Portable Noise Analyzer Report

Two portable noise analyzers were located in Berkeley to collect aircraft noise data between July 25 – August 9, 2002. Portable noise analyzer # 42 was located near Yosemite Road and portable noise analyzer #43 was located near Park Hills Road. Data collection on portable noise analyzer #43 stopped on 8/4/02. Normal weather conditions existed during the monitoring period resulting in primarily West Plan air traffic pattern operations.

During normal weather conditions when winds are from the west, typical flights over Berkeley will include Oakland International Airport (OAK), and San Francisco International Airport (SFO) flights, and general aviation flights. At night, between 10pm-7am, air carrier departure flights try to fly "up the Bay" as long as possible to gain altitude before turning over the East Bay. When winds are from the east (usually during stormy weather), flights will be much lower as part of approach maneuvers to land at OAK or SFO. In addition, overflights from other smaller Bay Area airports will also fly over Berkeley, but to a lesser extent.

The following maps illustrate flights that flew over the portable noise analyzers and created noise events.

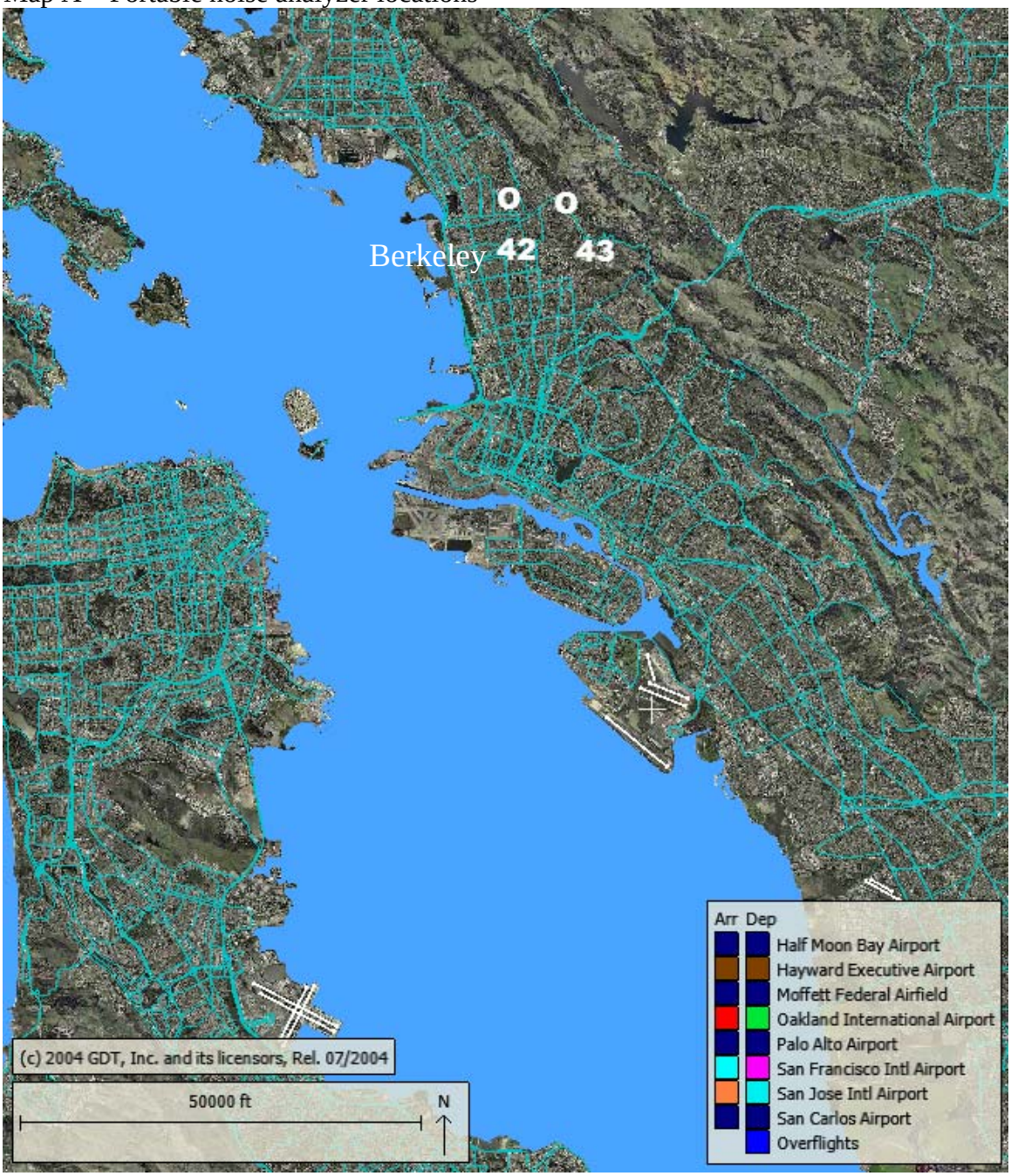
Map A – Portable noise analyzer locations

Map B – All flights that created noise events at portable noise analyzers

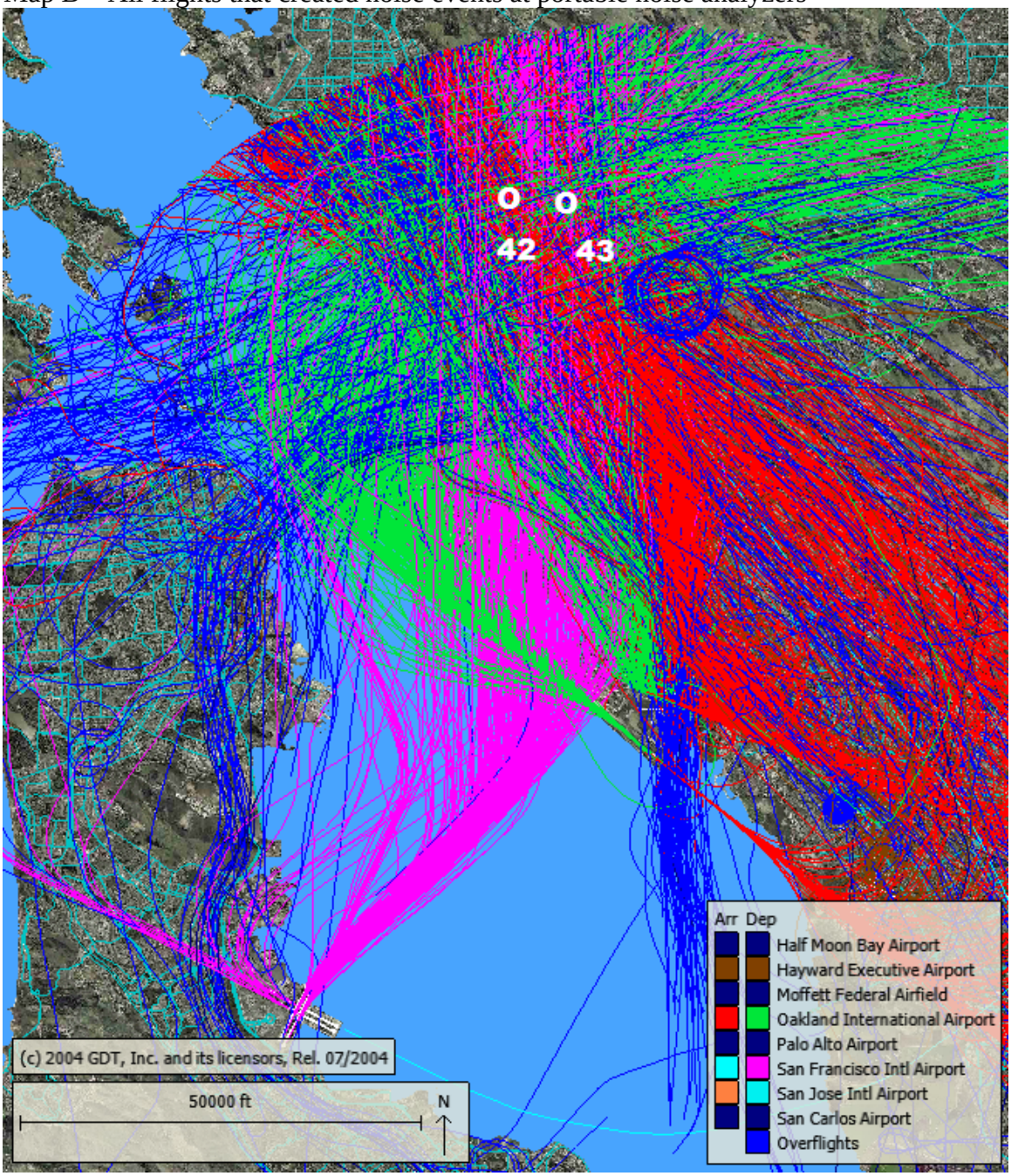
Map C – OAK flights that created noise events at portable noise analyzers

Map D – Non-OAK flights that created noise events at portable noise analyzers

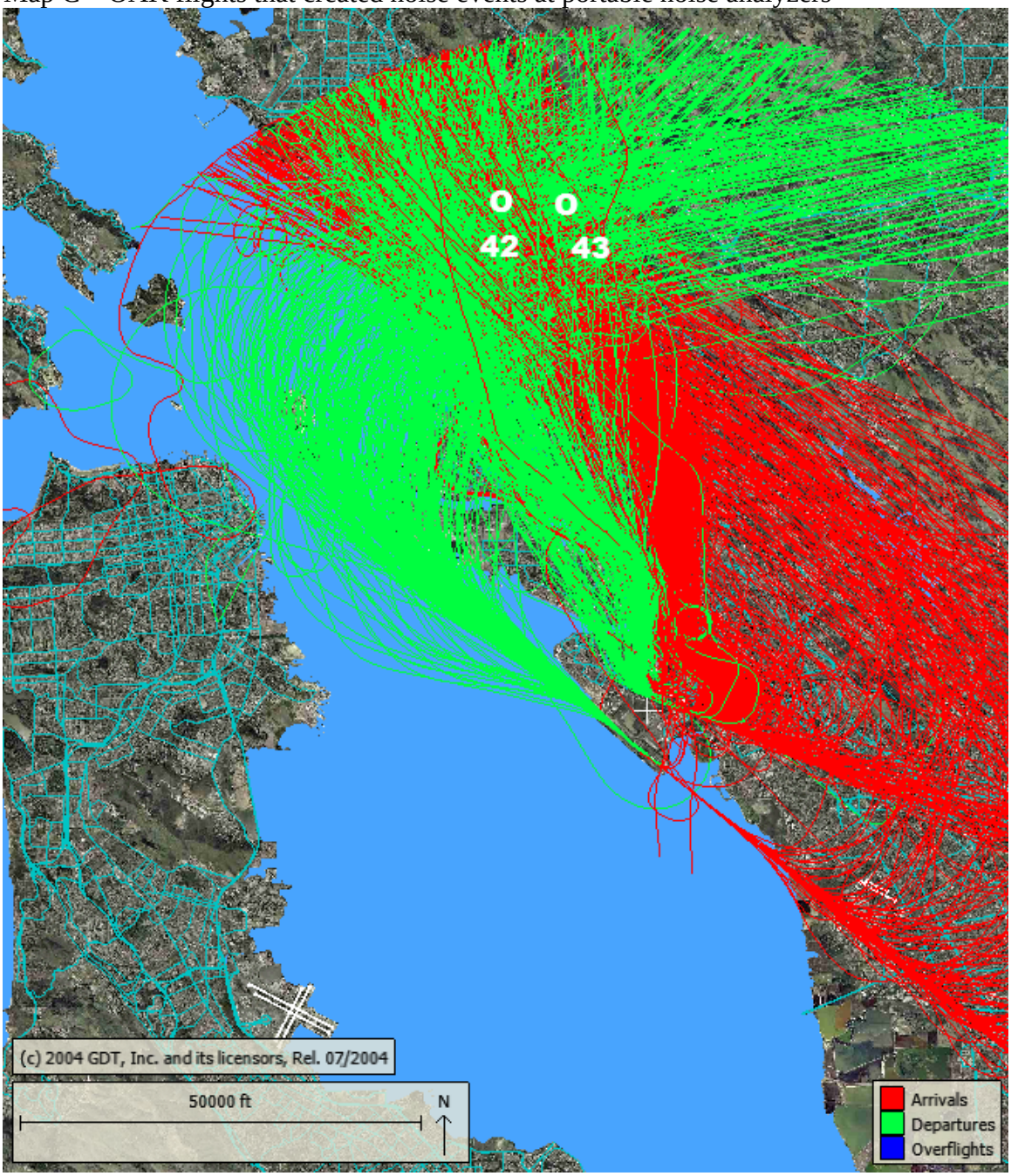
Map A – Portable noise analyzer locations



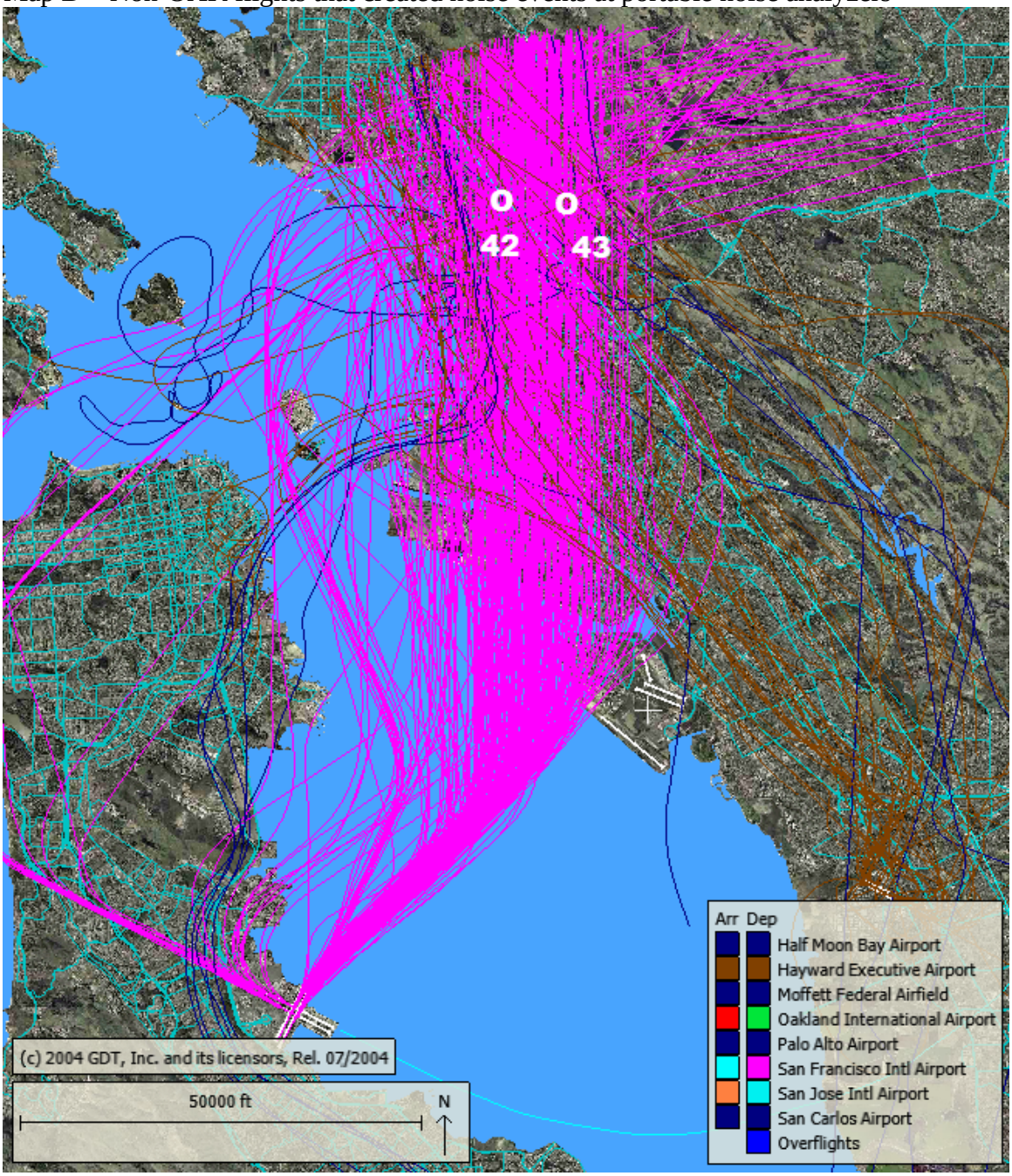
Map B – All flights that created noise events at portable noise analyzers



Map C – OAK flights that created noise events at portable noise analyzers



Map D – Non-OAK flights that created noise events at portable noise analyzers



The following information itemizes the noise events over 55 decibels (dB) that were collected during the monitoring period. There is no specific decibel level at which aircraft noise is considered "too loud." Sensitivity to noise (of any kind) varies greatly with the individual. Federal law certifies aircraft according to decibel levels applicable to the particular aircraft type. In general, newer jet aircraft are quieter than older ones as technology continues to decrease the amount of noise an engine makes. Concurrently, the aircraft also are becoming more fuel efficient.

Be advised that the noise levels discussed in this report are "single event noise levels," in that they are the individual noise levels made by one aircraft. Please do not confuse these single event levels with the Airport's CNEL "noise contour level" which is calculated by averaging all aircraft noise over a given period of time, with penalties added for noise occurring between 7 p.m.-7 a.m.

The following decibel levels reached by other types of noise may help in relating to the aircraft noise levels provided in the attached reports.

Decibel (dB) level	Source
60 dB	Normal speaking voice
70-75 dB	Passenger car driving by at 50 feet
80-85 dB	Loud truck driving by at 50 feet
100+ dB	Concert rock band

1. Total number of aircraft noise events: 3,006

   Number of noise events made by

OAK flights	1,623 (54%)
non-OAK flights	1,383 (46%)

   Total number of non-aircraft noise events: 5,137

   (In order for a noise event to be recorded by the monitoring unit, the noise level had to reach 55 dB)

2. Number of aircraft noise events by time of day

7 a.m. - 10 p.m.	2,873 (96%)
10 p.m. - 7 a.m.	133 (4%)

   Number of non-aircraft noise events by time of day

7 a.m. - 10 p.m.	4,780 (93%)
10 p.m. - 7 a.m.	357 (7%)

3. Median Lmax of OAK flights: 59.0 dB
(Lmax is the maximum noise level reached during a noise event.)

Median SEL of OAK flights: 67.0 dB
(SEL is the total noise generated by a noise event. This includes the Lmax and Duration of the event.)

The following table compares the median noise levels (listed above) of OAK flights with those of non-OAK flights, all of which were recorded by the portable noise analyzers.

	OAK	non-OAK
Lmax	59.0 dB	58.9 dB
SEL	67.0 dB	66.9 dB

4. Community Noise Equivalent Levels (CNEL) -
The **Community Noise Equivalent Level (CNEL)** is a method of predicting, by a single number rating, cumulative aircraft noise that affects communities in airport environs. As defined in the California Airport Noise Standards, CNEL represents the average daytime noise level during a 24-hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and nighttime periods relative to the daytime period. CNEL applies a weighting to aircraft events occurring during the evening and nighttime time periods. For evening (7:00 PM – 9:59 PM) and nighttime (10:00 PM – 6:59 AM) aircraft noise events, CNEL logarithmically multiplies each operation by 3 and 10, respectively. This effectively adds 4.8 dB to evening event SELs and 10 dB to nighttime event SELs.

CNEL values for monitoring period for portable noise analyzer #42

Date	OAK Aircraft CNEL	Non- OAK Aircraft CNEL	Community CNEL
7/26	42.2	42.1	56.7
7/27	40.1	38.6	57.1
7/28	41.9	40.1	56.3
7/29	42.7	42.8	57.5
7/30	44.7	48.2	57.2
7/31	39.9	37.0	60.7
8/1	39.3	38.8	51.0
8/2	41.2	40.2	57.7
8/3	41.3	39.6	56.1
8/4	37.6	39.4	54.5
8/5	37.9	38.3	57.0
8/6	43.9	38.5	57.6
8/7	41.5	42.2	57.4
8/8	39.8	39.4	57.2

CNEL values for monitoring period for portable noise analyzer #43

Date	OAK Aircraft CNEL	Non- OAK Aircraft CNEL	Community CNEL
7/26	35.6	36.4	50.8
7/27	33.7	30.7	52.9
7/28	38.1	37.0	51.6
7/29	36.1	33.9	51.7
7/30	36.3	31.6	52.7
7/31	34.6	33.8	52.9
8/1	34.7	36.4	64.7
8/2	65.6*	68.3*	97.8*
8/3	24.3	40.9	79.8

* Abnormal values due to loud unknown source near portable noise analyzer.

5. The following 2 tables include information about individual noise events collected at the portable noise analyzers. The first table includes aircraft noise events. The second table includes non-aircraft (community) noise events.

Aircraft Noise Events at RMT 42 and 43, 7/25/02-8/09/02

Noise Event Classifications

1	Single OAK aircraft
2	Multiple OAK aircraft
3	Non-OAK aircraft
4	Simultaneous OAK and non-OAK aircraft

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification	Flight Number	Tail Number	Aircraft Type	Airport Code
7/25/2002 15:34	42	57.7	65.3	8	1		N5348D		OAK
7/25/2002 15:34	42	56.8	63.4	8	1		N5348D		OAK
7/25/2002 15:40	42	59.1	65.6	8	1		N4312R		OAK
7/25/2002 15:42	42	55.6	61.8	6	1		N4312R		OAK
7/25/2002 15:43	42	59.2	69.5	29	2		N312CM		OAK
7/25/2002 15:54	42	59.2	66.0	10	1	AAL2471			OAK
7/25/2002 15:55	42	58.5	66.7	14	1	AAL2471			OAK
7/25/2002 16:07	42	57.6	65.6	9	3	COA1249		B738	SFO
7/25/2002 16:07	42	56.4	66.3	14	3	COA1249		B738	SFO
7/25/2002 16:12	42	56.7	66.4	16	1	ASA348		B734	OAK
7/25/2002 16:18	42	58.5	71.4	37	1		N4345B		OAK
7/25/2002 16:19	42	58.3	63.9	7	1		N4345B		OAK
7/25/2002 16:20	42	59.0	66.4	9	1	ASA363		MD80	OAK
7/25/2002 16:24	42	58.1	65.3	8	3	UAL1250		B735	
7/25/2002 16:25	42	58.4	65.4	8	3	UAL1250		B735	
7/25/2002 16:33	42	57.2	66.3	14	4	SKW6436		E120	
7/25/2002 16:34	42	55.3	63.4	11	3	SKW6436		E120	
7/25/2002 16:35	42	56.2	64.6	11	3				
7/25/2002 16:35	42	56.8	64.0	8	3				
7/25/2002 16:36	42	57.7	65.8	11	3				
7/25/2002 16:37	42	64.3	71.5	15	3				
7/25/2002 16:41	42	68.3	75.1	29	1		N7114Y	PA30	OAK
7/25/2002 16:42	42	56.2	62.1	6	1		N7114Y	PA30	OAK
7/25/2002 16:43	42	59.1	67.6	14	1		N7114Y	PA30	OAK
7/25/2002 16:44	42	56.2	65.4	14	3		N1722T		
7/25/2002 16:44	42	55.1	66.3	17	3		N1722T		
7/25/2002 16:45	42	56.8	64.5	9	4		N1722T		
7/25/2002 16:45	42	58.6	63.9	6	4		N1722T		
7/25/2002 16:45	42	55.1	63.2	9	3		N1722T		
7/25/2002 16:49	42	57.5	67.7	21	1	SKW3840		CRJ2	OAK
7/25/2002 16:50	42	59.2	65.4	8	1	SKW3840		CRJ2	OAK
7/25/2002 16:52	42	57.8	64.2	7	1	EJA816		H25B	OAK
7/25/2002 16:54	42	58.2	65.5	8	3	VIR20		B744	
7/25/2002 16:55	42	57.3	71.2	45	3		N100JB		
7/25/2002 16:56	42	57.5	65.8	10	3		N100JB		
7/25/2002 16:57	42	59.4	67.3	9	1	SWA445		B733	OAK
7/25/2002 16:58	42	55.8	64.8	10	3	UAL1098		B752	
7/25/2002 17:02	43	79.2	82.1	22	3	BAW284		B772	

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification	Flight Number	Tail Number	Aircraft Type	Airport Code
7/25/2002 17:03	43	71.3	76.1	16	1		N5348D		OAK
7/25/2002 17:03	43	62.4	66.2	6	1		N5348D		OAK
7/25/2002 17:04	42	59.0	63.7	5	1		N5348D		OAK
7/25/2002 17:05	42	55.3	62.7	7	3		N534CA		
7/25/2002 17:05	43	62.8	66.7	6	4	AAL688		B738	
7/25/2002 17:07	42	63.1	73.7	29	1		N4312R		OAK
7/25/2002 17:13	42	58.2	62.9	5	1		N19879		OAK
7/25/2002 17:14	42	57.9	67.6	18	1		N19879		OAK
7/25/2002 17:15	42	59.6	71.6	33	3	SKW6438		E120	SFO
7/25/2002 17:15	43	56.4	63.8	7	3	SKW6438		E120	SFO
7/25/2002 17:16	42	56.8	63.8	7	3		N1325S	C182	
7/25/2002 17:19	42	55.4	61.7	5	3		N534CA		
7/25/2002 17:21	42	59.7	64.7	6	1	SWA827		B737	OAK
7/25/2002 17:22	42	60.2	65.7	7	1	UAL1184		B733	OAK
7/25/2002 17:29	42	58.3	69.9	32	1	ASA438		B734	OAK
7/25/2002 17:37	42	58.3	63.4	5	1	SWA1718		B733	OAK
7/25/2002 17:40	42	57.7	67.9	19	3		N734NG		
7/25/2002 17:41	42	55.9	63.4	7	4		N734NG		
7/25/2002 17:42	43	62.2	70.1	15	1		N2616X	C414	OAK
7/25/2002 17:42	42	56.4	63.9	9	4		N2616X	C414	OAK
7/25/2002 17:50	42	56.4	63.8	8	1		N414P	C414	OAK
7/25/2002 17:51	42	57.9	65.5	10	1		N414P	C414	OAK
7/25/2002 17:51	42	55.9	63.0	8	1		N414P	C414	OAK
7/25/2002 17:54	42	57.1	65.8	13	3				
7/25/2002 17:54	42	60.5	70.0	17	3				
7/25/2002 17:55	42	60.4	67.3	9	3				
7/25/2002 17:56	42	57.1	65.8	11	1	ABX411		B762	OAK
7/25/2002 17:57	42	59.4	66.8	9	3		N6052W		
7/25/2002 17:59	43	63.5	71.1	15	3		N6052W		
7/25/2002 18:01	42	59.4	66.9	12	1	PCM7700		C208	OAK
7/25/2002 18:02	42	56.5	63.2	6	2	PCM7700		C208	OAK
7/25/2002 18:02	42	56.4	65.2	10	2		N700TT	BE36	OAK
7/25/2002 18:03	43	56.7	64.3	9	1		N700TT	BE36	OAK
7/25/2002 18:03	42	55.6	63.9	10	2		N700TT	BE36	OAK
7/25/2002 18:06	42	58.7	64.1	6	1		N54042	C172	OAK
7/25/2002 18:07	43	56.4	64.6	9	1		N54042	C172	OAK
7/25/2002 18:09	42	69.6	78.2	32	1		N2616X		OAK
7/25/2002 18:11	42	57.8	66.9	17	1		N4092S		OAK
7/25/2002 18:12	42	66.1	76.4	33	1		N4092S		OAK
7/25/2002 18:12	43	64.8	68.5	8	1		N4092S		OAK
7/25/2002 18:12	42	57.6	65.1	9	1		N4092S		OAK
7/25/2002 18:13	43	62.4	67.0	8	1		N4092S		OAK
7/25/2002 18:13	42	58.4	63.3	5	1	PCM7699		C208	OAK
7/25/2002 18:15	42	56.7	63.6	6	1	UNF8603		C208	OAK
7/25/2002 18:16	43	69.5	80.6	50	1	UNF8603		C208	OAK
7/25/2002 18:16	42	57.3	67.5	17	1	UNF8603		C208	OAK
7/25/2002 18:17	42	57.6	70.0	37	1	UNF8603		C208	OAK

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification	Flight Number	Tail Number	Aircraft Type	Airport Code
7/25/2002 18:24	42	56.3	62.4	6	3		N1407U	C172	
7/25/2002 18:25	42	60.4	73.9	41	3				
7/25/2002 18:26	42	55.7	63.7	10	3				
7/25/2002 18:30	42	55.7	61.9	6	1		N5216T		OAK
7/25/2002 18:31	42	63.0	70.1	13	3	ASA235		B734	SFO
7/25/2002 18:32	42	55.0	60.8	6	3	ASA235		B734	SFO
7/25/2002 18:36	42	59.1	64.4	6	1		N99348		OAK
7/25/2002 18:42	42	57.5	68.5	20	3		N174ME	C172	
7/25/2002 18:43	42	57.6	67.1	12	3		N174ME	C172	
7/25/2002 18:44	42	57.1	63.4	6	3		N174ME	C172	
7/25/2002 18:49	42	58.7	66.2	9	4		N7336B		
7/25/2002 18:50	43	58.6	69.2	21	4		N7336B		
7/25/2002 18:50	42	57.3	68.3	22	3		N7336B		
7/25/2002 18:59	43	64.2	67.0	5	3	Z7309S			
7/25/2002 20:01	43	58.9	68.3	16	3		N5348D	C172	
7/25/2002 20:01	43	59.1	67.7	15	3		N5348D	C172	
7/25/2002 20:02	42	55.7	63.0	8	3		N5348D	C172	
7/25/2002 20:02	42	59.3	66.1	8	3		N5348D	C172	
7/25/2002 20:20	42	58.6	62.2	5	3	ASA361		B734	SFO
7/25/2002 21:15	42	59.3	66.5	9	1	ROK416			OAK
7/25/2002 21:16	42	57.5	64.7	9	1	ROK416			OAK
7/25/2002 21:19	42	58.1	65.0	10	2	FDX86		DC10	OAK
7/25/2002 21:43	42	56.1	63.3	7	1				OAK
7/25/2002 21:51	42	57.5	62.6	5	2	CFS091		F27	OAK
7/25/2002 21:51	43	63.0	70.2	16	4	CFS091		F27	OAK
7/25/2002 21:52	43	56.0	62.1	6	3	ASA456		B734	
7/25/2002 22:00	42	67.5	69.1	7	3		N20444	BE33	
7/25/2002 22:01	42	55.9	63.1	7	3		N20444	BE33	
7/25/2002 22:32	42	55.8	67.0	19	1	FDX1819		DC10	OAK
7/26/2002 13:04	42	58.6	65.4	8	3	UAL1010		B733	SFO
7/26/2002 13:04	42	55.1	61.4	6	3	UAL1010		B733	SFO
7/26/2002 13:10	42	56.8	65.8	12	4	UAL580		B735	SFO
7/26/2002 13:11	42	56.4	63.5	9	1		N5227D		OAK
7/26/2002 13:19	42	58.7	66.6	11	1		N9136Q	BE35	OAK
7/26/2002 13:19	42	56.3	62.6	6	1		N9136Q	BE35	OAK
7/26/2002 13:23	43	61.4	71.5	19	1	TWY658			OAK
7/26/2002 13:23	42	67.7	78.1	46	2	TWY658			OAK
7/26/2002 13:24	42	60.4	72.8	45	2	FDX3859		A306	OAK
7/26/2002 13:26	42	58.5	64.2	7	4		N2686U		OAK
7/26/2002 13:26	42	55.2	62.9	8	1	JBU96		A320	OAK
7/26/2002 13:27	42	55.7	63.7	10	1	JBU96		A320	OAK
7/26/2002 13:27	42	57.2	70.1	34	2	JBU96		A320	OAK
7/26/2002 1:31	42	58.7	63.6	5	3		N67849	C152	
7/26/2002 13:38	42	67.4	76.4	56	1		N9389E		OAK
7/26/2002 13:46	42	56.1	67.9	23	3				
7/26/2002 13:47	42	56.9	65.5	10	3				
7/26/2002 13:47	42	58.2	66.0	9	3				

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification	Flight Number	Tail Number	Aircraft Type	Airport Code
7/26/2002 13:48	42	57.2	66.0	14	3				
7/26/2002 13:53	42	55.6	69.0	35	1		N6105V		OAK
7/26/2002 13:54	42	60.2	70.7	32	1		N6105V		OAK
7/26/2002 13:55	42	56.4	65.1	11	1	SKW3838		CRJ2	OAK
7/26/2002 13:56	42	57.3	64.3	8	1	SKW3838		CRJ2	OAK
7/26/2002 13:57	43	61.3	72.7	34	1	FDX3860		A306	OAK
7/26/2002 13:59	42	57.6	64.0	7	1	SWA1577		B733	OAK
7/26/2002 13:59	42	56.2	64.3	9	1	SWA1577		B733	OAK
7/26/2002 14:00	43	59.4	70.9	29	1	SWA1577		B733	OAK
7/26/2002 14:00	42	59.3	72.7	45	1	SWA1577		B733	OAK
7/26/2002 14:01	42	56.9	62.7	6	3	ASA359		B734	SFO
7/26/2002 14:02	42	56.9	71.3	43	1		N72092		OAK
7/26/2002 14:03	42	55.1	62.7	7	1		N72092		OAK
7/26/2002 14:04	42	59.7	65.9	8	1		N72092		OAK
7/26/2002 14:04	42	56.6	64.3	10	1		N72092		OAK
7/26/2002 14:09	42	60.4	67.4	13	2		N6378P		OAK
7/26/2002 14:10	42	58.3	64.0	7	2		N6378P		OAK
7/26/2002 14:10	42	58.3	74.8	78	1		N6378P		OAK
7/26/2002 14:11	43	56.5	65.5	11	1		N6378P		OAK
7/26/2002 14:12	42	59.1	68.5	16	1		N6378P		OAK
7/26/2002 14:13	42	60.1	71.9	31	1		N72092		OAK
7/26/2002 14:14	42	55.4	71.4	53	1		N72092		OAK
7/26/2002 14:15	42	56.1	64.6	12	1		N72092		OAK
7/26/2002 14:15	42	61.7	68.6	13	1		N72092		OAK
7/26/2002 14:16	42	60.3	74.0	47	4				
7/26/2002 14:17	43	62.7	75.2	40	1	FDX3861		B72Q	OAK
7/26/2002 14:17	42	61.9	74.2	57	1		N72092		OAK
7/26/2002 14:19	43	56.0	63.7	9	1		N72092		OAK
7/26/2002 14:19	42	57.7	67.3	17	1		N72092		OAK
7/26/2002 14:20	42	57.5	66.3	13	1		N72092		OAK
7/26/2002 14:21	42	59.2	64.6	6	1	SWA133		B737	OAK
7/26/2002 14:25	42	58.0	68.9	20	1		N72092		OAK
7/26/2002 14:26	42	56.2	62.9	6	2		N5227D		OAK
7/26/2002 14:27	42	56.1	62.1	6	1		N5227D		OAK
7/26/2002 14:28	42	56.3	66.0	13	1		N5227D		OAK
7/26/2002 14:28	42	56.9	62.6	5	1		N5227D		OAK
7/26/2002 14:31	42	58.1	66.2	11	1		N72092		OAK
7/26/2002 14:32	42	58.1	65.0	8	2	SWA1365		B737	OAK
7/26/2002 14:33	42	55.4	64.3	12	4		N3897Y		
7/26/2002 14:33	43	56.4	65.0	11	3		N3897Y		
7/26/2002 14:34	42	57.7	69.5	22	3		N3897Y		
7/26/2002 14:37	42	57.7	67.2	17	3				
7/26/2002 14:40	42	57.7	65.9	10	1		N739KN		OAK
7/26/2002 14:47	42	56.0	61.6	5	3	Z69276			
7/26/2002 14:47	42	58.3	64.6	7	4	Z69276			
7/26/2002 14:48	42	55.7	64.1	12	4	Z69276			
7/26/2002 14:52	42	58.2	64.0	6	2	UAL1082		B733	OAK

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7/26/2002 14:53	42	61.3	73.5	49	4		N613WD		OAK
7/26/2002 14:53	43	60.4	74.3	55	1		N613WD		OAK
7/26/2002 14:54	42	56.1	61.8	5	4		N613WD		OAK
7/26/2002 14:56	42	72.7	84.5	70	1		N707JA	GLF3	OAK
7/26/2002 14:56	43	70.7	82.2	72	1		N707JA	GLF3	OAK
7/26/2002 14:57	42	64.3	71.7	20	1		N1927G	F2TH	OAK
7/26/2002 14:59	42	57.1	62.4	5	1	OPT692		BE40	OAK
7/26/2002 15:00	42	61.6	73.3	45	1		N5374F	PA34	OAK
7/26/2002 15:03	43	63.3	71.8	16	1		N323DC	C210	OAK
7/26/2002 15:03	42	57.2	62.4	5	2		N323DC	C210	OAK
7/26/2002 15:03	42	57.1	66.1	15	1	AAL288		B752	OAK
7/26/2002 15:04	43	56.2	66.5	15	1	AAL288		B752	OAK
7/26/2002 15:13	42	59.6	66.9	11	3	ASA351		B734	SFO
7/26/2002 15:17	42	56.8	62.5	5	4		N8274E		OAK
7/26/2002 15:17	42	58.2	64.1	7	4		N8274E		OAK
7/26/2002 15:25	42	56.4	66.5	18	2		N5097U		OAK
7/26/2002 15:26	42	57.3	67.4	18	1		N5097U		OAK
7/26/2002 15:26	43	58.0	64.5	8	1		N5097U		OAK
7/26/2002 15:27	42	56.5	63.1	6	1		N5097U		OAK
7/26/2002 15:31	42	58.9	68.0	13	1		N172AR		OAK
7/26/2002 15:32	42	56.7	68.7	27	1		N172AR		OAK
7/26/2002 15:32	42	65.7	77.2	86	1	SWA461		B737	OAK
7/26/2002 15:54	42	59.1	71.8	43	3	UAL1404		B733	SFO
7/26/2002 15:56	42	59.6	73.3	42	1		N8274E		OAK
7/26/2002 15:57	42	59.3	64.7	6	1		N8274E		OAK
7/26/2002 15:58	42	66.5	76.4	49	3	HEFTY18		C5	
7/26/2002 16:02	42	59.2	64.4	6	3		N7273R	BE36	
7/26/2002 16:02	42	57.6	68.8	23	3		N7273R	BE36	
7/26/2002 16:04	42	57.5	66.3	14	4		N931GG		OAK
7/26/2002 16:05	42	56.5	62.6	6	4	UAL554		B752	SFO
7/26/2002 16:05	42	58.1	70.8	43	1		N4932P		OAK
7/26/2002 16:06	42	61.8	70.1	19	1		N5374F		OAK
7/26/2002 16:07	42	57.2	62.7	7	1		N5374F		OAK
7/26/2002 16:10	42	60.8	66.2	8	3				
7/26/2002 16:10	42	60.0	71.5	32	3				
7/26/2002 16:18	42	58.9	65.5	8	1				OAK
7/26/2002 16:20	42	56.3	62.8	6	1				OAK
7/26/2002 16:23	42	60.8	72.8	52	3		N734NG		
7/26/2002 16:24	42	55.3	65.3	12	3		N734NG		
7/26/2002 16:27	43	55.5	65.4	14	3	UAL1536		B733	SFO
7/26/2002 16:31	42	57.6	65.1	10	1		N4345B	PA28	OAK
7/26/2002 16:33	42	59.3	68.2	12	1		N4345B	PA28	OAK
7/26/2002 16:35	42	58.9	68.7	17	1		N6284M		OAK
7/26/2002 16:36	42	59.4	67.5	13	4		N6284M		OAK
7/26/2002 16:37	42	59.3	64.8	7	4		N6284M		OAK
7/26/2002 16:37	42	55.9	63.3	7	4				
7/26/2002 16:38	42	56.5	62.9	7	4				

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7/26/2002 16:38	42	57.3	64.5	8	4				
7/26/2002 16:40	42	56.9	66.5	15	1		N34597		OAK
7/26/2002 16:42	42	57.0	63.2	6	3	ASA595		MD80	SFO
7/26/2002 16:42	42	58.8	63.7	6	3	ASA595		MD80	SFO
7/26/2002 16:44	42	57.3	69.5	28	3	UAL6		B762	SFO
7/26/2002 16:45	42	58.5	64.6	7	1	FDX3857		MD10	OAK
7/26/2002 16:46	42	59.8	75.0	75	1	FDX3857		MD10	OAK
7/26/2002 16:47	42	59.9	73.5	41	2		N6111R		OAK
7/26/2002 16:48	42	58.7	68.3	20	1		N4932P		OAK
7/26/2002 16:50	42	56.6	69.5	36	1		N6378P		OAK
7/26/2002 16:50	42	58.3	66.2	12	1		N6378P		OAK
7/26/2002 16:51	42	56.4	66.8	15	1		N6378P		OAK
7/26/2002 16:51	42	67.4	68.6	5	1		N6378P		OAK
7/26/2002 16:53	42	58.2	65.8	12	3		N49MN	ASTR	
7/26/2002 16:57	42	55.4	62.1	6	1	SWA1114		B733	OAK
7/26/2002 17:01	42	58.9	68.2	15	4		N20444		OAK
7/26/2002 17:02	43	56.2	66.1	13	4		N20444		OAK
7/26/2002 17:02	42	57.5	64.8	10	4		N20444		OAK
7/26/2002 17:05	42	64.6	73.4	25	3				
7/26/2002 17:07	42	55.7	62.3	6	1	SWA445		B733	OAK
7/26/2002 17:07	42	58.6	65.6	8	1	SWA445		B733	OAK
7/26/2002 17:14	42	56.8	62.3	5	3		N200RT	FA50	
7/26/2002 17:17	42	58.5	68.0	16	4				
7/26/2002 17:19	42	58.0	67.4	17	4		N4660G		
7/26/2002 17:19	42	55.3	62.2	6	4				
7/26/2002 17:20	42	57.2	68.0	18	4				
7/26/2002 17:20	42	57.3	67.6	21	4				
7/26/2002 17:21	42	58.6	64.6	7	4		N58060	M20P	SQL
7/26/2002 17:21	42	57.0	63.9	8	4		N58060	M20P	SQL
7/26/2002 17:22	42	56.7	62.5	5	3		N58060	M20P	SQL
7/26/2002 17:24	42	57.9	65.3	8	4		N739KN	C172	OAK
7/26/2002 17:25	42	59.6	73.2	51	1		N739KN	C172	OAK
7/26/2002 17:28	42	58.4	63.0	5	4				OAK
7/26/2002 17:28	42	56.3	63.6	7	4				OAK
7/26/2002 17:29	42	59.0	64.4	7	4				
7/26/2002 17:30	42	57.5	65.9	10	3				
7/26/2002 17:33	42	57.9	64.2	7	1	TN174NW		HS25	OAK
7/26/2002 17:34	42	59.6	73.0	40	3				
7/26/2002 17:35	42	61.4	70.9	31	4		N401BB		
7/26/2002 17:36	42	56.3	62.4	6	1				OAK
7/26/2002 17:36	42	60.9	66.3	7	1				OAK
7/26/2002 17:37	42	57.5	62.4	5	2	ASA199		B734	OAK
7/26/2002 17:37	42	59.1	72.3	42	4	Z56L			
7/26/2002 17:40	42	61.7	66.9	7	3	Z56L			
7/26/2002 17:41	42	58.6	64.2	5	1		N15918		OAK
7/26/2002 17:41	42	56.9	62.4	5	4		N15918		OAK
7/26/2002 17:42	42	62.1	67.3	8	4	UAL1238		B733	SFO

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7/26/2002 17:42	42	59.6	66.6	9	4	UAL1238		B733	SFO
7/26/2002 17:42	42	58.6	72.6	49	4		N15918		OAK
7/26/2002 17:42	43	55.5	67.8	21	4		N15918		OAK
7/26/2002 17:45	42	58.8	66.1	10	1		N6105V		OAK
7/26/2002 17:45	42	57.3	63.7	7	1		N6105V		OAK
7/26/2002 17:46	42	55.9	64.3	9	1		N6105V		OAK
7/26/2002 17:53	43	61.5	65.5	6	3	ASA549		B734	
7/26/2002 17:54	42	57.2	69.9	32	3	ASA549		B734	
7/26/2002 17:56	42	62.7	69.2	10	1		N6284M		OAK
7/26/2002 17:57	42	57.9	65.5	11	1		N6284M		OAK
7/26/2002 18:00	43	63.7	72.0	20	3	AFL324		B772	SFO
7/26/2002 18:01	42	58.4	64.6	7	3	AFL324		B772	SFO
7/26/2002 18:03	42	61.2	70.0	19	1	PCM7699		C208	OAK
7/26/2002 18:10	42	57.9	67.4	14	3		N1115Z		
7/26/2002 18:10	43	64.4	70.0	10	3		N1115Z		
7/26/2002 18:11	42	62.4	67.4	9	4		N2669W		OAK
7/26/2002 18:12	43	64.6	67.8	7	3		N1115Z		
7/26/2002 18:12	42	57.3	63.9	7	4		N2669W		OAK
7/26/2002 18:13	42	56.3	62.4	6	1		N2669W		OAK
7/26/2002 18:14	42	56.3	64.5	10	2		N4929J		OAK
7/26/2002 18:15	43	57.1	66.0	11	1		N4929J		OAK
7/26/2002 18:16	42	56.1	67.2	22	2		N4929J		OAK
7/26/2002 18:17	42	55.1	62.8	8	1	UNF8603		C208	OAK
7/26/2002 18:17	42	59.3	67.0	13	1	UNF8603		C208	OAK
7/26/2002 18:23	42	56.8	63.4	7	1		N5216T		OAK
7/26/2002 18:24	42	56.7	65.1	11	1		N5216T		OAK
7/26/2002 18:24	42	58.6	63.8	6	1		N5216T		OAK
7/26/2002 6:37	42	63.2	67.6	7	3		N733HE	C172	HWD
7/26/2002 18:38	42	57.4	63.6	7	1		N95TZ	MO20	OAK
7/26/2002 18:43	42	68.2	78.7	44	1		N6105V		OAK
7/26/2002 18:44	43	56.4	65.2	11	1		N6105V		OAK
7/26/2002 18:52	42	57.7	63.9	7	3		N2482Q		
7/26/2002 6:55	42	59.5	65.0	7	3		N323DC		
7/26/2002 6:56	42	59.3	69.8	25	3		N323DC		
7/26/2002 19:02	42	58.4	67.5	16	1		N6284M		OAK
7/26/2002 19:06	42	57.0	69.4	27	3		N6570P		
7/26/2002 7:07	43	57.5	67.8	16	1	FDX3103		DC10	OAK
7/26/2002 19:08	43	61.8	69.3	13	3		N6570P		
7/26/2002 19:11	42	58.7	65.3	9	1	ASA354		B734	OAK
7/26/2002 19:13	42	57.0	63.9	7	1	SWA1443		B737	OAK
7/26/2002 19:14	42	57.4	64.8	9	1	SWA1443		B737	OAK
7/26/2002 7:15	43	55.8	65.8	14	4	UAL1474		B752	SFO
7/26/2002 19:16	43	57.1	69.3	28	3	LF2			
7/26/2002 19:16	42	56.2	62.2	6	3	LF2			
7/26/2002 7:24	42	56.5	66.9	19	1	SWA1070		B733	OAK
7/26/2002 19:24	42	55.5	63.9	10	3	ACA542		A320	SFO
7/26/2002 19:25	42	56.6	64.2	8	3		N41863		

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7/26/2002 19:25	42	57.6	64.1	8	3		N41863		
7/26/2002 19:26	42	55.7	63.1	7	3		N41863		
7/26/2002 19:27	42	56.5	62.6	6	3		N41863		
7/26/2002 19:46	42	58.4	64.8	7	3		N6039Z	BE36	
7/26/2002 19:48	42	57.6	62.8	6	3	ASA361		B734	SFO
7/26/2002 19:51	42	58.1	64.0	6	1	ASA459		B734	OAK
7/26/2002 19:54	42	57.5	63.6	7	1		N5690D		OAK
7/26/2002 7:57	42	58.6	65.7	8	3		N5362B	C152	
7/26/2002 20:09	43	61.8	64.7	5	3				
7/26/2002 8:10	42	61.6	72.9	35	1	AAL462		MD80	OAK
7/26/2002 8:10	43	59.6	72.1	27	1	AAL462		MD80	OAK
7/26/2002 20:10	42	58.8	70.6	24	3				
7/26/2002 20:12	42	58.7	66.9	11	3				
7/26/2002 8:15	42	60.2	71.9	36	1	FDX3205		DC10	OAK
7/26/2002 8:16	43	60.2	70.4	26	1	FDX3205		DC10	OAK
7/26/2002 20:19	42	58.1	71.0	39	3		N4310R		
7/26/2002 8:19	42	56.0	64.6	11	3	UAL792		B752	SFO
7/26/2002 8:20	42	55.8	62.9	7	1	AMF202		BE99	OAK
7/26/2002 8:20	42	57.3	69.7	31	1	AMF202		BE99	OAK
7/26/2002 20:44	42	60.3	65.6	6	1		N207VW	C207	OAK
7/26/2002 20:48	42	63.4	72.8	25	3	UAL346		B752	SFO
7/26/2002 8:48	42	56.9	65.2	10	1	XNA10			OAK
7/26/2002 8:52	42	55.2	61.7	6	4				
7/26/2002 8:52	42	66.2	69.7	14	4				
7/26/2002 8:52	43	56.1	69.0	26	4				
7/26/2002 8:52	42	65.6	69.9	7	4				
7/26/2002 9:00	42	56.6	63.9	8	1	SWA1785		B737	OAK
7/26/2002 9:04	42	55.8	65.9	16	4		N5227D	C172	OAK
7/26/2002 9:06	42	59.2	65.8	8	3				
7/26/2002 9:11	42	55.3	62.1	7	3	UAL464		B735	SFO
7/26/2002 9:15	42	55.1	61.6	6	3	UAL758		B735	SFO
7/26/2002 9:15	42	57.8	64.8	8	3	UAL758		B735	SFO
7/26/2002 9:34	42	59.2	64.8	7	1	AAL258		B752	OAK
7/26/2002 9:41	42	55.8	61.9	6	1		N313DK	C210	OAK
7/26/2002 9:42	42	56.2	65.3	13	1		N313DK	C210	OAK
7/26/2002 21:46	42	62.6	73.9	31	3				
7/26/2002 21:47	43	60.8	70.2	22	3				
7/26/2002 21:47	42	56.2	61.9	6	3				
7/26/2002 9:50	42	56.5	62.0	5	3		N271BC		
7/26/2002 9:50	42	55.4	65.4	15	3		N271BC		
7/26/2002 9:58	42	55.8	62.6	7	3	ASA591		B734	SFO
7/26/2002 22:00	42	56.7	63.5	7	1	CFS091		F27	OAK
7/26/2002 22:07	42	60.9	73.8	40	3	CLX775		B744	SFO
7/26/2002 10:08	42	59.3	66.2	9	1	SWA1951		B733	OAK
7/26/2002 10:08	42	56.1	68.1	24	1	SWA1951		B733	OAK
7/26/2002 10:45	42	55.8	63.0	8	4	NKS249		MD80	OAK
7/26/2002 10:45	42	71.1	80.5	79	3				

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7/26/2002 10:45	43	64.9	76.4	37	3				
7/26/2002 10:46	42	56.4	63.2	7	3				
7/26/2002 10:47	42	59.6	68.2	15	3				
7/26/2002 10:53	42	56.7	63.3	6	3				
7/26/2002 10:53	42	60.6	68.0	10	3				
7/26/2002 11:01	42	59.7	71.3	44	3		N44528		
7/26/2002 11:02	43	56.3	66.8	14	3		N44528		
7/26/2002 11:02	42	56.0	63.3	9	3		N44528		
7/26/2002 11:06	42	55.8	62.0	6	3	UAL1648		A320	SFO
7/26/2002 11:18	42	57.1	66.8	16	3				
7/26/2002 11:27	42	55.9	64.8	11	3				
7/26/2002 23:40	42	60.2	65.7	6	3	UAL150		B752	SFO
7/26/2002 11:41	42	55.8	66.2	16	3				HWD
7/26/2002 11:42	43	71.8	82.2	52	3				HWD
7/26/2002 11:43	42	55.9	62.2	6	3				HWD
7/26/2002 11:44	42	63.6	70.3	12	3				HWD
7/26/2002 11:47	42	57.7	66.1	11	3		N20713		
7/26/2002 11:48	42	57.8	67.6	16	3	UAL1046		A320	SFO
7/26/2002 11:53	42	59.8	67.1	11	3	UAL1660		B735	SFO
7/26/2002 11:54	42	60.5	67.2	8	3				
7/26/2002 11:55	42	55.5	61.5	5	1	UAL1264		B733	OAK
7/26/2002 11:56	42	56.8	63.4	7	3				
7/26/2002 12:03	42	58.1	64.1	7	3				
7/26/2002 12:05	42	55.3	65.9	14	1		N6605D		OAK
7/26/2002 12:10	42	56.7	62.4	6	1	SWA1606		B737	OAK
7/26/2002 12:33	42	65.1	71.1	10	3				
7/26/2002 12:36	42	57.6	68.3	20	1		N6378P		OAK
7/26/2002 0:39	42	60.1	68.2	13	1	AMF488		B190	OAK
7/26/2002 12:40	42	55.8	63.6	8	4		N3642R		
7/26/2002 12:48	43	62.2	71.8	20	3		N15F		
7/26/2002 12:59	42	58.7	67.3	17	4	ASA105		B737	SFO
7/27/2002 15:33	42	57.3	66.1	12	1		N1658F		OAK
7/27/2002 15:34	43	65.8	68.8	8	1		N1658F		OAK
7/27/2002 15:34	42	57.6	64.3	7	1		N1658F		OAK
7/27/2002 15:38	42	62.5	70.5	14	3	UAL1064		B733	SFO
7/27/2002 15:38	42	58.0	65.8	9	3	UAL1064		B733	SFO
7/27/2002 15:47	42	60.9	75.7	68	3	ACA546		B732	SFO
7/27/2002 15:47	43	56.3	63.1	8	3	ACA546		B732	SFO
7/27/2002 15:50	42	62.7	65.1	6	3	UAL1404		B733	SFO
7/27/2002 15:54	42	61.1	64.7	6	3		N4637B	C180	
7/27/2002 15:54	42	63.6	75.0	67	3		N4637B	C180	
7/27/2002 15:55	42	64.7	73.4	41	1		N2242C		OAK
7/27/2002 15:56	42	57.2	67.0	20	1		N2242C		OAK
7/27/2002 16:02	42	58.9	66.7	11	3	UAL554		B752	SFO
7/27/2002 16:03	43	65.6	66.7	6	3	UAL554		B752	SFO
7/27/2002 16:03	42	55.7	64.7	12	3		N2455X		
7/27/2002 16:04	42	56.9	64.2	9	1		N4929J		OAK

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification	Flight Number	Tail Number	Aircraft Type	Airport Code
7/27/2002 16:05	42	56.0	62.4	6	1		N4929J		OAK
7/27/2002 16:07	42	55.9	63.4	7	1	SWA873		B733	OAK
7/27/2002 16:08	42	59.8	70.4	29	1	SWA873		B733	OAK
7/27/2002 16:12	42	57.7	62.0	5	3		N9141Y		HWD
7/27/2002 16:13	42	61.2	68.6	16	3		N9141Y		HWD
7/27/2002 16:13	42	59.9	65.1	7	3		N9141Y		HWD
7/27/2002 16:15	43	58.8	65.3	12	3		N37LS		
7/27/2002 16:15	42	61.9	76.1	77	3		N5743Z		
7/27/2002 16:15	43	61.0	70.6	21	3		N37LS		
7/27/2002 16:18	42	60.2	66.0	9	4		N5743Z		
7/27/2002 16:18	42	56.1	64.1	9	4		N1658F		OAK
7/27/2002 16:19	42	61.7	74.2	65	2		N1658F		OAK
7/27/2002 16:20	42	55.9	62.1	6	1		N4932P		OAK
7/27/2002 16:20	42	60.3	64.2	7	1		N4932P		OAK
7/27/2002 16:21	42	58.0	63.4	7	1		N4932P		OAK
7/27/2002 16:23	42	57.2	63.1	6	1		N3985Q		OAK
7/27/2002 16:24	43	64.5	67.2	5	1		N3985Q		OAK
7/27/2002 16:25	42	63.0	70.8	23	1		N3985Q		OAK
7/27/2002 16:25	42	56.8	63.1	6	1		N3985Q		OAK
7/27/2002 16:25	42	60.3	67.2	10	1		N3985Q		OAK
7/27/2002 16:26	42	58.9	62.9	6	1		N3985Q		OAK
7/27/2002 16:34	42	55.6	65.4	11	3		N1359M	C182	
7/27/2002 16:34	42	57.9	66.9	14	3		N1359M	C182	
7/27/2002 16:35	42	62.7	73.0	45	3		N1359M	C182	
7/27/2002 16:36	42	59.3	66.3	10	3		N1359M	C182	
7/27/2002 16:41	42	57.3	65.9	11	3				
7/27/2002 16:42	42	59.5	68.5	16	4				
7/27/2002 16:43	42	56.4	62.0	6	4				
7/27/2002 16:43	42	55.4	62.5	9	1		N19879		OAK
7/27/2002 16:47	42	57.4	66.5	12	1	SKW3840		CRJ2	OAK
7/27/2002 16:47	42	59.5	70.1	26	1	SKW3840		CRJ2	OAK
7/27/2002 16:49	42	55.1	61.5	6	1		N53797		OAK
7/27/2002 16:51	42	62.1	73.4	45	1		N53797		OAK
7/27/2002 16:51	43	59.9	67.7	15	1		N53797		OAK
7/27/2002 16:59	42	58.4	64.4	6	3	BAW284		B772	SFO
7/27/2002 16:59	42	59.6	71.7	31	3	BAW284		B772	SFO
7/27/2002 16:59	43	55.9	62.5	6	3	BAW284		B772	SFO
7/27/2002 17:04	42	57.9	66.4	14	3		N9294P	PA24	
7/27/2002 17:04	42	57.4	69.2	27	3		N9294P	PA24	
7/27/2002 17:05	42	55.1	63.0	8	3		N9294P	PA24	
7/27/2002 17:06	42	55.2	62.7	7	4		N8231L	BE35	OAK
7/27/2002 17:06	42	56.7	65.1	10	1		N8231L	BE35	OAK
7/27/2002 17:07	42	57.7	67.7	18	1		N8231L	BE35	OAK
7/27/2002 17:09	42	56.1	61.8	6	1		N4312R		OAK
7/27/2002 17:11	42	59.0	66.0	9	1		N4312R		OAK
7/27/2002 17:16	42	57.4	66.1	11	3	UAL1238		B733	SFO
7/27/2002 17:17	42	58.7	64.3	6	4	UAL1238		B733	SFO

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7/27/2002 17:17	42	59.1	67.7	12	1		N3985Q		OAK
7/27/2002 17:18	42	56.5	67.0	18	1		N3985Q		OAK
7/27/2002 17:19	42	56.2	68.1	24	1		N3985Q		OAK
7/27/2002 17:19	43	61.0	70.4	19	1		N3985Q		OAK
7/27/2002 17:20	42	61.2	71.9	38	1		N99744		OAK
7/27/2002 17:23	42	57.6	67.0	17	1		N99744		OAK
7/27/2002 17:36	42	55.7	62.5	7	1	SWA2056		B733	OAK
7/27/2002 17:37	42	60.1	70.5	25	1	SWA2056		B733	OAK
7/27/2002 17:59	42	61.4	68.5	12	4		N2082R		OAK
7/27/2002 17:59	42	56.4	63.6	7	4		N90141Y		
7/27/2002 18:00	43	66.4	69.2	5	3		N90141Y		
7/27/2002 18:00	42	67.2	77.1	43	3		N90141Y		
7/27/2002 18:01	43	55.1	61.8	6	3		N90141Y		
7/27/2002 18:04	42	58.9	72.7	59	3	ASA549		B734	SFO
7/27/2002 18:09	42	58.1	66.4	13	2		N2815F		OAK
7/27/2002 18:10	42	58.3	63.6	6	2		N2815F		OAK
7/27/2002 18:13	43	64.7	68.4	9	3	FIRST71		F15	
7/27/2002 18:13	42	60.3	68.0	11	3	ASA235		B734	SFO
7/27/2002 18:13	43	62.6	67.9	9	3	ASA235		B734	SFO
7/27/2002 18:14	43	63.4	68.1	10	3	ASA235		B734	SFO
7/27/2002 18:16	43	63.5	69.3	10	1		N77KP		OAK
7/27/2002 18:16	42	59.4	69.8	29	1		N77KP		OAK
7/27/2002 18:16	43	64.8	75.4	37	1		N77KP		OAK
7/27/2002 18:17	42	58.2	72.7	57	1		N77KP		OAK
7/27/2002 18:17	43	61.6	65.6	5	1		N77KP		OAK
7/27/2002 18:20	42	66.3	68.9	11	1		N53797		OAK
7/27/2002 18:28	43	59.6	63.8	6	3	UAL1824		B733	SFO
7/27/2002 18:28	43	60.5	68.5	14	3	UAL1824		B733	SFO
7/27/2002 18:37	43	60.4	64.5	6	3	UAL1822		B735	SFO
7/27/2002 18:37	43	60.7	66.9	8	3	UAL1822		B735	SFO
7/27/2002 18:37	43	61.8	67.0	8	3	UAL1822		B735	SFO
7/27/2002 18:37	43	65.5	68.0	7	3	UAL1822		B735	SFO
7/27/2002 18:38	42	56.7	66.8	18	3	UAL1822		B735	SFO
7/27/2002 18:41	42	55.7	61.9	5	1		N6111R		OAK
7/27/2002 18:42	42	56.2	62.5	6	1		N6111R		OAK
7/27/2002 19:02	42	57.7	70.3	27	3	AFR083		B744	
7/27/2002 19:03	42	58.6	74.0	64	3	AFR083		B744	
7/27/2002 19:07	42	56.9	63.7	7	4		N414BA	C414	OAK
7/27/2002 19:08	43	57.1	65.6	13	1		N414BA	C414	OAK
7/27/2002 19:08	42	60.7	66.6	12	3		N8683U	C172	
7/27/2002 19:09	42	55.6	61.6	6	3		N8683U	C172	
7/27/2002 19:13	42	57.8	64.5	7	1		N4932P		OAK
7/27/2002 19:14	42	56.8	65.4	11	1		N4932P		OAK
7/27/2002 19:14	42	57.0	70.6	35	2		N4932P		OAK
7/27/2002 19:35	42	58.7	65.2	7	1		N67398		OAK
7/27/2002 19:35	42	58.3	65.8	13	1		N67398		OAK
7/27/2002 19:37	42	65.7	72.1	15	1		N67398		OAK

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7/27/2002 19:53	42	59.6	72.2	49	3	UAL1934		B733	SFO
7/27/2002 20:04	42	56.8	62.9	6	4		N340GJ		
7/27/2002 20:04	42	58.4	68.4	20	3		N340GJ		
7/27/2002 20:11	43	60.4	67.9	14	1		N4345B		OAK
7/27/2002 20:14	42	59.0	65.6	8	1		N4345B		OAK
7/27/2002 20:41	43	59.7	67.7	13	3		N4173N		
7/27/2002 20:53	42	56.8	68.5	24	1		N739EZ		OAK
7/27/2002 21:05	42	57.6	62.9	5	1		N867DB		OAK
7/27/2002 21:28	42	59.9	69.3	18	3		N5167L		
7/27/2002 21:32	42	58.4	64.0	6	3		N101LL		
7/27/2002 21:32	43	55.5	61.4	6	3		N101LL		
7/27/2002 21:37	42	58.4	64.6	7	3		N64204		
7/27/2002 21:37	42	55.7	62.2	6	3		N64204		
7/27/2002 21:46	42	66.9	70.1	7	3	DLH459		A343	
7/27/2002 21:47	42	57.4	69.2	25	3	DLH459		A343	
7/27/2002 21:47	43	58.0	67.6	15	3	DLH459		A343	
7/27/2002 21:56	42	57.2	67.4	19	1	JBU90		A320	OAK
7/27/2002 22:01	42	62.2	67.6	8	3	ASA279		B734	SFO
7/27/2002 22:06	42	55.4	65.2	14	1	ASA336		MD80	OAK
7/27/2002 22:11	42	57.3	63.2	6	3				
7/27/2002 0:43	42	64.5	75.5	27	1	FDX1807		A306	OAK
7/27/2002 0:44	43	60.1	69.9	21	1	FDX1807		A306	OAK
7/28/2002 14:53	43	55.2	61.5	5	4				
7/28/2002 14:53	42	63.4	73.5	36	4				
7/28/2002 14:54	42	58.2	68.3	15	4		N1658F		OAK
7/28/2002 14:54	43	56.1	64.5	10	1		N1658F		OAK
7/28/2002 14:55	42	56.7	63.8	8	1		N1658F		OAK
7/28/2002 14:56	42	65.4	73.1	34	3				
7/28/2002 14:57	42	57.6	62.8	6	3				
7/28/2002 14:58	42	57.1	64.2	7	3				
7/28/2002 14:59	42	58.6	68.0	25	3				
7/28/2002 15:00	42	66.0	73.9	37	4		N4932P		OAK
7/28/2002 15:01	42	63.9	74.0	54	3	UAL492		B733	SFO
7/28/2002 15:01	43	58.4	67.5	18	3	UAL492		B733	SFO
7/28/2002 15:02	42	57.1	63.1	6	3	ACA546		B732	SFO
7/28/2002 15:03	42	64.1	76.9	52	3	ACA546		B732	SFO
7/28/2002 15:07	42	55.7	61.9	7	4	ASA339		B734	OAK
7/28/2002 15:07	42	58.4	66.8	13	4		N4556B		OAK
7/28/2002 15:07	42	58.9	68.3	24	3	Z4556B			
7/28/2002 15:08	42	56.9	65.3	10	3	Z4556B			
7/28/2002 15:14	42	58.6	65.1	8	1	JBU82		A320	OAK
7/28/2002 15:23	42	61.0	66.6	10	1	SWA147		B733	OAK
7/28/2002 15:23	42	56.7	65.4	11	1	SWA147		B733	OAK
7/28/2002 15:24	42	58.2	65.9	12	1		N9288X		OAK
7/28/2002 15:24	42	57.9	63.5	6	1		N9288X		OAK
7/28/2002 15:25	42	56.4	65.5	12	1		N9288X		OAK
7/28/2002 15:25	42	57.5	63.2	6	1		N9288X		OAK

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7/28/2002 15:25	42	62.3	75.5	79	1		N9288X		OAK
7/28/2002 15:27	42	57.5	63.0	6	1		N9288X		OAK
7/28/2002 15:27	43	60.8	65.8	7	1		N9288X		OAK
7/28/2002 15:27	43	60.8	64.8	6	1		N9288X		OAK
7/28/2002 15:27	42	59.8	65.5	9	2	SWA461		B737	OAK
7/28/2002 15:28	42	59.9	71.6	35	1	SWA461		B737	OAK
7/28/2002 15:33	43	56.1	67.9	21	1		N50SF	FA50	OAK
7/28/2002 15:33	42	59.0	66.9	12	3	ACA692		A320	
7/28/2002 15:35	42	62.3	75.1	75	3		N325PA		
7/28/2002 15:37	42	58.2	64.5	7	1		N67398		OAK
7/28/2002 15:37	42	70.9	72.8	10	1		N67398		OAK
7/28/2002 15:38	42	58.8	72.5	45	4		N67398		OAK
7/28/2002 15:38	43	57.5	65.3	11	1		N67398		OAK
7/28/2002 15:39	43	55.2	61.2	5	4		N67398		OAK
7/28/2002 15:39	42	65.9	76.7	55	3		N43455		
7/28/2002 15:40	42	61.4	68.0	16	3		N43455		
7/28/2002 15:41	42	59.5	67.6	16	4		N8184L		OAK
7/28/2002 15:42	42	55.3	65.5	15	4		N8184L		OAK
7/28/2002 15:43	42	64.0	75.2	37	4		N2489C		
7/28/2002 15:44	42	55.6	62.6	7	3		N2489C		
7/28/2002 15:51	42	57.2	67.7	18	1		N2809C		OAK
7/28/2002 15:52	43	66.8	68.8	6	4		N2809C		OAK
7/28/2002 15:53	42	60.9	74.7	69	1		N2809C		OAK
7/28/2002 15:53	43	65.9	74.8	25	1		N2809C		OAK
7/28/2002 15:55	42	59.6	71.0	29	1		N4312R		OAK
7/28/2002 15:56	42	60.6	66.1	7	1		N4312R		OAK
7/28/2002 15:57	42	56.5	62.5	6	1		N4312R		OAK
7/28/2002 16:01	42	58.5	64.3	8	1		N2686U	C172	OAK
7/28/2002 16:03	42	59.4	71.3	35	1		N2686U	C172	OAK
7/28/2002 16:04	42	64.3	76.3	87	1		N8184L		OAK
7/28/2002 16:06	42	61.8	71.1	28	1		N8184L		OAK
7/28/2002 16:08	42	57.4	62.5	6	3				
7/28/2002 16:08	42	60.0	73.5	60	3				
7/28/2002 16:09	42	63.7	72.5	26	3				
7/28/2002 16:10	42	60.4	67.1	11	3	UAL1536		B735	SFO
7/28/2002 16:11	43	57.4	65.2	10	3	UAL1536		B735	SFO
7/28/2002 16:11	42	64.0	75.0	48	3	UAL1536		B735	SFO
7/28/2002 16:12	42	63.6	71.4	16	3	ASA351		B734	SFO
7/28/2002 16:13	42	60.4	74.5	79	3	AAL20		B762	
7/28/2002 16:17	42	64.3	71.8	34	1		N4345B		OAK
7/28/2002 16:17	42	59.0	69.3	20	1		N4345B		OAK
7/28/2002 16:18	42	59.7	66.5	8	1		N4345B		OAK
7/28/2002 16:18	43	60.2	64.1	5	1		N4345B		OAK
7/28/2002 16:19	43	62.8	69.8	18	1		N4345B		OAK
7/28/2002 16:23	43	63.6	70.4	13	3		N2489C		
7/28/2002 16:23	42	65.7	75.4	37	3		N2489C		
7/28/2002 16:24	42	63.3	71.7	25	3		N2489C		

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7/28/2002 16:24	43	58.1	63.3	6	3		N2489C		
7/28/2002 16:24	43	67.9	78.1	45	3		N2489C		
7/28/2002 16:24	42	62.5	75.9	82	3		N2489C		
7/28/2002 16:25	43	67.2	70.9	13	3		N2489C		
7/28/2002 16:26	43	59.4	63.5	5	3		N8477E		
7/28/2002 16:26	42	60.0	73.7	58	3		N734FR		
7/28/2002 16:28	42	57.2	64.3	8	1		N5051W		OAK
7/28/2002 16:29	42	59.9	65.2	7	1		N5051W		OAK
7/28/2002 16:30	42	57.5	70.9	43	1		N5051W		OAK
7/28/2002 16:32	43	62.3	67.0	7	1		N5051W		OAK
7/28/2002 16:33	42	57.3	67.0	18	3		N734FR		
7/28/2002 16:34	42	55.6	67.0	24	3		N734FR		
7/28/2002 16:34	43	67.4	73.9	14	3		N1115Z	BE36	
7/28/2002 16:34	42	61.3	73.0	48	3		N1115Z	BE36	
7/28/2002 16:35	43	60.2	67.6	11	3		N1115Z	BE36	
7/28/2002 16:35	43	66.0	71.3	11	4		N1115Z	BE36	
7/28/2002 16:36	42	60.4	65.1	6	4		N4932P		OAK
7/28/2002 16:36	42	58.9	66.1	10	1		N4932P		OAK
7/28/2002 16:37	43	62.1	67.1	9	1		N4932P		OAK
7/28/2002 16:38	42	56.8	63.3	6	1		N4932P		OAK
7/28/2002 16:38	42	56.9	65.4	10	1		N4932P		OAK
7/28/2002 16:43	43	61.6	64.4	5	1	SWA1114		B733	OAK
7/28/2002 16:45	43	62.8	66.1	7	1	SWA1180		B737	OAK
7/28/2002 16:45	43	65.7	70.2	8	1	SKW3840		CRJ2	OAK
7/28/2002 16:46	43	60.1	65.2	8	1	SKW3840		CRJ2	OAK
7/28/2002 16:46	42	58.0	69.7	28	1	SKW3840		CRJ2	OAK
7/28/2002 16:48	42	57.5	64.4	8	3		N3897Y	C210	
7/28/2002 16:49	43	61.4	68.0	12	3		N3897Y	C210	
7/28/2002 16:49	42	56.4	63.0	7	3		N3897Y	C210	
7/28/2002 16:49	42	55.6	63.7	8	3		N3897Y	C210	
7/28/2002 16:53	43	61.0	68.8	17	1	UAL1184		B735	OAK
7/28/2002 16:59	42	55.9	63.9	11	1	ASA438		B734	OAK
7/28/2002 17:04	42	56.6	67.8	26	3	BAW284		B772	
7/28/2002 17:04	42	60.7	73.8	56	3	BAW284		B772	
7/28/2002 17:04	43	58.5	64.6	10	1		N5743Z		OAK
7/28/2002 17:05	43	55.3	62.8	8	1		N5743Z		OAK
7/28/2002 17:05	42	58.9	67.6	14	1		N5743Z		OAK
7/28/2002 17:06	42	59.0	66.3	12	1		N5743Z		OAK
7/28/2002 17:07	42	63.1	73.5	30	1		N271BC		OAK
7/28/2002 17:21	43	63.5	66.6	7	3		N325PA		
7/28/2002 17:21	42	57.7	63.7	6	3		N325PA		
7/28/2002 17:27	43	64.9	71.7	13	3		N9359P		
7/28/2002 17:27	42	57.0	63.6	8	3		N9359P		
7/28/2002 17:27	43	65.5	68.5	7	3		N9359P		
7/28/2002 17:28	43	61.3	65.0	8	3		N9359P		
7/28/2002 17:28	43	67.3	71.6	13	3		N9359P		
7/28/2002 17:29	42	59.0	63.7	6	4		N9359P		

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7/28/2002 17:30	43	63.3	67.0	5	3		N4618R	C172	
7/28/2002 17:31	43	66.4	68.8	6	3		N4618R	C172	
7/28/2002 17:31	43	66.7	69.9	7	3		N4618R	C172	
7/28/2002 17:37	43	67.9	75.5	34	1		N6542V		OAK
7/28/2002 17:37	42	56.4	63.4	8	1		N6542V		OAK
7/28/2002 17:37	43	73.7	75.7	7	1		N6542V		OAK
7/28/2002 17:38	42	59.6	65.7	12	2		N6542V		OAK
7/28/2002 17:38	43	65.2	67.7	7	1		N6542V		OAK
7/28/2002 17:38	43	66.7	71.2	9	2		N34597	C177	OAK
7/28/2002 17:38	42	60.1	64.7	7	2		N6542V		OAK
7/28/2002 17:39	42	60.9	66.0	7	2		N34597	C177	OAK
7/28/2002 17:39	43	68.0	69.3	5	1		N34597	C177	OAK
7/28/2002 17:40	42	57.9	64.6	9	1		N34597	C177	OAK
7/28/2002 17:40	43	62.7	64.8	5	1		N34597	C177	OAK
7/28/2002 17:42	42	58.9	64.4	6	1	SWA1718		B733	OAK
7/28/2002 17:42	42	57.0	64.6	8	2		N4312R	C172	OAK
7/28/2002 17:43	42	57.6	65.3	11	1		N4312R	C172	OAK
7/28/2002 17:43	42	56.6	63.6	7	1		N4312R	C172	OAK
7/28/2002 17:45	42	58.4	66.7	14	1		N4312R	C172	OAK
7/28/2002 17:50	43	72.4	74.4	7	1		N4932P		OAK
7/28/2002 17:50	43	64.4	67.9	7	1		N4932P		OAK
7/28/2002 17:50	43	63.6	66.0	6	1		N4932P		OAK
7/28/2002 17:55	43	57.8	64.4	8	4		N51CU		OAK
7/28/2002 17:55	42	56.3	62.3	7	4				
7/28/2002 17:56	42	56.8	62.3	5	4				
7/28/2002 17:56	43	62.5	70.1	25	1		N51CU		OAK
7/28/2002 17:56	42	58.5	66.6	12	2		N51CU		OAK
7/28/2002 17:57	42	57.9	67.0	14	2		N9210G		OAK
7/28/2002 17:58	42	59.2	66.9	10	1		N9210G		OAK
7/28/2002 18:01	43	57.5	62.9	6	1		N34BS	BE30	OAK
7/28/2002 18:01	43	71.7	73.9	8	1		N34BS	BE30	OAK
7/28/2002 18:02	42	55.9	64.1	11	1		N34BS	BE30	OAK
7/28/2002 18:02	43	58.2	67.5	13	1		N34BS	BE30	OAK
7/28/2002 18:03	42	61.1	70.7	23	3		N1729Y	C172	
7/28/2002 18:06	42	62.3	73.7	45	1	ASA199		B734	OAK
7/28/2002 18:08	43	57.1	64.8	10	3	NWA358		B752	
7/28/2002 18:12	42	60.9	71.5	23	1		N102PG	BE30	OAK
7/28/2002 18:22	42	59.1	67.3	17	3	UAL146		A319	
7/28/2002 18:24	42	61.7	68.6	15	3	ASA235		B734	SFO
7/28/2002 18:25	42	56.8	70.8	41	3		N2243P		
7/28/2002 18:26	42	57.2	62.6	5	3		N2243P		
7/28/2002 18:26	42	57.5	67.5	14	3		N2243P		
7/28/2002 18:29	42	57.7	63.8	9	3	ASA685		MD80	SFO
7/28/2002 18:31	42	56.1	61.3	5	1		N55216	P28T	OAK
7/28/2002 18:31	42	56.0	63.9	9	1		N55216	P28T	OAK
7/28/2002 18:32	42	55.7	61.5	6	1		N55216	P28T	OAK
7/28/2002 18:33	43	56.2	65.2	12	1		N55216	P28T	OAK

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7/28/2002 18:38	42	56.0	65.7	14	3	UAL1086		B735	SFO
7/28/2002 18:43	42	56.0	62.2	6	4		N177SD	C177	OAK
7/28/2002 18:43	42	58.9	67.9	15	4		N177SD	C177	OAK
7/28/2002 18:45	42	56.8	68.6	25	1		N177SD	C177	OAK
7/28/2002 18:45	43	60.0	69.3	17	1		N177SD	C177	OAK
7/28/2002 18:50	42	58.3	68.2	20	1		N4556B	AA5	OAK
7/28/2002 18:50	42	58.2	68.0	18	1		N4556B	AA5	OAK
7/28/2002 18:51	42	58.3	68.4	19	1		N4556B	AA5	OAK
7/28/2002 19:00	42	55.9	68.2	24	3	UAL960		B772	
7/28/2002 19:00	43	58.6	64.4	8	3	UAL960		B772	
7/28/2002 19:02	42	58.9	63.8	5	3		N52275		HWD
7/28/2002 19:02	43	60.9	64.8	6	3		N52275		HWD
7/28/2002 19:03	43	60.9	64.7	6	3		N52275		HWD
7/28/2002 19:03	42	56.0	62.1	7	3		N52275		HWD
7/28/2002 19:03	43	64.0	69.1	12	3		N52275		HWD
7/28/2002 19:03	42	56.0	65.1	14	3		N52275		HWD
7/28/2002 19:05	42	56.4	63.1	7	3		N52275		HWD
7/28/2002 19:05	43	56.7	62.5	6	3		N52275		HWD
7/28/2002 19:05	42	56.4	62.1	5	3		N52275		HWD
7/28/2002 19:05	42	55.1	62.8	8	3		N52275		HWD
7/28/2002 19:06	42	61.4	74.1	50	3		N52275		HWD
7/28/2002 19:06	43	60.3	64.9	7	3		N52275		HWD
7/28/2002 19:06	43	64.5	72.5	31	3		N52275		HWD
7/28/2002 19:06	42	57.0	63.5	7	3		N52275		HWD
7/28/2002 19:09	43	61.8	67.8	13	1	ASA354		B734	OAK
7/28/2002 19:13	43	58.5	71.2	34	3	PCJ42		LJ35	
7/28/2002 19:20	42	58.3	64.3	6	1	SWA579		B733	OAK
7/28/2002 19:22	42	55.1	62.1	7	1	KAI45		C560	OAK
7/28/2002 19:23	42	56.1	64.3	9	1	KAI45		C560	OAK
7/28/2002 19:24	42	57.5	64.2	7	3	UAL954		B772	
7/28/2002 19:29	43	63.1	68.6	7	3	ACA542		A320	SFO
7/28/2002 19:29	43	64.1	68.2	6	3	ACA542		A320	SFO
7/28/2002 19:30	43	62.1	67.8	7	3	ACA542		A320	SFO
7/28/2002 19:30	42	55.3	61.6	5	3	ACA542		A320	SFO
7/28/2002 20:12	42	59.4	65.7	7	3	UAL1934		B735	SFO
7/28/2002 20:20	42	55.9	63.0	7	2	ASA192		B737	OAK
7/28/2002 20:22	42	60.3	70.0	26	3	ASA201		B734	SFO
7/28/2002 20:35	42	63.2	67.4	12	3	ASA361		B734	SFO
7/28/2002 20:40	42	64.8	75.5	54	1	ASA347		B734	OAK
7/28/2002 20:41	42	56.8	61.9	5	1	SWA886		B733	OAK
7/28/2002 20:42	42	59.7	63.9	6	1	SWA886		B733	OAK
7/28/2002 20:51	42	57.7	66.3	10	1	CHP30			OAK
7/28/2002 20:53	42	55.7	62.6	7	1	CHP30			OAK
7/28/2002 21:22	42	64.0	72.0	32	1	SWA385		B733	OAK
7/28/2002 22:08	42	58.7	67.6	15	1	ASA336		MD80	OAK
7/28/2002 22:08	43	59.3	68.8	17	1	ASA336		MD80	OAK
7/28/2002 22:25	42	56.6	66.4	15	1	ASA366		MD80	OAK

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7/28/2002 22:45	42	55.2	67.5	24	3	UAL32		B752	SFO
7/29/2002 13:00	42	60.2	66.4	7	1		N6111R		OAK
7/29/2002 13:10	42	59.4	69.9	27	1		N6584W		OAK
7/29/2002 13:13	43	60.5	68.4	14	3	UAL89		A319	SFO
7/29/2002 13:16	42	58.1	64.7	8	4	SKW3838		CRJ2	OAK
7/29/2002 13:17	42	57.1	63.4	6	4	SKW3838		CRJ2	OAK
7/29/2002 13:17	43	59.1	64.2	5	4	SKW3838		CRJ2	OAK
7/29/2002 13:17	43	55.2	68.2	29	1	SKW3838		CRJ2	OAK
7/29/2002 13:17	42	55.2	64.8	13	1	SKW3838		CRJ2	OAK
7/29/2002 13:17	42	58.0	64.7	8	1		N6378P		OAK
7/29/2002 13:20	42	57.7	66.3	12	1	AAL288		B752	OAK
7/29/2002 13:20	42	58.4	69.8	30	1	AAL288		B752	OAK
7/29/2002 13:25	42	56.3	63.9	10	1		N20444		OAK
7/29/2002 13:26	42	56.6	66.7	17	1		N20444		OAK
7/29/2002 13:26	43	58.7	66.9	12	1		N20444		OAK
7/29/2002 13:27	42	55.7	63.6	9	2		N6542V		OAK
7/29/2002 13:29	42	55.6	61.5	5	1		N6111R		OAK
7/29/2002 13:30	42	56.3	65.8	16	1		N6111R		OAK
7/29/2002 13:30	43	57.2	68.8	24	1		N6111R		OAK
7/29/2002 13:31	42	56.3	62.2	6	2		N6439M		OAK
7/29/2002 13:31	43	55.6	63.4	7	1		N6111R		OAK
7/29/2002 13:31	42	64.4	71.0	19	1		N6439M		OAK
7/29/2002 13:31	43	57.0	63.1	7	2		N6111R		OAK
7/29/2002 13:33	42	59.2	64.8	7	2		N6439M		OAK
7/29/2002 13:33	42	56.9	63.5	8	2		N6439M		OAK
7/29/2002 13:34	42	60.1	70.4	29	1		N4312R		OAK
7/29/2002 13:49	42	58.8	63.9	6	3	ASA359		B737	SFO
7/29/2002 13:50	42	57.2	68.4	25	3	ASA359		B737	SFO
7/29/2002 13:51	42	58.2	63.2	5	1	SWA1577		B733	OAK
7/29/2002 13:52	42	59.2	68.4	19	1	SWA1577		B733	OAK
7/29/2002 13:57	42	58.1	67.4	16	3	UAL930		B772	
7/29/2002 13:58	42	56.1	63.1	7	1		N15918	PA28	OAK
7/29/2002 13:59	43	64.8	67.8	6	1		N15918	PA28	OAK
7/29/2002 13:59	43	60.3	69.9	17	1		N15918	PA28	OAK
7/29/2002 14:04	42	61.5	63.6	5	1		N4345B		OAK
7/29/2002 14:05	42	64.5	67.4	10	1		N4345B		OAK
7/29/2002 14:06	42	57.1	67.5	19	1		N67398		OAK
7/29/2002 14:07	42	58.8	65.3	7	1		N67398		OAK
7/29/2002 14:08	42	57.2	66.0	14	4				
7/29/2002 14:22	43	57.2	68.6	24	1	UAL1082		B733	OAK
7/29/2002 14:27	42	64.4	66.8	5	1	SWA1365		B737	OAK
7/29/2002 14:38	42	61.5	73.8	54	1		N6378P		OAK
7/29/2002 14:38	43	68.3	79.3	38	4		N37LS	C337	
7/29/2002 14:39	42	64.5	67.7	9	1		N6378P		OAK
7/29/2002 14:39	42	59.4	67.8	15	4		N6378P		OAK
7/29/2002 14:40	42	64.6	72.8	47	1	UAL1062		B752	OAK
7/29/2002 14:46	42	58.2	64.2	6	1		N6158F		OAK

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7/29/2002 14:46	42	59.5	64.5	6	1		N6158F		OAK
7/29/2002 14:47	42	57.5	62.6	6	4	UAL1426		B735	SFO
7/29/2002 14:48	42	66.0	71.0	16	1	AAL1752		MD80	OAK
7/29/2002 14:51	42	62.7	65.1	6	3	UAL492		B735	SFO
7/29/2002 14:51	42	64.0	66.1	7	3	UAL492		B735	SFO
7/29/2002 14:51	43	59.8	69.7	21	3	UAL492		B735	SFO
7/29/2002 14:51	42	66.6	71.5	20	3	UAL492		B735	SFO
7/29/2002 14:56	42	65.0	77.3	69	3	ACA546		B732	SFO
7/29/2002 15:02	42	57.3	65.2	10	1	ASA394		MD80	OAK
7/29/2002 15:06	42	58.7	68.0	16	3	ASA599		B734	SFO
7/29/2002 15:06	42	57.1	63.9	7	3	ASA599		B734	SFO
7/29/2002 15:06	42	64.6	69.2	21	4		N29395		OAK
7/29/2002 15:07	43	57.1	66.1	13	1		N29395		OAK
7/29/2002 15:07	42	59.1	71.7	44	1		N29395		OAK
7/29/2002 15:09	42	62.1	74.6	59	1		N4345B	PA28	OAK
7/29/2002 15:10	42	65.0	67.4	8	2		N4345B	PA28	OAK
7/29/2002 15:11	42	62.5	69.0	18	2	AMF1975		LR35	OAK
7/29/2002 15:12	42	65.7	72.0	24	1	SWA147		B733	OAK
7/29/2002 15:14	42	57.7	66.8	14	1	JBU82		A320	OAK
7/29/2002 15:17	42	65.6	68.5	7	1		N6284M		OAK
7/29/2002 15:18	42	61.3	68.0	14	1		N6284M		OAK
7/29/2002 15:19	42	61.5	72.0	35	4		N6284M		OAK
7/29/2002 15:21	42	57.0	64.6	8	3				
7/29/2002 15:21	42	60.5	66.9	8	3				
7/29/2002 15:26	42	58.5	63.1	5	1	SWA461		B737	OAK
7/29/2002 15:26	42	56.2	69.4	33	2		N8274E		OAK
7/29/2002 15:27	42	58.4	65.9	15	1		N8274E		OAK
7/29/2002 15:28	42	57.4	65.9	12	1		N8274E		OAK
7/29/2002 15:28	42	61.4	66.0	7	1		N8274E		OAK
7/29/2002 15:31	42	64.9	73.9	46	3	UAL900		B772	
7/29/2002 15:32	42	56.1	63.7	9	3		N701AV		
7/29/2002 15:32	42	62.7	75.3	59	3		N701AV		
7/29/2002 15:35	42	59.1	65.3	9	1		N7114Y		OAK
7/29/2002 15:40	42	59.8	68.2	15	3		N4782E		
7/29/2002 15:40	42	57.7	63.8	7	3		N4782E		
7/29/2002 3:47	43	55.8	61.7	6	3	LN25RX			
7/29/2002 3:47	43	56.1	61.7	5	3	LN25RX			
7/29/2002 15:49	42	56.2	62.1	6	1	SWA873		B733	OAK
7/29/2002 15:49	42	55.5	63.4	10	1	SWA873		B733	OAK
7/29/2002 15:49	42	63.1	70.5	30	1	SWA873		B733	OAK
7/29/2002 15:55	42	60.9	69.2	18	1		N1658F		OAK
7/29/2002 15:55	42	57.9	68.2	23	1		N1658F		OAK
7/29/2002 15:56	42	57.2	66.1	12	1		N1658F		OAK
7/29/2002 15:56	42	57.7	67.4	15	1		N1658F		OAK
7/29/2002 15:57	42	55.5	63.8	8	4		N1658F		OAK
7/29/2002 16:13	42	56.0	62.2	6	1	PCM7700		C208	OAK
7/29/2002 16:13	42	55.8	63.2	8	3		N8274E		

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7/29/2002 16:14	42	62.6	66.3	8	3		N8274E		
7/29/2002 16:14	42	59.2	67.3	12	3		N8274E		
7/29/2002 16:14	42	67.9	76.7	82	3		N8274E		
7/29/2002 16:16	43	57.9	64.5	8	3		N8274E		
7/29/2002 16:16	42	55.3	62.4	7	3		N8274E		
7/29/2002 16:16	42	59.8	68.7	16	3		N5681C	M20	
7/29/2002 16:17	42	58.7	66.2	11	3				
7/29/2002 16:18	42	63.5	73.0	26	3				
7/29/2002 16:19	42	65.5	77.3	66	3				
7/29/2002 16:43	42	57.3	63.1	6	1		N102PG	BE30	OAK
7/29/2002 16:43	42	59.3	66.6	9	1		N102PG	BE30	OAK
7/29/2002 16:47	42	59.0	64.7	6	3	UAL1822		B733	SFO
7/29/2002 16:47	42	60.5	74.3	44	1	ASA438		B734	OAK
7/29/2002 16:47	43	58.9	68.9	22	4	ASA438		B734	OAK
7/29/2002 16:48	42	58.7	67.7	13	3	VIR20		B744	
7/29/2002 16:56	42	62.2	69.2	18	3				
7/29/2002 16:56	42	60.8	66.7	9	3				
7/29/2002 16:57	42	56.0	62.0	6	3				
7/29/2002 16:58	42	59.4	73.7	65	3	BAW284		B772	
7/29/2002 17:02	42	55.8	62.7	7	1	SKW3840		CRJ2	OAK
7/29/2002 17:10	42	58.2	66.6	10	3	KLM606		MD11	
7/29/2002 17:16	42	63.8	76.7	73	1	ASA348		B734	OAK
7/29/2002 17:17	43	59.5	70.6	21	1	ASA348		B734	OAK
7/29/2002 17:22	42	59.0	68.3	14	3		N54873		
7/29/2002 17:22	42	55.3	61.2	5	3	UAL1238		B733	SFO
7/29/2002 17:23	42	57.6	63.6	6	3	UAL1238		B733	SFO
7/29/2002 17:23	42	60.5	73.2	58	3		N54873		
7/29/2002 17:23	43	58.7	69.0	21	3		N54873		
7/29/2002 17:24	42	61.3	71.6	32	3				
7/29/2002 17:27	42	59.8	66.1	8	3		N4618R		HWD
7/29/2002 17:27	42	56.0	63.6	9	3		N4618R		HWD
7/29/2002 17:29	42	60.1	65.9	7	1		N22NH		OAK
7/29/2002 17:29	42	59.9	67.4	15	1		N22NH		OAK
7/29/2002 17:30	42	61.0	72.0	32	1		N22NH		OAK
7/29/2002 17:30	42	60.9	69.0	16	1		N22NH		OAK
7/29/2002 17:31	42	57.7	63.3	6	1	SWA2056		B733	OAK
7/29/2002 17:35	42	59.2	66.2	10	4		N1247S		
7/29/2002 17:36	42	57.9	64.5	7	4		N1247S		
7/29/2002 17:36	42	56.0	70.4	45	4		N6111R		OAK
7/29/2002 17:37	42	57.2	65.9	11	4		N6111R		OAK
7/29/2002 17:38	42	57.4	68.8	20	3		N734NG		
7/29/2002 17:39	42	60.8	67.7	10	3		N401BB		
7/29/2002 17:40	42	57.7	64.4	7	3		N401BB		
7/29/2002 17:48	42	57.1	65.7	12	1	ABX411		B762	OAK
7/29/2002 5:50	42	62.0	71.9	24	3		N12226		
7/29/2002 17:55	42	64.1	70.6	10	3		N4293H		
7/29/2002 17:55	42	57.9	64.0	6	3		N4293H		

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7/29/2002 17:56	42	58.2	64.6	7	4		N4293H		
7/29/2002 17:56	43	56.9	67.9	20	3		N200EW	BE20	HWD
7/29/2002 17:56	42	58.4	69.5	28	4		N200EW	BE20	HWD
7/29/2002 17:57	42	55.3	63.2	8	4	PCM7700		C208	OAK
7/29/2002 17:57	42	57.4	62.9	6	4	PCM7700		C208	OAK
7/29/2002 17:57	42	58.4	68.6	20	4	PCM7700		C208	OAK
7/29/2002 17:58	42	56.5	62.9	6	1		N6284M		OAK
7/29/2002 18:00	42	59.1	67.0	13	1		N4312R		OAK
7/29/2002 18:05	42	59.2	71.4	37	1	ASA199		B734	OAK
7/29/2002 18:10	42	56.6	62.1	6	2	SWA1718		B733	OAK
7/29/2002 6:17	42	56.7	62.0	5	3				
7/29/2002 18:21	42	61.9	72.2	31	4		N56MP		OAK
7/29/2002 18:21	42	56.5	66.3	13	3	ASA685		MD80	SFO
7/29/2002 18:22	42	60.2	74.8	53	1	UNF8603		C208	OAK
7/29/2002 18:23	42	55.3	63.1	9	1	UNF8603		C208	OAK
7/29/2002 18:25	42	62.9	73.0	50	4	AMF1975		LJ35	OAK
7/29/2002 18:28	42	57.7	64.5	7	3	AFL324		B772	SFO
7/29/2002 18:29	43	63.7	67.2	6	1		N6111R		OAK
7/29/2002 18:30	42	57.0	65.0	10	1		N6111R		OAK
7/29/2002 18:30	43	69.1	74.2	31	1		N6111R		OAK
7/29/2002 18:31	42	57.4	62.7	6	1		N6111R		OAK
7/29/2002 18:32	42	55.6	62.3	7	3	UAL1086		B733	SFO
7/29/2002 18:33	42	56.3	70.2	42	4	UAL1086		B733	SFO
7/29/2002 18:33	43	55.9	66.5	18	3	UAL1086		B733	SFO
7/29/2002 18:40	42	56.3	65.3	10	3		N3533Q		HWD
7/29/2002 18:40	42	56.6	63.3	6	3		N3533Q		HWD
7/29/2002 18:40	42	59.3	65.8	9	3		N3533Q		HWD
7/29/2002 18:41	42	65.4	74.2	31	3		N3533Q		HWD
7/29/2002 18:49	42	56.5	64.7	10	3		N3533Q		HWD
7/29/2002 6:49	42	59.0	65.0	7	3				
7/29/2002 18:49	42	56.2	63.4	7	3		N3533Q		HWD
7/29/2002 18:50	42	62.2	71.6	24	3		N4618R	C172	HWD
7/29/2002 18:54	43	55.1	61.6	6	1	SWA743		B733	OAK
7/29/2002 18:56	42	55.7	62.0	6	3		N3533Q		HWD
7/29/2002 19:00	42	61.1	74.8	50	1		N6284M		OAK
7/29/2002 19:01	43	56.0	64.2	9	1		N6284M		OAK
7/29/2002 19:02	42	57.6	65.0	8	1		N6284M		OAK
7/29/2002 19:02	42	57.8	63.6	6	1		N6284M		OAK
7/29/2002 19:04	42	59.3	66.9	12	3		N4975J		
7/29/2002 7:05	42	56.5	65.2	12	1		N734NG		OAK
7/29/2002 19:05	42	55.9	63.2	8	3		N4975J		
7/29/2002 19:06	42	62.5	75.9	59	3		N4975J		
7/29/2002 19:06	43	59.3	71.4	28	1	SWA770		B735	OAK
7/29/2002 19:08	42	58.1	67.0	13	1	AMF201		PA31	OAK
7/29/2002 7:09	43	60.3	65.0	6	3	UAL9826		B744	SFO
7/29/2002 19:09	42	55.9	62.6	6	1	AMF201		PA31	OAK
7/29/2002 19:09	42	58.6	64.1	6	1	AMF201		PA31	OAK

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7/29/2002 19:12	42	57.7	66.5	12	4		N4312R		OAK
7/29/2002 19:13	42	58.3	68.6	18	1		N4312R		OAK
7/29/2002 19:13	42	59.0	72.3	42	1		N4312R		OAK
7/29/2002 7:15	43	56.8	62.8	8	1	JBU94		A320	OAK
7/29/2002 7:17	42	57.7	68.7	22	1	SWA406		B737	OAK
7/29/2002 7:19	42	56.6	62.6	6	4	UAL28		B762	SFO
7/29/2002 7:19	42	56.6	67.3	17	1	SWA1070		B733	OAK
7/29/2002 19:22	42	58.0	67.0	14	3	UAL954		B772	
7/29/2002 7:22	42	60.9	66.2	8	3	ASA357		B737	SFO
7/29/2002 19:22	42	57.0	69.3	28	3	UAL954		B772	
7/29/2002 7:25	42	55.2	61.8	7	3		N212AT	GLF4	SFO
7/29/2002 19:31	42	55.8	65.2	12	3	ASA361		B734	SFO
7/29/2002 19:32	42	56.1	69.6	32	3	ASA361		B734	SFO
7/29/2002 7:38	42	59.2	67.3	13	3	UAL1002		B733	SFO
7/29/2002 19:41	42	56.7	67.2	19	1	KAI65		C550	OAK
7/29/2002 19:42	42	56.2	62.3	6	1	KAI65		C550	OAK
7/29/2002 19:42	42	57.4	63.5	7	1	KAI65		C550	OAK
7/29/2002 7:43	42	56.0	68.4	26	3		N734NG		SQL
7/29/2002 19:43	42	59.6	69.2	25	4	ABX405		B762	OAK
7/29/2002 7:43	43	57.6	67.2	19	3		N734NG		SQL
7/29/2002 19:44	42	59.3	71.8	36	1	ABX405		B762	OAK
7/29/2002 19:44	43	56.1	67.4	19	1	ABX405		B762	OAK
7/29/2002 19:49	42	58.0	64.1	7	3	DHL102		DC87	
7/29/2002 19:49	42	55.2	67.3	25	3	DHL102		DC87	
7/29/2002 7:53	42	57.8	63.3	6	3				
7/29/2002 20:02	42	55.4	62.2	7	4	UAL1934		B735	SFO
7/29/2002 20:03	43	60.2	69.8	21	4	AMF230		PA31	OAK
7/29/2002 20:03	42	55.1	65.2	13	3		N5681C	MO20	
7/29/2002 20:08	42	58.8	66.0	9	3				
7/29/2002 20:12	42	55.8	61.9	7	3				
7/29/2002 20:14	43	56.6	63.3	8	3	OPT607		BE20	
7/29/2002 8:16	42	57.8	66.2	12	3				
7/29/2002 8:17	42	59.0	66.0	8	3				
7/29/2002 8:26	42	55.4	61.2	5	3				
7/29/2002 20:31	42	58.3	63.7	8	4	SWA886		B733	OAK
7/29/2002 20:31	42	59.8	70.9	42	1	SWA886		B733	OAK
7/29/2002 8:32	42	61.5	69.8	16	3	ACA528		A320	SFO
7/29/2002 8:33	43	55.7	62.2	6	3	ACA528		A320	SFO
7/29/2002 8:33	42	65.2	70.5	9	3	ACA528		A320	SFO
7/29/2002 8:33	42	56.7	66.8	17	3	ACA528		A320	SFO
7/29/2002 20:45	42	58.7	63.6	5	1	SWA385		B733	OAK
7/29/2002 20:45	42	56.8	65.3	11	1	SWA385		B733	OAK
7/29/2002 8:58	42	57.2	65.0	9	3	UAL1418		B733	SFO
7/29/2002 9:00	42	64.9	72.1	14	1	ASA340		B734	OAK
7/29/2002 9:04	42	56.1	62.5	7	1		N4345B	P28A	OAK
7/29/2002 9:05	42	56.9	66.4	14	2		N4345B	P28A	OAK
7/29/2002 9:22	42	58.7	67.9	12	1	SWA1337		B733	OAK

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7/29/2002 9:22	42	61.1	69.0	14	1	SWA1337		B733	OAK
7/29/2002 9:25	42	55.8	62.7	7	3	UAL758		B735	SFO
7/29/2002 9:31	42	56.6	67.0	18	1		N199FG	FA50	OAK
7/29/2002 21:33	42	56.2	64.2	9	1		N8274E	C172	OAK
7/29/2002 9:33	43	57.2	66.7	14	3	UAL1802		B735	SFO
7/29/2002 9:36	42	68.0	74.0	12	3	UAL1912		B735	SFO
7/29/2002 9:36	42	65.5	71.7	14	3	UAL1912		B735	SFO
7/29/2002 9:47	42	56.7	62.7	6	1		N199FG	FA50	OAK
7/29/2002 9:47	42	55.6	62.7	6	1		N199FG	FA50	OAK
7/29/2002 9:48	42	58.3	68.1	18	4	EJA941		C750	
7/29/2002 9:53	42	59.6	74.2	77	3	UAL1830		B733	SFO
7/29/2002 21:56	42	56.1	65.7	14	1	JBU90		A320	OAK
7/29/2002 22:06	42	58.2	69.9	25	3	CFS091		F27	
7/29/2002 22:12	42	55.6	61.7	5	3				
7/29/2002 10:13	42	57.7	67.3	13	3		N721TR	BE60	
7/29/2002 22:13	42	56.9	62.7	6	3				
7/29/2002 10:13	42	61.1	70.8	15	3		N721TR	BE60	
7/29/2002 22:14	42	57.2	63.6	8	3				
7/29/2002 22:14	42	57.8	64.7	7	3				
7/29/2002 10:16	43	56.7	62.0	6	4				
7/29/2002 10:16	42	69.9	80.9	70	3				
7/29/2002 22:21	42	56.6	68.5	21	1	FDX1802		DC10	OAK
7/29/2002 10:24	42	63.3	73.0	26	3				
7/29/2002 10:30	42	56.8	68.9	25	2		N3217L		OAK
7/29/2002 10:42	42	59.8	70.6	27	1		N613WD	C182	OAK
7/29/2002 10:44	42	59.0	64.2	6	1		N613WD	C182	OAK
7/29/2002 10:58	42	56.5	63.3	8	3	UAL294		B752	SFO
7/29/2002 11:01	42	57.7	63.0	5	1		N64HH	LJ45	OAK
7/29/2002 11:05	42	62.4	75.7	63	1	NKS249		MD80	OAK
7/29/2002 11:07	42	60.0	72.2	53	1		N613WD		OAK
7/29/2002 11:09	42	57.8	67.4	14	2		N613WD		OAK
7/29/2002 11:09	43	57.7	63.4	6	2		N613WD		OAK
7/29/2002 11:09	43	56.9	64.0	7	2		N613WD		OAK
7/29/2002 11:09	42	57.9	65.2	8	2	AMF242			OAK
7/29/2002 11:10	42	59.4	73.1	62	1	AMF242			OAK
7/29/2002 11:10	43	56.8	67.5	17	1	AMF242			OAK
7/29/2002 11:13	42	59.2	65.6	9	1		N65722	C172	OAK
7/29/2002 11:13	42	56.7	67.6	19	1		N65722	C172	OAK
7/29/2002 11:15	42	56.9	66.2	16	1		N65722	C172	OAK
7/29/2002 11:15	43	58.3	70.2	24	4				
7/29/2002 11:15	42	57.3	68.2	18	4				
7/29/2002 11:16	42	55.9	62.5	7	4				
7/29/2002 11:16	42	58.5	69.2	24	4		N65722	C172	OAK
7/29/2002 11:17	42	56.5	68.2	20	3		N12226		
7/29/2002 11:19	42	55.2	64.9	12	3		N12226		
7/29/2002 11:19	42	55.8	62.3	6	3		N12226		
7/29/2002 11:20	42	57.8	69.0	26	3		N12226		

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7/29/2002 11:20	42	55.7	61.1	5	3		N12226		
7/29/2002 11:22	42	57.1	62.7	5	3	UAL1648		A320	SFO
7/29/2002 11:24	43	64.7	69.1	9	3		N200EW		HWD
7/29/2002 11:25	43	59.0	67.9	14	3		N200EW		HWD
7/29/2002 11:26	42	59.7	62.7	5	3		N200EW		HWD
7/29/2002 11:29	42	66.9	76.8	31	1	OPT739		BE40	OAK
7/29/2002 11:37	42	62.6	68.7	8	1	ASA326		B734	OAK
7/29/2002 11:40	42	59.6	64.6	6	1	SWA1951		B733	OAK
7/29/2002 23:41	42	56.5	68.1	20	1	ASA366		MD80	OAK
7/29/2002 11:44	42	57.0	63.3	6	3		N346BG		
7/29/2002 11:51	42	60.8	70.4	19	1	UAL1264		B733	OAK
7/29/2002 11:52	43	58.4	70.2	23	1	UAL1264		B733	OAK
7/29/2002 11:52	42	56.5	63.9	7	1		N6439M		OAK
7/29/2002 11:55	42	60.0	65.7	8	4				
7/29/2002 12:07	42	62.3	72.0	27	4	SWA1212		B733	OAK
7/29/2002 12:07	43	57.9	69.0	21	3	UAL1660		B735	SFO
7/29/2002 12:08	42	57.9	65.7	10	3	UAL1660		B735	SFO
7/29/2002 12:11	42	58.4	65.9	9	1	UAL1450		A320	OAK
7/29/2002 12:11	43	55.6	66.0	15	1	UAL1450		A320	OAK
7/29/2002 12:13	42	57.5	68.6	24	3	UAL774		B733	SFO
7/29/2002 12:13	42	56.4	63.9	8	3		N18448		
7/29/2002 12:14	42	60.1	67.5	10	3		N18448		
7/29/2002 12:14	42	55.5	63.8	9	3	UAL1046		A320	SFO
7/29/2002 12:15	42	58.1	66.4	12	3	UAL1046		A320	SFO
7/29/2002 12:19	42	64.3	74.7	36	3	MEP921		MD88	SFO
7/29/2002 12:19	43	63.3	74.0	33	3	MEP921		MD88	SFO
7/29/2002 12:19	42	55.7	61.9	6	3	MEP921		MD88	SFO
7/29/2002 12:30	42	57.6	64.4	10	4		N54873		HWD
7/29/2002 12:30	42	57.9	63.8	7	4		N4312R		OAK
7/29/2002 12:31	42	55.9	64.4	11	1		N4312R		OAK
7/29/2002 12:33	43	56.4	63.0	7	3	LN27RX		C421	SFO
7/29/2002 12:33	42	55.5	67.9	28	3	LN27RX		C421	SFO
7/29/2002 12:34	43	55.8	62.6	6	3	LN27RX		C421	SFO
7/29/2002 12:41	42	59.4	68.0	15	3		N54873		
7/29/2002 12:43	42	58.3	68.1	19	3		N54873		
7/29/2002 12:45	43	57.8	70.9	33	1	SWA570		B735	OAK
7/29/2002 12:45	42	60.3	71.9	31	1	SWA570		B735	OAK
7/29/2002 12:46	43	56.3	66.8	19	1	SWA570		B735	OAK
7/29/2002 12:59	42	58.0	65.7	11	4		N2482Q	C182	
7/30/2002 13:03	42	55.1	62.3	7	3		N4618R		
7/30/2002 13:04	42	57.3	62.8	7	3		N4618R		
7/30/2002 13:05	42	61.4	67.6	9	3		N4618R		
7/30/2002 13:07	42	63.4	76.2	75	1		N3080D		OAK
7/30/2002 13:07	43	58.2	68.1	17	4	DAL1558		MD80	OAK
7/30/2002 13:17	42	57.4	63.2	6	3		N464QS	GLF4	SFO
7/30/2002 13:18	42	60.1	65.3	6	2		N4312R		OAK
7/30/2002 13:20	42	59.1	70.2	28	1		N4312R		OAK

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7/30/2002 13:24	42	56.5	65.1	11	4		N5348D		OAK
7/30/2002 13:24	42	56.4	62.4	7	4		N5348D		OAK
7/30/2002 13:31	42	60.7	66.0	6	3	CHP11		C206	
7/30/2002 13:38	42	56.3	62.2	5	2		N34597		OAK
7/30/2002 13:39	42	57.5	64.6	9	1		N34597		OAK
7/30/2002 13:40	43	60.1	71.0	24	2		N444PF		OAK
7/30/2002 13:41	42	60.3	66.2	8	1		N444PF		OAK
7/30/2002 13:43	42	60.9	71.0	20	1		N15DB	C441	OAK
7/30/2002 13:44	43	59.3	63.8	6	1		N15DB	C441	OAK
7/30/2002 13:51	42	58.0	66.3	12	1		N6810Q	BE35	OAK
7/30/2002 13:58	42	60.1	69.8	29	1	PCM7708		C208	OAK
7/30/2002 14:00	42	56.9	62.4	6	1	PCM7708		C208	OAK
7/30/2002 14:00	42	59.8	63.2	6	1	PCM7708		C208	OAK
7/30/2002 14:05	42	64.8	72.7	21	1		N4336B		OAK
7/30/2002 14:15	42	60.4	67.2	16	3	FLINT15		AC95	
7/30/2002 14:16	42	62.6	68.4	12	1	AAL1752		MD80	OAK
7/30/2002 14:16	42	64.9	76.7	57	4		N6378P	C152	OAK
7/30/2002 14:17	43	63.4	73.9	37	4		N6378P	C152	OAK
7/30/2002 14:17	42	58.5	66.9	12	1		N6378P	C152	OAK
7/30/2002 14:18	42	62.5	71.0	31	1		N6378P	C152	OAK
7/30/2002 14:19	42	68.3	81.4	83	4		N6464R		OAK
7/30/2002 14:20	43	60.2	75.3	54	2		N6464R		OAK
7/30/2002 14:23	42	60.4	64.5	7	3	FLINT15		AC95	
7/30/2002 14:23	42	58.6	62.4	5	3	FLINT15		AC95	
7/30/2002 14:24	42	63.1	68.9	10	4		N6111R		OAK
7/30/2002 14:26	42	67.0	73.7	24	4		N6542V		OAK
7/30/2002 14:26	43	63.5	73.4	24	3		N64051		
7/30/2002 14:27	43	59.1	71.1	26	4	FLINT15		AC95	
7/30/2002 14:27	42	62.1	75.1	57	4	FLINT15		AC95	
7/30/2002 14:28	43	60.2	72.0	27	4	FLINT15		AC95	
7/30/2002 14:29	42	63.8	66.4	7	1		N4932P		OAK
7/30/2002 14:30	42	65.3	68.5	11	3		N9930T		
7/30/2002 14:30	42	57.4	67.3	19	4		N9930T		
7/30/2002 14:31	42	59.0	72.7	50	3		N9930T		
7/30/2002 14:31	43	63.0	72.6	25	4		N9930T		
7/30/2002 14:32	42	57.9	66.4	15	3	UAL154		B752	SFO
7/30/2002 14:33	42	60.9	67.0	7	3	UAL154		B752	SFO
7/30/2002 14:33	42	62.4	65.8	5	3	UAL154		B752	SFO
7/30/2002 14:34	42	66.6	69.9	8	1	UAL1062		B752	OAK
7/30/2002 14:34	42	64.8	68.4	7	1	UAL1062		B752	OAK
7/30/2002 14:35	42	56.1	62.2	7	1	UAL1062		B752	OAK
7/30/2002 14:37	42	66.1	67.7	6	1		N53797		OAK
7/30/2002 14:37	42	65.9	77.0	60	1		N53797		OAK
7/30/2002 14:38	42	61.6	68.2	12	1		N53797		OAK
7/30/2002 14:42	42	74.1	78.6	12	4				
7/30/2002 14:42	42	61.8	67.3	9	4				
7/30/2002 14:43	42	59.4	65.2	7	3	UAL1426		B735	SFO

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7/30/2002 14:43	42	61.7	66.2	13	3	UAL1426		B735	SFO
7/30/2002 14:44	42	60.9	69.2	23	3				
7/30/2002 14:44	42	68.5	71.9	11	3				
7/30/2002 14:51	42	61.1	68.1	10	1				OAK
7/30/2002 14:51	42	61.8	68.4	9	1				OAK
7/30/2002 14:53	42	60.8	71.2	26	2		N9188V	MO21	OAK
7/30/2002 14:53	42	61.2	64.1	6	2		N9188V	MO21	OAK
7/30/2002 14:54	42	63.0	66.5	8	1				OAK
7/30/2002 14:57	42	61.1	65.5	9	1	ASA337		MD80	OAK
7/30/2002 14:57	42	58.6	65.2	10	1	ASA337		MD80	OAK
7/30/2002 14:58	42	66.9	78.9	59	1	ASA337		MD80	OAK
7/30/2002 15:02	42	66.2	73.4	27	1		N6111R		OAK
7/30/2002 15:02	42	56.9	62.7	6	1		N6111R		OAK
7/30/2002 15:03	42	57.8	65.4	9	4		N6111R		OAK
7/30/2002 15:04	43	60.2	69.6	18	4		N6111R		OAK
7/30/2002 15:04	42	56.6	65.6	12	1		N6111R		OAK
7/30/2002 15:04	43	55.1	65.7	15	1		N6111R		OAK
7/30/2002 15:05	42	56.2	66.0	14	1		N19879		OAK
7/30/2002 15:06	42	70.1	76.3	21	2		N903G	GLF3	OAK
7/30/2002 15:06	43	56.0	65.4	14	2		N903G	GLF3	OAK
7/30/2002 15:06	42	72.8	78.7	46	2		N903G	GLF3	OAK
7/30/2002 15:10	42	63.8	70.4	12	1	SWA147		B733	OAK
7/30/2002 15:11	42	65.5	71.9	25	1	SWA147		B733	OAK
7/30/2002 15:11	42	60.4	71.0	28	1	SWA147		B733	OAK
7/30/2002 15:14	42	58.1	64.2	8	1		N3080D		OAK
7/30/2002 15:14	42	64.6	72.2	26	4		N3080D		OAK
7/30/2002 15:19	42	68.3	74.5	16	1	OPT804			OAK
7/30/2002 15:19	42	59.2	72.7	55	1	OPT804			OAK
7/30/2002 15:23	42	64.1	67.2	6	1		N43DD		OAK
7/30/2002 15:23	42	71.1	74.7	13	1		N43DD		OAK
7/30/2002 15:23	43	55.9	63.0	7	1		N43DD		OAK
7/30/2002 15:23	43	56.0	64.1	8	1		N43DD		OAK
7/30/2002 15:23	42	57.6	66.9	12	1		N43DD		OAK
7/30/2002 15:24	42	63.1	72.9	24	1		N43DD		OAK
7/30/2002 15:25	42	61.2	65.5	6	1		N6542V		OAK
7/30/2002 15:25	42	62.2	66.2	7	1		N6542V		OAK
7/30/2002 15:25	42	63.6	73.7	40	1		N6542V		OAK
7/30/2002 15:26	42	61.6	71.0	27	1		N4932P		OAK
7/30/2002 15:27	42	62.2	65.4	8	1		N4932P		OAK
7/30/2002 15:32	42	57.3	62.8	5	1		N9188V		OAK
7/30/2002 15:32	42	65.0	66.5	6	1		N9188V		OAK
7/30/2002 15:33	42	59.5	63.4	5	1		N9188V		OAK
7/30/2002 15:33	42	59.1	66.1	11	1		N9188V		OAK
7/30/2002 15:34	42	60.3	71.9	38	1		N9188V		OAK
7/30/2002 15:34	42	59.8	68.4	15	1		N9188V		OAK
7/30/2002 15:42	42	60.8	70.4	32	1		N424PC	C340	OAK
7/30/2002 15:43	42	57.0	65.3	12	1		N424PC	C340	OAK

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7/30/2002 15:43	42	72.2	80.7	41	2		N424PC	C340	OAK
7/30/2002 15:43	43	62.5	71.7	22	1		N424PC	C340	OAK
7/30/2002 15:47	43	57.6	67.0	14	1		N5348D		OAK
7/30/2002 15:48	42	67.9	69.5	8	4		N5348D		OAK
7/30/2002 15:54	42	65.1	68.8	12	3	UAL900		B772	SFO
7/30/2002 15:54	42	58.4	66.8	17	1		N5215D		OAK
7/30/2002 15:55	42	56.2	64.5	11	4		N5215D		OAK
7/30/2002 15:55	42	59.1	73.5	71	1		N5215D		OAK
7/30/2002 15:56	43	56.1	65.0	12	1		N5215D		OAK
7/30/2002 15:56	43	56.7	62.1	5	1		N5215D		OAK
7/30/2002 15:57	42	58.0	65.8	9	1		N5215D		OAK
7/30/2002 16:00	42	56.3	62.0	6	3				HWD
7/30/2002 16:00	42	60.9	65.2	6	3				HWD
7/30/2002 16:01	42	57.9	68.8	19	4		N28J	BE20	OAK
7/30/2002 16:02	43	55.8	63.0	7	4				HWD
7/30/2002 16:04	42	56.3	62.9	7	4	SWA873		B733	OAK
7/30/2002 16:04	42	67.7	74.9	33	3				
7/30/2002 16:05	42	56.5	64.1	8	3				
7/30/2002 16:06	42	59.2	64.2	7	3				
7/30/2002 16:06	42	65.0	69.5	13	3				
7/30/2002 16:15	42	57.6	62.9	5	3		N54873		
7/30/2002 16:16	42	56.4	64.3	11	3		N54873		
7/30/2002 16:17	42	55.3	63.2	8	3	UAL1536		B733	SFO
7/30/2002 16:32	42	57.8	64.1	6	1	ASA438		B734	OAK
7/30/2002 16:32	42	58.9	65.2	8	1	ASA438		B734	OAK
7/30/2002 16:34	42	59.6	65.2	11	1		N5215D		OAK
7/30/2002 16:34	42	60.0	71.2	33	1		N5215D		OAK
7/30/2002 16:36	42	57.6	67.7	18	4		N5215D		OAK
7/30/2002 16:36	42	56.1	64.0	10	4		N3542U		
7/30/2002 16:37	42	59.2	71.1	34	4		N3542U		
7/30/2002 16:38	42	63.1	66.8	7	4		N5215D		OAK
7/30/2002 16:43	42	61.5	67.7	8	3	UAL1822		B735	SFO
7/30/2002 16:43	42	59.7	71.5	37	3	UAL1822		B735	SFO
7/30/2002 16:48	42	56.4	66.1	16	1		N45RR	BE20	OAK
7/30/2002 16:54	42	59.5	64.7	7	2	UAL1184		B733	OAK
7/30/2002 17:00	42	59.2	65.8	8	3	CHP31			
7/30/2002 17:00	42	57.7	65.7	10	3	CHP31			
7/30/2002 17:01	42	57.6	68.0	19	3	CHP31			
7/30/2002 17:04	42	58.0	67.9	21	3		N1029X		
7/30/2002 17:07	42	56.5	64.0	9	1		N6111R		OAK
7/30/2002 17:08	42	59.8	69.1	18	1		N6111R		OAK
7/30/2002 17:08	42	56.4	61.8	5	1		N6111R		OAK
7/30/2002 17:09	42	56.4	65.4	11	1		N6111R		OAK
7/30/2002 17:12	42	66.1	74.7	37	3		N534CA		HWD
7/30/2002 17:13	42	55.8	66.2	16	3		N534CA		HWD
7/30/2002 17:14	42	62.0	68.7	15	3		N534CA		HWD
7/30/2002 17:16	42	64.4	73.8	30	4	TN560EL		C560	OAK

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7/30/2002 17:17	42	57.2	64.6	10	3	CHP31			
7/30/2002 17:18	42	58.0	67.2	12	3	CHP31			
7/30/2002 17:19	42	60.1	73.5	54	3				
7/30/2002 17:20	42	64.2	66.2	7	3				
7/30/2002 17:20	42	56.6	63.2	6	4				
7/30/2002 17:21	42	56.7	64.2	8	4				
7/30/2002 17:21	42	57.9	65.8	12	3				
7/30/2002 17:21	42	59.4	72.2	46	3				
7/30/2002 17:22	42	56.3	63.0	7	4				
7/30/2002 17:23	42	56.7	66.3	17	3				
7/30/2002 17:23	42	60.1	70.8	26	2		N6087W	PA28	OAK
7/30/2002 17:24	42	57.7	68.3	21	2		N6087W	PA28	OAK
7/30/2002 17:25	42	57.6	68.2	17	4		N6087W	PA28	OAK
7/30/2002 17:25	42	65.8	75.5	75	4		N6087W	PA28	OAK
7/30/2002 17:26	43	60.5	72.1	37	2		N6087W	PA28	OAK
7/30/2002 17:27	42	57.9	64.9	9	4		N1658F		OAK
7/30/2002 17:27	42	57.1	70.1	34	2		N1658F		OAK
7/30/2002 17:28	43	57.2	68.2	19	2		N1658F		OAK
7/30/2002 17:28	42	70.1	80.5	89	2		N234JG		OAK
7/30/2002 17:29	43	55.5	61.1	5	1		N5215D	C172	OAK
7/30/2002 17:30	43	62.5	71.0	18	1		N5215D	C172	OAK
7/30/2002 17:31	42	58.2	67.0	13	1		N5215D	C172	OAK
7/30/2002 17:32	42	61.3	71.3	35	2		N9188V		OAK
7/30/2002 17:32	42	58.5	72.4	53	2		N9188V		OAK
7/30/2002 17:34	43	56.2	64.3	10	2		N34957		OAK
7/30/2002 17:34	42	56.6	61.9	5	1		N34957		OAK
7/30/2002 17:41	42	60.2	67.2	10	1	ASA199		B734	OAK
7/30/2002 17:43	42	60.7	74.4	50	1	SWA1718		B733	OAK
7/30/2002 17:46	42	59.7	66.2	9	1	SKW3840		CRJ2	OAK
7/30/2002 17:47	42	57.1	63.7	7	3		N98TD		
7/30/2002 17:48	42	63.7	74.2	42	3		N98TD		
7/30/2002 17:48	42	58.0	66.4	11	3		N98TD		
7/30/2002 17:49	42	64.6	71.6	37	3		N734NG		
7/30/2002 17:49	42	63.0	71.2	28	4		N734NG		
7/30/2002 17:50	42	63.8	69.2	14	1		N1678X	C210	OAK
7/30/2002 17:51	42	60.6	73.6	45	1		N1678X	C210	OAK
7/30/2002 17:52	42	61.9	68.2	10	1		N1678X	C210	OAK
7/30/2002 17:53	42	58.3	67.2	13	1		N4345B		OAK
7/30/2002 17:54	42	58.9	68.5	14	1		N4345B		OAK
7/30/2002 17:54	42	58.3	63.6	6	1		N4345B		OAK
7/30/2002 17:55	42	58.1	68.6	18	4		N4345B		OAK
7/30/2002 17:55	42	58.8	72.1	36	2		N4345B		OAK
7/30/2002 17:55	43	58.1	70.8	29	2	PCM7700		C208	OAK
7/30/2002 17:56	42	57.4	70.9	35	1	PCM7700		C208	OAK
7/30/2002 18:04	42	57.4	66.5	15	3		N4293H		
7/30/2002 18:04	42	59.4	71.5	43	3		N4293H		
7/30/2002 18:06	42	64.0	76.2	60	3		N1029X	PA32	

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7/30/2002 18:08	42	61.7	65.4	8	3		N6087W		
7/30/2002 18:10	42	61.6	67.3	15	1	AMF1975		LJ35	OAK
7/30/2002 18:12	42	55.3	61.1	5	4	PCM7699		C208	OAK
7/30/2002 18:13	42	61.0	74.2	72	1	PCM7699		C208	OAK
7/30/2002 18:13	43	61.8	70.8	23	1	PCM7699		C208	OAK
7/30/2002 18:16	42	55.3	62.7	7	1	UNF8603		C208	OAK
7/30/2002 18:24	42	61.6	64.8	8	3	UAL146		A320	
7/30/2002 18:32	42	56.2	62.0	6	3	UAL1824		A320	SFO
7/30/2002 18:33	42	58.8	65.4	8	3	UAL1824		A320	SFO
7/30/2002 18:35	42	57.2	62.5	5	1		N6111R		OAK
7/30/2002 18:35	42	57.1	63.7	7	4		N6111R		OAK
7/30/2002 18:36	42	59.3	71.8	40	4		N6111R		OAK
7/30/2002 18:36	43	56.4	66.0	15	1		N6111R		OAK
7/30/2002 6:37	42	55.0	62.2	8	3	DAL1282		B733	SFO
7/30/2002 18:38	42	57.4	64.3	8	3	ACA532		A319	SFO
7/30/2002 18:43	42	55.4	62.1	6	1		N4929J		OAK
7/30/2002 18:43	42	59.0	68.2	18	1		N4929J		OAK
7/30/2002 6:50	42	55.5	61.6	6	3	COA1520		MD82	SFO
7/30/2002 6:50	42	75.9	86.5	56	3	COA1520		MD82	SFO
7/30/2002 18:56	42	57.5	67.7	15	3	ASA289		MD80	SFO
7/30/2002 18:57	42	58.5	70.5	37	1	SWA1351		B737	OAK
7/30/2002 18:57	43	60.8	70.1	20	1	SWA1351		B737	OAK
7/30/2002 19:01	42	56.4	67.3	17	2	SWA1443		B737	OAK
7/30/2002 19:02	42	57.4	62.8	7	1	AMF201		PA31	OAK
7/30/2002 19:02	42	57.6	68.7	20	1	AMF201		PA31	OAK
7/30/2002 19:03	42	57.3	66.1	14	1	ASA354		B734	OAK
7/30/2002 19:05	42	57.1	62.9	7	1	EJM1671			OAK
7/30/2002 7:11	42	56.0	63.1	7	1	SWA1233		B737	OAK
7/30/2002 19:12	42	59.3	65.6	8	1		N5216T		OAK
7/30/2002 7:21	42	60.4	66.2	7	1	JBU94		A320	OAK
7/30/2002 7:28	42	58.6	69.6	25	1		N5216T	P28A	OAK
7/30/2002 19:30	42	56.4	62.1	5	3	ASA361		B734	SFO
7/30/2002 7:30	43	57.5	68.5	21	4	AAL196		B762	SFO
7/30/2002 7:33	42	56.3	61.6	5	1	FDX3103		DC10	OAK
7/30/2002 7:41	42	58.2	69.3	21	3	ASA583		B734	SFO
7/30/2002 19:43	42	63.0	68.4	8	1		N4929J		OAK
7/30/2002 19:47	42	56.4	62.3	6	1	AMF230		PA31	OAK
7/30/2002 19:48	42	58.6	67.1	15	1	AMF230		PA31	OAK
7/30/2002 19:49	43	60.9	67.6	9	4	ACA542		A320	SFO
7/30/2002 19:49	42	57.6	64.1	6	4	ACA542		A320	SFO
7/30/2002 20:01	42	56.1	65.0	11	3	SKW6567		E120	SFO
7/30/2002 8:02	42	64.9	77.4	57	1	AAL462		MD80	OAK
7/30/2002 8:08	42	56.1	64.9	10	3	UAL792		B752	SFO
7/30/2002 8:19	42	56.5	67.4	21	1	FDX3806		MD11	OAK
7/30/2002 8:19	42	67.7	80.7	50	1	FDX3806		MD11	OAK
7/30/2002 8:19	43	68.8	79.7	42	1	FDX3806		MD11	OAK
7/30/2002 20:23	42	55.6	61.8	6	3	UAL1918		B733	SFO

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7/30/2002 8:23	42	56.3	68.6	29	4		N772FE		SFO
7/30/2002 20:28	42	59.6	66.5	11	4	ASA201		B734	SFO
7/30/2002 20:28	42	56.4	65.8	12	1	ASA192		B737	OAK
7/30/2002 8:30	42	57.9	63.6	6	3	ACA528		A320	SFO
7/30/2002 8:31	42	61.4	72.4	28	1	EJA960			OAK
7/30/2002 8:31	43	60.7	71.9	25	1	EJA960			OAK
7/30/2002 8:33	42	58.1	64.2	7	1	ACA528			OAK
7/30/2002 8:33	42	57.1	62.9	6	1	ACA528			OAK
7/30/2002 8:34	42	59.2	64.2	6	1	ACA528			OAK
7/30/2002 20:38	42	55.3	61.7	6	3	ASA347		B734	
7/30/2002 8:39	42	61.4	67.7	10	1	SWA1821		B733	OAK
7/30/2002 8:40	42	56.1	68.4	23	1	SWA1821		B733	OAK
7/30/2002 8:46	42	56.1	62.2	6	1		N210TJ	C210	OAK
7/30/2002 8:49	42	61.6	73.2	31	1	ASA340		B734	OAK
7/30/2002 8:50	43	57.3	66.6	14	4		N5215D	C172	OAK
7/30/2002 9:04	42	57.9	68.2	21	3	UAL1418		B733	SFO
7/30/2002 9:09	42	57.1	64.9	9	3		N100JB	BE36	
7/30/2002 9:10	42	60.2	65.9	7	4		N100JB	BE36	
7/30/2002 9:10	42	55.1	61.3	6	1	SWA1337		B733	OAK
7/30/2002 9:11	42	55.9	67.1	19	1	SWA1337		B733	OAK
7/30/2002 9:13	43	56.3	66.3	15	3	UAL758		B735	SFO
7/30/2002 9:17	42	58.3	65.0	7	3	UAL90		A320	SFO
7/30/2002 9:19	42	60.3	70.0	32	1	SWA378		B733	OAK
7/30/2002 21:20	42	58.2	64.6	7	1	SWA2079		B733	OAK
7/30/2002 9:20	42	58.8	71.0	31	1	SWA378		B733	OAK
7/30/2002 21:20	43	57.2	62.9	6	3	Z8274E			
7/30/2002 9:23	42	56.5	69.0	28	3	ASA591		B734	SFO
7/30/2002 9:36	42	68.1	76.7	21	1		N8274E	C172	OAK
7/30/2002 21:43	42	57.0	66.8	16	3	CFS091		F27	
7/30/2002 21:44	42	59.4	64.6	6	3	DLH459		A343	SFO
7/30/2002 9:47	42	57.6	66.7	15	3		N371C	PA34	
7/30/2002 9:48	42	56.0	65.0	11	3		N371C	PA34	
7/30/2002 9:48	43	57.0	67.3	17	3		N298D	BE9L	SQL
7/30/2002 9:49	43	58.4	68.0	18	3		N298D	BE9L	SQL
7/30/2002 21:53	42	63.3	71.5	19	3	ASA291		B734	SFO
7/30/2002 9:56	42	57.7	66.8	15	3	UAL1830		B735	SFO
7/30/2002 9:56	42	57.4	65.0	8	3				
7/30/2002 10:10	42	56.6	70.4	35	4	SWA1951		B733	OAK
7/30/2002 10:13	42	65.0	71.7	12	3				
7/30/2002 10:15	42	55.9	65.7	14	1		N6045M		OAK
7/30/2002 22:22	42	57.1	64.1	7	3	DAL212		B762	SFO
7/30/2002 10:29	42	55.9	61.4	5	3				
7/30/2002 22:32	42	60.4	66.8	8	1	DAL600		B752	OAK
7/30/2002 22:35	42	57.2	63.0	5	3	USA171		A321	SFO
7/30/2002 10:42	42	65.1	77.7	53	1	NKS249		MD80	OAK
7/30/2002 22:43	42	59.5	64.9	6	3	NWA346		B752	SFO
7/30/2002 22:43	42	55.9	63.6	8	3	NWA346		B752	SFO

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7/30/2002 10:58	42	57.7	65.9	11	3				
7/30/2002 10:59	42	59.0	67.8	17	3				
7/30/2002 22:59	42	57.4	68.1	22	3				
7/30/2002 11:03	42	67.3	75.9	36	1		N555WL	C560	OAK
7/30/2002 11:04	42	60.4	68.5	15	1		N555WL	C560	OAK
7/30/2002 11:06	42	57.4	63.5	7	3		N4618R		HWD
7/30/2002 11:11	42	58.0	67.3	14	3	UAL1648		A320	SFO
7/30/2002 11:18	42	59.2	71.0	34	1		N6045M		OAK
7/30/2002 11:19	42	60.1	73.3	39	1		N6045M		OAK
7/30/2002 11:20	42	69.1	75.9	32	1		N6045M		OAK
7/30/2002 11:24	42	62.7	70.9	19	1	ASA326		MD80	OAK
7/30/2002 11:24	42	67.7	76.2	48	1	ASA326		MD80	OAK
7/30/2002 11:27	42	72.4	76.7	14	3	UAL1660		B733	SFO
7/30/2002 11:28	42	62.1	72.4	38	3	UAL1660		B733	SFO
7/30/2002 23:34	42	58.7	65.2	7	3	COA537		B737	SFO
7/30/2002 11:38	42	60.9	71.3	25	1	SWA628		B733	OAK
7/30/2002 11:38	43	55.1	60.8	5	4	SWA628		B733	OAK
7/30/2002 11:38	42	58.3	66.2	10	3	UAL774		B733	SFO
7/30/2002 11:47	42	55.6	64.8	11	4		N19879		OAK
7/30/2002 11:47	42	55.7	69.4	35	1		N19879		OAK
7/30/2002 11:49	42	63.5	75.4	84	1	ASA353		B734	OAK
7/30/2002 11:51	42	61.2	72.1	28	1	ASA353		B734	OAK
7/30/2002 11:53	43	64.2	70.3	14	1	FDX3864		A306	OAK
7/30/2002 11:57	42	58.4	72.3	43	1	UAL1264		B733	OAK
7/30/2002 12:04	42	56.2	65.2	11	1	AAL762		MD80	OAK
7/30/2002 12:04	43	60.5	64.9	6	1	AAL762		MD80	OAK
7/30/2002 12:04	42	63.4	76.6	64	2		N65722		OAK
7/30/2002 12:05	43	62.0	74.6	44	1		N65722		OAK
7/30/2002 12:06	42	60.3	73.6	58	2		N65722		OAK
7/30/2002 12:08	42	67.6	74.9	17	1		N65722		OAK
7/30/2002 12:41	42	58.6	68.2	18	1	SWA570		B735	OAK
7/30/2002 12:41	43	55.5	62.2	6	1	SWA570		B735	OAK
7/30/2002 12:42	42	56.0	64.6	9	1		N5348D		OAK
7/30/2002 12:42	42	58.3	67.3	13	1		N5348D		OAK
7/30/2002 12:53	42	59.1	70.1	25	1		N5348D		OAK
7/30/2002 12:56	42	60.1	65.1	7	3				
7/30/2002 12:56	42	56.4	66.6	16	3				
7/30/2002 12:59	42	57.9	65.9	11	3				
7/30/2002 12:59	42	61.5	67.8	10	3				
7/31/2002 13:01	42	57.1	62.7	5	1		N6105V		OAK
7/31/2002 13:01	42	56.7	64.8	10	3	SQC7981		B744	SFO
7/31/2002 13:02	42	64.8	76.8	52	3	SQC7981		B744	SFO
7/31/2002 13:02	43	63.1	75.8	41	3	SQC7981		B744	SFO
7/31/2002 13:03	43	56.4	66.7	17	3	UAL1010		B733	SFO
7/31/2002 13:06	42	63.3	72.1	33	3	UAL580		B735	SFO
7/31/2002 13:09	42	59.6	67.3	16	1	SKW3838		CRJ2	OAK
7/31/2002 13:10	43	56.5	64.6	11	1	SKW3838		CRJ2	OAK

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7/31/2002 13:12	42	60.6	73.1	38	3				
7/31/2002 13:13	42	55.9	64.5	10	1	DAL1558		MD80	OAK
7/31/2002 13:14	42	61.5	75.0	71	1	DAL1558		MD80	OAK
7/31/2002 13:16	42	57.5	62.5	6	1		N67398		OAK
7/31/2002 13:16	42	56.9	65.1	11	1		N67398		OAK
7/31/2002 13:17	42	57.2	65.7	12	1		N67398		OAK
7/31/2002 13:17	42	63.3	74.1	47	1		N67398		OAK
7/31/2002 13:18	43	55.8	66.3	16	2		N67398		OAK
7/31/2002 13:25	42	56.6	65.7	13	1	FDX3859		A306	OAK
7/31/2002 13:29	43	58.6	68.3	20	1		N911DS	P210	OAK
7/31/2002 13:29	42	60.1	70.1	18	2		N575CT	GLF4	OAK
7/31/2002 13:29	42	61.2	72.4	30	2		N575CT	GLF4	OAK
7/31/2002 13:33	42	56.3	64.0	9	3		N9125Y	C206	
7/31/2002 13:33	42	55.8	64.3	12	3		N9125Y	C206	
7/31/2002 13:34	42	57.2	63.6	8	3		N9125Y	C206	
7/31/2002 13:34	42	59.5	66.7	12	3		N9125Y	C206	
7/31/2002 13:34	42	62.1	67.4	17	3		N9125Y	C206	
7/31/2002 13:35	42	56.8	63.0	6	4		N9125Y	C206	
7/31/2002 13:36	42	57.6	62.8	5	4		N34597	C177	OAK
7/31/2002 13:38	42	55.3	62.7	8	4		N9125Y	C206	
7/31/2002 13:38	42	63.0	65.3	5	3		N9125Y	C206	
7/31/2002 13:39	42	62.0	68.9	10	3		N7944L		HWD
7/31/2002 13:41	42	56.9	65.7	14	3		N7944L		HWD
7/31/2002 13:41	42	56.7	62.1	5	3		N7944L		HWD
7/31/2002 13:41	42	59.5	68.7	19	3		N7944L		HWD
7/31/2002 13:42	42	62.5	65.5	6	3		N7944L		HWD
7/31/2002 13:43	42	55.5	66.8	21	1	SWA1577		B733	OAK
7/31/2002 13:43	42	59.7	72.7	43	1	SWA1577		B733	OAK
7/31/2002 13:48	42	59.8	64.0	5	1	EJA281		F2TH	OAK
7/31/2002 13:49	42	61.9	70.3	20	1	EJA281		F2TH	OAK
7/31/2002 13:51	42	59.2	65.5	8	3	ASA359		B737	SFO
7/31/2002 13:53	42	62.1	68.4	13	1	FDX3860		A306	OAK
7/31/2002 13:53	42	58.8	65.3	8	1	FDX3860		A306	OAK
7/31/2002 13:56	42	59.1	65.0	9	1		N6111R		OAK
7/31/2002 14:01	42	61.8	68.6	17	3		N274ER		
7/31/2002 14:01	42	60.1	66.6	9	3		N274ER		
7/31/2002 14:02	42	61.9	73.5	52	4		N274ER		
7/31/2002 14:02	43	64.4	77.6	55	3		N274ER		
7/31/2002 14:04	42	59.4	66.8	19	2		N4686L		OAK
7/31/2002 14:05	42	62.7	73.2	46	2		N4686L		OAK
7/31/2002 14:06	43	55.1	62.2	7	2		N4686L		OAK
7/31/2002 14:06	42	58.2	65.0	10	2		N9501W		OAK
7/31/2002 14:07	42	59.9	67.1	10	1		N9501W		OAK
7/31/2002 14:07	42	63.1	68.9	12	1		N9501W		OAK
7/31/2002 14:13	42	64.7	71.0	33	3				
7/31/2002 14:14	42	61.1	66.4	10	3				
7/31/2002 14:14	42	63.2	70.8	32	3				

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7/31/2002 14:15	42	61.9	68.3	12	3				
7/31/2002 14:16	42	55.4	65.3	13	3				
7/31/2002 14:16	42	58.4	64.7	9	3				
7/31/2002 14:16	42	56.9	62.3	6	3				
7/31/2002 14:17	42	57.9	64.1	7	1		N6284M		OAK
7/31/2002 14:18	43	61.4	72.1	34	2	FDX3863		MD10	OAK
7/31/2002 14:20	42	58.3	68.4	19	1		N29395		OAK
7/31/2002 14:21	42	65.0	68.5	9	1		N29395		OAK
7/31/2002 14:24	42	69.0	72.4	8	3	LXJ255			
7/31/2002 14:25	42	64.7	76.2	58	1	UAL1082			OAK
7/31/2002 14:28	42	60.7	72.2	42	3				
7/31/2002 3:45	42	57.9	65.4	9	1	AMF490		SW3	OAK
7/31/2002 7:08	42	56.9	63.8	7	3		N783FS	WW24	SFO
7/31/2002 7:14	42	56.3	62.4	6	1	ASA343		MD80	OAK
7/31/2002 7:14	42	61.0	74.2	47	1	ASA343		MD80	OAK
7/31/2002 7:14	43	70.0	80.7	46	1	ASA343		MD80	OAK
7/31/2002 7:19	42	58.1	65.8	12	1	JBU94		A320	OAK
7/31/2002 7:24	42	56.3	68.3	24	1	SWA1070		B733	OAK
7/31/2002 7:29	42	56.2	64.2	9	4	ASA583		B734	SFO
7/31/2002 7:32	43	55.7	63.7	9	3		N54873		HWD
7/31/2002 7:36	42	56.2	63.4	8	3		N54873		
7/31/2002 7:42	42	58.1	63.2	6	1	SWA1621			OAK
7/31/2002 7:43	42	58.6	68.8	20	4	SWA1621			OAK
7/31/2002 7:43	42	57.9	65.6	9	1	SWA1621			OAK
7/31/2002 7:53	42	59.4	65.2	7	2		N6219D	C172	OAK
7/31/2002 8:01	42	56.7	65.0	10	1	AAL462		MD80	OAK
7/31/2002 8:06	42	59.8	66.4	8	1	AMF201		PA31	OAK
7/31/2002 8:06	42	55.5	61.2	5	1	AMF201		PA31	OAK
7/31/2002 8:12	42	55.6	61.1	5	3	UAL792		B752	SFO
7/31/2002 8:12	42	55.9	61.2	6	4	UAL792		B752	SFO
7/31/2002 8:12	42	61.4	68.9	15	1	FDX3805		A306	OAK
7/31/2002 8:31	42	55.7	64.6	13	1	UAL1486		B733	OAK
7/31/2002 8:32	42	55.4	62.1	7	1	UAL1486		B733	OAK
7/31/2002 8:35	42	56.6	66.6	13	3	ACA528		A320	SFO
7/31/2002 8:35	42	56.5	69.0	25	3	ACA528		A320	SFO
7/31/2002 8:40	42	55.1	61.2	6	1		N10FF	C421	OAK
7/31/2002 8:53	42	55.9	62.4	6	1	ASA340		B734	OAK
7/31/2002 8:54	42	56.9	68.2	21	1	ASA340		B734	OAK
7/31/2002 8:57	42	57.8	66.8	13	3	UAL1418		B733	SFO
7/31/2002 9:06	42	58.5	66.7	9	3		N1632E	C172	
7/31/2002 9:17	42	56.9	63.6	7	1	SWA1337		B733	OAK
7/31/2002 9:20	42	63.7	72.1	28	1		N15KY		OAK
7/31/2002 9:26	43	59.0	63.4	5	3	ASA591		B734	SFO
7/31/2002 9:26	43	60.1	64.7	6	3	ASA591		B734	SFO
7/31/2002 9:26	43	59.6	64.7	7	3	ASA591		B734	SFO
7/31/2002 9:32	42	59.6	68.4	14	1	ASA389		B734	OAK
7/31/2002 9:32	42	58.3	65.6	8	1	ASA389		B734	OAK

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7/31/2002 9:53	42	55.3	62.0	5	1		N126KC	H25B	OAK
7/31/2002 9:54	42	61.3	66.5	7	1		N126KC	H25B	OAK
7/31/2002 9:57	42	55.6	63.3	9	4		N6375D	C172	OAK
7/31/2002 9:57	42	55.9	63.3	7	4				
7/31/2002 9:58	43	62.5	64.8	5	4		N6375D	C172	OAK
7/31/2002 9:58	43	60.7	64.3	5	4				
7/31/2002 10:03	42	56.5	64.9	11	1		N4092S	BE36	OAK
7/31/2002 10:04	42	59.0	65.9	9	1		N4092S	BE36	OAK
7/31/2002 10:13	42	56.2	67.8	21	1	SWA1951		B733	OAK
7/31/2002 10:14	42	56.7	63.4	7	3				
7/31/2002 10:15	42	58.1	64.4	7	3				
7/31/2002 10:16	42	56.2	67.7	21	3	ASA519		B734	SFO
7/31/2002 10:29	42	57.0	64.4	9	1		N65722	C172	OAK
7/31/2002 10:29	42	55.9	62.1	6	1		N65722	C172	OAK
7/31/2002 10:37	43	64.3	67.2	6	3	NWA260		A320	
7/31/2002 10:38	43	71.3	74.7	12	3	NWA260		A320	
7/31/2002 10:50	42	56.4	70.8	45	3				
7/31/2002 10:51	42	59.6	69.3	23	3				
7/31/2002 10:52	43	69.7	79.8	28	3				
7/31/2002 11:01	42	56.4	63.0	6	3				
7/31/2002 11:01	42	57.9	64.8	7	3				
7/31/2002 11:02	42	57.5	63.6	7	3				
7/31/2002 11:03	42	56.0	62.9	7	3				
7/31/2002 11:09	43	58.2	67.7	14	1		N50SF	FA50	OAK
7/31/2002 11:14	43	58.6	65.1	7	3	UAL1648		A320	SFO
7/31/2002 11:16	43	66.4	71.4	11	1	SWA1015		B737	OAK
7/31/2002 11:26	42	56.8	66.6	18	1	JBU112		A320	OAK
7/31/2002 11:26	42	58.2	68.3	22	2	JBU112		A320	OAK
7/31/2002 11:35	42	59.3	69.1	21	3	UAL1660		B735	SFO
7/31/2002 11:42	42	56.1	62.3	6	3	USA66		A319	
7/31/2002 11:46	42	55.0	61.2	6	3				HWD
7/31/2002 11:47	42	55.9	62.4	7	3				HWD
7/31/2002 11:55	42	55.8	66.5	18	3	UAL774		B733	SFO
7/31/2002 11:55	42	57.4	64.3	7	4		N12226		HWD
7/31/2002 11:56	42	58.1	64.4	6	4		N6195Y		OAK
7/31/2002 11:56	42	64.8	71.7	12	4		N6195Y		OAK
7/31/2002 12:00	42	57.9	68.7	20	2		N6105V		OAK
7/31/2002 12:04	43	63.4	75.7	35	1	SWA1606		B737	OAK
7/31/2002 12:05	42	56.1	63.4	7	3		N5224U	C206	
7/31/2002 12:06	42	59.6	72.6	45	3		N5224U	C206	
7/31/2002 12:07	42	58.0	65.8	9	3		N5224U	C206	
7/31/2002 12:13	42	57.7	71.2	45	2		N67398		OAK
7/31/2002 12:14	42	56.2	62.4	6	4		N67398		OAK
7/31/2002 12:15	42	59.6	66.4	12	3				
7/31/2002 12:16	42	60.5	72.8	51	1	SWA1212		B733	OAK
7/31/2002 12:30	42	57.8	62.8	5	1	KAI66		C550	OAK
7/31/2002 12:40	42	60.2	66.4	11	4	LN24RX		A109	

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7/31/2002 12:40	42	57.9	72.5	64	3	LN24RX		A109	
7/31/2002 12:49	42	57.8	62.8	5	1		N20444		OAK
7/31/2002 12:49	42	59.2	70.0	30	1		N20444		OAK
7/31/2002 12:49	43	56.6	65.5	11	1		N20444		OAK
7/31/2002 12:50	42	61.1	67.7	13	1		N4929J		OAK
7/31/2002 12:52	42	66.5	75.0	25	1		N4929J		OAK
7/31/2002 12:53	42	57.4	63.4	6	4	ASA105		B737	SFO
7/31/2002 0:53	43	58.5	65.3	7	1	AMF488		B190	OAK
7/31/2002 12:53	42	56.6	67.3	19	3	ASA105		B737	SFO
7/31/2002 12:58	42	57.6	62.8	5	1		N9161E	MO20	OAK
7/31/2002 12:58	42	58.5	66.0	10	1		N9161E	MO20	OAK
7/31/2002 12:59	42	57.3	67.0	14	2		N9161E	MO20	OAK
7/31/2002 12:59	43	57.6	65.3	10	2		N9161E	MO20	OAK
8/1/2002 13:15	43	56.8	67.2	14	3		N6840M		
8/1/2002 13:54	43	68.6	76.8	24	3		N12PF	C210	
8/1/2002 14:02	42	58.6	64.9	7	4		N274ER		HWD
8/1/2002 14:03	42	62.5	75.7	61	3		N274ER		HWD
8/1/2002 14:03	43	58.5	70.6	35	3		N274ER		HWD
8/1/2002 14:05	42	62.1	65.0	6	1		N172AR		OAK
8/1/2002 14:06	42	57.3	64.6	9	1		N172AR		OAK
8/1/2002 14:06	42	70.9	71.8	5	1		N172AR		OAK
8/1/2002 14:09	42	55.6	62.0	5	1		N47952	PA28	OAK
8/1/2002 14:10	42	56.0	62.1	5	1		N47952	PA28	OAK
8/1/2002 14:12	42	57.9	64.4	8	1	SWA1577		B733	OAK
8/1/2002 14:15	42	57.4	65.7	12	4	AAL1752		MD80	OAK
8/1/2002 14:16	42	62.1	71.9	40	3		N65482		HWD
8/1/2002 14:22	42	57.7	66.7	16	2	SWA1365		B737	OAK
8/1/2002 14:24	42	57.1	65.3	11	4		N7944L		HWD
8/1/2002 14:34	42	58.3	65.6	10	1		N5227D		OAK
8/1/2002 14:37	42	55.9	64.5	11	1		N5227D		OAK
8/1/2002 14:38	42	56.1	63.8	9	1		N5227D		OAK
8/1/2002 14:43	42	57.2	62.4	5	3	UAL1426		B735	SFO
8/1/2002 14:43	42	55.7	62.5	6	3	UAL1426		B735	SFO
8/1/2002 14:48	42	57.1	63.2	6	1	KAI92			OAK
8/1/2002 14:58	43	62.1	71.8	24	1		N1658F		OAK
8/1/2002 15:00	42	55.3	61.9	6	4		N424PC		OAK
8/1/2002 15:01	42	56.6	69.3	29	1		N424PC		OAK
8/1/2002 15:04	42	56.5	66.9	15	3	ACA546		B732	SFO
8/1/2002 15:09	43	56.9	67.0	16	1	JBU82		A320	OAK
8/1/2002 15:11	42	57.1	63.8	7	1		N2686U		OAK
8/1/2002 15:12	42	56.5	62.0	5	1		N2686U		OAK
8/1/2002 15:20	42	66.6	74.8	43	3	LN27RX			
8/1/2002 15:20	43	60.1	69.2	21	3	LN27RX			
8/1/2002 15:20	42	64.4	73.1	22	3	LN27RX			
8/1/2002 15:26	42	57.3	69.4	30	3	ASA599		B734	SFO
8/1/2002 15:26	42	64.8	70.0	9	1	SWA147		B733	OAK
8/1/2002 15:27	42	58.2	69.0	19	1	SWA147		B733	OAK

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8/1/2002 15:34	42	58.3	67.1	11	1	SWA461		B737	OAK
8/1/2002 15:34	42	59.7	72.5	46	1	SWA461		B737	OAK
8/1/2002 15:41	42	60.8	68.6	10	3		N155DG	C210	
8/1/2002 15:42	42	56.3	61.9	6	1		N5227D		OAK
8/1/2002 15:43	42	57.1	64.0	8	1		N5227D		OAK
8/1/2002 15:44	42	59.9	67.9	14	2		N5227D		OAK
8/1/2002 15:44	42	57.3	63.5	7	2		N53797		OAK
8/1/2002 15:45	42	57.7	63.6	8	1		N53797		OAK
8/1/2002 15:45	42	56.5	64.2	9	1		N53797		OAK
8/1/2002 15:46	42	59.6	69.3	20	1		N53797		OAK
8/1/2002 15:50	42	56.7	65.3	11	1	ASA348		B734	OAK
8/1/2002 15:52	42	55.7	61.4	5	1		N4312R		OAK
8/1/2002 15:55	42	59.4	66.2	8	1		N172AR		OAK
8/1/2002 15:56	42	57.1	64.0	9	1		N172AR		OAK
8/1/2002 15:59	42	57.3	63.1	6	3		N65482	C172	
8/1/2002 16:00	42	58.2	69.1	23	3		N65482	C172	
8/1/2002 16:01	42	59.9	67.3	10	3		N65482	C172	
8/1/2002 16:13	42	59.7	70.2	22	4	PCM7700		C208	
8/1/2002 16:18	42	58.0	66.6	13	1				OAK
8/1/2002 16:19	42	58.6	65.6	9	1				OAK
8/1/2002 16:20	42	63.9	70.4	12	1				OAK
8/1/2002 16:27	42	59.6	65.0	6	3		N734NG		
8/1/2002 16:30	42	57.7	65.9	12	3		N734NG		
8/1/2002 16:30	42	59.6	74.4	80	4		N734NG		
8/1/2002 16:32	42	59.5	69.3	19	4		N734NG		
8/1/2002 16:34	42	57.9	63.7	6	1		N6542V		OAK
8/1/2002 16:35	42	57.6	63.7	7	3		N340LJ	C340	
8/1/2002 16:36	42	56.9	63.5	6	3		N340LJ	C340	
8/1/2002 16:36	42	56.9	66.9	14	3		N340LJ	C340	
8/1/2002 16:39	42	62.5	68.9	10	3	ASA595		MD80	SFO
8/1/2002 16:39	42	56.2	62.2	5	3	ASA595		MD80	SFO
8/1/2002 16:40	43	58.5	68.6	18	1	ASA438		B734	OAK
8/1/2002 16:43	42	60.1	69.8	17	3				
8/1/2002 16:43	42	57.9	67.5	18	3				
8/1/2002 16:44	42	55.2	62.6	9	3				
8/1/2002 16:44	42	57.0	65.8	12	3				
8/1/2002 16:47	42	58.9	65.3	8	1	SKW3840		CRJ2	OAK
8/1/2002 16:50	42	56.7	62.3	5	1		N5227D		OAK
8/1/2002 16:50	42	58.2	69.6	28	1		N5227D		OAK
8/1/2002 16:51	42	57.8	63.5	6	1		N470G	FA20	OAK
8/1/2002 16:53	42	60.4	69.5	26	4	VIR20		B744	SFO
8/1/2002 16:53	42	56.8	66.7	15	4				
8/1/2002 16:54	42	56.2	62.7	6	3				
8/1/2002 16:54	42	57.8	64.8	8	3				
8/1/2002 16:55	43	60.7	67.7	12	3				
8/1/2002 16:55	43	60.2	64.4	6	3				
8/1/2002 16:55	42	56.5	63.4	6	1	SWA445		B733	OAK

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8/1/2002 16:56	42	58.1	66.2	11	1	SWA445		B733	OAK
8/1/2002 16:56	43	61.8	68.3	12	1	SWA445		B733	OAK
8/1/2002 16:56	42	61.8	72.7	35	3				
8/1/2002 16:57	43	61.3	64.3	6	3				
8/1/2002 16:57	42	58.6	63.5	5	3				
8/1/2002 16:58	42	58.7	65.2	8	3				
8/1/2002 16:58	42	56.4	65.9	16	3				
8/1/2002 16:58	43	55.6	65.6	16	3				
8/1/2002 17:01	43	60.3	65.2	8	4	AAL2477			
8/1/2002 17:02	42	57.7	64.0	7	1		N4312R		OAK
8/1/2002 17:03	42	61.9	73.2	38	1		N4312R		OAK
8/1/2002 17:04	42	57.5	64.1	6	1		N4312R		OAK
8/1/2002 17:10	42	57.0	65.1	10	1		N5348D		OAK
8/1/2002 17:14	42	56.9	66.6	16	3		N517PJ		
8/1/2002 17:15	42	58.3	65.0	7	3		N517PJ		
8/1/2002 17:18	42	58.3	71.5	41	3	DLH455		B744	
8/1/2002 17:24	42	56.5	68.6	24	1		N42TS	H25A	OAK
8/1/2002 17:30	42	58.8	66.4	13	1	SWA2056		B733	OAK
8/1/2002 17:38	42	56.9	63.0	6	1		N312CM		OAK
8/1/2002 17:39	42	59.8	68.2	11	1		N312CM		OAK
8/1/2002 17:42	42	59.2	72.4	38	1		N2448M		OAK
8/1/2002 17:45	42	57.9	63.4	6	1		N10FF		OAK
8/1/2002 17:45	42	56.8	66.2	12	1		N10FF		OAK
8/1/2002 17:46	42	58.7	69.5	21	1		N10FF		OAK
8/1/2002 17:46	42	58.6	64.3	6	4		N10FF		OAK
8/1/2002 17:46	42	57.0	66.7	16	4		N734NG		
8/1/2002 17:47	42	56.8	64.4	8	4		N734NG		
8/1/2002 17:47	42	61.7	67.0	10	3		N734NG		
8/1/2002 17:47	42	58.3	63.0	5	3		N734NG		
8/1/2002 17:48	42	60.1	72.3	40	3		N734NG		
8/1/2002 17:53	42	55.2	62.7	7	3		N683PF	C550	
8/1/2002 17:53	42	58.7	65.7	8	3		N683PF	C550	
8/1/2002 17:58	42	56.7	62.5	5	1		N252H		OAK
8/1/2002 17:58	42	57.4	66.3	13	2		N252H		OAK
8/1/2002 17:59	42	57.3	67.4	17	1		N252H		OAK
8/1/2002 17:59	42	56.0	61.8	6	1		N252H		OAK
8/1/2002 18:04	42	56.5	63.5	8	1		N67PR	GLF2	OAK
8/1/2002 18:04	42	58.1	72.5	48	1		N67PR	GLF2	OAK
8/1/2002 18:05	43	62.8	74.6	40	4		N67PR	GLF2	OAK
8/1/2002 18:11	42	61.1	67.4	9	3				
8/1/2002 18:13	42	60.8	66.8	8	1	AMF1975			OAK
8/1/2002 18:14	42	62.0	70.1	13	1	AMF1975			OAK
8/1/2002 18:14	42	65.3	77.7	53	1	AMF1975			OAK
8/1/2002 18:15	42	62.6	70.7	22	4	AMF1975		LJ35	
8/1/2002 18:16	42	61.5	66.9	9	4	PCM7699		C208	OAK
8/1/2002 18:24	42	55.1	61.2	6	3		N54873		
8/1/2002 18:25	42	61.7	66.7	7	3		N54873		

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8/1/2002 18:26	42	57.2	69.1	26	3		N54873		
8/1/2002 18:26	42	55.6	61.3	5	3		N54873		
8/1/2002 18:34	42	56.5	63.9	9	3	ASA549		B734	SFO
8/1/2002 18:34	42	59.3	68.2	18	3	ASA549		B734	SFO
8/1/2002 18:37	42	55.5	61.3	5	3	Z10X			
8/1/2002 18:37	42	58.0	70.1	32	3	Z10X			
8/1/2002 18:38	42	55.9	63.4	9	3	ACA532		A319	SFO
8/1/2002 18:38	42	59.7	66.2	8	3	ACA532		A319	SFO
8/1/2002 18:43	42	57.8	66.9	14	3	AFR083		B744	
8/1/2002 18:44	42	60.4	72.8	42	3	AFR083		B744	
8/1/2002 18:59	43	64.6	70.8	17	1	AMF201		PA31	OAK
8/1/2002 19:06	43	57.5	66.7	12	3				
8/1/2002 19:06	42	57.1	67.6	16	3				
8/1/2002 19:07	42	59.0	65.2	7	3				
8/1/2002 19:11	42	59.1	66.4	9	3	BAW286		B744	
8/1/2002 19:11	42	56.4	64.6	9	3	BAW286		B744	
8/1/2002 19:15	42	57.2	66.3	12	1		N8710T	C182	OAK
8/1/2002 19:17	42	55.7	62.0	6	3	UAL954		B772	SFO
8/1/2002 7:17	43	55.4	61.2	6	1		N900MK	F900	OAK
8/1/2002 19:35	42	58.1	63.4	7	3	ASA361		B734	SFO
8/1/2002 19:52	42	60.7	71.7	43	1	AMF230		PA31	OAK
8/1/2002 20:02	42	56.2	64.6	9	3		N321FL		
8/1/2002 20:03	42	56.1	61.8	5	3	UAL1934		B735	SFO
8/1/2002 20:08	43	66.1	70.3	7	3	UAL346		B752	SFO
8/1/2002 20:08	43	66.6	71.2	8	3	UAL346		B752	SFO
8/1/2002 20:08	43	66.7	69.7	6	3	UAL346		B752	SFO
8/1/2002 20:09	43	68.2	70.2	5	3	UAL346		B752	SFO
8/1/2002 20:09	43	66.1	71.4	8	3	UAL346		B752	SFO
8/1/2002 8:23	43	59.7	68.7	15	2	ASA446		B734	OAK
8/1/2002 20:25	42	55.6	64.6	10	1		N35BG	LJ35	OAK
8/1/2002 8:26	43	60.1	71.0	26	4	FDX3806		MD11	OAK
8/1/2002 8:28	43	57.7	67.0	17	3	SWA1821		B733	
8/1/2002 8:29	43	57.8	65.9	11	3	SWA1821		B733	
8/1/2002 8:29	43	57.2	62.0	5	3	USA22		B752	SFO
8/1/2002 8:29	43	58.0	63.2	6	3	USA22		B752	SFO
8/1/2002 8:30	43	60.6	68.7	18	3	ACA528		A320	SFO
8/1/2002 8:31	43	57.9	65.9	10	3	ACA528		A320	SFO
8/1/2002 8:31	43	58.0	66.8	14	3	ACA528		A320	SFO
8/1/2002 8:31	43	60.6	72.0	32	1	UAL1486		B733	OAK
8/1/2002 8:32	43	61.1	75.3	74	4	UAL1486		B733	OAK
8/1/2002 9:01	43	63.0	74.2	22	3				
8/1/2002 21:38	42	56.7	63.2	7	1	FDX86		DC10	OAK
8/1/2002 22:19	42	57.5	62.9	5	1	DAL600		B752	OAK
8/1/2002 22:30	42	56.2	62.0	6	1	FDX1802		A306	OAK
8/1/2002 0:55	43	60.2	71.6	29	1	AMF488		B190	OAK
8/1/2002 12:58	43	56.2	66.1	13	3				HWD
8/2/2002 13:00	42	58.9	66.1	9	1	AMF242		PA32	OAK

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8/2/2002 13:00	42	59.1	65.1	8	1	AMF242		PA32	OAK
8/2/2002 13:01	42	57.6	63.4	7	1	AMF242		PA32	OAK
8/2/2002 13:01	42	57.2	65.8	14	1	AMF242		PA32	OAK
8/2/2002 13:29	42	57.7	66.8	18	3				
8/2/2002 13:35	42	56.9	63.0	6	1		N991TW	CL60	OAK
8/2/2002 13:39	42	59.4	71.3	37	3	UAL1848		B733	SFO
8/2/2002 13:40	42	55.3	61.1	5	3	AMT204		B752	SFO
8/2/2002 13:40	42	55.6	61.1	5	3	AMT204		B752	SFO
8/2/2002 13:42	42	57.8	64.0	7	3	UAL170		B762	SFO
8/2/2002 13:42	42	56.6	63.7	8	3	UAL170		B762	SFO
8/2/2002 13:42	42	58.0	69.7	27	3	UAL170		B762	SFO
8/2/2002 13:43	42	63.3	72.6	17	3	DAL1591		B752	SFO
8/2/2002 13:43	42	57.3	66.2	11	3	DAL1591		B752	SFO
8/2/2002 13:44	42	60.1	70.0	30	3	DAL1591		B752	SFO
8/2/2002 13:47	42	55.4	61.5	5	1	FDX3860		A306	OAK
8/2/2002 13:52	42	58.8	67.3	13	2		N8060R	BE40	OAK
8/2/2002 13:53	42	56.5	67.4	16	2		N8060R	BE40	OAK
8/2/2002 13:53	42	61.9	69.8	24	1		N8060R	BE40	OAK
8/2/2002 13:54	42	56.9	62.7	6	1		N8060R	BE40	OAK
8/2/2002 13:55	42	61.7	74.4	46	1	SWA1721		B733	OAK
8/2/2002 14:02	42	55.7	63.8	9	3	UAL1010		B733	SFO
8/2/2002 14:02	42	58.1	66.7	10	3	UAL1010		B733	SFO
8/2/2002 14:03	42	56.8	66.3	15	3	UAL1010		B733	SFO
8/2/2002 14:06	42	58.9	68.8	15	1	JBU96		A320	OAK
8/2/2002 14:10	42	57.3	65.9	11	3	SWQ147		C750	SFO
8/2/2002 14:16	42	57.9	67.9	18	1	SWA133		B737	OAK
8/2/2002 14:19	42	56.4	68.4	24	4	LXJ433		LJ45	OAK
8/2/2002 14:24	42	63.5	67.5	11	4		N65892		
8/2/2002 14:25	42	55.9	66.0	16	3		N65892		
8/2/2002 14:26	42	58.8	72.9	45	2		N62X		OAK
8/2/2002 14:30	42	60.4	67.9	19	1		N111		OAK
8/2/2002 14:33	42	62.9	69.8	15	1		N111		OAK
8/2/2002 14:33	42	59.5	66.2	10	4		N111		OAK
8/2/2002 14:34	42	62.8	71.1	18	4		N111		OAK
8/2/2002 14:34	42	57.1	65.8	13	2		N111		OAK
8/2/2002 14:35	42	58.2	64.0	8	2		N111		OAK
8/2/2002 14:38	42	60.5	76.2	78	1		N1503U		OAK
8/2/2002 14:40	42	55.6	63.8	11	4	ASA575		MD80	OAK
8/2/2002 14:41	42	64.4	75.8	49	1	ASA575		MD80	OAK
8/2/2002 14:42	42	58.8	67.6	16	1	SWA1577		B733	OAK
8/2/2002 14:42	42	56.4	66.6	14	1	SWA1577		B733	OAK
8/2/2002 14:50	42	55.4	67.4	25	3	UAL492		B733	SFO
8/2/2002 14:54	42	55.9	67.3	22	3	UAL900		B772	
8/2/2002 14:54	42	56.1	62.7	6	3				
8/2/2002 15:07	42	58.1	64.6	7	3		N9153Q	BE36	
8/2/2002 15:07	42	58.2	64.2	9	3		N9153Q	BE36	
8/2/2002 15:10	42	61.9	73.0	38	3				

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8/2/2002 15:20	42	57.7	64.7	7	3		N12PF		
8/2/2002 15:24	42	55.8	62.5	7	1	SWA461		B737	OAK
8/2/2002 15:24	42	57.5	63.8	6	1	SWA461		B737	OAK
8/2/2002 15:30	42	57.6	63.0	5	4				
8/2/2002 15:30	42	62.5	77.2	89	3				
8/2/2002 15:32	42	58.1	69.2	26	3				
8/2/2002 15:39	42	59.1	66.1	8	3		N75Q		
8/2/2002 15:39	42	56.7	63.1	6	3		N75Q		
8/2/2002 15:40	42	62.3	68.0	10	3		N75Q		
8/2/2002 15:40	42	57.5	63.9	7	3		N75Q		
8/2/2002 15:45	42	61.1	68.3	19	1		N116K	C550	OAK
8/2/2002 15:46	42	56.3	64.2	10	1		N116K	C550	OAK
8/2/2002 15:46	42	55.7	65.6	13	1		N116K	C550	OAK
8/2/2002 15:49	42	58.0	67.7	18	1		N1503U		OAK
8/2/2002 15:49	42	59.6	71.1	28	1		N1503U		OAK
8/2/2002 15:50	42	55.3	65.6	13	1		N1503U		OAK
8/2/2002 15:52	42	58.1	71.9	53	1	JBU82		A320	OAK
8/2/2002 15:54	42	63.2	70.4	25	1	SWA873		B733	OAK
8/2/2002 15:55	42	64.2	73.4	27	1	SWA873		B733	OAK
8/2/2002 15:58	42	58.4	64.3	6	2	ASA348		B734	OAK
8/2/2002 15:59	42	61.0	71.1	29	2	ASA348		B734	OAK
8/2/2002 15:59	42	58.3	64.7	7	1		N72092		OAK
8/2/2002 16:00	42	59.2	69.1	25	1		N72092		OAK
8/2/2002 16:01	42	57.1	69.4	27	1		N72092		OAK
8/2/2002 16:02	42	56.7	62.0	5	2		N60111		OAK
8/2/2002 16:02	42	61.8	68.1	10	2		N60111		OAK
8/2/2002 16:02	42	60.7	68.5	12	1		N60111		OAK
8/2/2002 16:02	42	60.3	71.8	34	4		N60111		OAK
8/2/2002 16:03	42	60.7	66.3	8	1		N60111		OAK
8/2/2002 16:03	42	58.7	65.2	11	1		N60111		OAK
8/2/2002 16:04	42	61.6	70.2	20	1		N60111		OAK
8/2/2002 16:05	42	58.7	68.8	16	1		N60111		OAK
8/2/2002 16:05	42	61.4	66.5	11	1		N60111		OAK
8/2/2002 16:06	42	57.0	62.8	6	1		N60111		OAK
8/2/2002 16:10	42	63.8	73.3	33	3		N7611F		SQL
8/2/2002 16:11	43	73.2	81.1	25	3		N7611F		SQL
8/2/2002 16:11	42	60.1	69.1	17	3		N7611F		SQL
8/2/2002 16:11	43	78.6	82.1	32	3		N7611F		SQL
8/2/2002 16:12	42	57.9	66.1	12	3		N7611F		SQL
8/2/2002 16:13	42	56.3	63.8	8	3		N3031Q	BE36	
8/2/2002 16:14	42	56.8	64.5	9	3		N7611F		SQL
8/2/2002 16:15	42	59.0	66.1	14	3		N7611F		SQL
8/2/2002 16:15	42	59.2	65.1	7	3		N7611F		SQL
8/2/2002 16:16	42	56.1	63.2	9	3		N7611F		SQL
8/2/2002 16:17	42	56.4	65.9	13	3		N7611F		SQL
8/2/2002 16:27	42	55.7	64.1	9	1		N6284M		OAK
8/2/2002 16:27	42	59.2	71.0	37	1		N6284M		OAK

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8/2/2002 16:28	43	116.4	118.0	46	4		N6284M		OAK
8/2/2002 16:28	42	58.9	66.1	8	4	ASA595		MD80	SFO
8/2/2002 16:29	42	59.6	70.9	32	3		N734NG		
8/2/2002 16:30	42	58.8	65.4	7	4		N734NG		
8/2/2002 16:31	42	56.1	63.2	7	1		N8060R		OAK
8/2/2002 16:31	42	59.1	66.5	14	1		N8060R		OAK
8/2/2002 16:35	42	59.7	63.3	5	1		N65722		OAK
8/2/2002 16:35	42	58.6	70.0	25	1		N65722		OAK
8/2/2002 4:36	42	58.6	66.0	9	3	AMF290		SW3	
8/2/2002 4:36	43	102.7	104.3	13	3	AMF290		SW3	
8/2/2002 16:37	42	56.4	62.5	7	2		N65722		OAK
8/2/2002 16:37	42	59.6	64.8	6	2		N65722		OAK
8/2/2002 16:38	42	58.2	65.1	10	1		N72092		OAK
8/2/2002 16:45	42	61.5	72.1	37	3	UAL1822		B735	SFO
8/2/2002 16:47	42	62.2	71.0	34	3	UAL1536		B733	SFO
8/2/2002 16:48	42	57.0	65.6	10	3	UAL1536		B733	SFO
8/2/2002 16:48	42	60.4	73.9	40	3	UAL1536		B733	SFO
8/2/2002 16:51	42	56.1	67.9	23	1	SKW3840		CRJ2	OAK
8/2/2002 16:55	42	58.4	68.5	19	1	SWA1114		B733	OAK
8/2/2002 17:00	42	58.8	66.7	13	1	UAL1184		B733	OAK
8/2/2002 17:00	42	57.8	64.9	8	1	UAL1184		B733	OAK
8/2/2002 17:07	42	57.4	69.0	26	3		N561GR	C56X	
8/2/2002 17:12	42	56.1	64.1	9	3				
8/2/2002 17:12	42	59.5	66.9	10	3				
8/2/2002 17:13	42	56.3	62.7	6	3				
8/2/2002 17:21	42	58.0	65.0	8	3				
8/2/2002 17:21	42	56.9	63.2	6	3				
8/2/2002 17:22	42	57.9	68.4	20	3				
8/2/2002 17:23	42	57.9	64.1	7	3				
8/2/2002 17:24	42	56.4	65.8	13	3				
8/2/2002 17:25	42	58.2	65.6	11	3				
8/2/2002 17:26	42	57.2	63.8	7	1	SWA2056		B733	OAK
8/2/2002 17:26	42	60.4	73.4	51	1	SWA2056		B733	OAK
8/2/2002 17:27	42	55.6	62.4	7	3	UAL1238		B733	SFO
8/2/2002 17:28	42	56.2	62.4	6	1		N525RP	C525	OAK
8/2/2002 17:28	42	59.9	64.5	6	1		N525RP	C525	OAK
8/2/2002 17:29	42	57.7	67.7	18	1		N525RP	C525	OAK
8/2/2002 17:31	42	56.1	62.8	7	3		N6918L	C310	
8/2/2002 17:32	42	58.2	67.9	18	3		N6918L	C310	
8/2/2002 17:34	42	56.0	61.9	5	3				
8/2/2002 17:35	42	57.2	65.7	12	3				
8/2/2002 17:35	42	56.8	64.9	13	3				
8/2/2002 17:35	42	57.5	67.0	15	3				
8/2/2002 17:36	42	56.2	63.6	7	3				
8/2/2002 17:36	42	55.9	61.1	5	3				
8/2/2002 17:36	42	57.4	64.7	8	3				
8/2/2002 17:36	42	57.9	66.6	16	4				

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8/2/2002 17:37	42	57.2	64.4	8	4	SWA445		B733	OAK
8/2/2002 17:37	42	61.8	74.2	45	4				
8/2/2002 17:39	42	56.5	64.7	9	1	ASA438		B734	OAK
8/2/2002 17:40	42	56.8	64.8	9	3				
8/2/2002 17:40	42	57.9	67.0	15	3				
8/2/2002 17:41	42	55.8	64.9	11	3				
8/2/2002 17:42	42	58.2	63.7	6	3				
8/2/2002 17:42	42	58.9	66.6	11	3				
8/2/2002 17:42	42	56.1	63.1	8	3				
8/2/2002 17:43	42	57.6	63.8	7	3				
8/2/2002 17:44	42	56.9	63.6	6	3				
8/2/2002 17:46	42	67.5	76.4	26	3				
8/2/2002 17:47	43	64.0	68.0	10	3				
8/2/2002 17:47	43	63.6	71.2	19	3				
8/2/2002 17:47	42	55.7	65.3	12	3				
8/2/2002 17:48	42	58.3	63.7	6	3				
8/2/2002 17:48	42	56.7	63.8	8	3				
8/2/2002 17:49	43	59.8	72.9	48	3				
8/2/2002 17:50	43	64.8	74.7	23	3				
8/2/2002 17:50	43	60.7	67.6	13	3				
8/2/2002 17:51	43	58.6	66.8	15	3				
8/2/2002 17:52	43	56.6	61.3	5	3				
8/2/2002 17:52	43	64.0	73.2	46	3				
8/2/2002 17:53	43	64.5	74.8	47	3				
8/2/2002 17:55	42	66.7	72.4	11	1		N02A		OAK
8/2/2002 17:56	42	57.4	65.1	9	3		N4124S	BE36	
8/2/2002 17:57	42	60.7	68.9	16	3		N4124S	BE36	
8/2/2002 18:00	42	56.6	65.5	11	3		N374NG		
8/2/2002 18:05	42	56.2	65.7	15	3		N3533Q		
8/2/2002 18:05	42	65.0	70.2	9	3		N3533Q		
8/2/2002 18:06	42	63.0	66.4	7	3		N3533Q		
8/2/2002 18:07	42	57.0	64.5	8	3		N3533Q		
8/2/2002 18:08	42	56.1	62.4	5	4	PCM7699		C208	OAK
8/2/2002 18:08	43	57.1	73.6	63	4		N3533Q		
8/2/2002 18:09	42	55.6	63.4	9	2	PCM7699		C208	OAK
8/2/2002 18:11	43	59.5	72.1	53	3	SQC7985		B744	SFO
8/2/2002 18:17	42	58.9	68.6	18	1	UNF8603			OAK
8/2/2002 18:25	42	56.1	64.0	9	3	ASA549		B734	SFO
8/2/2002 18:25	43	80.1	80.9	10	3	ASA549		B734	SFO
8/2/2002 18:25	42	58.1	67.9	21	3	ASA549		B734	SFO
8/2/2002 18:27	42	55.3	61.5	5	3		N1115Z		
8/2/2002 18:27	42	58.5	68.5	20	3		N1115Z		
8/2/2002 18:39	42	57.3	63.0	6	3	ASA685		MD80	SFO
8/2/2002 6:44	42	60.1	65.0	5	3	SKW6715		CRJ2	SFO
8/2/2002 18:47	42	56.9	63.0	6	3	UAL1086		B733	SFO
8/2/2002 18:47	42	57.7	63.2	7	3	UAL1086		B733	SFO
8/2/2002 18:47	42	55.7	61.2	5	3	UAL1086		B733	SFO

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8/2/2002 6:49	42	55.6	65.2	12	3	FFT724		B733	SFO
8/2/2002 18:51	42	56.0	62.1	5	1	ASA199		B734	OAK
8/2/2002 18:51	42	60.2	72.7	32	1	ASA199		B734	OAK
8/2/2002 18:53	42	57.3	67.3	15	3				
8/2/2002 6:53	42	57.1	69.9	27	2	AMF230		PA31	OAK
8/2/2002 6:54	43	61.2	71.5	26	1		N7485Y		OAK
8/2/2002 18:56	42	55.3	63.4	9	3	AFL324		B772	SFO
8/2/2002 6:57	42	57.8	64.7	8	1	SWA416		B737	OAK
8/2/2002 18:59	42	56.3	63.8	7	3	ACA532		A319	SFO
8/2/2002 18:59	43	72.0	72.6	5	3	ACA532		A319	SFO
8/2/2002 7:02	42	59.8	72.6	32	1	FDX3103		DC10	OAK
8/2/2002 7:02	43	63.3	74.9	35	1	FDX3103		DC10	OAK
8/2/2002 19:09	42	63.3	69.4	13	1	ASA354		B734	OAK
8/2/2002 19:10	42	55.8	61.8	5	1	SWA1443		B737	OAK
8/2/2002 19:11	42	58.0	64.5	7	1	SWA1443		B737	OAK
8/2/2002 19:11	42	59.6	69.7	20	1	SWA1443		B737	OAK
8/2/2002 19:13	42	56.1	63.6	8	3	BAW286		B744	
8/2/2002 7:14	42	56.9	63.2	7	3	ASA357		B737	SFO
8/2/2002 7:14	43	56.7	66.6	16	3	ASA357		B737	SFO
8/2/2002 19:19	42	56.1	62.0	5	3	UAL954		B772	
8/2/2002 19:26	42	57.4	67.4	19	1	SWA770		B733	OAK
8/2/2002 7:28	42	58.3	65.7	10	1	SWA1070		B733	OAK
8/2/2002 7:29	42	57.8	71.0	34	1	SWA1070		B733	OAK
8/2/2002 7:29	43	59.8	63.1	7	1	SWA1070		B733	OAK
8/2/2002 7:29	43	59.1	69.7	25	1	SWA1070		B733	OAK
8/2/2002 19:29	43	56.1	64.0	11	3	ASA289		MD80	SFO
8/2/2002 19:34	43	57.7	66.7	18	3	ASA361		B734	SFO
8/2/2002 19:49	43	56.2	63.9	8	1	SWA1221		B733	OAK
8/2/2002 19:50	43	59.6	67.6	16	3	UAL382		B735	SFO
8/2/2002 19:50	43	57.5	71.0	42	3	UAL382		B735	SFO
8/2/2002 7:56	42	64.3	69.2	10	1		N6375D	C172	OAK
8/2/2002 19:58	43	55.9	62.4	6	1		N600VW		OAK
8/2/2002 8:01	42	61.2	74.4	42	1	AAL462		MD80	OAK
8/2/2002 8:02	43	65.3	68.3	6	3	AAL866		B762	SFO
8/2/2002 8:10	42	61.6	69.9	12	1	ASA345		B737	OAK
8/2/2002 8:11	42	55.6	62.9	7	1	ASA345		B737	OAK
8/2/2002 8:16	42	61.2	68.3	9	1	AMT625			OAK
8/2/2002 8:17	42	56.9	62.8	6	1	AMT625			OAK
8/2/2002 8:21	42	55.3	63.1	7	2	FDX3807			OAK
8/2/2002 8:23	42	56.2	62.1	5	3	USA22		B752	SFO
8/2/2002 8:25	42	55.2	62.8	7	1	SWA816		B737	OAK
8/2/2002 8:28	42	57.4	67.2	17	3	ACA528		A320	SFO
8/2/2002 20:37	43	61.2	70.9	21	1	ASA342		MD80	OAK
8/2/2002 20:44	43	59.5	68.3	20	3	UAL1048		B752	SFO
8/2/2002 20:45	42	56.4	65.7	14	3	UAL1048		B752	SFO
8/2/2002 8:48	42	56.3	63.9	8	3	UAL1418		B733	SFO
8/2/2002 20:51	42	55.4	62.5	8	3	SWA1723		B733	

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8/2/2002 20:51	42	55.8	62.4	6	3	SWA1723		B733	
8/2/2002 20:52	42	56.3	62.2	5	3	SWA1723		B733	
8/2/2002 8:55	42	56.1	62.4	6	1	ASA446			OAK
8/2/2002 20:55	42	56.5	65.9	11	1	AMF201		PA31	OAK
8/2/2002 8:55	42	59.4	70.1	35	1	ASA446			OAK
8/2/2002 9:00	43	74.6	78.3	37	1	AAL258		B752	OAK
8/2/2002 9:01	43	74.7	81.3	77	1	AAL258		B752	OAK
8/2/2002 9:01	42	58.1	67.2	14	1	AAL258		B752	OAK
8/2/2002 9:02	43	74.5	76.9	21	3	UAL188		B763	SFO
8/2/2002 9:03	43	64.7	71.7	18	3	UAL464		B735	SFO
8/2/2002 9:04	43	64.6	70.9	11	3	UAL464		B735	SFO
8/2/2002 9:04	43	65.3	67.3	5	3	UAL464		B735	SFO
8/2/2002 9:04	43	64.0	66.2	7	3	UAL464		B735	SFO
8/2/2002 9:04	42	57.0	64.3	9	3	UAL464		B735	SFO
8/2/2002 9:04	43	66.9	70.6	10	3	UAL464		B735	SFO
8/2/2002 9:12	42	57.2	63.2	6	1	SWA1337		B733	OAK
8/2/2002 9:17	42	59.1	64.1	5	3		N5874C		
8/2/2002 21:23	42	59.7	64.1	5	1	AMF212		PA32	OAK
8/2/2002 9:24	42	63.2	69.4	11	3	UAL1802		B735	SFO
8/2/2002 9:24	42	61.6	64.5	5	3	UAL1802		B735	SFO
8/2/2002 9:26	42	55.5	61.8	6	3		N411SP	MU30	HWD
8/2/2002 9:29	42	58.3	65.5	10	1		N6219D	C172	OAK
8/2/2002 9:29	42	59.8	65.0	8	1		N6219D	C172	OAK
8/2/2002 9:54	43	72.6	82.8	44	1		N6542V	C172	OAK
8/2/2002 22:00	42	61.4	70.5	16	1	CFS091		F27	OAK
8/2/2002 22:02	43	58.4	68.2	16	1	JBU90		A320	OAK
8/2/2002 22:03	43	65.3	71.9	16	1	JBU90		A320	OAK
8/2/2002 22:03	43	57.0	65.2	13	1	JBU90		A320	OAK
8/2/2002 22:07	43	71.6	80.3	81	1	ASA336		MD80	OAK
8/2/2002 10:17	42	57.0	64.2	8	1		N40NE	C208	OAK
8/2/2002 10:19	42	58.7	65.2	7	1	SWA1951		B733	OAK
8/2/2002 22:35	43	61.7	74.1	61	3	FDX1819		DC10	
8/2/2002 10:53	42	57.7	65.8	10	1		N53797	C72R	OAK
8/2/2002 10:54	42	56.2	63.0	7	1		N53797	C72R	OAK
8/2/2002 10:54	42	55.9	63.7	9	1		N53797	C72R	OAK
8/2/2002 10:56	42	60.3	72.2	30	1	NKS249		MD80	OAK
8/2/2002 23:15	42	58.3	70.9	39	3	CLX775A		B744	
8/2/2002 11:23	42	57.3	66.4	15	1		N583AJ	GLF4	OAK
8/2/2002 11:24	42	59.3	68.4	14	1	SWA628		B735	OAK
8/2/2002 11:25	42	58.2	65.2	7	3	UAL1648		A320	SFO
8/2/2002 11:26	42	56.3	64.9	12	3	UAL1648		A320	SFO
8/2/2002 11:33	42	57.7	70.1	29	1	JBU112		A320	OAK
8/2/2002 11:40	42	58.1	66.2	11	3	UAL1046		A320	SFO
8/2/2002 11:54	42	56.3	62.4	6	4	UAL1264		B733	OAK
8/2/2002 11:58	42	58.0	67.4	15	1		N28589		OAK
8/2/2002 11:58	42	59.1	65.7	8	1		N28589		OAK
8/2/2002 12:02	42	58.3	71.2	33	1	SWA1212		B733	OAK

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8/2/2002 12:08	42	61.6	66.6	7	4		N6464R	C72R	OAK
8/2/2002 12:11	42	56.1	68.2	26	1	AAL762		MD80	OAK
8/2/2002 12:35	42	55.1	61.7	7	1		N99744	C172	OAK
8/2/2002 12:43	42	56.4	64.0	8	1	SWA570		B735	OAK
8/2/2002 12:43	42	55.8	62.7	7	1	SWA570		B735	OAK
8/3/2002 13:01	42	56.0	64.2	9	1	SWA570		B735	OAK
8/3/2002 13:04	42	62.9	66.5	5	1	SWA1702		B733	OAK
8/3/2002 13:15	42	57.4	65.6	17	3				
8/3/2002 13:15	42	55.4	62.4	7	3				
8/3/2002 13:23	42	60.6	68.9	23	1	AAL288		B752	OAK
8/3/2002 13:30	42	56.4	62.3	5	3				
8/3/2002 13:31	42	56.8	63.1	6	3				
8/3/2002 13:32	42	55.4	61.5	6	3				
8/3/2002 13:38	42	57.0	62.9	6	1		N20444		OAK
8/3/2002 13:40	42	58.7	69.4	23	1		N4345B		OAK
8/3/2002 13:41	42	56.8	65.1	10	1		N4345B		OAK
8/3/2002 13:44	42	61.1	66.3	9	1	SWA1775		B733	OAK
8/3/2002 13:54	42	56.6	65.1	10	3	DAL2014		MD90	
8/3/2002 13:54	42	58.3	63.3	6	3	DAL2014		MD90	
8/3/2002 13:59	42	56.0	61.8	5	3	ASA105		B737	SFO
8/3/2002 13:59	42	57.4	62.5	5	3	ASA105		B737	SFO
8/3/2002 13:59	42	57.2	65.6	12	3	ASA105		B737	SFO
8/3/2002 14:06	42	57.8	65.7	11	1	UAL1062		A319	OAK
8/3/2002 14:06	42	57.6	66.0	10	1	UAL1062		A319	OAK
8/3/2002 14:10	42	55.6	62.7	7	1				OAK
8/3/2002 14:11	42	58.7	70.4	31	1				OAK
8/3/2002 14:15	42	56.9	64.7	9	1	FDX3861		B72Q	OAK
8/3/2002 14:16	42	64.2	78.5	80	1	FDX3861		B72Q	OAK
8/3/2002 14:21	42	62.0	71.0	27	1	SWA494		B733	OAK
8/3/2002 14:24	42	59.3	64.6	9	1	SWA1721		B733	OAK
8/3/2002 14:24	42	64.3	70.7	32	1	SWA1721		B733	OAK
8/3/2002 14:32	42	57.2	64.4	8	1	FDX3862		A310	OAK
8/3/2002 14:43	42	59.8	67.9	19	4	SWA133		B733	OAK
8/3/2002 14:43	42	59.1	72.7	49	3				
8/3/2002 14:55	42	58.3	69.2	27	1		N9KG	AC90	OAK
8/3/2002 14:55	42	56.5	69.4	27	1		N9KG	AC90	OAK
8/3/2002 15:08	42	60.9	70.7	34	3	UAL492		B733	SFO
8/3/2002 15:13	42	56.0	63.4	9	1		N60111		OAK
8/3/2002 15:13	42	59.0	65.4	11	2		N60111		OAK
8/3/2002 15:14	42	57.8	64.0	9	2	JBU82		A320	OAK
8/3/2002 15:14	42	57.1	64.1	8	2		N60111		OAK
8/3/2002 15:14	42	56.8	64.1	9	1		N60111		OAK
8/3/2002 15:15	42	56.1	63.7	9	1		N60111		OAK
8/3/2002 15:16	42	62.2	68.1	8	1		N60111		OAK
8/3/2002 3:16	42	60.6	74.1	51	1	AMF494			OAK
8/3/2002 15:16	42	64.5	68.2	7	1		N60111		OAK
8/3/2002 15:17	42	56.3	62.2	6	1		N60111		OAK

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8/3/2002 15:24	42	55.4	64.2	9	3		N21950		
8/3/2002 15:26	42	60.5	67.1	11	3		N21950		
8/3/2002 15:36	43	86.3	90.2	31	3		N1875L		HWD
8/3/2002 15:40	42	57.4	62.9	6	1	SWA461		B737	OAK
8/3/2002 15:48	42	59.9	71.6	40	1	FDX3853		B72Q	OAK
8/3/2002 15:59	42	58.2	63.9	6	1	SWA576		B733	OAK
8/3/2002 16:00	42	55.6	62.6	7	1	SWA576		B733	OAK
8/3/2002 16:06	42	58.2	66.3	11	1	SWA873		B733	OAK
8/3/2002 16:07	42	58.2	72.5	59	1	SWA873		B733	OAK
8/3/2002 16:15	42	57.1	62.4	5	3	UAL1536		B733	SFO
8/3/2002 16:22	42	56.2	64.8	12	3	DLH455		B744	
8/3/2002 16:22	42	56.5	61.7	5	3	DLH455		B744	
8/3/2002 16:24	42	62.8	72.5	33	3	ASA348		B734	
8/3/2002 16:33	42	56.3	63.0	8	1		N6111R	C172	OAK
8/3/2002 16:33	42	59.3	68.1	14	1		N6111R	C172	OAK
8/3/2002 16:34	42	57.7	63.7	8	1		N6111R	C172	OAK
8/3/2002 16:35	42	56.3	64.6	11	1	ASA438		B734	OAK
8/3/2002 16:36	42	63.4	72.4	27	1	ASA438		B734	OAK
8/3/2002 16:36	42	69.3	78.7	46	3	UAL1404		B733	SFO
8/3/2002 16:43	42	57.3	65.1	10	3		N1875L	BE36	OAK
8/3/2002 16:43	42	58.2	64.1	7	3		N1875L	BE36	OAK
8/3/2002 16:44	42	62.6	72.0	39	3		N60111		
8/3/2002 16:50	43	59.6	68.9	16	1		N67398		OAK
8/3/2002 16:52	42	55.8	62.3	6	1		N4345B	PA28	OAK
8/3/2002 17:01	42	56.4	64.4	9	3				
8/3/2002 17:02	42	56.5	63.5	7	4				
8/3/2002 17:04	42	57.5	69.2	23	3	BAW284		B772	
8/3/2002 17:06	42	62.1	68.0	13	1	SWA1114		B733	OAK
8/3/2002 17:06	42	55.6	61.0	5	1	SWA1114		B733	OAK
8/3/2002 17:10	42	69.3	73.1	13	3				PAO
8/3/2002 17:11	42	57.9	67.4	16	3				PAO
8/3/2002 17:17	42	59.4	66.7	17	3				
8/3/2002 17:19	42	57.9	66.8	15	1		N67398		OAK
8/3/2002 17:20	42	56.2	63.9	9	1		N67398		OAK
8/3/2002 17:21	42	59.0	68.3	18	1		N67398		OAK
8/3/2002 17:22	42	57.8	63.9	7	1		N67398		OAK
8/3/2002 17:23	42	58.5	68.4	20	3	UAL1238		A319	SFO
8/3/2002 17:24	42	57.3	63.1	6	3	UAL1238		A319	SFO
8/3/2002 17:24	42	58.6	66.1	10	3	UAL1238		A319	SFO
8/3/2002 17:31	42	63.4	71.3	24	3				PAO
8/3/2002 17:32	42	58.3	64.9	7	3				PAO
8/3/2002 17:32	42	55.8	62.0	6	3				PAO
8/3/2002 17:32	42	60.2	70.7	19	3				PAO
8/3/2002 17:33	42	55.2	62.5	9	3				PAO
8/3/2002 17:33	42	56.9	65.4	11	3				PAO
8/3/2002 5:38	42	58.8	71.4	31	1	FDX3607		DC10	OAK
8/3/2002 17:47	42	59.4	65.8	8	1		N739UL		OAK

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8/3/2002 17:47	42	57.0	62.8	6	1		N739UL		OAK
8/3/2002 17:52	42	55.9	62.5	8	1	ASA199		B734	OAK
8/3/2002 17:53	42	57.3	66.1	13	1	ASA199		B734	OAK
8/3/2002 17:53	42	62.1	73.8	62	1	SWA1718		B733	OAK
8/3/2002 18:29	42	56.5	63.8	8	1	SWA1351		B733	OAK
8/3/2002 18:39	42	56.8	65.1	13	3	UAL1086		B735	SFO
8/3/2002 18:49	42	60.0	71.5	37	3	UAL960		B772	SFO
8/3/2002 18:54	42	55.5	61.6	5	3	ACA532		A319	SFO
8/3/2002 18:54	42	56.7	67.0	17	3	ACA532		A319	SFO
8/3/2002 18:55	42	57.1	65.0	8	1	ASA342		B734	OAK
8/3/2002 18:56	42	56.0	67.1	16	1	ASA342		B734	OAK
8/3/2002 19:00	42	56.8	68.8	21	3	LF1			
8/3/2002 19:01	42	60.0	67.1	11	3	LF1			
8/3/2002 19:02	42	62.2	69.2	14	3	LF1			
8/3/2002 7:10	42	58.3	67.2	17	1	FDX3103		DC10	OAK
8/3/2002 19:25	42	57.8	64.3	8	1	SWA579		B733	OAK
8/3/2002 7:25	42	56.9	68.7	23	1	SWA1070		B733	OAK
8/3/2002 19:27	42	57.8	70.6	34	1	SWA2056		B733	OAK
8/3/2002 19:32	42	58.3	64.4	6	1	SWA1221		B733	OAK
8/3/2002 19:43	42	55.5	62.7	9	1		N444BH		OAK
8/3/2002 19:44	42	61.7	73.0	39	1		N444BH		OAK
8/3/2002 7:45	42	57.0	64.9	9	1	SWA1700		B735	OAK
8/3/2002 19:45	42	56.7	62.8	5	1		N444BH		OAK
8/3/2002 19:45	42	58.0	62.7	7	1		N444BH		OAK
8/3/2002 7:55	42	57.1	67.7	20	1	AAL462		MD80	OAK
8/3/2002 20:00	42	57.5	65.5	10	3	ASA361		B734	SFO
8/3/2002 8:16	42	55.1	64.2	12	1	AMT617			OAK
8/3/2002 20:32	42	58.5	62.8	5	1	ASA192		B737	OAK
8/3/2002 8:34	42	56.8	68.3	26	1	UAL1486		B733	OAK
8/3/2002 8:47	42	55.7	62.2	6	3	DAL233		B764	
8/3/2002 8:49	42	60.8	67.1	9	1	ASA340		B734	OAK
8/3/2002 8:51	42	58.4	70.6	35	1	COA1257		B733	OAK
8/3/2002 8:56	42	56.6	64.2	8	1		N54042	C172	OAK
8/3/2002 20:59	42	65.7	74.5	24	1		N1063W	BE36	OAK
8/3/2002 9:05	42	67.2	69.4	5	2	AAL258		B752	OAK
8/3/2002 9:06	42	59.5	65.5	7	2	AAL258		B752	OAK
8/3/2002 9:13	42	56.6	64.0	9	3	ASA591		B734	SFO
8/3/2002 9:16	42	56.5	62.4	7	3	FDX3812		A310	
8/3/2002 9:43	42	57.9	66.0	12	3		N4312R		
8/3/2002 9:57	42	62.8	68.6	9	4		N2148E	C172	OAK
8/3/2002 10:02	42	59.7	67.8	10	4		N2148E	C172	OAK
8/3/2002 10:04	42	57.2	65.4	11	3		N4107R	PA32	SQL
8/3/2002 10:06	42	56.6	65.6	11	1		N5348D		OAK
8/3/2002 10:06	42	57.0	63.6	7	1		N5348D		OAK
8/3/2002 10:24	42	55.2	62.5	8	1	SWA270		B733	OAK
8/3/2002 22:31	42	65.7	73.8	21	3	UAL296		B752	SFO
8/3/2002 10:45	42	57.0	69.0	21	1	NKS249		MD80	OAK

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8/3/2002 10:48	42	55.1	61.5	6	3		N81024	PA28	
8/3/2002 10:49	42	57.0	63.0	6	3		N81024	PA28	
8/3/2002 10:51	42	58.2	68.8	29	1	SWA1168		B733	OAK
8/3/2002 10:55	42	57.3	65.3	9	3		N6219D	C172	
8/3/2002 11:02	42	58.6	65.9	10	1		N36LM	BE36	OAK
8/3/2002 23:12	42	58.3	63.6	6	3	UAL162		B752	SFO
8/3/2002 23:14	42	57.3	63.3	7	3	UAL150		A320	SFO
8/3/2002 11:19	42	56.9	62.8	6	1	SWA1015		B737	OAK
8/3/2002 11:21	42	60.3	65.2	6	3		N8073X		
8/3/2002 11:28	42	58.1	64.4	7	1	UAL1450		A320	OAK
8/3/2002 11:28	42	60.2	62.9	5	1	UAL1450		A320	OAK
8/3/2002 11:33	42	62.9	67.8	8	3		N6359D	C172	
8/3/2002 11:34	42	65.9	77.7	43	3		N6359D	C172	
8/3/2002 11:34	42	62.4	70.2	17	3		N6359D	C172	
8/3/2002 11:39	42	57.8	64.0	7	1	JBU112		A320	OAK
8/3/2002 11:39	42	59.1	71.7	38	2	JBU112		A320	OAK
8/3/2002 11:44	42	59.5	65.4	7	4		N1658F	C172	OAK
8/3/2002 11:52	42	56.3	63.2	9	2	ASA353		B734	OAK
8/3/2002 11:53	42	59.4	68.2	17	1	UAL1264		B735	OAK
8/3/2002 12:07	42	60.1	70.4	26	1	SWA1212		B733	OAK
8/3/2002 12:17	42	55.8	63.4	9	3		N180DK		
8/3/2002 12:18	42	55.7	61.9	6	3		N180DK		
8/3/2002 12:20	42	58.1	65.1	8	1	COA1241		MD82	OAK
8/3/2002 12:21	42	58.5	67.5	16	1	COA1241		MD82	OAK
8/3/2002 12:22	42	56.2	64.4	10	1	SWA1606		B737	OAK
8/3/2002 12:23	43	56.5	71.8	53	2	SWA1606		B737	OAK
8/3/2002 12:23	42	62.5	74.0	29	1	DAL394		B752	OAK
8/3/2002 12:24	43	55.6	66.7	22	3	COA254		B737	SFO
8/3/2002 12:42	42	56.3	65.2	11	1	JBU96		A320	OAK
8/3/2002 12:45	42	55.1	61.6	5	3		N2028B		
8/3/2002 12:45	42	57.2	72.4	55	3		N2028B		
8/3/2002 12:46	42	56.8	66.7	14	3		N38635		
8/3/2002 12:52	42	58.6	64.9	7	1	SWA628		B733	OAK
8/3/2002 12:52	42	59.0	66.7	13	1	SWA628		B733	OAK
8/3/2002 12:52	42	58.7	62.0	5	1	SWA628		B733	OAK
8/3/2002 12:52	42	56.1	64.3	11	1	SWA628		B733	OAK
8/3/2002 12:55	42	56.3	62.2	5	1		N6219D	C172	OAK
8/3/2002 12:55	42	56.3	63.5	9	1		N6219D	C172	OAK
8/3/2002 12:56	42	62.2	71.0	21	1		N6219D	C172	OAK
8/4/2002 13:16	42	55.3	61.6	5	1		N117WS		OAK
8/4/2002 13:16	42	57.8	65.7	11	4		N117WS		OAK
8/4/2002 13:17	42	57.2	63.5	8	1		N117WS		OAK
8/4/2002 13:18	42	56.0	63.8	8	3	UAL144		B772	SFO
8/4/2002 13:25	42	57.0	63.6	7	1	SWA1721		B733	OAK
8/4/2002 13:27	42	55.5	61.4	5	3				
8/4/2002 13:27	42	60.1	65.0	10	3				
8/4/2002 13:31	42	58.7	66.3	11	2		N4345B		OAK

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8/4/2002 13:32	42	55.3	61.7	5	2		N4345B		OAK
8/4/2002 13:35	42	56.3	63.0	6	3		N9944E	C182	
8/4/2002 13:41	42	56.6	62.5	6	3				
8/4/2002 13:47	42	58.8	64.0	6	1	ASA339		B734	OAK
8/4/2002 13:59	42	61.2	65.4	6	4				
8/4/2002 14:21	42	59.4	71.3	33	1	SWA1577		B733	OAK
8/4/2002 14:33	42	62.6	72.9	27	3				
8/4/2002 14:48	42	57.0	62.4	6	1		N4390D		OAK
8/4/2002 14:49	42	64.6	71.6	15	1		N4390D		OAK
8/4/2002 14:51	42	56.9	63.5	6	3	UAL1426		B735	SFO
8/4/2002 15:03	42	58.5	64.9	7	1		N6980P		
8/4/2002 15:03	42	57.0	61.4	5	1		N6980P		
8/4/2002 15:09	42	59.1	71.4	38	3	ASA599		B734	SFO
8/4/2002 15:19	42	56.8	62.5	6	3	ASA351		B734	SFO
8/4/2002 15:19	42	57.6	62.5	5	3	ASA351		B734	SFO
8/4/2002 15:29	42	56.3	65.2	12	1		N8184L		OAK
8/4/2002 15:32	42	57.2	62.8	5	1		N6219D		OAK
8/4/2002 15:50	42	59.0	65.7	10	1		N8184L		OAK
8/4/2002 15:50	42	58.7	70.6	24	1		N8184L		OAK
8/4/2002 16:03	42	55.6	63.2	7	1		N4306W		
8/4/2002 16:08	42	72.3	76.6	38	2		N2669W		OAK
8/4/2002 16:17	42	56.2	67.3	21	1		N67398		OAK
8/4/2002 16:30	42	57.4	63.2	6	1		N35939		HWD
8/4/2002 16:33	42	56.5	64.1	9	4				
8/4/2002 16:34	42	60.2	70.9	29	4		N5348D		OAK
8/4/2002 16:44	42	57.4	63.9	7	4		N19KR		OAK
8/4/2002 16:46	42	58.9	73.3	50	4	SWA1114		B733	OAK
8/4/2002 16:47	42	60.0	67.2	10	3		N38313	T	
8/4/2002 16:48	42	56.3	64.2	10	3		N38313	T	
8/4/2002 16:49	42	56.9	66.6	17	3		N67EP	C210	
8/4/2002 17:07	42	56.6	61.5	5	1		N19879	C172	OAK
8/4/2002 17:10	42	56.8	66.0	14	1		N15918	PA28	OAK
8/4/2002 17:20	42	56.4	68.7	24	1	SWA1180		B737	OAK
8/4/2002 17:24	42	62.1	70.3	20	3	UAL1238		B733	SFO
8/4/2002 17:26	42	57.0	63.6	7	1		N739UL		OAK
8/4/2002 17:27	42	59.5	64.1	5	1		N739UL		OAK
8/4/2002 17:29	42	58.1	67.0	14	3		N340GJ		HWD
8/4/2002 17:35	42	59.2	65.7	8	1	SWA2056		B733	OAK
8/4/2002 17:35	42	58.4	72.1	45	2		N65722	C172	OAK
8/4/2002 17:36	42	57.9	63.4	5	1		N65722	C172	OAK
8/4/2002 17:40	42	68.4	75.6	14	1		N739UL		OAK
8/4/2002 17:41	42	64.3	74.5	61	4		N739UL		OAK
8/4/2002 17:42	42	58.1	69.1	21	1		N58579	T	OAK
8/4/2002 17:43	42	56.4	68.6	22	4		N698SP		
8/4/2002 17:45	42	61.7	68.4	11	3				
8/4/2002 17:47	42	66.8	78.8	57	3				
8/4/2002 17:50	42	56.2	64.4	9	1		N2448M	PA28	OAK

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8/4/2002 17:51	42	56.6	63.7	7	1		N2448M	PA28	OAK
8/4/2002 17:54	42	59.7	66.5	7	3				
8/4/2002 17:55	42	57.7	63.1	5	3				
8/4/2002 17:55	42	60.8	68.4	10	3				
8/4/2002 18:02	42	58.3	67.3	17	3		N24AF		HWD
8/4/2002 18:05	42	55.9	62.0	7	1	ASA199		B734	OAK
8/4/2002 18:06	42	55.0	61.3	6	3	ASA235		B734	SFO
8/4/2002 18:08	42	56.2	62.3	5	1		N58579	T	OAK
8/4/2002 18:09	42	58.1	68.0	18	1		N58579	T	OAK
8/4/2002 18:10	42	57.1	63.3	6	1		N58579	T	OAK
8/4/2002 18:15	42	59.1	66.5	9	1		N9410Y		OAK
8/4/2002 18:16	42	56.3	65.0	13	1		N4792W		OAK
8/4/2002 18:24	42	60.9	71.9	28	1		N8686M		OAK
8/4/2002 18:50	42	56.5	62.6	6	3	ASA289		MD80	SFO
8/4/2002 18:50	42	58.3	72.8	52	3	UAL1086		B735	SFO
8/4/2002 18:54	42	63.1	69.5	12	1		N4345B		OAK
8/4/2002 18:55	42	63.5	68.8	9	1		N4345B		OAK
8/4/2002 18:56	42	56.8	67.9	23	3		N200EW	BE20	HWD
8/4/2002 18:57	42	57.2	69.6	27	1	SWA1351		B737	OAK
8/4/2002 19:15	42	57.4	69.7	32	3	BAW286		B744	
8/4/2002 7:22	42	56.3	61.7	6	3	SKW6452		E120	SFO
8/4/2002 19:40	42	57.2	66.6	15	3				
8/4/2002 19:42	42	56.6	65.2	12	3	UAL382		B735	SFO
8/4/2002 19:43	42	56.5	66.5	15	3	UAL382		B735	SFO
8/4/2002 19:55	42	55.6	62.0	7	3	ACA542		A320	SFO
8/4/2002 20:02	42	64.4	69.8	9	1	SWA1443		B733	OAK
8/4/2002 20:03	42	61.5	72.0	30	1	SWA1443		B733	OAK
8/4/2002 20:10	42	63.5	67.4	8	1		N525RP	C525	OAK
8/4/2002 20:10	42	62.5	67.6	8	1		N525RP	C525	OAK
8/4/2002 20:17	42	56.8	66.1	12	3	SKW6567		E120	SFO
8/4/2002 20:30	42	56.7	69.1	24	3	ASA201		B734	SFO
8/4/2002 20:36	42	55.3	60.7	5	3	UAL1918		B752	SFO
8/4/2002 20:38	42	62.2	66.1	5	1	SWA1437		B733	OAK
8/4/2002 8:48	42	61.8	67.2	7	1		N2148E	C172	OAK
8/4/2002 9:05	42	57.7	65.1	9	3	UAL758		B733	SFO
8/4/2002 9:19	42	56.0	66.3	16	1		N5542N	C182	OAK
8/4/2002 21:24	42	56.2	64.2	8	1		N6833N	T	OAK
8/4/2002 21:48	42	59.1	71.1	37	3				
8/4/2002 10:14	42	58.1	63.7	6	1		N60111		OAK
8/4/2002 10:14	42	58.2	65.5	10	1		N60111		OAK
8/4/2002 22:31	42	57.5	69.0	23	3	UAL4		B762	SFO
8/4/2002 22:50	42	63.6	73.1	24	3	SKW6560		E120	SFO
8/4/2002 23:13	42	58.9	64.0	6	3				
8/4/2002 23:14	42	57.7	63.1	6	3				
8/4/2002 11:18	42	60.6	69.0	21	3		N3553H	M20T	
8/4/2002 11:20	42	61.2	67.5	10	1	UAL1450		A320	OAK
8/4/2002 11:24	42	62.3	67.5	9	1		N99348	C172	OAK

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8/4/2002 11:24	42	56.4	61.9	5	1		N99348	C172	OAK
8/4/2002 11:27	42	56.8	63.4	6	1	JBU112		A320	
8/4/2002 11:29	42	59.7	68.6	18	1	SWA801		B733	OAK
8/4/2002 11:31	42	59.9	65.8	7	3				
8/4/2002 11:31	42	56.6	62.8	6	3				
8/4/2002 11:32	42	58.0	66.1	11	3				
8/4/2002 11:32	42	57.7	63.7	6	3				
8/4/2002 11:43	42	59.4	70.3	26	3		N3217L	C182	SFO
8/4/2002 12:27	42	57.0	62.2	6	1	COA1241		MD82	OAK
8/4/2002 12:38	42	57.6	65.7	11	1		N4792W		OAK
8/4/2002 12:55	42	58.3	67.9	22	1		N9410Y		OAK
8/5/2002 13:00	42	59.6	70.4	23	1		N7945K	T	OAK
8/5/2002 13:05	42	60.7	69.2	13	3				
8/5/2002 13:07	42	59.4	65.7	7	3	CSTR1			
8/5/2002 13:12	42	60.2	69.1	17	1		N5097U		OAK
8/5/2002 13:13	42	58.1	65.5	8	1		N5097U		OAK
8/5/2002 13:15	42	55.7	65.8	15	4				
8/5/2002 13:15	42	58.4	68.2	18	4		N26191		OAK
8/5/2002 13:16	42	60.0	65.1	6	4		N26191		OAK
8/5/2002 13:17	42	56.7	62.4	5	4		N48626	T	
8/5/2002 13:19	42	55.2	65.5	14	4				
8/5/2002 13:20	42	56.5	62.6	5	4		N9389E		OAK
8/5/2002 13:26	42	56.7	65.1	11	1	SWA2008		B733	OAK
8/5/2002 13:27	42	56.7	64.6	11	1	SWA2008		B733	OAK
8/5/2002 13:32	42	58.5	64.5	6	1		N6439M		OAK
8/5/2002 13:33	42	59.3	70.4	28	1		N6439M		OAK
8/5/2002 13:36	42	57.9	65.5	11	3	OPT724		BE20	HWD
8/5/2002 13:40	42	57.0	63.1	6	1	AAL288		B752	OAK
8/5/2002 13:47	42	60.5	65.8	7	3		N1806F	BE36	
8/5/2002 13:52	42	57.0	62.8	5	1	SWA1212		B737	OAK
8/5/2002 13:52	42	56.9	62.1	6	1	SWA1212		B737	OAK
8/5/2002 13:53	42	58.3	69.5	23	1	SWA1577		B733	OAK
8/5/2002 13:59	42	58.3	65.9	9	3				
8/5/2002 14:01	42	61.5	68.9	17	3				
8/5/2002 14:01	42	57.1	62.9	5	3				
8/5/2002 14:16	42	55.6	64.6	12	1	UAL1062		B752	OAK
8/5/2002 14:23	42	56.5	63.3	7	1	ASA394		MD80	OAK
8/5/2002 14:32	42	59.9	70.6	23	1	SKW6926		CRJ2	OAK
8/5/2002 14:51	42	57.3	67.7	17	3		N51865	C172	OAK
8/5/2002 14:57	42	60.3	66.9	8	1		N739UL		OAK
8/5/2002 14:57	42	57.5	64.6	8	1		N739UL		OAK
8/5/2002 14:58	42	56.9	62.6	5	1		N739UL		OAK
8/5/2002 15:11	42	60.9	66.3	6	3	ASA599			SFO
8/5/2002 15:15	42	57.9	68.0	16	3				
8/5/2002 5:48	42	55.1	64.8	14	3				
8/5/2002 5:50	42	57.2	64.0	7	3		N12226		
8/5/2002 6:19	42	59.4	72.1	38	1	UAL248		B752	OAK

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8/5/2002 6:28	42	56.5	67.6	22	3				
8/5/2002 6:44	42	56.7	68.1	20	3	UAL140		B763	SFO
8/5/2002 7:22	42	55.6	65.4	14	1		N717KQ		OAK
8/5/2002 7:23	42	60.1	69.2	19	1	SWA1070		B733	OAK
8/5/2002 7:23	42	56.3	62.3	5	3	UAL1002		B733	SFO
8/5/2002 7:24	42	73.0	83.4	45	3	UAL1002		B733	SFO
8/5/2002 7:30	42	55.6	64.8	13	3	ASA583		B734	SFO
8/5/2002 7:35	42	58.6	63.5	5	3		N733HE		
8/5/2002 7:38	42	55.9	66.9	16	1		N4929J		OAK
8/5/2002 7:53	42	55.3	62.4	6	3		N619W		
8/5/2002 8:00	42	56.6	67.1	17	1	AMF201		PA31	OAK
8/5/2002 8:02	42	56.8	62.7	5	1		N734NG		OAK
8/5/2002 8:13	42	58.9	69.1	23	3		N5639K	BE9L	OAK
8/5/2002 8:19	42	58.7	64.0	5	3	TAG181		CL60	OAK
8/5/2002 8:19	42	56.7	64.6	8	3	TAG181		CL60	OAK
8/5/2002 8:25	42	56.9	62.6	5	3	OPT792		BE40	SFO
8/5/2002 8:33	42	55.8	63.8	8	1		N7374	H25B	OAK
8/5/2002 8:36	42	57.8	65.7	10	1		N9389E		OAK
8/5/2002 8:44	42	58.4	67.8	18	3				
8/5/2002 8:54	42	58.0	64.1	6	1		N51865	C172	OAK
8/5/2002 8:55	42	56.5	64.1	9	3	TNKR85		S2T	
8/5/2002 9:05	42	56.4	61.9	5	3	UAL464		B733	SFO
8/5/2002 9:09	42	56.5	62.7	6	1	SWA1337		B733	OAK
8/5/2002 9:21	42	61.8	73.2	37	1		N6542V		OAK
8/5/2002 9:47	42	57.7	63.4	6	1	ASA389		B734	OAK
8/5/2002 9:51	42	58.8	64.7	6	1	KAI92		H25B	OAK
8/5/2002 9:55	42	55.1	62.8	7	1	SWA786		B735	OAK
8/5/2002 10:11	42	59.6	68.9	20	3	DAL126		B763	
8/5/2002 10:29	42	55.9	61.7	6	3		N4293H	MO20	
8/5/2002 10:34	42	58.5	64.6	8	1		N8210		OAK
8/5/2002 10:34	42	57.8	65.0	8	1		N8210		OAK
8/5/2002 11:02	42	68.7	76.6	19	3		N8682U	T	
8/5/2002 11:07	42	56.9	63.9	8	1		N67398		OAK
8/5/2002 11:10	42	56.2	63.3	7	1		N8210		OAK
8/5/2002 11:11	42	68.9	80.5	47	1		N8210		OAK
8/5/2002 11:12	42	56.7	64.5	9	1		N8210		OAK
8/5/2002 11:18	42	64.4	74.8	39	1		N257		OAK
8/5/2002 11:19	42	58.0	64.7	7	1		N257		OAK
8/5/2002 11:33	42	56.3	66.8	14	4	SWA628		B733	OAK
8/5/2002 11:33	42	62.2	68.7	9	3				
8/5/2002 11:46	42	56.7	63.0	6	3	UAL774		B733	SFO
8/5/2002 12:12	42	58.3	67.5	18	1		N54873		HWD
8/5/2002 12:16	42	58.4	66.7	10	1		N5097U		OAK
8/5/2002 12:32	42	57.1	63.0	5	1		N7945K		OAK
8/5/2002 12:33	42	62.5	72.1	22	1		N7945K		OAK
8/5/2002 12:33	42	56.2	61.5	5	1		N7945K		OAK
8/5/2002 12:36	42	58.3	64.4	7	3	AAL16		B763	SFO

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8/5/2002 12:44	42	59.5	67.6	10	1		N12226		HWD
8/5/2002 12:45	42	58.1	63.7	6	1		N12226		HWD
8/5/2002 12:46	42	57.3	63.4	6	1	AAL762		MD80	OAK
8/5/2002 12:47	42	58.9	71.6	33	1	AAL762		MD80	OAK
8/5/2002 12:52	42	63.9	72.0	18	3				
8/5/2002 12:55	42	57.0	65.2	9	3				
8/6/2002 13:04	42	64.0	69.9	9	1		N757JD		OAK
8/6/2002 13:07	42	58.2	65.9	9	2		N312CM		OAK
8/6/2002 13:07	42	56.3	62.7	7	2		N312CM		OAK
8/6/2002 13:13	42	57.4	63.7	6	3				
8/6/2002 13:14	42	62.3	73.1	33	4				
8/6/2002 13:26	42	62.3	73.8	37	3		N2815F		
8/6/2002 13:26	42	57.8	63.8	7	3		N2815F		
8/6/2002 13:48	42	55.9	65.2	13	1		N19879		OAK
8/6/2002 13:49	42	61.7	74.3	45	1		N4312R		OAK
8/6/2002 13:50	42	57.3	63.4	6	1		N4312R		OAK
8/6/2002 13:55	42	56.8	63.4	7	3		N100SP		
8/6/2002 13:59	42	58.4	64.4	6	3		N9180R	P28A	
8/6/2002 2:00	42	59.2	64.3	6	1	AMF288		B190	OAK
8/6/2002 14:00	42	56.5	64.8	12	4		N9180R	P28A	
8/6/2002 14:05	42	59.5	64.7	6	1		N6605D		OAK
8/6/2002 14:06	42	57.4	68.4	24	1		N6605D		OAK
8/6/2002 14:10	42	59.9	70.8	28	4		N65722		OAK
8/6/2002 14:16	42	60.9	69.0	14	1	SWQ302		C560	OAK
8/6/2002 14:16	42	56.4	67.6	24	1	FDX3856		MD11	OAK
8/6/2002 14:18	42	58.2	64.8	7	3				
8/6/2002 14:19	42	62.6	76.7	61	2	FDX3861		B72Q	OAK
8/6/2002 14:21	42	56.1	62.4	6	1		N757JD		OAK
8/6/2002 14:21	42	59.2	64.5	8	1		N757JD		OAK
8/6/2002 14:24	42	58.2	69.5	21	1		N6105V		OAK
8/6/2002 14:31	42	56.9	63.0	6	1		N6542V		OAK
8/6/2002 14:32	42	56.9	66.2	13	1		N6542V		OAK
8/6/2002 14:34	42	57.2	63.4	5	4		N6439M		OAK
8/6/2002 14:34	42	66.5	69.5	6	4		N6439M		OAK
8/6/2002 14:39	42	62.5	72.7	34	3				
8/6/2002 14:42	42	55.3	64.0	10	3				
8/6/2002 14:42	42	56.7	65.9	12	3				
8/6/2002 14:43	42	55.7	62.1	6	3				
8/6/2002 14:43	42	61.3	72.9	35	3				
8/6/2002 14:44	42	61.0	68.8	11	3				
8/6/2002 15:04	42	56.6	68.7	27	3	ACA546		B732	SFO
8/6/2002 15:13	42	56.2	62.1	5	2		N6105V		OAK
8/6/2002 15:13	42	57.6	64.9	8	2		N6056Y		OAK
8/6/2002 15:20	42	59.9	68.3	12	2	SWA461		B737	OAK
8/6/2002 15:21	42	58.2	65.5	8	2	SWA461		B737	OAK
8/6/2002 15:22	42	56.3	63.5	7	1		N4932P		OAK
8/6/2002 15:22	42	58.8	63.7	5	1		N4932P		OAK

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8/6/2002 15:34	42	63.9	74.5	35	1		N4345B		OAK
8/6/2002 15:40	42	55.5	64.4	10	1		N6105V		OAK
8/6/2002 15:41	42	56.5	65.4	10	1		N6105V		OAK
8/6/2002 15:43	42	56.5	62.9	6	3		N3177L	BE35	
8/6/2002 15:49	42	57.5	63.4	6	1		N6056Y		OAK
8/6/2002 15:55	42	57.0	68.2	21	1		N6439M		OAK
8/6/2002 16:02	42	58.8	65.3	7	3		N4932P		
8/6/2002 16:02	42	55.9	63.0	9	3		N4932P		
8/6/2002 16:03	42	60.0	70.6	34	3		N4932P		
8/6/2002 16:05	42	59.7	66.4	8	3		N5130S		
8/6/2002 16:05	42	58.9	65.4	7	3		N5130S		
8/6/2002 16:07	42	56.6	63.5	8	1		N739UL		OAK
8/6/2002 16:10	42	56.6	67.4	19	3		N115AV		
8/6/2002 16:11	42	56.8	63.2	6	3		N115AV		
8/6/2002 16:12	42	57.0	64.2	7	3		N115AV		
8/6/2002 16:13	42	58.7	67.2	14	3		N115AV		
8/6/2002 16:19	42	58.3	63.9	6	3	UAL1536		B733	SFO
8/6/2002 16:26	42	57.2	62.7	5	3		N734NG		
8/6/2002 16:26	42	60.5	70.1	22	3		N734NG		
8/6/2002 16:27	42	58.4	63.2	5	1		N19879		OAK
8/6/2002 16:27	42	57.4	62.7	5	2		N19879		OAK
8/6/2002 16:27	42	61.3	67.4	10	2		N19879		OAK
8/6/2002 16:27	42	58.5	64.8	6	2		N19879		OAK
8/6/2002 16:28	42	57.5	68.8	22	2		N19879		OAK
8/6/2002 16:29	42	58.7	67.2	12	4		N6284M		OAK
8/6/2002 16:29	42	58.5	72.5	45	4		N6284M		OAK
8/6/2002 16:31	42	61.7	68.7	11	4		N5656E		OAK
8/6/2002 16:31	42	57.6	71.4	42	1		N5656E		OAK
8/6/2002 16:34	42	55.6	62.2	6	4				
8/6/2002 16:34	42	59.1	73.6	56	4				
8/6/2002 16:37	42	64.4	72.5	28	1	ASA363		B734	OAK
8/6/2002 16:39	42	57.0	62.7	6	4		N5337P		OAK
8/6/2002 16:39	42	59.0	65.8	8	1		N5337P		OAK
8/6/2002 16:40	42	57.9	63.7	6	1		N5337P		OAK
8/6/2002 16:44	42	62.4	70.3	16	3				
8/6/2002 16:45	42	55.2	64.3	11	3				
8/6/2002 6:25	42	56.0	67.1	21	4	UNF8604		C208	OAK
8/6/2002 6:50	42	57.4	64.8	8	3				
8/6/2002 6:51	42	57.0	69.1	31	4	FDX3103		DC10	OAK
8/6/2002 6:56	42	56.3	62.1	5	3		N733HE		
8/6/2002 7:23	42	58.4	64.8	8	1	SWA1070		B733	OAK
8/6/2002 19:28	42	55.3	61.2	5	1		N757JD		OAK
8/6/2002 19:29	42	61.7	67.2	7	4	FDX1268			OAK
8/6/2002 19:30	42	58.1	64.6	8	3		N757VX		
8/6/2002 7:34	42	57.8	68.0	18	3	UAL1002		B733	SFO
8/6/2002 19:34	42	66.1	71.6	13	1		N4932P		OAK
8/6/2002 19:35	42	56.3	62.0	5	1		N4932P		OAK

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8/6/2002 19:36	42	58.3	69.9	34	2	FDX1605			OAK
8/6/2002 19:43	42	61.2	66.6	7	3	UAL382		B735	SFO
8/6/2002 7:45	42	58.1	69.1	29	3		N734NG		SQL
8/6/2002 19:46	42	56.5	65.7	13	1		N177SD		OAK
8/6/2002 7:47	42	56.4	63.0	6	4		N6464R		OAK
8/6/2002 19:47	42	59.4	68.4	17	1	AMF230			OAK
8/6/2002 7:51	42	58.3	64.2	6	3		N900GC		
8/6/2002 19:55	42	61.0	67.3	8	3	CGXCW		C182	
8/6/2002 19:58	42	55.5	61.8	5	1	ASA354		B734	OAK
8/6/2002 7:58	42	58.1	65.7	9	1		N29PR	AC80	OAK
8/6/2002 7:58	42	57.3	63.4	7	1		N29PR	AC80	OAK
8/6/2002 7:58	42	58.1	66.7	12	1		N29PR	AC80	OAK
8/6/2002 7:59	42	58.4	64.6	7	1		N29PR	AC80	OAK
8/6/2002 20:08	42	57.1	63.7	6	4		N757JD		OAK
8/6/2002 20:09	42	57.2	65.0	8	1		N5790F		OAK
8/6/2002 8:11	42	63.6	69.4	13	3				HWD
8/6/2002 8:12	42	55.9	62.6	6	3				HWD
8/6/2002 8:12	42	56.1	63.6	8	3				HWD
8/6/2002 8:12	42	55.7	64.2	11	3				HWD
8/6/2002 8:16	42	63.0	74.7	38	1	ASA446		B734	OAK
8/6/2002 8:19	42	57.4	64.7	7	2	FDX3805		A306	OAK
8/6/2002 8:20	42	56.1	63.0	7	2	AMF202			OAK
8/6/2002 8:22	42	56.1	62.1	5	1		N26CV	C550	OAK
8/6/2002 20:24	42	58.5	68.3	16	4		N26CV	C550	OAK
8/6/2002 8:28	42	56.8	66.2	13	3	ACA528		A320	SFO
8/6/2002 8:29	42	55.5	61.5	5	3				
8/6/2002 8:31	42	55.4	63.0	7	3				
8/6/2002 8:31	42	55.7	61.8	5	1		N6464R		OAK
8/6/2002 8:33	42	58.2	69.4	26	4		N6464R		OAK
8/6/2002 8:35	42	55.3	65.0	11	3		N12226		
8/6/2002 8:36	42	56.2	62.5	6	3		N12226		
8/6/2002 8:37	42	58.0	68.7	18	3		N12226		
8/6/2002 8:39	42	56.0	63.4	7	3		N12226		
8/6/2002 8:42	42	57.5	63.1	6	3		N12226		
8/6/2002 8:42	42	56.6	64.8	10	3		N12226		
8/6/2002 8:46	42	57.0	64.0	7	3				
8/6/2002 8:49	42	57.5	63.8	6	3				
8/6/2002 8:49	42	58.6	65.8	7	3				
8/6/2002 21:00	42	57.4	68.7	19	1		N9589Y		OAK
8/6/2002 21:11	42	58.5	63.5	5	3				
8/6/2002 9:17	42	55.8	63.6	9	1	AAL462		MD80	OAK
8/6/2002 9:17	42	62.4	74.0	41	1	AAL462		MD80	OAK
8/6/2002 21:22	42	61.6	71.3	26	1		N9589Y		OAK
8/6/2002 21:23	42	63.2	68.4	7	2		N97650	C172	OAK
8/6/2002 21:23	42	62.1	66.2	7	1		N97650	C172	OAK
8/6/2002 21:24	42	56.4	67.2	15	1		N97650	C172	OAK
8/6/2002 21:25	42	57.7	69.4	24	2		N97650	C172	OAK

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8/6/2002 9:29	42	58.8	65.1	7	1		N1658F		OAK
8/6/2002 9:29	42	58.9	63.8	5	1		N1658F		OAK
8/6/2002 9:30	42	58.0	66.6	10	1		N1658F		OAK
8/6/2002 9:33	42	56.4	64.9	11	3	UAL1802		B735	SFO
8/6/2002 9:41	42	58.6	64.3	6	1		N99348		OAK
8/6/2002 9:44	42	57.1	64.0	8	3				
8/6/2002 21:49	42	62.3	73.2	27	1	CFS091		F27	OAK
8/6/2002 21:50	42	59.4	63.5	6	1	CFS091		F27	OAK
8/6/2002 9:51	42	56.2	62.2	5	1		N64398		OAK
8/6/2002 21:55	42	56.8	63.2	6	2	ASA336		MD80	OAK
8/6/2002 21:57	42	55.9	62.0	5	1	FDX86			OAK
8/6/2002 10:00	42	57.4	65.4	13	3		N697BD		OAK
8/6/2002 10:01	42	56.8	62.8	6	3	UAL1830		B735	SFO
8/6/2002 22:07	42	61.1	71.9	30	1		N6219D		OAK
8/6/2002 22:08	42	58.2	64.6	9	1		N6219D		OAK
8/6/2002 10:20	42	57.8	67.4	14	3	NWA260		A320	SFO
8/6/2002 22:22	42	55.8	62.9	7	3	AAL198		B752	SFO
8/6/2002 10:27	42	56.7	63.0	6	1		N99348		OAK
8/6/2002 10:28	42	62.2	71.4	19	1		N99348		OAK
8/6/2002 22:28	42	60.6	70.9	26	1	ASA366		MD80	OAK
8/6/2002 22:31	42	58.4	72.0	48	1	FDX1807		A306	OAK
8/6/2002 10:31	42	59.2	65.5	7	1	AAL2451			OAK
8/6/2002 10:33	42	59.6	69.9	28	1		N6605D		OAK
8/6/2002 22:34	42	64.3	76.3	44	1	FDX1802		A306	
8/6/2002 10:34	42	60.1	72.0	43	1		N6605D		OAK
8/6/2002 22:40	42	58.3	68.9	21	1		N48D		OAK
8/6/2002 10:40	42	60.4	73.1	46	1		N1658F		OAK
8/6/2002 10:41	42	65.8	72.4	16	1		N1658F		OAK
8/6/2002 10:42	42	66.5	70.0	11	1		N1658F		OAK
8/6/2002 10:50	42	64.6	77.0	55	4	NKS249		MD80	OAK
8/6/2002 10:51	42	55.6	62.4	6	4		N739UL		OAK
8/6/2002 10:51	42	56.5	62.4	6	1		N41322		OAK
8/6/2002 10:52	42	56.5	63.4	8	1		N41322		OAK
8/6/2002 10:53	42	55.9	63.8	9	3		N734DR		
8/6/2002 10:54	42	56.5	69.6	32	3		N734DR		
8/6/2002 22:58	42	56.5	62.4	5	1		N2302A		OAK
8/6/2002 11:00	42	56.2	63.0	7	1		N67398		OAK
8/6/2002 11:00	42	55.7	63.2	8	4		N67398		OAK
8/6/2002 11:01	42	57.6	65.4	11	4		N1452T	PA24	
8/6/2002 11:01	42	60.0	68.4	12	4		N1452T	PA24	
8/6/2002 11:04	42	55.4	63.4	9	3		N70413		
8/6/2002 11:04	42	57.9	65.3	8	3		N70413		
8/6/2002 11:04	42	59.0	68.8	15	3		N70413		
8/6/2002 11:05	42	56.0	64.1	9	3		N70413		
8/6/2002 11:05	42	59.4	70.7	26	3		N70413		
8/6/2002 11:09	42	57.8	64.4	7	3	UAL89		A319	SFO
8/6/2002 11:15	42	58.0	69.1	20	1		N457JD		OAK

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8/6/2002 11:21	42	60.6	71.2	26	2	ASA326		MD80	OAK
8/6/2002 11:22	42	61.7	70.9	26	2		N444PF		OAK
8/6/2002 11:23	42	58.6	68.9	21	3		N110FT	LJ35	
8/6/2002 11:33	42	57.8	63.5	6	3				
8/6/2002 11:34	42	58.9	63.5	5	3				
8/6/2002 11:35	42	58.7	67.3	13	4				
8/6/2002 11:44	42	56.7	63.3	7	1	ASA353		B734	OAK
8/6/2002 12:05	42	57.4	64.7	9	3		N100SP		
8/6/2002 12:06	42	57.3	63.0	6	4		N100SP		
8/6/2002 12:06	42	56.6	67.8	19	4		N100SP		
8/6/2002 12:15	42	56.7	67.7	20	1	AAL762		MD80	OAK
8/6/2002 12:27	42	60.4	71.1	30	1		N4312R		OAK
8/6/2002 12:29	42	60.6	66.0	7	1		N4312R		OAK
8/6/2002 12:29	42	55.9	62.1	5	1		N4312R		OAK
8/6/2002 12:49	42	56.2	64.0	8	3	ASA105		B737	SFO
8/6/2002 12:50	42	58.7	66.0	8	3	ASA105		B737	SFO
8/6/2002 0:51	42	57.3	67.1	13	1	AAL2040		MD80	OAK
8/6/2002 12:52	42	58.3	65.4	8	1	DAL1558		B733	OAK
8/7/2002 13:11	42	57.4	68.1	19	2		N172AR		OAK
8/7/2002 13:11	42	59.7	67.0	10	2		N172AR		OAK
8/7/2002 13:11	42	59.1	64.6	6	2		N172AR		OAK
8/7/2002 13:22	42	55.8	61.9	5	4	OPT386		C650	OAK
8/7/2002 13:24	42	59.0	65.1	6	3				HWD
8/7/2002 13:24	42	63.0	65.0	6	3				HWD
8/7/2002 13:29	42	63.8	74.3	30	3	Z3099C			
8/7/2002 13:30	42	57.7	68.6	22	3	Z3099C			
8/7/2002 13:36	42	56.9	69.5	29	1		N34597		OAK
8/7/2002 13:39	42	62.0	75.0	39	4	CHP31			
8/7/2002 13:40	42	58.6	64.4	6	2				OAK
8/7/2002 13:48	42	55.5	61.9	6	4	ASA339		B734	OAK
8/7/2002 13:53	42	66.3	75.0	22	3		N67849		
8/7/2002 13:57	42	57.5	65.7	11	3				
8/7/2002 13:58	42	61.6	73.3	53	3				
8/7/2002 14:08	42	58.7	64.1	6	1	FDX3855		A306	OAK
8/7/2002 14:10	42	55.9	62.4	6	3				
8/7/2002 14:16	42	57.5	64.6	8	1	ASA394		MD80	OAK
8/7/2002 14:19	42	57.5	64.2	7	1		N9836S		OAK
8/7/2002 14:20	42	59.1	64.4	6	1		N9836S		OAK
8/7/2002 14:21	42	65.2	71.6	9	1		N9836S		OAK
8/7/2002 2:22	42	59.7	66.5	10	3	CHP31			SQL
8/7/2002 14:22	42	56.2	62.9	6	1		N739UL		OAK
8/7/2002 14:24	42	60.1	65.4	6	1		N739UL		OAK
8/7/2002 14:25	42	63.0	68.5	14	4		N739UL		OAK
8/7/2002 14:27	42	58.5	65.6	8	3		N700LC	C421	
8/7/2002 14:28	42	61.4	73.6	37	3		N700LC	C421	
8/7/2002 14:30	42	59.9	67.8	11	1		N6595P		OAK
8/7/2002 14:31	42	61.7	67.0	7	1		N6595P		OAK

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8/7/2002 14:32	42	57.1	63.2	6	1		N6595P		OAK
8/7/2002 14:38	42	56.8	62.9	6	1		N26CV	C550	OAK
8/7/2002 14:41	42	58.1	65.8	8	3	UAL900		B772	SFO
8/7/2002 14:42	42	57.0	65.7	12	3	CHP31			
8/7/2002 14:45	42	59.6	70.6	29	1		N83BF	PAZT	OAK
8/7/2002 14:46	42	55.1	62.5	8	2		N4932P		OAK
8/7/2002 14:53	42	57.5	70.2	30	4		N335HP		
8/7/2002 14:54	42	55.1	61.7	6	4		N4345B		OAK
8/7/2002 14:54	42	55.9	66.6	18	4		N4345B		OAK
8/7/2002 14:58	42	59.2	69.0	19	1		N9836S		OAK
8/7/2002 15:12	42	57.8	67.7	15	1		N739UL		OAK
8/7/2002 15:13	42	57.9	63.0	5	4		N5130S		
8/7/2002 15:14	42	56.7	65.8	12	3		N5130S		
8/7/2002 15:27	42	57.4	63.7	6	1		N2989U		OAK
8/7/2002 15:27	42	57.2	68.0	21	1		N2989U		OAK
8/7/2002 15:28	42	57.8	63.4	6	1		N2989U		OAK
8/7/2002 15:31	42	59.7	65.2	6	3	UAL1064		B735	SFO
8/7/2002 15:31	42	55.7	62.2	6	3	UAL1064		B735	SFO
8/7/2002 15:43	42	56.4	62.0	5	1		N6284M		OAK
8/7/2002 15:47	42	56.4	64.0	8	1		N757JD		OAK
8/7/2002 15:48	42	59.8	65.8	7	4		N54873		
8/7/2002 15:50	42	56.4	62.3	5	3		N54873		
8/7/2002 15:51	42	58.5	63.9	6	3		N54873		
8/7/2002 15:51	42	57.7	65.4	9	3		N54873		
8/7/2002 16:00	42	57.2	63.5	6	3		N67849	C152	
8/7/2002 16:01	42	60.3	72.7	30	4	KAI85		GLF	OAK
8/7/2002 16:15	42	55.8	61.5	6	3	LXJ408		LJ45	HWD
8/7/2002 16:16	42	57.6	65.9	11	3		N247EF	C310	
8/7/2002 16:16	42	58.3	64.5	6	3		N247EF	C310	
8/7/2002 16:17	42	56.1	63.7	8	3		N247EF	C310	
8/7/2002 16:21	42	56.0	63.0	7	1	PCM7700		C208	OAK
8/7/2002 16:21	42	57.1	65.6	10	1	PCM7700		C208	OAK
8/7/2002 16:21	42	56.4	64.8	10	1	PCM7700		C208	OAK
8/7/2002 16:22	42	60.3	69.7	21	1	ASA438		B734	OAK
8/7/2002 16:23	42	56.7	66.4	15	1	ASA438		B734	OAK
8/7/2002 16:24	42	59.0	64.5	6	1		N247EF	C310	OAK
8/7/2002 16:25	42	57.5	67.7	14	4		N6595P	PA24	OAK
8/7/2002 16:25	42	56.9	62.5	6	4		N62TB		HWD
8/7/2002 16:26	42	60.5	67.8	11	4		N6595P	PA24	OAK
8/7/2002 16:27	42	59.3	67.9	14	4		N62TB		HWD
8/7/2002 16:28	42	56.7	63.8	7	3		N733HE		
8/7/2002 16:29	42	58.0	63.1	5	3	ASA595		MD80	SFO
8/7/2002 16:31	42	57.9	67.5	14	3		N4618R		
8/7/2002 16:32	42	56.1	65.7	15	3		N4618R		
8/7/2002 16:39	42	58.7	65.9	8	3		N534CA		
8/7/2002 16:44	42	69.4	73.5	11	1		N6284M		OAK
8/7/2002 16:45	42	58.5	63.7	5	4		N6012M		OAK

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8/7/2002 16:46	42	56.3	64.5	10	1		N6012M		OAK
8/7/2002 16:48	42	59.5	69.7	17	3		N9141Y		
8/7/2002 16:48	42	56.3	62.7	6	3		N9141Y		
8/7/2002 16:49	42	57.5	69.7	30	2		N1038K		OAK
8/7/2002 16:50	42	58.3	63.9	6	2		N1038K		OAK
8/7/2002 16:52	42	60.7	70.5	21	3		N1115Z	BE36	OAK
8/7/2002 16:55	42	57.6	63.9	7	1		N4932P		OAK
8/7/2002 16:56	42	57.3	63.8	7	4	VIR20		B744	
8/7/2002 16:57	42	56.7	64.2	7	3				
8/7/2002 17:04	42	58.2	66.4	11	4		N4293H		
8/7/2002 17:07	42	56.4	64.1	9	4		N1746T		
8/7/2002 17:16	42	56.6	68.4	24	2		N4345B		OAK
8/7/2002 17:17	42	58.5	64.4	7	2		N4345B		OAK
8/7/2002 17:17	42	61.1	69.2	18	4		N6012M		OAK
8/7/2002 17:18	42	55.3	61.7	7	4				
8/7/2002 17:19	42	56.8	62.8	6	3				
8/7/2002 17:23	42	57.9	69.2	28	3		N733HE		
8/7/2002 17:25	42	57.4	66.1	14	3		N733HE		
8/7/2002 17:25	42	57.2	67.5	18	3		N733HE		
8/7/2002 17:25	42	59.3	67.3	13	3		N733HE		
8/7/2002 17:27	42	57.2	67.7	20	4	ABX411		B762	OAK
8/7/2002 17:27	42	65.6	75.3	51	4		N54873		
8/7/2002 17:28	42	57.1	69.8	32	3		N54873		
8/7/2002 17:30	42	57.2	64.8	8	3		N38313		
8/7/2002 17:33	42	56.7	66.2	15	3		N38313		
8/7/2002 17:40	42	57.3	63.3	6	3		N401BB		
8/7/2002 17:41	42	58.4	63.8	6	3		N401BB		
8/7/2002 17:41	42	56.5	64.2	8	3		N401BB		
8/7/2002 17:43	42	55.4	61.5	6	3				
8/7/2002 17:45	42	64.2	72.2	20	1		N6284M		OAK
8/7/2002 17:47	42	58.0	63.6	6	1		N6284M		OAK
8/7/2002 17:48	42	61.1	67.2	8	1		N6284M		OAK
8/7/2002 17:48	42	57.5	63.8	6	1		N6284M		OAK
8/7/2002 5:50	42	57.7	70.0	35	3		N12226		
8/7/2002 17:54	42	60.7	69.2	16	1		N1038K		OAK
8/7/2002 17:57	42	60.4	66.5	8	3		N54873		
8/7/2002 17:57	42	60.6	67.9	13	3		N54873		
8/7/2002 17:59	42	58.8	64.6	6	3		N54873		
8/7/2002 17:59	42	55.7	64.4	12	3		N54873		
8/7/2002 18:00	42	58.9	64.4	6	4		N54873		
8/7/2002 18:02	42	57.8	64.5	7	1		N6605D	C172	OAK
8/7/2002 18:02	42	58.6	66.0	11	1		N6605D	C172	OAK
8/7/2002 18:08	42	56.0	64.9	11	3		N4618R		
8/7/2002 18:09	42	56.2	64.0	8	4		N4618R		
8/7/2002 18:15	42	56.2	65.2	11	3		N48626	C152	
8/7/2002 18:16	42	65.6	71.2	14	3		N48626	C152	
8/7/2002 6:25	42	55.8	62.4	8	1	UAL248		B752	OAK

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8/7/2002 18:34	42	56.8	62.2	6	2	LXJ425		LJ45	OAK
8/7/2002 18:35	42	55.8	61.6	5	2		N54042		OAK
8/7/2002 18:35	42	56.5	69.9	32	1		N54042		OAK
8/7/2002 18:40	42	55.3	65.3	15	1	ASA342		B734	OAK
8/7/2002 18:41	42	58.5	65.7	9	3	ASA685		MD80	SFO
8/7/2002 18:42	42	57.4	63.4	7	3	ASA685		MD80	SFO
8/7/2002 18:42	42	55.3	65.8	16	3	ASA685		MD80	SFO
8/7/2002 6:51	42	58.4	65.1	8	3				
8/7/2002 18:53	42	61.9	68.0	8	3	ACA532		A319	SFO
8/7/2002 18:55	42	56.7	66.4	12	4		N54873		OAK
8/7/2002 18:56	42	55.0	61.5	7	4				OAK
8/7/2002 18:58	42	57.0	63.1	6	1	ASA354		B734	OAK
8/7/2002 6:59	42	57.8	70.0	30	1	FDX3103		DC10	OAK
8/7/2002 7:00	42	62.4	72.3	29	4	DAL2216		MD80	
8/7/2002 19:01	42	58.9	70.2	35	1	AMF201		PA31	OAK
8/7/2002 7:01	42	56.7	69.7	28	1	FDX3205		MD10	OAK
8/7/2002 19:04	42	57.8	68.0	17	1	AAL1752		MD80	OAK
8/7/2002 7:09	42	57.1	63.1	6	3		N734NG		
8/7/2002 19:10	42	55.1	68.3	30	4	ASA289		MD80	SFO
8/7/2002 7:10	42	57.7	65.4	8	3		N734NG		
8/7/2002 7:11	42	62.8	75.6	44	3	C6505			
8/7/2002 7:12	42	56.9	64.3	9	3	CHP31			
8/7/2002 19:16	42	57.8	64.1	7	1		N9161E		OAK
8/7/2002 7:16	42	56.1	65.5	12	3				
8/7/2002 7:17	42	57.2	64.1	7	3				
8/7/2002 19:22	42	56.0	67.4	19	3	AFR083		B744	
8/7/2002 19:23	42	55.0	62.3	7	1	AMF212		PA32	OAK
8/7/2002 19:23	42	57.2	67.7	17	1	AMF212		PA32	OAK
8/7/2002 7:26	42	59.7	64.6	6	3	ASA583		B734	SFO
8/7/2002 19:27	42	59.2	65.3	6	3	ASA361		B734	SFO
8/7/2002 19:28	42	57.9	63.2	5	2		N3733S		OAK
8/7/2002 19:30	42	56.4	67.1	18	4		N420DH	BE40	
8/7/2002 7:40	42	56.7	66.1	15	1	ASA575		MD80	OAK
8/7/2002 19:41	42	56.1	65.7	12	3	CR6505			
8/7/2002 19:42	42	55.4	63.4	8	3	CR6505			
8/7/2002 19:44	42	57.4	67.1	18	3				
8/7/2002 19:47	42	58.2	65.4	12	4		N53797		OAK
8/7/2002 7:47	42	57.3	63.2	6	3		N534CA		HWD
8/7/2002 7:48	42	58.3	63.8	6	4		N534CA		HWD
8/7/2002 7:48	42	57.3	64.3	7	4		N534CA		HWD
8/7/2002 19:49	42	56.0	64.5	10	2		N53797		OAK
8/7/2002 19:52	42	57.4	66.0	10	1		N757JD		OAK
8/7/2002 19:52	42	55.2	61.8	5	4		N757JD		OAK
8/7/2002 7:54	42	57.0	64.8	8	3				
8/7/2002 7:55	42	58.4	64.9	8	3				
8/7/2002 8:01	42	58.2	65.1	8	3		N5130S		
8/7/2002 8:01	42	55.7	62.7	7	3		N5130S		

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8/7/2002 20:06	42	59.3	69.8	17	1		N717KQ		OAK
8/7/2002 8:09	42	57.9	62.9	5	1	AAL462		MD80	OAK
8/7/2002 8:16	42	57.1	64.6	9	1	AMF202			OAK
8/7/2002 20:16	42	61.4	69.0	13	1		N53797		OAK
8/7/2002 8:17	42	56.6	63.0	6	1	AMF202			OAK
8/7/2002 20:21	42	63.9	67.8	7	3				
8/7/2002 20:23	42	55.9	61.2	5	3				
8/7/2002 8:29	42	58.2	63.4	6	1	SWA816		B737	OAK
8/7/2002 20:34	42	55.3	61.8	6	1	OFA			OAK
8/7/2002 8:34	42	56.7	66.6	16	3		N4618R		
8/7/2002 20:37	42	69.6	77.9	65	3	ASA203		B734	SFO
8/7/2002 20:39	42	57.8	65.3	8	3	ASA203		B734	SFO
8/7/2002 8:41	42	57.6	66.5	12	3	ACA528		A320	SFO
8/7/2002 8:47	42	56.4	62.5	5	3		N4293H	MO21	
8/7/2002 20:52	42	57.6	67.2	13	3				
8/7/2002 20:56	42	58.3	64.2	6	3				
8/7/2002 20:57	42	55.4	62.0	6	3				
8/7/2002 20:57	42	62.2	73.2	30	3				
8/7/2002 8:57	42	56.5	65.2	11	3	UAL758		B735	SFO
8/7/2002 9:02	42	58.0	63.8	6	3	UAL464		B735	SFO
8/7/2002 21:11	42	61.3	71.4	26	3		N275CD	SR20	
8/7/2002 9:21	42	56.2	65.4	12	1		N8247M		OAK
8/7/2002 9:24	42	56.4	68.7	25	1	SWA378		B735	OAK
8/7/2002 9:27	42	58.7	70.8	30	3				
8/7/2002 9:34	42	56.9	62.9	6	3	UAL1802		B735	SFO
8/7/2002 9:36	42	59.8	71.3	39	4				
8/7/2002 9:44	42	59.3	66.5	10	4				OAK
8/7/2002 9:44	42	59.3	66.7	10	4				OAK
8/7/2002 9:45	42	57.0	63.5	7	1				OAK
8/7/2002 21:48	42	55.0	61.5	5	3				
8/7/2002 9:52	42	56.8	64.9	11	4				OAK
8/7/2002 9:54	42	55.5	62.2	6	2		N5348D		OAK
8/7/2002 9:55	42	57.2	64.8	9	2				OAK
8/7/2002 9:55	42	58.4	69.2	21	2				OAK
8/7/2002 9:56	42	58.1	70.1	29	2				OAK
8/7/2002 9:57	42	55.3	62.8	7	1				OAK
8/7/2002 9:57	42	60.8	72.1	32	3	UAL1830		B735	SFO
8/7/2002 9:59	42	65.6	74.4	19	1		N6542V		OAK
8/7/2002 10:01	42	58.4	69.7	25	1		N6542V		OAK
8/7/2002 10:01	42	55.1	65.9	16	1		N6542V		OAK
8/7/2002 10:01	42	58.9	69.4	28	2		N6542V		OAK
8/7/2002 10:04	42	57.1	62.8	5	1				OAK
8/7/2002 22:05	42	57.5	65.2	10	1	ASA336		MD80	OAK
8/7/2002 22:05	42	56.4	68.7	29	1	ASA336		MD80	OAK
8/7/2002 10:08	42	59.3	65.7	7	1		N4524K		OAK
8/7/2002 10:09	42	56.4	62.7	5	1		N4524K		OAK
8/7/2002 10:22	42	61.4	73.0	35	1		N6012M		OAK

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8/7/2002 10:24	42	61.9	72.3	31	3		N34597		
8/7/2002 10:25	42	57.5	71.0	38	3		N34597		
8/7/2002 22:27	42	55.2	63.9	11	1	COA1533		B738	OAK
8/7/2002 10:31	42	57.3	64.4	7	1		N83BF		OAK
8/7/2002 22:31	42	58.8	71.1	30	1	NKS237		MD80	OAK
8/7/2002 10:38	42	67.0	72.6	10	3		N9123V		
8/7/2002 10:39	42	60.3	66.7	10	3		N9123V		
8/7/2002 10:40	42	58.0	64.5	8	3		N9123V		
8/7/2002 22:45	42	56.2	65.6	12	3	SKW6560		E120	SFO
8/7/2002 22:48	42	56.4	62.4	7	3	SKW6491		E120	SFO
8/7/2002 22:48	42	57.6	66.9	15	3	SKW6491		E120	SFO
8/7/2002 10:51	42	61.2	74.2	39	1	VPBIF		B72Q	OAK
8/7/2002 10:56	42	56.0	62.2	5	3				
8/7/2002 11:05	42	58.5	66.7	11	1		N6542V		OAK
8/7/2002 11:13	42	56.6	62.7	5	3				
8/7/2002 11:15	42	60.5	68.1	14	3				
8/7/2002 11:18	42	60.3	66.2	7	3				
8/7/2002 11:19	42	59.9	67.1	9	3				
8/7/2002 11:19	42	57.5	63.0	5	3				
8/7/2002 11:20	42	66.7	78.2	57	3				
8/7/2002 11:21	42	57.3	65.7	12	3				
8/7/2002 11:26	42	57.2	68.5	22	2		N83BF	BE33	OAK
8/7/2002 11:26	42	55.8	63.1	6	2		N5348D		OAK
8/7/2002 11:39	42	59.5	72.2	33	3				
8/7/2002 11:41	42	57.8	65.2	8	4				
8/7/2002 11:52	42	58.3	68.6	18	4	UAL774		B733	SFO
8/7/2002 11:53	42	58.5	68.8	16	3	UAL774		B733	SFO
8/7/2002 11:58	42	72.9	80.8	24	1	SWA1212		B733	OAK
8/7/2002 12:01	42	58.5	65.4	8	1		N5227D		OAK
8/7/2002 12:03	42	57.8	64.1	6	1		N244LJ		OAK
8/7/2002 12:15	42	57.1	69.4	28	4	AAL762		MD80	OAK
8/7/2002 12:17	42	65.8	71.7	10	3	CGXCW		C182	SQL
8/7/2002 12:27	42	56.8	66.4	16	1	RYN8609		DC10	OAK
8/7/2002 12:27	42	56.8	64.2	8	1	RYN8609		DC10	OAK
8/7/2002 12:31	42	58.9	65.2	6	1		N53797		OAK
8/7/2002 12:40	42	56.3	62.1	5	1		N8247M	P28A	OAK
8/7/2002 12:48	42	56.0	62.9	7	4				
8/8/2002 6:34	42	56.6	68.8	27	3				
8/8/2002 6:49	42	58.3	71.5	46	1		N110TV		OAK
8/8/2002 18:50	42	56.8	62.3	5	3	UAL1824		A320	SFO
8/8/2002 18:50	42	56.0	64.3	10	3	UAL1824		A320	SFO
8/8/2002 18:51	42	56.3	64.1	10	4		N6605D		OAK
8/8/2002 6:52	42	56.7	65.0	9	3				
8/8/2002 6:58	42	56.1	64.6	9	1	AMF230		PA31	OAK
8/8/2002 19:00	42	57.5	64.4	7	2		N4686L	C152	OAK
8/8/2002 7:01	42	58.4	66.5	9	3	AAL2008		B752	SFO
8/8/2002 19:02	42	57.1	65.9	13	2		N5227D		OAK

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification	Flight Number	Tail Number	Aircraft Type	Airport Code
8/8/2002 19:04	42	59.2	64.6	6	3				
8/8/2002 19:05	42	57.5	65.8	9	3				
8/8/2002 19:06	42	57.0	65.2	9	4	AMF201		PA31	OAK
8/8/2002 19:07	42	57.2	63.9	6	4	AMF201		PA31	OAK
8/8/2002 7:07	42	58.9	67.2	11	3				
8/8/2002 19:11	42	57.9	70.0	27	4				
8/8/2002 19:13	42	56.0	64.2	9	3				
8/8/2002 19:14	42	60.0	66.3	8	3				
8/8/2002 19:14	42	63.7	69.4	10	3				
8/8/2002 19:16	42	59.6	66.9	12	3				
8/8/2002 19:18	42	56.2	62.2	6	3	ACA542		A320	SFO
8/8/2002 19:18	42	55.7	62.7	7	3				
8/8/2002 7:19	42	56.0	63.6	7	1	JBU94		A320	OAK
8/8/2002 19:21	42	57.4	64.8	8	4	SWA579		B733	OAK
8/8/2002 19:22	42	58.0	66.2	12	4				
8/8/2002 19:23	42	56.2	63.6	7	3				
8/8/2002 19:23	42	57.9	63.8	6	4		N02A		OAK
8/8/2002 7:25	42	60.5	65.8	7	3	DAL272		B752	SFO
8/8/2002 19:26	42	55.9	63.0	7	3	ASA361		B734	SFO
8/8/2002 7:30	42	55.6	65.0	13	3		N3217L		
8/8/2002 7:30	42	58.1	68.5	18	3		N3217L		
8/8/2002 7:31	42	57.9	65.8	11	3		N3217L		
8/8/2002 19:36	42	57.3	63.1	5	1	FDX1268		MD10	OAK
8/8/2002 19:39	42	55.0	62.5	7	1		N6219D		OAK
8/8/2002 7:40	42	55.5	62.9	7	3		N401BB		
8/8/2002 7:41	42	57.5	63.3	6	4	FDX3103		DC10	OAK
8/8/2002 19:42	42	57.2	66.7	13	3		N5351G	PA32	
8/8/2002 19:45	42	61.9	70.0	20	1	AMF230		PA31	OAK
8/8/2002 7:53	42	59.4	65.4	8	3		N734NG		SQL
8/8/2002 7:53	42	61.1	69.1	15	3		N734NG		SQL
8/8/2002 7:54	42	59.7	72.0	33	4	FDX3806		MD11	OAK
8/8/2002 8:01	42	63.7	74.4	64	3		N420DH	BE40	
8/8/2002 20:02	42	61.1	69.7	17	3		N6278Y	C210	
8/8/2002 8:10	42	58.0	67.5	14	1	AMF202			OAK
8/8/2002 8:10	42	55.8	64.7	12	1	AMF202			OAK
8/8/2002 20:12	42	55.6	63.1	7	1		N5337P		OAK
8/8/2002 20:13	42	58.0	72.4	52	1		N5337P		OAK
8/8/2002 8:15	42	57.4	63.3	6	3		N737ZQ		
8/8/2002 20:16	42	57.2	63.0	5	3		N626		
8/8/2002 20:19	42	55.3	62.5	7	1		N5790F	PA28	OAK
8/8/2002 8:20	42	59.2	64.9	6	1	SWA1821		B733	OAK
8/8/2002 20:22	42	56.5	65.6	13	1	SWA1723		B733	OAK
8/8/2002 8:25	42	55.3	68.9	31	1	PCM8691			OAK
8/8/2002 8:26	42	60.5	68.9	12	3	CHP31			
8/8/2002 8:27	42	61.1	70.3	14	3	CHP31			
8/8/2002 8:28	42	55.8	62.8	7	3	CHP31			
8/8/2002 8:31	42	56.8	64.6	8	1	ASA446		B734	OAK

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification	Flight Number	Tail Number	Aircraft Type	Airport Code
8/8/2002 20:34	42	59.1	65.1	8	4		N2038Q		HWD
8/8/2002 20:35	42	62.7	66.4	6	4		N2038Q		HWD
8/8/2002 20:35	42	64.1	76.5	41	4				OAK
8/8/2002 20:35	42	62.3	70.5	15	4				OAK
8/8/2002 8:37	42	55.4	61.4	5	1	ASA340		B734	OAK
8/8/2002 20:45	42	55.7	65.1	16	2				OAK
8/8/2002 8:45	42	60.5	68.4	12	3		N83AF		HWD
8/8/2002 8:46	42	59.2	70.2	21	3		N83AF		HWD
8/8/2002 8:47	42	57.3	66.2	11	3		N83AF		HWD
8/8/2002 8:47	42	57.3	64.2	7	3		N83AF		HWD
8/8/2002 20:51	42	58.3	66.0	12	1				OAK
8/8/2002 20:52	42	57.9	66.2	9	1				OAK
8/8/2002 8:56	42	57.3	64.3	8	1	SWA1785		B737	OAK
8/8/2002 9:07	42	56.7	64.5	10	1	AAL462		MD80	OAK
8/8/2002 9:08	42	57.7	63.5	6	4	AAL462		MD80	OAK
8/8/2002 9:17	42	56.2	62.3	5	3	UAL464		B735	SFO
8/8/2002 9:17	42	56.7	62.5	5	3	UAL464		B735	SFO
8/8/2002 9:22	42	60.4	72.0	35	3	ASA591		B734	SFO
8/8/2002 21:27	42	63.4	66.9	6	1	FDX86		DC10	OAK
8/8/2002 21:27	42	58.5	65.6	12	1	FDX86		DC10	OAK
8/8/2002 21:27	42	58.1	64.2	7	1	FDX86		DC10	OAK
8/8/2002 21:46	42	56.7	61.7	6	1	SWA2079		B737	OAK
8/8/2002 10:03	42	58.1	71.1	40	4		N4487T		OAK
8/8/2002 10:07	42	58.0	65.6	8	1		N45FG	LJ35	OAK
8/8/2002 22:10	42	57.6	63.3	5	1	JBU90		A320	OAK
8/8/2002 22:11	42	56.5	64.8	9	1		N6378P		OAK
8/8/2002 22:12	42	55.1	61.2	5	1		N6378P		OAK
8/8/2002 10:20	42	57.1	62.8	5	1	SWA1210		B733	OAK
8/8/2002 10:26	42	59.0	67.2	10	3		N4499W		
8/8/2002 22:29	42	62.4	69.1	11	1	FDX1807		A306	OAK
8/8/2002 22:30	42	56.8	63.9	7	1	FDX1807		A306	OAK
8/8/2002 22:50	42	57.8	64.0	6	3	SKW6560		E120	SFO
8/8/2002 10:51	42	63.1	68.8	8	1		N54042		OAK
8/8/2002 10:53	42	67.3	77.1	29	3		N12PF		
8/8/2002 10:55	42	55.8	61.8	6	3	CALSTR3			
8/8/2002 11:04	42	56.5	64.6	11	3		N756TC		
8/8/2002 11:04	42	57.8	65.0	7	3		N756TC		
8/8/2002 11:06	42	55.7	62.2	7	3		N756TC		
8/8/2002 11:14	42	55.8	61.7	5	3	SWA1015		B737	OAK
8/8/2002 11:14	42	57.9	65.1	8	3	SWA1015		B737	OAK
8/8/2002 11:19	42	57.4	69.5	24	1		N312CM		OAK
8/8/2002 11:31	42	56.5	64.0	8	1				OAK
8/8/2002 11:35	42	61.0	67.4	7	2	SWA801		B733	OAK
8/8/2002 11:59	42	56.4	64.3	10	1	ASA353		B734	OAK
8/8/2002 12:04	42	60.3	70.1	16	1	EJM1271			OAK
8/8/2002 12:05	42	59.6	73.6	52	1	EJM1271			OAK
8/8/2002 0:05	42	57.9	63.4	5	3	CAP483			

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification	Flight Number	Tail Number	Aircraft Type	Airport Code
8/8/2002 12:06	42	57.1	68.8	21	4	EJM1271			OAK
8/8/2002 0:09	42	60.5	65.9	7	3	CAP483			
8/8/2002 12:11	42	60.0	72.2	35	2		N6219D		OAK
8/8/2002 12:15	42	57.5	66.2	10	3				
8/8/2002 12:16	42	60.3	66.2	9	4				
8/8/2002 0:18	42	57.4	62.8	6	3	CAP483			
8/8/2002 0:18	42	56.4	63.9	8	3	CAP483			
8/9/2002 3:10	42	62.4	67.1	6	1	FDX1819		DC10	OAK
8/9/2002 5:04	42	55.8	65.9	15	3				
8/9/2002 5:34	42	57.2	65.3	9	1	UPS2945		B763	OAK
8/9/2002 5:35	42	55.7	62.0	6	1	UPS2945		B763	OAK
8/9/2002 5:50	42	57.0	65.7	11	3		N737ZQ		
8/9/2002 6:04	42	56.7	65.5	11	1	FDX3607		MD10	OAK
8/9/2002 6:39	42	58.0	65.4	8	3		N737ZQ		
8/9/2002 6:50	42	55.0	61.8	7	1	UNF8604			OAK
8/9/2002 6:51	42	56.1	62.5	5	3	COA1520		MD82	SFO
8/9/2002 6:55	42	57.7	64.3	7	3	NWA356		B752	SFO
8/9/2002 6:56	42	61.6	66.4	7	3	FFT724		B733	SFO
8/9/2002 6:56	42	56.2	64.1	9	3	FFT724		B733	SFO
8/9/2002 7:05	42	55.4	66.4	17	3	ASA311		B734	SFO
8/9/2002 7:09	42	64.5	68.8	7	1		N7804N		OAK
8/9/2002 7:13	42	55.4	66.1	16	3		N12226		
8/9/2002 7:14	42	56.6	63.5	7	1	FDX3103		DC10	OAK
8/9/2002 7:40	42	55.0	67.5	23	3	AAL196		B762	SFO
8/9/2002 7:42	42	55.6	61.7	5	3		N534CA		
8/9/2002 7:49	42	56.8	69.5	28	3		N4618R		HWD
8/9/2002 7:57	42	58.1	63.5	7	3		N5362B		HWD
8/9/2002 7:59	42	62.0	66.6	12	3		N5362B		HWD
8/9/2002 8:04	42	61.0	74.3	56	1	AAL462		MD80	OAK
8/9/2002 8:19	42	56.4	66.8	14	1	AMF201			OAK
8/9/2002 8:31	42	56.6	69.3	34	1	UAL1486		B733	OAK
8/9/2002 8:33	42	61.6	69.5	20	1		N53KA	BE20	OAK
8/9/2002 8:36	42	55.4	62.9	7	3		N12226		
8/9/2002 8:37	42	59.0	64.7	6	3		N12226		
8/9/2002 8:37	42	57.1	63.8	7	3		N12226		
8/9/2002 8:39	42	55.6	61.8	6	3	ACA528		A320	SFO
8/9/2002 8:42	42	57.4	66.0	13	3		N4293H	MO20	
8/9/2002 8:43	42	55.6	62.6	6	3		N401BB		
8/9/2002 8:44	42	55.9	64.5	13	3		N401BB		
8/9/2002 8:52	42	57.6	65.1	8	1		N53797	C172	OAK
8/9/2002 8:53	42	61.4	71.1	19	1		N53797	C172	OAK
8/9/2002 8:53	42	57.6	62.8	5	1		N53797	C172	OAK
8/9/2002 8:54	42	55.9	62.6	6	1		N53797	C172	OAK
8/9/2002 8:54	42	56.7	62.7	5	1		N53797	C172	OAK
8/9/2002 8:55	42	58.8	65.4	8	3				HWD
8/9/2002 8:55	42	56.9	67.1	16	3				HWD
8/9/2002 9:01	42	55.7	63.5	8	3	UAL758		B735	SFO

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification	Flight Number	Tail Number	Aircraft Type	Airport Code
8/9/2002 9:08	42	57.1	62.7	5	3	UAL464		B735	SFO
8/9/2002 9:09	42	57.5	64.1	7	3	UAL464		B735	SFO
8/9/2002 9:23	42	58.8	70.1	24	1		N231JE		OAK
8/9/2002 9:25	42	56.6	62.9	6	3				
8/9/2002 9:28	42	66.6	74.8	29	3		N6235F		
8/9/2002 9:36	42	57.1	66.8	14	1	ASA389		B734	OAK
8/9/2002 9:45	42	63.7	68.5	13	4				

Community Noise Events at RMT 42 and 43, 7/25/02-8/09/02

Noise Event Classifications

5 Community Noise Event

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/25/2002 15:35	42	58.7	67.2	15	5
7/25/2002 15:35	42	57.4	62.8	6	5
7/25/2002 15:37	42	64.5	67.6	9	5
7/25/2002 15:37	42	55.2	64.3	11	5
7/25/2002 15:38	42	55.5	62.3	6	5
7/25/2002 15:46	42	57.0	62.5	6	5
7/25/2002 15:51	42	57.6	65.3	10	5
7/25/2002 15:53	42	58.2	65.1	8	5
7/25/2002 15:54	42	60.3	68.6	18	5
7/25/2002 15:56	42	57.1	64.8	9	5
7/25/2002 15:57	42	56.3	63.4	8	5
7/25/2002 15:58	42	55.6	64.2	10	5
7/25/2002 15:58	42	56.1	63.0	7	5
7/25/2002 15:58	42	58.4	63.9	6	5
7/25/2002 16:01	42	56.8	62.4	5	5
7/25/2002 16:10	42	58.0	64.1	6	5
7/25/2002 16:15	42	58.7	68.0	14	5
7/25/2002 16:23	42	62.7	68.4	9	5
7/25/2002 16:23	42	57.7	63.6	6	5
7/25/2002 16:24	42	56.9	62.7	5	5
7/25/2002 16:25	42	57.0	63.8	8	5
7/25/2002 16:26	42	55.3	63.1	8	5
7/25/2002 16:28	42	57.5	64.0	7	5
7/25/2002 16:30	42	57.2	62.8	6	5
7/25/2002 16:31	42	58.8	69.1	20	5
7/25/2002 16:32	42	64.6	72.9	27	5
7/25/2002 16:34	42	58.6	65.4	9	5
7/25/2002 16:37	42	57.7	64.3	8	5
7/25/2002 16:38	42	57.5	65.0	9	5
7/25/2002 16:38	42	57.1	64.1	7	5
7/25/2002 16:39	42	60.3	69.7	15	5
7/25/2002 16:41	42	60.4	70.2	16	5
7/25/2002 16:48	42	57.9	66.8	15	5
7/25/2002 16:48	42	63.9	70.9	11	5
7/25/2002 16:53	42	56.5	65.2	11	5
7/25/2002 16:57	42	56.3	62.6	6	5
7/25/2002 16:58	42	57.3	65.5	10	5
7/25/2002 17:00	42	57.2	64.3	7	5
7/25/2002 17:01	43	60.8	64.3	6	5
7/25/2002 17:02	42	59.1	71.3	35	5
7/25/2002 17:10	42	59.1	67.7	15	5
7/25/2002 17:11	42	61.4	64.7	7	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/25/2002 17:12	42	56.8	67.2	16	5
7/25/2002 17:19	42	58.4	66.0	9	5
7/25/2002 17:21	42	55.2	64.3	11	5
7/25/2002 17:24	42	56.3	62.6	6	5
7/25/2002 17:24	42	60.8	68.8	15	5
7/25/2002 17:25	42	58.5	67.3	14	5
7/25/2002 17:25	42	58.8	67.0	11	5
7/25/2002 17:26	42	56.7	62.5	5	5
7/25/2002 17:27	42	67.2	75.5	36	5
7/25/2002 17:27	42	57.7	65.2	8	5
7/25/2002 17:28	42	58.0	63.1	6	5
7/25/2002 17:30	42	56.6	64.1	9	5
7/25/2002 17:32	42	55.3	62.6	7	5
7/25/2002 17:32	42	55.3	61.0	5	5
7/25/2002 17:33	42	58.0	69.2	23	5
7/25/2002 17:35	42	59.5	66.8	9	5
7/25/2002 17:36	42	56.9	64.0	9	5
7/25/2002 17:38	42	60.6	70.4	28	5
7/25/2002 17:39	42	58.3	64.9	9	5
7/25/2002 17:45	42	60.7	72.8	54	5
7/25/2002 17:46	42	62.1	68.2	8	5
7/25/2002 17:48	42	59.0	67.1	12	5
7/25/2002 17:49	42	59.4	69.0	21	5
7/25/2002 17:50	42	58.1	70.1	33	5
7/25/2002 17:53	42	56.0	62.0	5	5
7/25/2002 17:55	42	62.4	69.7	13	5
7/25/2002 18:00	42	57.3	62.1	5	5
7/25/2002 18:08	42	60.3	67.2	10	5
7/25/2002 18:14	42	55.3	63.9	11	5
7/25/2002 18:15	43	70.8	74.0	9	5
7/25/2002 18:16	43	69.4	77.5	29	5
7/25/2002 18:17	43	66.6	68.4	5	5
7/25/2002 18:17	43	65.3	67.7	6	5
7/25/2002 18:17	43	73.1	80.7	37	5
7/25/2002 18:17	42	57.9	66.0	13	5
7/25/2002 18:18	43	62.9	65.7	5	5
7/25/2002 18:21	42	59.6	65.9	7	5
7/25/2002 18:30	43	56.8	64.1	9	5
7/25/2002 18:39	42	60.6	67.7	12	5
7/25/2002 18:39	42	56.2	63.4	9	5
7/25/2002 18:47	42	57.4	65.5	9	5
7/25/2002 18:54	42	56.3	62.8	7	5
7/25/2002 18:55	42	58.0	63.8	6	5
7/25/2002 18:56	42	65.5	73.1	17	5
7/25/2002 18:56	42	62.4	68.7	10	5
7/25/2002 18:57	42	56.4	63.4	7	5
7/25/2002 18:57	42	58.7	68.8	25	5
7/25/2002 18:58	42	57.7	66.1	11	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/25/2002 18:58	42	55.7	62.7	7	5
7/25/2002 18:59	42	55.6	63.6	9	5
7/25/2002 19:00	43	68.0	70.2	6	5
7/25/2002 19:00	42	57.0	66.3	13	5
7/25/2002 19:00	43	64.2	68.5	6	5
7/25/2002 19:01	42	56.3	62.7	7	5
7/25/2002 19:01	42	56.6	66.9	17	5
7/25/2002 19:03	43	63.8	69.0	7	5
7/25/2002 19:03	42	56.1	66.5	15	5
7/25/2002 19:03	43	61.9	66.9	7	5
7/25/2002 19:04	43	70.1	75.5	22	5
7/25/2002 19:04	42	55.5	62.1	6	5
7/25/2002 19:04	43	61.7	64.8	6	5
7/25/2002 19:04	43	68.9	74.3	13	5
7/25/2002 19:04	42	58.2	64.7	8	5
7/25/2002 19:05	43	67.9	69.5	5	5
7/25/2002 19:06	43	68.6	72.7	12	5
7/25/2002 19:07	42	55.6	63.0	8	5
7/25/2002 19:12	42	63.0	70.7	15	5
7/25/2002 19:13	42	59.0	69.2	26	5
7/25/2002 19:15	43	63.0	66.4	6	5
7/25/2002 19:15	42	57.5	62.4	7	5
7/25/2002 19:17	42	56.8	66.9	15	5
7/25/2002 19:17	42	55.1	61.8	6	5
7/25/2002 19:21	42	57.4	67.0	15	5
7/25/2002 19:21	42	55.9	62.8	6	5
7/25/2002 19:28	42	57.8	66.1	11	5
7/25/2002 19:29	42	62.5	70.4	17	5
7/25/2002 19:31	42	58.8	67.8	16	5
7/25/2002 19:32	42	56.1	65.6	13	5
7/25/2002 19:32	42	57.0	62.6	5	5
7/25/2002 19:32	43	60.5	64.4	6	5
7/25/2002 19:36	42	57.2	67.8	18	5
7/25/2002 19:37	42	58.0	67.2	17	5
7/25/2002 19:38	42	60.8	69.3	16	5
7/25/2002 19:41	42	64.9	69.9	9	5
7/25/2002 19:44	42	57.3	67.3	19	5
7/25/2002 19:45	42	59.0	65.5	9	5
7/25/2002 19:46	42	56.2	61.9	5	5
7/25/2002 19:47	42	55.8	64.1	11	5
7/25/2002 19:50	42	56.9	67.2	18	5
7/25/2002 19:51	43	63.7	67.5	7	5
7/25/2002 19:52	42	56.6	65.5	13	5
7/25/2002 19:52	43	66.2	75.4	50	5
7/25/2002 19:53	43	59.7	64.2	6	5
7/25/2002 19:53	43	67.3	77.7	40	5
7/25/2002 19:58	43	63.2	69.7	16	5
7/25/2002 19:59	43	61.4	66.0	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/25/2002 19:59	43	65.0	72.3	18	5
7/25/2002 19:59	42	56.2	63.7	9	5
7/25/2002 19:59	43	55.8	61.5	5	5
7/25/2002 20:00	43	55.4	61.0	5	5
7/25/2002 20:00	43	58.6	67.7	17	5
7/25/2002 20:07	43	66.7	73.5	19	5
7/25/2002 20:08	43	58.6	64.3	7	5
7/25/2002 20:08	43	59.6	66.8	13	5
7/25/2002 20:09	43	68.8	72.5	9	5
7/25/2002 20:17	42	56.1	63.1	7	5
7/25/2002 20:17	42	55.7	62.0	6	5
7/25/2002 20:27	42	56.2	61.8	5	5
7/25/2002 20:36	42	60.8	64.6	5	5
7/25/2002 20:50	42	56.2	61.7	5	5
7/25/2002 20:50	42	64.8	71.3	13	5
7/25/2002 21:02	42	56.9	63.1	6	5
7/25/2002 21:13	42	55.4	63.2	8	5
7/25/2002 21:14	42	61.4	68.9	12	5
7/25/2002 21:22	42	55.4	62.2	7	5
7/25/2002 21:24	42	59.8	66.1	8	5
7/25/2002 21:29	42	57.9	63.5	6	5
7/25/2002 21:30	42	57.6	65.4	10	5
7/25/2002 21:36	42	57.5	63.7	6	5
7/25/2002 21:59	42	57.8	63.7	6	5
7/25/2002 22:45	42	57.8	63.7	6	5
7/25/2002 22:50	42	61.4	67.3	8	5
7/25/2002 23:06	42	58.2	64.0	6	5
7/25/2002 23:14	42	58.1	63.4	6	5
7/25/2002 23:15	42	57.3	62.9	5	5
7/25/2002 23:44	42	57.4	63.1	6	5
7/26/2002 13:05	42	56.7	63.8	7	5
7/26/2002 13:07	42	56.8	65.3	11	5
7/26/2002 13:07	42	63.0	71.0	14	5
7/26/2002 13:12	42	64.5	71.4	13	5
7/26/2002 13:17	42	56.3	62.6	6	5
7/26/2002 13:22	42	61.0	67.2	11	5
7/26/2002 13:31	42	55.8	64.2	12	5
7/26/2002 13:35	42	58.9	66.5	13	5
7/26/2002 13:37	42	55.5	62.6	7	5
7/26/2002 13:37	42	57.3	63.6	7	5
7/26/2002 13:42	42	59.8	65.5	7	5
7/26/2002 13:44	42	57.6	64.7	8	5
7/26/2002 13:49	42	56.4	69.8	35	5
7/26/2002 13:50	42	56.6	69.1	28	5
7/26/2002 13:51	42	58.2	70.1	28	5
7/26/2002 13:56	42	56.1	63.8	9	5
7/26/2002 13:56	42	58.6	67.8	23	5
7/26/2002 13:57	42	59.6	74.3	63	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/26/2002 13:59	42	55.9	63.9	11	5
7/26/2002 14:02	43	55.8	65.6	14	5
7/26/2002 14:05	42	58.3	72.1	51	5
7/26/2002 14:07	42	56.4	63.3	7	5
7/26/2002 14:08	42	55.4	63.4	8	5
7/26/2002 14:09	42	59.7	66.3	8	5
7/26/2002 14:23	42	59.1	64.2	6	5
7/26/2002 14:23	42	57.9	64.2	7	5
7/26/2002 14:24	42	59.7	65.7	7	5
7/26/2002 14:36	42	56.2	63.6	7	5
7/26/2002 14:41	42	56.2	62.0	5	5
7/26/2002 14:45	42	56.5	63.4	7	5
7/26/2002 14:46	42	56.7	64.7	11	5
7/26/2002 14:50	42	59.8	67.0	14	5
7/26/2002 15:04	42	56.4	63.7	8	5
7/26/2002 15:04	42	55.1	62.4	8	5
7/26/2002 15:05	42	55.7	65.7	13	5
7/26/2002 15:09	42	60.0	68.7	20	5
7/26/2002 15:10	42	59.1	67.0	15	5
7/26/2002 15:10	42	69.1	71.0	7	5
7/26/2002 15:11	42	60.3	69.5	16	5
7/26/2002 15:11	42	59.3	66.5	10	5
7/26/2002 15:20	42	57.4	68.5	24	5
7/26/2002 15:34	42	70.0	79.1	48	5
7/26/2002 15:35	42	56.8	65.7	15	5
7/26/2002 15:36	42	55.5	61.2	5	5
7/26/2002 15:37	42	59.4	65.1	6	5
7/26/2002 15:40	42	57.1	66.4	11	5
7/26/2002 15:40	42	60.7	66.4	7	5
7/26/2002 15:40	42	56.3	64.8	11	5
7/26/2002 15:42	42	57.4	65.9	12	5
7/26/2002 15:43	42	56.5	63.6	7	5
7/26/2002 15:44	42	58.0	63.8	6	5
7/26/2002 15:47	42	56.3	64.5	9	5
7/26/2002 15:48	43	56.4	66.8	17	5
7/26/2002 15:49	42	64.1	70.9	14	5
7/26/2002 15:49	42	58.5	64.8	8	5
7/26/2002 15:51	42	56.5	62.5	5	5
7/26/2002 15:53	42	57.0	67.6	19	5
7/26/2002 15:59	42	56.0	62.4	6	5
7/26/2002 16:01	42	56.5	62.5	7	5
7/26/2002 16:03	42	57.2	64.3	7	5
7/26/2002 16:14	42	58.7	65.4	9	5
7/26/2002 16:17	42	57.3	69.9	29	5
7/26/2002 16:19	42	57.5	63.4	7	5
7/26/2002 16:20	42	59.5	68.5	18	5
7/26/2002 16:20	42	58.0	68.4	18	5
7/26/2002 16:22	42	61.1	73.7	51	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/26/2002 16:27	42	59.8	74.9	76	5
7/26/2002 16:28	42	55.6	65.4	14	5
7/26/2002 16:29	42	59.4	69.7	16	5
7/26/2002 16:30	42	57.5	63.9	6	5
7/26/2002 16:30	42	55.4	65.4	14	5
7/26/2002 16:34	42	56.6	66.7	15	5
7/26/2002 16:41	42	57.9	65.3	9	5
7/26/2002 16:41	42	58.7	64.5	6	5
7/26/2002 16:43	42	61.2	74.6	45	5
7/26/2002 16:46	43	57.3	69.4	25	5
7/26/2002 16:54	42	56.0	62.5	6	5
7/26/2002 16:56	42	59.9	70.4	24	5
7/26/2002 16:58	42	56.4	62.2	6	5
7/26/2002 16:58	43	62.5	66.7	7	5
7/26/2002 16:58	43	65.1	70.1	12	5
7/26/2002 16:59	42	68.8	75.9	40	5
7/26/2002 17:06	42	58.1	70.0	22	5
7/26/2002 17:08	42	59.5	66.1	8	5
7/26/2002 17:11	42	56.3	63.9	8	5
7/26/2002 17:13	42	59.4	66.8	12	5
7/26/2002 17:16	42	58.3	64.8	9	5
7/26/2002 17:23	42	57.2	62.7	5	5
7/26/2002 17:23	42	60.0	66.6	8	5
7/26/2002 17:31	42	58.1	69.8	29	5
7/26/2002 5:37	42	59.1	64.1	5	5
7/26/2002 5:43	42	59.3	64.1	5	5
7/26/2002 17:48	42	60.8	67.2	18	5
7/26/2002 17:49	42	59.2	66.5	9	5
7/26/2002 17:50	42	59.0	68.5	14	5
7/26/2002 17:51	42	58.3	62.5	5	5
7/26/2002 17:52	42	58.3	68.2	18	5
7/26/2002 17:52	43	60.8	67.0	11	5
7/26/2002 17:52	43	61.7	66.3	9	5
7/26/2002 5:53	42	57.8	65.3	9	5
7/26/2002 17:53	42	62.9	68.7	9	5
7/26/2002 17:54	42	57.2	69.5	29	5
7/26/2002 5:56	42	55.7	61.5	5	5
7/26/2002 17:59	42	58.0	63.2	6	5
7/26/2002 18:00	42	57.1	63.5	7	5
7/26/2002 18:01	42	56.4	64.0	8	5
7/26/2002 18:04	42	57.8	69.8	32	5
7/26/2002 18:07	43	60.3	65.3	7	5
7/26/2002 18:08	42	55.9	62.7	7	5
7/26/2002 18:08	43	71.6	72.7	9	5
7/26/2002 18:09	42	60.4	69.9	18	5
7/26/2002 18:09	42	56.2	64.3	8	5
7/26/2002 6:14	42	55.2	62.1	7	5
7/26/2002 18:18	42	60.3	63.8	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/26/2002 18:18	42	55.5	62.7	7	5
7/26/2002 18:19	42	66.7	74.0	15	5
7/26/2002 6:20	42	57.8	63.6	7	5
7/26/2002 18:20	42	58.5	64.6	8	5
7/26/2002 18:27	42	56.4	62.7	5	5
7/26/2002 18:28	42	55.0	62.2	7	5
7/26/2002 18:28	42	56.1	61.6	5	5
7/26/2002 18:31	42	57.8	68.3	24	5
7/26/2002 18:32	42	59.5	66.4	13	5
7/26/2002 18:36	42	60.7	70.3	21	5
7/26/2002 18:40	42	57.7	63.4	5	5
7/26/2002 6:40	43	60.7	63.7	5	5
7/26/2002 18:42	42	57.1	64.4	9	5
7/26/2002 6:43	42	59.7	67.4	10	5
7/26/2002 18:48	42	56.7	65.6	12	5
7/26/2002 19:04	42	56.9	64.3	8	5
7/26/2002 7:06	42	58.2	63.9	5	5
7/26/2002 19:10	42	60.4	71.0	30	5
7/26/2002 7:17	42	56.7	63.1	6	5
7/26/2002 19:21	42	55.8	62.1	7	5
7/26/2002 19:25	42	56.1	61.8	7	5
7/26/2002 19:30	42	57.9	63.4	5	5
7/26/2002 7:30	42	55.4	64.5	10	5
7/26/2002 19:31	42	59.0	68.9	22	5
7/26/2002 19:31	42	55.9	66.8	17	5
7/26/2002 19:32	42	58.9	64.8	7	5
7/26/2002 19:39	42	57.9	64.5	8	5
7/26/2002 19:39	42	58.1	63.2	6	5
7/26/2002 7:40	42	57.8	63.4	6	5
7/26/2002 7:42	42	58.8	64.3	6	5
7/26/2002 19:44	42	56.1	62.4	6	5
7/26/2002 19:44	42	56.0	63.7	8	5
7/26/2002 19:45	42	56.4	62.6	6	5
7/26/2002 7:45	42	57.0	69.5	28	5
7/26/2002 19:47	42	56.6	62.5	5	5
7/26/2002 19:52	42	56.4	62.1	6	5
7/26/2002 7:54	42	60.9	71.1	28	5
7/26/2002 7:59	42	55.7	61.9	6	5
7/26/2002 20:00	42	61.3	68.4	11	5
7/26/2002 20:00	42	62.9	71.0	19	5
7/26/2002 20:02	42	56.6	63.0	6	5
7/26/2002 8:04	42	56.4	62.3	6	5
7/26/2002 8:04	42	57.3	66.7	15	5
7/26/2002 8:05	42	56.6	64.5	8	5
7/26/2002 8:05	42	59.7	65.3	7	5
7/26/2002 20:07	43	65.1	70.4	11	5
7/26/2002 20:07	43	65.9	74.4	22	5
7/26/2002 8:11	42	56.9	64.3	7	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/26/2002 8:11	42	62.3	72.8	38	5
7/26/2002 20:15	42	56.6	62.5	6	5
7/26/2002 20:23	43	64.4	68.4	8	5
7/26/2002 20:23	43	67.8	71.9	13	5
7/26/2002 20:24	42	57.0	62.9	6	5
7/26/2002 8:24	42	61.7	66.3	6	5
7/26/2002 20:25	42	55.8	63.7	8	5
7/26/2002 8:25	42	55.9	61.9	6	5
7/26/2002 20:26	42	55.7	67.2	19	5
7/26/2002 8:27	42	55.1	61.8	7	5
7/26/2002 8:29	43	57.5	67.4	17	5
7/26/2002 20:30	43	61.4	67.2	7	5
7/26/2002 8:30	42	58.4	72.2	50	5
7/26/2002 8:31	42	55.5	64.5	12	5
7/26/2002 8:32	42	55.9	63.3	8	5
7/26/2002 8:38	42	57.7	64.8	7	5
7/26/2002 8:39	42	60.2	65.0	6	5
7/26/2002 8:41	42	56.6	63.0	6	5
7/26/2002 8:54	42	56.4	68.2	25	5
7/26/2002 20:55	42	56.8	64.6	10	5
7/26/2002 8:55	42	58.5	63.2	5	5
7/26/2002 8:56	42	55.4	61.4	5	5
7/26/2002 8:57	42	55.2	60.7	5	5
7/26/2002 8:57	42	58.5	64.5	7	5
7/26/2002 9:01	42	55.3	62.0	6	5
7/26/2002 9:08	42	56.2	63.2	7	5
7/26/2002 9:15	42	56.1	66.6	16	5
7/26/2002 9:16	42	56.9	67.3	16	5
7/26/2002 9:20	42	67.1	75.4	23	5
7/26/2002 9:23	42	57.5	65.3	9	5
7/26/2002 9:30	42	57.2	64.4	9	5
7/26/2002 21:31	42	58.1	63.9	6	5
7/26/2002 21:31	42	60.2	65.9	8	5
7/26/2002 9:33	42	57.8	63.1	5	5
7/26/2002 9:36	42	57.9	64.5	8	5
7/26/2002 9:38	42	57.3	62.7	5	5
7/26/2002 9:45	42	58.0	70.8	44	5
7/26/2002 9:45	42	58.5	66.6	10	5
7/26/2002 9:52	42	58.4	67.1	11	5
7/26/2002 21:59	42	64.4	68.7	7	5
7/26/2002 10:02	42	56.4	63.9	9	5
7/26/2002 10:04	42	56.4	63.0	7	5
7/26/2002 10:06	42	56.2	62.0	5	5
7/26/2002 22:07	43	56.5	67.0	17	5
7/26/2002 10:09	42	55.5	61.2	6	5
7/26/2002 10:11	42	59.4	68.0	14	5
7/26/2002 22:11	42	56.4	62.9	6	5
7/26/2002 10:17	42	57.1	67.0	13	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/26/2002 10:24	42	63.0	70.4	14	5
7/26/2002 10:27	42	57.7	65.0	8	5
7/26/2002 10:29	42	55.6	62.8	8	5
7/26/2002 10:29	42	58.4	65.9	10	5
7/26/2002 10:30	42	56.1	62.9	7	5
7/26/2002 10:30	42	58.0	63.9	6	5
7/26/2002 22:31	42	58.2	64.1	6	5
7/26/2002 10:32	42	58.1	69.5	31	5
7/26/2002 10:33	42	55.7	63.7	9	5
7/26/2002 10:39	42	59.5	64.6	6	5
7/26/2002 10:41	42	58.2	68.4	20	5
7/26/2002 10:42	42	68.5	75.2	19	5
7/26/2002 10:43	42	57.6	64.2	7	5
7/26/2002 22:52	42	55.6	65.8	15	5
7/26/2002 22:54	42	58.0	64.8	9	5
7/26/2002 10:55	42	59.3	66.9	11	5
7/26/2002 10:56	42	57.2	62.7	5	5
7/26/2002 22:56	42	55.4	63.6	10	5
7/26/2002 10:58	43	58.1	67.6	16	5
7/26/2002 10:58	42	55.9	62.4	7	5
7/26/2002 10:59	42	59.2	65.2	7	5
7/26/2002 11:07	42	59.2	66.8	10	5
7/26/2002 11:09	42	56.2	62.6	7	5
7/26/2002 11:10	42	56.3	64.3	9	5
7/26/2002 11:11	42	59.4	66.9	12	5
7/26/2002 11:13	42	58.2	63.8	6	5
7/26/2002 11:14	42	56.2	64.1	9	5
7/26/2002 11:15	42	61.9	68.7	12	5
7/26/2002 11:15	42	58.3	64.2	6	5
7/26/2002 11:28	42	56.7	66.9	16	5
7/26/2002 11:28	42	56.6	66.5	13	5
7/26/2002 11:30	42	69.6	76.3	43	5
7/26/2002 11:32	42	56.0	61.7	5	5
7/26/2002 11:32	42	58.8	63.3	5	5
7/26/2002 11:34	42	58.0	66.5	16	5
7/26/2002 23:34	42	59.1	64.7	6	5
7/26/2002 11:34	42	55.6	61.3	5	5
7/26/2002 11:36	42	56.2	62.2	5	5
7/26/2002 11:47	42	60.3	63.4	6	5
7/26/2002 11:49	42	66.8	74.2	16	5
7/26/2002 11:50	42	64.9	72.8	20	5
7/26/2002 11:59	42	62.1	68.8	13	5
7/26/2002 12:00	42	55.3	61.5	6	5
7/26/2002 12:01	42	66.4	74.4	23	5
7/26/2002 12:13	42	56.2	70.1	38	5
7/26/2002 12:13	43	57.5	65.2	11	5
7/26/2002 12:15	42	60.7	66.3	7	5
7/26/2002 12:16	42	58.7	68.2	21	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/26/2002 12:18	42	58.9	64.9	7	5
7/26/2002 12:18	42	55.8	63.7	8	5
7/26/2002 12:19	42	56.9	63.7	7	5
7/26/2002 12:19	42	57.2	65.1	11	5
7/26/2002 12:21	42	56.1	65.7	14	5
7/26/2002 12:22	42	57.6	64.7	7	5
7/26/2002 12:23	42	57.4	64.0	7	5
7/26/2002 12:24	42	55.6	63.0	7	5
7/26/2002 12:25	42	56.9	65.1	13	5
7/26/2002 12:26	42	55.2	62.3	7	5
7/26/2002 12:27	42	55.6	61.8	6	5
7/26/2002 12:35	42	56.0	62.5	7	5
7/26/2002 12:41	42	58.7	66.4	10	5
7/26/2002 12:44	42	58.1	64.5	6	5
7/26/2002 12:45	42	58.0	63.7	6	5
7/26/2002 12:51	42	59.1	67.1	11	5
7/26/2002 12:54	42	61.0	67.9	9	5
7/27/2002 13:00	42	59.0	65.5	9	5
7/27/2002 13:02	42	64.0	69.5	10	5
7/27/2002 13:04	42	56.7	64.5	9	5
7/27/2002 13:05	42	56.8	64.6	11	5
7/27/2002 13:05	42	57.7	65.7	10	5
7/27/2002 13:07	42	58.0	63.5	6	5
7/27/2002 13:07	42	59.4	67.1	15	5
7/27/2002 13:09	42	62.6	69.0	15	5
7/27/2002 13:12	42	55.3	62.8	7	5
7/27/2002 13:13	42	58.2	65.6	9	5
7/27/2002 13:14	42	57.4	63.5	7	5
7/27/2002 13:15	42	62.6	74.1	45	5
7/27/2002 13:17	42	61.6	67.9	12	5
7/27/2002 13:17	42	58.9	63.4	6	5
7/27/2002 13:19	42	60.9	73.1	46	5
7/27/2002 13:20	42	63.0	71.1	27	5
7/27/2002 13:21	42	62.6	66.4	7	5
7/27/2002 13:21	42	57.2	66.5	13	5
7/27/2002 13:21	42	56.6	62.0	5	5
7/27/2002 13:22	42	61.7	67.1	8	5
7/27/2002 13:22	42	55.8	64.4	11	5
7/27/2002 13:25	42	60.2	64.5	7	5
7/27/2002 13:29	42	58.3	69.8	25	5
7/27/2002 13:31	42	59.7	71.9	48	5
7/27/2002 13:33	42	55.9	65.6	16	5
7/27/2002 13:33	42	58.7	71.2	35	5
7/27/2002 13:35	42	56.3	66.7	16	5
7/27/2002 13:36	42	59.1	74.1	65	5
7/27/2002 13:37	42	61.0	73.0	42	5
7/27/2002 13:39	42	57.4	63.3	7	5
7/27/2002 13:40	42	56.2	65.5	15	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/27/2002 13:40	42	58.4	67.4	14	5
7/27/2002 13:40	42	57.2	67.0	16	5
7/27/2002 13:41	42	57.8	63.7	8	5
7/27/2002 13:42	42	63.0	72.2	24	5
7/27/2002 13:45	42	59.0	66.4	9	5
7/27/2002 13:45	42	56.6	66.0	12	5
7/27/2002 13:46	42	58.8	67.0	11	5
7/27/2002 13:47	42	56.2	61.9	6	5
7/27/2002 13:47	43	58.0	66.7	10	5
7/27/2002 13:48	42	59.5	73.0	46	5
7/27/2002 13:49	43	57.8	66.7	13	5
7/27/2002 13:50	42	57.0	62.1	5	5
7/27/2002 13:52	42	56.5	66.8	16	5
7/27/2002 13:52	42	56.8	62.3	6	5
7/27/2002 13:53	42	56.4	68.9	27	5
7/27/2002 13:55	42	57.3	62.5	5	5
7/27/2002 13:55	42	56.6	63.2	6	5
7/27/2002 13:56	42	57.4	66.5	12	5
7/27/2002 14:00	42	57.2	63.6	7	5
7/27/2002 14:02	42	57.4	70.3	32	5
7/27/2002 14:02	43	61.2	74.0	42	5
7/27/2002 14:05	42	60.9	66.4	8	5
7/27/2002 14:06	42	58.8	64.5	6	5
7/27/2002 14:07	42	58.2	63.0	5	5
7/27/2002 14:08	42	57.0	64.6	8	5
7/27/2002 14:10	42	58.9	69.6	25	5
7/27/2002 14:12	42	55.9	62.0	6	5
7/27/2002 14:12	42	61.3	66.5	8	5
7/27/2002 14:13	42	55.2	61.8	6	5
7/27/2002 14:13	42	56.9	65.3	11	5
7/27/2002 14:20	42	59.4	71.2	38	5
7/27/2002 14:24	42	57.1	64.8	10	5
7/27/2002 14:24	42	56.6	64.5	10	5
7/27/2002 14:25	42	60.7	71.1	29	5
7/27/2002 14:27	42	58.4	63.7	6	5
7/27/2002 14:30	42	60.0	65.9	7	5
7/27/2002 14:31	43	64.5	67.3	9	5
7/27/2002 14:31	43	58.6	63.3	5	5
7/27/2002 14:32	42	55.5	62.5	7	5
7/27/2002 14:32	42	60.5	67.6	9	5
7/27/2002 14:34	42	56.0	63.5	8	5
7/27/2002 14:35	42	55.6	62.7	6	5
7/27/2002 14:35	42	58.2	65.8	12	5
7/27/2002 14:36	42	58.0	62.4	6	5
7/27/2002 14:37	42	61.9	69.0	13	5
7/27/2002 14:42	42	57.0	63.9	7	5
7/27/2002 14:44	42	58.6	70.9	31	5
7/27/2002 14:44	43	57.3	64.3	8	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/27/2002 14:44	43	57.0	62.5	7	5
7/27/2002 14:45	42	60.4	70.0	24	5
7/27/2002 14:45	42	56.6	69.3	30	5
7/27/2002 14:46	42	55.4	62.2	7	5
7/27/2002 14:46	42	59.3	67.0	12	5
7/27/2002 14:47	42	59.3	70.7	34	5
7/27/2002 14:47	43	62.4	73.8	39	5
7/27/2002 14:47	42	56.4	67.5	21	5
7/27/2002 14:49	42	58.8	67.8	19	5
7/27/2002 14:50	43	58.1	66.4	16	5
7/27/2002 14:50	42	60.0	66.4	12	5
7/27/2002 14:51	42	55.9	62.8	7	5
7/27/2002 14:53	42	57.4	62.8	5	5
7/27/2002 14:53	42	57.9	65.3	10	5
7/27/2002 14:54	43	71.3	81.3	45	5
7/27/2002 14:54	42	57.3	65.1	9	5
7/27/2002 14:54	43	62.0	70.0	26	5
7/27/2002 14:55	42	58.6	72.5	45	5
7/27/2002 14:56	42	56.6	70.8	45	5
7/27/2002 14:57	42	56.3	66.2	15	5
7/27/2002 14:57	42	56.7	64.5	11	5
7/27/2002 14:58	42	69.2	73.7	20	5
7/27/2002 14:59	42	60.1	64.6	5	5
7/27/2002 15:00	42	55.5	66.6	20	5
7/27/2002 15:03	42	55.8	62.3	6	5
7/27/2002 15:03	42	56.5	69.8	32	5
7/27/2002 15:06	43	57.5	66.0	13	5
7/27/2002 15:10	43	56.8	64.3	11	5
7/27/2002 15:11	43	58.5	64.7	7	5
7/27/2002 15:13	42	56.6	69.4	35	5
7/27/2002 15:13	42	59.6	69.8	28	5
7/27/2002 15:14	42	56.5	65.7	14	5
7/27/2002 15:15	42	58.0	64.2	7	5
7/27/2002 15:15	42	63.7	70.9	23	5
7/27/2002 15:16	42	56.4	62.5	6	5
7/27/2002 15:16	42	56.5	63.5	8	5
7/27/2002 15:17	42	55.7	62.4	7	5
7/27/2002 15:18	42	60.5	70.2	25	5
7/27/2002 15:19	42	56.0	61.6	6	5
7/27/2002 15:23	42	57.8	65.7	11	5
7/27/2002 15:25	42	61.0	67.0	9	5
7/27/2002 15:26	43	65.4	66.9	5	5
7/27/2002 15:26	42	55.3	64.2	12	5
7/27/2002 15:27	43	68.7	69.6	6	5
7/27/2002 15:28	42	59.3	64.7	7	5
7/27/2002 15:30	43	60.4	64.5	6	5
7/27/2002 15:30	42	56.9	63.8	9	5
7/27/2002 15:31	42	62.7	68.3	9	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/27/2002 15:32	42	62.0	70.9	22	5
7/27/2002 15:35	42	55.3	64.2	11	5
7/27/2002 15:35	42	55.5	60.5	5	5
7/27/2002 15:36	42	58.3	63.9	7	5
7/27/2002 15:40	42	58.9	68.8	22	5
7/27/2002 15:42	42	57.2	64.8	9	5
7/27/2002 15:43	42	56.2	62.1	5	5
7/27/2002 15:45	43	69.0	70.3	6	5
7/27/2002 15:45	43	62.1	65.7	6	5
7/27/2002 15:45	42	58.2	66.5	13	5
7/27/2002 15:46	42	59.0	65.1	7	5
7/27/2002 15:47	43	56.4	62.1	6	5
7/27/2002 15:48	43	68.2	70.6	7	5
7/27/2002 15:48	43	66.1	70.8	9	5
7/27/2002 15:48	43	68.0	70.3	7	5
7/27/2002 15:48	43	69.9	71.5	6	5
7/27/2002 15:50	42	62.5	72.1	46	5
7/27/2002 15:51	42	57.6	72.0	59	5
7/27/2002 15:52	42	61.6	70.8	30	5
7/27/2002 16:00	42	62.5	73.1	43	5
7/27/2002 16:06	42	58.2	66.7	16	5
7/27/2002 16:06	42	61.0	68.9	25	5
7/27/2002 16:10	42	58.7	64.1	6	5
7/27/2002 16:10	42	60.1	71.5	42	5
7/27/2002 16:11	42	60.8	64.4	6	5
7/27/2002 16:22	43	62.7	66.5	7	5
7/27/2002 16:22	42	57.0	64.7	9	5
7/27/2002 16:23	42	59.7	66.3	10	5
7/27/2002 16:26	42	63.8	69.4	19	5
7/27/2002 16:27	42	60.3	65.8	11	5
7/27/2002 16:29	42	60.2	71.6	37	5
7/27/2002 16:29	42	55.1	60.7	5	5
7/27/2002 16:30	42	63.2	69.8	20	5
7/27/2002 16:30	42	58.5	66.7	12	5
7/27/2002 16:31	42	60.7	66.1	10	5
7/27/2002 16:31	42	58.7	65.4	7	5
7/27/2002 16:32	42	56.5	64.1	8	5
7/27/2002 16:37	42	58.1	63.5	6	5
7/27/2002 16:37	42	61.6	71.0	25	5
7/27/2002 16:40	42	59.6	66.1	9	5
7/27/2002 16:40	42	58.7	64.3	7	5
7/27/2002 16:45	42	59.2	68.8	16	5
7/27/2002 16:48	42	57.5	67.1	18	5
7/27/2002 16:52	42	55.4	66.5	19	5
7/27/2002 16:53	42	56.9	62.9	6	5
7/27/2002 17:02	42	62.8	68.1	15	5
7/27/2002 17:03	42	58.4	66.1	9	5
7/27/2002 5:06	42	61.8	66.0	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/27/2002 17:08	42	59.0	65.4	8	5
7/27/2002 17:12	42	55.2	61.5	5	5
7/27/2002 17:15	42	64.0	73.7	38	5
7/27/2002 17:23	42	55.5	62.5	7	5
7/27/2002 17:24	42	55.5	61.2	5	5
7/27/2002 17:24	42	55.6	61.4	5	5
7/27/2002 17:25	42	58.4	63.6	6	5
7/27/2002 17:27	42	56.1	62.8	6	5
7/27/2002 5:35	42	59.4	63.9	5	5
7/27/2002 17:35	42	57.3	64.4	10	5
7/27/2002 17:35	42	55.3	62.8	7	5
7/27/2002 17:38	42	57.2	66.3	12	5
7/27/2002 17:38	42	58.5	64.4	7	5
7/27/2002 17:38	43	61.0	64.1	7	5
7/27/2002 17:39	43	66.2	69.2	10	5
7/27/2002 17:39	43	65.9	72.9	24	5
7/27/2002 17:40	42	58.6	66.4	9	5
7/27/2002 17:40	42	55.7	65.7	14	5
7/27/2002 17:40	43	71.1	74.2	7	5
7/27/2002 17:41	42	55.9	63.6	8	5
7/27/2002 17:42	42	57.2	67.2	20	5
7/27/2002 17:42	43	66.0	71.2	10	5
7/27/2002 17:42	42	59.3	67.2	10	5
7/27/2002 17:43	43	72.2	74.2	9	5
7/27/2002 17:43	43	60.4	65.0	6	5
7/27/2002 17:44	43	65.6	70.5	8	5
7/27/2002 17:44	42	55.1	65.5	16	5
7/27/2002 17:45	43	67.7	71.3	12	5
7/27/2002 17:46	42	60.4	65.9	7	5
7/27/2002 17:46	43	65.1	67.9	8	5
7/27/2002 17:47	43	67.7	73.1	10	5
7/27/2002 17:47	43	64.8	69.7	8	5
7/27/2002 17:47	43	62.0	66.7	6	5
7/27/2002 17:48	43	66.0	68.6	7	5
7/27/2002 17:48	43	68.5	71.8	8	5
7/27/2002 17:48	42	58.1	65.4	9	5
7/27/2002 17:49	43	62.8	65.7	6	5
7/27/2002 17:50	42	59.0	63.6	5	5
7/27/2002 17:51	42	62.6	75.5	47	5
7/27/2002 17:51	43	60.8	67.3	10	5
7/27/2002 17:52	43	63.3	66.2	6	5
7/27/2002 17:52	42	57.3	67.8	15	5
7/27/2002 17:52	42	57.6	62.1	6	5
7/27/2002 17:53	42	56.7	63.4	6	5
7/27/2002 17:55	43	63.4	68.4	6	5
7/27/2002 17:55	42	56.1	68.2	25	5
7/27/2002 17:56	43	65.3	68.2	7	5
7/27/2002 18:03	42	56.5	65.2	10	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/27/2002 18:06	42	58.6	66.2	15	5
7/27/2002 18:06	42	55.2	62.2	7	5
7/27/2002 18:14	43	63.4	66.4	6	5
7/27/2002 18:14	43	69.1	73.1	13	5
7/27/2002 18:15	43	68.8	76.1	21	5
7/27/2002 18:21	42	56.3	63.4	8	5
7/27/2002 18:21	42	55.5	61.4	5	5
7/27/2002 18:22	43	61.0	65.0	6	5
7/27/2002 18:22	42	56.2	62.1	6	5
7/27/2002 18:24	42	59.6	65.5	7	5
7/27/2002 18:24	42	55.9	62.5	6	5
7/27/2002 18:25	42	56.5	65.9	12	5
7/27/2002 18:26	43	57.8	62.8	5	5
7/27/2002 18:26	43	58.9	62.4	5	5
7/27/2002 18:27	43	60.6	69.2	19	5
7/27/2002 18:29	43	59.9	67.6	15	5
7/27/2002 18:29	42	60.5	68.5	14	5
7/27/2002 18:31	42	55.4	65.5	14	5
7/27/2002 18:31	42	55.5	65.2	13	5
7/27/2002 18:32	42	56.8	62.8	6	5
7/27/2002 18:33	42	57.4	62.7	6	5
7/27/2002 18:34	42	56.6	62.4	6	5
7/27/2002 18:35	42	59.1	64.3	6	5
7/27/2002 18:35	43	65.2	69.5	8	5
7/27/2002 18:35	42	57.1	62.7	5	5
7/27/2002 18:35	43	66.2	70.3	11	5
7/27/2002 18:36	43	64.1	69.3	8	5
7/27/2002 18:36	43	62.5	66.8	7	5
7/27/2002 18:38	43	59.9	66.6	15	5
7/27/2002 18:38	43	66.8	71.5	8	5
7/27/2002 18:39	42	56.9	66.1	13	5
7/27/2002 18:41	43	66.3	70.1	12	5
7/27/2002 18:42	43	62.3	67.4	8	5
7/27/2002 18:43	42	56.5	62.5	6	5
7/27/2002 18:44	42	58.5	65.1	7	5
7/27/2002 18:45	42	55.3	68.8	33	5
7/27/2002 18:46	43	62.5	68.0	9	5
7/27/2002 18:46	43	66.6	69.7	5	5
7/27/2002 18:46	42	58.3	68.0	20	5
7/27/2002 18:47	43	57.4	61.5	5	5
7/27/2002 18:48	42	56.4	68.5	32	5
7/27/2002 18:49	43	59.9	65.5	9	5
7/27/2002 18:51	43	68.7	73.2	9	5
7/27/2002 18:52	42	56.1	68.3	30	5
7/27/2002 18:52	42	55.8	64.4	10	5
7/27/2002 18:53	42	58.7	64.5	6	5
7/27/2002 18:56	42	58.2	65.5	10	5
7/27/2002 18:58	42	55.6	61.0	5	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/27/2002 18:59	42	56.4	64.2	8	5
7/27/2002 19:00	42	57.7	67.3	16	5
7/27/2002 7:00	43	65.0	77.3	39	5
7/27/2002 7:00	42	60.4	72.1	29	5
7/27/2002 19:04	42	56.3	69.8	30	5
7/27/2002 19:05	42	57.8	71.3	38	5
7/27/2002 19:12	42	56.8	70.1	34	5
7/27/2002 7:17	42	55.7	64.2	9	5
7/27/2002 7:17	43	56.7	68.4	19	5
7/27/2002 19:20	42	58.5	65.6	10	5
7/27/2002 19:24	43	66.6	68.1	6	5
7/27/2002 19:24	43	71.9	78.4	14	5
7/27/2002 19:24	43	71.5	74.0	6	5
7/27/2002 19:25	42	57.8	66.2	12	5
7/27/2002 19:25	42	57.3	63.1	6	5
7/27/2002 7:27	42	58.6	68.9	19	5
7/27/2002 7:27	43	58.8	70.8	30	5
7/27/2002 7:29	42	57.3	68.7	21	5
7/27/2002 7:29	43	55.8	66.0	15	5
7/27/2002 19:29	42	57.3	63.7	7	5
7/27/2002 19:34	42	57.8	64.3	7	5
7/27/2002 7:44	42	56.8	64.5	8	5
7/27/2002 7:48	42	57.7	68.8	23	5
7/27/2002 8:01	42	65.4	69.3	6	5
7/27/2002 20:01	42	57.3	64.0	8	5
7/27/2002 20:02	42	60.8	68.2	16	5
7/27/2002 20:03	42	58.7	64.7	10	5
7/27/2002 20:07	42	59.4	66.3	9	5
7/27/2002 20:07	43	61.8	66.6	8	5
7/27/2002 20:08	43	58.9	63.5	6	5
7/27/2002 20:08	43	59.9	65.0	7	5
7/27/2002 20:08	43	60.3	64.5	7	5
7/27/2002 20:08	43	61.5	64.2	6	5
7/27/2002 20:09	43	60.9	63.7	5	5
7/27/2002 20:09	43	63.8	70.8	18	5
7/27/2002 20:09	43	61.7	67.1	9	5
7/27/2002 20:10	43	60.3	65.9	8	5
7/27/2002 20:10	43	59.4	66.3	10	5
7/27/2002 20:10	43	62.3	67.0	7	5
7/27/2002 20:10	43	59.3	66.0	10	5
7/27/2002 20:11	43	59.2	66.4	12	5
7/27/2002 20:11	43	63.7	73.0	25	5
7/27/2002 20:11	43	59.5	67.0	11	5
7/27/2002 8:12	42	58.2	66.1	13	5
7/27/2002 8:15	42	57.9	70.1	27	5
7/27/2002 8:15	43	55.8	66.8	19	5
7/27/2002 20:15	42	58.6	64.2	7	5
7/27/2002 20:16	42	56.3	61.6	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/27/2002 8:18	42	58.1	63.0	5	5
7/27/2002 20:22	42	62.0	67.3	7	5
7/27/2002 8:23	42	57.7	65.1	8	5
7/27/2002 8:23	42	57.5	68.8	20	5
7/27/2002 20:27	42	56.4	67.7	21	5
7/27/2002 8:38	42	61.4	67.9	8	5
7/27/2002 8:44	42	59.5	71.0	24	5
7/27/2002 20:45	42	56.2	62.6	6	5
7/27/2002 8:51	42	58.9	65.2	7	5
7/27/2002 20:52	42	57.3	64.5	9	5
7/27/2002 8:57	42	60.5	64.1	6	5
7/27/2002 8:58	43	63.2	73.8	30	5
7/27/2002 8:59	42	56.5	63.1	6	5
7/27/2002 20:59	42	57.4	62.4	6	5
7/27/2002 9:01	42	57.4	67.2	16	5
7/27/2002 9:01	43	55.6	66.6	15	5
7/27/2002 21:06	42	57.1	61.4	5	5
7/27/2002 21:10	42	59.3	64.9	7	5
7/27/2002 21:10	42	55.5	63.6	9	5
7/27/2002 21:10	42	58.2	64.1	6	5
7/27/2002 21:12	42	56.8	63.4	8	5
7/27/2002 21:14	42	62.0	69.7	14	5
7/27/2002 9:15	42	56.4	62.2	5	5
7/27/2002 21:16	42	58.8	64.1	6	5
7/27/2002 9:22	42	63.5	74.4	37	5
7/27/2002 21:25	42	59.4	65.3	8	5
7/27/2002 9:25	42	56.9	63.3	6	5
7/27/2002 9:28	42	55.5	62.8	9	5
7/27/2002 9:30	42	59.1	66.0	8	5
7/27/2002 9:30	42	55.8	62.6	6	5
7/27/2002 9:32	43	57.2	68.2	19	5
7/27/2002 9:39	42	58.2	69.7	26	5
7/27/2002 21:41	42	59.0	66.0	8	5
7/27/2002 9:42	42	60.5	65.5	6	5
7/27/2002 9:42	42	59.8	65.9	7	5
7/27/2002 21:43	42	55.4	61.4	5	5
7/27/2002 9:44	42	58.7	66.3	11	5
7/27/2002 21:45	42	59.6	67.6	11	5
7/27/2002 9:45	42	56.7	62.1	5	5
7/27/2002 9:46	42	57.9	64.6	8	5
7/27/2002 9:49	43	59.9	70.5	24	5
7/27/2002 9:51	42	56.9	63.8	7	5
7/27/2002 9:52	42	57.7	65.7	9	5
7/27/2002 9:53	42	61.7	69.5	12	5
7/27/2002 21:54	42	56.8	62.7	5	5
7/27/2002 9:55	42	55.3	62.4	7	5
7/27/2002 9:56	42	56.4	63.9	7	5
7/27/2002 21:59	42	56.2	64.1	8	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/27/2002 10:01	43	59.1	68.2	14	5
7/27/2002 10:01	42	55.6	65.6	14	5
7/27/2002 10:03	42	58.4	63.9	6	5
7/27/2002 10:07	42	57.8	65.1	8	5
7/27/2002 10:09	42	59.4	68.7	18	5
7/27/2002 10:11	42	60.1	65.3	7	5
7/27/2002 10:18	42	56.8	63.1	7	5
7/27/2002 10:23	42	58.1	68.4	20	5
7/27/2002 10:23	42	57.5	62.9	6	5
7/27/2002 10:24	42	58.7	67.0	12	5
7/27/2002 22:24	42	61.0	67.1	9	5
7/27/2002 22:24	42	62.4	67.7	8	5
7/27/2002 22:24	42	66.6	72.5	15	5
7/27/2002 10:25	42	55.4	61.4	5	5
7/27/2002 22:27	42	56.5	62.6	6	5
7/27/2002 22:28	42	58.7	64.0	6	5
7/27/2002 10:38	42	56.7	62.0	5	5
7/27/2002 10:39	42	62.5	72.0	20	5
7/27/2002 10:45	42	56.1	62.4	6	5
7/27/2002 10:52	42	61.8	73.3	43	5
7/27/2002 10:52	43	60.4	69.4	20	5
7/27/2002 10:54	42	55.3	65.4	15	5
7/27/2002 10:55	42	58.6	64.0	6	5
7/27/2002 10:58	42	57.8	62.9	8	5
7/27/2002 10:59	42	63.3	73.8	45	5
7/27/2002 10:59	42	57.8	65.0	9	5
7/27/2002 11:03	42	60.3	66.7	8	5
7/27/2002 11:04	42	59.4	65.1	7	5
7/27/2002 11:05	42	56.5	66.4	17	5
7/27/2002 11:06	42	56.4	63.1	6	5
7/27/2002 11:08	42	59.6	67.2	14	5
7/27/2002 23:13	42	61.4	66.8	7	5
7/27/2002 11:14	42	65.7	76.6	41	5
7/27/2002 11:15	43	61.6	67.7	9	5
7/27/2002 11:18	42	63.5	73.0	33	5
7/27/2002 11:18	43	62.8	68.8	10	5
7/27/2002 11:19	42	57.9	68.4	25	5
7/27/2002 11:21	42	56.3	61.7	5	5
7/27/2002 11:21	43	61.4	64.2	5	5
7/27/2002 11:22	43	62.4	67.4	11	5
7/27/2002 11:23	43	56.9	65.1	11	5
7/27/2002 23:25	42	56.6	62.8	6	5
7/27/2002 11:27	43	60.8	65.5	7	5
7/27/2002 11:28	43	65.2	70.1	10	5
7/27/2002 11:28	43	58.2	64.5	7	5
7/27/2002 11:29	42	55.4	61.3	5	5
7/27/2002 11:30	43	63.9	68.2	7	5
7/27/2002 11:30	42	58.4	66.3	10	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/27/2002 11:31	43	58.8	63.0	5	5
7/27/2002 11:31	43	61.4	64.5	6	5
7/27/2002 11:33	43	65.7	70.3	11	5
7/27/2002 11:34	43	67.5	69.5	5	5
7/27/2002 11:38	42	66.5	80.9	41	5
7/27/2002 11:41	42	65.8	71.7	12	5
7/27/2002 11:42	43	57.8	67.7	17	5
7/27/2002 11:43	43	59.1	63.1	6	5
7/27/2002 11:45	42	57.2	62.5	5	5
7/27/2002 11:45	43	61.2	68.0	10	5
7/27/2002 11:46	42	62.0	64.1	5	5
7/27/2002 11:46	42	58.1	66.8	13	5
7/27/2002 11:46	42	56.8	63.2	6	5
7/27/2002 11:47	42	57.3	67.8	19	5
7/27/2002 11:47	43	59.7	65.8	9	5
7/27/2002 11:48	42	57.3	65.9	15	5
7/27/2002 11:48	43	60.5	65.4	8	5
7/27/2002 11:49	42	58.7	65.1	7	5
7/27/2002 11:52	42	56.0	61.5	6	5
7/27/2002 11:52	43	68.1	70.4	7	5
7/27/2002 11:52	42	59.2	65.2	9	5
7/27/2002 11:53	42	59.0	63.4	7	5
7/27/2002 11:53	42	58.0	69.1	21	5
7/27/2002 11:53	43	59.0	65.2	10	5
7/27/2002 11:53	43	60.0	69.9	26	5
7/27/2002 11:54	42	56.3	62.1	5	5
7/27/2002 11:54	43	70.8	75.6	17	5
7/27/2002 11:54	43	58.8	62.9	6	5
7/27/2002 11:55	43	64.4	68.7	10	5
7/27/2002 11:55	43	65.9	70.6	13	5
7/27/2002 11:55	43	62.9	67.2	7	5
7/27/2002 11:56	43	69.3	72.3	10	5
7/27/2002 23:56	42	58.4	64.6	6	5
7/27/2002 11:57	43	60.1	64.3	5	5
7/27/2002 11:58	42	58.6	63.6	6	5
7/27/2002 11:58	43	66.2	68.6	7	5
7/27/2002 11:58	43	64.3	66.8	5	5
7/27/2002 11:58	42	60.0	66.3	8	5
7/27/2002 11:58	43	69.6	72.4	9	5
7/27/2002 11:59	43	63.3	70.7	15	5
7/27/2002 11:59	42	57.2	66.6	13	5
7/27/2002 12:00	43	70.6	72.4	7	5
7/27/2002 12:04	43	68.2	71.7	6	5
7/27/2002 12:04	43	65.6	69.8	8	5
7/27/2002 12:06	42	55.7	61.5	6	5
7/27/2002 12:06	42	58.2	66.1	9	5
7/27/2002 12:09	42	60.6	66.5	9	5
7/27/2002 12:10	42	55.2	61.8	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/27/2002 12:10	43	59.6	70.1	23	5
7/27/2002 12:12	43	62.2	66.2	6	5
7/27/2002 12:13	42	63.0	66.7	6	5
7/27/2002 12:13	43	61.2	66.0	7	5
7/27/2002 12:15	42	58.2	64.0	7	5
7/27/2002 12:16	42	55.8	63.2	7	5
7/27/2002 12:17	42	57.6	66.7	16	5
7/27/2002 12:17	43	69.4	71.7	7	5
7/27/2002 12:17	42	55.5	64.2	10	5
7/27/2002 12:18	42	57.2	63.1	6	5
7/27/2002 12:18	42	58.9	65.1	11	5
7/27/2002 12:19	42	56.9	62.5	5	5
7/27/2002 12:20	42	56.6	62.7	7	5
7/27/2002 12:20	42	57.2	67.2	19	5
7/27/2002 12:21	42	60.7	72.9	45	5
7/27/2002 12:21	43	61.9	72.6	33	5
7/27/2002 12:22	42	56.0	64.7	12	5
7/27/2002 12:22	43	64.4	67.1	6	5
7/27/2002 12:22	42	56.7	66.4	13	5
7/27/2002 12:24	42	56.7	64.8	9	5
7/27/2002 12:30	42	55.9	64.4	9	5
7/27/2002 12:31	43	62.4	70.1	13	5
7/27/2002 12:31	42	59.6	67.2	10	5
7/27/2002 12:32	42	58.3	64.0	6	5
7/27/2002 12:33	42	56.0	63.0	6	5
7/27/2002 12:34	42	59.3	64.5	6	5
7/27/2002 12:34	42	57.7	62.5	5	5
7/27/2002 12:35	42	56.9	64.9	11	5
7/27/2002 12:39	42	58.3	63.8	9	5
7/27/2002 12:40	42	59.3	66.3	8	5
7/27/2002 12:42	42	58.7	65.9	10	5
7/27/2002 12:44	43	63.2	70.8	19	5
7/27/2002 12:45	42	55.2	63.1	9	5
7/27/2002 12:48	42	60.3	64.7	7	5
7/27/2002 12:49	42	58.1	63.2	5	5
7/27/2002 12:49	42	58.5	65.8	11	5
7/27/2002 12:49	43	62.2	71.7	22	5
7/27/2002 12:49	42	65.2	74.4	31	5
7/27/2002 12:51	42	57.4	68.3	24	5
7/27/2002 12:52	42	57.0	63.8	9	5
7/27/2002 12:52	42	57.9	67.4	18	5
7/27/2002 12:53	42	63.2	74.7	46	5
7/27/2002 12:53	43	61.0	73.3	30	5
7/27/2002 12:55	42	56.3	67.6	21	5
7/27/2002 0:55	42	62.7	69.9	13	5
7/27/2002 12:55	42	71.6	79.6	33	5
7/27/2002 12:58	42	58.6	64.7	6	5
7/28/2002 13:00	42	65.8	73.2	36	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/28/2002 13:00	43	57.7	64.2	7	5
7/28/2002 13:01	42	58.1	63.4	6	5
7/28/2002 13:02	42	64.2	66.3	6	5
7/28/2002 13:02	42	65.3	69.1	13	5
7/28/2002 13:03	42	63.3	66.3	6	5
7/28/2002 13:04	42	63.2	65.7	6	5
7/28/2002 13:04	42	66.7	69.3	6	5
7/28/2002 13:05	42	59.2	64.3	9	5
7/28/2002 13:05	42	64.8	67.1	6	5
7/28/2002 13:08	42	59.6	66.8	9	5
7/28/2002 13:11	43	57.9	67.0	15	5
7/28/2002 13:11	42	55.4	62.6	7	5
7/28/2002 13:11	42	60.8	64.0	6	5
7/28/2002 13:12	43	60.9	66.3	9	5
7/28/2002 13:13	43	58.8	63.5	6	5
7/28/2002 13:13	43	63.0	68.6	14	5
7/28/2002 13:13	43	61.4	69.8	16	5
7/28/2002 13:13	43	59.3	63.4	5	5
7/28/2002 13:13	42	57.3	62.8	5	5
7/28/2002 13:14	43	61.2	65.6	7	5
7/28/2002 13:14	43	58.1	63.0	6	5
7/28/2002 13:15	42	61.9	65.2	6	5
7/28/2002 13:15	43	58.9	64.2	8	5
7/28/2002 1:17	42	62.1	70.7	13	5
7/28/2002 1:17	42	58.4	64.0	6	5
7/28/2002 13:18	42	55.8	65.4	12	5
7/28/2002 1:18	42	60.8	65.7	6	5
7/28/2002 13:19	43	55.2	62.8	7	5
7/28/2002 13:21	42	56.2	62.0	5	5
7/28/2002 13:21	42	57.4	62.6	5	5
7/28/2002 13:22	42	62.9	65.8	8	5
7/28/2002 13:23	42	57.7	63.9	7	5
7/28/2002 13:25	42	56.1	61.8	5	5
7/28/2002 13:25	42	65.1	68.5	8	5
7/28/2002 13:26	42	62.6	67.0	10	5
7/28/2002 13:26	42	55.2	62.6	7	5
7/28/2002 13:28	42	64.9	68.3	9	5
7/28/2002 13:29	42	66.3	76.9	48	5
7/28/2002 13:29	43	58.1	72.1	36	5
7/28/2002 13:29	42	58.2	66.2	12	5
7/28/2002 13:30	42	63.1	66.3	8	5
7/28/2002 13:30	42	60.8	75.2	52	5
7/28/2002 13:31	43	64.7	75.0	37	5
7/28/2002 13:35	42	63.0	65.6	7	5
7/28/2002 13:36	42	65.4	69.6	9	5
7/28/2002 13:36	42	61.3	74.9	56	5
7/28/2002 13:37	42	64.0	67.7	11	5
7/28/2002 13:38	42	64.0	69.8	12	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/28/2002 13:40	42	64.4	69.7	19	5
7/28/2002 13:40	42	64.9	68.3	12	5
7/28/2002 13:41	42	71.4	73.5	12	5
7/28/2002 13:42	42	56.8	63.2	7	5
7/28/2002 1:42	42	57.5	63.1	6	5
7/28/2002 13:43	42	60.6	63.4	6	5
7/28/2002 13:44	42	62.1	64.8	5	5
7/28/2002 13:45	42	62.5	65.8	8	5
7/28/2002 13:45	42	66.4	70.8	15	5
7/28/2002 13:46	42	63.6	67.8	7	5
7/28/2002 13:46	42	56.4	63.7	8	5
7/28/2002 13:47	42	66.6	72.5	21	5
7/28/2002 13:47	42	66.5	71.4	18	5
7/28/2002 13:48	42	63.0	66.2	9	5
7/28/2002 13:48	42	64.8	68.6	9	5
7/28/2002 13:50	43	59.7	68.1	12	5
7/28/2002 13:50	42	56.8	62.4	6	5
7/28/2002 13:51	42	63.0	68.3	10	5
7/28/2002 13:53	42	58.1	65.2	11	5
7/28/2002 13:55	42	65.2	72.0	31	5
7/28/2002 13:55	42	56.4	64.7	9	5
7/28/2002 13:56	42	64.3	70.8	18	5
7/28/2002 13:58	42	55.7	65.3	12	5
7/28/2002 13:59	42	63.9	68.7	10	5
7/28/2002 13:59	42	60.3	64.4	7	5
7/28/2002 14:00	42	61.0	64.8	8	5
7/28/2002 14:00	42	65.7	71.1	11	5
7/28/2002 14:01	42	63.3	71.1	18	5
7/28/2002 14:02	42	58.2	64.8	10	5
7/28/2002 14:02	42	64.4	70.7	26	5
7/28/2002 14:03	42	58.2	63.3	5	5
7/28/2002 14:03	42	55.6	61.3	5	5
7/28/2002 14:07	42	62.2	67.0	10	5
7/28/2002 14:08	42	56.0	63.7	9	5
7/28/2002 14:08	42	63.9	71.4	21	5
7/28/2002 14:09	42	59.9	67.7	17	5
7/28/2002 14:10	42	59.4	64.3	6	5
7/28/2002 14:12	42	58.8	71.3	33	5
7/28/2002 2:13	42	58.3	63.6	5	5
7/28/2002 14:14	42	64.1	67.8	8	5
7/28/2002 14:14	42	60.8	68.2	13	5
7/28/2002 14:15	43	69.5	79.0	38	5
7/28/2002 14:16	42	64.0	68.8	8	5
7/28/2002 2:18	42	57.2	63.6	6	5
7/28/2002 14:18	42	61.1	67.1	13	5
7/28/2002 14:23	42	55.8	62.8	8	5
7/28/2002 14:27	43	60.5	72.0	28	5
7/28/2002 14:28	42	59.6	64.7	7	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/28/2002 14:29	42	63.1	70.8	32	5
7/28/2002 14:30	42	58.2	68.1	18	5
7/28/2002 14:31	42	58.9	65.5	9	5
7/28/2002 14:33	42	57.7	65.0	11	5
7/28/2002 14:36	42	56.0	63.6	9	5
7/28/2002 14:37	42	65.7	70.3	18	5
7/28/2002 14:38	42	62.1	69.0	11	5
7/28/2002 14:38	42	56.1	64.8	10	5
7/28/2002 14:38	42	66.8	78.7	73	5
7/28/2002 14:39	43	62.8	70.2	24	5
7/28/2002 14:40	42	61.8	67.4	10	5
7/28/2002 2:41	42	62.9	72.8	29	5
7/28/2002 14:43	42	55.3	61.1	6	5
7/28/2002 14:43	42	63.0	71.1	26	5
7/28/2002 2:44	42	58.0	63.6	6	5
7/28/2002 14:44	42	56.6	65.1	10	5
7/28/2002 14:44	42	58.8	65.3	9	5
7/28/2002 14:45	42	64.6	75.2	55	5
7/28/2002 14:46	42	59.4	68.1	18	5
7/28/2002 14:47	42	56.4	64.2	8	5
7/28/2002 14:49	42	58.5	68.0	15	5
7/28/2002 14:49	43	56.9	67.5	19	5
7/28/2002 14:50	42	57.5	65.9	11	5
7/28/2002 14:50	42	55.1	63.1	8	5
7/28/2002 14:50	42	55.8	63.0	8	5
7/28/2002 14:50	42	59.7	74.7	66	5
7/28/2002 14:52	42	56.2	62.0	5	5
7/28/2002 14:52	42	61.4	73.0	43	5
7/28/2002 3:02	42	61.7	66.5	6	5
7/28/2002 15:03	43	63.2	74.7	43	5
7/28/2002 15:05	42	58.1	68.1	21	5
7/28/2002 15:10	42	57.8	65.5	11	5
7/28/2002 15:10	42	63.3	74.8	73	5
7/28/2002 15:12	42	57.8	63.9	6	5
7/28/2002 15:12	42	57.8	63.8	7	5
7/28/2002 15:13	42	57.5	65.4	11	5
7/28/2002 15:15	42	57.5	62.6	5	5
7/28/2002 15:17	42	58.1	63.3	6	5
7/28/2002 15:18	42	59.1	69.5	26	5
7/28/2002 15:24	42	56.2	62.0	6	5
7/28/2002 15:29	42	57.4	63.2	6	5
7/28/2002 15:29	42	59.3	68.1	18	5
7/28/2002 15:30	42	56.8	62.7	7	5
7/28/2002 15:33	42	57.7	64.8	10	5
7/28/2002 15:44	42	64.8	72.9	39	5
7/28/2002 15:46	42	58.9	71.2	39	5
7/28/2002 15:47	42	58.6	68.9	25	5
7/28/2002 15:48	42	57.6	63.7	7	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/28/2002 15:49	42	61.0	72.4	36	5
7/28/2002 15:50	42	59.7	67.0	11	5
7/28/2002 15:50	42	62.8	68.1	13	5
7/28/2002 15:51	42	59.3	66.9	10	5
7/28/2002 15:59	42	61.5	65.7	7	5
7/28/2002 16:00	42	57.5	64.0	7	5
7/28/2002 16:00	43	56.1	62.6	6	5
7/28/2002 16:00	42	61.4	69.5	17	5
7/28/2002 16:13	43	58.9	66.8	14	5
7/28/2002 16:14	42	57.9	67.4	18	5
7/28/2002 16:15	42	58.7	65.2	8	5
7/28/2002 16:15	42	65.3	71.4	11	5
7/28/2002 16:19	42	63.4	73.0	26	5
7/28/2002 16:20	43	62.5	68.7	9	5
7/28/2002 16:20	43	63.4	66.4	5	5
7/28/2002 16:21	42	61.2	66.5	8	5
7/28/2002 16:21	43	66.7	69.4	9	5
7/28/2002 16:21	42	56.5	63.0	8	5
7/28/2002 16:22	42	59.6	68.2	15	5
7/28/2002 16:27	42	58.5	66.8	15	5
7/28/2002 16:27	42	63.6	72.8	35	5
7/28/2002 16:28	43	70.7	73.5	13	5
7/28/2002 16:32	43	62.9	67.7	9	5
7/28/2002 16:32	43	62.8	66.0	7	5
7/28/2002 16:38	43	68.7	71.9	11	5
7/28/2002 16:38	43	62.9	67.4	8	5
7/28/2002 16:39	43	63.2	67.7	6	5
7/28/2002 16:39	43	62.9	66.6	5	5
7/28/2002 16:39	43	61.0	63.9	5	5
7/28/2002 16:39	43	62.6	68.6	14	5
7/28/2002 16:40	43	58.2	63.1	5	5
7/28/2002 16:41	43	60.2	68.4	14	5
7/28/2002 16:41	43	66.2	68.0	5	5
7/28/2002 16:42	43	64.5	66.8	5	5
7/28/2002 16:44	43	62.9	65.1	6	5
7/28/2002 16:44	43	63.7	67.6	7	5
7/28/2002 16:45	42	59.6	72.1	39	5
7/28/2002 16:47	42	56.1	63.6	8	5
7/28/2002 16:47	42	59.5	68.3	14	5
7/28/2002 16:48	43	63.2	68.8	10	5
7/28/2002 16:50	42	55.8	61.7	6	5
7/28/2002 16:52	43	65.2	66.9	6	5
7/28/2002 16:54	43	60.7	65.3	6	5
7/28/2002 16:54	42	57.7	66.6	12	5
7/28/2002 16:55	43	60.2	65.3	6	5
7/28/2002 16:55	42	59.8	68.4	15	5
7/28/2002 16:55	43	56.6	62.9	6	5
7/28/2002 16:55	43	62.2	66.4	8	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/28/2002 16:56	43	56.7	62.8	7	5
7/28/2002 16:56	43	56.6	64.1	9	5
7/28/2002 17:00	42	57.2	64.6	8	5
7/28/2002 17:00	43	60.0	63.9	5	5
7/28/2002 17:00	42	58.8	66.8	17	5
7/28/2002 17:01	42	58.3	67.8	18	5
7/28/2002 17:01	42	58.4	64.8	7	5
7/28/2002 17:01	42	55.9	63.5	8	5
7/28/2002 17:03	42	55.1	60.6	5	5
7/28/2002 17:03	43	69.5	72.1	6	5
7/28/2002 17:03	42	56.3	62.1	5	5
7/28/2002 17:10	42	58.5	64.5	7	5
7/28/2002 17:11	43	60.0	63.8	5	5
7/28/2002 17:12	42	57.6	63.7	8	5
7/28/2002 17:13	43	65.5	70.6	8	5
7/28/2002 17:14	42	57.3	62.7	5	5
7/28/2002 5:14	42	60.3	65.1	6	5
7/28/2002 17:14	42	59.3	67.7	14	5
7/28/2002 17:15	43	62.5	66.0	8	5
7/28/2002 17:15	42	57.8	67.7	17	5
7/28/2002 17:16	42	60.5	65.7	8	5
7/28/2002 17:17	42	56.4	64.8	10	5
7/28/2002 17:19	42	55.1	63.5	10	5
7/28/2002 5:19	42	60.2	65.7	7	5
7/28/2002 17:20	43	58.6	65.1	7	5
7/28/2002 17:23	42	57.5	64.9	10	5
7/28/2002 17:24	43	69.0	70.8	6	5
7/28/2002 17:25	43	69.4	72.3	10	5
7/28/2002 17:25	42	55.4	62.7	7	5
7/28/2002 17:26	42	59.4	67.2	15	5
7/28/2002 17:29	43	70.7	72.8	7	5
7/28/2002 17:33	43	67.9	70.1	5	5
7/28/2002 17:33	43	67.2	69.7	7	5
7/28/2002 17:33	43	66.7	68.2	5	5
7/28/2002 17:33	42	60.3	71.0	36	5
7/28/2002 17:36	43	65.2	68.4	12	5
7/28/2002 17:36	43	57.9	63.1	5	5
7/28/2002 17:36	43	63.1	67.3	10	5
7/28/2002 17:36	42	55.4	61.8	6	5
7/28/2002 17:36	43	67.1	69.5	6	5
7/28/2002 17:41	42	55.6	61.7	5	5
7/28/2002 17:43	43	57.9	63.9	6	5
7/28/2002 17:46	43	61.3	64.0	6	5
7/28/2002 17:47	43	60.9	68.1	10	5
7/28/2002 17:54	43	62.6	66.5	6	5
7/28/2002 17:54	42	59.2	64.4	6	5
7/28/2002 17:54	43	66.5	68.5	7	5
7/28/2002 17:55	43	64.3	69.3	13	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/28/2002 17:59	43	64.5	68.0	6	5
7/28/2002 18:00	43	63.2	65.9	7	5
7/28/2002 18:00	43	66.3	68.3	6	5
7/28/2002 18:00	42	56.3	63.4	7	5
7/28/2002 18:04	42	56.7	66.5	12	5
7/28/2002 18:06	43	57.7	64.4	11	5
7/28/2002 18:13	42	57.6	64.3	8	5
7/28/2002 6:19	42	55.7	61.6	6	5
7/28/2002 18:24	42	60.0	66.5	8	5
7/28/2002 18:24	42	60.9	68.8	16	5
7/28/2002 18:28	43	57.2	62.4	6	5
7/28/2002 18:29	43	57.8	64.3	8	5
7/28/2002 18:30	43	59.1	68.4	13	5
7/28/2002 18:35	42	58.4	64.6	9	5
7/28/2002 18:36	42	57.9	64.0	6	5
7/28/2002 18:38	43	58.6	66.5	13	5
7/28/2002 18:46	42	58.7	67.2	14	5
7/28/2002 18:47	42	63.5	66.5	9	5
7/28/2002 18:47	42	56.8	62.3	7	5
7/28/2002 6:49	42	58.5	63.5	5	5
7/28/2002 18:49	42	60.3	66.6	8	5
7/28/2002 18:56	42	57.9	67.8	19	5
7/28/2002 18:57	42	62.2	68.9	12	5
7/28/2002 19:00	42	58.6	65.9	10	5
7/28/2002 19:08	42	61.9	68.9	12	5
7/28/2002 19:11	43	59.8	65.1	8	5
7/28/2002 19:12	43	65.2	72.4	14	5
7/28/2002 19:13	42	64.8	76.9	59	5
7/28/2002 7:17	42	61.9	68.0	10	5
7/28/2002 19:17	42	59.0	63.9	5	5
7/28/2002 19:18	42	57.4	63.9	6	5
7/28/2002 7:18	42	60.4	70.3	29	5
7/28/2002 7:19	43	60.6	68.7	17	5
7/28/2002 19:21	42	55.1	63.3	9	5
7/28/2002 19:28	43	63.5	68.5	6	5
7/28/2002 19:29	43	73.8	74.8	7	5
7/28/2002 19:30	43	64.1	73.0	18	5
7/28/2002 19:30	43	61.2	67.0	6	5
7/28/2002 19:31	43	67.6	74.7	11	5
7/28/2002 19:33	42	57.3	67.7	17	5
7/28/2002 19:33	42	58.3	64.6	7	5
7/28/2002 19:42	42	63.7	70.2	11	5
7/28/2002 19:43	42	57.3	64.8	9	5
7/28/2002 19:47	43	63.2	67.3	7	5
7/28/2002 7:51	42	56.2	64.4	8	5
7/28/2002 7:51	42	56.1	62.6	6	5
7/28/2002 20:01	42	63.1	64.8	5	5
7/28/2002 8:02	42	55.3	61.8	5	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/28/2002 8:02	43	55.3	61.7	5	5
7/28/2002 20:08	42	56.8	63.3	6	5
7/28/2002 8:09	42	57.7	65.9	10	5
7/28/2002 20:11	42	61.8	68.7	10	5
7/28/2002 20:13	42	63.2	66.2	8	5
7/28/2002 20:15	42	58.9	64.6	6	5
7/28/2002 8:16	42	60.4	71.4	27	5
7/28/2002 8:17	43	57.3	66.8	16	5
7/28/2002 20:21	42	62.2	64.1	6	5
7/28/2002 20:23	42	63.6	66.4	5	5
7/28/2002 20:24	42	64.3	69.0	10	5
7/28/2002 20:25	42	55.3	61.3	6	5
7/28/2002 20:27	42	56.5	64.6	11	5
7/28/2002 20:31	42	57.0	64.9	10	5
7/28/2002 20:40	43	56.6	66.5	16	5
7/28/2002 8:41	42	57.1	63.3	6	5
7/28/2002 20:42	42	61.0	67.1	10	5
7/28/2002 8:45	42	60.0	65.8	6	5
7/28/2002 20:48	42	56.4	65.7	13	5
7/28/2002 20:50	42	64.7	72.1	25	5
7/28/2002 8:53	42	55.2	62.4	7	5
7/28/2002 21:01	42	57.4	61.5	5	5
7/28/2002 9:03	42	56.4	62.6	7	5
7/28/2002 9:05	42	57.2	63.4	6	5
7/28/2002 9:07	42	55.5	61.8	5	5
7/28/2002 21:09	42	64.2	67.9	7	5
7/28/2002 9:10	42	57.9	70.5	30	5
7/28/2002 9:10	43	60.7	68.8	16	5
7/28/2002 9:15	42	57.3	67.3	18	5
7/28/2002 21:20	42	60.4	66.8	12	5
7/28/2002 21:23	42	60.7	65.0	5	5
7/28/2002 9:25	43	55.2	62.6	8	5
7/28/2002 9:26	42	55.7	63.0	8	5
7/28/2002 21:27	42	57.9	63.1	5	5
7/28/2002 21:28	42	56.7	63.7	8	5
7/28/2002 21:28	42	56.2	62.4	6	5
7/28/2002 9:33	42	58.8	67.0	14	5
7/28/2002 9:35	42	58.7	65.5	8	5
7/28/2002 9:39	42	55.6	63.2	8	5
7/28/2002 9:39	42	57.7	70.4	31	5
7/28/2002 9:41	42	58.2	64.1	6	5
7/28/2002 9:42	42	59.0	62.5	5	5
7/28/2002 21:42	42	57.3	64.4	9	5
7/28/2002 21:47	42	55.3	63.6	9	5
7/28/2002 9:54	42	56.0	61.9	5	5
7/28/2002 9:55	42	56.8	65.1	10	5
7/28/2002 9:57	42	57.3	64.6	9	5
7/28/2002 9:58	42	58.6	65.6	9	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/28/2002 9:58	42	59.9	73.7	60	5
7/28/2002 10:02	42	58.1	63.4	5	5
7/28/2002 10:03	42	57.3	62.9	6	5
7/28/2002 10:05	42	56.0	61.8	6	5
7/28/2002 10:08	42	57.6	68.0	18	5
7/28/2002 10:09	42	60.8	66.5	7	5
7/28/2002 10:11	42	60.9	73.2	51	5
7/28/2002 10:13	42	58.3	63.7	5	5
7/28/2002 22:14	42	56.1	63.7	7	5
7/28/2002 22:20	42	62.6	70.5	13	5
7/28/2002 10:21	43	64.5	70.7	10	5
7/28/2002 22:23	42	56.5	64.7	10	5
7/28/2002 22:23	42	57.5	67.1	18	5
7/28/2002 10:28	42	56.2	62.1	5	5
7/28/2002 22:31	42	62.6	65.2	6	5
7/28/2002 10:31	42	57.8	63.8	6	5
7/28/2002 22:31	42	55.1	63.4	9	5
7/28/2002 10:43	42	68.4	76.7	14	5
7/28/2002 10:43	42	66.3	73.4	13	5
7/28/2002 10:49	42	56.6	67.1	20	5
7/28/2002 10:51	42	57.5	64.0	7	5
7/28/2002 22:52	42	62.0	68.6	9	5
7/28/2002 10:55	42	73.4	82.5	50	5
7/28/2002 10:55	43	69.0	79.2	51	5
7/28/2002 11:00	42	60.1	65.9	7	5
7/28/2002 11:02	42	56.3	64.1	8	5
7/28/2002 11:03	42	56.6	65.1	11	5
7/28/2002 11:03	42	61.9	70.3	18	5
7/28/2002 11:08	42	59.2	67.1	11	5
7/28/2002 11:10	42	55.4	61.3	5	5
7/28/2002 11:12	42	56.5	63.1	6	5
7/28/2002 11:13	42	55.1	63.6	10	5
7/28/2002 11:14	43	64.8	69.4	9	5
7/28/2002 11:14	43	64.0	69.3	8	5
7/28/2002 11:15	42	58.2	71.5	41	5
7/28/2002 11:15	43	55.7	67.1	19	5
7/28/2002 11:16	43	56.2	66.2	14	5
7/28/2002 11:17	42	60.1	67.1	9	5
7/28/2002 11:18	42	57.4	62.5	5	5
7/28/2002 11:21	42	59.3	68.8	18	5
7/28/2002 11:21	42	57.2	64.8	10	5
7/28/2002 11:22	42	57.5	64.2	7	5
7/28/2002 11:23	42	60.4	69.9	16	5
7/28/2002 11:25	42	63.3	66.1	6	5
7/28/2002 11:27	42	58.0	65.8	16	5
7/28/2002 11:27	42	58.5	64.7	7	5
7/28/2002 11:30	42	56.5	61.9	5	5
7/28/2002 23:31	42	56.5	61.9	5	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/28/2002 11:33	42	59.8	64.8	6	5
7/28/2002 11:35	42	57.4	63.8	6	5
7/28/2002 11:36	42	59.7	65.1	6	5
7/28/2002 11:39	42	55.9	62.5	6	5
7/28/2002 11:41	42	74.8	76.2	9	5
7/28/2002 11:41	42	55.5	64.0	9	5
7/28/2002 11:47	42	58.1	64.5	7	5
7/28/2002 11:50	43	60.0	68.4	15	5
7/28/2002 11:50	42	63.8	75.9	64	5
7/28/2002 11:51	42	60.6	67.0	9	5
7/28/2002 11:52	42	61.2	71.6	24	5
7/28/2002 11:54	42	60.9	74.2	42	5
7/28/2002 11:55	43	57.8	67.6	19	5
7/28/2002 11:56	42	55.0	61.0	5	5
7/28/2002 11:56	42	56.7	63.7	7	5
7/28/2002 11:58	42	60.4	68.5	12	5
7/28/2002 12:00	42	60.8	65.9	7	5
7/28/2002 12:02	42	63.2	67.4	15	5
7/28/2002 12:02	42	56.0	61.5	5	5
7/28/2002 12:03	42	56.5	63.9	8	5
7/28/2002 12:06	42	58.4	68.0	19	5
7/28/2002 12:08	42	58.7	64.7	7	5
7/28/2002 12:09	42	56.9	62.6	5	5
7/28/2002 0:12	42	65.4	77.1	45	5
7/28/2002 12:12	42	57.4	62.6	6	5
7/28/2002 12:12	42	58.0	68.7	19	5
7/28/2002 0:13	43	61.6	71.7	27	5
7/28/2002 12:14	42	63.0	70.7	24	5
7/28/2002 12:15	42	60.6	72.3	36	5
7/28/2002 12:16	43	57.5	64.7	9	5
7/28/2002 12:21	42	56.7	63.9	8	5
7/28/2002 0:21	42	58.6	65.2	7	5
7/28/2002 12:26	42	62.7	67.6	14	5
7/28/2002 12:28	42	67.7	81.0	77	5
7/28/2002 12:35	42	56.4	62.9	6	5
7/28/2002 12:35	42	58.5	63.9	6	5
7/28/2002 12:37	42	58.6	65.3	7	5
7/28/2002 12:38	42	56.5	62.9	6	5
7/28/2002 12:40	42	60.7	64.0	6	5
7/28/2002 12:41	42	63.0	64.9	5	5
7/28/2002 0:45	42	57.8	66.1	12	5
7/28/2002 12:47	42	62.3	65.6	7	5
7/28/2002 12:48	42	64.2	69.5	13	5
7/28/2002 12:51	42	63.9	67.1	8	5
7/28/2002 12:52	42	63.5	68.0	8	5
7/28/2002 12:54	42	61.3	65.6	7	5
7/28/2002 12:57	42	68.2	80.0	67	5
7/28/2002 12:57	43	68.8	78.6	48	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/28/2002 12:58	42	55.2	61.2	5	5
7/29/2002 13:01	42	58.2	65.4	9	5
7/29/2002 13:02	42	56.4	63.7	7	5
7/29/2002 13:03	42	55.4	66.5	18	5
7/29/2002 13:04	42	55.5	63.0	8	5
7/29/2002 13:05	42	59.2	64.7	7	5
7/29/2002 13:14	43	58.0	67.3	17	5
7/29/2002 13:15	42	56.1	62.5	6	5
7/29/2002 13:19	42	70.1	79.3	64	5
7/29/2002 13:23	43	56.6	65.4	13	5
7/29/2002 13:36	42	58.4	64.4	7	5
7/29/2002 13:41	42	68.7	78.9	45	5
7/29/2002 13:43	42	55.8	61.8	6	5
7/29/2002 13:43	42	56.4	64.5	8	5
7/29/2002 13:47	42	57.2	65.4	9	5
7/29/2002 13:48	42	59.2	64.0	5	5
7/29/2002 13:50	43	55.1	61.0	6	5
7/29/2002 13:50	42	58.0	63.2	6	5
7/29/2002 13:52	42	55.0	62.1	7	5
7/29/2002 13:53	43	60.3	64.1	6	5
7/29/2002 13:55	43	55.7	64.5	11	5
7/29/2002 13:55	42	63.1	68.6	10	5
7/29/2002 13:56	43	59.6	67.6	12	5
7/29/2002 14:00	42	58.9	66.4	13	5
7/29/2002 14:02	42	56.0	65.2	12	5
7/29/2002 2:02	42	56.9	63.7	7	5
7/29/2002 14:09	42	69.9	79.0	49	5
7/29/2002 14:10	42	57.6	63.9	6	5
7/29/2002 14:10	43	65.0	76.2	61	5
7/29/2002 14:12	43	57.9	65.8	10	5
7/29/2002 14:13	43	56.7	66.8	16	5
7/29/2002 14:13	42	56.7	64.4	8	5
7/29/2002 14:14	42	57.2	63.6	6	5
7/29/2002 14:15	42	58.7	63.6	5	5
7/29/2002 14:15	42	60.1	66.2	10	5
7/29/2002 14:17	43	56.8	63.0	6	5
7/29/2002 14:18	42	57.8	64.0	7	5
7/29/2002 14:18	43	56.3	63.5	7	5
7/29/2002 14:19	43	61.7	68.6	9	5
7/29/2002 14:20	42	61.9	66.5	11	5
7/29/2002 14:20	42	58.4	63.5	6	5
7/29/2002 14:20	42	55.8	61.4	5	5
7/29/2002 14:21	43	61.0	70.0	19	5
7/29/2002 14:23	42	61.9	69.5	15	5
7/29/2002 14:23	42	57.1	64.1	8	5
7/29/2002 14:24	42	57.0	63.7	7	5
7/29/2002 14:24	42	62.1	69.3	17	5
7/29/2002 14:24	42	61.1	64.4	8	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/29/2002 14:25	42	61.5	67.0	15	5
7/29/2002 14:26	42	64.3	70.1	21	5
7/29/2002 14:26	42	61.6	64.1	6	5
7/29/2002 14:27	42	55.4	61.1	5	5
7/29/2002 14:29	42	57.7	67.6	18	5
7/29/2002 14:30	43	62.3	68.0	13	5
7/29/2002 14:34	42	62.8	66.3	6	5
7/29/2002 14:34	42	63.3	66.6	7	5
7/29/2002 14:35	42	58.1	64.7	7	5
7/29/2002 14:36	42	58.3	67.2	13	5
7/29/2002 14:36	42	57.0	67.1	21	5
7/29/2002 14:41	42	59.4	64.3	6	5
7/29/2002 14:41	42	57.6	62.8	6	5
7/29/2002 14:43	42	59.6	66.2	10	5
7/29/2002 14:48	42	56.1	62.1	7	5
7/29/2002 14:48	42	57.1	63.0	6	5
7/29/2002 14:49	42	63.2	73.0	39	5
7/29/2002 14:49	43	56.0	62.0	7	5
7/29/2002 14:50	42	64.7	72.4	41	5
7/29/2002 14:52	42	59.1	62.4	5	5
7/29/2002 14:54	42	59.0	68.1	14	5
7/29/2002 14:57	43	60.7	73.8	51	5
7/29/2002 14:58	42	59.2	67.3	12	5
7/29/2002 14:59	42	62.3	68.0	8	5
7/29/2002 15:00	43	55.4	63.9	9	5
7/29/2002 15:00	43	61.3	69.4	21	5
7/29/2002 15:00	42	57.1	62.8	6	5
7/29/2002 15:01	42	63.4	72.5	38	5
7/29/2002 15:03	42	65.0	67.4	7	5
7/29/2002 15:03	42	58.0	65.4	11	5
7/29/2002 15:05	42	56.8	66.6	16	5
7/29/2002 15:05	42	64.9	67.7	8	5
7/29/2002 3:08	42	60.8	66.7	8	5
7/29/2002 15:15	42	56.0	65.6	12	5
7/29/2002 15:15	42	61.5	69.0	15	5
7/29/2002 15:17	42	65.0	69.0	13	5
7/29/2002 15:17	42	57.3	67.3	20	5
7/29/2002 15:23	43	56.8	67.8	19	5
7/29/2002 15:23	42	55.5	61.3	5	5
7/29/2002 15:24	43	55.6	72.6	71	5
7/29/2002 15:24	42	57.2	68.1	19	5
7/29/2002 15:25	42	63.5	69.7	17	5
7/29/2002 15:29	42	63.9	68.0	13	5
7/29/2002 3:33	42	59.3	63.5	6	5
7/29/2002 15:33	42	65.6	73.5	30	5
7/29/2002 15:34	42	67.0	77.1	64	5
7/29/2002 15:37	42	64.0	68.4	9	5
7/29/2002 15:39	42	63.1	67.7	9	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/29/2002 3:41	42	59.3	64.8	7	5
7/29/2002 15:43	42	55.6	62.9	7	5
7/29/2002 15:44	42	57.2	62.1	5	5
7/29/2002 15:44	42	56.6	64.2	8	5
7/29/2002 15:45	42	61.2	64.8	6	5
7/29/2002 15:45	42	63.8	65.6	6	5
7/29/2002 15:46	42	56.8	68.0	22	5
7/29/2002 15:47	42	62.1	70.3	25	5
7/29/2002 15:48	42	64.7	66.5	5	5
7/29/2002 15:50	42	62.0	71.3	26	5
7/29/2002 15:51	42	57.6	64.7	9	5
7/29/2002 15:52	42	60.8	66.9	12	5
7/29/2002 15:52	42	58.6	69.1	27	5
7/29/2002 15:53	42	61.6	68.7	16	5
7/29/2002 15:53	42	60.1	67.1	14	5
7/29/2002 15:59	42	56.4	64.7	11	5
7/29/2002 16:00	42	58.5	71.8	42	5
7/29/2002 16:01	42	56.3	64.5	11	5
7/29/2002 16:02	42	56.4	64.0	10	5
7/29/2002 16:02	42	57.5	68.6	21	5
7/29/2002 16:03	42	60.8	67.3	8	5
7/29/2002 16:05	42	60.4	67.9	11	5
7/29/2002 16:05	42	59.2	64.3	9	5
7/29/2002 16:07	42	58.2	62.7	6	5
7/29/2002 16:07	42	55.4	63.4	8	5
7/29/2002 16:08	42	62.7	70.5	20	5
7/29/2002 16:08	42	57.8	63.7	6	5
7/29/2002 16:09	42	58.4	72.1	47	5
7/29/2002 16:10	42	60.2	70.2	24	5
7/29/2002 16:11	42	55.7	61.9	5	5
7/29/2002 16:21	42	60.2	64.2	7	5
7/29/2002 16:26	42	60.1	69.2	17	5
7/29/2002 16:27	42	55.3	61.9	6	5
7/29/2002 16:28	42	56.2	63.1	6	5
7/29/2002 16:28	42	57.9	63.5	5	5
7/29/2002 16:29	42	63.3	71.8	28	5
7/29/2002 16:30	42	73.7	75.3	7	5
7/29/2002 16:31	42	55.5	62.1	6	5
7/29/2002 16:32	42	60.3	67.9	11	5
7/29/2002 16:32	42	60.7	66.3	11	5
7/29/2002 16:34	42	59.0	66.6	9	5
7/29/2002 16:34	43	57.9	72.2	49	5
7/29/2002 16:35	42	57.5	65.1	8	5
7/29/2002 16:35	43	57.9	75.2	82	5
7/29/2002 16:35	42	58.6	63.8	5	5
7/29/2002 16:37	42	64.9	71.7	12	5
7/29/2002 16:37	42	58.7	66.8	10	5
7/29/2002 16:38	42	57.2	69.6	25	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/29/2002 16:39	42	58.6	65.0	7	5
7/29/2002 16:39	42	55.7	61.9	6	5
7/29/2002 16:40	42	58.3	63.7	6	5
7/29/2002 16:41	42	57.4	68.5	20	5
7/29/2002 16:49	42	57.7	65.3	11	5
7/29/2002 16:49	43	56.0	65.8	14	5
7/29/2002 16:50	42	59.1	68.5	18	5
7/29/2002 16:50	42	55.9	62.6	6	5
7/29/2002 16:52	42	60.0	66.9	8	5
7/29/2002 16:54	42	59.2	68.7	16	5
7/29/2002 16:54	42	58.0	65.5	10	5
7/29/2002 17:00	42	59.6	65.3	10	5
7/29/2002 17:01	42	55.7	63.8	10	5
7/29/2002 17:03	42	60.6	69.3	15	5
7/29/2002 17:03	42	55.9	65.4	13	5
7/29/2002 17:04	42	57.0	62.1	5	5
7/29/2002 17:04	42	60.3	72.4	39	5
7/29/2002 17:05	42	59.8	65.3	9	5
7/29/2002 5:06	42	57.9	63.4	5	5
7/29/2002 17:07	42	60.7	67.6	10	5
7/29/2002 17:07	42	61.3	74.2	55	5
7/29/2002 17:09	42	55.7	62.3	6	5
7/29/2002 17:10	42	59.7	71.7	42	5
7/29/2002 17:11	43	57.5	69.4	24	5
7/29/2002 17:11	42	59.6	65.8	12	5
7/29/2002 17:11	42	58.0	63.1	5	5
7/29/2002 17:13	42	59.5	67.1	11	5
7/29/2002 17:14	42	56.2	63.9	8	5
7/29/2002 17:15	42	59.3	65.1	8	5
7/29/2002 17:18	42	58.2	66.4	11	5
7/29/2002 17:19	42	57.7	66.0	11	5
7/29/2002 17:20	42	56.3	63.1	6	5
7/29/2002 17:20	42	56.8	62.0	6	5
7/29/2002 17:20	42	62.2	68.4	10	5
7/29/2002 17:21	42	56.9	67.8	19	5
7/29/2002 17:25	42	55.9	65.1	11	5
7/29/2002 17:26	42	56.5	64.8	9	5
7/29/2002 17:32	42	62.3	72.9	49	5
7/29/2002 17:33	42	58.6	69.5	21	5
7/29/2002 17:33	42	55.9	66.2	16	5
7/29/2002 17:33	42	57.7	64.2	7	5
7/29/2002 17:34	42	57.7	65.0	8	5
7/29/2002 17:34	42	57.7	64.1	7	5
7/29/2002 17:35	42	56.2	62.0	7	5
7/29/2002 17:41	42	57.4	62.8	5	5
7/29/2002 17:42	42	56.2	65.5	11	5
7/29/2002 17:43	42	58.5	64.5	6	5
7/29/2002 17:45	42	58.6	65.1	7	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/29/2002 17:46	42	56.5	64.4	9	5
7/29/2002 17:46	42	59.2	66.8	12	5
7/29/2002 17:46	42	55.7	63.5	9	5
7/29/2002 17:49	42	57.2	62.6	6	5
7/29/2002 17:49	42	61.4	69.1	17	5
7/29/2002 17:50	42	57.6	65.4	9	5
7/29/2002 17:52	42	55.7	62.8	7	5
7/29/2002 17:53	43	60.5	64.7	6	5
7/29/2002 17:53	42	57.9	70.1	34	5
7/29/2002 17:53	43	58.6	64.5	8	5
7/29/2002 17:53	43	63.7	75.2	48	5
7/29/2002 17:54	43	62.2	71.2	20	5
7/29/2002 17:59	42	59.0	66.8	11	5
7/29/2002 18:03	42	55.6	62.1	6	5
7/29/2002 18:12	42	56.4	64.1	7	5
7/29/2002 18:22	43	59.2	71.8	30	5
7/29/2002 18:24	42	55.8	61.4	5	5
7/29/2002 18:36	42	57.5	64.0	7	5
7/29/2002 18:39	42	55.8	63.9	9	5
7/29/2002 18:45	42	55.9	64.1	9	5
7/29/2002 18:47	42	56.9	65.4	11	5
7/29/2002 18:54	43	56.2	67.6	19	5
7/29/2002 18:57	42	57.7	65.9	13	5
7/29/2002 7:01	42	58.5	65.9	9	5
7/29/2002 19:09	42	55.6	62.5	8	5
7/29/2002 19:10	42	60.8	71.5	32	5
7/29/2002 19:11	42	57.6	63.7	6	5
7/29/2002 7:13	42	55.5	61.3	5	5
7/29/2002 7:15	43	57.5	65.5	10	5
7/29/2002 19:15	42	63.6	70.1	16	5
7/29/2002 19:15	42	58.0	64.0	6	5
7/29/2002 19:16	42	58.6	66.1	11	5
7/29/2002 19:17	42	59.1	64.1	6	5
7/29/2002 19:18	42	55.3	61.6	6	5
7/29/2002 19:19	42	57.4	61.5	6	5
7/29/2002 7:20	42	56.4	67.0	18	5
7/29/2002 19:21	42	56.1	66.3	16	5
7/29/2002 19:23	42	56.1	64.9	11	5
7/29/2002 19:24	42	58.0	63.3	5	5
7/29/2002 19:24	42	57.5	68.1	22	5
7/29/2002 19:24	42	56.2	64.6	11	5
7/29/2002 19:25	42	55.4	62.5	7	5
7/29/2002 19:27	42	59.0	65.5	8	5
7/29/2002 7:27	43	55.7	62.8	7	5
7/29/2002 19:28	42	58.2	70.2	33	5
7/29/2002 7:30	42	58.5	65.3	9	5
7/29/2002 19:30	42	56.8	64.7	12	5
7/29/2002 19:33	42	57.7	64.7	10	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/29/2002 19:35	42	56.8	66.6	18	5
7/29/2002 19:36	42	58.5	65.8	10	5
7/29/2002 19:36	42	56.8	63.2	6	5
7/29/2002 19:36	42	56.1	61.4	5	5
7/29/2002 19:37	42	60.4	69.2	16	5
7/29/2002 19:38	42	58.3	64.4	7	5
7/29/2002 19:40	42	59.3	68.7	16	5
7/29/2002 19:41	42	55.2	61.0	5	5
7/29/2002 7:47	42	57.4	70.6	37	5
7/29/2002 7:48	42	56.0	62.0	6	5
7/29/2002 7:48	43	55.8	63.6	8	5
7/29/2002 19:48	42	56.4	62.0	6	5
7/29/2002 19:50	42	56.5	63.2	7	5
7/29/2002 19:50	42	57.6	66.2	15	5
7/29/2002 19:51	42	57.5	66.9	15	5
7/29/2002 7:53	42	56.2	62.1	6	5
7/29/2002 7:53	42	57.5	65.7	10	5
7/29/2002 7:56	42	58.5	63.9	6	5
7/29/2002 7:58	42	55.4	61.3	5	5
7/29/2002 8:01	42	59.4	64.6	7	5
7/29/2002 8:01	42	57.7	67.2	12	5
7/29/2002 20:03	42	56.0	66.8	19	5
7/29/2002 8:03	42	59.6	66.4	9	5
7/29/2002 20:05	42	55.6	63.8	10	5
7/29/2002 8:06	42	58.1	65.3	8	5
7/29/2002 8:06	42	57.3	65.7	13	5
7/29/2002 8:08	42	57.9	63.6	6	5
7/29/2002 20:16	42	55.4	61.7	7	5
7/29/2002 20:19	42	57.6	64.3	8	5
7/29/2002 20:20	42	57.1	63.0	6	5
7/29/2002 20:24	42	59.9	65.3	6	5
7/29/2002 8:25	42	56.7	66.7	13	5
7/29/2002 20:30	42	58.2	67.7	20	5
7/29/2002 8:30	42	57.5	65.8	10	5
7/29/2002 20:33	42	58.0	65.2	7	5
7/29/2002 20:36	42	58.2	64.6	7	5
7/29/2002 8:42	42	56.9	65.7	11	5
7/29/2002 20:43	42	56.1	64.1	9	5
7/29/2002 8:44	42	55.7	65.1	11	5
7/29/2002 20:46	42	55.4	62.6	8	5
7/29/2002 8:46	42	55.2	64.2	12	5
7/29/2002 8:46	42	56.8	62.5	6	5
7/29/2002 8:49	42	56.3	63.7	8	5
7/29/2002 8:50	42	55.1	61.1	6	5
7/29/2002 8:54	42	56.7	62.3	5	5
7/29/2002 8:55	42	56.1	62.4	6	5
7/29/2002 8:56	42	57.1	64.0	7	5
7/29/2002 20:57	42	55.6	63.2	9	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/29/2002 9:01	42	59.6	68.0	12	5
7/29/2002 21:06	42	59.4	64.7	6	5
7/29/2002 9:08	42	57.0	65.6	11	5
7/29/2002 9:10	42	67.7	75.1	30	5
7/29/2002 9:11	42	56.3	63.3	7	5
7/29/2002 9:12	42	59.0	64.5	6	5
7/29/2002 9:13	42	56.3	61.8	5	5
7/29/2002 9:14	42	58.5	64.2	6	5
7/29/2002 9:14	42	56.4	63.6	7	5
7/29/2002 21:18	42	57.4	64.8	8	5
7/29/2002 9:18	42	55.5	62.7	7	5
7/29/2002 9:21	42	60.2	68.2	16	5
7/29/2002 21:23	42	56.6	63.3	6	5
7/29/2002 9:24	42	61.8	68.8	17	5
7/29/2002 9:24	42	62.4	72.3	23	5
7/29/2002 21:27	42	57.2	63.1	6	5
7/29/2002 9:29	43	56.3	65.9	13	5
7/29/2002 21:32	42	56.9	64.7	9	5
7/29/2002 9:32	42	60.0	70.0	24	5
7/29/2002 21:32	42	58.1	64.6	7	5
7/29/2002 9:33	42	55.6	68.2	24	5
7/29/2002 9:37	42	63.2	68.5	9	5
7/29/2002 9:37	42	57.7	64.6	8	5
7/29/2002 9:40	42	60.1	64.6	6	5
7/29/2002 9:44	42	57.8	63.4	6	5
7/29/2002 21:47	42	61.8	67.3	8	5
7/29/2002 9:50	42	60.2	69.2	16	5
7/29/2002 9:52	42	55.5	65.6	15	5
7/29/2002 9:52	42	55.7	62.7	9	5
7/29/2002 9:53	42	57.2	65.3	11	5
7/29/2002 9:55	42	58.6	73.1	72	5
7/29/2002 9:58	42	70.2	78.4	36	5
7/29/2002 21:59	42	57.1	64.2	8	5
7/29/2002 10:00	42	59.9	66.4	7	5
7/29/2002 10:01	42	57.3	62.5	5	5
7/29/2002 10:01	42	58.1	64.3	7	5
7/29/2002 10:02	42	56.7	63.9	7	5
7/29/2002 10:02	42	67.2	75.9	25	5
7/29/2002 10:06	42	55.3	65.6	15	5
7/29/2002 10:06	43	57.9	67.1	16	5
7/29/2002 10:07	42	63.4	71.1	12	5
7/29/2002 10:07	42	57.8	63.7	6	5
7/29/2002 10:08	42	57.4	62.9	5	5
7/29/2002 10:08	42	55.8	63.2	7	5
7/29/2002 10:27	42	59.4	71.1	23	5
7/29/2002 10:30	42	58.5	74.3	78	5
7/29/2002 10:34	42	63.3	66.8	8	5
7/29/2002 10:35	42	60.7	65.9	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/29/2002 10:37	42	57.3	63.1	6	5
7/29/2002 10:39	42	58.9	67.2	13	5
7/29/2002 10:40	42	55.2	68.2	28	5
7/29/2002 10:41	42	59.6	68.9	19	5
7/29/2002 22:42	42	59.0	65.6	7	5
7/29/2002 10:49	42	57.2	66.4	13	5
7/29/2002 10:52	42	56.4	64.8	10	5
7/29/2002 10:53	42	59.2	65.5	8	5
7/29/2002 11:06	43	58.2	64.9	10	5
7/29/2002 11:11	42	56.3	66.7	18	5
7/29/2002 11:12	42	57.2	62.7	5	5
7/29/2002 23:21	42	58.7	64.5	6	5
7/29/2002 11:29	42	60.0	68.8	16	5
7/29/2002 11:33	42	59.1	66.0	8	5
7/29/2002 11:35	42	57.5	63.9	7	5
7/29/2002 11:36	42	58.2	64.4	7	5
7/29/2002 11:39	42	59.9	65.3	6	5
7/29/2002 11:39	42	63.7	69.4	10	5
7/29/2002 11:42	42	58.5	65.5	8	5
7/29/2002 23:42	42	60.3	65.0	6	5
7/29/2002 11:45	43	59.0	66.3	9	5
7/29/2002 11:45	43	56.9	64.9	9	5
7/29/2002 11:47	42	56.9	65.1	9	5
7/29/2002 11:47	42	56.5	63.4	7	5
7/29/2002 11:49	42	67.0	76.7	42	5
7/29/2002 23:56	42	61.4	72.7	34	5
7/29/2002 23:57	43	59.4	69.7	22	5
7/29/2002 11:58	42	62.0	71.2	18	5
7/29/2002 12:00	42	56.8	62.5	5	5
7/29/2002 0:13	42	58.3	64.0	6	5
7/29/2002 12:17	42	55.9	61.3	5	5
7/29/2002 12:20	42	62.7	75.4	64	5
7/29/2002 12:20	43	63.9	75.6	44	5
7/29/2002 12:22	42	60.6	69.3	14	5
7/29/2002 12:37	42	57.3	64.1	9	5
7/29/2002 12:37	42	59.2	65.2	8	5
7/29/2002 12:40	42	59.2	64.0	6	5
7/29/2002 12:41	42	58.5	63.0	5	5
7/29/2002 12:50	43	60.0	65.0	7	5
7/29/2002 12:51	42	58.6	66.5	12	5
7/29/2002 12:53	42	56.6	62.3	5	5
7/29/2002 12:55	42	59.5	64.5	6	5
7/29/2002 12:56	42	56.7	65.2	9	5
7/30/2002 13:01	42	60.6	69.8	20	5
7/30/2002 13:02	42	58.4	68.4	19	5
7/30/2002 13:02	42	56.3	61.8	5	5
7/30/2002 13:08	43	56.2	64.7	10	5
7/30/2002 13:22	42	59.5	64.1	5	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/30/2002 13:42	42	56.5	63.2	7	5
7/30/2002 13:44	42	57.6	63.4	6	5
7/30/2002 13:47	42	58.6	66.2	13	5
7/30/2002 13:48	42	58.4	64.1	7	5
7/30/2002 13:52	42	60.6	69.5	12	5
7/30/2002 13:53	42	63.1	70.3	12	5
7/30/2002 13:59	43	56.4	65.3	10	5
7/30/2002 14:01	42	55.3	63.9	10	5
7/30/2002 14:05	42	58.7	63.9	6	5
7/30/2002 14:10	42	60.7	66.6	7	5
7/30/2002 14:10	42	57.0	63.5	7	5
7/30/2002 14:10	42	60.9	66.3	9	5
7/30/2002 14:10	42	60.6	64.8	9	5
7/30/2002 14:12	42	61.2	68.9	12	5
7/30/2002 14:12	42	55.6	61.5	5	5
7/30/2002 14:35	42	71.6	75.9	20	5
7/30/2002 14:36	42	58.1	66.2	10	5
7/30/2002 14:36	42	65.3	71.8	15	5
7/30/2002 14:36	42	63.4	66.9	7	5
7/30/2002 14:36	42	65.7	71.1	10	5
7/30/2002 14:40	42	62.3	65.8	6	5
7/30/2002 14:41	42	73.0	78.2	26	5
7/30/2002 14:45	42	65.2	70.4	9	5
7/30/2002 14:46	42	60.0	64.1	6	5
7/30/2002 14:47	42	66.1	74.8	29	5
7/30/2002 14:48	42	67.5	73.3	13	5
7/30/2002 14:54	42	62.8	64.8	5	5
7/30/2002 14:54	42	64.1	70.3	10	5
7/30/2002 14:54	42	67.2	74.5	19	5
7/30/2002 14:55	42	69.9	79.4	33	5
7/30/2002 14:56	42	64.7	70.4	9	5
7/30/2002 14:56	42	64.6	70.4	11	5
7/30/2002 14:56	42	62.1	66.0	5	5
7/30/2002 14:56	42	64.3	72.2	25	5
7/30/2002 14:59	42	55.6	63.0	7	5
7/30/2002 15:00	43	56.5	65.5	12	5
7/30/2002 15:00	42	72.1	76.5	21	5
7/30/2002 15:00	42	56.3	62.0	5	5
7/30/2002 15:08	42	62.7	68.5	11	5
7/30/2002 15:08	42	56.4	62.3	5	5
7/30/2002 15:09	42	58.3	62.7	5	5
7/30/2002 15:09	42	70.5	75.6	12	5
7/30/2002 15:09	42	65.4	67.7	7	5
7/30/2002 15:10	42	65.4	73.5	27	5
7/30/2002 15:10	42	70.9	75.4	12	5
7/30/2002 15:15	42	58.7	65.1	9	5
7/30/2002 15:17	42	55.5	61.8	6	5
7/30/2002 15:17	42	72.2	76.8	9	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/30/2002 15:21	42	71.4	75.1	17	5
7/30/2002 15:21	42	59.6	66.7	11	5
7/30/2002 15:21	42	59.5	68.1	16	5
7/30/2002 15:27	42	57.2	64.2	9	5
7/30/2002 15:27	42	63.2	65.9	5	5
7/30/2002 15:31	42	60.0	66.8	9	5
7/30/2002 15:36	42	61.4	66.0	13	5
7/30/2002 15:37	42	57.6	63.5	6	5
7/30/2002 15:39	42	62.9	66.4	10	5
7/30/2002 15:51	43	67.7	71.1	6	5
7/30/2002 15:51	43	58.7	65.4	9	5
7/30/2002 15:52	42	69.8	83.1	58	5
7/30/2002 16:18	43	56.6	67.1	17	5
7/30/2002 16:19	42	55.8	61.6	5	5
7/30/2002 16:20	42	63.8	70.2	12	5
7/30/2002 16:20	42	63.8	69.5	9	5
7/30/2002 16:23	42	58.7	65.2	7	5
7/30/2002 16:24	42	60.2	66.4	12	5
7/30/2002 16:25	42	61.4	67.8	13	5
7/30/2002 16:26	42	58.5	65.2	8	5
7/30/2002 16:27	42	59.7	67.5	16	5
7/30/2002 16:30	42	57.8	65.0	9	5
7/30/2002 16:30	42	60.4	67.6	17	5
7/30/2002 16:30	42	59.3	67.1	11	5
7/30/2002 16:31	42	55.4	61.4	6	5
7/30/2002 16:31	42	57.1	62.7	6	5
7/30/2002 16:32	42	55.8	61.7	6	5
7/30/2002 16:33	42	59.9	64.5	7	5
7/30/2002 16:38	42	65.2	74.0	33	5
7/30/2002 16:40	42	58.7	65.5	7	5
7/30/2002 16:40	42	59.4	67.2	10	5
7/30/2002 16:40	42	58.5	67.5	15	5
7/30/2002 16:41	42	62.2	67.0	14	5
7/30/2002 16:42	42	61.4	70.4	20	5
7/30/2002 16:45	42	56.7	62.2	5	5
7/30/2002 16:45	42	58.3	65.6	9	5
7/30/2002 16:45	42	56.1	62.4	6	5
7/30/2002 16:46	42	57.4	69.2	26	5
7/30/2002 16:46	42	57.0	65.9	12	5
7/30/2002 16:49	42	63.4	69.3	17	5
7/30/2002 16:52	42	63.0	68.8	10	5
7/30/2002 16:53	42	58.5	64.6	6	5
7/30/2002 16:53	42	61.8	68.2	14	5
7/30/2002 16:53	42	62.5	73.4	45	5
7/30/2002 16:55	42	56.2	62.4	6	5
7/30/2002 16:56	42	57.7	63.6	7	5
7/30/2002 16:57	42	57.2	66.2	13	5
7/30/2002 16:57	42	57.8	63.5	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/30/2002 16:57	42	55.6	62.7	7	5
7/30/2002 16:58	42	58.5	66.1	13	5
7/30/2002 17:02	42	59.5	69.7	21	5
7/30/2002 17:09	42	58.0	66.2	11	5
7/30/2002 17:09	42	62.1	72.5	35	5
7/30/2002 17:10	42	63.2	67.4	12	5
7/30/2002 17:11	42	55.5	63.7	9	5
7/30/2002 17:11	42	58.9	64.7	10	5
7/30/2002 5:13	42	57.6	62.9	5	5
7/30/2002 17:15	42	57.2	65.8	10	5
7/30/2002 5:24	42	56.9	65.4	9	5
7/30/2002 17:35	42	58.0	66.8	13	5
7/30/2002 17:35	42	61.7	69.8	15	5
7/30/2002 17:35	42	60.1	63.0	6	5
7/30/2002 17:35	42	64.0	67.0	6	5
7/30/2002 17:36	42	57.3	65.1	8	5
7/30/2002 17:37	42	63.2	68.3	15	5
7/30/2002 17:37	42	56.2	66.3	16	5
7/30/2002 17:38	42	56.4	65.4	12	5
7/30/2002 17:39	42	65.3	69.2	16	5
7/30/2002 17:40	42	58.1	67.1	13	5
7/30/2002 17:42	42	61.8	71.2	30	5
7/30/2002 17:43	42	55.2	65.2	14	5
7/30/2002 17:45	42	58.5	65.9	8	5
7/30/2002 17:45	42	58.5	64.7	7	5
7/30/2002 5:49	42	56.2	62.8	6	5
7/30/2002 17:57	42	59.1	69.3	21	5
7/30/2002 17:58	42	58.9	69.3	20	5
7/30/2002 17:58	42	56.0	64.7	10	5
7/30/2002 17:59	42	55.6	66.6	20	5
7/30/2002 18:00	42	59.0	65.2	8	5
7/30/2002 18:02	42	56.8	66.1	13	5
7/30/2002 18:03	42	56.2	64.9	10	5
7/30/2002 18:11	42	64.5	66.4	5	5
7/30/2002 18:17	42	59.4	72.4	45	5
7/30/2002 6:19	42	55.5	62.3	6	5
7/30/2002 18:20	42	57.2	68.9	29	5
7/30/2002 18:20	42	57.7	63.2	6	5
7/30/2002 18:24	42	57.7	62.2	5	5
7/30/2002 18:27	42	56.6	61.4	5	5
7/30/2002 18:28	42	58.9	68.6	16	5
7/30/2002 18:30	42	57.5	64.6	11	5
7/30/2002 18:31	42	57.2	72.8	62	5
7/30/2002 18:45	42	57.1	64.0	9	5
7/30/2002 18:47	42	57.5	65.6	11	5
7/30/2002 18:47	42	55.6	62.6	7	5
7/30/2002 18:47	42	58.5	66.6	11	5
7/30/2002 18:48	42	58.4	66.4	16	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/30/2002 18:52	42	57.9	64.1	8	5
7/30/2002 18:53	42	58.9	65.4	7	5
7/30/2002 18:53	42	58.1	66.6	15	5
7/30/2002 6:53	42	58.6	65.7	9	5
7/30/2002 18:54	42	58.3	64.6	8	5
7/30/2002 18:55	42	55.4	61.4	5	5
7/30/2002 6:58	42	58.2	65.1	7	5
7/30/2002 18:58	42	56.3	67.4	20	5
7/30/2002 18:59	42	57.8	64.2	7	5
7/30/2002 19:06	42	56.8	66.7	18	5
7/30/2002 19:09	42	58.9	63.5	5	5
7/30/2002 19:10	42	57.5	71.2	47	5
7/30/2002 19:11	42	55.5	62.3	7	5
7/30/2002 19:15	42	65.0	71.1	20	5
7/30/2002 19:16	42	57.3	64.7	9	5
7/30/2002 7:18	42	57.0	63.5	8	5
7/30/2002 19:19	42	58.8	64.4	6	5
7/30/2002 19:20	42	66.1	71.4	12	5
7/30/2002 19:22	42	55.3	60.7	5	5
7/30/2002 19:23	42	59.2	64.7	7	5
7/30/2002 19:26	42	56.7	65.8	12	5
7/30/2002 19:27	42	59.2	67.7	18	5
7/30/2002 19:28	42	57.2	68.7	28	5
7/30/2002 7:30	42	55.8	63.9	9	5
7/30/2002 19:31	42	58.9	66.8	10	5
7/30/2002 19:32	42	57.3	63.1	6	5
7/30/2002 19:33	42	57.9	64.2	7	5
7/30/2002 7:39	42	61.3	67.3	8	5
7/30/2002 19:40	42	56.4	64.6	12	5
7/30/2002 19:40	42	56.2	62.6	7	5
7/30/2002 19:41	42	59.6	68.1	16	5
7/30/2002 7:43	42	55.5	65.9	14	5
7/30/2002 7:44	42	68.1	75.7	20	5
7/30/2002 7:44	42	66.2	74.5	25	5
7/30/2002 7:45	42	55.7	63.6	8	5
7/30/2002 7:46	42	59.3	64.3	5	5
7/30/2002 19:46	42	55.4	64.4	12	5
7/30/2002 19:47	42	59.4	67.8	14	5
7/30/2002 7:48	42	59.1	66.0	9	5
7/30/2002 7:50	42	60.4	67.7	15	5
7/30/2002 7:52	42	61.0	66.6	7	5
7/30/2002 19:52	42	56.2	61.5	6	5
7/30/2002 7:54	42	60.2	68.3	16	5
7/30/2002 7:55	42	56.7	63.4	6	5
7/30/2002 7:55	42	55.2	62.7	7	5
7/30/2002 7:56	42	57.1	63.6	7	5
7/30/2002 19:56	42	56.3	64.5	8	5
7/30/2002 7:56	42	56.3	63.0	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/30/2002 7:57	42	60.4	67.1	9	5
7/30/2002 7:59	42	60.2	65.6	6	5
7/30/2002 19:59	42	55.0	61.3	6	5
7/30/2002 19:59	42	56.0	62.2	6	5
7/30/2002 20:02	42	55.5	63.7	9	5
7/30/2002 8:03	43	64.7	76.1	44	5
7/30/2002 8:04	42	57.2	69.1	24	5
7/30/2002 20:04	42	63.0	68.1	7	5
7/30/2002 8:05	42	55.5	63.0	7	5
7/30/2002 20:05	42	55.4	61.1	5	5
7/30/2002 20:06	42	55.8	61.7	5	5
7/30/2002 20:06	42	61.5	69.2	12	5
7/30/2002 8:09	42	56.6	67.9	24	5
7/30/2002 20:09	42	58.5	64.4	7	5
7/30/2002 20:10	42	56.4	62.3	5	5
7/30/2002 8:10	42	57.4	63.4	6	5
7/30/2002 20:10	42	56.0	61.3	5	5
7/30/2002 8:13	42	57.8	63.3	5	5
7/30/2002 8:13	42	57.9	65.7	10	5
7/30/2002 8:14	42	56.0	61.8	6	5
7/30/2002 8:18	42	56.5	63.4	7	5
7/30/2002 20:20	42	59.1	66.6	12	5
7/30/2002 20:21	42	57.3	63.7	8	5
7/30/2002 8:21	42	58.3	64.6	7	5
7/30/2002 8:28	42	58.3	73.5	56	5
7/30/2002 20:31	42	57.3	63.7	7	5
7/30/2002 8:32	42	57.2	65.5	11	5
7/30/2002 8:32	42	57.8	67.2	14	5
7/30/2002 8:34	42	57.5	66.7	14	5
7/30/2002 8:34	42	57.3	64.2	8	5
7/30/2002 20:38	42	58.1	65.1	7	5
7/30/2002 8:38	42	57.0	64.2	8	5
7/30/2002 8:38	42	55.5	62.5	7	5
7/30/2002 8:41	42	55.2	61.3	5	5
7/30/2002 20:44	42	57.9	64.9	7	5
7/30/2002 8:48	42	66.9	74.7	31	5
7/30/2002 20:48	42	59.1	65.5	6	5
7/30/2002 8:50	42	55.7	62.1	7	5
7/30/2002 8:51	42	58.4	65.3	10	5
7/30/2002 8:54	42	60.6	71.5	31	5
7/30/2002 8:55	42	55.9	64.1	11	5
7/30/2002 8:57	42	66.9	72.9	11	5
7/30/2002 20:58	42	64.5	69.9	9	5
7/30/2002 20:58	42	56.6	62.6	5	5
7/30/2002 9:00	42	57.5	70.3	32	5
7/30/2002 9:02	42	57.5	65.7	10	5
7/30/2002 21:05	42	55.8	62.5	6	5
7/30/2002 21:05	42	58.7	64.7	9	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/30/2002 9:05	43	55.0	61.3	6	5
7/30/2002 9:07	42	57.3	63.8	6	5
7/30/2002 9:08	42	57.9	67.8	16	5
7/30/2002 21:10	42	56.1	62.1	5	5
7/30/2002 21:12	42	57.7	65.1	8	5
7/30/2002 9:12	42	55.9	69.1	29	5
7/30/2002 9:13	42	57.7	65.8	9	5
7/30/2002 9:15	42	55.9	62.2	6	5
7/30/2002 9:17	42	61.9	69.4	13	5
7/30/2002 9:18	42	58.7	63.2	6	5
7/30/2002 21:19	42	55.3	62.8	7	5
7/30/2002 9:21	42	58.2	64.1	6	5
7/30/2002 9:21	42	58.1	63.6	6	5
7/30/2002 9:23	43	56.6	65.1	11	5
7/30/2002 9:27	42	57.7	63.8	6	5
7/30/2002 21:28	42	57.8	63.7	6	5
7/30/2002 9:30	42	56.2	65.4	13	5
7/30/2002 9:39	42	56.4	65.3	10	5
7/30/2002 9:40	42	58.2	64.4	7	5
7/30/2002 9:43	42	56.0	66.4	15	5
7/30/2002 21:45	42	57.2	66.0	14	5
7/30/2002 21:46	42	56.7	63.3	6	5
7/30/2002 9:53	42	58.6	65.1	7	5
7/30/2002 9:54	42	56.0	65.7	12	5
7/30/2002 21:54	42	57.2	63.4	6	5
7/30/2002 9:54	42	55.4	62.9	7	5
7/30/2002 21:57	43	65.5	69.1	6	5
7/30/2002 9:57	42	57.6	64.9	8	5
7/30/2002 10:00	42	57.9	64.4	7	5
7/30/2002 10:00	42	56.9	65.3	11	5
7/30/2002 10:01	42	58.1	66.5	11	5
7/30/2002 10:02	42	59.1	65.0	7	5
7/30/2002 22:03	42	59.6	64.1	5	5
7/30/2002 22:04	42	58.3	64.0	6	5
7/30/2002 10:04	42	55.4	61.8	6	5
7/30/2002 10:07	42	58.4	65.0	7	5
7/30/2002 10:08	42	59.1	66.2	9	5
7/30/2002 22:18	42	57.2	63.8	6	5
7/30/2002 10:21	42	59.3	65.5	8	5
7/30/2002 10:21	42	65.6	74.9	25	5
7/30/2002 10:23	42	56.1	63.4	7	5
7/30/2002 10:23	42	56.4	63.1	6	5
7/30/2002 10:27	42	57.2	64.2	7	5
7/30/2002 10:28	42	64.6	70.3	10	5
7/30/2002 10:28	42	60.8	69.6	14	5
7/30/2002 10:29	42	57.9	62.2	5	5
7/30/2002 10:35	42	62.0	67.8	8	5
7/30/2002 10:36	42	59.5	65.6	7	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/30/2002 22:37	42	55.9	63.4	9	5
7/30/2002 10:39	42	56.9	64.0	8	5
7/30/2002 10:40	42	61.0	66.6	7	5
7/30/2002 10:40	42	57.0	62.8	5	5
7/30/2002 10:43	43	67.3	79.6	48	5
7/30/2002 10:45	42	61.4	67.7	8	5
7/30/2002 10:46	42	55.6	63.7	10	5
7/30/2002 10:48	43	55.8	62.8	7	5
7/30/2002 22:49	42	58.1	67.6	14	5
7/30/2002 10:52	43	58.1	69.2	27	5
7/30/2002 10:55	42	58.2	65.2	8	5
7/30/2002 11:00	42	57.0	67.2	19	5
7/30/2002 11:00	42	64.2	74.2	85	5
7/30/2002 11:02	42	61.3	74.3	81	5
7/30/2002 23:08	43	55.5	61.5	6	5
7/30/2002 11:14	42	58.7	69.8	21	5
7/30/2002 11:15	42	55.2	61.5	5	5
7/30/2002 11:15	42	56.4	64.2	9	5
7/30/2002 11:16	42	58.5	65.9	13	5
7/30/2002 11:17	42	59.6	65.4	7	5
7/30/2002 11:21	42	70.1	77.4	14	5
7/30/2002 11:22	42	66.3	71.4	11	5
7/30/2002 11:23	42	59.0	64.4	7	5
7/30/2002 11:23	42	70.4	79.4	48	5
7/30/2002 11:25	42	59.3	69.3	26	5
7/30/2002 11:26	42	58.3	64.0	6	5
7/30/2002 11:27	42	68.9	73.9	13	5
7/30/2002 11:31	42	58.6	63.4	6	5
7/30/2002 11:33	42	63.0	67.5	7	5
7/30/2002 11:35	42	60.0	67.4	11	5
7/30/2002 11:39	42	60.0	68.7	16	5
7/30/2002 11:40	42	56.3	64.3	10	5
7/30/2002 11:40	42	58.3	67.0	12	5
7/30/2002 23:41	42	55.8	62.1	5	5
7/30/2002 11:41	42	59.7	74.1	77	5
7/30/2002 11:44	42	58.1	71.7	52	5
7/30/2002 23:45	42	56.2	61.5	6	5
7/30/2002 11:46	43	57.1	62.5	5	5
7/30/2002 11:52	42	58.4	66.0	9	5
7/30/2002 11:52	42	57.7	65.2	12	5
7/30/2002 11:53	42	59.0	71.8	49	5
7/30/2002 11:53	43	66.1	76.3	74	5
7/30/2002 11:54	43	60.7	63.8	5	5
7/30/2002 11:54	43	61.2	64.8	6	5
7/30/2002 11:55	43	59.9	64.0	6	5
7/30/2002 11:55	43	61.3	64.8	5	5
7/30/2002 11:55	43	60.6	68.0	13	5
7/30/2002 11:55	43	65.5	70.1	7	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/30/2002 11:55	43	61.9	69.5	12	5
7/30/2002 11:56	43	65.2	67.7	5	5
7/30/2002 11:56	43	65.1	68.3	7	5
7/30/2002 11:56	43	66.0	73.4	17	5
7/30/2002 11:58	43	60.8	65.7	10	5
7/30/2002 11:58	43	63.0	68.4	10	5
7/30/2002 11:58	43	63.1	66.3	5	5
7/30/2002 12:00	42	55.8	63.9	8	5
7/30/2002 12:00	43	62.7	65.8	5	5
7/30/2002 12:01	43	64.2	73.6	29	5
7/30/2002 12:02	43	65.5	71.5	14	5
7/30/2002 12:03	42	59.8	64.7	6	5
7/30/2002 12:03	43	63.7	70.4	12	5
7/30/2002 12:09	42	59.6	68.0	18	5
7/30/2002 12:10	42	57.8	64.6	8	5
7/30/2002 12:12	42	57.5	63.1	6	5
7/30/2002 12:15	43	61.1	65.4	6	5
7/30/2002 12:17	43	62.2	67.9	10	5
7/30/2002 12:17	42	58.9	64.7	6	5
7/30/2002 12:17	42	63.0	71.6	15	5
7/30/2002 12:18	43	72.2	73.5	7	5
7/30/2002 12:18	42	59.1	67.1	13	5
7/30/2002 12:19	42	58.0	63.6	5	5
7/30/2002 12:20	42	62.6	68.4	9	5
7/30/2002 12:20	43	62.4	66.2	6	5
7/30/2002 12:20	42	66.4	73.2	13	5
7/30/2002 12:21	43	61.9	66.1	7	5
7/30/2002 12:22	43	59.0	64.5	7	5
7/30/2002 12:22	43	59.4	65.0	6	5
7/30/2002 12:22	42	57.5	62.8	5	5
7/30/2002 12:24	43	58.5	62.3	5	5
7/30/2002 12:25	43	58.9	65.5	8	5
7/30/2002 12:26	43	61.0	65.3	7	5
7/30/2002 12:27	42	56.7	63.9	7	5
7/30/2002 12:27	42	59.0	66.7	10	5
7/30/2002 0:32	42	58.8	66.4	10	5
7/30/2002 12:32	42	56.8	69.5	30	5
7/30/2002 12:34	42	64.5	71.0	18	5
7/30/2002 12:41	42	57.1	63.6	7	5
7/30/2002 12:41	42	55.3	61.8	6	5
7/30/2002 12:46	42	56.6	64.2	8	5
7/30/2002 12:46	42	58.2	67.0	13	5
7/30/2002 12:47	42	57.1	64.8	9	5
7/30/2002 0:59	42	61.0	65.7	6	5
7/31/2002 13:03	42	57.3	68.2	21	5
7/31/2002 13:04	42	60.6	63.5	6	5
7/31/2002 13:05	42	62.4	69.4	12	5
7/31/2002 13:06	42	57.1	64.6	11	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/31/2002 13:08	42	62.1	66.1	7	5
7/31/2002 13:08	42	60.0	65.2	6	5
7/31/2002 13:10	42	55.4	61.9	6	5
7/31/2002 13:15	43	57.9	71.0	33	5
7/31/2002 13:20	42	56.7	65.4	10	5
7/31/2002 13:22	42	64.6	72.2	14	5
7/31/2002 13:23	42	63.3	70.5	14	5
7/31/2002 13:26	42	57.8	68.0	17	5
7/31/2002 13:32	42	62.6	69.8	22	5
7/31/2002 13:42	42	59.5	65.5	9	5
7/31/2002 13:45	42	55.9	61.7	5	5
7/31/2002 13:58	42	66.2	70.5	23	5
7/31/2002 13:58	42	56.8	65.8	13	5
7/31/2002 14:00	42	63.0	66.4	8	5
7/31/2002 14:00	42	61.5	69.0	14	5
7/31/2002 14:07	42	62.3	69.1	10	5
7/31/2002 14:08	42	57.9	64.4	7	5
7/31/2002 14:08	42	64.7	69.5	21	5
7/31/2002 14:11	42	60.6	66.6	7	5
7/31/2002 14:12	42	60.8	67.2	12	5
7/31/2002 14:21	42	58.8	66.4	12	5
7/31/2002 14:22	42	63.7	67.4	9	5
7/31/2002 14:22	42	58.4	65.9	8	5
7/31/2002 14:23	42	57.6	63.2	6	5
7/31/2002 14:23	42	61.8	68.4	15	5
7/31/2002 14:23	42	63.4	70.6	24	5
7/31/2002 14:26	43	56.7	64.1	9	5
7/31/2002 14:26	42	58.6	67.2	11	5
7/31/2002 14:26	42	57.0	65.2	10	5
7/31/2002 14:27	42	60.9	67.0	12	5
7/31/2002 14:29	42	63.6	68.2	12	5
7/31/2002 14:29	42	60.5	64.8	8	5
7/31/2002 14:29	42	61.0	64.0	6	5
7/31/2002 14:29	42	63.9	70.0	33	5
7/31/2002 14:30	42	58.4	67.9	18	5
7/31/2002 14:30	43	58.8	69.3	21	5
7/31/2002 14:30	42	67.3	76.6	38	5
7/31/2002 14:32	42	63.5	68.1	8	5
7/31/2002 14:32	42	64.2	66.6	8	5
7/31/2002 14:33	42	66.9	70.6	8	5
7/31/2002 14:34	42	71.8	82.0	78	5
7/31/2002 14:35	42	58.7	64.2	6	5
7/31/2002 14:36	42	62.9	71.4	33	5
7/31/2002 14:37	43	57.9	63.9	7	5
7/31/2002 14:37	42	68.8	70.6	6	5
7/31/2002 14:39	42	60.2	65.5	7	5
7/31/2002 14:39	42	55.2	62.3	7	5
7/31/2002 14:41	42	56.8	67.1	22	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/31/2002 14:41	42	55.3	61.1	5	5
7/31/2002 14:41	42	61.5	64.9	5	5
7/31/2002 14:42	42	66.7	69.4	8	5
7/31/2002 14:43	42	67.4	72.9	18	5
7/31/2002 14:45	42	59.0	63.6	5	5
7/31/2002 14:45	42	56.9	64.7	10	5
7/31/2002 2:47	42	61.2	66.9	7	5
7/31/2002 2:47	42	57.0	63.1	5	5
7/31/2002 14:48	42	64.1	70.2	20	5
7/31/2002 2:49	42	60.2	64.9	6	5
7/31/2002 14:50	42	61.4	66.3	8	5
7/31/2002 14:50	42	68.3	76.0	28	5
7/31/2002 14:51	42	68.4	76.9	26	5
7/31/2002 14:54	42	66.7	74.8	25	5
7/31/2002 14:54	42	71.8	80.3	33	5
7/31/2002 14:55	42	70.2	74.7	15	5
7/31/2002 14:55	42	70.1	76.1	19	5
7/31/2002 14:56	42	67.4	69.2	5	5
7/31/2002 14:56	42	56.3	61.9	5	5
7/31/2002 14:57	43	57.7	63.7	6	5
7/31/2002 14:58	42	64.3	68.6	17	5
7/31/2002 14:58	42	55.7	63.0	8	5
7/31/2002 14:59	42	57.5	65.0	10	5
7/31/2002 14:59	42	69.0	77.1	27	5
7/31/2002 15:00	42	66.9	73.8	14	5
7/31/2002 15:01	42	60.0	73.3	50	5
7/31/2002 15:01	42	65.0	72.7	22	5
7/31/2002 15:02	42	62.4	68.8	11	5
7/31/2002 15:02	42	67.1	72.9	13	5
7/31/2002 15:03	42	59.4	73.0	44	5
7/31/2002 15:03	43	59.2	72.1	33	5
7/31/2002 15:03	42	55.3	61.1	5	5
7/31/2002 15:04	42	57.5	64.9	8	5
7/31/2002 15:04	42	69.2	76.6	25	5
7/31/2002 15:05	42	58.6	67.5	12	5
7/31/2002 15:05	42	57.1	63.5	9	5
7/31/2002 15:08	42	60.4	71.5	35	5
7/31/2002 15:08	43	60.0	72.1	35	5
7/31/2002 15:09	42	67.6	68.7	6	5
7/31/2002 15:11	42	55.9	62.2	6	5
7/31/2002 15:12	42	58.8	64.2	6	5
7/31/2002 15:12	42	63.6	66.5	8	5
7/31/2002 15:13	42	66.8	69.1	11	5
7/31/2002 15:14	42	55.9	62.0	6	5
7/31/2002 15:14	42	57.7	64.3	8	5
7/31/2002 15:15	42	68.9	70.0	5	5
7/31/2002 15:15	42	65.1	74.5	42	5
7/31/2002 15:16	42	56.8	67.9	19	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/31/2002 15:17	42	61.7	66.9	7	5
7/31/2002 15:17	42	60.6	66.9	10	5
7/31/2002 15:18	42	72.8	79.0	21	5
7/31/2002 15:19	42	68.4	75.7	67	5
7/31/2002 15:20	42	63.5	67.3	10	5
7/31/2002 15:21	42	69.6	75.2	11	5
7/31/2002 15:22	42	70.6	75.0	13	5
7/31/2002 15:22	42	63.2	68.5	10	5
7/31/2002 15:22	42	61.6	68.4	12	5
7/31/2002 15:22	42	62.5	69.6	16	5
7/31/2002 15:23	42	67.8	75.2	21	5
7/31/2002 15:24	42	68.7	76.3	11	5
7/31/2002 15:24	42	65.1	70.6	10	5
7/31/2002 15:25	42	63.7	68.6	9	5
7/31/2002 15:25	42	55.7	62.4	6	5
7/31/2002 15:25	42	60.2	68.0	12	5
7/31/2002 15:26	42	67.3	69.7	8	5
7/31/2002 15:26	42	66.6	73.0	14	5
7/31/2002 15:27	42	58.8	66.2	8	5
7/31/2002 15:27	42	58.3	66.3	15	5
7/31/2002 15:27	42	58.9	63.0	6	5
7/31/2002 15:27	42	71.9	72.8	6	5
7/31/2002 15:28	42	56.7	64.5	8	5
7/31/2002 15:28	42	60.2	70.9	38	5
7/31/2002 15:29	42	62.8	70.3	18	5
7/31/2002 15:30	42	63.9	73.2	38	5
7/31/2002 15:31	42	56.3	62.3	6	5
7/31/2002 15:31	42	62.2	71.1	27	5
7/31/2002 15:32	42	59.7	70.2	37	5
7/31/2002 15:33	42	58.0	63.0	6	5
7/31/2002 15:34	42	59.3	64.9	6	5
7/31/2002 15:35	42	64.5	71.8	31	5
7/31/2002 15:36	42	55.3	60.8	5	5
7/31/2002 15:36	42	58.2	64.2	6	5
7/31/2002 15:37	42	63.5	70.8	20	5
7/31/2002 15:38	42	58.2	64.1	7	5
7/31/2002 15:38	42	62.6	68.3	10	5
7/31/2002 15:39	42	57.0	64.4	9	5
7/31/2002 3:40	42	59.9	65.0	5	5
7/31/2002 15:42	42	63.0	68.2	12	5
7/31/2002 15:42	42	63.8	70.7	18	5
7/31/2002 15:43	42	56.0	63.7	11	5
7/31/2002 15:44	42	56.8	65.8	13	5
7/31/2002 15:45	42	55.2	60.7	5	5
7/31/2002 15:46	42	59.8	66.6	10	5
7/31/2002 15:47	42	63.0	65.8	8	5
7/31/2002 15:47	42	63.2	71.7	31	5
7/31/2002 15:48	42	59.4	66.9	12	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/31/2002 15:48	42	56.7	65.5	12	5
7/31/2002 15:49	42	57.8	64.7	8	5
7/31/2002 15:50	42	60.2	65.5	6	5
7/31/2002 15:50	42	57.6	66.7	12	5
7/31/2002 15:51	42	63.0	72.1	21	5
7/31/2002 15:52	42	57.6	64.2	7	5
7/31/2002 15:52	42	63.2	70.6	24	5
7/31/2002 15:53	42	64.8	68.0	10	5
7/31/2002 15:54	42	56.7	62.7	7	5
7/31/2002 15:54	42	59.5	65.4	7	5
7/31/2002 15:55	42	55.0	61.4	6	5
7/31/2002 15:57	42	62.7	66.0	8	5
7/31/2002 15:57	43	63.0	73.3	21	5
7/31/2002 15:58	42	58.6	64.3	7	5
7/31/2002 15:58	42	63.2	74.4	59	5
7/31/2002 15:59	42	60.9	69.7	28	5
7/31/2002 16:00	42	63.6	69.7	18	5
7/31/2002 16:01	42	63.4	67.2	9	5
7/31/2002 16:03	42	55.5	61.9	5	5
7/31/2002 16:04	43	55.5	65.5	15	5
7/31/2002 16:04	42	61.2	64.7	7	5
7/31/2002 16:04	42	63.5	73.4	51	5
7/31/2002 16:05	42	55.8	62.6	6	5
7/31/2002 16:06	42	57.5	64.4	8	5
7/31/2002 16:06	42	59.2	65.0	7	5
7/31/2002 16:06	42	55.3	63.4	8	5
7/31/2002 16:08	42	56.7	62.2	5	5
7/31/2002 16:08	42	58.5	69.7	26	5
7/31/2002 16:09	42	58.2	66.3	14	5
7/31/2002 16:09	43	67.4	76.3	22	5
7/31/2002 16:09	42	63.3	72.6	39	5
7/31/2002 16:11	42	59.6	71.9	46	5
7/31/2002 16:12	42	62.8	69.3	24	5
7/31/2002 16:13	42	62.4	64.3	6	5
7/31/2002 16:14	42	64.0	67.9	7	5
7/31/2002 16:14	42	64.7	66.0	5	5
7/31/2002 16:15	42	63.5	71.2	28	5
7/31/2002 16:16	42	63.5	70.8	23	5
7/31/2002 16:17	42	58.4	65.4	8	5
7/31/2002 16:19	42	58.3	65.6	10	5
7/31/2002 16:20	42	58.7	66.3	9	5
7/31/2002 16:20	42	59.1	66.8	9	5
7/31/2002 16:21	42	58.5	64.5	7	5
7/31/2002 16:22	42	57.5	63.0	6	5
7/31/2002 16:23	42	61.9	67.8	8	5
7/31/2002 16:24	42	63.7	70.9	22	5
7/31/2002 16:24	42	57.6	63.7	7	5
7/31/2002 16:25	42	64.2	73.0	33	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/31/2002 16:26	42	56.5	65.9	13	5
7/31/2002 16:26	42	58.9	67.3	15	5
7/31/2002 16:27	42	56.3	62.2	5	5
7/31/2002 16:28	42	56.1	63.1	6	5
7/31/2002 16:32	42	57.9	65.8	12	5
7/31/2002 16:32	42	57.9	67.4	17	5
7/31/2002 16:33	42	59.2	70.3	27	5
7/31/2002 16:34	42	59.9	71.2	40	5
7/31/2002 16:35	42	56.2	66.1	15	5
7/31/2002 16:36	42	55.4	62.0	5	5
7/31/2002 16:40	42	57.2	64.6	9	5
7/31/2002 16:41	42	64.4	72.8	34	5
7/31/2002 16:42	42	68.9	79.1	76	5
7/31/2002 16:44	42	65.4	71.7	12	5
7/31/2002 16:44	42	62.0	65.0	6	5
7/31/2002 16:44	42	64.5	70.5	15	5
7/31/2002 16:45	42	58.0	65.8	10	5
7/31/2002 16:45	42	58.1	64.4	8	5
7/31/2002 16:46	42	57.6	65.9	10	5
7/31/2002 16:46	42	61.4	66.1	7	5
7/31/2002 16:47	42	60.4	74.6	61	5
7/31/2002 16:48	43	60.3	71.8	27	5
7/31/2002 16:48	42	59.5	63.9	6	5
7/31/2002 16:49	42	58.9	64.2	7	5
7/31/2002 16:49	42	64.9	67.7	8	5
7/31/2002 16:51	42	60.0	67.9	11	5
7/31/2002 16:52	42	63.9	71.4	18	5
7/31/2002 16:52	42	59.5	69.2	22	5
7/31/2002 16:53	42	64.9	74.0	39	5
7/31/2002 16:54	42	76.3	83.1	64	5
7/31/2002 16:55	42	69.5	81.4	71	5
7/31/2002 4:56	42	56.1	62.1	5	5
7/31/2002 16:56	42	61.7	71.0	19	5
7/31/2002 16:57	42	66.2	77.4	49	5
7/31/2002 16:58	42	59.2	66.1	10	5
7/31/2002 16:58	42	56.5	63.6	8	5
7/31/2002 16:58	42	61.1	72.7	37	5
7/31/2002 16:59	42	63.4	67.1	8	5
7/31/2002 16:59	42	71.2	79.2	34	5
7/31/2002 17:00	42	69.2	72.8	24	5
7/31/2002 17:01	42	61.5	73.1	52	5
7/31/2002 17:04	42	58.4	66.1	10	5
7/31/2002 17:05	42	64.2	73.1	42	5
7/31/2002 17:06	43	59.3	70.0	26	5
7/31/2002 17:07	42	58.2	63.2	5	5
7/31/2002 17:07	42	57.1	62.6	5	5
7/31/2002 17:08	42	59.1	65.4	8	5
7/31/2002 17:09	42	89.2	94.5	78	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/31/2002 17:10	42	65.5	76.5	69	5
7/31/2002 5:12	42	55.7	63.1	7	5
7/31/2002 17:12	42	62.0	68.3	16	5
7/31/2002 17:12	42	64.8	71.3	26	5
7/31/2002 17:13	42	63.8	73.6	50	5
7/31/2002 17:14	42	63.6	65.4	6	5
7/31/2002 17:15	42	59.2	67.8	20	5
7/31/2002 17:16	42	62.5	70.1	22	5
7/31/2002 17:17	42	58.4	64.8	7	5
7/31/2002 17:18	42	58.0	67.7	21	5
7/31/2002 17:19	42	63.3	72.7	43	5
7/31/2002 17:21	42	56.1	61.9	6	5
7/31/2002 17:21	42	57.2	62.7	6	5
7/31/2002 17:21	42	55.6	62.4	7	5
7/31/2002 17:21	42	63.6	68.6	14	5
7/31/2002 17:22	42	56.7	67.0	19	5
7/31/2002 17:24	42	57.8	62.6	5	5
7/31/2002 17:25	42	59.4	73.8	61	5
7/31/2002 17:25	43	55.8	61.8	6	5
7/31/2002 17:27	42	58.3	68.5	20	5
7/31/2002 5:27	42	58.1	63.7	5	5
7/31/2002 17:27	42	60.8	69.7	24	5
7/31/2002 17:28	42	65.0	71.2	28	5
7/31/2002 17:29	42	66.1	71.0	16	5
7/31/2002 17:29	42	58.5	67.5	14	5
7/31/2002 17:30	42	72.0	75.9	40	5
7/31/2002 17:30	42	56.3	64.4	8	5
7/31/2002 17:32	42	56.7	66.3	14	5
7/31/2002 17:32	42	57.3	65.9	12	5
7/31/2002 17:33	42	56.2	64.4	11	5
7/31/2002 17:33	42	57.7	66.6	14	5
7/31/2002 17:35	42	56.2	63.2	6	5
7/31/2002 17:35	42	62.6	69.5	13	5
7/31/2002 17:36	42	60.0	67.5	11	5
7/31/2002 17:37	42	57.3	66.1	10	5
7/31/2002 17:38	42	58.4	64.0	7	5
7/31/2002 17:39	42	61.5	63.6	5	5
7/31/2002 17:39	42	57.3	64.3	8	5
7/31/2002 17:39	42	64.5	70.7	21	5
7/31/2002 17:41	42	62.1	70.7	30	5
7/31/2002 17:42	42	66.2	73.9	34	5
7/31/2002 17:43	42	55.6	63.1	7	5
7/31/2002 17:44	42	58.4	63.2	5	5
7/31/2002 17:44	42	56.3	64.1	9	5
7/31/2002 17:45	42	59.9	65.1	7	5
7/31/2002 17:47	42	56.7	63.6	7	5
7/31/2002 17:48	42	56.5	63.4	7	5
7/31/2002 17:48	42	55.4	62.0	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/31/2002 17:48	42	55.6	62.7	7	5
7/31/2002 17:49	42	57.1	64.6	8	5
7/31/2002 17:49	42	57.1	68.7	24	5
7/31/2002 5:50	42	55.9	63.0	7	5
7/31/2002 17:50	43	55.6	62.7	8	5
7/31/2002 17:50	42	62.5	73.3	41	5
7/31/2002 17:51	42	65.5	72.0	21	5
7/31/2002 17:52	42	62.3	66.7	12	5
7/31/2002 17:53	42	61.8	66.4	9	5
7/31/2002 17:55	42	58.2	68.8	20	5
7/31/2002 5:56	42	56.9	65.7	10	5
7/31/2002 17:56	42	57.7	65.5	11	5
7/31/2002 17:58	42	57.7	62.6	5	5
7/31/2002 17:58	42	57.1	64.1	8	5
7/31/2002 17:59	42	57.1	63.7	8	5
7/31/2002 17:59	42	56.3	66.7	19	5
7/31/2002 18:00	42	55.3	66.3	16	5
7/31/2002 18:00	42	56.0	66.1	14	5
7/31/2002 18:01	42	57.5	66.7	13	5
7/31/2002 18:02	42	57.8	68.0	18	5
7/31/2002 18:02	42	60.1	69.2	19	5
7/31/2002 18:04	42	64.3	71.1	11	5
7/31/2002 18:05	42	60.4	68.6	16	5
7/31/2002 18:05	42	61.3	66.8	7	5
7/31/2002 18:06	42	56.5	64.4	9	5
7/31/2002 6:07	42	55.3	63.8	10	5
7/31/2002 18:07	42	59.2	67.5	13	5
7/31/2002 18:08	42	56.4	65.8	12	5
7/31/2002 18:09	42	62.8	67.7	15	5
7/31/2002 6:09	42	56.6	63.0	6	5
7/31/2002 18:09	42	55.4	65.9	15	5
7/31/2002 18:10	42	55.1	61.7	6	5
7/31/2002 18:11	42	58.4	65.3	11	5
7/31/2002 18:13	42	57.9	66.0	12	5
7/31/2002 18:13	42	60.1	71.2	24	5
7/31/2002 18:15	42	60.2	67.0	9	5
7/31/2002 18:15	42	58.1	63.8	6	5
7/31/2002 18:15	42	57.0	64.4	8	5
7/31/2002 18:16	42	58.7	67.5	12	5
7/31/2002 18:16	42	58.1	70.3	33	5
7/31/2002 18:17	42	59.0	63.4	5	5
7/31/2002 18:18	42	57.8	62.8	5	5
7/31/2002 18:18	42	57.9	64.5	7	5
7/31/2002 18:19	42	59.4	67.0	13	5
7/31/2002 18:20	42	58.1	68.7	17	5
7/31/2002 18:21	42	55.8	62.1	5	5
7/31/2002 18:24	42	58.5	66.4	14	5
7/31/2002 18:25	42	61.5	69.8	19	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/31/2002 18:26	42	61.4	74.6	48	5
7/31/2002 18:26	43	61.9	72.9	28	5
7/31/2002 18:27	42	57.6	63.6	6	5
7/31/2002 18:29	42	56.9	69.2	28	5
7/31/2002 18:32	42	56.0	62.1	7	5
7/31/2002 18:35	42	65.8	70.6	9	5
7/31/2002 18:37	42	57.3	63.1	5	5
7/31/2002 18:38	42	64.1	76.9	59	5
7/31/2002 18:40	42	59.1	68.8	14	5
7/31/2002 18:41	42	58.7	65.0	7	5
7/31/2002 18:42	43	64.0	71.8	17	5
7/31/2002 18:44	42	57.9	64.9	8	5
7/31/2002 18:45	42	57.5	64.4	7	5
7/31/2002 18:45	42	59.9	65.2	6	5
7/31/2002 18:46	42	62.5	67.4	8	5
7/31/2002 6:49	42	61.7	69.6	14	5
7/31/2002 18:49	42	58.5	64.6	6	5
7/31/2002 6:49	42	59.5	65.7	8	5
7/31/2002 18:50	42	56.4	62.8	6	5
7/31/2002 18:52	42	57.9	65.8	10	5
7/31/2002 18:54	42	56.8	63.0	6	5
7/31/2002 18:55	42	61.1	72.1	37	5
7/31/2002 18:55	43	59.5	70.5	28	5
7/31/2002 6:55	42	59.4	68.1	12	5
7/31/2002 18:55	42	61.8	64.6	6	5
7/31/2002 18:57	42	57.8	72.3	51	5
7/31/2002 18:58	43	57.1	66.0	12	5
7/31/2002 18:58	42	56.6	64.3	9	5
7/31/2002 18:59	42	62.6	67.2	8	5
7/31/2002 19:00	42	60.5	67.8	12	5
7/31/2002 19:02	42	61.0	70.3	19	5
7/31/2002 7:04	42	55.4	65.0	15	5
7/31/2002 19:06	42	58.1	64.1	8	5
7/31/2002 19:06	42	59.6	64.3	6	5
7/31/2002 19:07	42	57.6	63.4	7	5
7/31/2002 19:08	42	57.0	65.5	10	5
7/31/2002 19:08	42	66.7	75.4	25	5
7/31/2002 7:09	42	58.8	64.6	9	5
7/31/2002 19:10	42	56.8	62.3	5	5
7/31/2002 19:10	42	57.8	65.4	11	5
7/31/2002 19:11	42	58.6	66.2	10	5
7/31/2002 7:12	42	67.2	69.7	9	5
7/31/2002 7:12	42	63.3	68.9	10	5
7/31/2002 19:12	42	57.3	63.6	6	5
7/31/2002 19:13	42	55.8	62.3	5	5
7/31/2002 19:13	42	60.1	65.4	6	5
7/31/2002 19:14	42	62.6	68.3	9	5
7/31/2002 19:15	42	60.8	67.9	13	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/31/2002 19:16	42	64.3	69.7	18	5
7/31/2002 19:16	42	56.6	64.5	10	5
7/31/2002 19:17	42	57.6	65.8	9	5
7/31/2002 7:17	42	56.4	62.3	5	5
7/31/2002 19:20	42	55.1	62.3	7	5
7/31/2002 7:21	42	60.5	65.3	6	5
7/31/2002 19:24	42	65.2	70.6	14	5
7/31/2002 19:25	42	64.2	72.1	37	5
7/31/2002 7:25	42	56.9	63.7	6	5
7/31/2002 19:26	42	57.5	63.7	6	5
7/31/2002 19:27	42	57.7	63.0	5	5
7/31/2002 19:28	42	58.0	62.9	5	5
7/31/2002 19:28	42	60.3	65.8	7	5
7/31/2002 19:29	42	63.5	69.1	10	5
7/31/2002 19:31	42	57.2	62.6	6	5
7/31/2002 19:32	42	56.8	64.7	8	5
7/31/2002 7:34	42	57.2	63.8	7	5
7/31/2002 7:39	42	56.5	68.9	28	5
7/31/2002 7:40	42	57.7	63.9	6	5
7/31/2002 19:43	42	57.9	65.2	8	5
7/31/2002 7:45	42	55.6	66.9	18	5
7/31/2002 7:46	42	56.2	64.0	9	5
7/31/2002 7:47	42	57.9	64.4	7	5
7/31/2002 19:47	42	61.4	70.3	14	5
7/31/2002 19:48	42	63.7	71.8	23	5
7/31/2002 7:48	42	56.1	62.1	5	5
7/31/2002 19:49	43	56.3	64.5	9	5
7/31/2002 19:49	42	60.6	65.1	5	5
7/31/2002 7:50	42	68.5	73.3	41	5
7/31/2002 19:50	42	60.6	69.2	17	5
7/31/2002 7:52	42	60.2	69.0	15	5
7/31/2002 19:56	42	55.9	62.4	7	5
7/31/2002 19:57	42	55.2	63.1	9	5
7/31/2002 7:58	42	55.5	61.8	5	5
7/31/2002 19:58	42	57.8	64.9	8	5
7/31/2002 19:59	42	59.5	69.6	25	5
7/31/2002 8:01	42	61.7	73.0	36	5
7/31/2002 8:02	43	56.8	67.3	18	5
7/31/2002 8:02	42	58.1	64.4	7	5
7/31/2002 8:04	42	55.8	63.0	7	5
7/31/2002 8:05	42	56.1	61.8	6	5
7/31/2002 20:05	42	60.7	66.3	8	5
7/31/2002 20:06	42	60.5	66.3	7	5
7/31/2002 20:06	42	60.2	65.4	7	5
7/31/2002 8:07	42	57.0	63.1	6	5
7/31/2002 8:08	42	56.7	63.2	6	5
7/31/2002 20:09	42	65.8	72.0	10	5
7/31/2002 8:10	42	63.2	70.1	20	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/31/2002 8:15	42	56.5	62.2	5	5
7/31/2002 8:16	42	55.7	62.9	7	5
7/31/2002 8:16	42	55.9	65.2	13	5
7/31/2002 8:17	42	59.1	68.0	20	5
7/31/2002 8:18	42	56.8	62.7	5	5
7/31/2002 8:19	42	56.2	64.8	10	5
7/31/2002 20:19	42	59.8	65.9	7	5
7/31/2002 8:20	42	61.4	68.0	11	5
7/31/2002 8:21	42	62.2	72.5	31	5
7/31/2002 8:22	42	56.1	65.7	16	5
7/31/2002 8:23	42	59.1	66.6	15	5
7/31/2002 20:23	43	56.2	62.8	7	5
7/31/2002 20:24	42	58.5	65.1	8	5
7/31/2002 8:27	43	56.8	66.3	12	5
7/31/2002 20:28	42	59.4	65.0	7	5
7/31/2002 20:30	42	69.8	73.9	13	5
7/31/2002 8:30	42	57.5	64.9	9	5
7/31/2002 20:31	42	57.8	65.9	12	5
7/31/2002 20:31	42	57.0	63.3	7	5
7/31/2002 20:32	42	57.2	64.0	7	5
7/31/2002 20:33	42	65.3	67.8	8	5
7/31/2002 8:38	42	58.8	68.0	14	5
7/31/2002 20:42	42	62.7	73.1	27	5
7/31/2002 8:43	42	56.1	64.1	9	5
7/31/2002 20:44	42	58.6	63.8	5	5
7/31/2002 8:44	42	57.3	63.8	6	5
7/31/2002 8:46	42	60.6	69.0	16	5
7/31/2002 20:47	42	58.2	66.1	13	5
7/31/2002 8:49	42	55.7	61.5	5	5
7/31/2002 8:50	42	56.6	64.6	9	5
7/31/2002 8:51	42	56.5	63.7	7	5
7/31/2002 8:52	42	59.0	65.1	6	5
7/31/2002 8:52	42	56.4	62.2	5	5
7/31/2002 8:53	42	55.7	62.9	8	5
7/31/2002 8:55	42	57.9	64.0	7	5
7/31/2002 9:00	42	62.5	68.7	10	5
7/31/2002 9:01	43	60.9	65.5	6	5
7/31/2002 9:01	42	65.6	73.7	15	5
7/31/2002 9:10	42	60.7	65.3	6	5
7/31/2002 9:15	42	59.7	65.3	6	5
7/31/2002 9:21	42	56.9	66.5	15	5
7/31/2002 9:22	42	58.2	64.1	6	5
7/31/2002 9:22	42	58.5	65.7	9	5
7/31/2002 9:23	42	56.8	65.6	11	5
7/31/2002 9:24	42	55.1	62.1	6	5
7/31/2002 9:24	43	64.2	74.2	28	5
7/31/2002 9:25	43	60.4	65.6	8	5
7/31/2002 9:25	43	61.2	69.8	15	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/31/2002 9:29	42	60.7	66.2	7	5
7/31/2002 9:30	42	58.6	63.7	6	5
7/31/2002 9:31	42	56.2	63.2	7	5
7/31/2002 9:31	42	57.2	64.7	9	5
7/31/2002 9:35	42	56.8	63.0	6	5
7/31/2002 9:37	42	66.0	72.7	13	5
7/31/2002 9:43	42	59.5	66.0	8	5
7/31/2002 9:44	42	57.1	63.6	8	5
7/31/2002 9:44	42	57.0	64.6	9	5
7/31/2002 9:46	42	56.4	62.7	5	5
7/31/2002 9:47	42	62.1	68.2	16	5
7/31/2002 9:48	42	55.4	63.3	8	5
7/31/2002 9:49	42	59.3	69.6	27	5
7/31/2002 21:51	43	55.3	63.3	9	5
7/31/2002 9:52	42	56.9	64.1	8	5
7/31/2002 21:59	43	55.3	63.7	10	5
7/31/2002 10:01	42	57.5	63.2	6	5
7/31/2002 10:05	42	58.8	65.4	8	5
7/31/2002 10:06	42	55.5	61.9	6	5
7/31/2002 10:17	42	55.2	62.6	7	5
7/31/2002 10:20	42	57.6	62.7	5	5
7/31/2002 10:23	42	59.0	64.8	6	5
7/31/2002 10:26	42	56.1	63.8	8	5
7/31/2002 10:36	43	70.3	71.6	6	5
7/31/2002 10:36	43	64.5	72.1	26	5
7/31/2002 10:37	42	56.0	62.4	6	5
7/31/2002 10:38	42	67.0	74.2	18	5
7/31/2002 10:40	42	55.3	62.8	7	5
7/31/2002 10:41	42	55.4	62.2	7	5
7/31/2002 10:42	42	55.2	63.5	8	5
7/31/2002 10:45	42	55.9	61.9	6	5
7/31/2002 10:48	42	61.6	67.8	9	5
7/31/2002 10:49	42	56.3	64.1	9	5
7/31/2002 10:54	43	69.5	72.1	11	5
7/31/2002 10:57	42	55.2	61.9	6	5
7/31/2002 11:04	42	58.7	66.2	10	5
7/31/2002 11:04	42	56.2	61.7	5	5
7/31/2002 11:05	42	57.5	66.9	16	5
7/31/2002 11:06	42	58.0	66.2	12	5
7/31/2002 11:07	42	58.7	64.1	6	5
7/31/2002 11:07	42	55.8	62.4	6	5
7/31/2002 11:10	43	64.7	75.0	42	5
7/31/2002 11:10	43	60.0	63.9	5	5
7/31/2002 11:10	42	71.4	74.0	8	5
7/31/2002 11:11	43	58.8	72.1	48	5
7/31/2002 11:11	42	73.2	77.3	28	5
7/31/2002 11:12	42	70.6	73.9	24	5
7/31/2002 11:12	43	56.5	64.5	12	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
7/31/2002 11:12	42	71.4	73.0	6	5
7/31/2002 11:12	42	72.0	76.1	11	5
7/31/2002 11:14	43	65.1	72.3	25	5
7/31/2002 11:15	42	56.1	62.5	6	5
7/31/2002 11:15	42	59.1	65.2	7	5
7/31/2002 11:17	43	62.1	65.4	7	5
7/31/2002 11:18	43	60.5	64.5	6	5
7/31/2002 11:18	42	58.7	66.8	12	5
7/31/2002 11:21	43	61.0	67.5	13	5
7/31/2002 11:21	42	55.7	61.3	5	5
7/31/2002 11:21	43	58.0	62.0	5	5
7/31/2002 11:22	43	59.2	67.5	17	5
7/31/2002 11:22	43	66.3	68.3	5	5
7/31/2002 11:25	42	57.5	63.6	7	5
7/31/2002 11:28	42	59.5	67.6	12	5
7/31/2002 11:36	42	56.2	63.1	8	5
7/31/2002 11:37	42	59.7	65.9	8	5
7/31/2002 11:41	42	55.6	62.0	6	5
7/31/2002 11:43	42	59.5	68.1	13	5
7/31/2002 11:43	42	59.9	69.0	26	5
7/31/2002 11:44	42	56.3	62.6	6	5
7/31/2002 11:45	42	59.0	67.2	12	5
7/31/2002 11:52	42	56.3	69.5	37	5
7/31/2002 12:01	43	57.5	69.0	20	5
7/31/2002 12:03	42	62.4	74.5	49	5
7/31/2002 12:09	42	59.8	64.3	5	5
7/31/2002 12:19	42	57.8	63.6	5	5
7/31/2002 12:20	42	56.8	63.1	7	5
7/31/2002 12:25	42	57.6	62.9	6	5
7/31/2002 12:26	42	56.4	67.8	24	5
7/31/2002 12:26	42	61.7	64.8	8	5
7/31/2002 12:28	42	57.4	64.4	8	5
7/31/2002 12:33	42	58.5	64.8	7	5
7/31/2002 12:35	42	58.7	67.8	15	5
7/31/2002 12:37	42	58.5	64.8	7	5
7/31/2002 12:37	42	57.6	66.5	12	5
7/31/2002 12:41	42	55.2	61.5	6	5
7/31/2002 12:42	42	57.6	63.6	7	5
7/31/2002 12:42	42	59.8	64.7	6	5
7/31/2002 12:43	42	58.9	64.3	6	5
7/31/2002 12:43	42	58.6	64.9	7	5
7/31/2002 12:46	42	59.7	67.0	11	5
7/31/2002 12:54	42	59.6	65.7	7	5
7/31/2002 12:54	42	57.7	64.5	7	5
7/31/2002 12:55	42	60.0	69.1	22	5
7/31/2002 12:56	42	56.7	63.8	8	5
7/31/2002 12:57	42	57.9	66.2	13	5
8/1/2002 13:00	43	59.7	71.3	24	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/1/2002 13:45	43	56.7	68.3	21	5
8/1/2002 13:55	42	64.3	67.1	7	5
8/1/2002 13:56	42	61.4	66.9	11	5
8/1/2002 13:58	42	56.9	64.4	8	5
8/1/2002 14:00	42	58.3	64.7	7	5
8/1/2002 14:01	42	57.4	63.4	6	5
8/1/2002 14:04	42	58.0	65.4	9	5
8/1/2002 14:12	42	58.7	65.7	7	5
8/1/2002 14:13	42	56.4	64.4	10	5
8/1/2002 14:16	43	59.2	70.4	26	5
8/1/2002 14:18	42	58.1	68.4	19	5
8/1/2002 14:19	43	57.0	67.8	19	5
8/1/2002 14:20	42	56.9	63.2	6	5
8/1/2002 14:21	42	57.2	63.7	7	5
8/1/2002 14:30	43	55.4	62.8	8	5
8/1/2002 14:34	42	58.6	64.0	6	5
8/1/2002 14:40	42	56.9	63.9	8	5
8/1/2002 14:42	42	57.2	63.5	6	5
8/1/2002 14:43	42	57.0	66.6	15	5
8/1/2002 14:44	42	55.6	62.1	6	5
8/1/2002 14:55	42	57.0	63.2	6	5
8/1/2002 15:03	42	57.4	61.4	5	5
8/1/2002 15:09	42	58.7	65.4	8	5
8/1/2002 15:10	42	56.0	62.1	5	5
8/1/2002 15:12	42	56.9	65.1	11	5
8/1/2002 15:16	42	57.5	64.0	6	5
8/1/2002 15:18	42	59.3	65.6	8	5
8/1/2002 15:21	42	60.5	68.0	15	5
8/1/2002 15:24	42	61.0	69.5	14	5
8/1/2002 15:27	42	58.0	63.5	6	5
8/1/2002 15:28	42	56.3	62.4	5	5
8/1/2002 15:30	42	57.2	66.8	13	5
8/1/2002 15:30	42	56.4	62.1	5	5
8/1/2002 15:31	42	57.5	62.7	5	5
8/1/2002 15:31	42	60.7	66.7	8	5
8/1/2002 15:31	42	61.0	71.2	25	5
8/1/2002 15:33	42	57.2	63.2	6	5
8/1/2002 15:35	42	57.3	69.4	32	5
8/1/2002 15:37	42	60.9	66.8	8	5
8/1/2002 15:38	42	58.2	70.7	32	5
8/1/2002 15:41	42	57.1	66.1	16	5
8/1/2002 15:48	42	58.6	64.2	7	5
8/1/2002 15:49	42	57.5	63.4	6	5
8/1/2002 16:02	42	57.0	66.2	14	5
8/1/2002 16:04	42	57.6	64.8	9	5
8/1/2002 16:07	42	57.0	64.9	10	5
8/1/2002 16:09	42	60.0	66.5	9	5
8/1/2002 16:11	42	57.2	64.7	7	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/1/2002 16:11	42	60.0	65.6	7	5
8/1/2002 16:14	42	56.0	65.8	16	5
8/1/2002 16:15	42	56.9	63.6	6	5
8/1/2002 16:17	42	58.7	66.2	9	5
8/1/2002 16:21	42	56.9	63.6	7	5
8/1/2002 16:22	42	55.6	64.2	11	5
8/1/2002 16:22	42	56.8	64.9	9	5
8/1/2002 16:23	42	57.2	65.6	12	5
8/1/2002 16:24	42	60.7	72.3	35	5
8/1/2002 16:25	42	59.5	70.8	32	5
8/1/2002 16:26	42	58.9	69.7	25	5
8/1/2002 16:26	42	57.7	66.5	12	5
8/1/2002 16:38	42	57.8	66.0	13	5
8/1/2002 16:45	42	58.1	65.5	9	5
8/1/2002 16:46	42	58.7	69.0	20	5
8/1/2002 16:46	42	56.1	64.5	8	5
8/1/2002 16:48	42	61.8	65.5	7	5
8/1/2002 16:59	42	57.3	63.4	6	5
8/1/2002 17:00	42	58.7	63.7	6	5
8/1/2002 17:00	42	56.6	63.9	9	5
8/1/2002 17:00	42	57.2	64.1	7	5
8/1/2002 17:01	42	58.8	67.5	12	5
8/1/2002 17:06	42	58.6	65.6	8	5
8/1/2002 17:06	42	58.1	64.2	8	5
8/1/2002 17:06	42	57.1	65.4	10	5
8/1/2002 17:07	42	57.9	65.2	8	5
8/1/2002 17:08	42	57.1	62.6	5	5
8/1/2002 17:09	42	57.9	66.4	11	5
8/1/2002 17:13	42	56.2	63.8	8	5
8/1/2002 17:19	42	63.1	73.3	38	5
8/1/2002 17:19	43	57.8	68.8	21	5
8/1/2002 17:20	42	57.7	65.3	12	5
8/1/2002 17:20	42	55.5	62.1	7	5
8/1/2002 17:20	42	58.3	67.8	15	5
8/1/2002 17:21	42	59.4	65.2	7	5
8/1/2002 17:21	42	58.3	68.3	17	5
8/1/2002 17:22	42	57.9	65.9	12	5
8/1/2002 17:25	42	59.2	71.1	29	5
8/1/2002 17:25	42	55.3	61.3	6	5
8/1/2002 17:25	42	58.7	64.8	7	5
8/1/2002 17:27	42	63.6	75.0	41	5
8/1/2002 17:28	42	59.7	75.1	68	5
8/1/2002 17:29	42	57.1	64.7	12	5
8/1/2002 17:30	42	59.5	73.6	53	5
8/1/2002 17:31	42	57.8	68.3	18	5
8/1/2002 17:32	42	58.5	65.5	9	5
8/1/2002 17:32	42	57.1	66.5	12	5
8/1/2002 17:33	42	57.2	67.8	17	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/1/2002 17:34	42	59.2	68.1	13	5
8/1/2002 17:35	42	60.5	69.0	17	5
8/1/2002 17:36	42	57.9	63.4	6	5
8/1/2002 17:36	42	56.5	64.8	10	5
8/1/2002 17:36	42	63.9	71.3	16	5
8/1/2002 17:41	42	58.6	64.8	8	5
8/1/2002 17:41	42	60.6	67.4	9	5
8/1/2002 17:43	42	57.4	65.3	9	5
8/1/2002 17:44	42	55.1	60.9	5	5
8/1/2002 17:49	42	60.4	75.2	82	5
8/1/2002 17:50	43	56.3	63.9	9	5
8/1/2002 17:50	42	57.2	66.1	15	5
8/1/2002 17:51	42	57.2	62.7	5	5
8/1/2002 17:52	42	60.8	68.1	11	5
8/1/2002 17:54	42	58.2	66.2	10	5
8/1/2002 17:55	42	56.1	62.6	6	5
8/1/2002 17:55	42	56.2	64.6	10	5
8/1/2002 17:56	42	58.9	64.4	6	5
8/1/2002 17:56	42	57.9	64.7	8	5
8/1/2002 17:57	43	64.0	68.1	5	5
8/1/2002 18:01	42	59.9	71.0	25	5
8/1/2002 18:06	42	59.1	65.8	8	5
8/1/2002 18:09	42	58.1	67.2	12	5
8/1/2002 18:09	43	71.8	73.2	6	5
8/1/2002 18:09	42	56.7	64.2	9	5
8/1/2002 18:09	43	59.1	64.3	7	5
8/1/2002 18:13	42	68.4	75.0	19	5
8/1/2002 18:20	42	57.2	64.3	7	5
8/1/2002 18:20	42	56.6	63.2	7	5
8/1/2002 18:21	42	59.2	64.9	6	5
8/1/2002 18:30	42	58.3	65.9	12	5
8/1/2002 18:31	42	61.1	70.8	23	5
8/1/2002 18:32	42	58.5	66.5	10	5
8/1/2002 18:33	42	57.2	62.8	6	5
8/1/2002 18:41	42	60.7	66.5	9	5
8/1/2002 18:45	42	64.8	72.2	22	5
8/1/2002 18:45	43	64.9	68.7	10	5
8/1/2002 18:46	42	56.6	63.0	7	5
8/1/2002 18:46	42	57.3	64.0	7	5
8/1/2002 18:47	42	63.8	70.8	14	5
8/1/2002 18:50	42	58.3	64.7	7	5
8/1/2002 18:52	42	63.3	71.5	18	5
8/1/2002 18:54	42	58.4	65.9	10	5
8/1/2002 18:56	42	59.7	67.2	10	5
8/1/2002 19:01	42	56.2	62.1	5	5
8/1/2002 19:03	42	57.5	63.8	6	5
8/1/2002 19:09	42	57.5	65.4	10	5
8/1/2002 19:10	42	58.8	68.0	15	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/1/2002 19:12	42	57.0	63.6	7	5
8/1/2002 19:16	42	57.8	63.7	6	5
8/1/2002 19:17	42	56.9	64.8	11	5
8/1/2002 19:17	42	56.8	67.1	15	5
8/1/2002 19:17	42	57.6	65.6	9	5
8/1/2002 19:20	42	57.2	64.2	7	5
8/1/2002 19:21	42	56.4	61.7	5	5
8/1/2002 19:23	42	62.2	68.3	8	5
8/1/2002 19:24	42	58.7	71.7	42	5
8/1/2002 19:24	43	57.9	70.0	27	5
8/1/2002 19:28	42	66.9	71.1	20	5
8/1/2002 19:29	42	58.7	66.4	10	5
8/1/2002 19:29	42	57.9	64.7	8	5
8/1/2002 19:29	42	57.9	65.5	11	5
8/1/2002 19:30	42	57.4	64.6	8	5
8/1/2002 19:31	42	57.7	66.9	16	5
8/1/2002 7:31	43	56.9	68.6	22	5
8/1/2002 19:31	42	57.6	64.0	6	5
8/1/2002 19:33	42	56.2	62.8	6	5
8/1/2002 19:34	42	55.4	62.5	7	5
8/1/2002 19:34	42	56.3	62.3	7	5
8/1/2002 19:35	42	56.8	63.8	7	5
8/1/2002 19:36	42	56.7	63.9	8	5
8/1/2002 19:41	42	58.2	66.6	14	5
8/1/2002 19:43	42	55.8	62.7	7	5
8/1/2002 19:48	42	55.4	63.0	8	5
8/1/2002 8:03	43	57.3	63.3	6	5
8/1/2002 20:05	42	62.6	68.9	10	5
8/1/2002 20:05	42	56.7	64.8	10	5
8/1/2002 20:09	43	75.8	79.6	13	5
8/1/2002 20:13	42	57.4	63.1	7	5
8/1/2002 20:18	42	62.9	67.3	6	5
8/1/2002 8:29	43	57.3	62.7	6	5
8/1/2002 8:29	43	57.2	63.2	7	5
8/1/2002 8:33	43	57.6	65.9	12	5
8/1/2002 8:33	43	57.2	62.6	6	5
8/1/2002 20:44	42	58.5	67.4	14	5
8/1/2002 20:45	42	56.1	62.7	7	5
8/1/2002 8:53	43	55.3	61.0	6	5
8/1/2002 20:55	42	57.1	63.4	6	5
8/1/2002 20:58	42	56.2	61.9	5	5
8/1/2002 21:00	42	57.8	63.7	6	5
8/1/2002 21:08	42	58.1	69.4	22	5
8/1/2002 21:11	42	57.3	63.9	7	5
8/1/2002 21:14	42	57.4	63.0	5	5
8/1/2002 21:49	42	63.5	67.2	10	5
8/1/2002 21:50	42	59.3	65.7	7	5
8/1/2002 21:52	42	59.1	65.0	7	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/1/2002 22:05	42	59.5	65.2	7	5
8/1/2002 22:12	42	59.3	66.5	8	5
8/1/2002 22:35	42	62.6	71.7	14	5
8/1/2002 22:36	42	56.9	63.5	6	5
8/1/2002 22:46	42	58.1	62.7	5	5
8/1/2002 10:49	43	67.0	77.8	37	5
8/1/2002 23:25	42	57.5	63.3	6	5
8/1/2002 23:41	42	58.2	66.6	10	5
8/1/2002 11:46	43	58.8	69.5	25	5
8/1/2002 11:46	43	61.7	69.4	18	5
8/1/2002 23:59	42	66.1	72.4	11	5
8/1/2002 12:07	43	62.7	67.4	7	5
8/1/2002 12:08	43	66.0	69.1	5	5
8/1/2002 12:11	43	66.4	69.6	6	5
8/1/2002 12:11	43	59.2	63.8	6	5
8/1/2002 12:11	43	59.0	64.8	8	5
8/1/2002 12:28	43	56.3	66.5	17	5
8/2/2002 13:02	42	56.3	62.3	5	5
8/2/2002 13:12	42	58.9	64.0	6	5
8/2/2002 13:13	42	62.1	71.3	29	5
8/2/2002 13:14	42	70.0	79.4	36	5
8/2/2002 13:16	42	56.1	64.4	11	5
8/2/2002 13:17	42	58.6	67.3	17	5
8/2/2002 13:17	42	58.6	64.7	8	5
8/2/2002 13:21	42	65.1	70.2	9	5
8/2/2002 13:22	42	58.2	66.2	10	5
8/2/2002 13:23	42	58.7	66.1	9	5
8/2/2002 13:28	42	59.1	65.0	8	5
8/2/2002 13:28	42	58.9	63.9	6	5
8/2/2002 13:33	42	57.2	63.7	7	5
8/2/2002 13:37	42	58.5	64.4	9	5
8/2/2002 13:46	42	57.1	63.5	7	5
8/2/2002 13:48	42	58.2	64.3	7	5
8/2/2002 13:49	42	55.0	60.8	6	5
8/2/2002 13:57	42	58.2	62.8	6	5
8/2/2002 13:57	42	66.5	69.3	9	5
8/2/2002 14:03	42	62.4	65.2	8	5
8/2/2002 14:04	42	58.0	65.5	10	5
8/2/2002 14:04	42	58.2	68.7	21	5
8/2/2002 14:07	42	59.4	64.5	6	5
8/2/2002 14:09	42	64.2	71.6	14	5
8/2/2002 14:09	42	56.8	66.1	11	5
8/2/2002 14:17	42	59.6	66.1	8	5
8/2/2002 14:28	42	57.9	64.0	6	5
8/2/2002 2:29	43	74.3	75.2	8	5
8/2/2002 14:29	42	62.5	69.0	10	5
8/2/2002 14:43	42	55.6	62.1	6	5
8/2/2002 14:44	42	58.8	66.5	10	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/2/2002 14:44	42	58.7	65.9	10	5
8/2/2002 14:45	42	55.4	61.3	5	5
8/2/2002 14:45	42	55.8	62.5	6	5
8/2/2002 14:46	42	58.0	64.4	8	5
8/2/2002 14:46	42	61.0	68.0	15	5
8/2/2002 14:47	42	60.4	70.9	35	5
8/2/2002 14:52	42	57.6	66.2	14	5
8/2/2002 14:59	42	56.7	67.2	19	5
8/2/2002 15:00	42	63.9	73.1	24	5
8/2/2002 15:00	42	63.4	70.4	12	5
8/2/2002 15:01	42	59.6	64.3	7	5
8/2/2002 15:01	42	58.6	65.9	11	5
8/2/2002 15:02	42	61.3	66.2	7	5
8/2/2002 15:04	42	57.1	63.4	7	5
8/2/2002 15:06	42	55.2	60.5	5	5
8/2/2002 15:12	42	58.3	65.7	13	5
8/2/2002 15:14	42	57.6	63.2	6	5
8/2/2002 15:15	42	57.6	62.9	7	5
8/2/2002 15:17	42	61.8	68.9	19	5
8/2/2002 15:17	42	56.0	62.3	6	5
8/2/2002 15:18	42	55.9	62.2	6	5
8/2/2002 15:24	42	56.2	63.1	7	5
8/2/2002 15:27	42	56.7	62.0	6	5
8/2/2002 15:28	42	56.6	62.4	6	5
8/2/2002 3:29	43	97.2	97.8	11	5
8/2/2002 15:34	42	57.7	62.8	6	5
8/2/2002 15:37	42	56.3	62.5	6	5
8/2/2002 15:38	42	56.7	63.0	6	5
8/2/2002 15:41	42	59.8	66.2	9	5
8/2/2002 15:41	42	62.9	68.8	9	5
8/2/2002 15:44	42	57.4	63.6	6	5
8/2/2002 15:44	42	57.6	65.0	10	5
8/2/2002 15:44	42	57.9	63.5	7	5
8/2/2002 15:45	42	57.9	67.3	19	5
8/2/2002 3:49	43	96.7	98.8	17	5
8/2/2002 3:49	43	64.1	68.4	6	5
8/2/2002 15:52	42	58.9	64.9	7	5
8/2/2002 15:54	42	57.8	65.3	10	5
8/2/2002 15:55	42	57.3	68.3	24	5
8/2/2002 15:56	42	58.8	67.0	13	5
8/2/2002 15:57	42	58.9	65.1	7	5
8/2/2002 15:57	42	56.0	61.9	5	5
8/2/2002 16:07	42	65.8	71.2	17	5
8/2/2002 16:09	42	59.7	65.5	7	5
8/2/2002 16:09	43	58.9	64.5	7	5
8/2/2002 16:14	43	101.7	102.2	16	5
8/2/2002 16:17	42	61.1	70.3	23	5
8/2/2002 16:18	42	64.8	70.8	14	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/2/2002 16:19	42	55.0	64.2	10	5
8/2/2002 16:19	42	58.3	68.0	15	5
8/2/2002 16:19	42	57.7	69.2	22	5
8/2/2002 16:22	43	63.5	69.3	11	5
8/2/2002 16:23	42	56.7	62.5	6	5
8/2/2002 16:23	42	57.7	65.4	9	5
8/2/2002 4:26	43	73.0	74.5	9	5
8/2/2002 16:30	43	100.7	101.3	12	5
8/2/2002 16:31	43	118.4	122.5	64	5
8/2/2002 16:32	42	59.2	68.6	19	5
8/2/2002 16:32	42	56.1	63.0	7	5
8/2/2002 16:33	42	58.1	64.4	8	5
8/2/2002 16:33	42	58.2	66.2	10	5
8/2/2002 16:34	42	56.3	66.6	16	5
8/2/2002 16:39	42	63.4	71.8	17	5
8/2/2002 16:40	42	60.7	66.0	7	5
8/2/2002 16:41	42	55.6	61.8	6	5
8/2/2002 16:41	42	58.6	64.9	7	5
8/2/2002 16:41	42	56.6	63.0	7	5
8/2/2002 16:43	42	59.8	70.7	30	5
8/2/2002 16:44	42	57.1	66.1	13	5
8/2/2002 16:46	42	58.0	67.4	17	5
8/2/2002 16:46	42	56.5	65.3	11	5
8/2/2002 16:47	42	58.5	68.8	19	5
8/2/2002 16:49	42	56.2	64.5	9	5
8/2/2002 16:49	42	58.9	68.1	21	5
8/2/2002 16:50	42	58.6	65.0	7	5
8/2/2002 4:51	43	98.1	100.1	12	5
8/2/2002 16:52	42	60.9	68.2	13	5
8/2/2002 16:53	42	57.9	65.2	11	5
8/2/2002 16:54	42	59.8	68.3	13	5
8/2/2002 16:55	42	60.0	68.1	17	5
8/2/2002 16:56	42	60.1	72.8	41	5
8/2/2002 16:57	42	57.8	65.1	11	5
8/2/2002 16:57	42	57.3	64.0	8	5
8/2/2002 16:58	42	59.2	69.4	25	5
8/2/2002 4:58	42	57.5	62.9	6	5
8/2/2002 16:59	42	56.5	62.8	6	5
8/2/2002 17:00	42	56.6	65.7	14	5
8/2/2002 17:01	42	56.3	63.1	7	5
8/2/2002 17:01	42	60.4	67.7	11	5
8/2/2002 17:02	42	60.3	66.0	7	5
8/2/2002 5:03	43	74.0	74.6	6	5
8/2/2002 17:04	42	60.2	70.7	26	5
8/2/2002 5:04	43	66.5	68.5	6	5
8/2/2002 5:06	43	80.7	81.2	7	5
8/2/2002 17:06	42	58.0	66.5	10	5
8/2/2002 17:08	42	56.4	63.2	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/2/2002 17:09	42	67.3	74.7	23	5
8/2/2002 17:10	42	58.5	64.7	9	5
8/2/2002 17:10	42	64.2	69.6	16	5
8/2/2002 17:11	42	58.9	71.4	40	5
8/2/2002 5:11	42	56.1	63.5	7	5
8/2/2002 17:15	42	59.1	67.8	17	5
8/2/2002 17:16	42	58.7	67.0	12	5
8/2/2002 17:17	42	59.7	69.4	21	5
8/2/2002 17:19	42	62.5	68.0	11	5
8/2/2002 17:19	42	59.6	64.8	7	5
8/2/2002 17:20	42	57.2	62.5	6	5
8/2/2002 5:24	43	66.4	68.0	5	5
8/2/2002 17:27	42	57.3	63.9	7	5
8/2/2002 17:27	42	55.7	61.2	5	5
8/2/2002 17:30	42	58.3	64.7	8	5
8/2/2002 17:31	42	55.4	62.7	7	5
8/2/2002 5:31	43	72.7	73.7	7	5
8/2/2002 17:32	42	55.3	61.6	5	5
8/2/2002 17:33	42	59.1	68.4	13	5
8/2/2002 5:34	43	67.8	70.8	6	5
8/2/2002 5:38	43	69.2	72.0	6	5
8/2/2002 5:43	43	93.4	96.0	11	5
8/2/2002 17:46	43	57.2	62.6	6	5
8/2/2002 17:48	43	60.1	69.3	25	5
8/2/2002 5:51	43	71.7	75.3	9	5
8/2/2002 17:53	43	60.2	74.6	79	5
8/2/2002 17:55	43	59.5	73.3	65	5
8/2/2002 17:56	42	58.7	64.4	6	5
8/2/2002 5:56	43	65.3	66.8	6	5
8/2/2002 17:56	42	59.4	66.9	15	5
8/2/2002 17:58	42	56.9	63.8	7	5
8/2/2002 18:02	43	57.7	67.8	20	5
8/2/2002 18:02	43	55.6	66.2	16	5
8/2/2002 6:03	42	58.3	64.1	6	5
8/2/2002 18:10	43	79.8	80.5	12	5
8/2/2002 18:12	42	61.4	74.3	49	5
8/2/2002 6:13	42	57.6	63.2	6	5
8/2/2002 6:20	43	71.0	74.3	9	5
8/2/2002 18:20	42	56.2	62.8	7	5
8/2/2002 18:22	43	56.1	67.9	23	5
8/2/2002 6:23	43	71.9	72.5	5	5
8/2/2002 18:23	42	56.2	61.7	6	5
8/2/2002 6:27	43	72.3	72.8	5	5
8/2/2002 6:30	43	72.6	73.2	5	5
8/2/2002 18:30	42	57.5	62.7	6	5
8/2/2002 18:31	42	58.7	68.6	19	5
8/2/2002 18:31	42	60.8	64.2	6	5
8/2/2002 18:40	42	59.4	65.5	9	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/2/2002 18:41	42	58.4	63.3	5	5
8/2/2002 18:41	42	55.3	62.9	8	5
8/2/2002 18:42	42	63.8	68.1	8	5
8/2/2002 18:44	43	70.0	71.2	6	5
8/2/2002 18:45	42	57.3	65.9	10	5
8/2/2002 18:50	42	55.1	62.6	7	5
8/2/2002 18:50	42	57.7	62.9	5	5
8/2/2002 6:50	43	95.1	95.7	11	5
8/2/2002 6:55	42	59.6	67.5	13	5
8/2/2002 19:01	42	59.0	67.3	14	5
8/2/2002 19:02	42	55.4	63.6	10	5
8/2/2002 7:05	42	56.4	61.8	5	5
8/2/2002 19:07	42	56.7	63.0	6	5
8/2/2002 19:08	42	56.8	62.6	6	5
8/2/2002 7:10	43	99.1	99.7	13	5
8/2/2002 19:15	42	55.3	61.5	6	5
8/2/2002 19:17	42	57.1	63.6	6	5
8/2/2002 19:24	42	59.7	66.0	8	5
8/2/2002 7:27	42	59.2	64.3	5	5
8/2/2002 19:28	43	57.9	66.6	16	5
8/2/2002 19:28	42	56.1	66.2	13	5
8/2/2002 19:30	42	55.6	61.5	5	5
8/2/2002 19:31	43	55.9	62.9	9	5
8/2/2002 19:32	43	58.7	72.8	64	5
8/2/2002 19:33	43	61.6	66.6	15	5
8/2/2002 19:33	43	58.0	68.8	26	5
8/2/2002 19:35	43	62.7	71.4	16	5
8/2/2002 19:36	43	55.9	62.4	7	5
8/2/2002 19:36	43	58.4	64.9	10	5
8/2/2002 7:37	42	60.6	66.5	8	5
8/2/2002 19:39	43	59.0	63.8	6	5
8/2/2002 19:41	42	58.1	63.6	6	5
8/2/2002 19:41	43	61.0	69.7	30	5
8/2/2002 19:42	43	63.0	72.4	38	5
8/2/2002 7:42	43	57.9	66.3	15	5
8/2/2002 19:43	42	55.9	62.7	6	5
8/2/2002 19:43	43	59.5	71.8	53	5
8/2/2002 19:44	43	59.0	66.8	15	5
8/2/2002 19:44	43	56.1	61.2	6	5
8/2/2002 19:45	43	55.2	63.1	10	5
8/2/2002 7:45	42	59.2	67.0	11	5
8/2/2002 19:45	43	59.4	70.8	44	5
8/2/2002 7:45	42	57.4	65.7	9	5
8/2/2002 7:46	42	59.3	66.6	10	5
8/2/2002 19:47	42	57.6	62.6	5	5
8/2/2002 7:50	42	67.8	74.4	24	5
8/2/2002 7:50	42	59.0	65.0	7	5
8/2/2002 19:52	43	58.8	66.9	11	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/2/2002 19:53	43	58.8	66.0	15	5
8/2/2002 19:56	42	69.1	70.3	5	5
8/2/2002 19:56	43	57.4	63.8	7	5
8/2/2002 7:56	42	57.2	63.4	7	5
8/2/2002 7:58	43	75.1	75.9	6	5
8/2/2002 7:59	42	56.5	62.2	5	5
8/2/2002 7:59	42	58.0	65.1	7	5
8/2/2002 8:01	43	66.1	75.6	38	5
8/2/2002 20:05	42	58.3	64.6	7	5
8/2/2002 8:05	42	56.9	63.5	6	5
8/2/2002 20:06	42	55.8	63.1	7	5
8/2/2002 8:09	42	78.3	82.0	31	5
8/2/2002 20:10	42	57.8	63.7	7	5
8/2/2002 8:11	42	56.3	62.1	5	5
8/2/2002 8:13	42	56.0	61.8	5	5
8/2/2002 8:14	42	56.6	63.9	8	5
8/2/2002 8:18	42	55.8	62.7	6	5
8/2/2002 20:24	42	58.6	64.8	7	5
8/2/2002 20:25	43	57.9	66.3	15	5
8/2/2002 20:25	43	55.6	60.8	6	5
8/2/2002 8:26	42	56.8	66.5	13	5
8/2/2002 20:27	43	55.4	67.1	19	5
8/2/2002 20:30	43	56.2	66.8	19	5
8/2/2002 20:30	43	55.4	62.1	7	5
8/2/2002 20:31	42	57.3	62.6	5	5
8/2/2002 8:31	42	58.4	66.0	10	5
8/2/2002 20:31	42	56.7	65.3	10	5
8/2/2002 20:32	43	56.0	63.2	8	5
8/2/2002 20:32	43	55.7	63.4	8	5
8/2/2002 20:32	43	55.6	62.0	7	5
8/2/2002 20:33	43	57.6	73.3	59	5
8/2/2002 20:35	42	55.7	62.3	6	5
8/2/2002 20:36	42	57.4	64.8	8	5
8/2/2002 8:37	42	57.1	62.7	5	5
8/2/2002 8:40	42	55.8	62.0	5	5
8/2/2002 20:41	42	65.1	69.4	7	5
8/2/2002 20:44	43	59.6	71.0	25	5
8/2/2002 8:44	42	58.4	67.3	14	5
8/2/2002 8:46	42	56.1	66.4	16	5
8/2/2002 8:49	42	58.0	67.6	16	5
8/2/2002 8:50	42	56.1	61.9	5	5
8/2/2002 8:57	42	57.1	64.0	7	5
8/2/2002 8:58	43	58.1	65.4	9	5
8/2/2002 8:59	43	73.9	74.5	6	5
8/2/2002 21:02	42	63.2	69.3	13	5
8/2/2002 9:02	42	60.0	70.4	29	5
8/2/2002 9:02	43	61.9	76.9	60	5
8/2/2002 9:03	42	57.2	65.0	9	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/2/2002 9:05	43	78.3	79.0	11	5
8/2/2002 9:05	42	60.0	65.7	7	5
8/2/2002 9:06	42	60.3	66.9	13	5
8/2/2002 9:07	43	73.3	73.8	5	5
8/2/2002 9:07	43	72.6	73.2	6	5
8/2/2002 21:07	42	56.3	62.5	6	5
8/2/2002 9:08	43	74.8	81.1	55	5
8/2/2002 9:09	43	68.6	71.9	12	5
8/2/2002 9:09	43	70.2	74.8	21	5
8/2/2002 9:09	43	80.8	83.1	12	5
8/2/2002 9:10	43	75.5	81.1	75	5
8/2/2002 9:11	43	60.6	67.2	10	5
8/2/2002 9:12	43	61.0	67.6	12	5
8/2/2002 21:12	42	56.8	64.8	10	5
8/2/2002 9:12	42	57.6	68.1	16	5
8/2/2002 21:17	42	58.7	63.7	5	5
8/2/2002 21:17	42	59.1	67.1	14	5
8/2/2002 9:20	42	59.1	69.2	24	5
8/2/2002 9:20	42	56.0	68.0	21	5
8/2/2002 9:20	43	61.0	64.2	6	5
8/2/2002 9:24	42	63.2	67.6	8	5
8/2/2002 9:30	42	60.1	65.2	6	5
8/2/2002 9:32	42	57.6	63.7	6	5
8/2/2002 21:33	42	55.8	62.3	6	5
8/2/2002 9:34	42	63.1	71.3	22	5
8/2/2002 9:40	42	56.0	62.9	7	5
8/2/2002 9:43	42	55.2	61.3	5	5
8/2/2002 21:45	42	55.7	65.4	15	5
8/2/2002 21:45	43	69.2	73.2	10	5
8/2/2002 9:46	42	58.0	65.4	9	5
8/2/2002 21:53	43	66.8	69.8	13	5
8/2/2002 21:54	43	106.6	107.2	16	5
8/2/2002 21:55	43	87.1	87.7	11	5
8/2/2002 9:55	43	68.5	71.9	8	5
8/2/2002 21:56	43	68.2	69.2	6	5
8/2/2002 21:56	43	111.7	114.0	30	5
8/2/2002 21:57	43	106.5	107.2	23	5
8/2/2002 9:59	43	73.9	82.9	37	5
8/2/2002 22:02	43	69.4	78.2	28	5
8/2/2002 22:04	43	61.1	69.1	17	5
8/2/2002 22:04	42	56.6	62.9	6	5
8/2/2002 22:04	43	66.9	73.4	13	5
8/2/2002 22:05	43	69.9	76.3	54	5
8/2/2002 22:06	43	55.1	61.5	7	5
8/2/2002 22:06	43	58.9	72.5	44	5
8/2/2002 22:09	43	112.6	115.0	32	5
8/2/2002 10:09	43	72.0	72.5	5	5
8/2/2002 10:10	43	74.2	74.8	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/2/2002 10:10	43	76.9	81.9	23	5
8/2/2002 22:11	43	106.5	107.1	16	5
8/2/2002 22:11	43	106.4	107.0	17	5
8/2/2002 22:11	43	62.6	67.4	10	5
8/2/2002 22:12	43	67.9	72.5	8	5
8/2/2002 22:12	43	66.1	73.0	20	5
8/2/2002 10:13	43	74.3	74.9	6	5
8/2/2002 10:14	43	76.2	80.7	13	5
8/2/2002 22:14	43	81.8	88.8	57	5
8/2/2002 10:14	43	76.7	77.3	6	5
8/2/2002 10:14	43	74.0	74.7	6	5
8/2/2002 22:15	43	62.0	67.1	8	5
8/2/2002 22:16	43	67.3	71.7	12	5
8/2/2002 22:16	43	60.7	67.2	12	5
8/2/2002 22:16	43	74.5	77.6	21	5
8/2/2002 22:16	43	65.2	67.5	5	5
8/2/2002 22:16	43	66.5	74.5	43	5
8/2/2002 22:17	43	106.5	110.2	53	5
8/2/2002 22:18	43	116.2	116.8	50	5
8/2/2002 22:19	43	71.8	74.4	11	5
8/2/2002 10:20	42	56.0	63.1	7	5
8/2/2002 10:21	42	68.9	76.4	20	5
8/2/2002 22:24	43	82.9	84.0	21	5
8/2/2002 22:26	43	65.0	69.8	13	5
8/2/2002 22:26	43	64.6	72.6	12	5
8/2/2002 22:26	43	62.3	70.7	19	5
8/2/2002 22:28	43	71.2	75.3	14	5
8/2/2002 22:28	43	70.9	74.6	11	5
8/2/2002 22:30	43	72.6	76.9	34	5
8/2/2002 22:31	43	55.7	63.8	11	5
8/2/2002 10:32	42	57.1	66.6	15	5
8/2/2002 22:32	42	60.0	65.3	6	5
8/2/2002 22:32	43	68.2	71.8	8	5
8/2/2002 10:38	42	59.8	66.2	8	5
8/2/2002 10:39	42	61.2	69.4	13	5
8/2/2002 10:40	42	59.0	64.1	7	5
8/2/2002 10:41	42	59.4	65.9	8	5
8/2/2002 10:42	42	57.4	63.1	5	5
8/2/2002 10:42	42	57.3	63.2	6	5
8/2/2002 10:44	42	59.1	65.2	7	5
8/2/2002 10:44	42	57.5	63.4	6	5
8/2/2002 22:52	42	56.3	62.4	6	5
8/2/2002 22:58	43	58.2	68.6	29	5
8/2/2002 22:59	43	71.2	82.6	43	5
8/2/2002 11:02	42	57.6	65.5	12	5
8/2/2002 11:04	42	58.6	66.7	10	5
8/2/2002 23:04	42	57.8	64.5	8	5
8/2/2002 23:07	42	57.1	64.0	7	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/2/2002 11:10	42	57.5	63.6	7	5
8/2/2002 11:14	42	59.6	65.4	6	5
8/2/2002 23:14	42	63.7	69.1	8	5
8/2/2002 11:19	42	58.5	67.5	14	5
8/2/2002 11:19	42	58.6	66.1	10	5
8/2/2002 11:19	42	56.6	62.7	6	5
8/2/2002 11:28	42	56.9	62.4	6	5
8/2/2002 11:28	42	58.2	66.1	13	5
8/2/2002 11:35	42	55.2	61.7	5	5
8/2/2002 11:37	42	60.0	67.2	11	5
8/2/2002 11:41	42	58.7	66.7	13	5
8/2/2002 11:41	42	55.9	63.1	7	5
8/2/2002 11:43	42	56.9	63.2	6	5
8/2/2002 11:49	42	57.2	65.7	14	5
8/2/2002 11:50	42	60.6	68.0	11	5
8/2/2002 11:50	42	56.9	63.4	6	5
8/2/2002 11:55	42	57.9	63.4	6	5
8/2/2002 11:57	42	57.3	64.9	9	5
8/2/2002 12:01	42	58.0	62.9	5	5
8/2/2002 12:13	42	59.9	67.0	9	5
8/2/2002 12:18	42	56.2	63.4	8	5
8/2/2002 12:21	42	55.8	62.0	5	5
8/2/2002 12:29	42	57.0	62.6	5	5
8/2/2002 12:29	42	58.6	64.5	6	5
8/2/2002 12:30	42	58.8	68.0	18	5
8/2/2002 12:38	42	56.7	62.7	5	5
8/2/2002 12:38	42	56.1	63.4	8	5
8/2/2002 12:46	42	59.7	65.4	7	5
8/2/2002 12:47	42	56.6	63.9	10	5
8/2/2002 12:52	42	58.0	63.6	6	5
8/2/2002 12:53	42	60.3	64.7	5	5
8/2/2002 12:55	42	56.2	62.7	6	5
8/3/2002 13:00	43	66.7	71.3	10	5
8/3/2002 1:00	42	59.2	63.8	5	5
8/3/2002 13:00	43	58.5	67.5	16	5
8/3/2002 13:00	43	62.2	68.5	11	5
8/3/2002 13:01	43	55.4	61.4	6	5
8/3/2002 13:02	42	59.8	66.0	11	5
8/3/2002 13:05	42	58.4	63.9	5	5
8/3/2002 13:08	42	58.8	64.5	6	5
8/3/2002 13:10	42	58.5	63.8	5	5
8/3/2002 13:11	42	57.1	65.6	10	5
8/3/2002 13:12	42	55.9	63.7	8	5
8/3/2002 13:12	42	66.6	73.0	15	5
8/3/2002 13:13	42	63.2	74.1	42	5
8/3/2002 13:14	42	56.9	62.1	6	5
8/3/2002 13:19	42	56.8	64.9	12	5
8/3/2002 13:19	42	60.1	67.9	16	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/3/2002 13:21	42	59.8	63.4	6	5
8/3/2002 13:22	42	56.2	62.8	7	5
8/3/2002 13:24	42	59.7	66.3	12	5
8/3/2002 13:25	42	58.4	65.4	12	5
8/3/2002 13:26	42	63.1	72.3	34	5
8/3/2002 1:26	43	61.3	72.9	52	5
8/3/2002 1:27	43	55.4	61.5	7	5
8/3/2002 1:28	43	64.2	72.6	35	5
8/3/2002 13:28	42	55.5	63.0	9	5
8/3/2002 1:28	43	65.1	79.1	73	5
8/3/2002 13:29	42	57.0	62.4	5	5
8/3/2002 1:30	43	74.7	79.5	36	5
8/3/2002 13:32	42	57.8	66.8	13	5
8/3/2002 13:33	42	60.6	64.2	8	5
8/3/2002 1:34	43	100.5	101.1	12	5
8/3/2002 13:34	42	57.4	65.2	9	5
8/3/2002 13:35	42	61.1	71.8	34	5
8/3/2002 13:36	42	57.3	63.3	7	5
8/3/2002 13:36	42	57.9	65.2	12	5
8/3/2002 13:43	42	59.1	69.0	23	5
8/3/2002 13:44	42	56.6	62.7	7	5
8/3/2002 13:45	42	57.3	67.3	16	5
8/3/2002 13:45	42	56.4	63.8	9	5
8/3/2002 13:47	42	57.1	66.2	13	5
8/3/2002 13:47	42	56.0	65.6	13	5
8/3/2002 13:48	42	56.2	62.1	6	5
8/3/2002 13:48	42	56.6	64.1	9	5
8/3/2002 13:51	42	58.6	63.1	5	5
8/3/2002 13:51	42	57.9	67.4	15	5
8/3/2002 13:52	42	59.8	70.2	23	5
8/3/2002 1:52	43	69.4	77.5	43	5
8/3/2002 13:53	42	58.3	67.4	16	5
8/3/2002 1:53	43	101.5	102.0	27	5
8/3/2002 13:55	42	55.9	61.8	7	5
8/3/2002 13:55	42	60.4	64.9	8	5
8/3/2002 13:56	42	56.6	63.7	7	5
8/3/2002 13:57	42	58.1	63.2	5	5
8/3/2002 13:58	42	59.2	64.9	6	5
8/3/2002 14:01	42	62.7	71.8	24	5
8/3/2002 14:05	42	57.8	71.8	48	5
8/3/2002 14:06	42	58.0	65.6	11	5
8/3/2002 2:09	43	57.4	68.4	24	5
8/3/2002 2:10	43	62.0	70.5	32	5
8/3/2002 2:10	43	58.1	68.4	21	5
8/3/2002 2:11	43	101.2	101.8	49	5
8/3/2002 14:12	42	59.0	68.4	22	5
8/3/2002 14:13	42	63.1	73.3	53	5
8/3/2002 2:16	43	56.8	70.6	51	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/3/2002 14:19	42	58.1	69.8	28	5
8/3/2002 14:20	42	57.9	69.1	25	5
8/3/2002 14:21	42	58.9	67.8	15	5
8/3/2002 2:21	43	58.6	64.6	10	5
8/3/2002 2:21	43	57.1	62.0	6	5
8/3/2002 14:22	42	56.6	63.0	7	5
8/3/2002 14:22	42	64.7	74.1	45	5
8/3/2002 14:26	43	59.3	65.1	6	5
8/3/2002 14:26	43	57.6	64.3	7	5
8/3/2002 14:26	42	56.1	65.7	13	5
8/3/2002 2:27	43	61.7	70.5	31	5
8/3/2002 14:27	42	57.9	66.4	15	5
8/3/2002 2:27	43	69.9	79.9	81	5
8/3/2002 14:27	42	55.3	63.0	9	5
8/3/2002 14:28	42	60.9	66.9	10	5
8/3/2002 14:28	42	59.8	65.4	6	5
8/3/2002 2:29	43	62.3	73.0	43	5
8/3/2002 2:29	43	56.8	62.4	6	5
8/3/2002 14:29	42	58.8	69.1	22	5
8/3/2002 2:30	43	56.6	66.8	15	5
8/3/2002 14:30	42	60.8	70.9	20	5
8/3/2002 14:31	42	55.3	64.4	10	5
8/3/2002 14:33	42	61.3	73.4	38	5
8/3/2002 14:36	42	57.1	62.9	6	5
8/3/2002 14:37	42	59.8	68.1	23	5
8/3/2002 14:38	42	60.3	64.3	5	5
8/3/2002 14:38	42	59.0	69.4	23	5
8/3/2002 14:39	42	59.6	67.5	10	5
8/3/2002 14:39	42	58.2	70.9	43	5
8/3/2002 14:41	42	60.9	71.2	25	5
8/3/2002 14:41	42	56.3	62.7	6	5
8/3/2002 14:42	42	59.3	66.6	11	5
8/3/2002 14:44	42	60.5	69.2	15	5
8/3/2002 14:46	42	58.6	65.9	10	5
8/3/2002 14:46	42	58.6	63.0	5	5
8/3/2002 14:48	42	56.2	63.2	8	5
8/3/2002 14:48	42	56.9	64.2	7	5
8/3/2002 14:50	42	57.7	69.1	25	5
8/3/2002 14:51	42	64.8	78.5	79	5
8/3/2002 14:56	42	55.3	62.6	7	5
8/3/2002 14:57	42	59.7	67.7	13	5
8/3/2002 14:59	42	61.5	66.5	6	5
8/3/2002 3:00	43	106.1	106.9	32	5
8/3/2002 15:00	42	55.2	62.4	8	5
8/3/2002 15:01	42	58.3	69.5	23	5
8/3/2002 3:01	43	106.5	107.2	14	5
8/3/2002 3:01	43	108.4	110.9	16	5
8/3/2002 15:02	42	56.0	65.7	15	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/3/2002 15:02	42	57.4	62.5	6	5
8/3/2002 15:03	42	60.2	71.1	31	5
8/3/2002 15:05	42	55.9	65.5	13	5
8/3/2002 15:07	42	61.1	69.2	22	5
8/3/2002 15:07	42	56.2	60.7	5	5
8/3/2002 15:08	42	58.4	65.1	8	5
8/3/2002 15:10	42	60.5	65.5	8	5
8/3/2002 15:11	42	56.0	62.7	6	5
8/3/2002 15:11	42	59.5	67.8	13	5
8/3/2002 15:12	42	56.1	62.6	6	5
8/3/2002 3:17	42	56.9	63.2	6	5
8/3/2002 15:18	42	57.7	64.1	8	5
8/3/2002 15:19	42	60.1	66.4	8	5
8/3/2002 15:20	42	56.4	68.5	25	5
8/3/2002 15:21	42	62.5	71.7	21	5
8/3/2002 15:21	42	55.4	61.3	5	5
8/3/2002 15:22	42	57.8	64.7	9	5
8/3/2002 15:23	42	62.6	66.7	8	5
8/3/2002 15:29	42	61.3	66.1	7	5
8/3/2002 15:30	42	55.6	63.6	9	5
8/3/2002 15:31	42	57.4	70.1	34	5
8/3/2002 15:31	42	57.6	67.7	16	5
8/3/2002 15:33	42	58.6	65.8	11	5
8/3/2002 15:33	42	57.7	66.4	12	5
8/3/2002 15:34	42	56.9	64.4	8	5
8/3/2002 15:34	42	61.0	69.8	20	5
8/3/2002 15:35	42	58.9	66.0	11	5
8/3/2002 15:35	42	61.2	70.5	25	5
8/3/2002 15:36	42	59.3	69.7	23	5
8/3/2002 15:42	42	56.2	63.1	6	5
8/3/2002 15:43	42	61.8	66.3	8	5
8/3/2002 15:43	42	55.7	61.8	5	5
8/3/2002 15:45	42	55.9	62.5	6	5
8/3/2002 3:45	43	102.0	102.6	12	5
8/3/2002 15:45	42	58.0	67.1	11	5
8/3/2002 3:48	42	59.4	65.0	6	5
8/3/2002 15:51	42	61.6	69.2	12	5
8/3/2002 15:52	42	55.6	61.6	5	5
8/3/2002 15:52	42	56.1	62.9	7	5
8/3/2002 15:53	42	56.0	64.4	11	5
8/3/2002 15:53	42	58.0	64.7	8	5
8/3/2002 15:55	42	58.3	64.8	9	5
8/3/2002 15:57	42	60.1	70.8	36	5
8/3/2002 15:58	42	56.3	67.2	19	5
8/3/2002 16:05	42	56.2	65.9	15	5
8/3/2002 16:06	42	56.3	64.5	10	5
8/3/2002 16:10	42	64.0	72.5	35	5
8/3/2002 16:10	42	60.7	66.4	7	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/3/2002 16:11	42	61.6	68.9	12	5
8/3/2002 16:11	42	63.2	69.7	12	5
8/3/2002 16:13	42	57.3	68.6	24	5
8/3/2002 16:17	43	55.2	67.3	24	5
8/3/2002 16:18	42	57.5	62.7	6	5
8/3/2002 16:18	43	59.7	71.5	32	5
8/3/2002 16:18	42	57.7	65.2	9	5
8/3/2002 16:20	42	63.0	67.9	8	5
8/3/2002 16:20	42	58.5	64.6	7	5
8/3/2002 16:21	42	57.4	67.2	17	5
8/3/2002 16:21	42	57.2	65.9	11	5
8/3/2002 16:23	42	55.4	66.2	16	5
8/3/2002 16:25	42	60.8	66.8	13	5
8/3/2002 16:27	42	58.3	67.1	14	5
8/3/2002 16:28	42	56.4	65.3	12	5
8/3/2002 16:28	42	57.2	62.4	6	5
8/3/2002 16:29	42	59.9	71.6	37	5
8/3/2002 16:30	42	58.3	70.7	35	5
8/3/2002 16:34	42	58.0	63.2	6	5
8/3/2002 16:37	42	56.6	62.1	6	5
8/3/2002 16:38	42	57.6	63.7	8	5
8/3/2002 16:38	42	57.5	63.2	6	5
8/3/2002 16:53	42	58.7	66.8	11	5
8/3/2002 16:55	43	56.2	69.8	37	5
8/3/2002 16:56	43	58.0	64.8	10	5
8/3/2002 16:56	43	55.2	70.0	49	5
8/3/2002 16:57	43	55.8	66.5	17	5
8/3/2002 16:58	42	57.4	63.6	8	5
8/3/2002 16:58	43	60.2	74.6	50	5
8/3/2002 16:59	42	56.5	63.0	6	5
8/3/2002 16:59	42	56.9	69.5	33	5
8/3/2002 16:59	43	59.0	71.1	34	5
8/3/2002 17:00	43	56.1	67.8	23	5
8/3/2002 17:01	43	60.3	72.2	33	5
8/3/2002 17:05	42	57.0	65.2	10	5
8/3/2002 17:07	42	55.6	61.9	6	5
8/3/2002 17:08	42	56.3	62.0	5	5
8/3/2002 17:14	42	63.9	70.1	20	5
8/3/2002 17:15	42	60.1	70.7	26	5
8/3/2002 17:25	42	58.2	64.7	8	5
8/3/2002 17:25	42	55.2	61.4	5	5
8/3/2002 17:26	42	56.4	63.7	8	5
8/3/2002 17:26	43	66.8	78.8	56	5
8/3/2002 17:27	43	61.9	74.5	40	5
8/3/2002 17:28	42	56.7	64.0	8	5
8/3/2002 17:28	42	61.1	68.8	16	5
8/3/2002 17:30	42	67.0	74.1	20	5
8/3/2002 17:30	42	67.4	74.2	39	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/3/2002 17:36	42	56.9	62.5	6	5
8/3/2002 17:37	43	64.8	73.4	28	5
8/3/2002 17:37	42	57.9	68.3	22	5
8/3/2002 17:37	43	60.1	71.7	44	5
8/3/2002 17:38	42	67.9	73.6	25	5
8/3/2002 17:38	43	64.9	67.6	10	5
8/3/2002 17:41	42	55.2	63.8	11	5
8/3/2002 17:44	42	58.1	64.1	8	5
8/3/2002 17:44	42	61.0	68.5	14	5
8/3/2002 17:44	42	58.3	67.5	13	5
8/3/2002 17:45	42	55.7	62.5	7	5
8/3/2002 17:45	42	55.1	61.6	6	5
8/3/2002 17:46	42	57.3	65.8	14	5
8/3/2002 5:48	43	55.2	69.6	41	5
8/3/2002 17:49	42	58.9	65.3	8	5
8/3/2002 17:49	42	61.1	68.1	12	5
8/3/2002 17:49	42	56.8	65.1	12	5
8/3/2002 5:50	43	57.8	63.9	7	5
8/3/2002 17:50	42	59.7	67.5	16	5
8/3/2002 17:50	42	59.6	70.2	32	5
8/3/2002 17:51	42	56.7	63.0	6	5
8/3/2002 17:51	42	55.6	63.7	9	5
8/3/2002 5:55	43	59.5	67.3	12	5
8/3/2002 5:55	43	56.0	64.6	11	5
8/3/2002 17:57	42	56.4	64.1	10	5
8/3/2002 5:58	43	62.7	70.7	22	5
8/3/2002 5:59	43	74.6	76.6	25	5
8/3/2002 17:59	42	55.0	60.9	5	5
8/3/2002 17:59	42	59.9	64.2	8	5
8/3/2002 17:59	43	56.5	70.3	36	5
8/3/2002 17:59	42	62.6	67.3	12	5
8/3/2002 18:00	43	57.0	62.5	6	5
8/3/2002 18:00	42	58.3	65.7	10	5
8/3/2002 18:00	43	56.0	68.2	23	5
8/3/2002 6:00	43	57.3	63.4	7	5
8/3/2002 18:01	42	55.1	63.4	9	5
8/3/2002 18:01	43	55.5	68.0	28	5
8/3/2002 6:02	43	61.2	66.1	7	5
8/3/2002 18:02	43	55.9	65.1	14	5
8/3/2002 6:02	43	60.6	66.8	14	5
8/3/2002 6:03	43	59.0	65.4	12	5
8/3/2002 18:03	42	56.6	63.0	6	5
8/3/2002 18:03	43	56.0	67.5	22	5
8/3/2002 6:03	43	58.8	65.0	9	5
8/3/2002 18:03	42	63.2	72.9	36	5
8/3/2002 18:03	43	60.5	69.7	24	5
8/3/2002 18:04	42	56.4	63.4	6	5
8/3/2002 18:04	43	56.4	67.2	20	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/3/2002 6:05	43	63.4	75.4	57	5
8/3/2002 18:05	43	55.7	71.1	50	5
8/3/2002 18:05	42	60.1	64.8	7	5
8/3/2002 18:06	43	56.5	63.0	7	5
8/3/2002 6:06	43	59.3	66.0	9	5
8/3/2002 18:06	43	57.1	72.3	55	5
8/3/2002 6:07	43	56.0	62.3	7	5
8/3/2002 18:07	43	67.0	67.9	5	5
8/3/2002 6:07	43	56.2	63.4	10	5
8/3/2002 18:08	42	55.3	63.0	9	5
8/3/2002 6:08	43	72.1	74.7	53	5
8/3/2002 6:10	43	57.2	68.1	16	5
8/3/2002 18:10	42	62.0	67.6	10	5
8/3/2002 6:11	43	61.9	68.7	13	5
8/3/2002 18:12	42	55.4	63.1	9	5
8/3/2002 18:12	42	61.1	72.1	40	5
8/3/2002 18:14	42	64.4	69.5	16	5
8/3/2002 18:14	42	56.3	61.9	6	5
8/3/2002 18:14	42	56.5	64.6	9	5
8/3/2002 18:14	42	58.6	63.2	5	5
8/3/2002 6:16	43	62.7	69.0	15	5
8/3/2002 6:16	43	67.6	79.4	58	5
8/3/2002 18:17	42	56.9	64.6	8	5
8/3/2002 18:17	42	58.2	64.8	9	5
8/3/2002 18:18	42	58.2	64.7	7	5
8/3/2002 18:18	42	61.5	67.9	11	5
8/3/2002 18:22	42	56.4	64.2	9	5
8/3/2002 18:22	42	58.5	64.9	8	5
8/3/2002 18:22	42	63.7	72.3	31	5
8/3/2002 18:23	42	58.0	71.2	34	5
8/3/2002 18:24	42	56.7	65.1	12	5
8/3/2002 18:24	42	57.2	63.2	7	5
8/3/2002 18:25	42	58.6	64.0	6	5
8/3/2002 18:25	42	60.5	72.8	42	5
8/3/2002 18:26	42	57.4	63.4	7	5
8/3/2002 18:26	42	56.4	63.2	6	5
8/3/2002 18:26	42	61.0	66.9	8	5
8/3/2002 18:27	42	59.6	66.3	11	5
8/3/2002 18:27	42	59.2	66.0	12	5
8/3/2002 18:28	42	57.4	66.9	16	5
8/3/2002 18:30	42	58.8	70.2	27	5
8/3/2002 18:31	42	59.9	73.2	44	5
8/3/2002 18:32	42	59.0	67.3	12	5
8/3/2002 18:32	42	56.7	62.8	6	5
8/3/2002 18:38	42	61.4	68.9	11	5
8/3/2002 18:39	42	58.2	64.9	9	5
8/3/2002 18:41	42	58.5	67.6	14	5
8/3/2002 18:42	42	55.9	63.1	7	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/3/2002 18:42	42	56.6	62.5	5	5
8/3/2002 18:44	42	60.2	64.4	5	5
8/3/2002 18:46	42	56.8	62.6	6	5
8/3/2002 18:46	42	62.6	70.9	21	5
8/3/2002 18:47	42	60.4	64.6	6	5
8/3/2002 18:48	42	60.3	73.1	37	5
8/3/2002 18:51	42	56.8	68.2	23	5
8/3/2002 18:57	42	59.6	66.3	11	5
8/3/2002 18:59	42	60.5	64.9	6	5
8/3/2002 19:00	42	56.2	64.6	9	5
8/3/2002 19:00	42	60.4	64.7	6	5
8/3/2002 19:03	42	56.9	64.0	8	5
8/3/2002 19:03	42	61.1	65.1	6	5
8/3/2002 19:03	42	60.6	67.7	13	5
8/3/2002 19:04	42	71.5	79.0	53	5
8/3/2002 19:05	42	56.0	68.4	26	5
8/3/2002 19:05	42	58.8	64.2	8	5
8/3/2002 19:08	42	56.5	69.9	35	5
8/3/2002 19:09	42	59.6	68.1	20	5
8/3/2002 19:10	42	55.0	62.4	8	5
8/3/2002 19:11	42	57.7	62.7	5	5
8/3/2002 19:11	42	59.6	69.7	17	5
8/3/2002 7:11	42	55.1	61.5	6	5
8/3/2002 19:12	42	58.3	63.5	5	5
8/3/2002 19:12	42	59.6	70.9	30	5
8/3/2002 19:13	42	62.3	69.4	20	5
8/3/2002 19:15	42	56.9	63.3	7	5
8/3/2002 19:17	42	63.6	74.5	32	5
8/3/2002 19:19	42	60.9	68.2	16	5
8/3/2002 19:20	42	58.3	62.7	5	5
8/3/2002 19:20	42	57.2	68.0	21	5
8/3/2002 19:21	42	61.5	69.1	12	5
8/3/2002 19:21	42	59.1	70.2	27	5
8/3/2002 19:23	42	56.7	62.4	6	5
8/3/2002 19:23	42	63.4	72.5	20	5
8/3/2002 19:25	42	57.3	64.5	8	5
8/3/2002 19:26	42	57.6	66.2	14	5
8/3/2002 19:28	42	56.5	63.0	8	5
8/3/2002 19:28	42	61.0	71.2	24	5
8/3/2002 19:32	42	59.5	65.3	7	5
8/3/2002 19:34	42	57.0	65.6	13	5
8/3/2002 19:35	42	55.9	67.7	23	5
8/3/2002 19:36	42	55.2	67.3	19	5
8/3/2002 19:36	42	55.1	64.7	13	5
8/3/2002 19:37	42	59.6	69.6	23	5
8/3/2002 19:38	42	58.5	69.1	26	5
8/3/2002 19:39	42	56.9	64.2	8	5
8/3/2002 19:40	42	63.2	67.5	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/3/2002 19:40	42	60.3	71.2	22	5
8/3/2002 19:41	42	57.2	66.0	14	5
8/3/2002 19:42	42	55.9	64.3	10	5
8/3/2002 19:45	42	58.0	65.6	10	5
8/3/2002 19:47	42	63.8	69.7	12	5
8/3/2002 19:49	42	56.9	62.0	5	5
8/3/2002 19:50	42	56.0	64.2	9	5
8/3/2002 19:54	42	55.9	64.6	11	5
8/3/2002 19:59	42	58.0	64.1	9	5
8/3/2002 20:00	42	61.6	70.2	22	5
8/3/2002 20:01	42	62.7	71.6	21	5
8/3/2002 20:12	42	59.7	65.6	9	5
8/3/2002 20:14	42	58.0	65.1	9	5
8/3/2002 20:20	42	57.0	63.1	6	5
8/3/2002 8:21	42	57.1	62.8	7	5
8/3/2002 20:26	42	58.6	67.8	13	5
8/3/2002 20:29	42	55.1	61.2	5	5
8/3/2002 20:56	42	61.2	64.2	6	5
8/3/2002 21:04	42	58.9	62.7	5	5
8/3/2002 21:05	42	61.8	67.1	11	5
8/3/2002 21:06	42	56.7	62.6	7	5
8/3/2002 21:07	42	55.7	62.1	6	5
8/3/2002 21:08	42	56.4	62.2	6	5
8/3/2002 21:31	42	57.2	63.0	5	5
8/3/2002 9:35	42	55.3	64.4	10	5
8/3/2002 9:47	42	56.5	63.1	6	5
8/3/2002 9:48	42	61.1	66.1	6	5
8/3/2002 9:50	42	58.1	67.5	15	5
8/3/2002 9:52	42	55.2	65.6	14	5
8/3/2002 21:52	42	58.1	63.6	7	5
8/3/2002 10:05	42	57.9	65.7	11	5
8/3/2002 10:06	42	56.9	62.7	7	5
8/3/2002 10:11	42	55.8	63.5	7	5
8/3/2002 22:12	42	56.2	65.2	12	5
8/3/2002 10:13	42	57.2	66.1	12	5
8/3/2002 10:16	42	57.7	67.4	17	5
8/3/2002 10:17	42	56.7	62.9	6	5
8/3/2002 10:18	42	57.1	64.2	8	5
8/3/2002 10:21	42	57.6	64.1	6	5
8/3/2002 22:27	43	64.8	74.4	55	5
8/3/2002 22:27	42	62.1	65.4	5	5
8/3/2002 22:28	43	56.6	66.2	14	5
8/3/2002 22:28	43	57.5	65.9	11	5
8/3/2002 10:29	42	62.3	68.7	12	5
8/3/2002 22:32	42	59.8	67.9	11	5
8/3/2002 22:45	42	55.2	64.1	9	5
8/3/2002 10:52	42	58.6	64.3	6	5
8/3/2002 10:54	42	57.9	64.1	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/3/2002 10:58	42	56.3	65.1	13	5
8/3/2002 11:08	42	61.0	64.6	5	5
8/3/2002 11:15	42	61.6	68.6	19	5
8/3/2002 11:20	42	58.1	65.6	9	5
8/3/2002 11:21	42	55.1	62.2	7	5
8/3/2002 11:24	42	56.2	63.8	9	5
8/3/2002 23:25	43	59.0	72.0	43	5
8/3/2002 11:28	42	59.1	68.4	21	5
8/3/2002 11:29	42	58.8	64.9	6	5
8/3/2002 11:30	42	56.5	64.1	9	5
8/3/2002 23:30	42	57.3	63.0	5	5
8/3/2002 11:31	42	58.1	67.1	14	5
8/3/2002 23:31	43	55.1	62.0	7	5
8/3/2002 23:31	43	57.4	66.6	14	5
8/3/2002 23:35	42	56.2	62.1	5	5
8/3/2002 11:35	42	58.0	68.7	26	5
8/3/2002 23:36	42	56.6	62.7	5	5
8/3/2002 23:37	43	60.4	65.4	6	5
8/3/2002 11:38	42	58.9	64.6	6	5
8/3/2002 11:41	42	60.1	69.3	17	5
8/3/2002 23:45	42	57.3	63.4	6	5
8/3/2002 11:49	42	59.6	68.9	18	5
8/3/2002 11:49	42	60.0	66.7	10	5
8/3/2002 11:51	42	56.3	63.1	9	5
8/3/2002 11:56	42	57.5	62.8	6	5
8/3/2002 11:57	42	57.2	64.3	8	5
8/3/2002 11:59	42	57.0	64.4	10	5
8/3/2002 12:00	42	56.6	61.3	5	5
8/3/2002 12:00	42	61.6	69.8	21	5
8/3/2002 12:01	42	56.8	62.9	6	5
8/3/2002 12:01	42	55.6	61.5	5	5
8/3/2002 12:02	42	55.4	67.0	21	5
8/3/2002 12:09	42	55.5	64.9	12	5
8/3/2002 12:09	42	56.3	63.0	7	5
8/3/2002 12:10	42	57.8	62.3	6	5
8/3/2002 12:10	42	56.4	62.5	7	5
8/3/2002 12:11	42	58.7	68.4	19	5
8/3/2002 12:11	42	64.8	69.8	14	5
8/3/2002 12:11	42	60.5	71.8	27	5
8/3/2002 12:12	42	59.1	67.4	17	5
8/3/2002 12:14	42	63.6	72.8	44	5
8/3/2002 12:15	42	58.9	67.2	16	5
8/3/2002 12:21	42	58.5	65.1	8	5
8/3/2002 12:25	42	55.2	64.5	12	5
8/3/2002 12:26	43	55.2	62.0	8	5
8/3/2002 12:28	42	56.9	64.5	9	5
8/3/2002 0:28	43	55.9	67.2	21	5
8/3/2002 0:29	43	57.3	71.4	56	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/3/2002 12:29	42	56.7	62.7	5	5
8/3/2002 12:29	42	59.1	68.0	13	5
8/3/2002 12:30	43	55.1	61.8	7	5
8/3/2002 0:31	43	63.8	65.4	5	5
8/3/2002 0:31	42	60.8	68.4	16	5
8/3/2002 12:31	42	55.2	61.5	6	5
8/3/2002 12:31	42	55.6	64.2	12	5
8/3/2002 12:31	42	57.9	67.7	15	5
8/3/2002 12:32	42	56.0	62.1	5	5
8/3/2002 12:32	42	58.4	65.5	7	5
8/3/2002 12:32	43	58.3	72.5	59	5
8/3/2002 0:33	43	100.7	101.3	21	5
8/3/2002 12:35	42	60.7	68.6	13	5
8/3/2002 12:35	42	61.6	67.2	11	5
8/3/2002 12:36	42	58.6	64.8	9	5
8/3/2002 12:37	42	58.6	65.9	9	5
8/3/2002 12:43	42	55.9	64.1	11	5
8/3/2002 12:50	42	57.2	63.7	6	5
8/3/2002 12:51	42	57.7	63.9	7	5
8/3/2002 12:53	42	59.9	68.7	17	5
8/3/2002 12:53	42	60.9	71.0	37	5
8/3/2002 12:56	42	67.7	78.0	68	5
8/3/2002 12:58	42	64.7	71.6	18	5
8/4/2002 13:05	42	56.4	65.1	10	5
8/4/2002 13:09	42	58.1	65.5	9	5
8/4/2002 13:14	42	56.7	64.7	11	5
8/4/2002 13:15	42	59.5	64.5	6	5
8/4/2002 13:19	42	60.4	69.1	17	5
8/4/2002 13:21	42	58.2	63.2	5	5
8/4/2002 14:00	42	57.5	65.2	8	5
8/4/2002 14:10	42	56.4	63.0	7	5
8/4/2002 14:27	42	58.5	64.0	7	5
8/4/2002 2:29	42	59.9	65.2	6	5
8/4/2002 14:31	42	61.3	67.6	10	5
8/4/2002 2:32	42	58.7	64.8	7	5
8/4/2002 14:35	42	64.5	66.5	6	5
8/4/2002 14:42	42	58.1	63.5	5	5
8/4/2002 14:55	42	55.3	61.9	6	5
8/4/2002 15:00	42	60.0	66.9	9	5
8/4/2002 15:01	42	62.3	69.5	15	5
8/4/2002 15:13	42	57.6	68.7	26	5
8/4/2002 15:18	42	56.9	67.4	18	5
8/4/2002 15:35	42	55.3	60.5	5	5
8/4/2002 3:36	42	58.5	63.4	6	5
8/4/2002 15:52	42	60.7	72.7	32	5
8/4/2002 15:56	42	55.9	62.3	6	5
8/4/2002 16:14	42	73.6	79.0	16	5
8/4/2002 16:19	42	57.0	62.6	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/4/2002 16:20	42	58.0	64.6	7	5
8/4/2002 16:23	42	57.1	67.0	14	5
8/4/2002 16:27	42	65.0	70.3	13	5
8/4/2002 16:41	42	57.1	63.9	7	5
8/4/2002 16:45	42	58.5	65.3	7	5
8/4/2002 16:56	42	60.5	68.8	18	5
8/4/2002 16:56	42	56.4	62.2	6	5
8/4/2002 16:56	42	58.4	63.7	5	5
8/4/2002 17:20	42	58.3	63.3	6	5
8/4/2002 17:22	42	59.5	68.4	19	5
8/4/2002 17:23	42	55.2	62.9	8	5
8/4/2002 17:39	42	59.5	64.4	6	5
8/4/2002 17:58	42	63.1	69.6	12	5
8/4/2002 18:05	42	59.1	72.6	49	5
8/4/2002 18:08	42	57.4	62.9	5	5
8/4/2002 18:22	42	55.8	61.3	5	5
8/4/2002 18:29	42	56.0	62.8	6	5
8/4/2002 6:29	42	63.5	69.5	9	5
8/4/2002 18:32	42	57.7	64.7	8	5
8/4/2002 18:33	42	60.8	69.0	16	5
8/4/2002 18:35	42	59.3	66.8	11	5
8/4/2002 18:52	42	57.1	69.8	32	5
8/4/2002 19:01	42	64.8	67.8	6	5
8/4/2002 19:01	42	65.4	69.5	14	5
8/4/2002 19:05	42	68.4	72.4	11	5
8/4/2002 19:14	42	57.5	64.5	7	5
8/4/2002 19:17	42	58.6	63.4	5	5
8/4/2002 19:26	42	58.6	68.5	21	5
8/4/2002 19:26	42	56.2	63.0	7	5
8/4/2002 19:28	42	63.1	69.7	11	5
8/4/2002 19:30	42	56.8	63.7	7	5
8/4/2002 19:31	42	60.4	65.7	7	5
8/4/2002 19:48	42	63.7	67.8	6	5
8/4/2002 19:51	42	56.7	64.4	8	5
8/4/2002 19:53	42	59.2	66.0	9	5
8/4/2002 8:20	42	56.0	63.2	8	5
8/4/2002 20:40	42	58.1	63.4	5	5
8/4/2002 20:44	42	62.5	65.4	5	5
8/4/2002 20:52	42	56.9	68.6	21	5
8/4/2002 20:53	42	57.8	64.4	7	5
8/4/2002 20:57	42	62.7	76.5	70	5
8/4/2002 21:17	42	55.9	63.3	8	5
8/4/2002 9:21	42	55.7	62.3	6	5
8/4/2002 9:24	42	58.2	63.4	5	5
8/4/2002 21:39	42	56.7	65.7	10	5
8/4/2002 21:40	42	56.3	62.4	5	5
8/4/2002 21:50	42	57.0	62.4	5	5
8/4/2002 21:52	42	57.3	64.0	7	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/4/2002 9:55	42	60.0	65.5	7	5
8/4/2002 21:59	42	57.7	64.8	8	5
8/4/2002 22:03	42	60.9	67.9	13	5
8/4/2002 22:03	42	58.3	63.7	5	5
8/4/2002 10:06	42	56.1	65.0	13	5
8/4/2002 10:06	42	55.8	62.7	6	5
8/4/2002 10:06	42	57.3	65.4	9	5
8/4/2002 10:10	42	56.8	63.4	7	5
8/4/2002 22:10	42	59.4	64.7	6	5
8/4/2002 10:30	42	57.2	64.1	8	5
8/4/2002 10:34	42	64.7	70.9	12	5
8/4/2002 10:44	42	57.5	63.1	6	5
8/4/2002 10:54	42	55.1	61.6	5	5
8/4/2002 10:58	42	59.7	63.6	5	5
8/4/2002 23:00	42	58.5	63.7	5	5
8/4/2002 11:02	42	55.3	62.6	8	5
8/4/2002 23:30	42	61.8	67.3	7	5
8/4/2002 11:37	42	57.5	66.7	13	5
8/4/2002 11:39	42	60.9	67.1	9	5
8/4/2002 12:14	42	58.4	65.2	12	5
8/4/2002 12:19	42	55.8	63.9	10	5
8/4/2002 0:26	42	55.5	62.7	7	5
8/4/2002 12:28	42	59.3	64.6	6	5
8/4/2002 12:31	42	56.0	62.6	6	5
8/4/2002 12:31	42	60.8	66.8	8	5
8/4/2002 12:31	42	60.4	65.2	7	5
8/4/2002 12:32	42	61.4	68.6	13	5
8/4/2002 12:34	42	56.3	62.6	6	5
8/4/2002 12:44	42	57.5	62.8	6	5
8/4/2002 12:48	42	56.4	62.2	5	5
8/4/2002 12:58	42	55.8	64.2	11	5
8/4/2002 12:58	42	64.5	70.5	18	5
8/5/2002 1:12	42	57.6	63.3	5	5
8/5/2002 13:21	42	56.1	61.9	5	5
8/5/2002 13:24	42	59.7	67.4	11	5
8/5/2002 13:39	42	57.3	62.8	5	5
8/5/2002 13:57	42	55.2	63.0	7	5
8/5/2002 13:58	42	61.4	67.4	10	5
8/5/2002 13:59	42	57.1	62.9	5	5
8/5/2002 14:06	42	59.6	70.3	30	5
8/5/2002 14:08	42	57.0	62.8	5	5
8/5/2002 14:10	42	56.0	62.8	6	5
8/5/2002 14:12	42	57.6	65.3	8	5
8/5/2002 14:17	42	56.9	64.1	7	5
8/5/2002 14:19	42	58.0	63.5	6	5
8/5/2002 14:28	42	58.1	68.8	23	5
8/5/2002 14:30	42	55.0	60.7	5	5
8/5/2002 14:34	42	60.2	66.8	10	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/5/2002 14:35	42	55.7	62.7	7	5
8/5/2002 14:39	42	60.2	68.3	12	5
8/5/2002 14:39	42	62.3	68.3	10	5
8/5/2002 14:40	42	60.8	64.4	6	5
8/5/2002 14:40	42	58.7	64.2	6	5
8/5/2002 14:42	42	57.7	64.6	7	5
8/5/2002 14:42	42	56.5	62.4	5	5
8/5/2002 14:48	42	58.5	64.2	6	5
8/5/2002 14:48	42	63.7	70.6	12	5
8/5/2002 14:55	42	57.3	63.3	6	5
8/5/2002 14:59	42	57.6	64.2	7	5
8/5/2002 15:02	42	60.5	68.8	19	5
8/5/2002 15:02	42	55.9	62.5	6	5
8/5/2002 15:03	42	56.7	65.0	11	5
8/5/2002 15:04	42	56.4	67.3	18	5
8/5/2002 15:09	42	59.3	64.6	6	5
8/5/2002 15:10	42	56.4	62.2	5	5
8/5/2002 15:10	42	58.0	65.3	8	5
8/5/2002 15:12	42	55.5	61.9	5	5
8/5/2002 15:12	42	57.2	64.0	8	5
8/5/2002 15:13	42	55.6	62.4	6	5
8/5/2002 15:14	42	58.2	63.9	6	5
8/5/2002 15:17	42	56.4	63.1	6	5
8/5/2002 15:19	42	56.4	62.9	6	5
8/5/2002 15:19	42	61.6	68.4	11	5
8/5/2002 15:22	42	55.3	62.1	6	5
8/5/2002 15:24	42	57.7	63.5	6	5
8/5/2002 15:25	42	57.2	65.7	12	5
8/5/2002 15:26	42	55.6	61.3	5	5
8/5/2002 15:28	42	64.4	69.1	8	5
8/5/2002 15:30	42	56.7	63.2	7	5
8/5/2002 15:32	42	57.4	68.3	17	5
8/5/2002 15:34	42	57.3	63.6	6	5
8/5/2002 15:35	42	57.7	64.6	8	5
8/5/2002 3:35	42	56.4	64.4	8	5
8/5/2002 15:36	42	57.6	63.7	6	5
8/5/2002 15:37	42	58.2	65.6	8	5
8/5/2002 15:37	42	57.2	62.7	5	5
8/5/2002 15:43	42	57.5	64.3	7	5
8/5/2002 15:46	42	56.6	65.1	11	5
8/5/2002 15:47	42	56.1	62.4	6	5
8/5/2002 15:51	42	56.5	62.8	5	5
8/5/2002 15:52	42	58.5	64.7	6	5
8/5/2002 15:53	42	59.0	64.7	6	5
8/5/2002 15:57	42	57.7	67.7	13	5
8/5/2002 15:59	42	57.1	63.1	6	5
8/5/2002 16:01	42	56.4	62.0	5	5
8/5/2002 16:03	42	56.7	62.2	5	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/5/2002 16:03	42	57.9	64.5	7	5
8/5/2002 16:05	42	64.8	70.5	10	5
8/5/2002 16:07	42	58.0	63.7	5	5
8/5/2002 16:10	42	60.3	66.1	8	5
8/5/2002 16:10	42	57.1	64.8	11	5
8/5/2002 16:11	42	57.6	64.2	9	5
8/5/2002 16:13	42	59.7	69.0	15	5
8/5/2002 16:15	42	59.6	68.9	19	5
8/5/2002 16:16	42	62.6	69.1	12	5
8/5/2002 16:17	42	59.3	64.3	6	5
8/5/2002 16:17	42	56.2	64.3	10	5
8/5/2002 16:18	42	56.6	63.5	8	5
8/5/2002 16:19	42	57.9	65.1	8	5
8/5/2002 16:19	42	56.6	67.3	16	5
8/5/2002 16:20	42	58.3	66.7	13	5
8/5/2002 16:22	42	56.7	63.5	6	5
8/5/2002 16:24	42	55.7	63.2	8	5
8/5/2002 16:26	42	59.8	68.5	15	5
8/5/2002 16:26	42	59.1	68.4	20	5
8/5/2002 16:27	42	58.0	66.3	11	5
8/5/2002 16:28	42	57.2	64.1	7	5
8/5/2002 16:29	42	59.5	73.9	56	5
8/5/2002 16:30	42	56.4	66.4	15	5
8/5/2002 16:31	42	58.1	64.4	7	5
8/5/2002 16:33	42	59.6	70.0	28	5
8/5/2002 16:35	42	55.6	64.4	9	5
8/5/2002 16:35	42	55.6	64.6	10	5
8/5/2002 16:37	42	58.8	64.0	5	5
8/5/2002 16:38	42	57.3	65.4	9	5
8/5/2002 16:40	42	61.1	74.3	51	5
8/5/2002 16:43	42	59.1	68.0	15	5
8/5/2002 16:44	42	58.7	68.8	22	5
8/5/2002 16:46	42	59.3	64.8	8	5
8/5/2002 16:46	42	63.1	73.5	36	5
8/5/2002 16:50	42	57.9	64.7	7	5
8/5/2002 16:53	42	57.6	63.0	5	5
8/5/2002 16:55	42	57.4	64.6	7	5
8/5/2002 16:58	42	56.0	62.8	6	5
8/5/2002 16:59	42	55.8	62.7	7	5
8/5/2002 17:00	42	59.8	71.1	23	5
8/5/2002 17:00	42	56.5	63.1	7	5
8/5/2002 17:01	42	57.7	64.7	8	5
8/5/2002 17:01	42	57.2	66.0	12	5
8/5/2002 17:01	42	58.9	67.4	15	5
8/5/2002 17:02	42	56.7	62.8	6	5
8/5/2002 17:03	42	57.7	65.8	9	5
8/5/2002 17:03	42	59.3	67.9	15	5
8/5/2002 17:04	42	55.9	61.5	5	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/5/2002 17:05	42	57.8	64.0	6	5
8/5/2002 17:05	42	59.9	65.5	7	5
8/5/2002 17:06	42	56.2	62.2	5	5
8/5/2002 17:07	42	57.1	64.5	8	5
8/5/2002 17:09	42	58.1	63.8	6	5
8/5/2002 17:13	42	56.3	63.0	7	5
8/5/2002 17:15	42	56.3	63.0	6	5
8/5/2002 17:16	42	56.1	61.9	6	5
8/5/2002 17:16	42	58.9	64.0	5	5
8/5/2002 17:16	42	57.4	65.4	9	5
8/5/2002 17:17	42	58.0	65.5	9	5
8/5/2002 17:19	42	56.0	63.4	8	5
8/5/2002 17:20	42	55.9	62.3	6	5
8/5/2002 17:20	42	62.5	73.9	41	5
8/5/2002 17:21	42	56.4	65.3	12	5
8/5/2002 17:21	42	57.5	65.5	8	5
8/5/2002 17:23	42	59.2	67.1	13	5
8/5/2002 17:25	42	58.9	64.9	6	5
8/5/2002 17:25	42	56.8	63.4	8	5
8/5/2002 17:26	42	59.0	68.0	14	5
8/5/2002 17:26	42	59.3	64.2	6	5
8/5/2002 17:28	42	58.8	65.8	8	5
8/5/2002 17:29	42	57.6	66.4	12	5
8/5/2002 17:30	42	57.3	65.3	10	5
8/5/2002 5:31	42	56.5	61.9	5	5
8/5/2002 17:33	42	56.7	62.3	5	5
8/5/2002 17:34	42	57.5	69.1	23	5
8/5/2002 17:35	42	58.5	64.6	7	5
8/5/2002 17:36	42	59.2	65.1	6	5
8/5/2002 17:36	42	58.3	64.4	6	5
8/5/2002 17:40	42	59.5	66.3	8	5
8/5/2002 17:41	42	58.4	67.7	14	5
8/5/2002 17:43	42	57.1	65.1	9	5
8/5/2002 17:45	42	56.4	63.9	7	5
8/5/2002 17:46	42	56.8	62.6	5	5
8/5/2002 17:46	42	56.1	64.7	9	5
8/5/2002 17:47	42	59.9	67.2	9	5
8/5/2002 17:48	42	57.2	64.2	8	5
8/5/2002 17:49	42	58.0	66.2	14	5
8/5/2002 17:50	42	60.7	73.0	46	5
8/5/2002 17:52	42	56.3	62.5	5	5
8/5/2002 17:53	42	55.2	61.8	6	5
8/5/2002 17:54	42	57.4	67.9	20	5
8/5/2002 17:55	42	58.4	65.5	8	5
8/5/2002 17:55	42	58.1	64.0	6	5
8/5/2002 17:56	42	60.4	70.7	31	5
8/5/2002 17:58	42	56.9	63.7	6	5
8/5/2002 5:58	42	55.8	62.1	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/5/2002 17:59	42	60.1	72.7	31	5
8/5/2002 18:00	42	56.5	62.9	6	5
8/5/2002 18:01	42	58.8	70.5	29	5
8/5/2002 18:01	42	58.1	63.7	6	5
8/5/2002 18:02	42	55.7	64.1	9	5
8/5/2002 6:04	42	56.7	69.6	34	5
8/5/2002 18:05	42	57.7	66.7	11	5
8/5/2002 18:05	42	61.7	74.5	50	5
8/5/2002 6:11	42	56.8	63.7	7	5
8/5/2002 18:11	42	57.9	66.7	11	5
8/5/2002 18:12	42	55.7	62.6	7	5
8/5/2002 18:13	42	57.7	63.0	5	5
8/5/2002 18:16	42	61.9	65.9	6	5
8/5/2002 18:24	42	59.5	68.0	11	5
8/5/2002 18:26	42	56.5	62.7	6	5
8/5/2002 18:27	42	60.4	66.1	7	5
8/5/2002 18:28	42	56.3	66.3	16	5
8/5/2002 18:29	42	57.0	63.1	5	5
8/5/2002 18:31	42	60.5	66.0	7	5
8/5/2002 18:31	42	62.6	70.9	24	5
8/5/2002 6:34	42	56.2	65.8	13	5
8/5/2002 18:36	42	57.9	66.0	11	5
8/5/2002 18:36	42	57.4	62.8	6	5
8/5/2002 18:39	42	58.4	68.8	20	5
8/5/2002 18:43	42	56.7	68.1	21	5
8/5/2002 18:45	42	57.9	63.0	5	5
8/5/2002 18:45	42	62.3	66.6	7	5
8/5/2002 18:47	42	58.0	67.2	17	5
8/5/2002 18:47	42	57.2	65.7	14	5
8/5/2002 6:48	42	58.4	66.0	9	5
8/5/2002 18:52	42	68.9	73.9	7	5
8/5/2002 18:53	42	63.4	74.3	29	5
8/5/2002 6:53	42	60.9	67.2	9	5
8/5/2002 18:54	42	56.9	62.8	5	5
8/5/2002 6:55	42	56.6	63.5	6	5
8/5/2002 6:56	42	58.3	63.9	6	5
8/5/2002 6:56	42	56.5	62.6	6	5
8/5/2002 18:59	42	59.3	73.9	55	5
8/5/2002 19:00	42	62.0	70.2	24	5
8/5/2002 19:01	42	57.1	62.9	5	5
8/5/2002 7:01	42	56.8	62.9	6	5
8/5/2002 7:03	42	58.1	65.3	10	5
8/5/2002 19:04	42	56.9	64.7	8	5
8/5/2002 7:07	42	58.8	64.2	5	5
8/5/2002 19:08	42	60.8	70.3	21	5
8/5/2002 19:11	42	60.2	70.6	22	5
8/5/2002 7:13	42	56.3	65.2	11	5
8/5/2002 7:16	42	55.3	60.9	5	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/5/2002 19:18	42	57.0	62.8	5	5
8/5/2002 7:19	42	57.1	66.1	14	5
8/5/2002 19:21	42	56.7	63.2	6	5
8/5/2002 19:23	42	56.2	64.0	9	5
8/5/2002 7:25	42	68.6	79.1	35	5
8/5/2002 7:25	42	59.1	64.3	6	5
8/5/2002 19:26	42	56.4	62.4	5	5
8/5/2002 19:27	42	57.8	64.5	6	5
8/5/2002 19:29	42	69.5	71.2	5	5
8/5/2002 19:30	42	58.5	67.0	13	5
8/5/2002 19:31	42	58.6	63.2	5	5
8/5/2002 19:32	42	59.0	70.2	26	5
8/5/2002 19:33	42	61.6	67.6	10	5
8/5/2002 7:42	42	56.9	62.7	5	5
8/5/2002 19:44	42	58.2	64.6	6	5
8/5/2002 7:45	42	58.6	69.9	27	5
8/5/2002 7:46	42	56.4	62.9	6	5
8/5/2002 19:46	42	57.8	66.8	15	5
8/5/2002 19:47	42	58.4	64.5	6	5
8/5/2002 19:49	42	55.3	61.2	6	5
8/5/2002 7:49	42	55.9	63.0	7	5
8/5/2002 19:51	42	59.2	67.3	9	5
8/5/2002 19:51	42	57.8	63.3	5	5
8/5/2002 19:52	42	60.3	70.1	19	5
8/5/2002 19:53	42	64.9	69.4	9	5
8/5/2002 7:55	42	55.7	65.2	12	5
8/5/2002 7:58	42	59.4	68.7	19	5
8/5/2002 7:59	42	63.1	68.0	9	5
8/5/2002 20:01	42	58.1	68.6	21	5
8/5/2002 20:02	42	57.0	64.8	8	5
8/5/2002 20:04	42	62.8	70.8	25	5
8/5/2002 8:06	42	56.0	63.2	7	5
8/5/2002 8:10	42	59.7	66.8	10	5
8/5/2002 8:14	42	64.3	70.7	9	5
8/5/2002 8:21	42	56.6	62.4	5	5
8/5/2002 8:26	42	62.4	70.1	12	5
8/5/2002 20:32	42	64.6	69.6	11	5
8/5/2002 20:33	42	66.4	75.9	29	5
8/5/2002 20:34	42	64.8	74.6	29	5
8/5/2002 8:40	42	57.7	64.4	8	5
8/5/2002 8:41	42	57.6	66.9	10	5
8/5/2002 8:42	42	56.1	63.2	6	5
8/5/2002 20:44	42	56.3	62.2	5	5
8/5/2002 8:45	42	70.3	79.7	62	5
8/5/2002 20:45	42	56.1	64.0	7	5
8/5/2002 8:48	42	70.4	79.6	61	5
8/5/2002 20:49	42	59.4	69.0	19	5
8/5/2002 8:49	42	60.9	70.4	30	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/5/2002 8:52	42	69.0	76.8	20	5
8/5/2002 20:53	42	57.9	64.4	8	5
8/5/2002 8:56	42	58.2	69.4	27	5
8/5/2002 8:56	42	58.0	64.0	6	5
8/5/2002 8:58	42	56.7	62.4	5	5
8/5/2002 8:58	42	58.0	63.0	5	5
8/5/2002 21:00	42	57.1	63.2	6	5
8/5/2002 9:02	42	59.8	67.2	9	5
8/5/2002 9:03	42	60.6	66.9	7	5
8/5/2002 21:06	42	63.4	68.3	7	5
8/5/2002 21:07	42	59.3	65.4	6	5
8/5/2002 9:07	42	56.2	63.9	8	5
8/5/2002 9:14	42	57.7	64.6	7	5
8/5/2002 21:16	42	55.8	66.0	15	5
8/5/2002 9:16	42	56.2	62.3	6	5
8/5/2002 9:18	42	58.5	63.5	5	5
8/5/2002 9:18	42	59.0	64.8	6	5
8/5/2002 21:23	42	57.0	63.2	6	5
8/5/2002 9:27	42	57.1	63.3	6	5
8/5/2002 9:30	42	72.9	74.4	15	5
8/5/2002 9:32	42	58.2	64.1	6	5
8/5/2002 9:33	42	63.5	69.6	14	5
8/5/2002 9:34	42	58.6	63.6	5	5
8/5/2002 9:34	42	57.1	66.2	12	5
8/5/2002 9:35	42	58.7	64.6	7	5
8/5/2002 9:37	42	58.3	65.1	8	5
8/5/2002 9:44	42	56.6	62.4	5	5
8/5/2002 9:45	42	66.6	75.8	26	5
8/5/2002 9:46	42	58.1	69.0	22	5
8/5/2002 21:49	42	57.2	63.4	7	5
8/5/2002 21:49	42	55.9	62.6	6	5
8/5/2002 9:49	42	56.1	64.5	10	5
8/5/2002 9:52	42	57.5	65.1	10	5
8/5/2002 21:53	42	71.8	72.6	5	5
8/5/2002 21:56	42	65.3	69.9	9	5
8/5/2002 21:56	42	62.4	67.2	8	5
8/5/2002 21:56	42	61.7	65.2	5	5
8/5/2002 21:57	42	64.3	68.7	6	5
8/5/2002 10:05	42	60.0	66.5	8	5
8/5/2002 10:10	42	61.1	66.9	7	5
8/5/2002 22:12	42	56.5	62.1	5	5
8/5/2002 10:12	42	57.9	64.2	7	5
8/5/2002 10:16	42	56.2	65.6	10	5
8/5/2002 22:20	42	58.7	63.8	5	5
8/5/2002 10:20	42	57.5	63.3	5	5
8/5/2002 22:21	42	58.8	64.4	6	5
8/5/2002 22:23	42	59.3	65.1	6	5
8/5/2002 10:23	42	58.8	64.6	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/5/2002 10:23	42	59.9	65.2	6	5
8/5/2002 10:24	42	70.6	75.0	18	5
8/5/2002 22:27	42	59.8	65.8	7	5
8/5/2002 10:31	42	59.0	65.8	8	5
8/5/2002 22:32	42	57.2	68.7	22	5
8/5/2002 22:34	42	56.7	66.8	14	5
8/5/2002 22:38	42	55.4	61.8	6	5
8/5/2002 22:38	42	56.1	67.2	17	5
8/5/2002 10:57	42	58.3	63.9	6	5
8/5/2002 10:58	42	57.9	64.1	6	5
8/5/2002 23:09	42	59.3	65.1	6	5
8/5/2002 23:13	42	61.5	65.4	5	5
8/5/2002 11:14	42	59.2	67.7	15	5
8/5/2002 11:15	42	59.3	64.6	6	5
8/5/2002 11:16	42	55.8	63.2	7	5
8/5/2002 11:21	42	56.5	64.0	7	5
8/5/2002 11:24	42	55.4	64.1	10	5
8/5/2002 11:32	42	56.8	65.7	11	5
8/5/2002 11:34	42	58.6	66.4	10	5
8/5/2002 11:35	42	58.2	64.0	6	5
8/5/2002 11:35	42	56.4	63.0	7	5
8/5/2002 11:38	42	66.4	75.0	19	5
8/5/2002 11:38	42	56.7	62.5	6	5
8/5/2002 23:38	42	57.4	69.6	22	5
8/5/2002 11:41	42	61.4	68.8	9	5
8/5/2002 11:46	42	57.7	63.3	5	5
8/5/2002 11:47	42	56.7	63.4	7	5
8/5/2002 11:47	42	60.9	67.1	7	5
8/5/2002 11:52	42	60.6	70.3	18	5
8/5/2002 11:57	42	59.8	68.5	18	5
8/5/2002 11:58	42	55.6	64.1	10	5
8/5/2002 11:59	42	66.7	72.5	11	5
8/5/2002 12:00	42	57.4	66.0	11	5
8/5/2002 12:01	42	59.2	65.8	8	5
8/5/2002 12:01	42	55.9	62.3	6	5
8/5/2002 12:04	42	57.3	63.5	6	5
8/5/2002 12:04	42	56.2	63.5	7	5
8/5/2002 0:05	42	60.0	65.4	6	5
8/5/2002 0:07	42	59.2	69.9	20	5
8/5/2002 0:12	42	62.1	67.4	7	5
8/5/2002 0:13	42	64.0	70.0	15	5
8/5/2002 12:22	42	58.2	63.7	5	5
8/5/2002 12:26	42	56.0	62.9	6	5
8/5/2002 0:33	42	56.5	63.6	7	5
8/5/2002 12:34	42	59.2	67.7	11	5
8/5/2002 12:40	42	59.1	63.8	6	5
8/5/2002 12:40	42	57.0	63.4	6	5
8/5/2002 12:41	42	59.2	64.6	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/5/2002 12:41	42	58.0	63.0	5	5
8/6/2002 13:21	42	56.9	62.7	6	5
8/6/2002 13:22	42	55.4	61.5	5	5
8/6/2002 13:31	42	56.1	64.6	9	5
8/6/2002 13:43	42	57.7	65.5	8	5
8/6/2002 13:44	42	59.4	64.8	6	5
8/6/2002 1:57	42	59.4	65.4	7	5
8/6/2002 14:12	42	59.6	65.0	6	5
8/6/2002 14:26	42	57.4	64.9	8	5
8/6/2002 2:28	42	60.8	65.4	6	5
8/6/2002 14:38	42	57.8	65.0	7	5
8/6/2002 14:46	42	57.1	62.4	6	5
8/6/2002 14:48	42	55.9	64.6	11	5
8/6/2002 14:52	42	56.7	63.0	6	5
8/6/2002 15:04	42	56.2	62.2	6	5
8/6/2002 15:05	42	57.8	64.5	7	5
8/6/2002 15:08	42	59.0	64.5	6	5
8/6/2002 15:08	42	57.9	63.7	6	5
8/6/2002 15:08	42	56.3	62.2	5	5
8/6/2002 15:16	42	60.2	68.8	17	5
8/6/2002 15:18	42	56.5	62.0	5	5
8/6/2002 15:19	42	65.7	70.9	9	5
8/6/2002 15:23	42	57.9	64.1	7	5
8/6/2002 15:25	42	58.6	67.7	11	5
8/6/2002 15:26	42	58.1	63.3	5	5
8/6/2002 15:27	42	60.4	70.4	19	5
8/6/2002 15:30	42	60.4	68.6	11	5
8/6/2002 15:38	42	58.6	65.5	7	5
8/6/2002 15:46	42	58.4	66.7	10	5
8/6/2002 15:47	42	60.3	68.8	13	5
8/6/2002 15:51	42	56.5	64.8	9	5
8/6/2002 15:58	42	57.8	63.3	5	5
8/6/2002 16:14	42	58.4	64.1	6	5
8/6/2002 16:14	42	58.9	66.0	12	5
8/6/2002 16:17	42	57.7	64.1	6	5
8/6/2002 16:17	42	58.0	63.4	5	5
8/6/2002 16:18	42	56.3	64.8	10	5
8/6/2002 16:46	42	57.6	63.1	5	5
8/6/2002 16:47	42	57.4	66.2	10	5
8/6/2002 16:49	42	57.8	63.3	5	5
8/6/2002 16:49	42	58.4	69.6	29	5
8/6/2002 16:51	42	56.2	62.1	5	5
8/6/2002 16:53	42	58.4	64.5	6	5
8/6/2002 16:57	42	56.2	62.8	6	5
8/6/2002 16:59	42	56.5	62.2	5	5
8/6/2002 17:00	42	60.1	70.7	21	5
8/6/2002 17:00	42	55.8	61.4	6	5
8/6/2002 17:01	42	57.2	62.7	5	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/6/2002 17:05	42	57.2	64.1	7	5
8/6/2002 17:08	42	56.7	66.1	13	5
8/6/2002 17:08	42	58.1	63.8	6	5
8/6/2002 17:08	42	55.9	64.2	10	5
8/6/2002 17:10	42	56.4	65.5	12	5
8/6/2002 17:10	42	60.8	66.1	7	5
8/6/2002 17:12	42	59.2	66.0	8	5
8/6/2002 17:13	42	60.0	65.0	6	5
8/6/2002 17:13	42	58.9	67.8	13	5
8/6/2002 17:13	42	57.9	63.9	6	5
8/6/2002 17:14	42	57.2	64.3	7	5
8/6/2002 17:16	42	67.4	74.5	18	5
8/6/2002 17:18	42	55.9	63.1	8	5
8/6/2002 17:18	42	55.4	61.9	6	5
8/6/2002 5:20	42	61.2	65.1	6	5
8/6/2002 17:20	42	57.6	65.7	10	5
8/6/2002 17:22	42	58.2	66.7	14	5
8/6/2002 17:24	42	58.3	70.2	24	5
8/6/2002 17:28	42	56.2	62.2	5	5
8/6/2002 17:28	42	56.4	64.0	9	5
8/6/2002 17:28	42	55.9	65.9	14	5
8/6/2002 17:29	42	56.1	63.0	7	5
8/6/2002 17:30	42	55.6	64.0	10	5
8/6/2002 17:30	42	59.1	72.5	38	5
8/6/2002 17:32	42	55.9	62.6	7	5
8/6/2002 17:32	42	56.1	66.8	16	5
8/6/2002 17:33	42	61.0	69.0	13	5
8/6/2002 17:34	42	56.6	67.1	15	5
8/6/2002 17:35	42	57.5	62.8	5	5
8/6/2002 17:35	42	56.7	67.1	17	5
8/6/2002 17:36	42	57.7	66.2	10	5
8/6/2002 17:36	42	55.6	61.6	5	5
8/6/2002 17:37	42	60.3	72.2	34	5
8/6/2002 17:39	42	57.6	63.0	5	5
8/6/2002 17:39	42	55.7	62.4	6	5
8/6/2002 17:40	42	58.5	66.7	12	5
8/6/2002 17:41	42	59.2	66.3	8	5
8/6/2002 17:41	42	55.8	62.2	6	5
8/6/2002 17:42	42	59.8	66.6	8	5
8/6/2002 17:42	42	60.1	67.8	10	5
8/6/2002 17:43	42	58.9	67.0	9	5
8/6/2002 17:43	42	56.9	63.9	8	5
8/6/2002 17:44	42	56.2	64.1	8	5
8/6/2002 17:47	42	59.7	68.2	18	5
8/6/2002 17:50	42	58.4	64.4	6	5
8/6/2002 17:50	42	56.6	63.0	6	5
8/6/2002 5:50	42	55.3	61.5	5	5
8/6/2002 17:51	42	57.8	63.3	5	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/6/2002 17:51	42	57.1	65.2	9	5
8/6/2002 17:55	42	57.9	67.5	14	5
8/6/2002 17:55	42	60.9	66.9	7	5
8/6/2002 17:56	42	58.2	64.9	7	5
8/6/2002 17:56	42	57.3	63.2	5	5
8/6/2002 17:57	42	56.6	63.5	7	5
8/6/2002 17:57	42	56.3	64.2	8	5
8/6/2002 17:59	42	58.0	63.2	5	5
8/6/2002 18:00	42	57.8	63.2	5	5
8/6/2002 18:01	42	58.6	65.4	8	5
8/6/2002 18:05	42	57.1	64.0	7	5
8/6/2002 18:06	42	64.7	74.1	23	5
8/6/2002 18:08	42	55.9	62.8	6	5
8/6/2002 6:09	42	61.4	68.2	11	5
8/6/2002 18:09	42	58.8	71.4	37	5
8/6/2002 18:10	42	58.5	65.8	10	5
8/6/2002 18:12	42	56.3	63.2	7	5
8/6/2002 18:16	42	57.7	63.8	6	5
8/6/2002 18:16	42	56.5	62.2	5	5
8/6/2002 18:20	42	58.0	65.3	8	5
8/6/2002 18:20	42	58.0	63.9	6	5
8/6/2002 18:20	42	62.1	72.8	38	5
8/6/2002 6:20	42	55.6	63.9	11	5
8/6/2002 18:26	42	56.3	62.2	5	5
8/6/2002 18:31	42	55.1	61.6	6	5
8/6/2002 18:34	42	57.5	65.2	8	5
8/6/2002 18:36	42	56.5	62.2	5	5
8/6/2002 18:36	42	55.9	62.6	6	5
8/6/2002 18:37	42	57.8	63.5	6	5
8/6/2002 18:40	42	58.4	65.6	8	5
8/6/2002 6:43	42	55.9	63.2	8	5
8/6/2002 18:44	42	64.8	75.3	42	5
8/6/2002 6:45	42	59.9	64.8	6	5
8/6/2002 18:45	42	58.6	63.5	5	5
8/6/2002 18:46	42	59.3	67.4	13	5
8/6/2002 18:46	42	65.0	77.7	61	5
8/6/2002 18:48	42	57.6	64.6	7	5
8/6/2002 18:49	42	55.2	63.0	8	5
8/6/2002 18:49	42	59.3	67.4	13	5
8/6/2002 18:52	42	55.4	63.1	8	5
8/6/2002 6:53	42	56.9	62.7	5	5
8/6/2002 6:53	42	55.6	61.8	5	5
8/6/2002 18:58	42	58.7	63.8	5	5
8/6/2002 7:00	42	58.5	66.2	10	5
8/6/2002 19:02	42	58.6	72.3	49	5
8/6/2002 19:04	42	58.8	65.3	7	5
8/6/2002 19:05	42	57.2	63.4	6	5
8/6/2002 19:06	42	59.7	70.0	23	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/6/2002 19:07	42	57.6	64.9	8	5
8/6/2002 19:13	42	56.3	62.5	6	5
8/6/2002 19:14	42	55.1	62.0	7	5
8/6/2002 19:21	42	56.5	62.8	6	5
8/6/2002 19:21	42	56.4	65.3	11	5
8/6/2002 19:21	42	59.9	66.2	7	5
8/6/2002 7:22	42	57.4	63.6	6	5
8/6/2002 19:25	42	56.6	62.7	6	5
8/6/2002 19:26	42	57.2	63.9	7	5
8/6/2002 7:28	42	58.1	64.2	6	5
8/6/2002 7:34	42	56.6	62.3	6	5
8/6/2002 7:38	42	58.5	65.4	8	5
8/6/2002 7:40	42	60.1	68.2	12	5
8/6/2002 7:42	42	57.2	63.1	6	5
8/6/2002 19:50	42	57.7	64.6	8	5
8/6/2002 7:55	42	57.1	66.0	11	5
8/6/2002 8:00	42	57.6	63.6	6	5
8/6/2002 8:01	42	58.9	64.9	6	5
8/6/2002 8:02	42	59.5	66.0	9	5
8/6/2002 8:04	42	56.3	62.4	5	5
8/6/2002 20:04	42	58.7	64.4	6	5
8/6/2002 8:05	42	57.1	64.0	7	5
8/6/2002 8:06	42	58.4	63.7	5	5
8/6/2002 8:06	42	59.1	67.2	10	5
8/6/2002 20:14	42	60.7	66.1	8	5
8/6/2002 8:14	42	58.3	64.7	7	5
8/6/2002 20:20	42	57.9	65.1	7	5
8/6/2002 20:20	42	60.1	66.2	8	5
8/6/2002 20:23	42	60.7	66.3	7	5
8/6/2002 8:27	42	59.1	67.2	13	5
8/6/2002 20:37	42	56.3	63.0	7	5
8/6/2002 8:45	42	55.0	63.9	11	5
8/6/2002 8:49	42	55.3	62.1	6	5
8/6/2002 8:50	42	60.6	67.7	10	5
8/6/2002 8:52	42	56.7	62.8	6	5
8/6/2002 8:54	42	58.7	64.3	6	5
8/6/2002 20:56	42	56.5	62.3	5	5
8/6/2002 20:57	42	56.8	62.3	5	5
8/6/2002 20:58	42	57.3	63.1	6	5
8/6/2002 8:59	42	55.6	62.2	5	5
8/6/2002 8:59	42	56.1	64.0	8	5
8/6/2002 8:59	42	56.0	62.1	5	5
8/6/2002 9:00	42	58.9	65.2	7	5
8/6/2002 9:04	42	56.5	62.3	5	5
8/6/2002 9:04	42	55.5	69.4	38	5
8/6/2002 9:05	42	55.4	62.1	6	5
8/6/2002 9:10	42	56.4	68.1	23	5
8/6/2002 9:10	42	58.6	68.4	20	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/6/2002 9:13	42	55.6	61.9	6	5
8/6/2002 9:14	42	57.7	64.9	8	5
8/6/2002 21:14	42	56.9	65.4	11	5
8/6/2002 9:15	42	57.7	65.5	10	5
8/6/2002 9:16	42	56.2	63.0	7	5
8/6/2002 9:19	42	57.3	63.1	5	5
8/6/2002 9:20	42	55.8	64.3	9	5
8/6/2002 21:21	42	57.9	62.9	5	5
8/6/2002 9:22	42	56.3	65.1	10	5
8/6/2002 9:22	42	56.4	64.8	12	5
8/6/2002 9:25	42	59.9	68.2	15	5
8/6/2002 9:25	42	58.3	67.6	13	5
8/6/2002 9:27	42	56.2	65.6	11	5
8/6/2002 9:27	42	56.2	64.6	9	5
8/6/2002 21:29	42	66.0	68.6	5	5
8/6/2002 9:36	42	55.8	62.2	6	5
8/6/2002 9:44	42	57.3	64.2	7	5
8/6/2002 9:56	42	57.0	63.5	6	5
8/6/2002 10:06	42	58.4	64.9	7	5
8/6/2002 10:07	42	55.1	61.9	6	5
8/6/2002 10:10	42	58.2	64.9	7	5
8/6/2002 10:11	42	59.1	64.7	6	5
8/6/2002 10:13	42	60.1	65.9	7	5
8/6/2002 10:14	42	57.3	65.0	8	5
8/6/2002 10:21	42	57.2	63.7	6	5
8/6/2002 10:24	42	55.8	63.5	10	5
8/6/2002 10:32	42	58.6	71.5	44	5
8/6/2002 10:33	42	55.0	63.6	10	5
8/6/2002 22:37	42	57.5	62.0	5	5
8/6/2002 22:38	42	57.4	62.0	5	5
8/6/2002 10:39	42	58.5	64.1	6	5
8/6/2002 10:42	42	58.5	67.0	18	5
8/6/2002 10:46	42	55.6	68.3	28	5
8/6/2002 10:47	42	57.6	63.8	7	5
8/6/2002 10:47	42	55.7	61.8	6	5
8/6/2002 10:48	42	55.9	63.8	9	5
8/6/2002 10:55	42	59.8	67.3	10	5
8/6/2002 10:57	42	60.5	68.7	14	5
8/6/2002 10:58	42	59.6	70.3	19	5
8/6/2002 11:02	42	57.4	63.5	6	5
8/6/2002 11:02	42	58.8	67.1	10	5
8/6/2002 11:03	42	57.9	67.3	16	5
8/6/2002 11:11	42	60.5	66.7	8	5
8/6/2002 11:19	42	58.0	68.4	17	5
8/6/2002 11:20	42	57.4	71.0	41	5
8/6/2002 11:30	42	58.5	63.6	5	5
8/6/2002 11:32	42	55.7	64.5	9	5
8/6/2002 11:32	42	61.5	70.4	17	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/6/2002 11:39	42	61.8	68.5	9	5
8/6/2002 23:39	42	59.2	64.3	6	5
8/6/2002 11:40	42	56.2	62.5	6	5
8/6/2002 11:45	42	72.2	76.8	19	5
8/6/2002 11:46	42	56.3	62.1	5	5
8/6/2002 11:52	42	56.4	63.1	7	5
8/6/2002 11:52	42	57.7	66.6	13	5
8/6/2002 12:02	42	55.5	61.8	6	5
8/6/2002 12:03	42	55.9	61.1	5	5
8/6/2002 12:03	42	59.3	66.5	10	5
8/6/2002 12:04	42	56.5	64.8	10	5
8/6/2002 0:05	42	56.3	62.4	6	5
8/6/2002 0:06	42	55.5	64.5	11	5
8/6/2002 12:12	42	58.2	64.2	6	5
8/6/2002 12:16	42	57.2	64.6	7	5
8/6/2002 12:16	42	58.7	68.1	17	5
8/6/2002 12:18	42	56.9	67.8	18	5
8/6/2002 12:18	42	55.8	63.6	9	5
8/6/2002 12:18	42	58.8	69.0	21	5
8/6/2002 12:19	42	55.4	62.7	7	5
8/6/2002 12:23	42	59.0	68.3	17	5
8/6/2002 12:31	42	56.3	67.2	18	5
8/6/2002 12:32	42	57.2	64.0	6	5
8/6/2002 12:35	42	56.1	63.8	8	5
8/6/2002 12:35	42	58.9	65.8	8	5
8/6/2002 12:38	42	56.1	62.4	6	5
8/6/2002 12:42	42	57.2	63.1	6	5
8/6/2002 12:43	42	59.0	65.0	6	5
8/6/2002 12:44	42	55.3	61.3	5	5
8/6/2002 12:44	42	57.8	65.0	8	5
8/6/2002 12:45	42	56.5	62.9	6	5
8/6/2002 12:47	42	56.9	62.6	5	5
8/6/2002 12:54	42	60.7	67.2	9	5
8/7/2002 13:03	42	58.6	66.9	11	5
8/7/2002 13:15	42	60.1	69.1	15	5
8/7/2002 13:16	42	58.9	63.9	5	5
8/7/2002 13:16	42	59.2	65.4	11	5
8/7/2002 13:16	42	57.8	64.3	9	5
8/7/2002 13:27	42	56.2	62.7	6	5
8/7/2002 13:27	42	55.3	62.4	8	5
8/7/2002 13:33	42	58.5	65.1	8	5
8/7/2002 1:38	42	58.0	63.7	5	5
8/7/2002 13:44	42	55.6	62.5	7	5
8/7/2002 13:46	42	58.4	65.9	8	5
8/7/2002 13:54	42	59.0	63.9	6	5
8/7/2002 1:55	42	61.9	66.3	6	5
8/7/2002 13:55	42	56.8	63.1	6	5
8/7/2002 13:56	42	56.7	64.7	8	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/7/2002 14:01	42	59.3	65.0	7	5
8/7/2002 14:06	42	57.7	63.4	6	5
8/7/2002 14:08	42	59.4	66.7	8	5
8/7/2002 14:13	42	55.8	61.8	5	5
8/7/2002 14:18	42	57.4	63.4	5	5
8/7/2002 14:26	42	60.9	72.4	39	5
8/7/2002 14:43	42	61.5	67.4	9	5
8/7/2002 14:44	42	59.2	66.7	11	5
8/7/2002 14:49	42	57.6	63.8	7	5
8/7/2002 14:50	42	58.7	64.2	6	5
8/7/2002 15:04	42	56.1	62.4	6	5
8/7/2002 15:05	42	56.9	62.7	5	5
8/7/2002 15:10	42	59.5	68.1	14	5
8/7/2002 15:30	42	56.9	64.3	8	5
8/7/2002 15:32	42	61.3	68.3	17	5
8/7/2002 15:33	42	58.9	66.8	13	5
8/7/2002 15:33	42	58.9	64.2	6	5
8/7/2002 15:34	42	61.7	69.1	13	5
8/7/2002 15:54	42	58.2	64.2	7	5
8/7/2002 16:08	42	57.4	64.6	7	5
8/7/2002 16:09	42	58.6	64.7	7	5
8/7/2002 16:12	42	55.7	61.9	5	5
8/7/2002 16:13	42	57.6	63.6	6	5
8/7/2002 16:18	42	58.5	66.6	10	5
8/7/2002 16:19	42	58.3	66.1	9	5
8/7/2002 16:34	42	55.5	62.9	7	5
8/7/2002 16:35	42	56.4	65.3	10	5
8/7/2002 16:36	42	57.4	64.5	7	5
8/7/2002 16:37	42	63.4	71.2	19	5
8/7/2002 16:37	42	57.8	63.0	5	5
8/7/2002 16:40	42	57.3	63.5	6	5
8/7/2002 16:41	42	56.2	63.9	8	5
8/7/2002 16:42	42	58.3	64.8	6	5
8/7/2002 16:53	42	56.1	62.1	5	5
8/7/2002 17:03	42	58.0	65.5	9	5
8/7/2002 17:10	42	57.9	68.6	18	5
8/7/2002 17:12	42	57.2	63.2	6	5
8/7/2002 17:12	42	58.3	64.9	7	5
8/7/2002 17:13	42	58.5	68.4	25	5
8/7/2002 17:13	42	59.3	72.8	57	5
8/7/2002 17:19	42	56.3	65.5	11	5
8/7/2002 17:20	42	57.2	62.6	5	5
8/7/2002 17:21	42	56.4	63.8	7	5
8/7/2002 5:24	42	57.1	64.0	7	5
8/7/2002 17:29	42	57.0	64.9	9	5
8/7/2002 17:33	42	57.5	65.0	8	5
8/7/2002 17:37	42	57.7	65.1	8	5
8/7/2002 17:38	42	57.8	65.8	9	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/7/2002 17:39	42	60.2	68.9	18	5
8/7/2002 5:41	42	55.6	62.7	6	5
8/7/2002 17:43	42	60.9	66.7	7	5
8/7/2002 17:49	42	56.0	65.5	13	5
8/7/2002 17:50	42	58.7	64.3	8	5
8/7/2002 17:55	42	65.7	74.2	15	5
8/7/2002 17:55	42	58.3	67.8	21	5
8/7/2002 17:56	42	60.5	71.5	29	5
8/7/2002 6:04	42	56.1	65.9	13	5
8/7/2002 18:04	42	56.4	65.1	12	5
8/7/2002 18:06	42	55.5	62.9	7	5
8/7/2002 18:10	42	58.4	67.0	10	5
8/7/2002 18:11	42	59.1	65.8	10	5
8/7/2002 18:21	42	57.6	64.6	7	5
8/7/2002 18:22	42	58.2	63.6	6	5
8/7/2002 18:23	42	58.2	66.0	10	5
8/7/2002 18:24	42	58.0	66.0	9	5
8/7/2002 18:26	42	64.6	73.0	29	5
8/7/2002 18:28	42	58.2	63.4	6	5
8/7/2002 18:29	42	56.9	63.3	7	5
8/7/2002 18:32	42	57.2	64.9	11	5
8/7/2002 18:38	42	55.2	60.9	5	5
8/7/2002 18:38	42	57.0	65.7	12	5
8/7/2002 6:39	42	61.2	68.4	11	5
8/7/2002 18:40	42	56.7	63.7	7	5
8/7/2002 6:41	42	56.7	64.5	9	5
8/7/2002 18:53	42	59.2	68.4	20	5
8/7/2002 6:54	42	58.5	64.4	6	5
8/7/2002 18:57	42	58.9	65.3	8	5
8/7/2002 18:57	42	56.2	62.4	6	5
8/7/2002 18:58	42	56.8	65.7	12	5
8/7/2002 19:05	42	64.8	69.9	13	5
8/7/2002 19:11	42	59.1	66.0	10	5
8/7/2002 19:11	42	56.8	63.3	6	5
8/7/2002 19:13	42	59.8	67.3	11	5
8/7/2002 19:16	42	59.6	68.7	13	5
8/7/2002 19:16	42	57.8	65.2	11	5
8/7/2002 19:17	42	56.6	62.5	5	5
8/7/2002 19:25	42	55.9	63.8	9	5
8/7/2002 7:29	42	58.0	63.1	6	5
8/7/2002 7:30	42	67.3	69.4	6	5
8/7/2002 19:32	42	55.8	61.3	5	5
8/7/2002 19:32	42	57.6	64.0	10	5
8/7/2002 7:36	42	57.8	63.5	6	5
8/7/2002 7:36	42	57.7	64.2	6	5
8/7/2002 7:40	42	57.3	70.2	35	5
8/7/2002 19:57	42	56.4	64.7	10	5
8/7/2002 19:58	42	57.3	63.9	7	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/7/2002 7:58	42	57.4	65.3	10	5
8/7/2002 7:58	42	57.1	64.7	10	5
8/7/2002 19:58	42	56.6	64.0	7	5
8/7/2002 20:02	42	57.0	63.1	6	5
8/7/2002 8:02	42	57.2	63.4	6	5
8/7/2002 20:04	42	57.5	65.6	12	5
8/7/2002 8:04	42	56.4	64.2	8	5
8/7/2002 8:08	42	58.0	65.7	12	5
8/7/2002 8:09	42	55.2	62.4	7	5
8/7/2002 8:11	42	58.0	66.3	11	5
8/7/2002 20:11	42	56.2	63.1	7	5
8/7/2002 8:11	42	56.7	64.1	9	5
8/7/2002 8:15	42	57.3	68.6	23	5
8/7/2002 8:18	42	57.4	63.0	6	5
8/7/2002 8:20	42	61.2	68.2	9	5
8/7/2002 8:21	42	57.7	63.4	6	5
8/7/2002 8:23	42	56.2	62.9	6	5
8/7/2002 20:29	42	58.5	63.7	5	5
8/7/2002 8:37	42	55.5	64.1	9	5
8/7/2002 8:37	42	63.6	68.3	6	5
8/7/2002 8:38	42	65.9	73.8	16	5
8/7/2002 8:45	42	58.5	65.2	8	5
8/7/2002 8:45	42	56.3	62.4	6	5
8/7/2002 8:46	42	56.0	62.5	6	5
8/7/2002 8:48	42	56.0	62.7	6	5
8/7/2002 8:49	42	59.0	64.1	6	5
8/7/2002 8:50	42	56.0	62.6	6	5
8/7/2002 8:52	42	58.1	65.1	7	5
8/7/2002 8:53	42	62.9	69.8	11	5
8/7/2002 8:58	42	59.6	67.4	10	5
8/7/2002 8:58	42	57.4	65.5	11	5
8/7/2002 9:00	42	57.0	63.5	6	5
8/7/2002 9:01	42	56.0	62.1	5	5
8/7/2002 9:02	42	56.1	63.0	7	5
8/7/2002 9:05	42	55.1	61.3	5	5
8/7/2002 9:06	42	56.6	64.6	8	5
8/7/2002 9:13	42	58.5	65.5	8	5
8/7/2002 9:13	42	56.7	63.1	6	5
8/7/2002 9:18	42	64.5	71.4	20	5
8/7/2002 9:19	42	55.7	64.2	9	5
8/7/2002 9:24	42	59.6	66.2	8	5
8/7/2002 9:25	42	58.6	65.0	8	5
8/7/2002 9:25	42	57.9	65.1	8	5
8/7/2002 9:32	42	55.8	63.3	7	5
8/7/2002 9:38	42	55.3	62.5	7	5
8/7/2002 21:38	42	57.8	63.5	6	5
8/7/2002 21:38	42	60.3	68.5	11	5
8/7/2002 9:40	42	59.8	65.5	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/7/2002 9:41	42	65.3	72.3	13	5
8/7/2002 9:41	42	58.2	64.2	6	5
8/7/2002 21:51	42	59.9	66.4	8	5
8/7/2002 21:59	42	58.8	64.1	6	5
8/7/2002 22:00	42	56.7	63.1	5	5
8/7/2002 22:07	42	57.7	64.7	8	5
8/7/2002 10:10	42	57.1	70.0	32	5
8/7/2002 10:11	42	56.9	65.7	12	5
8/7/2002 10:11	42	58.2	73.8	70	5
8/7/2002 22:14	42	57.4	63.3	6	5
8/7/2002 10:15	42	58.7	64.4	6	5
8/7/2002 10:20	42	56.1	62.9	7	5
8/7/2002 10:27	42	65.9	71.6	10	5
8/7/2002 10:28	42	57.8	66.3	15	5
8/7/2002 10:29	42	58.5	64.1	6	5
8/7/2002 10:30	42	62.7	69.7	10	5
8/7/2002 10:37	42	58.3	66.0	10	5
8/7/2002 10:47	42	60.7	67.3	8	5
8/7/2002 10:48	42	57.7	63.7	6	5
8/7/2002 10:49	42	56.4	62.6	6	5
8/7/2002 22:51	42	59.5	64.9	7	5
8/7/2002 22:51	42	60.7	67.1	11	5
8/7/2002 22:52	42	61.6	66.9	8	5
8/7/2002 22:52	42	61.1	64.8	5	5
8/7/2002 22:59	42	57.0	63.3	6	5
8/7/2002 11:00	42	56.2	61.9	5	5
8/7/2002 11:01	42	58.4	66.4	12	5
8/7/2002 11:01	42	56.3	68.8	32	5
8/7/2002 11:02	42	57.1	67.5	20	5
8/7/2002 11:06	42	56.1	63.0	6	5
8/7/2002 11:07	42	66.1	73.2	11	5
8/7/2002 23:08	42	55.7	63.5	9	5
8/7/2002 23:24	42	59.9	66.1	7	5
8/7/2002 23:24	42	57.8	63.2	5	5
8/7/2002 23:24	42	62.9	67.3	9	5
8/7/2002 23:24	42	63.0	72.2	25	5
8/7/2002 23:31	42	56.6	63.7	8	5
8/7/2002 11:32	42	56.5	62.9	6	5
8/7/2002 11:35	42	56.8	63.9	7	5
8/7/2002 11:49	42	57.7	64.2	6	5
8/7/2002 23:57	42	58.4	64.7	6	5
8/7/2002 0:05	42	58.3	64.5	6	5
8/7/2002 12:13	42	57.3	64.4	8	5
8/7/2002 12:18	42	68.0	77.1	19	5
8/7/2002 12:18	42	58.2	66.3	11	5
8/7/2002 12:23	42	56.9	62.4	5	5
8/7/2002 0:51	42	63.0	68.8	9	5
8/7/2002 12:55	42	58.7	63.5	5	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/7/2002 12:56	42	57.5	63.2	5	5
8/8/2002 1:02	42	57.5	64.6	8	5
8/8/2002 13:03	42	60.7	64.8	7	5
8/8/2002 1:10	42	61.9	67.5	7	5
8/8/2002 13:12	42	59.1	71.7	34	5
8/8/2002 13:14	42	59.1	70.3	24	5
8/8/2002 13:14	42	57.7	65.3	10	5
8/8/2002 13:15	42	64.1	69.4	9	5
8/8/2002 13:19	42	56.2	63.2	6	5
8/8/2002 13:19	42	57.0	64.2	7	5
8/8/2002 13:24	42	62.1	66.6	8	5
8/8/2002 13:24	42	64.0	71.8	17	5
8/8/2002 13:24	42	59.7	63.6	6	5
8/8/2002 13:31	42	55.6	62.1	6	5
8/8/2002 13:31	42	57.1	63.8	7	5
8/8/2002 13:37	42	56.2	63.1	8	5
8/8/2002 13:37	42	58.5	63.9	5	5
8/8/2002 1:46	42	57.3	63.2	5	5
8/8/2002 13:47	42	55.9	62.3	6	5
8/8/2002 13:48	42	55.1	62.0	7	5
8/8/2002 13:50	42	56.7	63.8	7	5
8/8/2002 1:50	42	58.2	64.2	7	5
8/8/2002 1:52	42	58.6	65.5	8	5
8/8/2002 13:53	42	56.7	63.6	7	5
8/8/2002 13:53	42	57.5	62.9	5	5
8/8/2002 1:54	42	55.9	62.6	7	5
8/8/2002 13:57	42	56.5	63.4	7	5
8/8/2002 13:57	42	59.3	66.0	8	5
8/8/2002 13:58	42	60.4	72.7	44	5
8/8/2002 13:59	42	56.1	64.4	11	5
8/8/2002 14:02	42	56.9	62.9	6	5
8/8/2002 14:03	42	59.2	72.0	33	5
8/8/2002 14:04	42	57.1	71.3	51	5
8/8/2002 14:06	42	56.9	62.6	6	5
8/8/2002 14:08	42	59.3	67.0	14	5
8/8/2002 14:11	42	58.6	64.5	6	5
8/8/2002 14:11	42	60.7	67.1	9	5
8/8/2002 14:12	42	57.5	64.8	7	5
8/8/2002 14:13	42	63.0	71.4	18	5
8/8/2002 14:14	42	57.2	64.2	8	5
8/8/2002 14:15	42	60.2	65.0	6	5
8/8/2002 14:17	42	57.3	63.9	7	5
8/8/2002 14:20	42	57.0	68.1	18	5
8/8/2002 14:25	42	59.1	64.4	6	5
8/8/2002 14:28	42	55.9	62.8	7	5
8/8/2002 14:28	42	58.4	69.8	34	5
8/8/2002 14:29	42	66.1	71.8	15	5
8/8/2002 14:31	42	57.7	71.3	46	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/8/2002 14:35	42	55.3	61.3	6	5
8/8/2002 14:35	42	57.2	66.1	14	5
8/8/2002 14:37	42	56.1	63.0	7	5
8/8/2002 14:41	42	56.3	63.5	7	5
8/8/2002 14:44	42	60.5	66.8	9	5
8/8/2002 14:45	42	57.9	63.9	6	5
8/8/2002 14:46	42	60.0	71.4	36	5
8/8/2002 14:52	42	62.8	75.1	38	5
8/8/2002 14:55	42	56.9	68.4	22	5
8/8/2002 14:56	42	55.9	62.8	6	5
8/8/2002 14:57	42	56.9	64.5	8	5
8/8/2002 14:58	42	55.0	61.4	6	5
8/8/2002 14:59	42	58.1	63.2	5	5
8/8/2002 15:02	42	56.0	65.0	10	5
8/8/2002 15:04	42	57.9	64.6	7	5
8/8/2002 15:05	42	61.0	72.4	27	5
8/8/2002 15:07	42	58.3	71.3	45	5
8/8/2002 15:11	42	56.1	64.4	9	5
8/8/2002 15:12	42	58.1	67.2	13	5
8/8/2002 15:12	42	56.4	63.6	7	5
8/8/2002 15:16	42	58.0	63.4	5	5
8/8/2002 15:23	42	57.0	64.9	9	5
8/8/2002 15:24	42	61.8	70.3	18	5
8/8/2002 15:32	42	58.0	64.3	7	5
8/8/2002 15:35	42	59.8	67.2	15	5
8/8/2002 15:37	42	58.0	64.8	8	5
8/8/2002 15:37	42	59.7	68.7	15	5
8/8/2002 15:43	42	55.5	61.5	5	5
8/8/2002 15:46	42	57.7	65.2	9	5
8/8/2002 15:52	42	57.2	64.6	8	5
8/8/2002 15:59	42	56.0	67.6	21	5
8/8/2002 16:03	42	58.6	65.8	8	5
8/8/2002 16:04	42	60.1	66.1	7	5
8/8/2002 16:08	42	58.3	64.8	7	5
8/8/2002 16:10	42	58.5	66.1	9	5
8/8/2002 16:10	42	58.7	65.8	8	5
8/8/2002 16:11	42	57.1	63.1	5	5
8/8/2002 16:13	42	65.8	79.7	38	5
8/8/2002 16:13	42	61.8	71.3	20	5
8/8/2002 16:20	42	56.5	63.9	8	5
8/8/2002 16:21	42	59.5	64.6	6	5
8/8/2002 16:22	42	64.8	69.5	8	5
8/8/2002 16:24	42	60.8	68.9	14	5
8/8/2002 16:24	42	56.3	66.6	18	5
8/8/2002 16:25	42	58.7	68.8	19	5
8/8/2002 16:28	42	57.7	63.2	6	5
8/8/2002 16:30	42	60.0	72.2	35	5
8/8/2002 16:31	42	59.4	65.5	7	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/8/2002 16:31	42	58.2	64.5	6	5
8/8/2002 16:32	42	58.8	65.3	6	5
8/8/2002 16:35	42	55.1	62.3	7	5
8/8/2002 16:35	42	55.7	62.5	6	5
8/8/2002 16:37	42	60.8	69.3	15	5
8/8/2002 16:43	42	61.7	69.0	9	5
8/8/2002 16:44	42	58.1	67.7	17	5
8/8/2002 16:46	42	57.1	65.2	9	5
8/8/2002 16:46	42	55.6	63.9	11	5
8/8/2002 16:48	42	58.2	64.7	8	5
8/8/2002 16:48	42	56.0	63.0	7	5
8/8/2002 16:51	42	65.4	73.2	25	5
8/8/2002 16:52	42	57.1	64.6	7	5
8/8/2002 16:54	42	57.1	63.9	6	5
8/8/2002 4:55	42	57.1	64.1	7	5
8/8/2002 16:55	42	58.6	64.3	6	5
8/8/2002 16:59	42	63.1	69.4	10	5
8/8/2002 17:00	42	58.1	66.3	12	5
8/8/2002 17:03	42	56.0	62.8	7	5
8/8/2002 17:04	42	55.4	61.4	5	5
8/8/2002 17:05	42	56.2	63.8	7	5
8/8/2002 17:06	42	57.8	64.8	7	5
8/8/2002 17:07	42	59.0	64.8	6	5
8/8/2002 17:08	42	55.1	62.8	8	5
8/8/2002 17:09	42	65.4	71.0	14	5
8/8/2002 17:09	42	59.1	67.7	14	5
8/8/2002 5:10	42	59.1	67.8	11	5
8/8/2002 17:13	42	56.8	64.1	9	5
8/8/2002 17:13	42	60.0	67.8	14	5
8/8/2002 17:16	42	57.3	65.9	10	5
8/8/2002 17:22	42	59.8	66.6	8	5
8/8/2002 17:22	42	55.5	63.9	9	5
8/8/2002 17:23	42	57.8	63.0	5	5
8/8/2002 17:24	42	58.8	65.0	7	5
8/8/2002 17:24	42	58.3	65.7	9	5
8/8/2002 5:24	42	58.8	67.4	11	5
8/8/2002 17:24	42	56.3	65.1	11	5
8/8/2002 17:25	42	58.7	64.0	5	5
8/8/2002 17:27	42	58.5	65.5	8	5
8/8/2002 17:27	42	58.6	67.0	11	5
8/8/2002 17:28	42	56.2	63.1	7	5
8/8/2002 17:29	42	55.8	65.6	14	5
8/8/2002 17:31	42	59.7	71.7	29	5
8/8/2002 17:33	42	59.8	66.7	10	5
8/8/2002 17:34	42	59.2	71.2	25	5
8/8/2002 17:36	42	57.7	66.7	13	5
8/8/2002 17:39	42	58.8	63.5	5	5
8/8/2002 17:39	42	56.2	63.5	7	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/8/2002 17:41	42	56.6	64.9	10	5
8/8/2002 17:42	42	61.3	66.9	7	5
8/8/2002 17:43	42	57.9	67.3	17	5
8/8/2002 17:43	42	58.6	63.8	6	5
8/8/2002 17:45	42	57.4	63.8	8	5
8/8/2002 17:46	42	57.8	70.7	36	5
8/8/2002 17:47	42	59.0	66.1	10	5
8/8/2002 17:48	42	56.5	62.5	5	5
8/8/2002 17:48	42	61.0	68.3	9	5
8/8/2002 17:49	42	55.2	63.8	9	5
8/8/2002 17:51	42	58.0	64.0	6	5
8/8/2002 17:51	42	55.5	62.6	7	5
8/8/2002 17:53	42	56.1	62.6	7	5
8/8/2002 5:55	42	55.6	62.5	6	5
8/8/2002 17:56	42	59.2	65.6	7	5
8/8/2002 17:56	42	56.8	62.7	6	5
8/8/2002 17:57	42	57.5	63.9	8	5
8/8/2002 17:57	42	62.3	72.4	29	5
8/8/2002 17:58	42	58.2	66.3	10	5
8/8/2002 18:00	42	56.0	63.6	7	5
8/8/2002 18:00	42	58.6	65.8	8	5
8/8/2002 18:01	42	56.2	62.3	6	5
8/8/2002 18:01	42	62.4	69.4	17	5
8/8/2002 18:03	42	55.3	64.8	11	5
8/8/2002 18:03	42	56.5	62.8	6	5
8/8/2002 18:05	42	55.5	62.6	7	5
8/8/2002 18:07	42	57.1	63.0	6	5
8/8/2002 18:10	42	56.9	66.1	13	5
8/8/2002 6:11	42	55.5	64.4	12	5
8/8/2002 18:11	42	58.3	64.3	7	5
8/8/2002 18:11	42	56.9	62.2	5	5
8/8/2002 18:14	42	57.8	67.1	15	5
8/8/2002 18:17	42	55.7	62.4	7	5
8/8/2002 18:17	42	57.7	64.9	8	5
8/8/2002 18:20	42	56.2	62.8	7	5
8/8/2002 18:21	42	55.8	62.8	6	5
8/8/2002 18:24	42	60.7	68.2	11	5
8/8/2002 18:24	42	57.5	67.8	17	5
8/8/2002 18:25	42	57.1	62.3	5	5
8/8/2002 18:27	42	56.8	62.2	7	5
8/8/2002 18:28	42	57.1	65.8	14	5
8/8/2002 18:28	42	55.4	63.5	9	5
8/8/2002 18:30	42	58.1	68.7	19	5
8/8/2002 18:30	42	55.7	63.4	7	5
8/8/2002 18:32	42	56.6	63.9	8	5
8/8/2002 18:40	42	66.1	70.2	8	5
8/8/2002 6:41	42	59.3	66.5	9	5
8/8/2002 18:42	42	60.2	65.7	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/8/2002 18:43	42	55.9	62.7	7	5
8/8/2002 6:46	42	62.4	71.8	19	5
8/8/2002 18:48	42	56.5	63.3	6	5
8/8/2002 6:53	42	58.1	64.2	6	5
8/8/2002 18:56	42	62.1	67.6	8	5
8/8/2002 18:57	42	55.8	62.0	5	5
8/8/2002 18:58	42	58.1	67.9	17	5
8/8/2002 18:59	42	55.9	68.1	24	5
8/8/2002 7:10	42	55.2	66.2	16	5
8/8/2002 7:14	42	55.6	61.5	6	5
8/8/2002 19:19	42	58.9	65.9	8	5
8/8/2002 19:20	42	61.1	70.4	16	5
8/8/2002 19:27	42	61.5	70.2	17	5
8/8/2002 19:31	42	58.4	66.8	12	5
8/8/2002 19:33	42	59.9	68.4	13	5
8/8/2002 7:39	42	60.3	67.1	11	5
8/8/2002 7:44	42	55.6	61.2	5	5
8/8/2002 7:45	42	74.4	83.7	38	5
8/8/2002 7:46	42	56.7	65.1	10	5
8/8/2002 19:48	42	56.2	63.0	7	5
8/8/2002 19:56	42	55.7	62.1	6	5
8/8/2002 19:58	42	58.4	64.3	6	5
8/8/2002 8:00	42	63.8	74.0	39	5
8/8/2002 8:04	42	57.6	67.9	18	5
8/8/2002 8:05	42	55.6	64.3	9	5
8/8/2002 8:07	42	57.2	64.0	7	5
8/8/2002 20:08	42	55.7	62.8	8	5
8/8/2002 8:09	42	57.3	64.6	8	5
8/8/2002 8:13	42	56.5	65.8	11	5
8/8/2002 20:13	42	57.0	69.4	26	5
8/8/2002 8:14	42	55.7	63.8	8	5
8/8/2002 20:14	42	56.7	62.2	5	5
8/8/2002 8:14	42	55.4	61.2	5	5
8/8/2002 8:17	42	55.8	65.0	12	5
8/8/2002 8:21	42	55.6	61.9	6	5
8/8/2002 8:23	42	55.3	63.4	9	5
8/8/2002 8:28	42	55.6	61.9	5	5
8/8/2002 8:29	42	57.3	66.8	15	5
8/8/2002 8:29	42	60.3	68.8	15	5
8/8/2002 20:29	42	55.1	61.7	7	5
8/8/2002 8:30	42	56.6	63.4	6	5
8/8/2002 8:35	42	56.4	63.0	6	5
8/8/2002 8:36	42	55.2	61.3	5	5
8/8/2002 8:39	42	56.3	63.9	8	5
8/8/2002 8:41	42	57.4	65.0	9	5
8/8/2002 8:44	42	58.7	66.1	9	5
8/8/2002 8:44	42	55.9	62.2	6	5
8/8/2002 8:53	42	62.2	70.9	18	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/8/2002 8:54	42	56.8	63.2	6	5
8/8/2002 8:54	42	60.0	67.4	10	5
8/8/2002 20:56	42	58.5	68.2	14	5
8/8/2002 8:58	42	62.7	70.2	19	5
8/8/2002 8:59	42	57.1	65.7	10	5
8/8/2002 21:00	42	61.4	70.9	18	5
8/8/2002 9:04	42	57.9	64.7	8	5
8/8/2002 9:09	42	59.1	70.3	23	5
8/8/2002 21:10	42	56.9	65.0	9	5
8/8/2002 21:12	42	57.3	66.4	11	5
8/8/2002 9:18	42	57.8	65.9	10	5
8/8/2002 21:22	42	55.7	61.7	5	5
8/8/2002 21:24	42	56.5	62.1	6	5
8/8/2002 21:25	42	61.9	75.5	59	5
8/8/2002 9:26	42	58.6	67.0	12	5
8/8/2002 9:28	42	59.6	66.3	8	5
8/8/2002 9:29	42	57.5	64.4	8	5
8/8/2002 9:30	42	55.3	64.4	10	5
8/8/2002 21:32	42	60.5	69.9	19	5
8/8/2002 21:34	42	56.0	62.6	6	5
8/8/2002 9:39	42	55.7	61.7	5	5
8/8/2002 9:41	42	66.6	74.8	16	5
8/8/2002 21:42	42	56.8	66.7	15	5
8/8/2002 9:48	42	55.9	63.6	9	5
8/8/2002 9:49	42	69.6	77.0	19	5
8/8/2002 21:49	42	56.7	62.6	7	5
8/8/2002 9:52	42	56.6	64.1	7	5
8/8/2002 9:53	42	56.0	62.5	6	5
8/8/2002 9:54	42	55.7	61.8	5	5
8/8/2002 9:54	42	56.1	63.1	7	5
8/8/2002 9:58	42	55.9	66.2	18	5
8/8/2002 10:15	42	58.5	64.5	6	5
8/8/2002 10:16	42	59.3	64.3	5	5
8/8/2002 10:16	42	56.1	62.1	5	5
8/8/2002 10:21	42	56.5	64.7	10	5
8/8/2002 10:25	42	56.2	62.3	6	5
8/8/2002 10:27	42	57.9	63.7	6	5
8/8/2002 22:27	42	56.0	64.4	10	5
8/8/2002 10:27	42	56.7	62.6	5	5
8/8/2002 10:27	42	64.4	69.8	9	5
8/8/2002 22:31	42	57.3	66.3	12	5
8/8/2002 10:34	42	55.9	62.7	6	5
8/8/2002 10:38	42	57.9	63.5	6	5
8/8/2002 10:39	42	58.9	65.5	8	5
8/8/2002 10:43	42	57.9	63.9	6	5
8/8/2002 10:45	42	57.2	63.1	6	5
8/8/2002 10:45	42	57.4	64.3	7	5
8/8/2002 10:57	42	60.9	67.1	16	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/8/2002 11:01	42	59.9	65.6	7	5
8/8/2002 11:03	42	57.9	65.4	8	5
8/8/2002 23:05	42	58.7	65.5	8	5
8/8/2002 11:09	42	59.7	65.9	7	5
8/8/2002 23:10	42	59.6	68.6	16	5
8/8/2002 23:11	42	59.3	66.0	8	5
8/8/2002 23:14	42	56.2	62.8	6	5
8/8/2002 11:21	42	59.1	64.6	6	5
8/8/2002 11:23	42	59.2	65.3	7	5
8/8/2002 11:25	42	59.1	64.4	6	5
8/8/2002 11:28	42	56.0	64.2	8	5
8/8/2002 23:32	42	58.3	63.4	5	5
8/8/2002 11:38	42	56.8	62.8	7	5
8/8/2002 11:41	42	59.7	66.4	9	5
8/8/2002 11:43	42	55.9	61.8	6	5
8/8/2002 11:46	42	56.8	63.7	7	5
8/8/2002 11:46	42	57.9	63.5	5	5
8/8/2002 23:47	42	57.6	68.9	21	5
8/8/2002 11:49	42	58.1	63.8	6	5
8/8/2002 11:50	42	57.5	64.6	8	5
8/8/2002 23:51	42	57.9	65.0	9	5
8/8/2002 11:51	42	55.7	62.8	7	5
8/8/2002 23:51	42	57.0	68.0	19	5
8/8/2002 11:57	42	61.2	76.1	64	5
8/8/2002 11:59	42	57.6	68.2	21	5
8/8/2002 12:04	42	65.2	70.7	10	5
8/8/2002 12:07	42	59.0	73.3	45	5
8/8/2002 12:08	42	59.4	71.4	27	5
8/8/2002 12:13	42	61.4	68.5	9	5
8/8/2002 12:16	42	57.6	68.7	22	5
8/8/2002 12:21	42	59.2	72.3	39	5
8/8/2002 12:34	42	65.7	74.2	21	5
8/8/2002 12:39	42	63.8	68.4	9	5
8/8/2002 12:44	42	65.9	75.1	37	5
8/8/2002 12:45	42	57.8	64.3	8	5
8/8/2002 12:47	42	57.6	63.2	6	5
8/8/2002 12:48	42	62.6	65.2	5	5
8/8/2002 12:49	42	56.3	63.3	8	5
8/8/2002 12:49	42	58.4	64.0	6	5
8/8/2002 12:50	42	55.4	60.6	5	5
8/8/2002 0:52	42	60.3	66.7	7	5
8/8/2002 12:58	42	55.4	63.8	9	5
8/8/2002 12:59	42	56.0	62.6	7	5
8/9/2002 1:02	42	56.3	62.1	5	5
8/9/2002 3:19	42	59.2	64.5	6	5
8/9/2002 5:27	42	56.5	64.2	8	5
8/9/2002 5:46	42	57.7	63.2	5	5
8/9/2002 5:54	42	57.1	63.9	7	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/9/2002 5:55	42	56.0	62.7	6	5
8/9/2002 6:19	42	59.0	70.4	23	5
8/9/2002 6:37	42	57.3	63.1	6	5
8/9/2002 6:47	42	62.1	64.7	6	5
8/9/2002 7:23	42	56.4	62.8	6	5
8/9/2002 7:30	42	56.0	66.2	13	5
8/9/2002 7:30	42	58.4	65.3	10	5
8/9/2002 7:30	42	58.7	68.1	14	5
8/9/2002 7:34	42	56.8	63.6	7	5
8/9/2002 7:36	42	59.4	71.2	30	5
8/9/2002 7:43	42	57.1	65.7	11	5
8/9/2002 7:44	42	55.1	64.1	10	5
8/9/2002 7:44	42	55.8	63.2	7	5
8/9/2002 7:45	42	59.7	73.8	44	5
8/9/2002 7:46	42	57.4	67.5	15	5
8/9/2002 7:47	42	57.9	64.6	7	5
8/9/2002 7:51	42	56.4	64.0	8	5
8/9/2002 7:54	42	57.2	63.9	6	5
8/9/2002 7:54	42	61.6	73.8	48	5
8/9/2002 7:56	42	56.9	65.9	11	5
8/9/2002 7:56	42	56.7	65.5	11	5
8/9/2002 8:02	42	61.6	70.3	15	5
8/9/2002 8:02	42	58.4	64.7	7	5
8/9/2002 8:03	42	57.0	64.1	7	5
8/9/2002 8:05	42	55.4	62.2	6	5
8/9/2002 8:07	42	59.8	65.1	6	5
8/9/2002 8:12	42	57.4	64.3	8	5
8/9/2002 8:13	42	56.7	63.2	7	5
8/9/2002 8:14	42	56.5	66.7	15	5
8/9/2002 8:15	42	57.8	71.4	46	5
8/9/2002 8:16	42	64.9	70.3	12	5
8/9/2002 8:17	42	55.3	61.8	6	5
8/9/2002 8:27	42	56.6	68.0	19	5
8/9/2002 8:31	42	62.2	75.2	54	5
8/9/2002 8:34	42	58.3	72.6	53	5
8/9/2002 8:41	42	56.8	66.8	14	5
8/9/2002 8:45	42	56.4	63.8	7	5
8/9/2002 8:47	42	55.4	61.3	5	5
8/9/2002 8:49	42	64.4	70.0	11	5
8/9/2002 9:09	42	59.0	67.1	10	5
8/9/2002 9:11	42	56.4	63.2	6	5
8/9/2002 9:17	42	56.3	63.9	9	5
8/9/2002 9:18	42	56.4	63.4	7	5
8/9/2002 9:21	42	59.4	72.7	40	5
8/9/2002 9:31	42	62.4	66.9	7	5
8/9/2002 9:31	42	62.1	67.2	8	5
8/9/2002 9:32	42	59.2	66.4	8	5
8/9/2002 9:40	42	56.4	63.2	6	5

Start Date Time	RMT Location Number	Max Level	SEL	Duration	Classification
8/9/2002 9:48	42	69.2	76.4	21	5
8/9/2002 0:02	42	60.7	67.3	9	5
8/9/2002 0:10	42	62.3	71.8	18	5
8/9/2002 0:24	42	55.9	64.5	11	5
8/9/2002 0:31	42	59.8	67.0	8	5
8/9/2002 0:53	42	62.0	67.4	8	5
8/9/2002 0:53	42	56.8	63.0	6	5