00	1.794E 02	4.236E 01	1.860E 01	2.542E 01	2.067E 01							
218	12.00	24.00	2.781E 02	5.337E 01	2.371E 01	2.542E 01	2.067E 01							
219	12.00	25.00	1.794E 02	4.236E 01	1.860E 01	2.542E 01	2.067E 01							
220	12.00	26.00	2.781E 02	5.337E 01	2.371E 01	2.542E 01	2.067E 01							

MONTH - MAY WAS REAPAR PERICE - 1200 TO 1300 HOURS ON A WEEKDAY

RECEPTOR NUMBER	RECEPTOR LOCATION		RECEPTOR CONCENTRATION DATA FROM TOTAL										SOURCES	
	X	Y	CO	PC	INCHGRAMS/CL. METER	PT	SC2	EXPECTED ARITHMETIC MEAN						
22221	14:00	14:00	2.333E-01	5.000E-01	5.000E-01	3.333E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01
22222	14:00	14:00	1.167E-01	2.500E-01	2.500E-01	1.667E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01
22223	14:00	14:00	3.303E-01	8.000E-01	8.000E-01	2.303E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01
22224	14:00	14:00	2.691E-01	5.500E-01	5.500E-01	1.691E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01
22225	14:00	14:00	1.029E-01	1.000E-01	1.000E-01	3.029E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01
22226	14:00	14:00	6.970E-01	1.500E-01	1.500E-01	5.470E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01
22227	14:00	14:00	5.030E-01	1.000E-01	1.000E-01	4.030E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01
22228	14:00	14:00	5.062E-01	1.000E-01	1.000E-01	4.062E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01
22229	14:00	14:00	6.245E-01	1.000E-01	1.000E-01	5.245E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01
22230	14:00	14:00	1.031E-01	1.000E-01	1.000E-01	3.031E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01
22231	14:00	14:00	2.364E-01	1.000E-01	1.000E-01	1.364E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01
22232	14:00	14:00	2.135E-01	1.000E-01	1.000E-01	1.135E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01
22233	14:00	14:00	1.125E-01	1.000E-01	1.000E-01	3.125E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01
22234	14:00	14:00	1.095E-01	1.000E-01	1.000E-01	3.095E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01
22235	14:00	14:00	3.010E-01	1.000E-01	1.000E-01	2.010E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01
22236	14:00	14:00	1.033E-01	1.000E-01	1.000E-01	3.033E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01
22237	14:00	14:00	5.056E-01	1.000E-01	1.000E-01	4.056E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01
22238	14:00	14:00	4.072E-01	1.000E-01	1.000E-01	3.072E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01
22239	14:00	14:00	4.085E-01	1.000E-01	1.000E-01	3.085E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01	5.000E-01
22240	14:00	14:00	1.400E-01	1.000E-01	1.000E-01	3.400E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01
22241	14:00	14:00	1.711E-01	1.000E-01	1.000E-01	3.711E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01
22242	14:00	14:00	2.199E-01	1.000E-01	1.000E-01	3.199E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01
22243	14:00	14:00	2.065E-01	1.000E-01	1.000E-01	3.065E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01
22244	14:00	14:00	2.080E-01	1.000E-01	1.000E-01	3.080E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01
22245	14:00	14:00	2.367E-01	1.000E-01	1.000E-01	3.367E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01	1.000E-01

U.S. DEPT. OF JUSTICE

RECEPTE ALUMBER	RECEPTE LOCATION		RECEPTE CONCENTRATION DATA FROM TOTAL				EXPECTED ARITHMETIC MEAN		SOURCES	
	(KILMETERS) X	Y	CC	LC	(MICROGRAMS/CL. NCH	PETERI	FT	SD2		
260	12.00	3.00	1.22E-01	2.54E-02	9.57E-03	1.67E-03	1.05E-03	3.58E-03		
261	12.00	4.00	1.20E-02	2.09E-01	8.61E-03			2.05E-03		
262	16.00	5.00	1.58E-02	2.54E-01	1.04E-01	2.94E-03	2.32E-03	3.66E-03		
263	12.00	1.00	1.50E-03	6.51E-00	3.02E-03	1.63E-03	1.63E-03	3.44E-03		
264	12.00	5.00	1.50E-03	1.03E-01	4.45E-03	2.53E-03	2.53E-03	2.22E-03		
265	12.00	10.00	1.42E-02	1.03E-01	5.75E-03	6.65E-03	6.65E-03	1.22E-03		
266	12.00	1.00	1.50E-03	1.03E-01	4.45E-03	2.53E-03	2.53E-03	2.22E-03		
267	12.00	1.00	1.42E-02	1.03E-01	5.75E-03	6.65E-03	6.65E-03	1.22E-03		
268	12.00	1.00	1.50E-03	1.03E-01	4.45E-03	2.53E-03	2.53E-03	2.22E-03		
269	12.00	1.00	1.42E-02	1.03E-01	5.75E-03	6.65E-03	6.65E-03	1.22E-03		
270	12.00	1.00	1.50E-03	1.03E-01	4.45E-03	2.53E-03	2.53E-03	2.22E-03		
271	12.00	1.00	1.42E-02	1.03E-01	5.75E-03	6.65E-03	6.65E-03	1.22E-03		
272	12.00	1.00	1.50E-03	1.03E-01	4.45E-03	2.53E-03	2.53E-03	2.22E-03		
273	12.00	1.00	1.42E-02	1.03E-01	5.75E-03	6.65E-03	6.65E-03	1.22E-03		
274	12.00	1.00	1.50E-03	1.03E-01	4.45E-03	2.53E-03	2.53E-03	2.22E-03		
275	12.00	1.00	1.42E-02	1.03E-01	5.75E-03	6.65E-03	6.65E-03	1.22E-03		
276	12.00	1.00	1.50E-03	1.03E-01	4.45E-03	2.53E-03	2.53E-03	2.22E-03		
277	12.00	1.00	1.42E-02	1.03E-01	5.75E-03	6.65E-03	6.65E-03	1.22E-03		
278	12.00	1.00	1.50E-03	1.03E-01	4.45E-03	2.53E-03	2.53E-03	2.22E-03		
279	12.00	1.00	1.42E-02	1.03E-01	5.75E-03	6.65E-03	6.65E-03	1.22E-03		
280	12.00	1.00	1.50E-03	1.03E-01	4.45E-03	2.53E-03	2.53E-03	2.22E-03		
281	12.00	1.00	1.42E-02	1.03E-01	5.75E-03	6.65E-03	6.65E-03	1.22E-03		
282	12.00	1.00	1.50E-03	1.03E-01	4.45E-03	2.53E-03	2.53E-03	2.22E-03		
283	12.00	1.00	1.42E-02	1.03E-01	5.75E-03	6.65E-03	6.65E-03	1.22E-03		
284	12.00	1.00	1.50E-03	1.03E-01	4.45E-03	2.53E-03	2.53E-03	2.22E-03		
285	12.00	1.00	1.42E-02	1.03E-01	5.75E-03	6.65E-03	6.65E-03	1.22E-03		
286	12.00	1.00	1.50E-03	1.03E-01	4.45E-03	2.53E-03	2.53E-03	2.22E-03		
287	12.00	1.00	1.42E-02	1.03E-01	5.75E-03	6.65E-03	6.65E-03	1.22E-03		
288	12.00	1.00	1.50E-03	1.03E-01	4.45E-03	2.53E-03	2.53E-03	2.22E-03		
289	12.00	1.00	1.42E-02	1.03E-01	5.75E-03	6.65E-03	6.65E-03	1.22E-03		
290	12.00	1.00	1.50E-03	1.03E-01	4.45E-03	2.53E-03	2.53E-03	2.22E-03		
291	12.00	1.00	1.42E-02	1.03E-01	5.75E-03	6.65E-03	6.65E-03	1.22E-03		
292	12.00	1.00	1.50E-03	1.03E-01	4.45E-03	2.53E-03	2.53E-03	2.22E-03		
293	12.00	1.00	1.42E-02	1.03E-01	5.75E-03	6.65E-03	6.65E-03	1.22E-03		
294	12.00	1.00	1.50E-03	1.03E-01	4.45E-03	2.53E-03	2.53E-03	2.22E-03		
295	12.00	1.00	1.42E-02	1.03E-01	5.75E-03	6.65E-03	6.65E-03	1.22E-03		
296	12.00	1.00	1.50E-03	1.03E-01	4.45E-03	2.53E-03	2.53E-03	2.22E-03		

PCNTH = MAY PERICC = 1200 TC 1300 HOURS CM A WEEKDAY

RECEIPTER		RECEIPTER CONCENTRATION DATA FROM TCIAL										SCIPES	
RECEIPTER LOCATION		EXPECTED ARITHMETIC MEAN											
RECEIPTER	RECEIPTER LOCATION	(KILOMETERS)		CC		P-C		GRAMS/CL. PETER		FT		SC2	
		X	Y					MCX					
257		15.00	6.00	1.83E 01		3.56E 00		1.39E 00		4.57E 01		4.40E 01	
258		15.00	10.00	3.18E 01		4.84E 00		1.39E 00		3.32E 00		5.35E 01	
259		15.00	11.00	3.04E 01		7.81E 00		3.34E 00		2.45E 00		1.03E 00	
001		15.00	12.00	5.54E 01		1.14E 01		5.35E 00		4.12E 00		1.67E 00	
002		15.00	13.00	5.64E 02		2.12E 01		9.94E 00		6.60E 00		2.35E 00	
003		15.00	14.00	1.13E 01		2.02E 01		9.60E 00		7.24E 00		3.22E 00	
004		15.00	15.00	1.02E 02		9.06E 02		3.33E 03		7.26E 04		8.98E 04	
005		15.00	16.00	2.34E 02		1.52E 01		3.05E 00		5.74E 01		1.40E 01	
006		15.00	17.00	2.32E 01		1.52E 01		1.04E 00		3.65E 01		1.75E 01	
007		15.00	18.00	2.53E 01		4.24E 00		1.04E 00		4.23E 00		4.80E 01	
008		15.00	19.00	1.47E 01		3.24E 00		1.04E 00		4.23E 00		4.80E 01	
009		15.00	20.00	1.53E 01		3.24E 00		1.04E 00		3.23E 00		3.15E 01	
010		15.00	21.00	2.22E 01		3.24E 00		1.04E 00		3.23E 00		3.15E 01	
011		15.00	22.00	3.69E 01		5.52E 00		2.28E 00		1.25E 00		1.10E 00	
012		15.00	23.00	1.19E 01		1.52E 01		2.28E 00		1.25E 00		1.10E 00	
013		15.00	24.00	6.31E 01		1.52E 01		7.24E 00		4.23E 00		3.20E 00	
014		15.00	25.00	0.00E 01		0.00E 00		0.00E 00		0.00E 00		0.00E 00	
015		15.00	26.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
016		15.00	27.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
017		15.00	28.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
018		15.00	29.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
019		15.00	30.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
020		15.00	31.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
021		15.00	32.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
022		15.00	33.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
023		15.00	34.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
024		15.00	35.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
025		15.00	36.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
026		15.00	37.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
027		15.00	38.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
028		15.00	39.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
029		15.00	40.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
030		15.00	41.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
031		15.00	42.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
032		15.00	43.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
033		15.00	44.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
034		15.00	45.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
035		15.00	46.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
036		15.00	47.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
037		15.00	48.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
038		15.00	49.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
039		15.00	50.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
040		15.00	51.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
041		15.00	52.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
042		15.00	53.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
043		15.00	54.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
044		15.00	55.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
045		15.00	56.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
046		15.00	57.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
047		15.00	58.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
048		15.00	59.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
049		15.00	60.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
050		15.00	61.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
051		15.00	62.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
052		15.00	63.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
053		15.00	64.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
054		15.00	65.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
055		15.00	66.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
056		15.00	67.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
057		15.00	68.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
058		15.00	69.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
059		15.00	70.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
060		15.00	71.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
061		15.00	72.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
062		15.00	73.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
063		15.00	74.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
064		15.00	75.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
065		15.00	76.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
066		15.00	77.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
067		15.00	78.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
068		15.00	79.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
069		15.00	80.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
070		15.00	81.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
071		15.00	82.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
072		15.00	83.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
073		15.00	84.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
074		15.00	85.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
075		15.00	86.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
076		15.00	87.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
077		15.00	88.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
078		15.00	89.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
079		15.00	90.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
080		15.00	91.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
081		15.00	92.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
082		15.00	93.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
083		15.00	94.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
084		15.00	95.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
085		15.00	96.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
086		15.00	97.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
087		15.00	98.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
088		15.00	99.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	
089		15.00	100.00	2.72E 02		1.52E 01		0.00E 00		0.00E 00		0.00E 00	

MCNTH = MAY
 NAS PIPPAR
 PERICE - 1200 TO 1300 HOURS ON A WEEKDAY

RECECTOR		RECECTOR LOCATION		RECECTOR CONCENTRATION DATA FROM TOTAL		EXPECTED ARITHMETIC MEAN		SOURCES	
RECECTOR NUMBER	X	Y	Z	CO	LC	MCN	ST	SO2	
2348	20.00	13.00	13.00	5.55E-01	0.43E-01	3.62E-00	3.55E-00	1.65E-00	0.00
2349	20.00	14.00	15.00	5.33E-01	0.50E-00	4.15E-00	3.24E-00	1.49E-00	0.00
2350	21.00	11.00	12.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2351	21.00	12.00	13.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2352	21.00	13.00	14.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2353	21.00	14.00	15.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2354	21.00	15.00	16.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2355	21.00	16.00	17.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2356	21.00	17.00	18.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2357	21.00	18.00	19.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2358	21.00	19.00	20.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2359	21.00	20.00	21.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2360	21.00	21.00	22.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2361	21.00	22.00	23.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2362	21.00	23.00	24.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2363	21.00	24.00	25.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2364	21.00	25.00	26.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2365	21.00	26.00	27.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2366	21.00	27.00	28.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2367	21.00	28.00	29.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2368	21.00	29.00	30.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2369	21.00	30.00	31.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00
2370	21.00	31.00	32.00	0.00E-00	0.55E-00	0.00E-00	0.00E-00	0.00E-00	0.00

PCATH - PAY NAS PERMAP
PERIOD - 1200 TO 1300 HOURS ON A WEEKDAY

RECEIPT NUMBER	RECEIPT LOCATION	RECEIPT CONCENTRATION DATA FROM TOTAL				EXPECTED ARITHMETIC MEAN			
		(KILOMETERS) X	(KILOMETERS) Y	CO	LC	PT	SO2		
371	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
372	23:00	23:00	23:00	2.25E-03	2.25E-03	2.25E-03	2.25E-03	2.25E-03	2.25E-03
373	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
374	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
375	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
376	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
377	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
378	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
379	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
380	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
381	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
382	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
383	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
384	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
385	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
386	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
387	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
388	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
389	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
390	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
391	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
392	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
393	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
394	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
395	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
396	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
397	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
398	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
399	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03
400	23:00	23:00	23:00	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03	1.47E-03

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