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# Measuring Change in PM<sub>2.5</sub> Emissions as Nextgen Operational Procedures are Implemented at Large U.S. Airports

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MEASURING CHANGE IN PM<sub>2.5</sub> EMISSIONS AS NEXTGEN OPERATIONAL  
PROCEDURES ARE IMPLEMENTED AT LARGE U.S. AIRPORTS

by

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Bachelor of Science, University of North Dakota, 2014

A Thesis

Submitted to the Graduate Faculty

of the

University of North Dakota

in partial fulfillment of the requirements

for the degree of

Master of Science

Grand Forks, North Dakota

May  
2016

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This thesis, submitted by Demerise E. Tighe in partial fulfillment of the requirements for the Degree of Master of Science from the University of North Dakota, has been read by the Faculty Advisory Committee under whom the work has been done and is hereby approved.

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This thesis is being submitted by the appointed advisory committee as having met all of the requirements of the School of Graduate Studies at the University of North Dakota and is hereby approved.

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Date

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25 April 2016

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## **ABSTRACT**

The aviation industry is a contributing source of particulate matter (PM), a pollutant known to negatively impact human health. The NextGen program has a focus on reducing aviation fuel burn. Since PM is a direct byproduct of jet fuel combustion, this study evaluated whether the operational procedures implemented as a part of NextGen can be correlated with measurable reductions in PM emissions. Recorded PM, number of aircraft operations, and annual average daily road traffic data from 2008-2012 were collected from a selection of seven U.S. metropolitan areas. An analysis of covariance (ANCOVA) was performed to see if any significant relationships could be found between aircraft operations and PM over the selected time. When the number of aircraft operations was held constant, PM showed a significant decrease over time. Nearby road traffic averages throughout this time show little change, so conclusions suggest that less PM is being produced by aviation operations.

# **CHAPTER I**

## **INTRODUCTION**

### **Background Information**

Aviation's widespread growth and success has come at the expense of the environment, as result of the industry's current reliance on oil (Rawson & Hooper, 2012). Aviation is a known source of pollutants, which are related to both climate change and adverse impacts to human health. Airborne particulate matter (PM) is one byproduct of aviation activities that is linked to variety of human health issues (Banatvala, 2004; Whitefield et al., 2008; Yim, Stettler, & Barrett, 2013). Levels of PM surrounding airports may cause health concerns for individuals residing in these areas. A variety of sources produce PM, with only a small percentage of airborne PM comprised of emissions related to aircraft operations (Hsu et al., 2012; Hsu et al., 2013; Unal et al., 2005; Westerdahl et al., 2008).

The U.S. aviation industry had a superficial introduction to the hazards of PM emissions in the 1970s, when the Federal Aviation Administration (FAA) expressed interest in limiting the unattractive smoke plumes that were visible behind older aircraft. As a result, in 1974 the FAA created Federal Aviation Regulation (FAR) Title 14, Volume 1, Chapter I, Subpart C 34.21, which provides limits on visual emissions, referred to as an aircrafts' smoke number (SN). As the specific dangers of PM emissions were discovered, the FAA realized that by limiting the visible smoke using SN

regulations, PM emissions were also reduced (Whitefield et al., 2008). By the mid-1990s, groups began to identify specific characteristics of PM, allowing for greater understanding of these emissions' impacts (Whitefield et al., 2008). The most recent changes to the applicable regulations were in 2012, when the FAA increased the regulations' strictness and applicability (FAR Title 14 eC.F.R. § 34.21, 2015).

In 2003, the FAA took another step towards sustainable aviation by signing Vision 100 – Century of Aviation Reauthorization Act into law (FAA, History, 2015). This Act spurred the FAA's work on the Next Generation Air Transportation System (NextGen) system. Since that time, the FAA has been developing NextGen and slowly implementing various aspects of this "Next Generation" technology into the U.S. airspace system. The FAA intends for the NextGen program to improve the National Airspace System (NAS) in four main areas: economic impact, safety, sustainability, and flexibility (Federal Aviation Administration, 2015). In terms of sustainability, the FAA is mostly concerned with carbon neutrality; however, carbon neutrality often overlaps with other areas of sustainable developments, such as reducing fuel burn, implementing alternative fuel use, and improving aircraft technologies (FAA Office of Environment and Energy, 2015). As these sustainable developments are implemented, PM emissions should show coinciding reductions.

In addition to the FAA, the U.S. Environmental Protection Agency (EPA) and the International Civil Aviation Organization (ICAO), among others, have been working towards creating standards that reduce PM emissions. PM is one of the six pollutants that the EPA considers harmful to both human health and the environment (EPA, 2016, Particulate matter (PM) standards). As a harmful pollutant, the Clean Air Act requires

that the EPA sets national air quality standards for the acceptable levels of airborne PM. The current standards, set in 2012, have two levels –primary standards and secondary standards. The primary standard level “provide[s] public health protection, including protecting the health of ‘sensitive’ populations such as asthmatics, children, and the elderly” (EPA, 2016, NAAQS Table). To meet the primary standard for each year, PM<sub>2.5</sub> measurements cannot exceed 12.0 µg/m<sup>3</sup>, averaged over three years (EPA, 2016, NAAQS Table). The secondary standard level “provide[s] public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings” (EPA, 2016, NAAQS Table). To meet the secondary standard for each year, PM<sub>2.5</sub> measures cannot exceed 15.0 µg/m<sup>3</sup>, averaged over three years (EPA, 2016, NAAQS Table). At the time of this study, the current standards were under review for further updates.

For PM specific to the aviation industry, the FAA takes PM emissions from a broad range of the industry into account, including not only aircraft operations, but also use of auxiliary power units (APU), ground service equipment (GSE), vehicles, stationary service plants, and construction equipment (FAA Office of Environment and Energy, 2015). In 2013, Lobo et al. attempted to separate out the contribution of several small sources of PM, including APUs, but the contributions were determined to be exceptionally small and to be improving as technology modernizes. Due to the co-location of these sources at the airport, their interrelated nature, and the small contribution attributable to each source individually, all aviation-related sources are considered relevant to this study.

### **Problem Statement**

The FAA's work on implementing improved air traffic management (ATM) and operations has helped reduce aircraft fuel burn. PM emissions can be directly attributed to the combustion of jet fuel. However, previous work related to the conservation of fuel has been focused on the coinciding reductions of carbon emissions and the capital savings associated with reduced fuel burn. To date, no studies have focused on determining the actual PM reductions as a result of these changes. Since reductions in aircraft fuel burn also reduce the amount of PM emitted by aircraft, it should be determined if these changes are having a noticeable impact, or if more stringent measures need to be taken in order for aviation PM reductions to be recognizable. The purpose of this study is to evaluate whether U.S. PM emissions are measurably reduced as NextGen operational procedures are implemented.

### **Research Question**

In an effort to further understand the impacts of the implementation of NextGen, this study is constructed as a comparative analysis to answer the following question: Does the implementation of NextGen operational procedures correlate with any change in PM measurements recorded in the U.S.?

These results will provide insight into the effectiveness of the current emissions reductions efforts of the aviation industry, specifically as these efforts relate to PM. Since aviation contributes only a small portion of overall PM levels, it will be especially impressive if the reduction efforts of the industry are already detectable from a broader range of emissions.

### **Definitions**

#### **Particulate Matter**

Particulate matter is defined by the EPA as a mixture of solid and liquid airborne particles that are very small in diameter (2015). The most common components of particulate matter related to aviation are nitrates, sulfates, and black carbon (BC), but PM chemical make-up can vary greatly, depending upon the source of the emissions. PM emitted as a byproduct from the incomplete combustion of jet fuel is what the EPA considers “fine particulate matter”. Fine particulate matter is defined as PM of 2.5  $\mu\text{m}$  (micrometers) or less in diameter, which is small enough to be inhaled and absorbed into the cardiovascular system through the lungs (EPA, 2015). Figure 1 provides a visualization of 2.5  $\mu\text{m}$  (EPA, 2015). Throughout this study, the terms “particulate matter” and “particulates” or the abbreviation “PM” or “PM<sub>2.5</sub>” may be used interchangeably to 2.5  $\mu\text{m}$  describe particulate matter emissions.

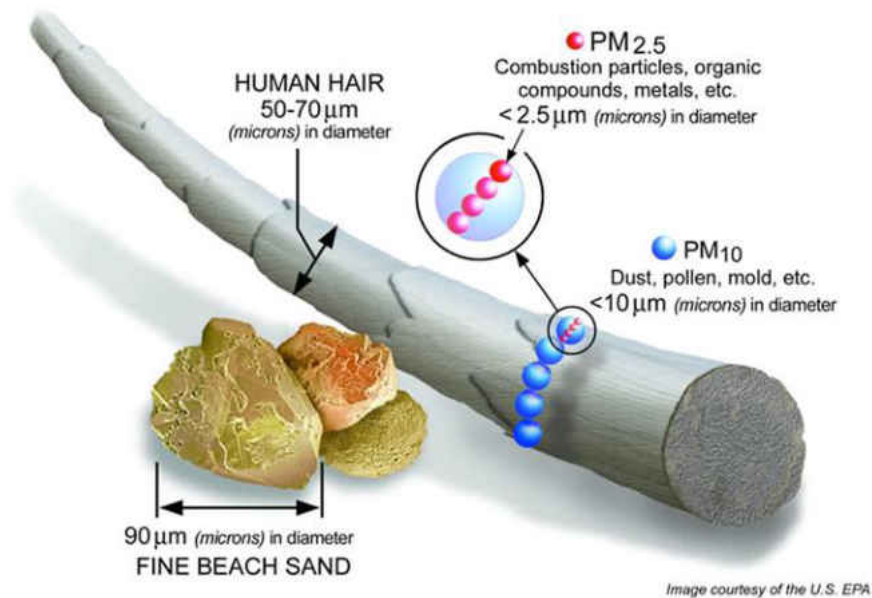


Figure 1. Visual Reference for the Size of PM<sub>2.5</sub>.

## NextGen Procedures



The interrelated nature of the aviation network and the NextGen system often make it difficult to break down the specific emission reductions related to individual changes. One of the main strategies of these improvements is to reduce flight times by improving aircraft routing. For the purpose of this research, the most relevant NextGen improvements are those related to more efficient routing in the landing and takeoff cycle (LTO), as well as improvements to operations on the ground. These improvements are responsible for emissions reductions directly surrounding the airport area. Related improvements include a wide range of NextGen procedures, such as certain ATM procedures and operational procedures. These types of improvements are accepted as strategies to improve air quality surrounding airports. Details of which NextGen procedures were specifically included in this study are provided in Chapter 2, Methodology.

### **Large U.S. Airports**

For the purpose of this study, “large airports” refers to the airports defined as large hubs by the FAA. In order for an airport to be defined as a large hub, it must be a commercial service airport that receives scheduled passenger service, representing one percent or larger of the U.S.’s annual passenger boardings (FAA, Airport categories, 2015). The complete list of these airports is provided in Table 1 (FAA, Measuring the performance of airports, 2015). The methodology section will include details of the selection process for the airports included in this study.

Table 1. Airports Included in the FAA’s NextGen Program.

Airport Name	Airport Abbreviation
Baltimore/Washington International Thurgood Marshall Airport	BWI
Boston - General Edward Lawrence Logan Airport	BOS
Charlotte-Douglas International Airport	CLT
Chicago Midway International Airport	MDW
Chicago O'Hare International Airport	ORD
Dallas/Fort Worth International Airport	DFW
Denver International Airport	DEN
Detroit Metropolitan Wayne County Airport	DTW
Fort Lauderdale-Hollywood International Airport	FLL
Hartsfield-Jackson Atlanta International Airport	ATL
Honolulu International Airport	HNL
Houston - George Bush Intercontinental Airport	IAH
Las Vegas - McCarran International Airport	LAS
Los Angeles International Airport	LAX
Memphis International Airport	MEM
Miami International Airport	MIA
Minneapolis-St. Paul International/Wold-Chamberlain Airport	MSP
New York - John F. Kennedy International Airport	JFK
New York - LaGuardia Airport	LGA
Newark Liberty International Airport	EWR
Orlando International Airport	MCO
Philadelphia International Airport	PHL
Phoenix Sky Harbor International Airport	PHX
Ronald Reagan Washington National Airport	DCA
Salt Lake City International Airport	SLC
San Diego International Airport	SAN
San Francisco International Airport	SFO
Seattle-Tacoma International Airport	SEA
Tampa International Airport	TPA
Washington Dulles International Airport	IAD

## **Review of the Literature**

### **Aviation Emissions**

Works related to the impacts of jet fuel byproducts at flight altitudes are one interesting area of study specific to the aviation industry. Climate change studies focused on aviation impacts are unique compared to studies focused on other industries, due to

aircrafts' release of emissions directly into the upper atmosphere (Air Transport Action Group, 2015; Jardine, 2005; Hong et al., 2008). The U.S. National Aeronautics and Space Administration (NASA) performed a collection of experimental studies related to aircraft emissions. The Alternative Fuel Effects on Contrails and Cruise Emissions (ACCESS) studies (Gipson, 2015; Losey, 2013) focused on contrail formation following aircraft. Emissions from different types of conventional and alternative fuels were measured directly from the aircrafts' exhaust, with a focus on the reductions attributable to alternative fuel use. In 2013, NASA completed the ACCESS I sampling experiments, followed by the completion of the ACCESS II experiments in 2015. Both sets of experiments showed PM reductions directly attributable the use of alternative jet fuels. This work was a major success for the alternative fuels industry, as alternative fuel use is expected to be one of the largest contributors to the reduction of aviation emissions. So far, most alternative fuels studies have discussed these reductions in terms of CO<sub>2</sub> emissions, as illustrated in Figure 2 produced by ICAO's Committee on Aviation Environmental Protection (CAEP) (ICAO CAEP, 2013).

In addition to NASA, Boeing is another leader for emissions reductions research. The Boeing ecoDemonstrator 787 has been involved in multiple rounds of environmentally related experiments (Kowal & Jensen, 2015). Part of that work has focused on creating and executing the "perfect flight." Unlike the ACCESS experiments, focused solely on improvements possible from alternative fuel use, Boeing's goal of the "perfect flight" is to combine as many technological and procedural improvements as possible and apply those improvements to a single flight. Boeing hopes that with

continual research and teamwork amongst the aviation industry, eventually all flights will be as close to 100 percent efficient as possible.

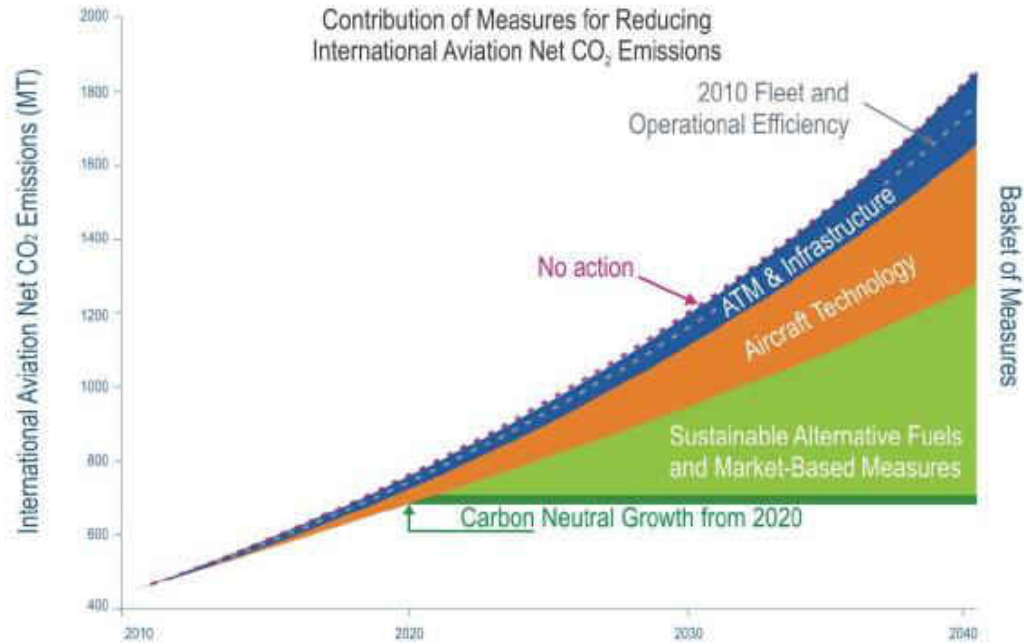


Figure 2. CAEP CO<sub>2</sub> Trends. ICAO’s accepted estimation of how different measures will reduce aviation’s CO<sub>2</sub> emissions.

While the NASA ACCESS experiments and the ecoDemonstrator projects were mainly focused on emissions at altitude, the majority of aviation’s PM emissions are produced at lower altitudes, where aircraft operate with higher thrust (Stettler, Eastham, & Barrett, 2011). Typically, studies focused on aircraft emissions are experimental or are based on air quality samples surrounding an airport. Experimental studies are helpful for creating aircraft and mode specific inventories, although they often lack wider applicability to real world scenarios. Sampling studies are helpful for understanding the impacts in a particular location and putting impacts of a specific airport into context.

The number of studies focused specifically on both PM and aviation is relatively low compared to other emissions, but there is a selection of notable studies that have been

conducted. An example of a PM sampling study is Unal et al.'s 2005 work, which was one of the first studies to recognize the relationship between airports and the local air quality (LAQ) of the area. The research focused specifically on the quantifiable impacts of airport-related PM<sub>2.5</sub> and ozone emissions on the surrounding environment. Due to the poor air quality of the Atlanta metropolitan area and the high volume of air traffic, Unal et al. chose to analyze the Hartsfield–Jackson Atlanta International Airport. However, rather than collecting actual emissions data at the site, the data points used in this study were modeled based on the aircraft types common at that airport. Spatial distribution models were then used to predict how these emissions affected the surrounding area. Similar to the later findings of Stettler, Eastham, & Barrett (2011), it was found that models based on mode specific data were more accurate than when an average characteristic value was used for the aircraft. However, an important exclusion from the Unal et al. study is the impact of local meteorological factors on the dispersion of the particulates.

In 2008, Westerdahl et al. focused on various emissions directly attributable to operations at the Los Angeles International Airport (LAX). In addition to Unal et al. (2005), this work, based on measurements collected in 2003, was another major study to analyze the impact that airports have on LAQ. Westerdahl et al. found that both air and ground-based aircraft operations had an impact on the air quality on-site at the airport as well as in surrounding communities. An interesting example provided in this study is that due to the standard landing approach slope of three degrees, an aircraft at 1.6 km from the end of the runway may be only 100 m overhead, with the exhaust plume extending both vertically and horizontally from the aircraft flight path (Westerdahl et al.,

2008). This sort of pattern can lead to elevated emissions levels at large distances from the airport itself. The work of Zhu et al. (2011), in which the correlation of aircraft takeoffs with various emissions at LAX were studied, supported the conclusions of Westerdahl et al. (2008).

Dodson et al. (2009) also supported these findings when they completed a study related to concentrations of black carbon (BC), a constituent of PM, in Warwick, RI. Their study focused on quantifying the contributions of both the airport and nearby major roadways to BC levels, including airport operations data and meteorological data. Their conclusions supported previous work by finding an overall higher average concentration of BC concentrations coinciding with airport activities.

Two studies by Hsu et al. (2012) and a different group, Hsu et al. (2013) focused on finding a correlation between real time aircraft activity and the ultrafine particulates (UFP) surrounding an airport. Ultrafine particles are no larger than 0.1  $\mu\text{m}$  in diameter. The first study was focused on the mid-sized T.F. Green Airport (PVD) in Warwick, Rhode Island, while the second was based on measurements at the large hub, Los Angeles International Airport (LAX) in Los Angeles, California. Both studies were strong in regard to their inclusion of real UFP data, actual flight activity data, and meteorological data.

The first, based on measurements taken at PVD, built upon the work of Dodson et al. (2009) by narrowing the time periods studied in an effort to increase the chance that data collected were specifically attributable to aircraft operations. The second study, based on measurements taken at LAX, is comparable to the work of Westerdahl et al. (2008), except that its focus was specifically on the departures and arrivals of aircraft as a

source of emissions, similar to the format of Zhu et al. (2011). Additionally, Hsu et al. (2013) included a process for quantification of the contribution of aviation activities in the first study, which was later adapted for use in the second study. Since these studies were based on a single airport, the researchers used a statistical model to attribute relative fuel-use for aircraft based on a typical traffic profile for the airport. In the future, variations of the methods developed by Hsu et al. could be useful for studies based on a single airport.

### **Particulate Matter**

Many aspects of PM are still relatively unknown, including chemical markers unique to aviation PM, PM evolution, and the measurement of PM itself (Webb et al. 2008). Despite the amount of work completed related to PM measurement, it is still a very complex issue. The aviation industry has experts and researchers around the world contributing to the advancement of these measurement methodologies (Klose, 2016). Over the past several years, industry stakeholders have been working on creating instruments and test methods for measuring PM. The FAA uses a system called the Aviation Environmental Design Tool (AEDT), originally the Emissions and Dispersion Modeling System (EDMS), to approximate PM emissions (Whitefield et al., 2008). This system uses First Order Approximation (FOA), which is based on known emissions values of aircraft fuel burn. The AEDT estimates PM through content input by the user, like fuel sulfur content, and values retrieved from the ICAO Engine Exhaust Emissions Databank, including SN and hydrocarbon (HC) emissions values (CAEP Working Group 3, 2010). Although AEDT data are not publically available, many studies have gained access to this system (Unal et al., 2005; Mahashabde et al. 2011; Ashok et al., 2013;

Barrett et al., 2013). However, the methodology used in the AEDT system does not necessarily match that of programs used internationally. While the AEDT has proven useful in countless modeling exercises, there is still always room for improvement and limited applicability to real-world scenarios, as highlighted by experts in the research of KB Environmental Sciences, Inc. (2016).

Since there is a current lack of standardized PM measurement techniques, a common issue with sampling studies is the quantification of PM emissions specifically attributable to aviation. So far, no industry-agreed apportionment amount is applicable to aviation activities. This is a difficult proportion to determine, as airports are often co-located with other PM sources. However, without a valid apportionment amount, it is difficult to determine how beneficial the reductions of aviation emissions will be. Chemical similarities between PM produced by different industries are one of the major causes of apportionment issues. In many air quality studies, aviation is not considered as an individual factor. Rather, it is often grouped in with other, similar industries, like rail and marine transport (Fann, Fulcher, & Baker, 2013).

The relatively unknown process of PM evolution is further complicated by this lack of a traceable chemical fingerprint. PM can evolve in many different ways, depending on factors, including the chemical makeup of the PM and the various interacting molecules present in the atmosphere (Webb et al. 2008; Mahashabde et al., 2011; Thurston et al., 2011).

Despite all these challenges, on 2 February 2016, ICAO accepted a preliminary approval for the international standardization of aircraft engine PM emissions. A measurement instrument has been developed to provide “the mass of the particulate



matter as well as the number of particles emitted per liter of fuel,” but the final acceptance of this standard by ICAO is not expected until 2017 (Klose, 2016). Once this standard is accepted, all commercial aircraft engines produced after 1 January 2020 must adhere to that standard.

### **Significance of the Study**

It is estimated that 800,000 deaths annually are related to man-made air pollution worldwide (Stettler, Eastham, & Barrett, 2011). While aircraft PM emissions are non-volatile when they are sampled directly from the engine, research suggests that new particles are produced as the emitted particles disperse and interact with the surrounding air, producing what is considered volatile PM (Whitefield et al., 2008). PM pollution reduces air quality, which is problematic for a number of reasons, including human health impacts. The small diameter of PM allows it to be inhaled and absorbed into the bloodstream (EPA, 2015). Long-term exposure to poor air quality, and specifically to PM, has been linked to an increase in premature mortalities, from a variety of complications including extrapulmonary issues, cardiopulmonary diseases, cardiac arrhythmias, heart attacks, bronchitis, and lung cancer (Banatvala, 2004; Whitefield et al., 2008; Yim, Stettler, & Barrett, 2013). Even though the aviation industry only contributes a small amount to global PM emissions, continuing to reduce this contribution is important for human health.

Some studies have shown that PM plumes often dramatically decrease in magnitude by the time that the airport boundary is reached (Hsu et al., 2012; Hsu et al. 2013); however, others show that these plumes can be traced far beyond the airport boundary (Westerdahl et al., 2008; Zhu et al., 2011). Additionally, the average PM levels

in metropolitan areas are still higher on average than in other areas (Zhu et al., 2011), so it is therefore still reasonable to attribute a portion of overall local PM levels to the activity of airports. These studies discuss that PM measurements decrease after aircraft depart the area; however, the baseline level is still higher than in other, less populated areas. Although there are lower measurements associated with time and distance, these emissions are not going away. Ultrafine particles can travel about ten miles and have a tendency to grow in the hours following their emission (Whitefield et al., 2008). Fine particles can remain in the atmosphere for weeks and travel thousands of miles (Whitefield et al., 2008). Since the emitted PM is simply dispersing into the atmosphere, reduction of the total emitted PM measures will benefit overall atmospheric conditions.

Several studies show modeling of the expected emissions reductions related to various operational procedures and some show measurable real-world changes (Simaiakis & Balakrishnan, 2010; Simaiakis et al., 2011; Ashok et al., 2013). However, there has not yet been any research that shows that PM emissions reductions are measurable in real-world scenarios. If this work is able to show a reduction in PM levels after procedural changes, it will further suggest that these changes are having a positive impact on the air quality surrounding airports. If an increase in PM emissions is found, it could suggest that increasing air traffic is counteracting the effects of operational improvements. If no significant change is found, it could suggest that the impacts of aviation on PM are so negligible that the impacts of these changes are undetectable with common sampling techniques. If the last scenario is found to be true, it may suggest that further improvements to the aviation industry could result in more measurable reductions.

While it is known that PM has a negative effect on human health, the relationship between climate change and overall PM is less clear. Fewer studies have investigated the climatic impacts of PM and, seemingly, no studies have significantly correlated aviation's overall PM emissions with climate change. Instead, the focus of aviation PM studies has been on air quality. For example, in 2013, Ashok et al. completed a study that modeled aviation's impacts on LAQ and human health. This study included effects of PM and other emissions. Different climatic effects are associated with different types of particles, so the diverse chemical makeup of aircraft PM makes it difficult to attribute a single impact. For example, black carbon absorbs sunlight, producing a warming effect, while liquid sulfur-based compounds that can be found in aviation PM produce a slight atmospheric cooling effect (Jardine, 2005; Mahashabde et al., 2011; Stettler, Eastham, & Barrett, 2011).

## ACRONYMS

AR	Authorization Required
AADT	Annual Average Daily Traffic
ACCESS	Alternative Fuel Effects on Contrails and Cruise Emissions
ACM	Adjacent Center Metering
AEDT	Aviation Environmental Design Tool
ANCOVA	Analysis of Covariance
ANOVA	Analysis of Variance
APU	Auxiliary Power Unit
ASDE-X	Airport Surface Detection Equipment – Model X
ATADS	Air Traffic Activity Data System

ATPA	Automated Terminal Proximity
ATM	Air Traffic Management
BC	Black Carbon
BOS	Boston – General Edward Lawrence Logan Airport
CAEP	Committee on Aviation Environmental Protection
CRDA	Converging Runway Display Aid
DOT	Department of Transportation
EDMS	Emissions and Dispersion Modeling System
EPA	Environmental Protection Agency
FOA	First Order Approximation
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
GPS	Global Positioning System
GSE	Ground Service Equipment
HC	Hydrocarbon
HNL	Honolulu International Airport
ICAO	International Civil Aviation Organizing
LAS	Las Vegas – McCarran International Airport
LAQ	Local Air Quality
LAX	Los Angeles International Airport
LTO	Landing and Takeoff Cycle
MIA	Miami International Airport
NAS	National Airspace System

NASA	National Aeronautics and Space Administration
NextGen	Next Generation Air Transportation System
OPDs	Optimized Profile Descents
ORD	Chicago O'Hare International Airport
PBN	Performance Based Navigation
PM	Particulate Matter
PVD	T.F. Green Airport
RNAV	Area Navigation
RNP	Required Navigation Performance
RVR	Runway Visual Range
SAN	San Diego International Airport
SEA	Seattle-Tacoma International Airport
SIDs	Standard Instrument Departures
SN	Smoke Number
STARs	Standard Terminal Arrival Routes
TBFM	Time Based Flow Management
UFP	Ultrafine Particles

## **CHAPTER II**

### **METHODOLOGY**

#### **Design**

This is a quantitative study, based on data retrieved from pre-existing data sets. In order to answer the research question, a collection of airports was selected to represent the U.S. as a whole. The research question was answered categorically, based off PM measurements recorded near the selected airports, and the detectability of a PM change over time as procedures are implemented. Data from all included airports were compared across three time periods and then tested for significance using an analysis of covariance (ANCOVA). All data analysis was completed using Microsoft Excel<sup>®</sup> and IBM SPSS<sup>®</sup> Statistics 23.

Columbia University defines an ANCOVA as a method that “combines features of both ANOVA and regression” (Unpublished manuscript). An ANCOVA allows for the inclusion of covariates, or “additional quantitative variables”, that are related to the analysis. ANCOVAs allow for “test[ing of] the main and interaction effects of the factors, while controlling for the effects of the covariate” (Columbia University, Unpublished manuscript). ANCOVAs are designed for use with covariates that are categorical variables. For this study, the numbers of aircraft operations were the covariate, which is a continuous variable. The numbers of operations were not broken

down categorically, as the range of operational numbers were too extreme to be sorted into just a few categories.

Many different types of analyses could be performed on these datasets, but the researcher found that no compelling benefit would be gained from the use of one statistical method over another. The deciding factor for using the ANCOVA was that ANCOVAs are very robust, allowing the analysis to more successfully accommodate the differences between group sizes.

Upon the commencement of this study, a different methodology was outlined than the one presented in this chapter. The original dataset only included data from the years 2008 and 2009. After an abbreviated analysis of those data in Microsoft Excel<sup>®</sup>, it was determined that two years of data were not enough to produce conclusive results. All results reported in this study are based on the full methods described in this Methodology chapter.

### **Procedure**

In an attempt to circumvent the issue of apportionment or fuel burn ratios the researcher focused on real-world data to find any changes that are actually occurring in correlation with the implementation of aviation procedures. To ease the data collection process, only a selection of airports was included in the analysis. Since only a sample of the airports listed in Table 1 were used, it was important to select a collection that would appropriately represent the U.S. as a whole. In order to ensure that a nationally representative collection was selected, it was necessary to consider a variety of factors. When narrowing the list of airports from Table 1, the following factors were considered:

- a) Availability of EPA sampling site data
- b) Location of the data sampling site in comparison to the airport location
- c) Layout of the airport in reference to the data sampling site
- d) Prevailing wind patterns in the region
- e) Typical climate of the region
- f) Proximity of the airport and sampling site to potentially confounding factors (e.g. the nearest metropolitan area, major highway systems, other airports, etc.)

To increase the likelihood that the measured PM is attributable to airport activities, preference was given to airports with EPA data sampling sites close to airports, with additional preference given to those airports with EPA sampling sites located downwind from the airport's main runways, based on the prevailing wind patterns in the region. Additional preference was given to airports and sites that are located farther away from major metropolitan areas. In terms of the typical climate of the airport location, airports with similar climates year-round and airports with greatly varying climates year-round were both included, producing a representative collection. This required that airports were selected from across the geographical range of the U.S.

After selecting the specific airports of interest, the NextGen procedures used at each location were examined. Procedures that were implemented NAS-wide were not specifically considered, since their effects should be relatively uniform throughout the country. Where possible, the implementation date of each NextGen operational procedure was collected for each airport. Since the implementation of NextGen has been an ongoing process for over ten years, these dates were widely dispersed. Based on the years of the most NextGen implementation activities at the chosen airports, as well as the availability of data at the corresponding EPA data collection sites, the years 2008 through 2012 were chosen for analysis. The years 2008-2009 were grouped to represent the first



major phase of NextGen implementations at the sample airports. The year 2010 was analyzed alone, as no NextGen procedures were implemented that year. Then 2011 and 2012 were grouped, representing another major push of procedural changes. While 2008 had only one implementation, data from that year were included to allow for a continuous timespan of data collection. Its inclusion also allowed for the first and third groups to have similar sized datasets. With datasets based on the same amount of time, the number of data points available for PM measurements and the number of operations were similar in quantity, improving the accuracy of the analysis.

The PM data were collected from the U.S. EPA Air Data download center ([http://aqhdr1.epa.gov/aqsweb/aqstmp/airdata/download\\_files.html](http://aqhdr1.epa.gov/aqsweb/aqstmp/airdata/download_files.html)) and were kept on file by the researcher. The publically available data files, Daily Summary Data of Particulates, PM<sub>2.5</sub> FRM/FEM Mass (88101) from 2008 through 2012 were narrowed to include only the data relevant to this study. All included cities had more than one data collection site, so the site closest to the airport was chosen, in consideration of the factors listed above. All selected data collection sites were within ten miles of the centerfield point of the corresponding airport. Where a single measurement site included multiple monitoring instruments, a combined average was computed from all instruments when data from both years were available. If there was more than one instrument, but only one year of data were present for a given day, the single measurement was used in lieu of an average value. All collected data were used to determine if there is a measureable reduction in PM emissions after the procedural changes were put in place. No outliers were trimmed from the analysis, in order to fully portray the variability that exists in the data.

Next, airport operational data were collected from the FAA's Air Traffic Activity Data System (ATADS) Tower Operations (<https://aspm.faa.gov/opsnet/sys/Tower.asp>), and were kept on file by the researcher in the form of an Airport Operations Standard Report, broken down by day, for all selected years. While both the PM and number of operations were grouped by airport at the time of data collection, only the year of the data collection was used for analysis. The airport that the data were collected from is not relevant to the focus of the research question, since these airports are used as a representation of overall PM across the U.S. Operational numbers were then analyzed against PM data for their relationship and significance. To improve the likelihood that the PM analyzed by this research was attributable to aviation, vehicular ground traffic information was collected as well. Most of the selected airports were located in states where Department of Transportation (DOT) information was available. Where possible, Annual Average Daily Traffic (AADT) data were collected. The AADT data represents traffic from a single monitoring site. All monitoring sites were selected based on their proximity to both the EPA sampling site and the airport location.

Most airports experience diurnal patterns, with peak traffic occurring at one point during the day and one point during the afternoon or evening. In many cases, this is also true for road traffic. In some previous studies that were focused mainly on emissions, measurements were specifically included from peak air traffic times (e.g. Dodson et al., 2009; Hsu et al., 2012). The goal was to improve the likelihood that measurements included in the study were attributable to aviation activities. In this study, diurnal patterns were not considered, due to the greatly varying traffic patterns between the airports and the extensive time period included.

## Subjects

The airports included in this study fit the FAA’s definition of large U.S. airports and participate in the implementation of NextGen operational procedures. Of the thirty airports listed in Table 1, a smaller selection of representative airports was selected for inclusion in this study, as detailed in the Procedures section. Table 2 shows the final list of airports that were included as a part of this study.

Table 2. Airports Selected for Inclusion in this Study.

Airport Name	Airport Abbreviation
Boston - General Edward Lawrence Logan Airport	BOS
Chicago O'Hare International Airport	ORD
Honolulu International Airport	HNL
Las Vegas - McCarran International Airport	LAS
Miami International Airport	MIA
San Diego International Airport	SAN
Seattle-Tacoma International Airport	SEA

Since NextGen implementation began, there are a number of procedures that have been implemented nationwide. For procedures that have been implemented nationwide the FAA does not provide the specific dates that these procedures were implemented at each airport. The effects of these impacts should be similar across all airports. In addition to procedures implemented NAS-wide, each of these airports has implemented a unique selection of NextGen operational procedures (FAA, Airport Enhancements, 2015). The specific NextGen improvements in use at the selected airports are:

- a) Improved Approaches and Low-Visibility Operations
  - i) Expanded Low-Visibility Operations Using Lower Runway Visual Range (RVR) Minima – BOS, ORD, DEN (2012), SEA (2011 & 2013)
- b) Improved Multiple Runway Operations
  - i) Converging Runway Display Aid (CRDA) – BOS, ORD, LAS
  - ii) FAA Order JO 7110.308 – BOS (2015), SEA (2009)

- c) Improved Surface Operations
  - i) Airport Surface Detection Equipment-Model X (ASDE-X) – BOS, ORD, DEN (2009), HNL, LAS, SAN, SEA (2006)
  - ii) External Surface Data Release – BOS, ORD, DEN (2011), HNL, LAS, SAN, SEA (2011)
  - iii) Situational Awareness and Alerting of Ground Vehicles – BOS, ORD, DEN (2014)
- d) Performance Based Navigation (PBN)
  - i) Advanced and Efficient Required Navigation Performance (RNP) – DEN (2015), SEA (2009 & 2014)
  - ii) Area Navigation (RNAV) Global Positioning System (GPS) Approaches – BOS, ORD, DEN (2012), HNL, LAS, SAN, SEA (2007&2008)
  - iii) Area Navigation (RNAV) Standard Instrument Departures (SIDs) and Standard Terminal Arrival Routes (STARs) at Single Site – BOS, ORD, DEN (2012-STARs; 2013-SIDs), HNL, LAS, SAN, SEA (SIDs 2009; STARs 2013)
  - iv) Large-Scale Redesign of Airspace Leveraging PBN – ORD
  - v) Optimized Profile Descents (OPDs) – BOS, ORD, DEN (2012), HNL, LAS, SAN, SEA (2013)
  - vi) RNP Authorization Required (AR) Approaches – ORD, DEN (2012), HNL, SEA (2009, 2012, 2013)
- e) Separation Management
  - i) Automated Terminal Proximity Alert (ATPA) Phase 1 – ORD, DEN (2012), SAN
  - ii) Wake Re-Categorization Phase 1 – Aircraft Re-Categorization – ORD
- f) Time Based Flow Management
  - i) Airports Adapted for Adjacent Center Metering (ACM) – ORD, LAS, SAN
  - ii) Airports Adapted for TBFM Use – BOS, ORD, LAS, SEA (2007)
- g) Deployment of Time Based Flow Management (TBFM) Hardware to Facilities – BOS Tower, DEN Tower (2013), LAS Tower, SAN Tower

Some of the listed NextGen improvements are more specifically related to aircraft, as opposed to the airport, but in those cases, the airports experience traffic equipped with those NextGen capabilities. While each airport has a different number and combination of NextGen procedures implemented, together these airports represent the average changes occurring nationwide.

### **Statistical Methodology**

The bulk of the analysis was performed on the ANCOVA using PM measurements as the dependent variable, the grouped years of data collection as fixed factors, and the number of operations as the covariate. In order to allow for a more in-depth analysis of the data, an additional ANCOVA was conducted. This second ANCOVA was performed without the operations as a covariate – essentially an analysis of variance (ANOVA). A full analysis was not carried out on this second ANCOVA, since without the number of operations included in the analysis, the output does not fully align with the research question.

### **Limitations**

The results were limited both by the nature of the data and by the chosen methodological approach. Since the covariate was input in the form of a continuous variable, no post hoc analyses could be performed on the original ANCOVA. This was why the second ANCOVA, without the covariate, was conducted. However, without the ability to include the covariate as a part of the post hoc testing, it is unknown whether there is a significant difference between groups when the number of operations is factored in.

Attribution of PM is a complicated problem, which could not fully be solved by the methods used in this research. It is important to consider that not all of the PM measured at each EPA sampling site can be fully attributable to aviation. All of these large U.S. airports are co-located with other PM production sites, such as large metropolitan areas, industrial zones, and major highways. Since the byproducts released from jet fuel combustion show no major differences in composition from the byproducts emitted from diesel vehicle engines, portioning out aviation's share of PM emissions is

not easily feasible (Tesseraux, 2004). However, as discussed in Procedures, the airports and EPA sampling sites were specifically selected with a goal of reducing the impacts of this limitation. The inclusion of the DOT data should have reduced the impact of this limitation, however, studies have suggested that there has also been a decrease in PM attributable to on-road vehicles in recent years, due to the market penetration of vehicles with lower emissions (Fann, Fulcher, & Baker, 2013).

Meteorological factors were not specifically accounted for in the analysis of PM emissions in this study. Since five full years of data from across the diverse geographic area and climatic zones of the U.S. were analyzed herein, the meteorological impacts have been averaged in. Contrary to previous studies that focused on individual airports and relatively brief time periods, it was not feasible to include specific weather data from the time that each PM sample was taken. Rather, it is assumed that the collected data were diverse enough to factor in seasonal variations and weather anomalies in order to portray a nationally representative change in PM over time. However, the extreme variability across the large geographic area of the U.S. makes it nearly impossible to represent the entire country with just a few airports.

## CHAPTER III

### RESULTS

Due to the breakdown of the data years in relation to NextGen implementation times, the three groups of years do not contain equal amounts of data, as they ideally would for the performance of this analysis. Since 2010 stands alone, showing no additional NextGen implementation at the airports, the group contains only about half the data of the other two groups (2008-2009 and 2011-2012). These sample sizes are shown in Table 3. The smaller standard deviation for the second group is likely also a result of the smaller amount of included data. The most notable finding in Table 3 is the measurable decrease in average PM over time across the three groups.

Table 3. SPSS® Descriptive Statistic output for the first ANCOVA

Timeframe of Data Collection	Mean	Std. Deviation	N
2008-2009	9.8773	5.27157	3185
2010	9.5139	4.44453	1582
2011-2012	9.2400	4.56348	3302
Total	9.5452	4.84153	8069

Figure 3 provides a visual representation of the decrease in PM over the selected timeframe. As noted at the bottom of the figure, when the number of operations is held constant, the decrease in PM is still apparent.

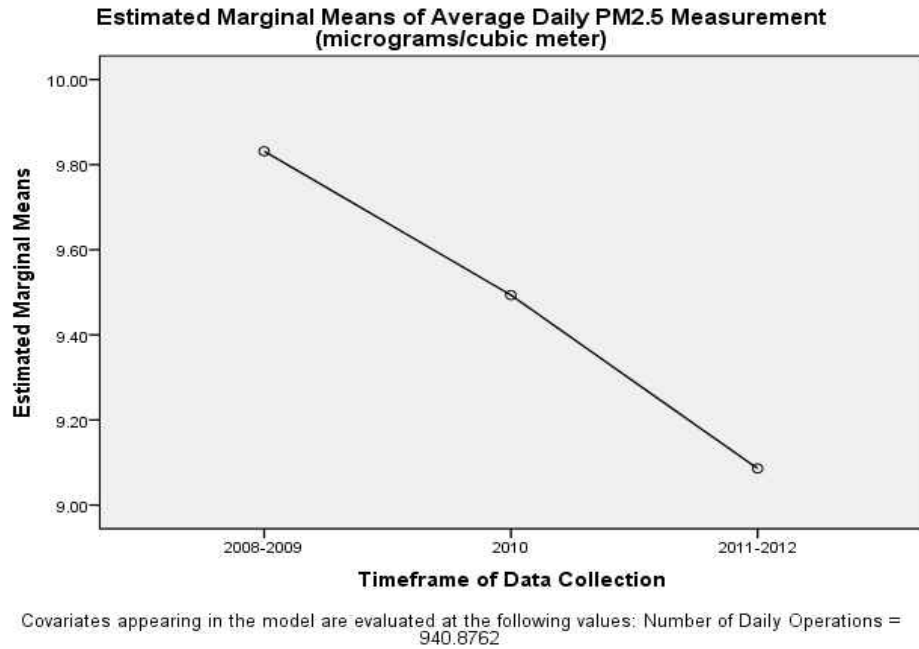


Figure 3. Estimated Marginal Means of Average Daily PM<sub>2.5</sub> Measurement.

### DOT Data

As shown in Figure 4, the DOT data do not show much change over time. No data were available for the given years in Honolulu or Miami. Las Vegas and Seattle experienced slight declines in vehicular ground traffic, while Boston, Chicago, and San Diego all experienced slight traffic increases. Since the majority of the DOT sites show an increase in traffic, it is not likely that vehicular ground traffic is correlated with the noticeable decrease in EPA PM measurements recorded nearby.



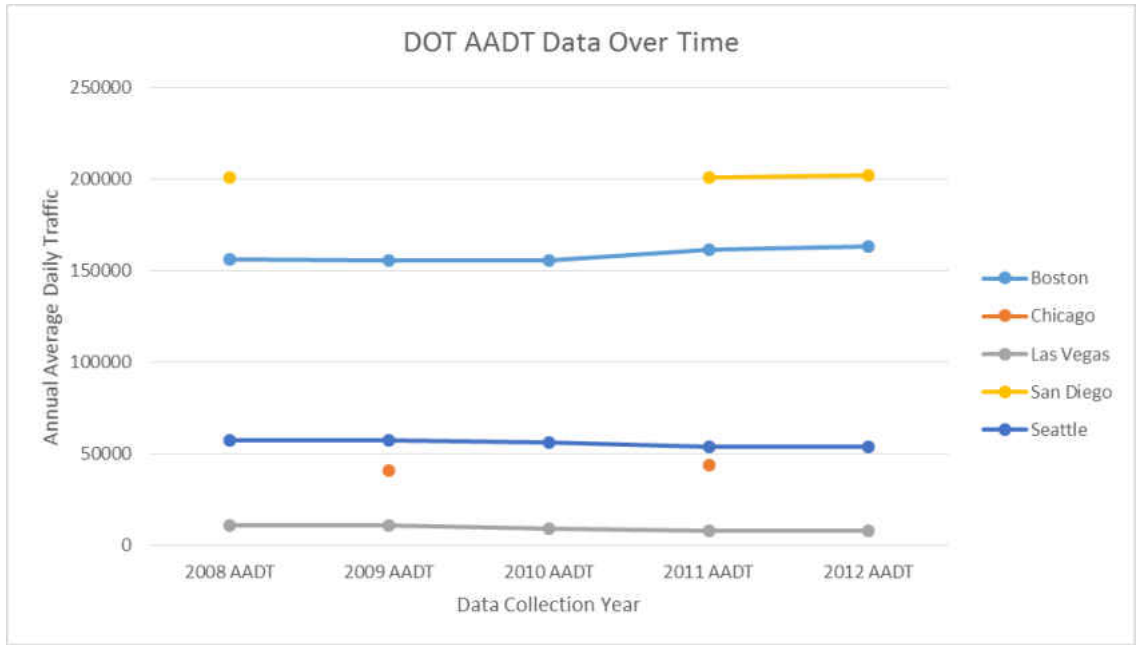


Figure 4. Chart of DOT AADT Data Over Time.

### Statistical Analysis

Table 4 provides the output of the tests of between-subjects effects for the first ANCOVA. The covariate, number of operations, was not significantly related to the average PM measurement,  $F(1,8065)=.734, p=.392, r=.06$ . After controlling for the effect of the number of operations, there was a significant effect of the year the data were collected on the PM measurements,  $F(2,8065)=13.12, p=.000, \text{partial } \eta^2 =.003$ .

The  $F$ -ratios calculated by SPSS® are defined by Lehigh University as the “between-groups variance divided by within-groups variance” (“ANCOVA (analysis of covariance),” n.d.). In order for significance to be achieved, the  $p$ -value must be less than .05. In this case, significance is seen with the second  $F$ -ratio, but not the first. Partial  $\eta^2$  indicates effect size. The small effect size indicated by SPSS® is expected, due to the aviation industry’s very small contribution to overall PM measurements.

Table 4. Tests of Between-Subjects Effects.

Source	Type III Sum of Squares	df	Mean Square	F	Sig.	Partial Eta Squared
Corrected						
Model	677.554 <sup>a</sup>	3	225.851	9.666	.000	.004
Intercept	103325.968	1	103325.968	4422.228	.000	.354
Operations	17.140	1	17.140	.734	.392	.000
Data_Year	612.924	2	306.462	13.116	.000	.003
Error	188439.820	8065	23.365			
Total	924296.135	8069				
Corrected						
Total	189117.374	8068				
a. R Squared = .004 (Adjusted R Squared = .003)						

Levene's Test, which tests for homogeneity of variance, appears significant,  $F(2,8066)=.000$ . This indicates that the group variances are not equal, violating the homogeneity of variance, however this is expected due to the differences of the group sample sizes shown in Table 3. This problem was not corrected, in order to allow 2010 to stand alone, while allowing similar group sizes for the other two groups. Due to this natural inequality of group sizes, normality issues could not be corrected. Since a continuous variable was used as a covariate, independence of the treatment variable and the covariate could not be tested. However, independence was likely not an issue in this study, since the independent variable is groupings of time.

The first ANCOVA also showed heterogeneity of regression slopes. The standard course of action when the homogeneity of regression slopes is broken is to re-run the data using a multilevel ANCOVA model. That procedure was not followed in this case, as multi-level models are very elaborate procedures, and are beyond the scope of this research study.

The post hoc test produced by the second ANCOVA is not completely in line with the first ANCOVA, as the second did not include the covariate. However, this post hoc test still provides interesting additional information for consideration. When the numbers of operations are not controlled for, there was no significant difference between 2010 and 2011-2012, as discernable from Table 5. However, there was still a significant difference between all other groups.

Table 5. Tukey HSD Post Hoc Test, Multiple Comparisons

(I) Timeframe of Data Collection	(J) Timeframe of Data Collection	Mean Difference (I-J)	Std. Error	Sig.	95% Confidence Interval	
					Lower Bound	Upper Bound
2008-2009	2010	.3634*	.14868	.039	.0149	.7119
	2011-2012	.6373*	.12005	.000	.3559	.9187
2010	2008-2009	-.3634*	.14868	.039	-.7119	-.0149
	2011-2012	.2739	.14780	.153	-.0726	.6204
2011-2012	2008-2009	-.6373*	.12005	.000	-.9187	-.3559
	2010	-.2739	.14780	.153	-.6204	.0726

Based on observed means.

The error term is Mean Square (Error) = 23.364.

\*. The mean difference is significant at the .05 level.

In summary of this section, PM measurements showed a significant decline from 2008-2012. According to the available DOT data, no large declines in road traffic numbers could be attributed to this decrease in PM levels. The ANCOVA output showed no significant relationship between numbers of aircraft operations and the PM measurements across time in the representative metropolitan areas. However, when the number of aircraft operations was controlled as a constant, the year of the data collection showed significance with PM measurement. Some of the SPSS® output indicated that the ANCOVA had errors, but all of those indications could be explained. The second

ANCOVA, performed as an ANOVA, confirmed that there the decline in PM was significant between all time groups, except between 2010 and 2011-2012.

## **CHAPTER IV**

### **DISCUSSION**

#### **Conclusions**

Without controlling for the number of operations, PM recorded in 2011-2012 showed a measurably significant difference from the PM recorded in 2008-2009. Contrary to previous studies, this analysis found that the number of operations did not show significance with the recorded PM, suggesting that the number of aircraft operations does not likely influence overall PM. It is possible that the lack of significance found could be due to the greater distance between the PM sampling sites and the airport than was present in previous studies. However, when the numbers of operations were controlled for, the data collection year appeared to be significantly related to the PM measurements. When the number of operations was held constant, the PM is still reduced across time. This could suggest that over time, the operations occurring are more efficient, producing fewer emissions. Therefore, the data collected and analyzed as a part of this study suggests that the U.S. has experienced a measureable reduction in recorded PM as NextGen operational procedures have been implemented. While this analysis cannot suggest causation of the recorded PM decline on the increased efficiency of aircraft operations, a correlation does appear to exist. Additionally, it is notable that none of the vehicular traffic numbers recorded from nearby DOT sites show

a major change over time, further suggesting that the measurable decline in recorded PM is attributable to increased efficiency of aircraft operations.

### **Suggestions for Future Studies**

If another ANCOVA were performed on a similar dataset, it would be of interest to break the operations into nominal variable groups, allowing for the use of post hoc testing. Post hoc testing performed with the inclusion of the covariate could provide more insight into where the differences between groups are specifically occurring. Additionally, the use of a more extensive, multilevel ANCOVA would add details to the conclusions of this research, which could be beneficial to the accuracy of the results. Alternatively, the timeframes could be adjusted to allow for improved homogeneity of included datasets.

The inclusion of a longer timeframe would provide additional insight into the effectiveness of NextGen implementation on PM reductions over time. For example, including data from the beginning of NextGen implementation through the most present data available may allow for a greater understanding of the effects. Alternatively, or additionally, the use of data from all airports implementing NextGen procedures would provide a more accurate representation of how NextGen is impacting PM across the nation. That data could be further broken down into geographical or climatic regions to see whether the changes are more evident in certain areas compared to others.

For the continued success of the aviation industry, sustainability is an important area of development. As the industry develops more sustainable practices, continual research should be performed, based on the analysis of real-world data. Using real-world data allows for a better understanding of the impacts of environmental policies and

programs. With access to more specific data, it could be very interesting to see if certain procedures tend to correlate with larger reductions in PM measurements. Such a finding would provide insight into the types of procedures that continual development should focus on.

## **APPENDICES**



**Appendix A  
PM Full Data Set**

Date Local	Boston	Chicago	Honolulu	Las Vegas	Miami	San Diego	Seattle
1/1/2008	15.65	19.1	6.7	12.1	35.8	24.8	6.8
1/2/2008	9.35				6.9	11.9	
1/3/2008	8.4				6.3	11	
1/4/2008	17.05			14.5	5.2	7	6.7
1/5/2008	19.5				2.2	3.3	
1/6/2008	22.75				1.7	6.8	
1/7/2008	29.65		7.4	4.9	4.05	7	4.7
1/8/2008	20.65				3.6	11.2	
1/9/2008	6.9				5.4	13.1	
1/10/2008	7.8			18.1	5.7	32.3	7.3
1/11/2008	14.9	20.6			4.7	42	
1/12/2008	12.35				3.5	31.7	
1/13/2008	6.25		6.4	2.85	5.9	15.6	8
1/14/2008	5.1	21			11.1	8.1	
1/15/2008	10.5				8.4	10.6	
1/16/2008	8.25			3.4	7	20.4	13.9
1/17/2008	13.55				5.4	11.2	
1/18/2008	8.25				6.2	13.2	
1/19/2008	10.75		4.5	14.65	4.8	19.7	9.95
1/20/2008	8.05				4.7	15	
1/21/2008	9.7				7.5	6.3	
1/22/2008	16.6				6.8	10	18
1/23/2008	21.7				6.1	8.6	
1/24/2008	15.25				9.5	3.8	
1/25/2008	11.55	31.5	4.5	4.45	10.4	7.8	28.8
1/26/2008	12.2				10.2	9.9	
1/27/2008	10.1				8.3	5.6	
1/28/2008	8.2	26.5		2.1	8.5	4.3	6.6
1/29/2008	16.25				8.1	9.3	
1/30/2008	15.25	9.7			10	13.4	
1/31/2008	12.05		7.3	5.65	8.35	12.5	4.65
2/1/2008	9.8				6.2		
2/2/2008	8.95				9	11.2	
2/3/2008	13.25			3.5		4	9.5
2/4/2008	16.5						
2/5/2008	17.4				6.7	8.7	
2/6/2008	10.2	5.8	5.6	9.75	5.2	11.7	5.6
2/7/2008	6.45						
2/8/2008	16.75				8.9	25.9	

2/9/2008	13.3	27.8		13.3		17.7	3.3
2/10/2008	10.8					15.6	
2/11/2008	7.65				6	20.3	
2/12/2008	8.8		5.3	4.05	5.2	23	7.6
2/13/2008	13.5				5.4	16.5	
2/14/2008	14.1				6.8	9.3	
2/15/2008	14.2			3.8	8.3		13.3
2/16/2008	9.75				7	10.7	
2/17/2008	8.2				4.6	16	
2/18/2008	7.85		8.2	14.1	7.65	20.3	16.6
2/19/2008	9.65				9.8	7.3	
2/20/2008	11.95	8.3			8.4		
2/21/2008	9.2			4.7	7.2		18.5
2/22/2008	8.2	20.4			7.2	4	
2/23/2008	15.25				7.5	6.2	
2/24/2008	13.6	21.7	4.9	4.5	8		8.5
2/25/2008	18.4				6.9		
2/26/2008	31.65				7.1		
2/27/2008	15.15	13.9		8.5	10.5	13.3	9.9
2/28/2008	8.35				6.5	17.4	
2/29/2008	8.7				8.2	18.7	
3/1/2008	13.35	19.9	6.5	10.35	6.3	10.3	3.9
3/2/2008	9.75				4.2	10.9	
3/3/2008	13.8				5.9		
3/4/2008	13.05	8.2		13.5	4.9		9
3/5/2008	8.95					16.8	
3/6/2008	7				11.4	12.4	
3/7/2008	13.15	14.1	4.6	12.7	7.8	13.2	14.2
3/8/2008	5.9				6.5	15.6	
3/9/2008	6.5				8.1	14.5	
3/10/2008	7.3	21.2		8.3	11.6		12.9
3/11/2008	10.6				10.5	12.5	
3/12/2008	23.6				9.4	18.6	
3/13/2008	6.25	15.9	5	10.5	12.85	19.7	9
3/14/2008	14.9				15.1	9.7	
3/15/2008	8.05				12.2		
3/16/2008	11.7	4.6		2.4	10	0.4	6
3/17/2008	6.25				10.2		
3/18/2008	5.55				9.1	12.7	
3/19/2008	8.1			10.1	7.2	19.2	8
3/20/2008	8.7		3.7		9.5	17.9	
3/21/2008	7.5				8.3	19.9	
3/22/2008	9.05	4.3		5.9	7.6	19.8	5.6
3/23/2008	6.65				5.6	12.6	

3/24/2008	7.2				11.8	15.5	
3/25/2008	7.45	14		10.15	13.5	24	8.8
3/26/2008	11.85		4.6			16.4	
3/27/2008	10.75				8.8	12.3	
3/28/2008	10.5	8.2		7.7	9.1	14.9	5
3/29/2008	9				8.3	7.5	
3/30/2008	5.9				5.2	7.4	
3/31/2008	9.1	11.5		7.5	6.2	9.9	6
4/1/2008	9.1		3.5		6	11.8	
4/2/2008	7.6					9.4	
4/3/2008	8.9	15.5		6.6		5.5	14.2
4/4/2008	7.95					9	
4/5/2008	12.55					10.5	
4/6/2008	6.1	13.4		9.8	4.6	9.4	2.5
4/7/2008	8.8		5.3				
4/8/2008	8.35					11.4	
4/9/2008	12.2	6.9		6.9		10	7.8
4/10/2008	8.85				5.7	12.1	
4/11/2008	7.7				5.4	13	
4/12/2008	14	2		6.95	5.05	12.1	10
4/13/2008	7.8		4.2		7.4	7.6	
4/14/2008	4.55				8.8	14.1	
4/15/2008	5.7	11.4		10.5	9.7		6
4/16/2008	10.6				11	12.8	
4/17/2008	8.35				8.4	14.8	
4/18/2008	11.15	15.4		11.1	9.45	14	5.7
4/19/2008	16.5		9.1		6.8	12.5	
4/20/2008	11.6				7.4	14.1	
4/21/2008	9.3	25.3			12.2		5
4/22/2008	10.95				15	13	
4/23/2008	14.95				10.3	9.3	
4/24/2008	11.2	13.7		10.25	6.75	11	7.15
4/25/2008	7		10.4		7.4	15.1	
4/26/2008	5.05				9.6	16.8	
4/27/2008	5.95	8.1		14.5	10.5	14.4	11.9
4/28/2008	7.6				7	14.1	
4/29/2008	7.2				10.7	16	
4/30/2008	8.15	17.3		21.05	13.2	13.7	3.7
5/1/2008	9.95		9.3		10.6	15.9	
5/2/2008	13.7				11.1	15	
5/3/2008	6.35	4.3		8.5	8.6	16.7	11.9
5/4/2008	7.9				7.5	12.1	
5/5/2008	8.7				8.3	4.6	
5/6/2008	11.65	16.8	4.1	10.25	13	9.1	7.15

5/7/2008	10.3				12.8	5.1	
5/8/2008	16.4				8.2		
5/9/2008	4.3	6.2		15.3	9.8	11.6	7
5/10/2008	6.2				12.6	13	
5/11/2008	4.55				14.9	14	
5/12/2008	5.15	6.4	11	19.55	18	10.7	7.4
5/13/2008	5.2				12.4	12.2	
5/14/2008	8.35				12.5	16	
5/15/2008	11.55	7.6		5.3	10	15.3	9.1
5/16/2008	8.25				11.5	15.5	
5/17/2008	8.2				11.6	14	
5/18/2008	10.35	6.2	8.2	8.9	18.8	14.6	11.2
5/19/2008	5.65				16.7	14.5	
5/20/2008	8.3				10	11.9	
5/21/2008	10.05	6.6		14.7	10	13.6	3.9
5/22/2008	7.25				10.8	18.8	
5/23/2008	5.6				15.1	9.9	
5/24/2008	6.9	5.4	4.9	6.9	10.75	5.6	8.7
5/25/2008	6.35				8.9	5.9	
5/26/2008	11.3				7.2		
5/27/2008	15.8			5.6	6.7		7.5
5/28/2008	5.75				7.2		
5/29/2008	7.3				8.4	6.3	
5/30/2008	8.1		6.6	8.25	7.3	8.3	6.7
5/31/2008	15.15				6.6	8.7	
6/1/2008	8.65				5.7	8.2	
6/2/2008	8.2			7.4	7.4		4.2
6/3/2008	12.8				6.5	13.4	
6/4/2008	13.3	20.9			5.2		
6/5/2008	10.5	11.2	5.6	3.7	4.7	13.2	4.5
6/6/2008	15.35	11.2			5.2	15.6	
6/7/2008	20.9				4.3	14.6	
6/8/2008	16.8	6.1		5.2	5.6	17	3.9
6/9/2008	21.4				7.7		
6/10/2008	32.9				4.8	14.2	
6/11/2008	11.2	13.3	4.5	4.4	5.5	10.9	5.85
6/12/2008	8.85				7.9	12.7	
6/13/2008	9.85				10.9	12.8	
6/14/2008	13.3	5.9		8.9	19.1	17.5	7.1
6/15/2008	7.55					15.7	
6/16/2008	12.1				10.8		
6/17/2008	10.15	8.3	3.8	6.75	6.3	17.4	5.5
6/18/2008	7.35				5	18	
6/19/2008	12.75				4.7	16	

6/20/2008	14.75	15.3		8	8.4	12	12.6
6/21/2008	17.25				11	7.6	
6/22/2008	22.7				6.7	8.3	
6/23/2008	16.65	8.9	3.1	11.15	10.2	16	7.1
6/24/2008	13.65				8.7	17.6	
6/25/2008	8.9				10.7	20.2	
6/26/2008	25	14.7		13.8	13.4	22.2	4.7
6/27/2008	22.3				12.1	23.1	
6/28/2008	22				8.5	20.5	
6/29/2008	27	5.7	7.1	8.2	5.8	18.8	12.8
6/30/2008	22.55				12	11.4	
7/1/2008	22.75				11.8	10.9	
7/2/2008	19.1	17.3			8.8	17	15.4
7/3/2008	18.3				11	17.3	
7/4/2008	14.7				18.5	12.3	
7/5/2008	18.3	18.6	4.3	5.1	8.95	15.9	6.2
7/6/2008	26.35				4.4	17.9	
7/7/2008	22				6.5		
7/8/2008	26.3	9.6		17.3	14.9		10
7/9/2008	25.55						
7/10/2008	10.2				9.6	17.4	
7/11/2008	9.55	10.8	5.8	5.5	6.2	13.3	7.2
7/12/2008	11.25				6.4	12.5	
7/13/2008	7.05				5.1	13.5	
7/14/2008	10.6			8.1	4.8	13.6	6
7/15/2008	13.75	14.1			4.5	13.8	
7/16/2008	13				6	15	
7/17/2008	16.65	24.1	6.4	13.25	11.25	17.7	8
7/18/2008	19.45				10.4	16.3	
7/19/2008	29.65				10.8	11.7	
7/20/2008	25.8	7.5		8.8	8.4	11.8	7.4
7/21/2008	15.85				6.9		
7/22/2008	7.75				8.3	12.8	
7/23/2008	6.8		3.7	8.55	7	12.3	6.8
7/24/2008	9.2				8.2	12.6	
7/25/2008	15.6				7.8	14.6	
7/26/2008	21.7	17.4			4.8	16.8	4.7
7/27/2008	14.4				3.7	15.4	
7/28/2008	17.8				5.5	14	
7/29/2008	18.1		4	9.4	6.2	13	5.4
7/30/2008	9.55				9.8	11.4	
7/31/2008	25.65				11.2	13.2	
8/1/2008	21.85	13.1		7.5	9.1	13.3	4.2
8/2/2008	18.85				13.2	12	

8/3/2008	12.7				5.2	10.8	
8/4/2008	7.45	10.6	3.5	8.75	7.05		9.3
8/5/2008	3.75				8.6	13.4	
8/6/2008	4.1				11	12.5	
8/7/2008	11.1	7.7		8.3	10.6	13.9	12
8/8/2008	8.75				8.3	14.2	
8/9/2008	7.9				7.3	11	
8/10/2008	11.55	2.6	3.8	5.2	4.55	11	4
8/11/2008	7.2				6.2	11.8	
8/12/2008	8				8.8	13.4	
8/13/2008	8.8	13.5		9	22.8	12.7	5.7
8/14/2008	14.55				17.9	13.7	
8/15/2008	16.3				16.3	12.1	
8/16/2008	12.2	9.7	6	11.1	16.35	9.7	13.8
8/17/2008	9.15				5.7	9.9	
8/18/2008	17.4				6.3		
8/19/2008	16	12.8		4.6	4.1	9.2	4.4
8/20/2008	7.5				4.7	8.1	
8/21/2008	7.5					9.2	
8/22/2008	11.05	18.6	3.4	6.3	8.6	7.2	8.4
8/23/2008	6.55					9.9	
8/24/2008	7.15					12.7	
8/25/2008	11.8	5.1		7.8		12.9	5.9
8/26/2008	7.5					11.7	
8/27/2008	8.7					12.8	
8/28/2008	7.55	28.6	4.2	9.25	8.15	12.3	5.2
8/29/2008	10.05				8.8	13.9	
8/30/2008	9.55				6	13.5	
8/31/2008	12.65	18.6		6.5	8.6	10.3	5.9
9/1/2008	7.75				7.7	11	
9/2/2008	7.2				8.8		
9/3/2008	8.25	9.8	3.4	9.65	11.7	11.6	6.6
9/4/2008	17.35					14.2	
9/5/2008	18.7					14.2	
9/6/2008	7.45	10.3		7.3		15.2	9
9/7/2008	5.5					15.3	
9/8/2008	6.7						
9/9/2008	10.55	8	3.3	6.25	10.9	13.8	6.8
9/10/2008	5.4					8.7	
9/11/2008	5.3				4.9	8.5	
9/12/2008	7.55	17.9		7.7	6.2	10	10
9/13/2008	8.65				4.2	11.5	
9/14/2008	14.15				4	18.5	
9/15/2008	7.4	7	13.7	11.85	5.7		10

9/16/2008	3.6				5	13.9	
9/17/2008	8.9				5.5	14.9	
9/18/2008	5.8			8.8	6.3	17.1	8
9/19/2008	4.95				6.2	10.2	
9/20/2008	16.9				4.4	5.9	
9/21/2008	12.15	31.3	3.3	5.5	3.7	6.9	5.3
9/22/2008	6.85	25.3			6.1		
9/23/2008	4.95				6.9	14.8	
9/24/2008	6.85	27.6		12	4.8	19	10.3
9/25/2008	8.55				6.7	13.7	
9/26/2008	6				9	12.3	
9/27/2008	7.65	21.6	3.5	8.75	4.55	12.9	5.25
9/28/2008	6.95				4.2	13.6	
9/29/2008	6.15				7.4	12.9	
9/30/2008	5.3	6.5		12.8	5.7	13.9	17.5
10/1/2008	10.8				7.7	14.2	
10/2/2008	8.25				19.8	12.7	
10/3/2008	7.05	5.9	4.8	5.75	17.8	8.1	9.6
10/4/2008	8.5				4.9		
10/5/2008	11.4				3.4		
10/6/2008	8.75	14.2		7.4	4.9		7.8
10/7/2008	8.7				4.7	14.9	
10/8/2008	8				4.7	16.6	
10/9/2008	12.1	9.1	2.6	10.55	5.35	17	7.35
10/10/2008	9.8				6.7	16.3	
10/11/2008	10.35				5.2	8	
10/12/2008	11.3	19.1		2.5	4.4	8.2	11.4
10/13/2008	7.4				4.8		
10/14/2008	7.95				5.6	11	
10/15/2008	12.7	13.7	6.3	13.75	7.65	12.8	11.4
10/16/2008	17.65				6.3	14.6	
10/17/2008	9.55				6.2		
10/18/2008	7.6			13.5	5	12.9	7.1
10/19/2008	6.95				6.6	13.8	
10/20/2008	7.8				7.1	13.6	
10/21/2008	14.4	5.6	10.1	9.2	6.15	21.2	10.05
10/22/2008	4.8				5.4	17.1	
10/23/2008	6.55				5.1	12.3	
10/24/2008	12.15	6.9		15	4.8	16.4	13.9
10/25/2008	7.2				4.6	16.8	
10/26/2008	6.95				6.2	27.6	
10/27/2008	16.05	4.5	13	16.65	9.55	38.7	13.7
10/28/2008	6.5				6.8	26.1	
10/29/2008	5.2				7.6	23.4	

10/30/2008	5.55	10.6		15	7.5	15.9	23.8
10/31/2008	8.8				7	16.8	
11/1/2008	14.8				4.6	15.7	
11/2/2008	4.25	18.5	4.8	3.8	3.35		6.5
11/3/2008	12.35				5.3	5.6	
11/4/2008	20.45				9.5	6.4	
11/5/2008	11.8	15.9		4	11.7	9.7	11.7
11/6/2008	5.6				8.6	8.3	
11/7/2008	9				7.8	8.3	
11/8/2008	10.3	4	4.4	11.85	5.7	8.1	5.3
11/9/2008	10.2				8.5	9.4	
11/10/2008	9				7.3	9.5	
11/11/2008	6.25	25.3		8.7	5.8	13.4	8.1
11/12/2008	8.3				4.7	19.3	
11/13/2008	10.95				5.3	22.1	
11/14/2008	14.75	11.6	7.6	3.45	5.3	18.1	11.6
11/15/2008	6.9				4.9	11.1	
11/16/2008	4.4				5.5	7.5	
11/17/2008	6.45	6.3		14.8	6.5		19.9
11/18/2008	6.25				10.7	20.4	
11/19/2008	5.3					28	
11/20/2008	7.4	6.9	4.2	18.4	9.2	30.1	11.7
11/21/2008	7.45				13.85	28	
11/22/2008	7.05				7.5	23.2	
11/23/2008	6.6	19.4			4.9	20.9	11.6
11/24/2008	12.5				5.5		
11/25/2008	8				7.1	23.6	
11/26/2008	14.8	17	6	8.05	9.85	3.4	8.3
11/27/2008	10.2				9.4	3.1	
11/28/2008	19.4				9	9.3	
11/29/2008	13.45	18.1		5.1	4.2	24	4.4
11/30/2008	10.7				5.3	31.7	
12/1/2008	10.25				8.1	27.4	
12/2/2008	8.2	10.1	4.6	17.15	9.25	25.2	4.5
12/3/2008	12.15				6.3	23.6	
12/4/2008	13.8				8.5	15.7	
12/5/2008	7.35	8.3		14.2	9	17.3	33.9
12/6/2008	12.2				7.2	11.2	
12/7/2008	16				9.8	11.5	
12/8/2008	9.1	20.3		8.25	6.95		8.1
12/9/2008	10.9				8.4	8.3	
12/10/2008	8.95				4.9	9.1	
12/11/2008	7.85	20.1		24.6	5.3	13.3	10.7
12/12/2008	9.25				6	13.9	



12/13/2008	10.4				5.2	9.2	
12/14/2008	10.85	6.6		6.05	7	6.7	3.4
12/15/2008	8.8				9.1		
12/16/2008	6.6				8.9	5.5	
12/17/2008	12	39.8	5.5	7.4	6.1	3.2	5.9
12/18/2008	16.45				5	8.4	
12/19/2008	12.15				5.8	13.1	
12/20/2008	8.85	9.5	3.2	21.9	7.9	17.6	11.35
12/21/2008	7				7.4	28.3	
12/22/2008	10.85						
12/23/2008	9.55	12.4		7.8		8.4	21.1
12/24/2008	11.5					13.7	
12/25/2008	6.75				4.8	6	
12/26/2008	9.7	12.9		1.4	4.95	8	13.1
12/27/2008	11.15				4.8	12.7	
12/28/2008	9.35				5.6	13.7	
12/29/2008	8.4	9.3	5.6	23.6	8.4	15.5	4.9
12/30/2008	7.6			19.9	9.1	19.9	
12/31/2008	7.85			37.4			
1/1/2009	7.8	24.8	5.4	48.6	10.3	52.1	4.3
1/2/2009	14.6		8.2		7.5	42.4	
1/3/2009	13.45		10.3		6.5	9.6	
1/4/2009	7.55	18	8.6	1.3	4.9	16.2	8
1/5/2009	13		7.3		5.9	11.2	
1/6/2009	12.1		7.1		3.4	11.7	
1/7/2009	8.75	25.6	4.9	16.3	6	25.2	3.2
1/8/2009	9.9		4.2		6.5	28.9	
1/9/2009	6.35		6.5		10.5	35.7	
1/10/2009	9.8	11.6		5.7	9	14.8	6.4
1/11/2009	9.3				7.9	12.6	
1/12/2009	13				14	9.5	
1/13/2009	15.7	15.6	9.6	7.9	5.4	11.4	5.3
1/14/2009	9.25		5.2		8		
1/15/2009	10.6		5.3		10.1		
1/16/2009	15	28.7	5.7	9.3	10.1	11.2	17
1/17/2009	15.6		6.6		7.1	12.2	
1/18/2009	24.15		7		6	13.9	
1/19/2009	24.35	20.5	6.1	8.95	5.15	12.6	33
1/20/2009	24.25		9		6.6	16.4	
1/21/2009	14.05		4.3		10.8	18.6	
1/22/2009	19.7	40	2.7	11.7	11.8	15.8	21.1
1/23/2009	31.4		4.5		13.8	7.9	
1/24/2009	11.75		6.5		10.4	4.4	
1/25/2009	10.7	14.5	5.6	2.8	10.9	6.2	9.15

1/26/2009	19		8.5		11.5	7.4	
1/27/2009	18.25		3.3		6.5	8.6	
1/28/2009	13.1	23.2	4.2	13	4.7	11.7	9.2
1/29/2009	13.35		4		4.5	8.7	
1/30/2009	23.85		4.3		7.1	9.6	
1/31/2009	15.15	28.1	3.55	15.1	6.85	7.7	7.8
2/1/2009	16.2		7.7		6.6	22.1	
2/2/2009	23.65		4		5.2		
2/3/2009	7.8	16.2	5.6	13.2	5.2	10.1	31.1
2/4/2009	10.65		4.5			9.6	
2/5/2009	9.3		5.5		6.7	7	
2/6/2009	14.5		6.05	2.2	6.8	4.4	10.5
2/7/2009	23.1		4.9		5	3.4	
2/8/2009	14.6		11.6			3.9	
2/9/2009	7.05	36.3	9.2	1.8			5.2
2/10/2009	9.05		11			8.2	
2/11/2009	25.35		7.3				
2/12/2009	8.65	9	6.1	5.75	5.1	9.1	10.8
2/13/2009	7.35		6.2		12.7	6	
2/14/2009	11.35		5.8		8.3	7.2	
2/15/2009	6.9		6.6	5.9	11.2	12.9	6.3
2/16/2009	6.85		3.7		10.1	5.9	
2/17/2009	9.45		5.7		9	9	
2/18/2009	9.2	16.9	3.4	5.8	9.55	9.1	25.2
2/19/2009	9		5.3		10.1	8.2	
2/20/2009	8.15		6		8.8	11.7	
2/21/2009	9.5	17.3	6.7	9.8	6.3	14.1	14.8
2/22/2009	13.4		3.3		9.4	16.6	
2/23/2009	8.6		4.9		9.8	15.2	
2/24/2009	6.65		7.85	8.3	8.7	10.9	4.2
2/25/2009	9.95				7.9	5.3	
2/26/2009	14.3				7.5		
2/27/2009	10.45			10.1	6.7	8.8	5.6
2/28/2009	7.8		4.5		4.6	15.6	
3/1/2009	7.55		7.9		4.9		
3/2/2009	6.4	9.6	5.9	9.5	7.25	10.2	4.1
3/3/2009	7.05		5.6			8	
3/4/2009	8.2		6.9		7.5	5.8	
3/5/2009	13.3		6.2	1.9	7.2	4.8	3.9
3/6/2009	18.8		5.8		6	5.1	
3/7/2009	17.1		5.4		5	5.7	
3/8/2009	14.6	4.7	5.8	5.6	4.65	6.2	5.2
3/9/2009	7.55		4.7		6	7.5	
3/10/2009	12.75		6.5		7.4	7.8	

3/11/2009	9.35	7	5.2	8.8	6.5	9.1	7.8
3/12/2009	7.2		6.7		9.8		
3/13/2009	7.2		3.8		6.3	11	
3/14/2009	17.15	26.5	2.7	6.5	3	10.7	4.05
3/15/2009	26.25		3		8.5	7.6	
3/16/2009	11.8		4.2		6.9	10.9	
3/17/2009	8.85		6.7	11.4	9.6	13.8	6.2
3/18/2009	10.4		8.4		5.6	16.4	
3/19/2009	9.95		8.4		4.6	21	
3/20/2009	6.4	16.6	6.65	9.7	5.65	16.1	6.6
3/21/2009	8.7		7.2		7	6.4	
3/22/2009	10.4		8.6		6.1		
3/23/2009	5.5	3.2	9.5	2.5	5.3		7.2
3/24/2009	5.75		8.7		5.4	7.5	
3/25/2009	6.4		8		7.4	10.8	
3/26/2009	11.7		6.75	4.75	9.35	14.6	9.75
3/27/2009	9.9		9.1		6.5	13.9	
3/28/2009	8.65		11.6		8.3	11	
3/29/2009	4.35		7.1	14.3	8	11.8	4.2
3/30/2009	5.55		6.6		8.4	12.1	
3/31/2009	4.6	17.3	8.8		9.5	14.3	
4/1/2009	9.7	9.8	10.1	6.95	6.1	14	9
4/2/2009	17.45		7.2		12.2	14.8	
4/3/2009	8.15		9.8		8.8	9.3	
4/4/2009	6	6.1	6.3	5.6	10.5	13.8	10.8
4/5/2009	6.55		5.2		7.1	10.3	
4/6/2009	7.45		6.9		12.7	10.6	
4/7/2009	7.55	12.5	10.7	7.55	6.45	12.8	10.95
4/8/2009	7		4.9		9.8	2.9	
4/9/2009	9.8		6.4		7.2	4.6	
4/10/2009	13.45	7.7	6.2	4.2	8.2	7.7	5.3
4/11/2009	12.7		8.7		10.8	8.5	
4/12/2009	5.75		9.2		13.6	10.7	
4/13/2009	6.55	8.3	6.7	6	12.45	11.2	4.2
4/14/2009	6.75		7.4		9	13.5	
4/15/2009	6.8		6.2		8.5	9.2	
4/16/2009	7.6	8.8	6.3	4	8.9	11.1	7.3
4/17/2009	10.05		7.4		6.3	11.1	
4/18/2009	9.6		7.2		5.2	10.8	
4/19/2009	6.45	24.5	6.4	8.2	4.65	11.4	9.45
4/20/2009	7.05		7.7		5.1	14	
4/21/2009	12.05		5.7		7.2	14.4	
4/22/2009	9.3	12.9	5.9	10.9	8.5	13.3	6.8
4/23/2009	5.75		7		9.4	9.1	

4/24/2009	8.35		9		10.3	6.1	
4/25/2009	16.2	8.7	7	4.05	9.6	7.3	9.5
4/26/2009	11.1		4.8		7.2	12.8	
4/27/2009	12.75		6.2		7.5	12.3	
4/28/2009	14	2.7	7.6	9.1	7.5		5.3
4/29/2009	5.95		9.1			12.9	
4/30/2009	8.35		7.2		7.2	15.1	
5/1/2009	19.45	6.8	5.1	9.5	7.4	14.9	7.5
5/2/2009	10.5		5.7		5.1	7.2	
5/3/2009	8.3		8.5		5	7.6	
5/4/2009	10	12.4	20.8	11.2	5	7.3	7.3
5/5/2009	6.15		18.1		8.2	9.3	
5/6/2009	5		9.2		5.4	10.5	
5/7/2009	10	10.1	11.9	7	4.35	12.6	3.7
5/8/2009	9.05		9		5	11.3	
5/9/2009	15.25		4.1		6.8	14.7	
5/10/2009	5.35	6.8	4.5	6.9	6.7	15.3	7.5
5/11/2009	4.05		6.9		5.5	17.6	
5/12/2009	9.35		7.9		4.7	15.8	
5/13/2009	8.9	11.4	6.6	9.8	4.85	15.8	4.6
5/14/2009	9.15		7.1		5.6	20.1	
5/15/2009	9.8		8.4		6.4	16.8	
5/16/2009	9.4		8.7	8.3	4.9	14	12.5
5/17/2009	8		9.3		4.8	10.9	
5/18/2009	5.2		6		4.7	11.2	
5/19/2009	7.55	8.8	7.7	8.45	2.95	11.7	4.5
5/20/2009	11.4		6		5.9	11.3	
5/21/2009	11.15		7.7		5.5	14.1	
5/22/2009	13.35		5.3	6.9	5.8	14.3	6.8
5/23/2009	6.2		5.2		4.5	12	
5/24/2009	15.45		3.4		3.5	10.2	
5/25/2009	9.55		9	7.5	5.15	10	8.5
5/26/2009	4		13.3		5.5	11.7	
5/27/2009	4.5		10.9				
5/28/2009	4.8	6.3	8.7	7.7			8.3
5/29/2009	8.95	8.4	4.8		5.8	9.7	
5/30/2009	10.9		7.2		7.7	4.3	
5/31/2009	8.15	8.5	4.5	4.45	6.55	5.3	10.1
6/1/2009	5		5.8		8.7	6.7	
6/2/2009	13.3		5.8		11.3	9.8	
6/3/2009	8.15	5.4	6.2	5.8	5.6	8.5	14.4
6/4/2009	8.05		6.8		6	4.9	
6/5/2009	9.1		7.3		7.9	3.8	
6/6/2009	10.6	9.6	7.9	3.55	5.15	2.9	7.6

6/7/2009	9.75		6.8		5.3	3.7	
6/8/2009	6.45		4.5		6.7	5	
6/9/2009	5.65	7.9	2.4	6.8	7.5	8.7	10.1
6/10/2009	7.65		3		9.1	6.3	
6/11/2009	5.7		5.2		10.6	6	
6/12/2009		11.3	9	7.25	7.35	6.6	11.5
6/13/2009			6.2		8.5	6.4	
6/14/2009			5.7		8.9	6.1	
6/15/2009		10.7	5.6	6.2	9.7	4.3	6.9
6/16/2009	4.65		6.7			3.2	
6/17/2009	5.55		5.9		11.8	7.2	
6/18/2009	6.65	17.1	5.7	4.75	12.8	12.5	4.3
6/19/2009	9.8		5.6		10.7	11.8	
6/20/2009	9.25		5.3		8.9	8	
6/21/2009	4.65	12.9	6	5.7	13.1	10.9	4.2
6/22/2009	3.6		8.5		18.5	11.9	
6/23/2009	5.25		6.7		10.9	13	
6/24/2009	6.75	16.2	6.2	8.6	8.35	12.7	6.9
6/25/2009	9.55		6.8		7.3	12.6	
6/26/2009	12.7		6.2		6.2	11.9	
6/27/2009	12.3		5.1	2.2	7.2	12.9	8.1
6/28/2009	8.45		2.7		7.9	15.6	
6/29/2009	13.65		5.2		10.5	14.6	
6/30/2009	15.85	5.1	4.5	6.55	10.8	14.7	7.15
7/1/2009	10.9		4.7		13.8	12.4	
7/2/2009	7.8		4		14.4	12.2	
7/3/2009	10	7.5	4.3	6	19	12.6	12.3
7/4/2009	7.3		3.8		16.4	13.1	
7/5/2009	7.1		5		9.1	11.2	
7/6/2009	9.85	10.2	5.8	4.35	7.2	10.1	4.6
7/7/2009	12.45		6.2		12.9	10.6	
7/8/2009	6.15		5.8		14.3	12.7	
7/9/2009	7.05	9.1	7	4.8	12.6	13.7	5.1
7/10/2009	10.3		4.5		16.7	12.9	
7/11/2009	9.25		5		12.3	12.4	
7/12/2009	9.25	5.8	5.7	5.85	10.05	13.8	3.95
7/13/2009	7.6		7.6		9.7	14	
7/14/2009	7.25		4.7		9.9	15.6	
7/15/2009	7.35	7.9	4.7	8	5.2		9.2
7/16/2009	20.55		4.1		8	14.5	
7/17/2009	17.65		5.7		9.8	11.6	
7/18/2009	15.5	3.5	6	14.25	14.2	10.9	5.3
7/19/2009	8.85		6.4		13.4	11.7	
7/20/2009	13.85		4.7		12.4	15.7	

7/21/2009	10.8	13.4	7	7.3	8.3	13.3	12.5
7/22/2009	9.85		8.7		6.9		
7/23/2009	8.95		5.2		8		
7/24/2009	6.6	10	10.8	6.75	7.75		6
7/25/2009	14.25		7.5		5.9		
7/26/2009	18.35		5.7		8.8		
7/27/2009	16.3	8.9	5.8	8.8	8.8	10	13.3
7/28/2009	18.45		5.2		5.4	8.5	
7/29/2009	21.15		4.8		9.1	8.3	
7/30/2009	12.3	10	6.3	7.15	19.5	8	23.9
7/31/2009	14.75		7		13	8.6	
8/1/2009	14.55		4.6		6.2	8.4	
8/2/2009	13.8	5.4	8.7	6.7	3.5	7.7	14.6
8/3/2009	14		8		4.6	7.4	
8/4/2009	20.65		8.1		7.3	8.3	
8/5/2009	23.6	7.7	8.2	7.1	6.9	9.4	16.1
8/6/2009	10.45		9.7		12	6.5	
8/7/2009	8	21	8.7		8.6	6	
8/8/2009	5.9		5	6.5	10.5	10.4	13.2
8/9/2009	8.25		5.6		13.7	16.7	
8/10/2009	13.3		6.2		17.2	14.7	
8/11/2009	12.15	10.1	6.7	8.95	12	13.1	6
8/12/2009	9.9		6.6		9.7	12.1	
8/13/2009	8.3		10.3		9.2	11.7	
8/14/2009	13.75	23.7	8.3	6.5	5.5	12.2	6.7
8/15/2009	15.1		9.3		4.5	15.8	
8/16/2009	22.65		10.1		6.3	19.9	
8/17/2009	29.1	11	10	11.65	5.55	17.8	11.75
8/18/2009	28		8.6		4.9	16.3	
8/19/2009	16.6		8.5		5.5	15.7	
8/20/2009	18.1	6.1	11.6	10	12.3	11.8	7
8/21/2009	17.4		11.1		9	15.7	
8/22/2009	11.8		11		5.3	11.4	
8/23/2009	9.65	3.7	9.4	4.9	4.95	11.7	8
8/24/2009	12.75		10		6.8	11.9	
8/25/2009	13.85		9.7		7.2	12.9	
8/26/2009	16.55	9.4	8	8.5	10.7	10.9	10.3
8/27/2009	6.65		8.2		12.5	12.5	
8/28/2009	5.8		9.7		9.9	12.6	
8/29/2009	5.8		9.2	9.9	9.2	14.3	8.2
8/30/2009	10.4		8.1		7.5	14.4	
8/31/2009	7.2		8.3		7.7	13.3	
9/1/2009	7.55		8.1	17.1	6	14.1	7.8
9/2/2009	8.75		10.6			13.6	

9/3/2009	10.1	15.1	10.8		6.3	13.5	
9/4/2009	14.95	18.4	10.9	11	10.7	12.5	11.4
9/5/2009	15.3		9.8		6.3	13	
9/6/2009	10.25		9.3		2.9	9.2	
9/7/2009	9.15	20.7	9.2	7.5	4	9.1	4.3
9/8/2009	13.4		10.9		5.8	11.3	
9/9/2009	8.2		11		5.7	14	
9/10/2009	5.15	19.7	11.5	8	4.6	13.9	8.1
9/11/2009	5.6		8.8		6.2	12.2	
9/12/2009	4.2		8.6		5.9	10.6	
9/13/2009	7.85	10.3	8.5	8	6	9.3	11.8
9/14/2009	6.7		9		6.1	6	
9/15/2009	8.2		7.7		8	6.8	
9/16/2009	5.9	6.4	8.1	6.95	5.85	10.4	7.1
9/17/2009	8.55		9		4.8	12.2	
9/18/2009	8.55		12.4		5.5	16.1	
9/19/2009	7.2	8.8	10.1	8.3	5.2	14.5	4
9/20/2009	6.2				4.3	9.2	
9/21/2009	10.7				4.8	9.5	
9/22/2009	7.5	15.5	4.3	5.6	4.5	13.6	15.25
9/23/2009	7.65		4.2		5.2	12.9	
9/24/2009	10.9		4.8		5	13.1	
9/25/2009	4.8	8.3	3.5	13.5	5.7	15.2	10
9/26/2009	6.4		6		4.5	18.2	
9/27/2009	4.7		6.5		3.3	14.1	
9/28/2009	8.1	4.2	8.5	11.25	4.55	13.8	8.3
9/29/2009	8.15		7.3		5.7	12.3	
9/30/2009	6.5		5.2		10.7	11.5	
10/1/2009	5.2		5	6.8	8.4	11.5	4.7
10/2/2009	6.35	5.5	6.7		9.9	12.7	
10/3/2009	7.45		7.7		6.7	11.3	
10/4/2009	12.5	3.8	3.5	12.2	5.55	7.8	6.1
10/5/2009	8.5		6.5		5.5	7.9	
10/6/2009	5.55		8.7		8.4	8.1	
10/7/2009	6.5		11.2	5.8	5.9	6.6	12.2
10/8/2009	5.8		12.6		5.5	10.9	
10/9/2009	12.3		8.3		7.1	10.3	
10/10/2009	16.1	5.4	8.7	9.9	3.1	9	8
10/11/2009	8.15		2.7		4.4	6.9	
10/12/2009	5.35		3.7		6	5	
10/13/2009	7.1	6.5	2.8	6.1	6.6	3.8	6.9
10/14/2009	7.25		3		4.9	5	
10/15/2009	6.15		3.4		5	6.8	
10/16/2009	7.45	12.8	4.5	7.75	7.05	11.5	11.9

10/17/2009	6.9		6.1		9.2	13.4	
10/18/2009	5		4.3		5.8	12.3	
10/19/2009	5.65	14.1	4	7.3	7.2	7.7	11.3
10/20/2009			4.8		5.4	6.5	
10/21/2009	5.4		5.2		4.5	9.9	
10/22/2009	8.3	5.5	4.8	8.6	5.6	13.1	10.1
10/23/2009	3.2		9.4		6.1		
10/24/2009	8.6		9.7		4	21.7	
10/25/2009	7.05	9.1	5.4	3	5.6		12.5
10/26/2009	7.5		6.5		9.3	11.9	
10/27/2009	6.45		9.4		5.6	13.2	
10/28/2009	6	22.5	21.1	4.4	4.55	6.5	15.95
10/29/2009	7.5		22.7		5.7		
10/30/2009	9.2		8.5		5.9	8.1	
10/31/2009	7.7		6	13.8	5.1	13.9	4.3
11/1/2009	5.65		3.1		3.7	17	
11/2/2009	4.75		1.7		5.9	16.8	
11/3/2009	8.6	7.3	3	16.5	6.95	20.2	8.6
11/4/2009	5.5		4		5.8		
11/5/2009	7.85		4.2		5.6	9.5	
11/6/2009	9.55	12.7	4.7	10.5	9	5.9	4.1
11/7/2009	9.85		3.4		7.8	7.9	
11/8/2009	13.85		3.7		4.9	20.7	
11/9/2009	19.7	11.8	3.5	12.6	6.85		7.55
11/10/2009	19.75		3.3		5.8	17.5	
11/11/2009	6.85		4		4	12.9	
11/12/2009	6.3	15.8	6	6.5	4.1	13.7	7.6
11/13/2009	7.3		7		4.9	10.2	
11/14/2009	11.1		8.3		7.5	12.6	
11/15/2009	8.55	6.2	8	6.45	9.2	12.8	4.9
11/16/2009	8.5		3.6		9.7	10.2	
11/17/2009	7		4.2		6.7		
11/18/2009	15.65	11.8	5.7	16.9	9.7	16.5	4.2
11/19/2009	14.45		3		7.7	18.5	
11/20/2009	7.3		5.5		6.5	23.3	
11/21/2009	13.8	26.7	3.5	11.7	7.8	16.8	3.4
11/22/2009	9.9		2.8		3	16.8	
11/23/2009	7.55		4.5		6.2	14.3	
11/24/2009	9.1	30	5.1	7.2	5.5	11.3	9.8
11/25/2009	6.45		4.1		4.1	9.6	
11/26/2009	10		4.2		4.1	10.8	
11/27/2009	6.05	9.3	8	17.6	8.4	11.4	7.7
11/28/2009	5.6		7.9		7.2	9.1	
11/29/2009	8.05		6.9		6.6	9.4	



11/30/2009	10.1	7.4	4.7	7.2	9.1	12.4	7
12/1/2009	5.9		2.4		8.5	9.6	
12/2/2009	12.9		5.7		4.6	11	
12/3/2009	4.55	7.8	5.5	6.95	7.95	21.8	27.2
12/4/2009	8.5		7		10.4	24	
12/5/2009	9.1		7.7		5.7	12.5	
12/6/2009	12.3	15	7.8	4.8	7.2	5.9	3.9
12/7/2009	16.9		7.3		9.1	4.4	
12/8/2009	16.5		11.3		9.2	6	
12/9/2009	8.85	6.6	12		4.4	11.1	18.2
12/10/2009	7.6		8.6		6.8	14.7	
12/11/2009	7.35		6.5		7.9	17.3	
12/12/2009	10.5		7.4		6.1	3.6	23.9
12/13/2009	13.8		6.7		3.8	6.4	
12/14/2009	9.1		7.1		6.7	8.8	
12/15/2009	13.05	10.4	8.9	14.9	4.55	10.6	11.9
12/16/2009	5.8		20.8		6.8	16	
12/17/2009	6.5		10.6		6.2	14.4	
12/18/2009	7.75	26	6.8		3.7	17.9	12.3
12/19/2009	9.35		5.7		4.2		
12/20/2009	4.55		6.5		5	9.5	
12/21/2009	4.95		9	16.35	7.9	12.3	4.2
12/22/2009	7.5		6		8.8	6.4	
12/23/2009	8.35		5.2		4.8	10.4	
12/24/2009	12.8	12.7	5.9	6.7	6.5	19.5	12.7
12/25/2009	15.6		2.8		3.4	28.8	
12/26/2009	7.2		6.9		10.5	26	
12/27/2009	6.8	5.2	11	14	8.55	22.8	17.6
12/28/2009	11.1		10.1		8.7	14.3	
12/29/2009	9		10.5		6.7	13.1	
12/30/2009	8.45	22	4.2		6.5	12.4	6.1
12/31/2009	19.5		16.8		7	17.7	
1/1/2010	26.85		27.6		13.70	22.5	
1/2/2010	7.55	11	7.2	17.05	5.45	13.1	
1/3/2010	5.5		11.9		6.6	7.2	
1/4/2010	5.5		9.3		7.2	8.7	
1/5/2010	6.2	19.2	6.4	18.5	9.5	11.7	
1/6/2010	5.9		4.8		8.5	16	
1/7/2010	7.85		8.4		10.3	20.3	
1/8/2010	10.05	8	7.4	8.2	11.6	13.2	
1/9/2010	8.3		16.7		7.6	9.7	
1/10/2010	8.6		11.2		13.7	14.6	
1/11/2010	16.45	22	11.5	14	11.8		
1/12/2010	10.65		10.3		14.2		

1/13/2010	8.85		9.1		10.9	
1/14/2010	16.3	25.9	8.1	2.15	11.45	
1/15/2010	23.4		6.7		6.8	
1/16/2010	13.25		6.2		5.5	
1/17/2010	13.3	17.7	6.2	14.8	4.4	
1/18/2010	5.85		3.5		6.1	
1/19/2010	16.65		4.7		10.1	
1/20/2010	13.4		4.5	7.1	12.8	9.4
1/21/2010	11.95		11.2		7	6
1/22/2010	10.95		14.9		7.3	5.1
1/23/2010	10.65		29.9		9.5	9.3
1/24/2010	15.55		18.2		8.8	12.3
1/25/2010	5.55		22.3		9.2	14.8
1/26/2010	5.65	9.2	6	7.6	7.7	22.8
1/27/2010	9.3		6.1		7.3	12.1
1/28/2010	13.4		5		7.1	17.9
1/29/2010	5.6		11.5	5.9	7	23.7
1/30/2010	9.5		7		5.4	25.3
1/31/2010	8.6		4.7		6.8	21.3
2/1/2010	8.9		6.4	8.4	6.1	22.7
2/2/2010	10		11.5		6.7	18.8
2/3/2010	20		9		0	14.5
2/4/2010	10.35		5.4	8.2	5.2	12.2
2/5/2010	9.55		6.7		4.9	10
2/6/2010	7.4	3.8	11.6		4.5	3.6
2/7/2010	5.5	8.2	10.5	4.6	8.75	7
2/8/2010	4.7	18.3	5.5		10.9	8.5
2/9/2010	6.75		7.4		7.4	7.8
2/10/2010	8.1	7	8.3	4.8	6	
2/11/2010	6.15		7.3		9.1	10.3
2/12/2010	7.6		6.9		8.1	
2/13/2010	10.3	19	8.2	12.6	6.7	
2/14/2010	7.85		6.7		8.6	15.5
2/15/2010	9		5.5	6.25	9.2	12.4
2/16/2010	13.15		7.1	10.4	7.6	
2/17/2010	10.85		9.2		5.8	
2/18/2010	7.2		6.3		10	18.5
2/19/2010	6.1	22	5.3	8.3	8.85	6.9
2/20/2010	8.35		4.5		8.4	2.9
2/21/2010	5.8		4.2		7.7	3.2
2/22/2010	4.35	9.4	5.3	2.8	4.1	6
2/23/2010	5.3		7.9		5.3	8.2
2/24/2010	6.35		14.4		6.6	7.9
2/25/2010	5.85	10.3	12.3	5.75	9.7	6.7

2/26/2010	7.3		6.1		8	8.5
2/27/2010	12.2		7.5		10	4.8
2/28/2010	19.2	7.4	9.7	2.6	9.5	6.9
3/1/2010	3.8		12.2		9.5	8.4
3/2/2010	4.7		10.5		7.5	7.3
3/3/2010	5.2	12.5	6.9	3.25	7.45	5.5
3/4/2010	4.7		6.2		8.7	4.8
3/5/2010	6.5		8.4		13.1	6.2
3/6/2010	9.6	26.6	15.7	4.3	10.9	6.7
3/7/2010	10.4		9.9		7.3	4.7
3/8/2010	11.85		10.8		9.4	7.1
3/9/2010	7.5	33.6	8.2	3.1	9.15	5.4
3/10/2010	7.55		9.7		4.8	8.5
3/11/2010	9.55		9.3		5.7	10.9
3/12/2010	4.85	8		6.4	7.7	9.5
3/13/2010	7.25		6.9		6.7	8.7
3/14/2010	5.85		5.2		5.4	8.7
3/15/2010	5.9	4.5	6.3	5.15	7.2	8.2
3/16/2010	7.25		6.5		9.5	7.1
3/17/2010	10.7		13.6		11.3	7.3
3/18/2010	9.25		8	8.5	9.3	14.3
3/19/2010	14.95		9.9		10.8	16.7
3/20/2010	15.9		10.6		8.6	
3/21/2010	6.75	5.3	8.2	7.4	7.75	
3/22/2010	14.35		8.9		6.5	
3/23/2010	4.75		9.8		8	
3/24/2010	5.55		6.2	7.4	11.4	10.6
3/25/2010	9.3		7.2		7.5	9.6
3/26/2010	7.25		5.9		8	9.7
3/27/2010	6.05	14	5.5	6.3	7.7	10.7
3/28/2010	6.55		6.4		7.9	5.4
3/29/2010	6.85		7.4		7.7	
3/30/2010	4.75	14.1		6.5	8.9	
3/31/2010	6.2				10.4	6.6
4/1/2010	4.1				11.3	3.2
4/2/2010	7.8	12.6		4.05	10.8	6.2
4/3/2010	7.45		4.7		7.5	7.8
4/4/2010	6.8		5		5.5	9.2
4/5/2010	7.7	11.4	8	4.4	5.5	5.9
4/6/2010	13.45		8.2		5.7	9.2
4/7/2010	15.1				5.3	8.2
4/8/2010	9.6	5.9		6.35	6	8.7
4/9/2010	13				8	15.3
4/10/2010	5.2				9.7	13.7

4/11/2010	9.75			5.3	8.2	11.3
4/12/2010	7.95				6.2	7.7
4/13/2010	6.3				5.9	8.2
4/14/2010	8.35	16.8		7.15	6.65	
4/15/2010	6.35				9	11.3
4/16/2010	4.95				7	9.5
4/17/2010	3.55	5.1		7.7	5.7	11.2
4/18/2010	7.6				6	13.7
4/19/2010	6.35		9.6		8.2	10.9
4/20/2010	8.9	15.5	5.5	7.05	11	7.5
4/21/2010	10.35		3.9		7.1	6
4/22/2010	13.1				12.9	5.6
4/23/2010	9.7	14		4.4	12.7	
4/24/2010	5.6				8.6	9.2
4/25/2010	7.2				9.5	11.2
4/26/2010	6.65			8.2	7.65	15.4
4/27/2010	6.25				8.5	13.6
4/28/2010	4.85				9.8	6.1
4/29/2010	5.85				9.6	7.4
4/30/2010	7.95		6.9		6.3	10.2
5/1/2010	10.55		9.5		7.6	12.3
5/2/2010	22.85		14.3	5.7	9.1	8.9
5/3/2010	11.8		17.3		8.3	12.7
5/4/2010	8.2		8.7		6.2	13.9
5/5/2010	9.9	7.1	13.2	6.2	9.2	
5/6/2010	10.2	6.1	8.2		12.4	
5/7/2010	7.5		8.3		11.8	18.3
5/8/2010	12.2	8.3	10.7	7.75	8.85	13.5
5/9/2010	4.6	11.2	9.1		13.1	6.8
5/10/2010	5.65		9.8		13	5.8
5/11/2010	6.5		10.3	2.9	10.3	6.7
5/12/2010	9.55		9.7		7.9	8.1
5/13/2010	8.5		9.8		7.9	13.4
5/14/2010	16.25	4.8	9.2	4.2	6.85	12.7
5/15/2010	10.95		7.9		6.9	12.9
5/16/2010	7.45		7.2		7.3	9.7
5/17/2010	7.45	6.9	10.5	6.2	5.4	8.1
5/18/2010	7.4	7.4	11.3		6.2	3.1
5/19/2010	3.8		7.5		6.5	
5/20/2010	9.95	14.2	5.5	5.95	5.8	8.6
5/21/2010	9.5		7.9		5.3	14.9
5/22/2010	9.35		11.2		4.5	
5/23/2010	9.9	12		3.5	2.8	
5/24/2010	11.75				5.2	

5/25/2010	13.95		9.5		5.8	
5/26/2010	17.1	23	11.9	3.95	8.4	
5/27/2010	9.05		11		10.6	
5/28/2010	8		13.5		11.1	
5/29/2010	12.55	15.9	10.2	2.5	10	9.3
5/30/2010	13.15		9.1		6.8	10.9
5/31/2010	60.35		9.6		6.3	11.4
6/1/2010	17.85	16.9		5.3	5.55	12.2
6/2/2010	19.25				5.7	8.5
6/3/2010	15.55				5.4	11
6/4/2010	12.5	11	12	5.7	7.5	13.2
6/5/2010	21.25		11.4		11.2	9.4
6/6/2010	13.05		11.6		13.6	7.4
6/7/2010	5.85		11.7	4.15	13.15	7.3
6/8/2010	5.45		14.3		15.2	7.5
6/9/2010	6.1		16.3		10.7	7.4
6/10/2010	3.95	7.8	14.3	5.8	9.8	6
6/11/2010	7.75		15.6		9.8	13.5
6/12/2010	11.9		15		7.9	10.2
6/13/2010	7.35	12.5	14.4	1.65	11.9	13.6
6/14/2010	8.4	14.9	10.2		9.2	13.2
6/15/2010	10.3		11.7		7.4	13.1
6/16/2010	12.25			5.8	6	
6/17/2010	9.15				6.9	15.8
6/18/2010	18.65		13.7		8.1	
6/19/2010	13.45	6.7	12.2	4.75	4.3	11.7
6/20/2010	17.2		12.2		3.4	
6/21/2010	11.95		11.5		5.8	10.1
6/22/2010	12.25	10.6	12.7	7.3	4.6	11.1
6/23/2010	11.5		14.4		6.1	9.5
6/24/2010	13.7		13.7		5.5	10.3
6/25/2010	9.45	14.1	11.7	7.05	7.6	10.5
6/26/2010	8.75		11.2		10	5.3
6/27/2010	20.65		11.7		6.9	6.5
6/28/2010	19.15		18.9	6.2	8.5	6.2
6/29/2010	10.45		13.5		7.8	6.1
6/30/2010	6.2		12.3		5.8	8.5
7/1/2010	5.75	7.7	12.5	4.75	5.65	10.5
7/2/2010	6.45		13.6		6.5	
7/3/2010	9.45		14.6		5.5	10.7
7/4/2010	15.25	15	15.3	22.3	7.8	14
7/5/2010	20.9		11.7		12	8.3
7/6/2010	22.95		11.9		7.8	7.2
7/7/2010	25.65	13.7	12.3	6.4	6.05	6.5

7/8/2010	13.85		12		8.5	7.3
7/9/2010	6.8		10.7		6.4	9.2
7/10/2010	6		13	7	6	8.7
7/11/2010	7.75		14.4		6.7	8.9
7/12/2010	13.15		14.2		7.7	9.1
7/13/2010	12.35	11.6	13	5	8.25	9.5
7/14/2010	6.25		13.8		7.1	11.1
7/15/2010	5.75		11.7		9.8	13.8
7/16/2010	16.4			6.6	7.2	16.8
7/17/2010	20.5				6.5	14.1
7/18/2010	11				7.7	12.2
7/19/2010	9.35			6.95	10.4	10
7/20/2010	9.55		7.6		10.8	6.2
7/21/2010	18.25		10.2		13.7	6.3
7/22/2010	7.8	15.6	8.5	6	8.1	7.7
7/23/2010	8.65	7.5	7		5.5	7.7
7/24/2010	20.4		9.7		5.2	9
7/25/2010	10.4		8	6.85	6.05	8.6
7/26/2010	9.8		6.6		9.2	8.2
7/27/2010	11		8.1		10.3	7.3
7/28/2010	15	13.5	6.7	6.8	8.9	7.7
7/29/2010	16.6		7.5		9	7.6
7/30/2010	14.6		9.7		8.7	10.2
7/31/2010	7.8	17.4	9.2	7	7.5	9.6
8/1/2010	8.35	25.7	7.7		5.9	9.3
8/2/2010	8.5		8.6		5.3	9.9
8/3/2010	10.4	13.5	7.1	4.3	7.5	10.1
8/4/2010	17.25		8		5.1	9
8/5/2010	21.05		7.8		5.1	10.2
8/6/2010	14.95	18.3	8.2	6.05	5.6	8.8
8/7/2010	9		8		5.7	6.2
8/8/2010	9.55		7.7		5.3	6.4
8/9/2010	17.7	11.3	9.4	5.8	4.7	7.5
8/10/2010	17.75		8.8		5.5	6.9
8/11/2010	13.15		9		6.9	6.8
8/12/2010	11.45	12.7	8.2	5	6.85	7.8
8/13/2010	4.75		7.5		6.7	8
8/14/2010	7.6		7.8		5.5	8
8/15/2010	7.1		6.5		6.2	
8/16/2010	9.25		5.8		8.4	9.7
8/17/2010	13.7		7.7		4.9	12.9
8/18/2010	12.35	12.7	6.7	5.75	5.65	10.7
8/19/2010	16.2		8.9		6.5	
8/20/2010	11.85		7.8		8.4	11.8

8/21/2010	14.5	12.1	9.7	6	6.1	10.1
8/22/2010	7.45	6.8	8.6		5.4	10.9
8/23/2010	8.35		11.7		7.9	16.2
8/24/2010	6.05	13.9	6.8	9.05	12.9	17.8
8/25/2010	5.7		6.8		9.9	17.2
8/26/2010	7.95		6.8		8.5	14.7
8/27/2010	7.15	9.7	7.5	6	12.3	13.2
8/28/2010	10.6		7.7		4	11.3
8/29/2010	14		8.2		2.9	10
8/30/2010	15.1		8.3	4.3	6.8	10.7
8/31/2010	23.35	9.3	7.5		6	11.6
9/1/2010	24.65		6.9		7.5	11.6
9/2/2010	29.15		5	10.5	8.5	14.3
9/3/2010	15.9		7.2		7.5	16
9/4/2010	9.3		6.9		6.5	11.3
9/5/2010	6.15		6.8	5.35	6.3	10.7
9/6/2010	7.15		8.3		5.3	12.5
9/7/2010	11.85		7.6		7.3	9.9
9/8/2010	11.45		7.2	7.5	7.1	7.8
9/9/2010	5.75		7.2		5.6	5.1
9/10/2010	5.45		10		5	7.6
9/11/2010	4.6		8.5	9.05	4.5	10.7
9/12/2010	4.55		7.8		4.6	12
9/13/2010	5.35		8.6		10.2	9.9
9/14/2010	7.95	12.7	7.2	5	9.4	9.8
9/15/2010	5.55	10.3	8.5		6.7	8.7
9/16/2010	5.6		8.9		5.7	11.1
9/17/2010	7.85	12.1	8.9	8.15	7.15	9.3
9/18/2010	8.85		7.2		5.6	9.8
9/19/2010	10.45		8.1		6.3	10.6
9/20/2010	7.25		9.5	4.6	7.8	8.3
9/21/2010	5.95		9.5		6.3	7.2
9/22/2010	12.45		8.4		6.5	8.7
9/23/2010	7.55	13.3	7.9	8.85	5.5	11.5
9/24/2010	17.8		8.5		5.9	14.2
9/25/2010	23.5		10		4.9	15.7
9/26/2010	7.6	3.8	11.2	11.15	4	16.8
9/27/2010	6.75	9.3	10.1		3.7	18.4
9/28/2010	7.4		9		4.4	15.6
9/29/2010	10.45	12.6	7.7	6	4.75	13.9
9/30/2010	10.25		7.4		4.8	12.5
10/1/2010	8.45		10.5		10.2	12.3
10/2/2010	7.25		7.9	12	12.3	
10/3/2010	5.2		8.2		11.3	8.6

10/4/2010	5.15		13		9.9	6.5
10/5/2010	4.75	16.3	12.7	3.45	10.3	6.9
10/6/2010	6.4		14.1		7.8	6.9
10/7/2010	7.55		10.9		7.8	8.7
10/8/2010	7.65	10	10.2	6.8	9.1	9.8
10/9/2010	9.05	16.5	10.8		8.8	13.3
10/10/2010	6.6		8.4		8.6	14.2
10/11/2010	7.85	17.6	9.7	8.55	10.55	14
10/12/2010	7.9		9.1		8.9	16.6
10/13/2010	7.45		14.8		5.5	16.6
10/14/2010	8.35	9.1		13.6	8.2	8.6
10/15/2010	4.15				11	7.6
10/16/2010	6.4				8.5	5.6
10/17/2010	7.95	7.3		8.7	7.4	6.3
10/18/2010	7.85				8.8	6.3
10/19/2010	9.85		13.5		8.1	4.6
10/20/2010	11.55	7.6	10.4	4.7	8.9	4.6
10/21/2010	13.5		11.7		9.5	6.6
10/22/2010	6.45		11.7		10.3	7.5
10/23/2010	11.3	12.4	9.7	5.2	9.35	
10/24/2010	6.95		10		5.7	
10/25/2010	16.75		9.3		6.7	
10/26/2010	9.85		9.8	3	5.3	10.7
10/27/2010	8.9		10.8		6.4	
10/28/2010	8.4				6.3	8.4
10/29/2010	7.1	10.3		10.95	8.15	12.2
10/30/2010	6.85				9	4.7
10/31/2010	7.25				6.6	5.7
11/1/2010	4.4	9.4		7.5	6.5	14.8
11/2/2010	7.15				7	10.5
11/3/2010	9.1				4.6	10.4
11/4/2010	7.1	4.7		9.75	4	11.1
11/5/2010	8.6		9.3		7.5	11.6
11/6/2010	8.7				7.1	7.2
11/7/2010	7.85	14.1		3.6	5.8	5.4
11/8/2010	4.75				7.4	6.4
11/9/2010	4.95		10		10.4	9
11/10/2010	6	8.8	10.1	4.9	13	9
11/11/2010	8.25		10		9	7.2
11/12/2010			10.3		5.7	6.6
11/13/2010	15.4		12.2	4.2	6.6	11.4
11/14/2010	13.5		10.5		6	9.7
11/15/2010	12.35		11.8		7.1	11.4
11/16/2010	11.8	20	13.9	5.4	4.05	13.2



11/17/2010	5.05		13		8.3	15.6	
11/18/2010	7.05				9.3	21.5	
11/19/2010	8.65	17.1		8.5	6.4	8.7	
11/20/2010	12.8	11.5			5.7	3.8	
11/21/2010	4.15				5.6	7.2	
11/22/2010	10	12.9		3.55	5.55	12.3	
11/23/2010	18.15		10.6		5.7	5.8	
11/24/2010	5.55		8.4		5.5	8.4	
11/25/2010	5.4	6.8	9.7	8	3.6	14	
11/26/2010	9.75		11.7		3	12.6	
11/27/2010	10.05		9.7		4.2	9.2	
11/28/2010	5.8	13.5	7.2	1.3	4.95	6.5	
11/29/2010	8.25		10.3		5	10.5	
11/30/2010	9.55		12.1		3.7	9.1	
12/1/2010	7	6.8	10.8	24.5	5.4	11.1	
12/2/2010	8.6		9.5		8.5	29.7	
12/3/2010	8.45		12.3		8.2	26.2	
12/4/2010	8.7	17.3	12	20.55	7.9	24.3	
12/5/2010	7.15		10.5		6.7	18.9	
12/6/2010	4.05		12.9		9.8	11.7	
12/7/2010	4.4	9.5	12.5	10.8	9.7	16	
12/8/2010	5.85		14.1		10.8	18.6	
12/9/2010	7		11.5		11.6	18.5	
12/10/2010	10.9	25.2	8	21.6	9.75	19.6	
12/11/2010	22.8		9.3		9.3	20	
12/12/2010	13.05		8.2		6.7	8.7	
12/13/2010	6.2	5.8	12.6	14.5	5.7	10.8	
12/14/2010	5.2		17.3		8.7	16.6	
12/15/2010			12.1		10.5	10.2	
12/16/2010		17	13.1	3.75	12.1	7.7	
12/17/2010			14.4		9.4	9.7	
12/18/2010	17.95		11		3.8	2.6	
12/19/2010	21.3	17.9	8.8	2.5	6.8	2.6	
12/20/2010	14.1		8.4		9.9	2.1	
12/21/2010	7.1		8.5		9.3	1.5	
12/22/2010	8.75	16.3	10.8	2.25	9.05	4	
12/23/2010	7.55		10.9		12.4	8.5	
12/24/2010	7.45		10		8.6	20.8	
12/25/2010	11.8	6.7	13.9	27.6	7.6		
12/26/2010	9.65		9.9		7.3		
12/27/2010	3.9		12		7.2	12.4	
12/28/2010	4.95	24.7	14.9	5	11.45	12.4	5.8
12/29/2010	10.25		14.5		11.5	6.1	6.2
12/30/2010	16.6		10.2		5.1	7.2	10.3

12/31/2010	24.55	27.8		6.2	15.6	16.4
1/1/2011	26.2	27.7			14.2	18
1/2/2011	20.6	8.1			7.4	16.5
1/3/2011	6.25	9	3.9		5.2	24.4
1/4/2011	13.9	9.5			7.8	28.8
1/5/2011	12.25	11.7			7.8	17.8
1/6/2011	8.7	10.3	16.9		9.7	8.3
1/7/2011	12.55	11.3			13.9	6.1
1/8/2011	10.75	13.7			11.8	6.4
1/9/2011	6.85	14	15.2		12.1	5.9
1/10/2011	6.2	14.2			15.8	7.8
1/11/2011	10.2	16.4			9.4	7
1/12/2011	4.5	14.2	8.8		12.5	7.9
1/13/2011	5.7	12			12.3	6.2
1/14/2011	10.15	15.7			12.7	4.6
1/15/2011	13.65	14.8	7.45		11.5	7.7
1/16/2011	16.45	13.1			10.7	3.6
1/17/2011	10.3				16.5	4.3
1/18/2011	14.8		7.1		16.5	8.4
1/19/2011	9.95	10.7			17.7	10.3
1/20/2011	12.8	12.7			13.7	13.8
1/21/2011	15.9	16.2	14.55		8.8	7
1/22/2011	11.35	14.9			16.6	11.2
1/23/2011	14.9	15				12.5
1/24/2011	11.8	12.4	8.7		8.8	11.1
1/25/2011	29.65	14			13.1	6.1
1/26/2011	38.7	10.7			9.7	15.3
1/27/2011	13.45	10.5	10.25		8.1	
1/28/2011	23.75	11.8			8.8	
1/29/2011	28.95	12.2			9.4	
1/30/2011	19		4.6		5.3	
1/31/2011	11.1				7.5	
2/1/2011	14.15	14.7			9	
2/2/2011	8.05	13.8	2.75		4.7	19.5
2/3/2011	14.15	13			5.1	12.6
2/4/2011	13.5	18.2			10.2	6
2/5/2011	22.35	20.8	7.6		14.8	6.5
2/6/2011	11.55	14.1			15.6	6
2/7/2011	18.65	13.3			8.7	7.6
2/8/2011	13.25	16.8	3.55		13.7	7.5
2/9/2011	10.3	13.8			9.9	13.2
2/10/2011	12.85	16.5			6.6	13.2
2/11/2011	16.4	11.2	9		8.3	21.2
2/12/2011	18.95	13.9			9.3	13

2/13/2011	12.5	20.2		11.7	8
2/14/2011	11.35	17.6	10.95	15.4	10.6
2/15/2011	6.8	19.8		7.4	7.5
2/16/2011	9.2	16.3		4.4	6.7
2/17/2011	22.2	16.3	2.4	6	7
2/18/2011	21.6	13.8		6.6	12.6
2/19/2011	7.8	17.2		2.8	7.6
2/20/2011	9.85	16.2	2.1	4.9	14.3
2/21/2011	9	18.9		6.9	14.5
2/22/2011	8.1	21.1		6.4	6.8
2/23/2011	9.5	13.8	5.3	8.9	6.8
2/24/2011	17.1	10.7		6.4	8.1
2/25/2011	11.7	13.7		2.6	7.4
2/26/2011	11.3	15.2	1.95	2.6	8.9
2/27/2011	11.15	13.5		5.4	6.2
2/28/2011	16.2	14.5		10	7.2
3/1/2011	9.5	11.9	6		8.7
3/2/2011	9.95	10.6		8.9	9.6
3/3/2011	9	15		6	7.1
3/4/2011	10.5	13.5	5	11.7	13.4
3/5/2011	7.3	12.5		13.4	7.3
3/6/2011	6.65	12.4		10.8	9.7
3/7/2011	5.65	18.4	3.6	7.3	14.3
3/8/2011	6.7	12.2		12.4	8.6
3/9/2011	6.3	11.1			7.6
3/10/2011	10.4	14.8	6.6	11.9	5.5
3/11/2011	8.35	13.3		15.4	6.7
3/12/2011	10.05	11.5		9.9	5.7
3/13/2011	12.3	12	5.8	13.5	
3/14/2011	4.75	13.7		11.4	
3/15/2011	6.9	14		10.9	8
3/16/2011	10.65	12.7	5.7	11.2	6.4
3/17/2011	10.15	11.2		12.8	8.9
3/18/2011	10.6	11.5		13.3	7.2
3/19/2011	6.65	16.1	6.9	7.6	9.9
3/20/2011	5.9	26		10.9	8.8
3/21/2011	6.15	14.5		3.7	9.1
3/22/2011	8.8	14	3	5.9	7.3
3/23/2011	7.45	10.7		6.1	8.7
3/24/2011	8.5	21.5		8	7.8
3/25/2011	9.4	13.2	3.2	7.7	7.3
3/26/2011	9.5	13.1		7.4	7.2
3/27/2011	6.55	14		3.2	5.6
3/28/2011	4.65		5.95	5.3	6.9

3/29/2011	6.15	14.1		9.8	7.3
3/30/2011	5.65	13.7		16.2	4.3
3/31/2011	6.25	12.7	5.4	15.2	4.2
4/1/2011	6	14		14.5	8.5
4/2/2011	10.6	14.3		10.4	5.9
4/3/2011	7.45	12.3	4.65	7.1	6.8
4/4/2011	11.8	13.1		11.4	7.1
4/5/2011	11.45	12.4		12.3	5.8
4/6/2011	6.35	11.2	4.3	12.8	6.8
4/7/2011	6.2	11.7		8.4	11.2
4/8/2011	7.4	12.7		3	14.3
4/9/2011	11.05	14.9	2.3	4.5	8.4
4/10/2011	9.15			9.6	6.3
4/11/2011	12.45	14.3		10.5	5.6
4/12/2011	6.4	14.3	9	13.5	9.3
4/13/2011	5.5	13.9		10.1	8.1
4/14/2011	6.4	11.6		11.5	5.9
4/15/2011	3.4	9	16	19.5	8.9
4/16/2011	6.9	10.5		17.1	7.4
4/17/2011	9.45	12		12.2	6.8
4/18/2011	8.1	10.7	6.9	5	7.3
4/19/2011	7.25	12.7			8.5
4/20/2011	9.1	11.5		2.9	8.7
4/21/2011	7.75	18.6	4.65	5.7	6.8
4/22/2011	5.65	14.1		6.6	9.9
4/23/2011	8.05	14.1		8.3	12
4/24/2011	11.6	11.9	6.3	4.1	8.8
4/25/2011	13.6	12.6		5.9	5.9
4/26/2011	17.8	12.2		9.9	4.9
4/27/2011	10.85	11.5	3.4	12.5	
4/28/2011	6	11.3		13.3	
4/29/2011	8.95	13.4		12.6	
4/30/2011	5.95	15.5	2.4	12.2	
5/1/2011	4.7	12.7		5	10.7
5/2/2011	6.9			5	9.3
5/3/2011	7.95	17	6.2	8.2	6.8
5/4/2011	11.35	16.6		14.7	9.8
5/5/2011	4.6	15.9		16.8	7.8
5/6/2011	8.8	15.2	9.3	17.1	6.2
5/7/2011	14.5	14.4		11.8	5.6
5/8/2011	11.85	14.2			6
5/9/2011	5	16	2.6	5.9	9.4
5/10/2011	3.5	15.3		9.7	8.5
5/11/2011	3.95	13.5		13.5	7.9

5/12/2011	4.05	13	4.1	12.1	8.1
5/13/2011	7.05	13.9		12.2	11
5/14/2011	5.35	13.7		8.9	10.2
5/15/2011	6	11.1	4	5.1	7.7
5/16/2011	3	11.3		4.1	8.2
5/17/2011	4	11.4		5	10.3
5/18/2011	4.85	9.2	2.8	6.2	
5/19/2011	6.15			9	7.1
5/20/2011	7.9			11.2	7.3
5/21/2011	7		4.75	13.1	5.1
5/22/2011	5.15			10.1	3.9
5/23/2011	7.25			9.6	5.9
5/24/2011	13.15		7.4	10.1	4.6
5/25/2011	7.25			12.2	5.3
5/26/2011	15.6			8	2.4
5/27/2011	17.8		5.6	10.5	1.7
5/28/2011	13.8	8		11.3	2.3
5/29/2011	10.2	6.6		7.8	3.1
5/30/2011	16.8	7.1	2.8	10.2	2.1
5/31/2011	10.5	5.2		8.3	4.4
6/1/2011	16.05	8.1		6.3	4.4
6/2/2011	8.55	8.2	4	8.1	3.8
6/3/2011	6.45			9.1	6
6/4/2011	4			8.4	7.1
6/5/2011	5.8		6.2	5.7	7.6
6/6/2011	7.75			4.1	9.7
6/7/2011	15.35	6.9		11.6	6.2
6/8/2011	23.3	8.4	6.45	8.3	6.9
6/9/2011	16.65	8.2		8.2	4
6/10/2011	10.15	6.5		7.5	4.7
6/11/2011	6	5	7.4	6.5	5.2
6/12/2011	4.45	5.5		5.1	4.7
6/13/2011	4.85	6.9		4.9	2.3
6/14/2011	5	7	6.6	8.7	1.8
6/15/2011	6.15	7.1		6.9	2.8
6/16/2011	7.2	6		4.7	5.5
6/17/2011	7.65	8.5	7.4		5.4
6/18/2011	13.7	5.4		9	2.5
6/19/2011	8.75	6.1		6.3	2.6
6/20/2011	9.1	5.7	3.65	7	4.5
6/21/2011	10.1	4		7.9	8.6
6/22/2011	19.3	3.8		7.4	3.9
6/23/2011	4.7	2.7	6.8	8	1.8
6/24/2011	4.15	5.7		9.1	3.1

6/25/2011	4.5	6		7.4	3.9
6/26/2011	13	4	5.5	10.8	4.3
6/27/2011	7.55	5.7		13.5	10
6/28/2011	20.9	5.2		12	7.4
6/29/2011	12.9	4.9	4.6	7.5	1.8
6/30/2011	7.95	5.2		6.8	2.1
7/1/2011	9.2	3.9		11.4	4
7/2/2011	12.4	4.9	8.45	14.9	5.5
7/3/2011	19.3	5		12.3	3.3
7/4/2011	17.4	4.8		16.9	8
7/5/2011	16.4	5.1	16.1	11.1	10.1
7/6/2011	15.75	4.7		8.8	4
7/7/2011	12.6	7.2		11.2	2.3
7/8/2011	15	7.3	5.25	11.1	3.2
7/9/2011	11.9	6.3		11.4	3.8
7/10/2011	8.5	4.7		11.8	5.1
7/11/2011	18.05	4.2	5.8	10.7	6.3
7/12/2011	19.7	4.5		7.8	4.3
7/13/2011	12.6	5.3		7.1	3.3
7/14/2011	6.75	4.3	5.6		3.5
7/15/2011	9.45	4.2		7.5	3.4
7/16/2011	12.4	3.7		6.1	2.3
7/17/2011	13.8	5.4	5.2	7.8	5.3
7/18/2011	17.3	7.3		9.1	5.6
7/19/2011	15.1	7.1		8.3	5.7
7/20/2011	19.05	5.2	3.9	10.2	3.2
7/21/2011		4.9		10.4	3
7/22/2011	20.95	5.8		8.3	5.2
7/23/2011	12.7	5.8	8	6.1	5.7
7/24/2011	13.15	5.7		7.2	6.8
7/25/2011	6.75	5.8		10.3	6.6
7/26/2011	11.35		6.55	10	3.4
7/27/2011	7.15	5.5		8	4.9
7/28/2011	7.75	4.7		8.8	5.2
7/29/2011	12.65	5	5.9	8.2	6.2
7/30/2011	10.7	5		9.3	6.2
7/31/2011	9.1	8.1		11.9	2.4
8/1/2011	11.65	6.9	4.55	10.1	6.1
8/2/2011	12.8	6.8		9.6	6.9
8/3/2011	8.5	6.8		10.7	6
8/4/2011	6.55	7.4	2.9	10.8	6
8/5/2011	5.65	7.3		9.5	5
8/6/2011	11.85	7.1		10.1	5.8
8/7/2011	8.7	6.5	4.45	9.3	8.1

8/8/2011	13.25	5.7		10.4	5.8
8/9/2011	7.35	4.8		11.1	6.7
8/10/2011	6.1	6.5	5.1	9.2	6.3
8/11/2011	6.25			9	6.4
8/12/2011	8.05			9.4	
8/13/2011	11.15		6.25	10.7	4.6
8/14/2011	8.75			12.3	3.2
8/15/2011	5			12.5	4.8
8/16/2011	8		3	14	6
8/17/2011	10			13.6	6.7
8/18/2011	13.75			14.2	6.5
8/19/2011	14.45		10.75	11.8	7.9
8/20/2011	9.45			10.6	11.2
8/21/2011	13.75			8.6	13.2
8/22/2011	7.9		6.7	10.1	2.9
8/23/2011	6.6			9.8	4.1
8/24/2011	7.8			9.9	9.7
8/25/2011	12.2	5.3	8.3	9.7	9.3
8/26/2011	10	3.7		10.1	8.8
8/27/2011	9.55	3		11.8	8.7
8/28/2011	5.75	4.9	8.3	10.1	8.5
8/29/2011	5.25	6		11.3	5.3
8/30/2011	7.5	6.3		12.9	5
8/31/2011	10.95	5.1	4.25	10.9	7
9/1/2011	9.15	7.3		11	7.8
9/2/2011	8.15	5.8		12.9	6.9
9/3/2011	15	5.8	6	14.8	8.2
9/4/2011	16.8	4.5		14.5	10.5
9/5/2011	7.85	3.7		16.9	13.7
9/6/2011	2.65	5	6.7	16.2	9.2
9/7/2011		5		14	10.5
9/8/2011	7.8	6.3			14.7
9/9/2011	11.6	4.5	7.3	14.2	14.9
9/10/2011	7.85	4.4		10.1	12
9/11/2011	7.8	4.3		8.2	13
9/12/2011	13.4	5.3	5	7.8	7.3
9/13/2011	20.8	4.2		8.5	4.8
9/14/2011	21.25	4.3		11	8.2
9/15/2011	15.9	2.7	4.2	11.1	5.6
9/16/2011	7.6	4.4			6.8
9/17/2011	6.85	6.1		8.4	6
9/18/2011	7.75	5.8	6.9	12.5	3.8
9/19/2011	7.15	3.3		17.9	6.2
9/20/2011	10.55	4.7		12.5	13.1

9/21/2011	12.55	2.9	8.7	14.7	11.6
9/22/2011	8.5	6.3		13.4	7.1
9/23/2011	9.95	4.2		15.9	4.9
9/24/2011	8.7	3.3	7.05	10.5	5
9/25/2011	10.35	3.4		8.7	3.1
9/26/2011	10.45	3.7		9	5.5
9/27/2011	13.65	3.8	8.4	14.5	4.2
9/28/2011	7.4	3.9		12.7	8.3
9/29/2011	8.1	3.1		12.1	12.5
9/30/2011	11.6	3	8.55	12	11.1
10/1/2011	9.55	2.5		10.2	6.4
10/2/2011	6.35	4.4		11.7	7.6
10/3/2011	4.45	6.8	8.3	8.9	6.2
10/4/2011	4.1	9.2		3.6	5.7
10/5/2011	6.5	5.7		5.3	5.1
10/6/2011	5.85	4.8	2.3		7.4
10/7/2011	7.05	4.1		10.2	7.4
10/8/2011	12.55	4.8		9.8	5.5
10/9/2011	11.8	5.9	4.5	10.7	6.5
10/10/2011	16.5	5.1		14.7	9.5
10/11/2011	6.55	5		17.5	4.9
10/12/2011	5.4	4.1	9.5	18.7	6.3
10/13/2011	4.2	3.9		18.8	10.3
10/14/2011	5.4	6.6		12.4	10.7
10/15/2011	9.25	7.2	10.3	12.5	11
10/16/2011	7.55	6.7		12	13.9
10/17/2011	10.05			11.9	15.8
10/18/2011	6.65		5.15	15.2	14.6
10/19/2011	6.45	5.3		8.1	12.8
10/20/2011	8.1	3.7		10.5	8.3
10/21/2011	6.1	3.1	11.2	13.8	10.1
10/22/2011	10.9	5.8		33.2	3
10/23/2011	9.05	6.1		22.1	5.4
10/24/2011	11.8		8.8	11.9	7.4
10/25/2011	9			6.2	9.7
10/26/2011	9.95	6.8		7.1	14.2
10/27/2011	7.4	5.2	5.5	12.3	11.4
10/28/2011	9.55	5.6		14.2	13.1
10/29/2011	6.9	7.1		19	8.8
10/30/2011	7.9	4.9	12.35	17.9	5.7
10/31/2011	11.35	4.9		23.7	8.2
11/1/2011	12.85	7.5		24.9	14
11/2/2011	11.1	4.3	4.8	14.1	17.2
11/3/2011	15.95	5.2		11.6	6.8



11/4/2011	8.3	6.1		5.9	13.2
11/5/2011	7.4	6.2	2.45	6.4	11.9
11/6/2011	8.55	6.3		9	14.4
11/7/2011	10.35	6.5		10.4	18.5
11/8/2011	15.55	5	4.6	10	11.9
11/9/2011	15.2	5.6		10.3	18.3
11/10/2011	14.9	6		10.1	19.9
11/11/2011	7.7	4.6	16.5	10.8	10.9
11/12/2011	10	5.5		8.5	5.8
11/13/2011	12.2	4		7.1	6.6
11/14/2011	12.45	8.2	15	9.4	7.3
11/15/2011	8.8	7.6		9.7	13
11/16/2011	9.8	5.1		25.4	14.3
11/17/2011	8.45	3.6	15.2	34.7	4.3
11/18/2011	7.05	4.6		21.2	5.1
11/19/2011	9.1	4.8		6.6	8.2
11/20/2011	10.3	4.8	5	3.9	12.6
11/21/2011	5.8	6.8		7.9	10.5
11/22/2011	10	4.7		16.6	6.5
11/23/2011	3.65	5.1	14.45	16.2	4.5
11/24/2011	4.75	4.5		8.6	5.3
11/25/2011	10.8	4.5		11	5.9
11/26/2011	14.25	6.2	6.3	15.7	10
11/27/2011	24	6.7		9.4	5.8
11/28/2011	9.9	5.7		9.3	8.7
11/29/2011	6.95	8.3	16.4	13.3	12.5
11/30/2011	7	4		16.7	8.1
12/1/2011	4.9	5.2		10.8	17.5
12/2/2011	9.6	8.7		10.2	16.2
12/3/2011	7.3	9			20.8
12/4/2011	8.35	8		11.1	15.2
12/5/2011	10.05	7.1	2.6	8.9	20.1
12/6/2011	6.55	6		10.1	22.6
12/7/2011	3.4	5.6		12.1	20.2
12/8/2011	6.1		23.4	15.3	9.9
12/9/2011	12.6	10.1		20.5	20.4
12/10/2011	14.05	6		19.8	26.4
12/11/2011	10.35		21.1	18.2	12.9
12/12/2011	13.25			9.8	15.6
12/13/2011	17.55			6.1	20.9
12/14/2011	11.65	7.5	11.9	12.8	25.5
12/15/2011	9.8			15.9	14
12/16/2011	9.3			10.9	11.4
12/17/2011	8.15		7.4	9.8	15.4

12/18/2011	7				12.2	7.4
12/19/2011	12.7				12	16.4
12/20/2011	7.85		9.9		16.3	10.1
12/21/2011	8.75				11.3	
12/22/2011	5.5	7.7			11.8	27.5
12/23/2011	8.7	13.3	13		9	13.1
12/24/2011	6.95	6.7			22.8	11.8
12/25/2011	10.45	6.9			23.5	10.4
12/26/2011	10.4	6.8			12.7	7.7
12/27/2011	6.65	11.2			17.5	8
12/28/2011	6.15	9			20.1	4.8
12/29/2011	6.7	9.5	20.7		17.5	6.1
12/30/2011	15.2	7.5			23.5	5.8
12/31/2011	24.6	7			33.9	6.6
1/1/2012	9.65	12		9.2	32.4	9
1/2/2012	5.75	13.5		7.6	21.9	12.5
1/3/2012	5.3	23.2		6.8	18.7	8.8
1/4/2012	9.5	18.8	20.05	6.5	16.6	11.1
1/5/2012	13.6	5.5			11.6	5.9
1/6/2012	13.9	3.6			16.1	9.9
1/7/2012	27.55	5.2	11.8		22.8	8
1/8/2012	5.5	3.6			16.3	11.8
1/9/2012	6.25	6.5			11.3	7.8
1/10/2012	11.05	9	14.4		13.1	6.5
1/11/2012	5.7	4.9		5.4	15.7	9.7
1/12/2012	4.4	6.2			24.1	16.9
1/13/2012	7.8	6.1	16.6		12.3	22.1
1/14/2012	6.55	4.7			12.2	9
1/15/2012	5.8	6.5			13.6	6.5
1/16/2012	7.1	8	3.5			9.3
1/17/2012	14.55	8.7				4.6
1/18/2012	5.7	7.9		8.8		4.1
1/19/2012	4.6	8.4	18.8			9.1
1/20/2012	9.35	6.1				28.4
1/21/2012	9.2	5.5				5
1/22/2012	9.15	6.3	2.15			6
1/23/2012	8.6	8.9				13
1/24/2012	7.85	12.7				13
1/25/2012	6.55	10.6		4.5		8.9
1/26/2012	6.55	11.4		4.4		6
1/27/2012	9.15	8.6		7.5		16.2
1/28/2012	6.55	8	7.8	9.45	8.4	23.4
1/29/2012	6.75	4.3		7.4	7.7	11
1/30/2012	7	5.1		7.5	8.7	4.1

1/31/2012	12.8	5.9	14.5	6.9	14.5	7.1
2/1/2012	17.1	7.6		10.7	17.5	9.5
2/2/2012	7.05	5.1		8.1	23	12.1
2/3/2012	10.05	8.9	3.6	6.55	13.2	9.7
2/4/2012	9.45	7.4		6.1	6.5	9.7
2/5/2012	8.35	6.3		5.3	9.4	13.2
2/6/2012	8.7	5.5		5.2	11.9	13.5
2/7/2012	9.2	6.6		4.2	11.9	14
2/8/2012	5.95	7.2		12.5		10.5
2/9/2012	11.2	8.2	7.9	7.9	9.4	13.4
2/10/2012	13	9.2		4.3	10.7	10.4
2/11/2012	22.75	15.5		6.5	7.2	5
2/12/2012	6.1	8.3	3.4	5.1	5	8.4
2/13/2012	9.2	7.8		5.7	6.7	8.2
2/14/2012	11.85	7.2		5.8	5	7.6
2/15/2012	22.5	7.7	3.3	5.5	6.7	14.3
2/16/2012	17.1				7.6	11.8
2/17/2012	9.95				9.2	8.7
2/18/2012	9.55		8.8		8.6	3.8
2/19/2012	6.65				7.4	6.4
2/20/2012	6.1				11.5	7.5
2/21/2012	5.85		9.15		12.8	3.4
2/22/2012	9.5				10.5	5.1
2/23/2012	10.6			8	13.7	7.1
2/24/2012	6.05		5.1	7.8	21.3	7.4
2/25/2012	7.25			8.6	12.3	4.7
2/26/2012	5.2			8.7	11	5
2/27/2012	7.75		8.6	9	7.1	7.6
2/28/2012	6.75			6.4	7.1	9.5
2/29/2012	5.8			5	7.7	4.5
3/1/2012	3.3		3.3	5	5.2	5.1
3/2/2012	6.15			4.4	10.8	6.2
3/3/2012	9.65			6.2	7.2	3.8
3/4/2012	8.7		10.9	6.75	7.4	4.1
3/5/2012	6.45			6	9.4	4.1
3/6/2012	6.75	5.3		6.5	10	5.7
3/7/2012	12.35	4.2	5.1	0	8.7	10.1
3/8/2012	11.2	4.7		6.6	8.4	11.5
3/9/2012	7.8	6		7.3	9.3	
3/10/2012	5.7	8.9	11.5	6.55	12.2	
3/11/2012	8	4.2		4.7	8.8	
3/12/2012	10.8	5.6		5.6	6.1	
3/13/2012	12.75	7.2	1.6	5.5	8.1	5.5
3/14/2012	7.25	6.5		4.5	5.6	7.7

3/15/2012	4.9	5.2		4.7	4.6	6.4
3/16/2012	10.15	8.9	7.1	5.05	3.1	5.2
3/17/2012	9.65	4.1		4.7	3.9	5.1
3/18/2012	11.85	5.9		3.5	5.3	4.5
3/19/2012	16.2	7.6	2.3	5.1	4.4	7.8
3/20/2012	12.35	10		6	8.6	5.2
3/21/2012	6.95	3.5		6.7	10.1	6.9
3/22/2012	9.55	5.1	6.35	7.3	8.3	7.7
3/23/2012	11.4	8.2		6.5	7	12.3
3/24/2012	6.4	9.5		4.9	9.2	6.9
3/25/2012	6.35	8.9	7.7	5.3	4.2	10.8
3/26/2012	7.05	8.4		8.4	4.1	5.3
3/27/2012	6.25	3.3		8.9	5.2	6.9
3/28/2012	8.95	7.3	5.7	8.05	5.2	5
3/29/2012	7.8	6.6		5	5.2	5.6
3/30/2012	4.95	8.7		6.9	13	4.9
3/31/2012	4.25	11.7	10.8	8.7	7.8	5.7
4/1/2012	8.85	10.7		10.5	7.6	4.1
4/2/2012	5.4	9.5		8.9	9.4	8.2
4/3/2012	7.95	9.1	4	10.8	11.9	5.7
4/4/2012	7.05	7		7.7	14	5.5
4/5/2012	6.2	11.2		5	11.6	6.1
4/6/2012	7.65	8	5.2	8.7	9.8	6.5
4/7/2012	5.25	12.3		6.4	12.8	7.8
4/8/2012	6.7	5.5		4.3	14.5	8.3
4/9/2012	8.3	9.1	10.4	6.5	11.5	10.3
4/10/2012	9.2	6.4		7.9	9.7	9
4/11/2012	6.35	7.3		9.7	3.4	7.5
4/12/2012	8	8	4	14	3.8	7.9
4/13/2012	9.8	12.5		14.2	5.4	8.5
4/14/2012	10.65	10.1		7	6.8	10
4/15/2012	15.8	6.5	4.65	5.8	8.3	7.4
4/16/2012	20.1	8.4		6.5	11.5	6.7
4/17/2012	12.35	8.6		7.2	10.9	10
4/18/2012	7.35	9.5	7	5.7	13.6	7
4/19/2012	6.5	11.2		5.9		8.6
4/20/2012	6.8	8.5		6.2	18.9	8.7
4/21/2012	7.4	4.3	5.55	4.3	22.1	9.8
4/22/2012	3.1	5.2		4.5	11.2	12
4/23/2012	4.3	7.7		9.9	5.8	11.9
4/24/2012	6.15	8.2	12.8	8	7.7	9.6
4/25/2012	9.25	6.4		8.4	5.8	7
4/26/2012	8.05	6.4		9.1	3.2	5.2
4/27/2012	6.55	7.5	17.35	9.45	7.5	5.8

4/28/2012	8.65	8.6		5.8	11	5.3
4/29/2012	7.6	9		3.6	10.3	7.3
4/30/2012	6.75	5.9	11	3.8	9	5.6
5/1/2012	8.05	8.7		6.5	7.7	5.4
5/2/2012	6.25	8.2		6.9	4.4	5.4
5/3/2012	5.35	6.4	7.95	7.15	8	8.1
5/4/2012	10.05	4.6		6	7.8	6.3
5/5/2012	8.05	5.4		7.6	11	7.2
5/6/2012	5	4.5	6.4	8.8	16.4	10.3
5/7/2012	6	8.9		9.6	17.5	11.6
5/8/2012	6.35	4.9		8.2		12.2
5/9/2012	4.7	6.2	11.8	11.85	19.9	7.4
5/10/2012	8.25	8.7		11.1	19.6	7.8
5/11/2012	6.55	12.5		9.6	15.9	9.1
5/12/2012	10.9	9.1	11.2	8.9	15.8	20.2
5/13/2012	15.3	7.2		8.3	15	13.4
5/14/2012	17.05	6.1		8.7	11.8	13.1
5/15/2012	9.25	6.9	6.7	9.1	12.2	12.9
5/16/2012	9.1	6.7		10.2	13.7	10.6
5/17/2012	13.8	4.5		8.5	15.7	11.3
5/18/2012	15.9	9.1	11	11.8	17	10.2
5/19/2012	12.7	7.6		9.9	17.7	12.7
5/20/2012	12.25	5.7		6.2	20.8	12.9
5/21/2012	9.75	8.8	9.3	8.2	15.4	9.1
5/22/2012	4.35	12.9		4.9	14.6	5.5
5/23/2012	4.75	9.4		4.1	16.2	5
5/24/2012	7.1	7.8	8.4	4.5	15.4	6.3
5/25/2012	7.8	6.1		5.7	10.3	9.2
5/26/2012	16.4	6.9		4.9	8.2	12.5
5/27/2012	14.2	6	2.85	7.4	10.7	8.1
5/28/2012	12.4	9.6		5.4	11	6.1
5/29/2012	9.75	6.5		5	11.8	6
5/30/2012	9.8	4.6	8.4	8.7	12.2	8.2
5/31/2012	10.1	6.2		6.7	13.3	9.3
6/1/2012	4.65	5.3		5	14.1	7.8
6/2/2012	5.2	5.7	8.05	2.9	7.9	6.9
6/3/2012	3.95	5.9		7.3	6.3	6.5
6/4/2012	3.15	7		5.9		9.2
6/5/2012	5.25	6.4	6.5	14.2	7.3	6.8
6/6/2012	5.1	6.2		16	12.8	6.2
6/7/2012	8.5	6.4		15.4	15.8	7
6/8/2012	10.2	5.4	8.75	9.5	14.1	5.7
6/9/2012	9.3	5.3		6.2	12.4	5.7
6/10/2012	9.4	5.2		7.2	12.3	7.2

6/11/2012	6.35	4.7	5.7	5.9	16	10.6
6/12/2012	6.65	4.4		5.2	14.1	7.4
6/13/2012	6.7	5		6.3	8.4	6.7
6/14/2012	5.4	5.2	8.1	8.1	5.8	8.2
6/15/2012	6.4	4.2		8.8	4.8	9.6
6/16/2012	8.3	6.7		4.9	7.4	7
6/17/2012	6.45	9.6	9.2	3.6	11.5	4.6
6/18/2012	5.35	11.6		5	9.6	5.9
6/19/2012	8	7.3		5.2	8.1	6.5
6/20/2012	19.45		8.65	7.3	10.2	9.3
6/21/2012	19.55	7.6		8.7	11.6	12.1
6/22/2012	16	6.2		5.6	10.7	9.5
6/23/2012	13	6.1	5.5	6.5	7.2	7
6/24/2012	7.1	6.7		11.7	8.1	7
6/25/2012	8.4	6.1		15.5	8.4	7.7
6/26/2012	6.65	4.9	4.1	8.8	9	7.9
6/27/2012	7	6.2		8.9	12.3	10.1
6/28/2012	9.65	6.5		8.7	13.9	11.2
6/29/2012	21.7	5.9	5	10	12.4	9.5
6/30/2012	11.05	5.1		10.7	7.8	7.4
7/1/2012	12.65	3.5		9.5	7.6	7.4
7/2/2012	9.7	6.6	6.7	16.65	6.5	8.5
7/3/2012	8.35	4.8		11.8	6.2	5.9
7/4/2012	19.35			10.3	5	8.3
7/5/2012	10.3	7	10	24.2	5.2	18.7
7/6/2012	11.2	7		14	5.9	11.4
7/7/2012	18.65	7		6.3	7.2	10.6
7/8/2012	10.7	6.2	5.6	5.2	9.5	14.9
7/9/2012	6.2	5.9		8.5	9	17.3
7/10/2012	10.3	8.7		4.6	13.1	13.7
7/11/2012	12.75	12	10.3	3.4	15.5	14.1
7/12/2012	11.4	6.6		4.4	16	10.3
7/13/2012	11.45	6.7		6.8	13.5	11.6
7/14/2012	17.25	7.7	4.2	4.45	12.3	13.1
7/15/2012	19.05			3.3	9.3	6.3
7/16/2012	14.6	5		5	5.9	11.6
7/17/2012	18.2	5.9	4.6	7.1	4.9	14.1
7/18/2012	18.55	5		11.1	7.2	8.1
7/19/2012	8.1	4.9			9.6	12.3
7/20/2012	5.25		6.4	7	11	8.6
7/21/2012	5.55				12.7	6.1
7/22/2012	6.55				11.1	5.9
7/23/2012	11.3				9.2	8.2
7/24/2012	14.8	6.3			8.3	8.8

7/25/2012	9.55	5.2			9.1	11.8
7/26/2012	17.2	3.2	5.45	15.2	8.5	12.7
7/27/2012	13.4	4.9		13.4		7.1
7/28/2012	12.2	3.5		14.7	9.4	6.5
7/29/2012	9.3	2.2	7.5	14.3	9.6	8.6
7/30/2012	10.5	5.6		13.9	12	7.6
7/31/2012	9	6.7		9.8	10.3	7.5
8/1/2012	9.1	7.3	5.95	8.75	10	13.1
8/2/2012	15.05	3.2		14	9.5	10.8
8/3/2012	19.75	3.3		5.1	10.3	12.1
8/4/2012	24.1	3.7	6.9	4.5	8.8	15.5
8/5/2012	10.7			5.4	9.5	17.3
8/6/2012	8.75			7.5	11.7	13
8/7/2012	9.5		7.7	13.55	12.5	8.7
8/8/2012	12.15			6.7	13.7	8.4
8/9/2012	16.15			5.3	14.7	8.8
8/10/2012	10.2		6.3	7.9	14.2	10.5
8/11/2012	9.35			5.5	14.9	13.7
8/12/2012	11.6			7.6	14.5	13.9
8/13/2012	10.9		6.9	13.15	9.6	16.3
8/14/2012	9.85	3.8		15.7		12.2
8/15/2012	10.7	6.2		8.9	10.6	10.6
8/16/2012	9.6	3.7			10.9	16.6
8/17/2012	17.6	2.7			10.8	21.8
8/18/2012	8.95	1.6			8.2	9.8
8/19/2012	7.6	2.7	7		9.3	8.5
8/20/2012	10.45	2.6			11.7	11.8
8/21/2012	10.25	1			9	9.9
8/22/2012	9.95	2.3	5.3		8	8.8
8/23/2012	15.55	4.3			7.1	7.5
8/24/2012	16	5.4			5.5	9.1
8/25/2012	10.4	3	7.3		7.7	9.7
8/26/2012	6.95	1.5			7.3	9.4
8/27/2012	8.3	0.7			9.5	7.6
8/28/2012	11.4	3.6	5.9		9.8	9.7
8/29/2012	6.9	2.7		7.6	9.3	6.7
8/30/2012	6.6	2.9		10.3	13.4	7.6
8/31/2012	9.95	3.7	8.65	19.85	15	7.7
9/1/2012	9.35	3.5		7.3	11.5	8.8
9/2/2012	4	2.9		4.9	13.2	9
9/3/2012	6.65	2.3		6.3	13.2	8.1
9/4/2012	8.15	2.4		4	12.7	11.6
9/5/2012	11.05	3.4		5.4	13.9	11.7
9/6/2012	6.4	2.4	7	5.35		10.6

9/7/2012	14	2.1		4.5	9.8	13.7
9/8/2012	9.95	2.5		3.6	9.9	15.3
9/9/2012	5.05	2.4	7.9	5.4	12.2	8.3
9/10/2012	6.15	1.6		7.2	13.3	7.5
9/11/2012	10	2.3		8.3	9.8	7.5
9/12/2012	9.05	1.8		6.3	8	10.3
9/13/2012	10.7	3.2			10.8	16.5
9/14/2012	10.8	2			16.2	17.3
9/15/2012	12	1.7	9.1		13.4	19.8
9/16/2012	6.3	1.8			10.5	12.2
9/17/2012	8.6	1.6			15.3	15.9
9/18/2012	6.9	3.2	9.75		11.4	20.1
9/19/2012	4.8	3.5			11	18.1
9/20/2012	3.45	2.9			14.7	16.4
9/21/2012	6.65	7	11.5		19.1	10.2
9/22/2012	6.4	4.2			18.1	11.5
9/23/2012	9	1.6			13	12.7
9/24/2012	6.15	3.9			12	15.7
9/25/2012	8.4	5			11.3	11.9
9/26/2012	12.2	2.2			12.5	13.4
9/27/2012	8.45	2.5			12.8	17.3
9/28/2012	6.3	2.4			13.5	23.8
9/29/2012	6.45	4.2			12.2	8.7
9/30/2012	6.25	4.1	9.8		15.2	9.8
10/1/2012	7.7	4.6			15.8	13.3
10/2/2012	8.85	6.5			16.9	8.4
10/3/2012	9.95	4	14.3		15.1	8.2
10/4/2012	9.9	4.2	11.9		11.7	9.5
10/5/2012	14.1	5	18.3		11.4	13.1
10/6/2012	16.6	5.3	14.3		12.4	14.9
10/7/2012	6.5	13.1	12.5		9.1	14.5
10/8/2012	5.05	14.6	12.3		8.9	19.5
10/9/2012	4.5	13	8.7		9.4	17.8
10/10/2012	7.05	10.3	10.1	7.9	6.6	22.2
10/11/2012	9.9	3.6	5.2		4.7	20.7
10/12/2012	8	4.3	4.5	7.6	5.2	11
10/13/2012	8.75	2.4	10.8		7.6	6.5
10/14/2012	11.3	1.2	11		13	7.1
10/15/2012	8.45	1.6	10.45		11.5	9.1
10/16/2012	5.7	1.3	12.7		12.5	8.2
10/17/2012	6.8	1.3	10.9		13.3	12.4
10/18/2012	9.5		8.9		6.3	15.6
10/19/2012	7.05		13.8		6.5	7
10/20/2012	10.25		11		3	5.4



10/21/2012	9		6.05		4.6	6.3
10/22/2012	9.25		4.5		6.7	9.9
10/23/2012	8.5	5.3	4.1		7.3	8.1
10/24/2012	6.65	5.9	5.25		8	9.2
10/25/2012	9.15		5.2		8.9	13.1
10/26/2012	9.8	8.4	4.9		10.6	13.8
10/27/2012	11.35		8.25		7.9	8.7
10/28/2012	3.8		13.5		15.6	6
10/29/2012	7.6		14		16.8	7.6
10/30/2012	9.75		21.65		16.9	11.4
10/31/2012	5.95		21.6		12.6	11.8
11/1/2012	6.55		14.4		7.6	
11/2/2012	6.2		12.4		6.6	
11/3/2012	6.55		16.9		16.5	8.6
11/4/2012	4.55		13.6		11.2	6.8
11/5/2012	4.9		10.5		11.1	11.3
11/6/2012	4.9		16.4		16	11.7
11/7/2012	4.45	2.7	16.9		13.3	8.6
11/8/2012		1.6	9.05		6.1	10
11/9/2012		2.3	6.8		3.7	16
11/10/2012	9.4	4.3	5.4		3.9	21.6
11/11/2012	12.5	4.6	5.85		7.4	14.8
11/12/2012	11.6	2.7	14.8		9.9	8.6
11/13/2012	6.75	4.3	19.6		11.5	12.8
11/14/2012	5.2	3	20.8		16.4	9
11/15/2012	6.4	4.5	25.9		18.1	13.3
11/16/2012	10.15	3.1	15		13.9	18.2
11/17/2012	13	5.1	10.5		8.1	8.2
11/18/2012	13.65	3.7	5		5.8	5.6
11/19/2012	11	5.5	13.9		6.5	6.8
11/20/2012	13.35	3.9	12.15		10.4	10.9
11/21/2012	14.65	4.4	16.6		14.1	6.4
11/22/2012	11.95	5.9	19	8	14.9	11.5
11/23/2012	10.1	10.7	18.3	6.5	27.9	9.5
11/24/2012	7.6	11.3	23.6	12.1	16.6	7.6
11/25/2012	6.85	3.3	21.3	14.5	22.1	12.9
11/26/2012	8.85	3.9	16.7	17.7	14.2	11.1
11/27/2012	9.45	4.5	18.7	7.7	14.8	20.8
11/28/2012	9.7	3.9	13.6	8.8	13.8	19.3
11/29/2012	11.15	4.2	6.6	8.65	9.6	11.1
11/30/2012	7.1	7.3	1.4	6.1	10.8	8.3
12/1/2012	12.85	9.2	6.1	6.3		4.9
12/2/2012	26.4	16.3	7.25	3.4	4.5	5.2
12/3/2012	11.9	10.9	7.3	5	14.4	7.2

12/4/2012	15	5.6	10.6	4.5	5.2	6.3
12/5/2012	6.95	10.7	21.75	4.9		7.3
12/6/2012	7	7.6	18.2	6.8	7.2	5.4
12/7/2012	12.2	11	12.9	4.1	25.2	8.6
12/8/2012	14.85	5.2	16.9	5.1	31.8	6.4
12/9/2012	8.45	4.9	16	4.5	39.8	10.2
12/10/2012	8.5	7	14.6	5.1	34.7	12.9
12/11/2012	6.9	5.5	24.3	6.95	13.8	8.4
12/12/2012	9	4	13.3	5.5	10.3	6.7
12/13/2012	14.7		7	6	2.7	12.3
12/14/2012	15.75	6.2	4.4	5.2	4	8.8
12/15/2012	7.85	4.6	7.7	4.1	4.9	6.4
12/16/2012	5.3	4.5	10.2	4	6.3	4.7
12/17/2012	6.55	2.7	10.65	7.15	3.2	6
12/18/2012	7.1	3.3	7.5	6.2	4.5	6.2
12/19/2012	6.2	3.3	6.9	8.1	8.9	6.7
12/20/2012	4.7	4.5	8.4		10.6	8.2
12/21/2012	7.1		20.6		12.6	20.7
12/22/2012	6.25	4.2	17.8		17.5	9.2
12/23/2012	6.55	4.7	7.2		11.2	5.9
12/24/2012	8.85	8.9	8.9			7.9
12/25/2012	9.65	5.7	7.2		18.4	6.4
12/26/2012	5.5	5.4	7.7	5.4	11.2	6.7
12/27/2012	4.95	4.9	7.3	7.4	8.8	8.3
12/28/2012	6.9	6.5	5.9	9.6	8.7	12.5
12/29/2012	6.9	7	15.2	5.9	7.5	9.5
12/30/2012	4.15	4.7	12.5	5.2	8.5	12.9
12/31/2012	9.85	11.7	10.4	5.7	17.8	15.3

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**Appendix B**  
**Operations Full Data Set**

Date	Local	Boston	Chicago	Honolulu	Las Vegas	Miami	San Diego	Seattle
1/1/2008		782	2,113	690	1,678	927	605	822
1/2/2008		955	2,466	846	1,882	1,072	645	934
1/3/2008		999	2,589	713	1,818	1,196	738	951
1/4/2008		998	2,547	723	1,718	1,202	632	928
1/5/2008		859	2,279	876	1,438	1,104	607	836
1/6/2008		881	2,208	789	1,680	1,073	662	892
1/7/2008		1,007	2,186	882	1,691	1,063	617	913
1/8/2008		1,023	2,393	891	1,579	1,101	636	875
1/9/2008		992	2,542	877	1,657	1,088	618	923
1/10/2008		1,066	2,528	898	1,732	1,090	632	910
1/11/2008		970	2,558	724	1,815	1,102	642	946
1/12/2008		746	2,112	825	1,413	1,056	429	825
1/13/2008		832	2,374	747	1,485	1,027	633	847
1/14/2008		591	2,476	896	1,614	1,029	620	893
1/15/2008		1,018	2,518	896	1,498	1,106	623	926
1/16/2008		1,005	2,539	935	1,524	1,123	654	924
1/17/2008		1,058	2,222	867	1,673	1,183	643	938
1/18/2008		1,080	2,577	961	1,832	1,180	744	942
1/19/2008		726	2,084	885	1,456	1,030	522	812
1/20/2008		818	2,387	769	1,472	1,049	575	841
1/21/2008		987	2,279	804	1,635	1,078	642	909
1/22/2008		974	2,359	876	1,514	1,091	621	933
1/23/2008		1,015	2,292	832	1,525	1,126	622	940
1/24/2008		1,041	2,561	844	1,615	1,148	660	927
1/25/2008		1,049	2,550	893	1,741	1,173	633	919
1/26/2008		741	2,088	763	1,463	1,062	537	810
1/27/2008		784	2,383	733	1,165	1,031	614	782
1/28/2008		989	2,173	847	1,609	1,056	629	894
1/29/2008		1,007	1,894	813	1,531	1,108	735	919
1/30/2008		974	2,451	828	1,566	1,145	634	894
1/31/2008		1,076	1,765	910	1,558	1,161	628	929
2/1/2008		931	1,994	940	1,830	1,170	704	920
2/2/2008		731	2,039	785	1,565	1,064	519	836
2/3/2008		847	2,014	683	1,285	1,048	655	838
2/4/2008		1,044	1,646	830	1,880	1,084	632	892
2/5/2008		966	2,180	852	1,528	1,125	639	886
2/6/2008		982	1,107	849	1,512	1,138	631	871
2/7/2008		1,043	2,506	894	1,654	1,193	664	938

2/8/2008	1,028	2,408	702	1,819	1,176	643	911
2/9/2008	704	2,015	854	1,479	1,026	544	848
2/10/2008	807	2,299	767	1,589	1,055	597	844
2/11/2008	1,003	2,419	898	1,703	1,072	637	907
2/12/2008	935	1,862	969	1,530	1,112	695	905
2/13/2008	886	2,496	920	1,304	1,181	651	926
2/14/2008	1,115	2,574	902	1,731	1,240	666	949
2/15/2008	1,125	2,588	994	1,741	1,175	657	951
2/16/2008	792	2,149	849	1,571	1,107	530	860
2/17/2008	851	1,878	724	1,623	1,076	544	879
2/18/2008	933	2,428	837	1,679	1,105	643	945
2/19/2008	1,068	2,570	840	1,627	1,120	652	924
2/20/2008	1,079	2,575	944	1,510	1,118	708	932
2/21/2008	1,108	2,540	860	1,695	1,128	678	896
2/22/2008	692	2,470	701	1,656	1,118	659	918
2/23/2008	805	2,187	824	1,521	1,090	548	867
2/24/2008	952	2,493	689	1,525	1,097	619	854
2/25/2008	1,094	2,114	854	1,715	1,042	665	920
2/26/2008	1,048	2,207	894	1,619	1,098	762	936
2/27/2008	1,117	2,604	858	1,666	1,111	683	928
2/28/2008	1,110	2,606	856	1,808	1,147	677	946
2/29/2008	1,077	2,477	843	1,854	1,144	660	934
3/1/2008	762	2,209	835	1,611	1,057	552	869
3/2/2008	918	2,480	778	2,157	1,053	611	882
3/3/2008	1,029	2,403	865	1,743	1,011	638	921
3/4/2008	1,048	2,496	878	1,608	1,085	642	932
3/5/2008	1,070	2,560	895	1,657	1,126	663	949
3/6/2008	1,117	2,594	902	1,701	1,140	627	918
3/7/2008	1,067	2,522	713	1,763	1,102	726	943
3/8/2008	679	2,074	668	1,530	1,017	568	861
3/9/2008	881	2,474	829	1,673	1,087	611	873
3/10/2008	1,062	2,582	901	1,756	1,043	646	919
3/11/2008	1,079	2,602	858	1,767	1,114	783	943
3/12/2008	1,112	2,618	907	1,752	1,136	8	931
3/13/2008	1,153	2,627	845	1,947	1,195	668	924
3/14/2008	1,113	2,675	916	1,965	1,183	670	932
3/15/2008	815	2,216	814	1,730	1,081	589	862
3/16/2008	921	2,504	745	1,572	1,105	622	862
3/17/2008	1,082	2,556	805	1,778	1,087	639	936
3/18/2008	1,126	2,369	881	1,711	1,160	632	921
3/19/2008	1,015	2,582	874	1,791	1,206	669	938
3/20/2008	1,089	2,629	681	1,840	1,208	676	960

3/21/2008	1,030	1,646	713	1,766	1,047	724	926
3/22/2008	810	2,285	765	1,658	1,052	490	888
3/23/2008	918	2,470	773	1,671	1,075	609	863
3/24/2008	1,069	2,602	937	1,745	1,156	687	944
3/25/2008	1,116	2,396	874	1,644	1,126	738	939
3/26/2008	1,114	2,475	889	1,748	1,107	670	902
3/27/2008	1,084	2,215	941	1,771	1,168	660	963
3/28/2008	1,066	2,676	929	1,829	1,191	671	914
3/29/2008	822	2,230	783	1,575	1,120	568	883
3/30/2008	939	2,446	778	1,635	1,113	619	875
3/31/2008	1,015	2,009	886	1,748	1,044	643	921
4/1/2008	1,040	2,577	841	1,647	1,103	679	979
4/2/2008	1,121	2,612	817	1,694	1,117	655	960
4/3/2008	1,164	2,662	816	1,706	1,105	670	944
4/4/2008	1,025	2,618	653	1,762	1,119	760	945
4/5/2008	812	2,218	796	1,543	1,063	581	869
4/6/2008	905	2,257	677	1,648	1,062	636	868
4/7/2008	1,137	2,615	781	1,709	1,058	657	940
4/8/2008	1,055	2,305	851	1,576	1,120	753	935
4/9/2008	1,148	2,381	648	1,609	1,127	666	922
4/10/2008	1,167	2,160	823	1,710	1,150	654	939
4/11/2008	1,170	2,490	841	1,803	1,110	661	986
4/12/2008	834	2,226	891	1,543	1,067	590	873
4/13/2008	1,003	2,553	709	1,649	1,045	645	885
4/14/2008	1,161	2,615	834	1,662	1,028	663	938
4/15/2008	1,163	2,626	833	1,464	1,087	651	961
4/16/2008	1,173	2,589	803	1,610	1,082	673	952
4/17/2008	1,183	2,689	799	1,740	1,089	684	948
4/18/2008	1,239	2,672	665	1,874	1,077	674	930
4/19/2008	899	2,241	780	1,499	1,027	550	844
4/20/2008	1,005	2,567	768	1,716	1,013	615	871
4/21/2008	1,169	2,634	779	1,785	1,036	649	944
4/22/2008	1,180	2,623	833	1,648	1,084	746	949
4/23/2008	1,152	2,667	823	1,587	1,096	681	966
4/24/2008	1,183	2,664	841	1,762	1,089	686	947
4/25/2008	1,196	2,081	798	1,779	1,096	681	949
4/26/2008	885	2,269	729	1,555	1,008	591	878
4/27/2008	1,040	2,497	748	1,668	1,045	669	920
4/28/2008	1,034	2,539	800	1,784	1,015	650	963
4/29/2008	1,118	2,597	743	1,620	1,098	669	960
4/30/2008	1,174	2,652	761	1,647	1,130	695	980
5/1/2008	1,162	2,668	853	1,809	1,149	669	996

5/2/2008	1,098	2,159	825	1,916	1,079	700	975
5/3/2008	818	2,248	735	1,645	995	622	881
5/4/2008	942	2,520	729	1,742	987	685	913
5/5/2008	1,136	2,641	758	1,766	991	668	967
5/6/2008	1,154	2,588	742	1,679	1,027	647	975
5/7/2008	1,124	2,600	766	1,669	1,060	692	995
5/8/2008	1,174	2,650	783	1,828	1,080	786	1,009
5/9/2008	1,047	2,632	612	1,801	1,086	669	1,000
5/10/2008	812	2,245	714	1,591	974	570	908
5/11/2008	925	2,282	702	1,576	976	649	920
5/12/2008	1,083	2,607	736	1,671	968	637	1,007
5/13/2008	1,117	2,547	821	1,630	1,045	652	990
5/14/2008	1,199	2,644	762	1,708	1,067	673	1,024
5/15/2008	1,242	2,699	751	1,755	1,068	666	1,014
5/16/2008	1,201	2,689	718	1,747	1,007	771	1,034
5/17/2008	854	2,272	757	1,645	962	597	921
5/18/2008	1,074	2,544	671	1,781	943	662	943
5/19/2008	1,201	2,619	784	1,799	973	674	1,004
5/20/2008	1,155	2,612	853	1,699	1,046	716	974
5/21/2008	1,155	2,658	783	1,702	1,044	685	1,011
5/22/2008	1,201	2,676	759	1,726	1,050	710	1,001
5/23/2008	1,298	2,677	668	1,716	1,025	707	1,028
5/24/2008	832	2,232	732	1,589	946	625	952
5/25/2008	822	2,161	705	1,447	914	537	884
5/26/2008	1,105	2,563	734	1,633	941	631	966
5/27/2008	1,081	2,547	819	1,631	961	643	994
5/28/2008	1,182	2,646	874	1,662	1,061	663	1,021
5/29/2008	1,239	2,654	812	1,726	1,015	685	995
5/30/2008	1,203	2,329	818	1,744	1,005	704	1,020
5/31/2008	834	2,288	721	1,482	953	585	934
6/1/2008	1,018	2,576	676	1,588	926	680	943
6/2/2008	1,153	2,655	742	1,665	954	656	1,009
6/3/2008	1,188	2,349	781	1,596	988	773	989
6/4/2008	1,092	2,452	763	1,463	998	673	1,037
6/5/2008	1,107	2,623	824	1,726	1,038	681	1,030
6/6/2008	1,194	2,328	820	1,745	1,030	738	1,057
6/7/2008	914	2,321	760	1,526	967	592	984
6/8/2008	1,077	1,867	663	1,554	912	648	976
6/9/2008	1,189	2,698	808	1,643	972	677	1,052
6/10/2008	1,137	2,611	807	1,555	1,033	672	1,082
6/11/2008	1,248	2,669	795	1,629	1,075	710	1,066
6/12/2008	1,263	2,681	792	1,719	1,037	726	1,068

6/13/2008	1,255	2,425	632	1,749	1,021	792	1,086
6/14/2008	924	2,344	820	1,526	959	614	1,023
6/15/2008	1,013	2,363	720	1,616	940	702	1,024
6/16/2008	1,115	2,602	783	1,644	960	705	1,092
6/17/2008	1,221	2,675	804	1,654	1,012	816	1,064
6/18/2008	1,268	2,662	822	1,653	958	706	1,074
6/19/2008	1,262	2,731	638	1,642	1,070	744	1,093
6/20/2008	1,254	2,687	538	1,788	1,021	704	1,101
6/21/2008	953	2,382	774	1,548	963	625	983
6/22/2008	1,031	2,551	695	1,625	957	675	1,014
6/23/2008	1,140	2,685	785	1,633	960	656	1,066
6/24/2008	1,158	2,682	824	1,580	1,061	691	1,102
6/25/2008	1,268	2,647	842	1,592	1,049	686	1,094
6/26/2008	1,259	2,705	890	1,720	1,060	683	1,089
6/27/2008	1,214	2,665	670	1,798	1,009	773	1,103
6/28/2008	923	2,334	783	1,548	992	610	1,042
6/29/2008	982	2,511	725	1,558	925	680	1,034
6/30/2008	1,194	2,702	772	1,605	979	697	1,100
7/1/2008	1,190	2,686	767	1,583	1,006	684	1,101
7/2/2008	1,181	2,460	868	1,565	995	682	1,126
7/3/2008	1,293	2,777	819	1,687	1,033	702	1,095
7/4/2008	893	2,009	748	1,469	928	512	944
7/5/2008	933	2,332	768	1,418	925	610	943
7/6/2008	1,076	2,625	735	1,626	946	688	1,005
7/7/2008	1,221	2,637	798	1,643	939	679	1,100
7/8/2008	1,221	2,669	865	1,580	1,014	689	1,098
7/9/2008	1,224	2,678	814	1,650	1,029	724	1,125
7/10/2008	1,267	2,483	842	1,682	1,030	480	1,114
7/11/2008	1,286	2,775	894	1,734	1,036	692	1,110
7/12/2008	983	2,356	800	1,487	964	605	1,064
7/13/2008	1,075	2,588	696	1,496	935	650	1,052
7/14/2008	1,200	2,713	843	1,678	954	682	1,110
7/15/2008	1,210	2,706	841	1,630	985	689	1,085
7/16/2008	1,236	2,716	834	1,621	1,016	725	1,109
7/17/2008	1,268	2,728	822	1,716	1,050	699	1,091
7/18/2008	1,323	2,657	878	1,781	1,035	682	1,115
7/19/2008	1,025	2,364	739	1,551	969	614	1,058
7/20/2008	1,009	2,545	744	1,548	926	650	1,080
7/21/2008	1,177	2,633	788	1,700	986	676	1,115
7/22/2008	1,169	2,692	812	1,611	1,002	704	1,082
7/23/2008	990	2,605	809	1,621	1,007	703	1,108
7/24/2008	1,092	2,658	837	1,769	1,033	718	1,121

7/25/2008	1,356	2,745	847	1,791	1,033	739	1,096
7/26/2008	1,007	2,387	780	1,511	964	647	1,037
7/27/2008	966	2,548	757	1,610	937	669	1,017
7/28/2008	1,278	2,706	796	1,712	1,001	663	1,102
7/29/2008	1,213	2,680	770	1,634	994	666	1,053
7/30/2008	1,251	2,728	755	1,671	1,027	693	1,127
7/31/2008	1,205	2,597	785	1,735	1,033	689	1,095
8/1/2008	1,309	2,660	900	1,698	1,029	709	1,131
8/2/2008	933	2,343	737	1,449	975	595	1,045
8/3/2008	1,119	2,571	678	1,626	970	675	1,053
8/4/2008	1,256	1,704	773	1,638	966	683	1,112
8/5/2008	1,229	2,718	826	1,636	975	656	1,099
8/6/2008	1,120	2,676	805	1,624	1,021	654	1,093
8/7/2008	1,180	2,427	856	1,741	1,035	676	1,106
8/8/2008	1,257	2,699	843	1,777	1,015	700	1,098
8/9/2008	1,023	2,372	757	1,556	945	669	1,060
8/10/2008	1,012	2,515	359	1,647	932	662	1,058
8/11/2008	1,077	2,629	826	1,669	944	648	1,101
8/12/2008	1,246	2,664	938	1,672	1,010	773	1,098
8/13/2008	1,256	2,662	801	1,626	1,013	683	1,109
8/14/2008	1,199	2,673	730	1,749	1,009	690	1,097
8/15/2008	1,179	2,682	863	1,784	1,021	692	1,108
8/16/2008	1,064	2,394	733	1,527	991	607	1,084
8/17/2008	1,151	2,572	698	1,627	931	693	1,092
8/18/2008	1,222	2,675	821	1,698	843	673	1,076
8/19/2008	1,160	2,610	795	1,623	865	656	1,053
8/20/2008	1,198	2,626	857	1,617	1,029	651	1,060
8/21/2008	1,206	2,699	689	1,644	996	667	1,073
8/22/2008	1,262	2,661	804	1,691	995	675	1,077
8/23/2008	963	2,239	759	1,411	923	536	988
8/24/2008	1,137	2,543	678	1,543	910	654	996
8/25/2008	1,213	2,667	793	1,490	917	684	1,025
8/26/2008	1,158	2,592	776	1,575	987	666	1,039
8/27/2008	1,191	2,595	747	1,570	981	658	1,051
8/28/2008	1,238	2,704	795	1,594	1,014	668	1,035
8/29/2008	1,257	2,670	896	1,648	982	676	1,032
8/30/2008	895	2,021	682	1,264	893	504	906
8/31/2008	885	2,018	628	1,283	893	457	841
9/1/2008	1,138	2,514	632	1,487	906	601	964
9/2/2008	1,188	2,503	731	1,476	886	580	975
9/3/2008	1,165	2,550	691	1,523	900	600	992
9/4/2008	1,201	2,335	781	1,600	928	613	997



9/5/2008	1,176	2,559	765	1,640	944	602	994
9/6/2008	689	2,030	695	1,329	888	465	839
9/7/2008	1,008	2,431	585	1,491	853	575	914
9/8/2008	1,110	2,508	670	1,490	812	587	967
9/9/2008	988	2,422	708	1,506	822	665	953
9/10/2008	1,162	2,559	717	1,549	912	604	965
9/11/2008	1,171	2,578	703	1,646	981	641	1,005
9/12/2008	1,095	2,451	738	1,700	931	589	957
9/13/2008	766	1,779	629	1,411	844	457	832
9/14/2008	914	2,298	625	1,603	835	578	892
9/15/2008	1,088	2,564	691	1,591	875	580	1,003
9/16/2008	1,070	2,493	712	1,594	933	597	961
9/17/2008	1,073	2,525	724	1,557	915	602	955
9/18/2008	1,138	2,567	764	1,683	957	601	966
9/19/2008	1,136	2,567	729	1,692	975	601	968
9/20/2008	795	2,053	754	1,396	854	462	811
9/21/2008	961	2,417	577	1,638	873	571	878
9/22/2008	1,070	2,569	696	1,668	871	602	967
9/23/2008	1,095	2,487	727	1,592	933	581	957
9/24/2008	1,048	2,537	739	1,631	952	591	942
9/25/2008	1,110	2,599	722	1,708	936	652	960
9/26/2008	977	2,544	776	1,719	946	632	961
9/27/2008	719	2,061	712	1,385	867	462	821
9/28/2008	844	2,433	628	1,604	828	600	894
9/29/2008	1,050	2,519	695	1,593	882	583	940
9/30/2008	1,028	2,463	695	1,523	911	595	933
10/1/2008	1,034	2,530	717	1,533	935	604	948
10/2/2008	1,078	2,560	719	1,710	937	602	925
10/3/2008	1,090	2,530	791	1,671	949	613	948
10/4/2008	768	2,038	727	1,304	848	450	792
10/5/2008	946	2,391	243	1,561	861	568	854
10/6/2008	1,038	2,551	702	1,622	887	578	916
10/7/2008	1,070	2,447	749	1,527	901	571	928
10/8/2008	1,053	2,518	774	1,557	926	595	936
10/9/2008	1,078	2,619	772	1,635	940	638	872
10/10/2008	1,121	2,538	782	1,673	965	598	950
10/11/2008	776	2,022	712	1,334	871	461	811
10/12/2008	959	2,407	319	1,585	873	573	878
10/13/2008	1,137	2,488	746	1,576	910	590	919
10/14/2008	1,069	2,450	671	1,514	917	589	930
10/15/2008	1,080	2,451	694	1,514	977	594	923
10/16/2008	1,101	2,562	698	1,626	966	642	950

10/17/2008	1,139	2,521	791	1,651	997	613	939
10/18/2008	822	2,026	690	1,352	876	465	810
10/19/2008	971	2,405	629	1,640	873	553	859
10/20/2008	1,058	2,516	700	1,526	821	563	910
10/21/2008	1,041	2,482	745	1,462	947	581	928
10/22/2008	1,002	2,515	768	1,521	925	615	936
10/23/2008	1,057	2,553	739	1,716	959	602	930
10/24/2008	1,074	2,538	776	1,649	942	597	941
10/25/2008	714	2,040	558	1,365	853	467	793
10/26/2008	887	2,392	554	1,469	856	559	869
10/27/2008	1,024	2,482	755	1,529	937	553	927
10/28/2008	941	2,387	728	1,446	979	573	907
10/29/2008	1,014	2,489	779	1,465	1,000	560	890
10/30/2008	1,050	2,518	724	1,566	998	601	927
10/31/2008	1,036	2,453	745	1,505	964	584	927
11/1/2008	702	2,003	675	1,285	889	461	783
11/2/2008	828	2,240	331	1,288	927	539	801
11/3/2008	993	2,321	749	1,515	937	546	870
11/4/2008	985	2,245	751	1,386	986	563	894
11/5/2008	1,021	2,336	734	1,448	1,003	587	901
11/6/2008	951	2,311	784	1,556	1,016	593	887
11/7/2008	996	2,350	796	1,616	1,066	598	914
11/8/2008	711	1,951	701	1,372	911	470	783
11/9/2008	861	2,242	697	1,408	935	535	786
11/10/2008	1,000	2,346	741	1,561	969	572	879
11/11/2008	988	2,277	715	1,394	983	582	845
11/12/2008	1,004	2,298	674	1,435	1,047	584	880
11/13/2008	993	2,389	794	1,523	1,050	596	887
11/14/2008	994	2,388	1,094	1,537	1,054	592	882
11/15/2008	679	1,934	693	1,267	970	504	770
11/16/2008	827	2,225	619	1,453	1,056	547	779
11/17/2008	990	2,349	708	1,440	965	560	879
11/18/2008	967	2,269	740	1,411	1,001	595	855
11/19/2008	1,007	2,350	805	1,375	1,013	608	884
11/20/2008	1,066	2,392	845	1,475	1,016	606	872
11/21/2008	1,048	2,380	752	1,566	1,010	609	884
11/22/2008	751	1,951	584	1,270	922	559	782
11/23/2008	843	2,209	652	1,401	901	559	793
11/24/2008	966	2,313	765	1,423	946	581	881
11/25/2008	948	2,336	831	1,413	1,048	593	881
11/26/2008	1,078	2,348	751	1,251	1,075	607	889
11/27/2008	607	1,551	575	907	930	417	677

11/28/2008	665	1,663	732	1,185	930	460	718
11/29/2008	814	2,100	680	1,292	946	513	839
11/30/2008	894	2,095	688	1,455	957	571	854
12/1/2008	1,079	2,292	803	1,380	980	562	899
12/2/2008	1,017	2,365	732	1,328	1,041	575	897
12/3/2008	1,020	2,246	772	1,315	1,091	583	877
12/4/2008	1,038	2,395	762	1,473	1,059	608	902
12/5/2008	1,037	2,382	816	1,492	1,124	589	887
12/6/2008	676	1,947	768	1,240	959	450	756
12/7/2008	829	2,230	709	1,444	990	508	785
12/8/2008	988	2,287	755	1,379	952	538	882
12/9/2008	957	1,996	736	1,303	988	553	866
12/10/2008	937	2,404	740	1,288	1,037	565	935
12/11/2008	925	2,334	600	1,473	1,047	569	903
12/12/2008	948	2,324	797	1,442	1,034	559	899
12/13/2008	709	1,937	636	1,092	951	450	748
12/14/2008	822	2,214	659	1,288	949	506	779
12/15/2008	955	2,285	872	1,097	983	545	855
12/16/2008	909	1,846	878	1,206	1,030	539	857
12/17/2008	931	2,330	690	598	1,078	544	859
12/18/2008	1,044	2,262	819	1,154	1,105	560	794
12/19/2008	612	1,902	816	1,366	1,125	573	938
12/20/2008	673	2,077	791	1,265	1,014	489	745
12/21/2008	499	1,976	684	1,219	1,007	519	347
12/22/2008	866	2,303	829	1,287	1,031	571	501
12/23/2008	1,000	1,644	829	1,231	1,065	571	902
12/24/2008	730	1,953	742	1,175	1,026	540	839
12/25/2008	664	1,899	586	917	892	487	781
12/26/2008	854	1,677	680	1,336	964	543	838
12/27/2008	752	1,906	735	1,339	1,007	550	847
12/28/2008	813	2,244	723	1,429	969	527	833
12/29/2008	860	2,308	817	1,497	999	596	880
12/30/2008	858	2,287	873	1,516	1,034	410	894
12/31/2008	545	1,918	788	1,393	942	553	826
1/1/2009	687	1,924	612	1,413	861	573	753
1/2/2009	872	2,286	825	1,571	1,019	580	883
1/3/2009	771	2,117	751	1,429	1,048	551	837
1/4/2009	873	2,256	657	1,351	1,067	534	743
1/5/2009	958	2,309	767	1,354	1,034	541	881
1/6/2009	922	2,174	815	1,338	1,032	553	860
1/7/2009	744	2,232	817	1,393	1,035	555	859
1/8/2009	950	2,302	803	1,414	1,078	549	884

1/9/2009	975	2,041	806	1,489	1,080	552	882
1/10/2009	641	1,568	720	1,211	952	438	750
1/11/2009	714	2,147	648	1,347	951	499	746
1/12/2009	948	2,004	792	1,372	938	536	847
1/13/2009	943	2,086	772	1,229	1,008	534	809
1/14/2009	945	1,823	829	1,268	1,022	548	820
1/15/2009	932	2,240	711	1,345	1,046	561	826
1/16/2009	969	2,274	672	1,387	1,046	571	826
1/17/2009	682	1,879	747	1,132	955	418	734
1/18/2009	552	2,162	675	1,298	933	502	769
1/19/2009	886	2,278	778	1,291	971	545	884
1/20/2009	915	2,182	736	1,277	989	545	801
1/21/2009	957	2,271	717	1,325	1,026	556	858
1/22/2009	996	2,315	795	1,375	1,047	558	848
1/23/2009	970	2,321	811	1,376	1,033	573	849
1/24/2009	695	1,876	649	1,218	960	435	753
1/25/2009	806	2,132	677	1,309	949	506	748
1/26/2009	960	2,244	786	1,317	997	563	832
1/27/2009	933	2,054	808	1,276	991	568	816
1/28/2009	596	2,095	805	1,278	992	567	838
1/29/2009	990	2,288	841	1,427	1,061	565	838
1/30/2009	998	2,294	705	1,433	1,063	559	816
1/31/2009	706	1,871	753	1,189	969	404	762
2/1/2009	803	2,150	691	1,289	998	515	774
2/2/2009	950	2,262	760	1,401	1,005	580	835
2/3/2009	704	2,056	804	1,260	978	568	823
2/4/2009	973	2,221	769	1,254	1,054	559	837
2/5/2009	1,009	2,282	831	1,410	1,084	566	859
2/6/2009	1,023	2,328	813	1,409	1,049	550	866
2/7/2009	685	1,872	770	1,010	925	420	747
2/8/2009	803	2,163	660	1,271	1,015	506	778
2/9/2009	976	2,289	786	1,234	980	541	833
2/10/2009	938	2,179	865	1,293	1,016	549	823
2/11/2009	956	2,123	816	1,271	1,029	564	843
2/12/2009	1,002	2,342	846	1,405	1,086	579	875
2/13/2009	1,052	2,358	817	1,400	1,123	577	866
2/14/2009	770	2,020	756	1,321	963	457	799
2/15/2009	847	2,237	696	1,321	989	523	800
2/16/2009	952	2,339	817	1,327	989	552	858
2/17/2009	965	2,308	908	1,377	1,006	549	855
2/18/2009	1,002	2,292	801	1,395	1,024	574	860
2/19/2009	991	2,381	850	1,513	1,048	588	883

2/20/2009	1,008	2,353	809	1,440	1,030	599	900
2/21/2009	778	1,830	765	1,211	987	455	769
2/22/2009	836	2,288	728	1,325	957	524	782
2/23/2009	981	2,346	844	1,422	912	573	858
2/24/2009	1,007	2,319	801	1,408	973	604	839
2/25/2009	1,017	2,391	805	1,371	1,031	575	852
2/26/2009	1,022	2,108	818	1,514	1,053	561	861
2/27/2009	1,004	2,380	815	1,621	1,053	557	872
2/28/2009	770	2,042	718	1,389	935	473	786
3/1/2009	725	2,164	668	1,815	930	505	779
3/2/2009	478	2,209	772	1,426	895	558	851
3/3/2009	1,021	2,284	744	1,324	962	559	858
3/4/2009	1,035	2,351	777	1,314	997	568	859
3/5/2009	1,047	2,401	812	1,437	1,020	557	857
3/6/2009	1,055	2,370	823	1,455	1,005	558	869
3/7/2009	758	1,982	738	1,214	924	485	767
3/8/2009	843	1,945	641	1,331	969	510	802
3/9/2009	911	2,340	750	1,369	1,010	540	827
3/10/2009	992	2,190	785	1,392	1,017	551	859
3/11/2009	993	2,310	818	1,377	995	589	875
3/12/2009	1,056	2,398	788	1,446	1,023	570	876
3/13/2009	1,063	2,387	847	1,472	1,043	573	867
3/14/2009	782	2,064	644	1,283	982	446	770
3/15/2009	888	2,334	645	1,299	978	518	780
3/16/2009	1,018	2,359	848	1,462	975	563	858
3/17/2009	1,048	2,312	940	1,395	987	559	858
3/18/2009	1,085	2,391	373	1,493	997	606	868
3/19/2009	1,040	2,391	814	1,532	1,033	308	854
3/20/2009	1,034	2,386	822	1,467	1,051	597	874
3/21/2009	743	1,884	785	1,284	968	447	797
3/22/2009	873	2,293	701	1,254	969	558	811
3/23/2009	1,001	2,348	796	1,501	975	542	882
3/24/2009	1,001	2,320	869	1,351	989	564	870
3/25/2009	1,040	2,350	864	1,420	1,008	579	896
3/26/2009	1,057	2,388	856	1,350	995	570	870
3/27/2009	1,037	2,367	859	1,518	1,053	569	888
3/28/2009	754	2,048	767	1,338	978	467	823
3/29/2009	774	2,187	664	1,365	961	502	831
3/30/2009	1,004	2,373	761	1,446	942	555	905
3/31/2009	1,032	2,309	809	1,419	1,005	564	862
4/1/2009	1,039	2,363	762	1,400	1,049	569	888
4/2/2009	1,030	2,351	825	1,494	1,056	561	942

4/3/2009	872	2,364	823	1,452	1,097	576	944
4/4/2009	781	2,054	749	1,362	1,011	457	824
4/5/2009	877	2,195	694	1,424	981	535	842
4/6/2009	899	2,347	699	1,489	979	562	884
4/7/2009	1,028	2,289	829	1,445	992	567	902
4/8/2009	1,037	2,348	813	1,444	1,034	560	889
4/9/2009	1,071	2,375	805	1,552	1,033	554	890
4/10/2009	1,007	2,381	806	1,544	928	564	888
4/11/2009	763	2,003	717	1,334	940	455	774
4/12/2009	826	2,257	643	1,433	969	545	799
4/13/2009	1,041	2,231	885	1,560	976	557	893
4/14/2009	1,008	2,291	828	1,408	995	581	893
4/15/2009	1,056	2,347	819	1,444	1,002	577	863
4/16/2009	1,131	2,382	822	1,559	1,032	564	877
4/17/2009	1,093	2,405	816	1,549	1,044	641	871
4/18/2009	852	2,016	731	1,367	951	473	779
4/19/2009	910	2,170	676	1,440	963	534	813
4/20/2009	1,018	2,344	703	1,458	970	549	871
4/21/2009	997	2,273	773	1,407	992	549	856
4/22/2009	1,042	2,354	824	1,423	1,035	562	856
4/23/2009	1,059	2,382	717	1,569	1,009	576	887
4/24/2009	1,078	2,416	822	1,522	1,036	561	885
4/25/2009	804	1,701	740	1,293	970	462	774
4/26/2009	944	2,070	670	1,434	966	544	819
4/27/2009	1,070	2,367	769	1,440	960	551	869
4/28/2009	1,051	2,277	851	1,376	1,036	568	851
4/29/2009	1,040	2,350	773	1,412	1,065	552	871
4/30/2009	1,084	2,354	867	1,584	1,051	551	885
5/1/2009	1,021	2,382	890	1,626	1,000	589	893
5/2/2009	785	2,006	834	1,312	923	448	796
5/3/2009	887	2,288	728	1,555	913	556	816
5/4/2009	1,034	2,407	740	1,512	960	553	889
5/5/2009	976	2,283	832	1,420	940	554	870
5/6/2009	1,009	2,316	876	1,456	1,005	572	881
5/7/2009	1,056	2,370	807	1,537	974	593	903
5/8/2009	1,084	2,433	794	1,519	986	615	908
5/9/2009	778	2,037	716	1,304	922	498	817
5/10/2009	932	2,250	609	1,366	895	584	821
5/11/2009	1,074	2,346	781	1,445	913	566	884
5/12/2009	1,028	2,284	807	1,390	949	567	882
5/13/2009	1,044	2,032	775	1,452	974	588	877
5/14/2009	1,086	2,420	854	1,458	1,009	591	913

5/15/2009	1,120	2,310	857	1,551	992	585	903
5/16/2009	788	2,001	780	1,354	901	484	812
5/17/2009	1,022	2,325	627	1,465	900	569	855
5/18/2009	1,148	2,370	756	1,435	874	538	888
5/19/2009	1,104	2,308	776	1,477	918	577	888
5/20/2009	1,058	2,382	808	1,519	966	613	898
5/21/2009	1,208	2,424	392	1,521	981	618	901
5/22/2009	1,253	2,422	841	1,505	991	628	930
5/23/2009	808	2,012	755	1,252	878	461	831
5/24/2009	819	1,868	662	1,334	856	452	766
5/25/2009	1,088	2,262	773	1,554	888	556	861
5/26/2009	1,088	2,284	987	1,324	894	579	871
5/27/2009	1,036	2,334	801	1,345	981	582	903
5/28/2009	1,046	2,387	781	1,580	961	589	922
5/29/2009	1,094	2,381	823	1,528	950	582	910
5/30/2009	807	2,003	827	1,255	878	498	841
5/31/2009	977	2,268	669	1,353	854	545	843
6/1/2009	1,101	2,289	770	1,418	874	581	907
6/2/2009	1,109	2,289	849	1,379	945	624	896
6/3/2009	1,101	2,372	822	1,364	945	594	914
6/4/2009	1,150	2,426	857	1,473	980	599	961
6/5/2009	1,081	2,454	782	1,450	941	700	945
6/6/2009	842	2,100	760	1,242	879	494	876
6/7/2009	966	2,330	713	1,334	879	545	894
6/8/2009	1,109	2,371	726	1,450	919	591	946
6/9/2009	1,017	2,365	779	1,355	898	574	938
6/10/2009	1,044	2,419	779	1,389	937	597	954
6/11/2009	1,088	2,394	427	1,485	974	564	959
6/12/2009	1,106	2,455	857	1,529	1,003	594	972
6/13/2009	882	2,121	788	1,230	919	502	907
6/14/2009	985	2,314	647	1,365	908	588	931
6/15/2009	1,069	2,444	747	1,400	896	564	973
6/16/2009	1,157	2,415	752	1,365	929	603	967
6/17/2009	1,113	2,462	810	1,395	984	612	975
6/18/2009	1,082	2,430	798	1,469	993	604	974
6/19/2009	1,149	1,570	419	1,549	946	598	972
6/20/2009	891	2,122	759	1,335	925	551	936
6/21/2009	899	2,323	657	1,447	899	559	932
6/22/2009	1,008	2,437	766	1,451	900	592	963
6/23/2009	1,087	2,398	825	1,391	933	588	951
6/24/2009	1,104	2,377	798	1,433	1,000	601	964
6/25/2009	1,176	2,433	825	1,477	1,011	595	973

6/26/2009	1,146	2,454	878	1,503	988	609	985
6/27/2009	911	2,142	817	1,250	932	517	932
6/28/2009	975	2,337	697	1,389	912	563	937
6/29/2009	1,158	2,388	796	1,433	913	588	970
6/30/2009	1,007	2,369	830	1,387	935	577	966
7/1/2009	1,038	2,412	904	1,440	1,004	599	977
7/2/2009	978	2,265	812	1,498	1,000	616	994
7/3/2009	1,104	2,015	879	1,410	979	564	945
7/4/2009	785	1,727	722	1,152	864	435	818
7/5/2009	1,099	2,315	768	1,330	919	585	911
7/6/2009	1,216	2,404	768	1,463	906	572	967
7/7/2009	1,017	2,409	868	1,426	941	573	968
7/8/2009	1,121	2,435	839	1,421	990	594	977
7/9/2009	1,204	2,442	769	1,508	987	597	996
7/10/2009	1,193	2,455	834	1,449	973	605	983
7/11/2009	925	2,107	782	1,302	898	520	945
7/12/2009	1,067	2,341	724	1,420	908	549	930
7/13/2009	1,182	2,453	786	1,393	913	597	996
7/14/2009	1,189	2,425	871	1,438	953	592	974
7/15/2009	1,180	2,448	812	1,441	997	794	991
7/16/2009	1,221	2,441	827	1,492	993	605	990
7/17/2009	1,251	2,449	852	1,480	997	625	991
7/18/2009	917	2,115	796	1,225	929	518	946
7/19/2009	1,073	2,355	717	1,356	930	573	950
7/20/2009	1,204	2,431	769	1,382	896	589	988
7/21/2009	1,109	2,434	729	1,404	946	613	968
7/22/2009	1,185	2,437	777	1,391	995	632	986
7/23/2009	1,140	2,465	809	1,479	986	634	990
7/24/2009	1,215	2,471	740	1,459	1,026	634	996
7/25/2009	932	2,129	758	1,292	915	513	939
7/26/2009	974	2,337	698	1,360	877	555	953
7/27/2009	1,201	2,460	851	1,453	917	604	970
7/28/2009	1,196	2,422	741	1,361	988	611	957
7/29/2009	1,068	2,420	781	1,448	987	608	980
7/30/2009	1,231	2,464	873	1,518	991	631	999
7/31/2009	1,102	2,425	848	1,516	988	611	993
8/1/2009	988	2,117	818	1,304	914	540	940
8/2/2009	1,003	2,337	736	1,474	911	566	929
8/3/2009	1,195	2,437	809	1,467	908	601	981
8/4/2009	1,172	2,416	729	1,408	966	597	961
8/5/2009	1,158	2,437	841	1,435	992	615	977
8/6/2009	1,244	2,483	939	1,469	962	616	964



8/7/2009	1,210	2,473	892	1,543	976	598	998
8/8/2009	964	2,129	846	1,312	905	547	926
8/9/2009	1,085	2,328	742	1,438	903	586	935
8/10/2009	1,189	2,462	814	1,477	930	613	974
8/11/2009	1,108	2,445	724	1,440	943	600	968
8/12/2009	1,140	2,448	711	1,443	963	609	967
8/13/2009	1,212	2,465	828	1,527	995	612	972
8/14/2009	1,235	2,468	909	1,553	994	597	967
8/15/2009	938	2,142	814	1,250	905	533	927
8/16/2009	1,099	2,154	707	1,365	913	556	919
8/17/2009	1,203	2,355	829	1,461	900	586	982
8/18/2009	1,175	2,386	834	1,403	948	586	955
8/19/2009	1,171	2,404	808	1,422	985	596	986
8/20/2009	1,164	2,417	798	1,509	972	604	954
8/21/2009	1,057	2,402	838	1,456	960	589	964
8/22/2009	947	2,131	735	1,209	909	468	916
8/23/2009	1,093	2,348	707	1,391	901	564	916
8/24/2009	1,174	2,427	734	1,437	906	574	942
8/25/2009	1,174	2,378	798	1,404	902	581	924
8/26/2009	1,166	2,385	745	1,455	918	594	961
8/27/2009	1,210	2,448	808	1,499	922	591	968
8/28/2009	1,198	2,417	827	1,531	926	581	942
8/29/2009	784	2,097	709	1,240	882	469	861
8/30/2009	1,039	2,319	677	1,350	873	543	891
8/31/2009	1,141	2,426	759	1,443	867	564	923
9/1/2009	1,115	2,346	805	1,400	856	545	912
9/2/2009	1,116	2,414	798	1,414	914	558	913
9/3/2009	1,182	2,429	785	1,485	914	565	938
9/4/2009	1,214	2,419	824	1,457	934	583	951
9/5/2009	822	1,892	766	1,224	843	437	815
9/6/2009	850	1,817	605	1,241	826	402	770
9/7/2009	1,114	2,287	727	1,462	854	536	864
9/8/2009	1,167	2,369	781	1,419	881	549	889
9/9/2009	1,119	2,388	771	1,466	862	555	889
9/10/2009	1,159	2,426	775	1,575	887	566	918
9/11/2009	1,065	2,393	765	1,577	889	563	908
9/12/2009	778	1,912	731	1,305	832	450	809
9/13/2009	1,009	2,251	633	1,474	847	521	854
9/14/2009	1,158	2,415	741	1,563	847	563	890
9/15/2009	1,094	2,353	723	1,538	851	583	902
9/16/2009	1,121	2,412	713	1,563	879	565	888
9/17/2009	1,177	2,435	735	1,610	898	567	910

9/18/2009	1,155	2,434	727	1,614	911	575	915
9/19/2009	789	2,009	663	1,277	830	447	784
9/20/2009	1,015	2,340	630	1,499	843	552	839
9/21/2009	1,133	2,412	804	1,558	828	543	884
9/22/2009	1,098	2,344	776	1,501	880	571	898
9/23/2009	1,089	2,421	772	1,473	893	542	884
9/24/2009	1,168	2,468	799	1,582	913	561	903
9/25/2009	1,152	2,472	801	1,610	914	561	917
9/26/2009	834	2,031	810	1,251	832	438	796
9/27/2009	921	2,340	633	1,436	839	524	838
9/28/2009	1,090	2,403	688	1,538	851	541	873
9/29/2009	1,085	2,363	716	1,375	882	539	869
9/30/2009	1,107	2,435	755	1,414	905	549	878
10/1/2009	1,142	2,397	807	1,543	906	565	881
10/2/2009	1,143	2,423	826	1,591	937	574	890
10/3/2009	756	2,031	699	1,300	840	425	776
10/4/2009	984	2,308	642	1,440	857	501	800
10/5/2009	1,097	2,416	680	1,498	870	547	859
10/6/2009	1,050	2,345	726	1,476	874	549	870
10/7/2009	1,028	2,411	722	1,502	932	547	872
10/8/2009	1,155	2,458	724	1,599	965	566	883
10/9/2009	1,152	2,436	799	1,579	931	553	882
10/10/2009	852	2,030	761	1,291	848	433	779
10/11/2009	990	2,331	629	1,502	881	513	814
10/12/2009	1,172	2,391	700	1,465	901	536	875
10/13/2009	1,044	2,372	744	1,405	900	524	852
10/14/2009	1,075	2,445	760	1,454	896	541	866
10/15/2009	1,080	2,452	714	1,537	919	543	879
10/16/2009	1,051	2,435	785	1,620	925	563	883
10/17/2009	770	2,022	677	1,294	862	389	780
10/18/2009	821	2,351	601	1,520	863	544	814
10/19/2009	1,088	2,401	721	1,488	873	570	855
10/20/2009	1,056	2,350	723	1,448	913	566	879
10/21/2009	1,065	2,420	664	1,450	935	576	867
10/22/2009	1,104	2,276	719	1,501	932	575	890
10/23/2009	1,079	2,335	705	1,651	958	569	889
10/24/2009	715	2,019	658	1,328	848	438	796
10/25/2009	927	2,291	667	1,513	882	529	816
10/26/2009	1,075	2,355	673	1,468	897	543	876
10/27/2009	1,001	2,304	690	1,360	879	549	877
10/28/2009	961	2,347	746	1,373	949	529	872
10/29/2009	1,115	2,367	727	1,471	961	561	877

10/30/2009	1,066	2,313	786	1,504	946	574	878
10/31/2009	712	1,923	743	1,166	867	427	738
11/1/2009	882	2,239	592	1,400	917	526	828
11/2/2009	1,030	2,367	652	1,437	892	476	839
11/3/2009	1,014	2,333	629	1,364	923	523	840
11/4/2009	1,018	2,341	724	1,434	927	562	855
11/5/2009	1,048	2,355	806	1,528	995	542	873
11/6/2009	1,047	2,412	827	1,530	975	558	852
11/7/2009	748	1,970	726	1,259	880	438	724
11/8/2009	902	2,267	602	1,432	924	519	807
11/9/2009	1,036	2,345	775	1,439	885	526	825
11/10/2009	993	2,311	755	1,396	939	533	815
11/11/2009	1,029	2,338	696	1,393	931	535	847
11/12/2009	1,063	2,283	727	1,518	962	545	859
11/13/2009	992	2,367	757	1,561	989	566	839
11/14/2009	712	1,971	592	1,291	878	429	707
11/15/2009	849	2,281	557	1,510	916	553	802
11/16/2009	1,035	2,364	766	1,487	913	545	825
11/17/2009	1,007	2,376	678	1,317	953	526	835
11/18/2009	1,024	2,309	693	1,364	961	542	838
11/19/2009	1,019	2,368	694	1,458	1,050	568	851
11/20/2009	1,044	2,354	741	1,511	1,100	535	850
11/21/2009	804	1,980	644	1,237	1,005	442	706
11/22/2009	881	2,186	609	1,407	1,104	513	789
11/23/2009	992	2,219	722	1,332	1,008	524	803
11/24/2009	1,021	2,324	751	1,349	1,076	540	842
11/25/2009	1,036	2,332	732	1,390	1,044	556	861
11/26/2009	616	1,493	566	962	920	342	618
11/27/2009	663	1,764	744	1,220	983	430	716
11/28/2009	826	1,988	679	1,261	974	494	818
11/29/2009	1,009	2,324	630	1,398	1,049	549	858
11/30/2009	1,044	2,377	667	1,351	1,017	534	843
12/1/2009	1,010	2,352	725	1,260	1,058	520	826
12/2/2009	1,023	2,335	753	1,228	1,104	536	845
12/3/2009	1,037	2,370	719	1,360	1,095	541	855
12/4/2009	1,046	2,355	746	1,385	1,141	534	824
12/5/2009	680	1,920	730	1,211	1,007	399	695
12/6/2009	876	2,201	591	1,309	1,063	479	783
12/7/2009	1,008	2,313	680	1,215	1,011	537	826
12/8/2009	948	1,728	721	1,276	1,023	496	812
12/9/2009	866	2,029	760	1,301	1,031	506	834
12/10/2009	1,035	2,349	759	1,407	1,066	533	840

12/11/2009	991	2,373	768	1,392	1,069	555	827
12/12/2009	740	1,932	717	1,092	1,013	416	698
12/13/2009	778	2,232	591	1,276	970	487	791
12/14/2009	968	2,244	761	1,288	985	519	798
12/15/2009	980	2,275	786	1,197	1,026	514	815
12/16/2009	988	2,335	733	1,188	1,057	515	835
12/17/2009	978	2,408	687	1,254	1,129	536	875
12/18/2009	958	2,280	785	1,330	1,109	552	882
12/19/2009	659	2,002	715	1,128	1,075	452	808
12/20/2009	415	2,161	644	1,138	1,022	499	829
12/21/2009	932	2,356	812	1,238	1,098	528	847
12/22/2009	967	2,146	942	1,178	1,104	540	884
12/23/2009	968	2,044	742	1,266	1,120	548	892
12/24/2009	751	1,990	652	1,110	1,005	467	773
12/25/2009	674	1,772	512	963	908	387	700
12/26/2009	724	1,470	619	1,179	1,022	480	807
12/27/2009	813	2,197	573	1,369	1,035	543	830
12/28/2009	838	2,313	714	1,390	1,010	545	846
12/29/2009	834	2,307	739	1,451	1,056	546	854
12/30/2009	866	2,288	655	1,410	1,102	580	859
12/31/2009	692	1,919	626	1,376	961	488	747
1/1/2010	707	1,940	547	1,362	915	437	753
1/2/2010	671	2,137	671	1,432	1,063	491	817
1/3/2010	719	2,294	607	1,481	1,106	538	826
1/4/2010	950	2,301	717	1,430	1,073	514	848
1/5/2010	932	2,209	717	1,330	1,056	514	822
1/6/2010	930	2,254	724	1,398	1,037	504	814
1/7/2010	952	1,783	766	1,489	1,031	506	811
1/8/2010	944	2,256	762	1,569	1,046	515	803
1/9/2010	730	1,911	679	1,252	984	396	671
1/10/2010	829	2,162	510	1,376	1,000	465	756
1/11/2010	983	2,324	738	1,296	976	510	790
1/12/2010	975	2,228	779	1,185	1,039	497	791
1/13/2010	981	2,307	667	1,127	1,050	521	805
1/14/2010	1,014	2,332	751	1,253	1,094	541	810
1/15/2010	1,014	2,331	781	1,368	1,080	535	807
1/16/2010	747	1,893	659	1,067	1,048	397	644
1/17/2010	785	2,136	602	1,296	1,026	524	740
1/18/2010	799	2,243	657	1,169	1,020	494	794
1/19/2010	929	2,201	718	1,255	1,058	527	794
1/20/2010	965	2,269	694	1,170	1,064	491	798
1/21/2010	1,006	2,361	684	988	1,088	360	791

1/22/2010	995	2,269	735	1,365	1,121	538	837
1/23/2010	716	1,912	660	1,150	1,054	381	653
1/24/2010	815	2,152	565	1,280	1,020	480	742
1/25/2010	817	2,263	648	1,297	1,019	516	793
1/26/2010	961	2,214	666	1,180	1,098	509	790
1/27/2010	967	2,294	699	1,289	1,074	532	809
1/28/2010	956	2,306	692	1,430	1,092	538	809
1/29/2010	986	2,242	712	1,376	1,133	528	793
1/30/2010	656	1,849	645	1,091	1,011	380	647
1/31/2010	830	2,162	598	1,275	1,059	470	742
2/1/2010	1,005	2,323	701	1,266	1,026	513	794
2/2/2010	959	2,234	597	1,120	1,039	511	797
2/3/2010	968	2,312	700	1,216	1,101	510	787
2/4/2010	1,018	2,359	750	1,378	1,184	548	799
2/5/2010	964	2,231	735	1,387	1,225	523	797
2/6/2010	626	1,833	707	892	1,046	354	640
2/7/2010	750	2,147	600	1,163	1,054	465	742
2/8/2010	970	2,272	738	1,396	1,235	527	786
2/9/2010	890	1,634	762	1,051	1,071	482	781
2/10/2010	423	2,037	729	1,109	1,014	498	788
2/11/2010	791	2,329	697	1,368	1,130	525	805
2/12/2010	1,005	2,379	798	1,456	1,119	552	828
2/13/2010	761	2,051	714	1,158	1,098	413	705
2/14/2010	867	2,205	641	1,428	1,024	485	784
2/15/2010	952	2,328	742	1,426	1,057	529	839
2/16/2010	708	2,348	774	1,310	1,074	518	811
2/17/2010	1,084	2,380	749	1,327	1,121	534	821
2/18/2010	1,017	2,388	696	1,406	1,092	534	853
2/19/2010	1,044	2,439	735	1,296	1,102	543	835
2/20/2010	769	2,069	707	1,152	1,040	420	725
2/21/2010	913	2,173	712	1,335	1,056	495	789
2/22/2010	1,004	2,276	762	1,275	988	512	821
2/23/2010	1,006	2,337	711	1,255	1,039	526	823
2/24/2010	976	2,304	727	1,254	1,027	524	817
2/25/2010	840	2,393	753	1,417	1,057	547	851
2/26/2010	876	2,325	763	1,447	1,066	535	825
2/27/2010	744	2,083	601	1,130	996	425	710
2/28/2010	868	2,331	550	1,644	1,045	478	813
3/1/2010	974	2,410	715	1,380	1,026	525	833
3/2/2010	993	2,396	654	1,282	1,026	540	812
3/3/2010	996	2,421	686	1,289	1,045	528	809
3/4/2010	1,026	2,474	649	1,384	1,069	545	823

3/5/2010	1,052	2,453	736	1,427	1,088	547	852
3/6/2010	767	2,124	687	1,115	1,023	423	710
3/7/2010	919	2,310	643	1,169	1,004	481	771
3/8/2010	1,045	2,428	689	1,306	1,013	508	802
3/9/2010	1,049	2,226	681	1,098	1,028	524	814
3/10/2010	1,073	2,411	674	1,264	1,041	525	818
3/11/2010	1,058	2,439	711	1,481	1,052	553	818
3/12/2010	1,033	2,453	764	1,447	1,035	543	805
3/13/2010	702	1,937	716	1,147	1,037	437	703
3/14/2010	690	2,323	660	1,394	1,064	504	790
3/15/2010	910	2,427	762	1,366	1,028	533	836
3/16/2010	1,080	2,424	712	1,352	1,028	530	833
3/17/2010	1,070	2,443	727	1,423	1,050	530	840
3/18/2010	1,053	2,462	704	1,461	1,068	548	885
3/19/2010	1,032	2,470	753	1,523	1,075	538	844
3/20/2010	793	2,054	673	1,222	1,040	449	740
3/21/2010	909	2,383	629	1,361	1,046	505	800
3/22/2010	967	2,414	745	1,440	987	516	831
3/23/2010	1,009	2,406	707	1,315	1,076	523	837
3/24/2010	1,017	2,425	771	1,411	1,081	527	838
3/25/2010	1,066	2,463	762	1,509	1,097	543	829
3/26/2010	1,031	2,471	770	1,536	1,158	550	845
3/27/2010	788	2,143	721	1,290	1,116	448	737
3/28/2010	903	2,321	667	1,439	1,100	491	784
3/29/2010	1,009	2,414	689	1,431	1,007	546	810
3/30/2010	962	2,395	659	1,297	1,066	536	828
3/31/2010	1,014	2,467	590	1,294	1,069	532	832
4/1/2010	1,055	2,452	689	1,478	1,124	556	838
4/2/2010	1,020	2,460	752	1,512	1,038	538	829
4/3/2010	788	2,098	705	1,300	1,019	445	707
4/4/2010	908	2,324	547	1,401	1,092	478	776
4/5/2010	1,053	2,382	704	1,391	1,038	540	824
4/6/2010	1,056	2,398	727	1,405	1,086	543	829
4/7/2010	1,071	2,312	808	1,464	1,069	544	825
4/8/2010	1,053	2,591	719	1,586	1,081	542	828
4/9/2010	1,013	2,562	822	1,544	1,115	558	853
4/10/2010	789	2,211	718	1,316	1,060	437	731
4/11/2010	920	2,497	727	1,431	1,020	499	788
4/12/2010	1,052	2,548	723	1,357	999	534	823
4/13/2010	1,068	2,562	706	1,360	1,099	549	832
4/14/2010	1,063	2,591	710	1,411	1,104	554	853
4/15/2010	1,092	2,509	723	1,541	1,051	548	841

4/16/2010	1,030	2,500	717	1,588	1,068	562	830
4/17/2010	769	2,114	699	1,237	974	449	718
4/18/2010	923	2,386	619	1,419	980	516	803
4/19/2010	1,040	2,489	758	1,382	988	519	821
4/20/2010	1,049	2,488	755	1,282	1,032	546	828
4/21/2010	1,099	2,553	691	1,249	1,090	544	833
4/22/2010	1,087	2,529	741	1,321	1,102	536	849
4/23/2010	1,097	2,589	824	1,527	1,107	571	846
4/24/2010	833	2,111	765	1,249	1,053	441	720
4/25/2010	963	2,291	659	1,475	1,042	505	809
4/26/2010	1,094	2,540	801	1,424	930	522	822
4/27/2010	1,028	2,512	771	1,260	1,088	536	830
4/28/2010	1,042	2,519	740	1,232	1,110	553	827
4/29/2010	1,046	2,591	693	1,515	1,089	542	837
4/30/2010	1,061	2,520	800	1,574	1,100	561	845
5/1/2010	799	2,203	705	1,305	1,028	471	671
5/2/2010	938	2,481	499	1,553	1,019	505	785
5/3/2010	1,084	2,557	673	1,492	999	536	834
5/4/2010	1,060	2,530	733	1,392	1,057	546	847
5/5/2010	1,093	2,542	739	1,447	1,058	574	841
5/6/2010	1,092	2,610	786	1,523	1,085	573	869
5/7/2010	1,145	2,347	768	1,510	1,065	573	872
5/8/2010	759	2,195	669	1,242	991	450	750
5/9/2010	911	2,487	615	1,433	994	533	837
5/10/2010	1,111	2,569	701	1,407	992	582	860
5/11/2010	1,044	2,443	733	1,364	1,015	569	870
5/12/2010	1,036	2,173	726	1,451	1,016	575	874
5/13/2010	1,120	2,324	732	1,559	1,068	593	890
5/14/2010	1,099	2,578	769	1,563	1,057	579	899
5/15/2010	782	2,233	680	1,261	989	487	807
5/16/2010	944	2,518	646	1,483	994	519	860
5/17/2010	1,081	2,577	704	1,449	983	562	867
5/18/2010	1,069	2,523	752	1,428	1,026	553	886
5/19/2010	1,069	2,590	741	1,445	1,058	559	894
5/20/2010	1,136	2,585	748	1,535	1,056	583	894
5/21/2010	1,139	2,430	782	1,527	1,057	591	886
5/22/2010	818	2,226	682	1,343	976	474	795
5/23/2010	985	2,501	589	1,545	979	545	853
5/24/2010	1,112	2,613	713	1,496	964	575	887
5/25/2010	1,091	2,552	681	1,513	1,030	571	885
5/26/2010	1,083	2,420	743	1,448	1,014	580	868
5/27/2010	1,140	2,597	743	1,462	1,046	600	925

5/28/2010	1,262	2,649	791	1,480	1,056	603	924
5/29/2010	834	2,137	723	1,257	962	480	792
5/30/2010	791	2,135	613	1,312	922	437	793
5/31/2010	1,072	2,290	692	1,395	936	552	869
6/1/2010	1,074	2,563	793	1,350	963	559	895
6/2/2010	1,102	2,514	777	1,429	988	565	899
6/3/2010	1,063	2,603	765	1,492	929	577	925
6/4/2010	1,140	2,560	697	1,504	1,025	575	928
6/5/2010	767	2,239	699	1,216	979	478	821
6/6/2010	884	2,497	673	1,414	974	547	907
6/7/2010	1,120	2,612	800	1,434	982	596	931
6/8/2010	1,136	2,556	718	1,373	1,024	574	935
6/9/2010	1,136	2,593	714	1,430	1,031	585	946
6/10/2010	1,125	2,677	740	1,499	1,052	588	993
6/11/2010	1,200	2,593	817	1,464	1,067	566	976
6/12/2010	829	2,049	743	1,268	1,007	512	905
6/13/2010	963	2,405	666	1,434	973	547	962
6/14/2010	1,113	2,488	724	1,399	957	576	969
6/15/2010	1,122	2,550	806	1,349	1,025	564	962
6/16/2010	1,135	2,622	796	1,418	1,046	566	975
6/17/2010	1,155	2,663	751	1,491	1,041	580	994
6/18/2010	1,140	2,141	815	1,483	1,083	560	994
6/19/2010	868	2,405	698	1,247	1,013	491	909
6/20/2010	996	2,583	672	1,407	974	535	951
6/21/2010	1,173	2,419	762	1,430	993	564	985
6/22/2010	1,113	2,654	771	1,361	1,030	578	989
6/23/2010	1,140	1,859	729	1,413	1,008	569	994
6/24/2010	1,139	2,658	756	1,503	1,060	600	992
6/25/2010	1,221	2,644	821	1,579	1,074	622	1,017
6/26/2010	918	2,375	677	1,231	986	506	916
6/27/2010	1,008	2,323	700	1,421	947	572	952
6/28/2010	1,175	2,630	747	1,454	1,006	565	979
6/29/2010	1,177	2,659	804	1,371	1,046	566	985
6/30/2010	1,179	2,687	784	1,425	1,040	562	1,001
7/1/2010	1,284	2,671	809	1,459	1,051	605	1,006
7/2/2010	1,305	2,686	842	1,472	1,052	587	989
7/3/2010	962	2,282	691	1,255	980	497	916
7/4/2010	847	2,090	673	1,204	914	395	838
7/5/2010	1,165	2,515	735	1,381	985	531	953
7/6/2010	1,210	2,590	779	1,368	1,002	597	983
7/7/2010	1,167	2,638	854	1,483	1,006	583	999
7/8/2010	1,209	2,628	785	1,347	1,072	573	1,035



7/9/2010	1,189	2,662	832	1,461	1,059	565	999
7/10/2010	922	2,371	808	1,352	1,002	488	917
7/11/2010	1,085	2,554	732	1,393	995	531	987
7/12/2010	1,156	2,684	840	1,485	1,010	553	974
7/13/2010	1,108	2,625	939	1,379	1,017	572	994
7/14/2010	1,138	2,652	786	1,444	1,040	582	1,003
7/15/2010	1,257	2,636	800	1,535	1,050	584	1,009
7/16/2010	1,215	2,673	865	1,531	1,083	581	992
7/17/2010	924	2,379	696	1,288	1,001	483	924
7/18/2010	1,089	2,532	701	1,500	964	530	971
7/19/2010	1,158	2,666	844	1,488	1,004	574	976
7/20/2010	1,174	2,663	850	1,436	1,043	570	1,030
7/21/2010	1,114	2,709	788	1,489	1,039	584	1,005
7/22/2010	1,252	2,697	846	1,540	1,067	619	1,007
7/23/2010	1,182	2,461	898	1,503	1,018	609	1,007
7/24/2010	942	2,134	748	1,306	1,015	522	905
7/25/2010	1,064	2,584	676	1,464	977	557	962
7/26/2010	1,216	2,696	818	1,474	1,017	566	999
7/27/2010	1,178	2,656	926	1,459	1,028	595	988
7/28/2010	1,194	2,562	821	1,431	1,031	554	1,006
7/29/2010	1,210	2,664	760	1,540	1,036	591	1,001
7/30/2010	1,326	2,694	822	1,518	1,083	596	1,024
7/31/2010	993	2,392	770	1,267	1,011	508	909
8/1/2010	1,090	2,571	672	1,470	976	542	969
8/2/2010	1,198	2,662	749	1,470	982	563	978
8/3/2010	1,234	2,582	758	1,465	1,045	580	983
8/4/2010	1,216	2,508	709	1,504	1,035	604	1,000
8/5/2010	1,131	2,681	885	1,582	1,024	588	1,014
8/6/2010	1,261	2,699	839	1,556	1,044	581	989
8/7/2010	988	2,376	738	1,303	993	511	912
8/8/2010	1,127	2,560	775	1,447	939	555	947
8/9/2010	1,238	2,659	732	1,485	1,022	590	989
8/10/2010	1,213	2,703	737	1,464	1,023	583	984
8/11/2010	1,230	2,632	768	1,492	1,035	561	995
8/12/2010	1,259	2,693	819	1,614	1,062	595	1,013
8/13/2010	1,261	2,576	817	1,605	1,054	609	1,001
8/14/2010	1,014	2,377	788	1,350	987	516	898
8/15/2010	1,094	2,599	766	1,468	943	522	956
8/16/2010	1,191	2,641	794	1,498	998	584	977
8/17/2010	1,182	2,642	786	1,419	1,012	550	962
8/18/2010	1,212	2,686	745	1,491	1,034	557	975
8/19/2010	1,249	2,566	804	1,550	1,039	563	986

8/20/2010	1,245	2,639	878	1,485	1,022	576	974
8/21/2010	965	2,368	811	1,234	975	465	891
8/22/2010	1,030	2,542	671	1,380	927	508	889
8/23/2010	1,047	2,665	821	1,461	965	539	956
8/24/2010	1,089	2,615	759	1,403	987	543	945
8/25/2010	1,069	2,630	727	1,437	954	537	968
8/26/2010	1,250	2,635	827	1,447	972	570	949
8/27/2010	1,210	2,656	866	1,519	978	566	950
8/28/2010	938	2,237	772	1,203	902	445	845
8/29/2010	1,087	2,505	642	1,391	882	528	896
8/30/2010	1,201	2,624	822	1,477	891	522	923
8/31/2010	1,172	2,578	744	1,344	950	532	948
9/1/2010	1,178	2,536	715	1,395	957	547	942
9/2/2010	1,235	2,554	732	1,483	975	562	941
9/3/2010	1,028	2,651	814	1,439	987	554	943
9/4/2010	871	2,079	704	1,218	890	411	801
9/5/2010	865	2,046	608	1,276	847	399	794
9/6/2010	1,176	2,500	738	1,434	907	489	901
9/7/2010	1,209	2,609	683	1,424	926	507	881
9/8/2010	1,149	2,601	725	1,421	948	513	903
9/9/2010	1,148	2,617	750	1,496	972	518	906
9/10/2010	1,153	2,612	734	1,592	1,000	539	905
9/11/2010	842	2,220	686	1,259	897	406	798
9/12/2010	1,014	2,533	646	1,484	890	499	855
9/13/2010	1,149	2,597	784	1,502	917	517	896
9/14/2010	1,173	2,572	694	1,450	981	523	908
9/15/2010	1,219	2,601	669	1,532	978	519	900
9/16/2010	1,215	2,637	702	1,569	956	534	904
9/17/2010	1,153	2,600	791	1,528	977	522	941
9/18/2010	812	2,152	653	1,261	900	421	804
9/19/2010	1,029	2,523	622	1,551	894	500	852
9/20/2010	1,151	2,641	699	1,482	922	519	891
9/21/2010	1,113	2,530	695	1,410	938	509	890
9/22/2010	1,134	2,596	666	1,471	944	525	911
9/23/2010	1,176	2,631	835	1,616	967	535	911
9/24/2010	1,132	2,613	805	1,637	984	556	903
9/25/2010	837	2,211	665	1,303	898	407	807
9/26/2010	991	2,527	626	1,516	897	514	856
9/27/2010	1,025	2,597	786	1,521	913	509	897
9/28/2010	1,042	2,581	715	1,431	958	525	890
9/29/2010	1,151	2,604	682	1,445	877	524	903
9/30/2010	1,005	2,587	676	1,522	952	544	906

10/1/2010	1,017	2,619	685	1,572	1,015	569	902
10/2/2010	870	2,207	694	1,264	933	418	783
10/3/2010	1,031	2,512	634	1,494	892	519	847
10/4/2010	1,098	2,575	697	1,378	932	548	882
10/5/2010	1,055	2,565	710	1,420	951	517	877
10/6/2010	1,055	2,580	736	1,478	961	533	888
10/7/2010	1,129	2,625	723	1,564	990	535	897
10/8/2010	1,209	2,617	885	1,539	1,026	545	882
10/9/2010	834	2,206	711	1,284	917	426	762
10/10/2010	1,013	2,531	696	1,524	944	494	851
10/11/2010	1,150	2,592	700	1,512	943	545	876
10/12/2010	1,085	2,589	708	1,462	957	530	884
10/13/2010	1,092	2,615	788	1,471	962	540	900
10/14/2010	1,124	2,621	724	1,575	977	516	887
10/15/2010	1,043	2,601	774	1,597	982	539	906
10/16/2010	788	2,229	740	1,350	899	415	768
10/17/2010	988	2,530	663	1,443	938	495	862
10/18/2010	1,101	2,619	752	1,498	915	536	876
10/19/2010	1,096	2,571	738	1,388	976	504	862
10/20/2010	1,107	2,582	776	1,323	960	534	892
10/21/2010	1,101	2,590	727	1,574	1,002	523	880
10/22/2010	1,117	2,610	778	1,491	1,005	536	890
10/23/2010	793	2,206	816	1,237	924	420	760
10/24/2010	959	2,518	610	1,591	926	528	823
10/25/2010	1,055	2,628	679	1,509	968	524	866
10/26/2010	1,098	2,089	654	1,415	1,002	516	871
10/27/2010	1,035	2,367	661	1,448	1,009	530	875
10/28/2010	1,110	2,627	705	1,579	1,042	536	880
10/29/2010	1,114	2,606	757	1,599	1,031	541	887
10/30/2010	798	2,140	623	1,227	951	429	759
10/31/2010	938	2,345	668	1,381	973	477	814
11/1/2010	1,084	2,591	674	1,452	966	513	853
11/2/2010	1,063	2,553	776	1,395	1,004	496	846
11/3/2010	1,073	2,583	609	1,441	999	515	857
11/4/2010	1,048	2,570	688	1,577	1,043	533	875
11/5/2010	1,074	2,599	748	1,551	1,043	526	849
11/6/2010	759	2,136	694	1,261	957	403	727
11/7/2010	884	2,469	632	1,487	967	477	809
11/8/2010	933	2,596	712	1,434	1,001	513	841
11/9/2010	1,027	2,542	796	1,388	1,020	500	821
11/10/2010	1,059	2,570	753	1,404	1,028	504	843
11/11/2010	1,087	2,585	723	1,423	1,065	524	857

11/12/2010	1,066	2,590	835	1,498	1,078	529	840
11/13/2010	760	2,134	661	1,236	954	412	734
11/14/2010	926	2,436	667	1,415	988	488	824
11/15/2010	1,053	2,569	669	1,348	981	457	849
11/16/2010	1,028	2,526	844	1,404	1,003	530	831
11/17/2010	1,033	2,567	719	1,362	1,035	516	838
11/18/2010	1,093	2,525	750	1,478	1,160	556	868
11/19/2010	1,104	2,544	749	1,492	1,188	537	846
11/20/2010	785	2,115	712	1,232	1,128	438	779
11/21/2010	909	2,216	650	1,316	1,148	494	798
11/22/2010	1,034	2,181	780	1,365	1,091	507	722
11/23/2010	1,094	2,441	877	1,378	1,147	533	905
11/24/2010	1,083	2,501	905	1,338	1,141	534	851
11/25/2010	667	1,709	570	930	1,002	350	624
11/26/2010	729	2,008	736	1,248	1,074	441	701
11/27/2010	859	2,255	665	1,237	1,073	454	804
11/28/2010	1,064	2,512	695	1,424	1,114	541	849
11/29/2010	1,091	2,561	743	1,278	1,081	528	835
11/30/2010	1,073	2,518	748	1,258	1,140	501	825
12/1/2010	1,010	2,413	704	1,306	1,202	502	823
12/2/2010	1,158	2,515	702	1,365	1,247	493	851
12/3/2010	1,090	2,508	739	1,378	1,218	498	833
12/4/2010	716	1,847	712	1,164	1,113	390	734
12/5/2010	943	2,351	667	1,318	1,158	488	793
12/6/2010	1,043	2,518	789	1,357	1,092	494	817
12/7/2010	1,041	2,442	879	1,291	1,100	462	833
12/8/2010	1,062	2,500	780	1,295	1,100	478	833
12/9/2010	1,084	2,404	640	1,382	1,160	516	847
12/10/2010	1,082	2,521	624	1,470	1,148	517	829
12/11/2010	732	1,899	743	1,159	1,100	395	700
12/12/2010	698	867	639	1,388	1,032	468	769
12/13/2010	1,030	2,403	782	1,293	1,117	486	830
12/14/2010	1,041	2,455	959	1,156	1,117	470	836
12/15/2010	1,024	2,533	783	1,193	1,154	497	861
12/16/2010	1,029	2,505	827	1,282	1,199	543	871
12/17/2010	1,040	2,519	808	1,246	1,253	544	865
12/18/2010	813	2,209	757	1,101	1,176	439	816
12/19/2010	855	2,360	512	1,239	1,190	495	836
12/20/2010	862	2,220	682	1,161	1,156	548	859
12/21/2010	992	2,182	739	1,063	1,161	529	875
12/22/2010	971	2,487	927	1,092	1,215	536	880
12/23/2010	945	2,526	714	1,371	1,214	546	884

12/24/2010	790	1,991	642	1,107	1,102	430	769
12/25/2010	689	1,876	490	945	998	395	687
12/26/2010	442	2,231	575	1,297	1,038	476	813
12/27/2010	238	2,245	634	1,375	1,085	491	847
12/28/2010	796	2,409	716	1,363	1,212	542	859
12/29/2010	884	2,421	717	1,292	1,183	529	862
12/30/2010	885	2,263	741	1,601	1,183	556	911
12/31/2010	799	1,965	693	1,302	1,043	456	790
1/1/2011	696	2,084	581	1,297	1,060	400	730
1/2/2011	853	2,406	656	1,603	1,238	492	854
1/3/2011	959	2,466	716	1,300	1,192	532	893
1/4/2011	1,007	2,415	828	1,423	1,206	501	830
1/5/2011	1,015	2,457	838	1,532	1,151	503	833
1/6/2011	1,034	2,425	831	1,571	1,129	489	830
1/7/2011	972	2,398	815	1,588	1,132	500	826
1/8/2011	696	1,950	737	1,266	1,099	405	701
1/9/2011	863	2,253	722	1,453	1,097	452	747
1/10/2011	970	2,387	637	1,342	1,048	499	795
1/11/2011	856	1,739	838	1,211	1,004	476	776
1/12/2011	131	2,241	650	1,227	1,097	493	811
1/13/2011	984	2,465	649	1,362	1,140	509	819
1/14/2011	1,039	2,468	794	1,440	1,188	527	825
1/15/2011	718	1,960	697	1,101	1,052	400	664
1/16/2011	829	2,249	671	1,289	1,061	456	755
1/17/2011	1,017	1,964	741	1,272	1,107	511	798
1/18/2011	788	2,240	719	1,188	1,098	507	811
1/19/2011	990	2,386	832	1,261	1,126	493	831
1/20/2011	1,039	2,449	793	1,351	1,177	529	818
1/21/2011	770	2,446	791	1,397	1,169	509	825
1/22/2011	699	1,966	717	1,113	1,061	387	699
1/23/2011	858	2,268	664	1,278	1,086	473	755
1/24/2011	1,009	2,400	718	1,275	1,091	505	798
1/25/2011	945	2,359	749	1,175	1,107	513	799
1/26/2011	758	2,282	839	1,222	1,108	537	799
1/27/2011	660	2,349	774	1,356	1,158	515	826
1/28/2011	1,024	2,479	801	1,346	1,204	530	802
1/29/2011	730	1,962	722	1,140	1,111	404	670
1/30/2011	864	2,285	629	1,347	1,134	469	775
1/31/2011	1,035	2,386	805	1,225	1,129	502	806
2/1/2011	434	996	774	1,078	1,048	463	747
2/2/2011	241	38	776	1,138	1,073	479	756
2/3/2011	958	1,418	791	1,376	1,160	521	794

2/4/2011	1,029	2,275	828	1,476	1,198	496	790
2/5/2011	712	1,862	717	1,191	1,098	412	673
2/6/2011	875	2,072	548	1,334	1,071	451	770
2/7/2011	1,004	2,288	713	1,471	1,131	490	801
2/8/2011	951	2,323	723	1,212	1,147	509	821
2/9/2011	1,030	2,359	783	1,238	1,173	513	804
2/10/2011	1,095	2,465	790	1,367	1,202	524	823
2/11/2011	1,076	2,435	743	1,383	1,164	523	808
2/12/2011	737	1,961	715	1,183	1,067	422	676
2/13/2011	873	2,304	716	1,414	1,081	489	756
2/14/2011	993	2,462	787	1,361	1,091	497	789
2/15/2011	1,014	2,407	795	1,312	1,115	513	792
2/16/2011	1,021	2,415	749	1,240	1,155	528	798
2/17/2011	1,096	2,408	806	1,414	1,237	504	820
2/18/2011	1,087	2,566	826	1,461	1,251	521	827
2/19/2011	767	2,090	717	1,014	1,100	422	727
2/20/2011	837	1,991	665	1,254	1,062	466	765
2/21/2011	935	2,083	701	1,375	1,136	507	799
2/22/2011	1,062	2,469	774	1,341	1,177	491	822
2/23/2011	1,080	2,506	751	1,363	1,124	504	788
2/24/2011	1,068	2,539	808	1,455	1,173	512	846
2/25/2011	880	2,454	880	1,424	1,186	513	818
2/26/2011	813	2,146	746	1,096	1,117	409	713
2/27/2011	883	2,358	676	1,374	1,105	481	787
2/28/2011	966	2,479	753	1,324	1,138	516	809
3/1/2011	1,073	2,494	751	1,247	1,127	498	825
3/2/2011	1,048	2,499	769	1,340	1,121	528	812
3/3/2011	1,094	2,536	711	1,562	1,149	551	834
3/4/2011	1,083	2,523	668	1,519	1,163	534	808
3/5/2011	782	2,159	664	1,296	1,093	440	717
3/6/2011	866	2,414	663	1,774	1,107	484	804
3/7/2011	1,013	2,527	717	1,382	1,121	502	801
3/8/2011	1,056	2,545	751	1,343	1,130	508	818
3/9/2011	1,053	2,492	732	1,378	1,114	509	827
3/10/2011	1,050	2,538	823	1,494	1,169	530	846
3/11/2011	990	2,565	715	1,535	1,204	529	831
3/12/2011	825	2,237	776	1,249	1,130	435	717
3/13/2011	915	2,475	635	1,473	1,092	489	778
3/14/2011	1,049	2,541	808	1,438	1,116	501	837
3/15/2011	1,082	2,531	720	1,416	1,108	534	836
3/16/2011	1,038	2,547	711	1,474	1,149	520	853
3/17/2011	1,087	2,584	783	1,552	1,154	542	853

3/18/2011	1,076	2,582	795	1,549	1,190	515	836
3/19/2011	801	2,241	780	1,317	1,117	457	750
3/20/2011	914	2,455	675	1,544	1,124	452	815
3/21/2011	1,006	2,567	750	1,403	1,122	511	843
3/22/2011	1,082	2,350	691	1,492	1,126	512	843
3/23/2011	1,020	2,298	693	1,535	1,121	513	852
3/24/2011	1,056	2,583	828	1,660	975	539	873
3/25/2011	1,093	2,575	761	1,661	1,085	519	850
3/26/2011	818	2,198	683	1,413	981	426	636
3/27/2011	941	2,477	611	1,581	1,112	481	813
3/28/2011	1,054	2,541	738	1,527	1,060	500	837
3/29/2011	1,089	2,523	750	1,419	1,109	542	827
3/30/2011	1,090	2,555	759	1,468	1,131	512	844
3/31/2011	1,083	2,559	802	1,564	1,146	533	848
4/1/2011	1,008	2,562	771	1,533	1,201	516	844
4/2/2011	805	2,207	742	1,272	1,119	403	730
4/3/2011	946	2,396	687	1,455	1,091	478	783
4/4/2011	1,029	2,518	687	1,512	1,116	511	830
4/5/2011	1,007	2,500	773	1,432	1,040	505	831
4/6/2011	1,109	2,616	685	1,427	1,131	519	847
4/7/2011	1,146	2,606	700	1,346	1,133	516	857
4/8/2011	1,142	2,130	699	1,388	1,161	527	871
4/9/2011	860	2,198	678	1,271	1,053	423	741
4/10/2011	972	2,440	659	1,539	1,060	490	802
4/11/2011	1,043	2,640	726	1,496	1,091	509	838
4/12/2011	1,086	2,559	765	1,426	1,118	494	839
4/13/2011	1,033	2,595	831	1,411	1,118	517	842
4/14/2011	1,155	2,669	758	1,594	1,152	537	868
4/15/2011	1,158	2,397	743	1,685	1,180	519	847
4/16/2011	896	2,173	737	1,366	1,134	434	754
4/17/2011	992	2,385	693	1,570	1,103	489	803
4/18/2011	1,101	2,617	746	1,519	1,072	507	835
4/19/2011	1,087	1,860	391	1,482	1,104	500	837
4/20/2011	1,038	2,534	850	1,463	1,100	504	857
4/21/2011	1,114	2,673	770	1,624	1,153	516	872
4/22/2011	1,109	2,069	657	1,596	1,113	518	853
4/23/2011	820	2,094	743	1,366	1,053	412	747
4/24/2011	947	2,405	625	1,464	1,088	475	793
4/25/2011	1,069	2,574	708	1,483	1,140	516	826
4/26/2011	1,038	2,434	728	1,474	1,132	495	846
4/27/2011	1,113	2,527	752	1,547	1,174	505	865
4/28/2011	987	2,603	841	1,618	1,148	524	874

4/29/2011	1,161	2,659	735	1,648	1,059	545	871
4/30/2011	857	2,162	693	1,307	1,102	435	748
5/1/2011	1,008	2,411	655	1,562	1,089	502	824
5/2/2011	1,137	2,638	692	1,475	1,085	518	865
5/3/2011	1,099	2,568	703	1,391	1,103	496	863
5/4/2011	1,065	2,584	760	1,464	1,097	524	884
5/5/2011	1,158	2,677	783	1,647	1,135	551	881
5/6/2011	1,171	2,639	685	1,674	1,112	544	871
5/7/2011	816	2,097	619	1,328	1,006	444	756
5/8/2011	931	2,387	544	1,564	981	507	842
5/9/2011	1,123	2,639	716	1,485	1,015	518	868
5/10/2011	1,079	2,555	726	1,545	1,070	501	866
5/11/2011	1,114	2,447	761	1,566	1,070	490	853
5/12/2011	1,148	2,651	810	1,637	1,083	555	901
5/13/2011	1,146	2,258	793	1,567	1,127	532	906
5/14/2011	813	1,941	700	1,313	1,018	446	769
5/15/2011	941	2,325	670	1,525	996	499	858
5/16/2011	1,032	2,631	777	1,572	1,042	537	888
5/17/2011	1,016	2,553	910	1,437	1,070	522	896
5/18/2011	1,030	2,446	769	1,456	1,075	521	904
5/19/2011	1,088	2,671	834	1,670	1,076	572	933
5/20/2011	1,153	2,651	809	1,685	1,109	528	909
5/21/2011	806	2,070	656	1,441	1,004	434	789
5/22/2011	999	1,951	590	1,645	1,008	485	844
5/23/2011	1,054	2,544	723	1,662	1,014	508	879
5/24/2011	1,150	2,563	772	1,631	1,056	512	886
5/25/2011	1,139	1,677	724	1,530	1,085	517	873
5/26/2011	1,220	2,521	754	1,596	1,092	539	901
5/27/2011	1,240	2,602	821	1,649	1,100	548	918
5/28/2011	824	2,014	672	1,158	1,005	433	763
5/29/2011	821	1,550	582	1,371	949	410	814
5/30/2011	1,127	2,470	695	1,547	1,044	490	871
5/31/2011	1,163	2,587	709	1,461	1,041	537	895
6/1/2011	1,114	2,608	740	1,460	1,065	517	917
6/2/2011	1,242	2,674	820	1,618	1,077	548	936
6/3/2011	1,192	2,661	648	1,578	1,110	538	938
6/4/2011	850	2,111	708	1,267	987	422	810
6/5/2011	1,056	2,432	676	1,498	1,005	487	913
6/6/2011	1,193	2,692	738	1,538	1,059	524	936
6/7/2011	1,169	2,613	750	1,460	1,071	508	912
6/8/2011	1,238	2,610	795	1,485	1,068	538	930
6/9/2011	1,062	2,156	809	1,589	1,085	536	964



6/10/2011	1,241	2,518	798	1,716	1,123	573	990
6/11/2011	872	2,317	685	1,356	1,020	488	897
6/12/2011	979	2,568	645	1,537	1,064	512	949
6/13/2011	1,227	2,739	731	1,557	1,055	536	971
6/14/2011	1,192	2,730	737	1,425	1,085	546	973
6/15/2011	1,185	2,480	769	1,515	1,066	546	980
6/16/2011	1,236	2,728	823	1,646	1,100	571	987
6/17/2011	1,181	2,721	803	1,682	1,144	553	978
6/18/2011	948	2,307	685	1,440	1,046	473	915
6/19/2011	1,060	2,579	652	1,571	1,015	511	947
6/20/2011	1,204	2,601	732	1,537	1,122	540	1,011
6/21/2011	1,196	2,165	795	1,507	1,074	527	969
6/22/2011	1,174	2,278	737	1,567	1,101	544	992
6/23/2011	1,151	2,697	779	1,743	1,094	576	1,017
6/24/2011	1,125	2,674	763	1,644	1,122	551	989
6/25/2011	897	2,344	680	1,403	1,052	468	882
6/26/2011	1,060	2,564	634	1,624	1,007	515	957
6/27/2011	1,230	2,706	752	1,578	1,084	560	995
6/28/2011	1,205	2,704	731	1,527	1,061	557	984
6/29/2011	1,231	2,762	776	1,475	1,137	564	992
6/30/2011	1,266	2,630	772	1,667	1,022	562	984
7/1/2011	1,332	2,607	803	1,353	1,147	560	1,019
7/2/2011	1,010	2,257	695	1,190	1,058	473	921
7/3/2011	826	2,130	636	1,142	1,005	388	900
7/4/2011	1,060	2,065	686	1,405	1,030	454	873
7/5/2011	1,275	2,648	730	1,502	1,060	553	999
7/6/2011	1,191	2,697	740	1,491	1,123	551	1,005
7/7/2011	1,248	2,746	772	1,593	1,120	548	990
7/8/2011	1,102	2,724	779	1,569	1,121	537	1,015
7/9/2011	1,001	2,366	694	1,322	1,056	471	935
7/10/2011	1,148	2,562	741	1,503	1,043	515	988
7/11/2011	1,223	2,460	748	1,578	1,086	538	993
7/12/2011	1,201	2,701	777	1,512	1,095	556	987
7/13/2011	1,197	2,713	823	1,531	1,093	560	1,005
7/14/2011	1,282	2,739	807	1,600	1,137	569	993
7/15/2011	1,271	2,728	798	1,610	1,137	579	1,000
7/16/2011	1,001	2,340	690	1,338	1,062	501	904
7/17/2011	1,135	2,594	731	1,539	1,012	534	955
7/18/2011	1,197	2,733	795	1,592	1,112	552	991
7/19/2011	1,200	2,684	742	1,474	1,086	565	998
7/20/2011	1,231	2,714	731	1,559	1,131	561	1,000
7/21/2011	1,243	2,751	798	1,660	1,115	585	1,003

7/22/2011	1,296	2,445	826	1,634	1,119	591	992
7/23/2011	941	2,088	685	1,375	1,058	506	859
7/24/2011	1,155	2,448	649	1,605	1,017	535	942
7/25/2011	1,186	2,678	788	1,553	1,107	545	981
7/26/2011	1,225	2,728	761	1,553	1,095	541	989
7/27/2011	1,262	2,649	735	1,570	1,097	572	997
7/28/2011	1,320	2,666	782	1,658	1,142	572	1,011
7/29/2011	1,260	2,687	791	1,604	1,133	575	998
7/30/2011	1,016	2,369	752	1,327	1,046	492	902
7/31/2011	1,152	2,556	661	1,493	1,036	519	975
8/1/2011	1,157	2,688	731	1,585	1,079	540	983
8/2/2011	1,221	2,536	765	1,574	1,096	572	961
8/3/2011	1,253	2,808	797	1,568	1,102	563	998
8/4/2011	1,311	2,751	719	1,628	1,109	600	1,011
8/5/2011	1,320	2,760	793	1,686	1,137	580	985
8/6/2011	1,012	2,318	722	1,380	1,042	490	929
8/7/2011	971	2,380	697	1,607	985	535	971
8/8/2011	1,214	2,679	790	1,590	1,061	555	1,011
8/9/2011	1,237	2,684	826	1,516	1,022	562	985
8/10/2011	1,251	2,734	808	1,560	1,030	558	1,000
8/11/2011	1,284	2,772	825	1,666	1,085	577	1,025
8/12/2011	1,331	2,761	838	1,651	1,136	565	1,011
8/13/2011	1,033	2,198	671	1,341	1,057	471	929
8/14/2011	1,107	2,543	692	1,563	1,037	520	955
8/15/2011	1,145	2,738	770	1,573	1,067	544	973
8/16/2011	1,230	2,647	803	1,474	1,079	538	998
8/17/2011	1,251	2,685	781	1,507	1,115	569	1,000
8/18/2011	1,243	2,713	809	1,618	1,083	556	1,011
8/19/2011	1,171	2,680	823	1,569	1,104	522	1,001
8/20/2011	1,027	2,108	733	1,294	1,032	456	771
8/21/2011	1,028	2,442	663	1,524	1,046	491	920
8/22/2011	1,240	2,761	740	1,556	1,042	545	976
8/23/2011	1,206	2,456	774	1,461	997	518	959
8/24/2011	1,214	2,627	715	1,507	1,001	537	1,010
8/25/2011	1,182	2,709	682	1,541	872	563	1,003
8/26/2011	1,280	2,711	760	1,591	1,015	541	1,024
8/27/2011	773	1,971	702	1,230	902	430	879
8/28/2011	8	2,083	674	1,405	856	468	897
8/29/2011	890	2,607	709	1,539	988	528	933
8/30/2011	1,208	2,418	814	1,330	991	488	939
8/31/2011	1,200	2,550	712	1,447	986	512	944
9/1/2011	1,282	2,653	744	1,605	1,048	547	955

9/2/2011	1,233	2,667	763	1,656	1,073	565	962
9/3/2011	849	1,904	775	1,311	930	386	810
9/4/2011	865	1,929	632	1,380	947	410	800
9/5/2011	1,156	2,471	663	1,518	1,002	506	926
9/6/2011	1,102	2,588	757	1,504	937	526	915
9/7/2011	1,052	2,528	733	1,461	963	522	929
9/8/2011	1,133	2,623	769	1,635	926	463	928
9/9/2011	1,209	2,668	748	1,663	1,037	555	926
9/10/2011	858	2,009	688	1,337	911	417	820
9/11/2011	1,092	2,420	632	1,531	936	492	890
9/12/2011	1,153	2,654	713	1,585	990	518	912
9/13/2011	1,148	2,455	761	1,249	966	513	893
9/14/2011	1,142	2,534	690	1,525	1,002	532	907
9/15/2011	1,135	2,683	684	1,805	1,059	560	917
9/16/2011	1,203	2,670	742	1,701	1,026	550	918
9/17/2011	814	2,002	666	1,406	924	419	801
9/18/2011	1,069	2,210	667	1,729	976	480	859
9/19/2011	1,145	2,641	786	1,642	984	522	905
9/20/2011	1,095	2,459	721	1,524	964	484	896
9/21/2011	1,140	2,523	736	1,561	1,000	508	890
9/22/2011	1,149	2,659	725	1,685	1,019	556	910
9/23/2011	1,090	2,679	773	1,713	1,047	546	928
9/24/2011	783	2,001	682	1,337	945	401	792
9/25/2011	1,015	2,414	660	1,679	961	513	842
9/26/2011	1,125	2,605	701	1,599	996	515	887
9/27/2011	1,050	2,448	720	1,533	952	492	878
9/28/2011	1,111	2,534	703	1,488	1,013	518	904
9/29/2011	1,038	2,611	707	1,661	1,021	543	926
9/30/2011	1,173	2,635	732	1,645	1,069	522	919
10/1/2011	787	1,940	652	1,333	939	428	788
10/2/2011	986	2,350	668	1,587	967	511	850
10/3/2011	1,113	2,636	700	1,563	979	524	874
10/4/2011	1,064	2,447	713	1,264	951	490	855
10/5/2011	1,078	2,492	802	1,514	1,007	526	870
10/6/2011	1,179	2,667	705	1,672	1,051	554	897
10/7/2011	1,219	2,646	780	1,715	1,065	546	906
10/8/2011	827	1,995	681	1,086	918	407	777
10/9/2011	982	2,373	612	1,599	1,010	524	826
10/10/2011	1,206	2,651	713	1,640	1,007	534	868
10/11/2011	1,105	2,456	764	1,597	987	523	856
10/12/2011	1,072	2,499	714	1,719	1,001	533	870
10/13/2011	1,061	2,651	706	1,684	1,041	543	887

10/14/2011	1,037	2,655	750	1,704	1,087	528	910
10/15/2011	788	1,982	623	1,374	935	406	758
10/16/2011	1,000	2,402	634	1,605	992	485	819
10/17/2011	1,111	2,639	691	1,540	977	544	870
10/18/2011	1,085	2,490	679	1,454	964	524	855
10/19/2011	1,013	2,388	724	1,497	984	520	866
10/20/2011	1,114	2,644	720	1,623	1,065	534	869
10/21/2011	1,149	2,684	758	1,664	1,072	543	883
10/22/2011	806	1,977	681	1,346	934	415	753
10/23/2011	1,011	2,398	662	1,630	987	490	816
10/24/2011	1,090	2,667	709	1,397	974	514	867
10/25/2011	1,061	2,479	747	1,449	969	498	847
10/26/2011	1,040	2,527	734	1,486	1,025	510	869
10/27/2011	1,054	2,635	710	1,652	1,049	529	886
10/28/2011	1,135	2,662	734	1,669	1,074	549	865
10/29/2011	711	1,914	611	1,337	927	409	759
10/30/2011	878	2,317	641	1,596	973	484	807
10/31/2011	1,013	2,516	616	1,510	1,003	479	828
11/1/2011	1,066	2,406	597	1,425	1,009	523	846
11/2/2011	1,096	2,461	702	1,499	1,059	500	843
11/3/2011	1,091	2,631	691	1,668	1,075	533	867
11/4/2011	1,084	2,620	753	1,565	1,131	541	858
11/5/2011	768	1,979	643	1,405	975	397	750
11/6/2011	912	2,342	675	1,537	1,037	496	793
11/7/2011	1,061	2,556	733	1,420	1,033	509	841
11/8/2011	1,056	2,199	691	1,408	1,025	499	827
11/9/2011	1,071	2,422	693	1,383	1,045	510	843
11/10/2011	1,027	2,547	718	1,617	1,122	575	847
11/11/2011	1,050	2,585	689	1,637	1,132	536	843
11/12/2011	757	1,884	480	1,357	984	411	715
11/13/2011	924	2,344	529	1,696	1,024	509	782
11/14/2011	1,059	2,556	586	1,476	1,044	498	842
11/15/2011	1,051	2,361	679	1,367	1,023	480	841
11/16/2011	1,013	2,389	760	1,364	1,036	520	827
11/17/2011	1,049	2,516	718	1,524	1,163	553	842
11/18/2011	1,017	2,509	750	1,561	1,198	546	837
11/19/2011	742	1,893	627	1,279	1,115	424	745
11/20/2011	878	2,186	604	1,487	1,211	487	794
11/21/2011	997	2,171	762	1,400	1,125	492	817
11/22/2011	1,035	2,245	744	1,383	1,142	532	848
11/23/2011	994	2,450	766	1,471	1,153	555	852
11/24/2011	633	1,580	577	951	1,002	330	606

11/25/2011	671	1,820	776	1,272	1,037	431	705
11/26/2011	833	2,215	638	1,213	1,055	455	798
11/27/2011	996	2,497	654	1,391	1,120	577	844
11/28/2011	1,048	2,561	768	1,353	1,110	561	855
11/29/2011	1,009	1,854	762	1,235	1,165	501	833
11/30/2011	1,017	2,275	738	1,263	1,224	489	828
12/1/2011	1,071	2,466	737	1,256	1,248	508	842
12/2/2011	1,078	2,461	780	1,416	1,231	514	820
12/3/2011	711	1,797	668	1,193	1,143	405	695
12/4/2011	904	2,213	629	1,371	1,136	459	789
12/5/2011	1,023	2,447	708	1,380	1,107	503	817
12/6/2011	918	2,222	715	1,256	1,088	502	826
12/7/2011	916	2,272	771	1,346	1,141	497	810
12/8/2011	978	2,458	742	1,381	1,164	549	844
12/9/2011	980	2,447	784	1,492	1,216	555	816
12/10/2011	688	1,836	667	1,138	1,120	406	701
12/11/2011	852	2,219	593	1,405	1,090	480	758
12/12/2011	948	2,451	673	1,244	1,136	513	821
12/13/2011	953	2,222	679	1,069	1,127	488	829
12/14/2011	981	2,149	713	1,231	1,185	505	820
12/15/2011	972	2,486	836	1,316	1,235	553	866
12/16/2011	963	2,497	769	1,331	1,287	537	896
12/17/2011	758	2,124	707	1,107	1,207	460	854
12/18/2011	818	2,231	664	1,189	1,129	489	831
12/19/2011	908	2,383	711	1,283	1,187	545	859
12/20/2011	963	2,386	711	1,222	1,212	543	887
12/21/2011	918	2,428	740	1,243	1,192	563	895
12/22/2011	952	2,481	721	1,332	1,244	565	911
12/23/2011	912	2,475	733	1,317	1,254	556	896
12/24/2011	711	1,802	584	993	1,087	412	754
12/25/2011	639	1,709	533	967	997	393	669
12/26/2011	799	2,364	651	1,399	1,162	529	846
12/27/2011	828	2,355	723	1,385	1,147	549	880
12/28/2011	863	2,372	815	1,467	1,189	569	896
12/29/2011	860	2,396	761	1,542	1,190	554	876
12/30/2011	820	2,381	719	1,650	1,214	520	877
12/31/2011	671	1,814	621	1,317	1,059	385	766
1/1/2012	700	2,023	703	1,436	1,079	422	739
1/2/2012	845	2,399	739	1,590	1,226	459	869
1/3/2012	895	2,249	838	1,397	1,175	524	836
1/4/2012	927	2,264	802	1,425	1,171	499	816
1/5/2012	944	2,394	743	1,458	1,212	526	810

1/6/2012	965	2,427	806	1,454	1,157	512	802
1/7/2012	693	1,829	790	1,181	1,112	400	687
1/8/2012	830	2,175	719	1,339	1,097	465	747
1/9/2012	939	2,416	748	1,452	1,142	504	774
1/10/2012	932	2,249	761	1,374	1,163	490	786
1/11/2012	961	2,307	847	1,389	1,174	489	791
1/12/2012	872	1,993	776	1,552	1,171	527	784
1/13/2012	913	2,410	773	1,565	1,216	499	800
1/14/2012	710	1,809	606	1,164	1,087	405	645
1/15/2012	772	2,149	655	1,331	1,098	446	711
1/16/2012	926	2,437	716	1,322	1,128	488	756
1/17/2012	903	2,152	664	1,183	1,103	475	757
1/18/2012	926	2,289	770	1,226	1,154	489	596
1/19/2012	949	2,400	818	1,352	1,186	517	239
1/20/2012	974	1,655	814	1,470	1,214	494	696
1/21/2012	610	1,759	715	1,007	1,065	383	677
1/22/2012	821	1,946	665	1,345	1,096	467	734
1/23/2012	900	2,354	746	1,243	1,115	509	768
1/24/2012	939	2,215	748	1,275	1,149	482	760
1/25/2012	926	2,267	764	1,256	1,142	480	765
1/26/2012	968	2,387	355	1,330	1,201	505	801
1/27/2012	920	2,390	786	1,447	1,221	507	802
1/28/2012	684	1,772	739	1,144	1,098	398	687
1/29/2012	811	2,159	672	1,380	1,123	489	740
1/30/2012	936	2,385	742	1,273	1,138	495	768
1/31/2012	923	2,233	762	1,186	1,112	475	766
2/1/2012	933	2,271	788	1,313	1,167	475	769
2/2/2012	955	2,376	768	1,415	1,158	510	800
2/3/2012	1,022	2,408	720	1,636	1,180	508	789
2/4/2012	729	1,799	689	1,297	1,101	390	701
2/5/2012	814	2,146	558	1,413	1,104	458	750
2/6/2012	1,020	2,429	654	1,577	1,132	503	777
2/7/2012	940	2,216	663	1,248	1,132	489	772
2/8/2012	957	2,282	758	1,243	1,141	504	767
2/9/2012	1,004	2,428	805	1,388	1,158	543	787
2/10/2012	1,012	2,121	822	1,438	1,198	498	786
2/11/2012	660	1,828	365	1,159	1,085	382	684
2/12/2012	807	2,152	668	1,412	1,092	472	749
2/13/2012	931	2,409	722	1,328	1,078	513	791
2/14/2012	955	2,252	748	1,257	1,094	493	780
2/15/2012	967	2,324	790	1,280	1,165	505	788
2/16/2012	1,005	2,473	1,337	1,448	1,290	549	812

2/17/2012	1,023	2,483	778	1,578	1,291	523	814
2/18/2012	785	1,932	684	1,271	1,113	396	698
2/19/2012	823	2,218	607	1,448	1,104	475	751
2/20/2012	945	2,455	711	1,409	1,167	524	800
2/21/2012	993	2,379	747	1,313	1,135	555	798
2/22/2012	1,001	2,352	759	1,310	1,154	519	798
2/23/2012	996	2,145	791	1,459	1,194	548	809
2/24/2012	957	2,259	756	1,490	1,210	527	808
2/25/2012	724	1,936	720	1,212	1,083	410	689
2/26/2012	889	2,286	701	1,406	1,133	465	769
2/27/2012	1,012	2,486	753	1,328	1,168	503	807
2/28/2012	1,039	2,302	829	1,287	1,150	493	788
2/29/2012	1,013	2,361	751	1,290	1,165	513	786
3/1/2012	949	2,488	817	1,431	1,177	530	818
3/2/2012	1,026	2,219	770	1,523	1,167	534	813
3/3/2012	761	1,908	667	1,225	1,095	415	706
3/4/2012	911	2,223	667	1,453	1,073	487	772
3/5/2012	1,026	2,463	664	1,393	1,074	511	791
3/6/2012	1,044	2,373	601	1,020	1,108	499	825
3/7/2012	1,029	2,418	772	1,363	1,141	509	829
3/8/2012	1,024	2,488	719	1,596	1,174	544	829
3/9/2012	1,037	2,529	619	1,632	1,224	561	813
3/10/2012	776	1,989	715	1,408	1,145	427	729
3/11/2012	890	2,285	684	1,811	1,103	502	768
3/12/2012	1,026	2,486	820	1,539	1,135	540	821
3/13/2012	1,023	2,339	839	1,442	1,171	517	819
3/14/2012	998	2,400	855	1,508	1,176	511	826
3/15/2012	1,033	2,519	884	1,551	1,205	566	825
3/16/2012	999	2,536	835	1,569	1,186	539	841
3/17/2012	776	2,000	690	1,161	1,084	468	757
3/18/2012	892	2,316	669	1,422	1,135	506	778
3/19/2012	1,037	2,508	761	1,487	1,136	547	821
3/20/2012	1,035	2,384	773	1,458	1,140	529	823
3/21/2012	1,019	2,408	751	1,424	1,137	520	847
3/22/2012	1,070	2,515	769	1,658	1,202	550	837
3/23/2012	1,064	2,545	796	1,587	1,237	550	853
3/24/2012	772	2,028	680	1,295	1,124	421	764
3/25/2012	880	2,354	673	1,471	1,181	477	800
3/26/2012	990	2,516	810	1,452	1,152	507	822
3/27/2012	1,001	2,369	789	1,438	1,173	508	833
3/28/2012	999	2,416	815	1,449	1,200	530	834
3/29/2012	1,002	2,540	843	1,573	1,210	539	828

3/30/2012	1,023	2,439	770	1,629	1,274	541	836
3/31/2012	753	2,039	735	1,349	1,159	408	737
4/1/2012	886	2,350	697	1,585	1,186	496	786
4/2/2012	1,030	2,504	801	1,621	1,136	529	816
4/3/2012	1,024	2,489	864	1,506	1,113	497	812
4/4/2012	1,093	2,518	841	1,565	1,136	520	834
4/5/2012	1,044	2,578	791	1,555	1,163	536	840
4/6/2012	1,004	2,587	738	1,662	1,109	521	833
4/7/2012	783	1,994	657	1,380	1,052	409	750
4/8/2012	884	2,331	650	1,495	1,077	481	785
4/9/2012	989	2,584	774	1,518	1,117	546	833
4/10/2012	1,038	2,455	776	1,422	1,148	518	842
4/11/2012	1,076	2,507	814	1,447	1,151	522	837
4/12/2012	1,112	2,606	765	1,650	1,131	523	859
4/13/2012	1,049	2,594	830	1,531	1,136	516	898
4/14/2012	845	1,998	725	1,229	1,077	398	753
4/15/2012	912	2,361	714	1,601	1,152	500	792
4/16/2012	1,030	2,619	771	1,527	1,048	531	830
4/17/2012	1,051	2,482	764	1,383	1,085	510	838
4/18/2012	1,070	2,531	786	1,457	1,091	534	838
4/19/2012	1,077	2,639	811	1,592	1,112	556	845
4/20/2012	1,059	2,604	805	1,629	1,126	571	850
4/21/2012	842	1,917	693	1,334	1,024	423	760
4/22/2012	899	2,378	604	1,588	1,071	490	815
4/23/2012	1,017	2,606	696	1,475	1,080	531	849
4/24/2012	1,024	2,469	733	1,452	1,042	495	833
4/25/2012	1,077	2,540	803	1,428	1,089	509	845
4/26/2012	1,090	2,636	691	1,569	1,146	544	851
4/27/2012	1,101	2,602	765	1,621	1,147	532	851
4/28/2012	789	2,025	723	1,330	1,069	408	750
4/29/2012	948	2,386	692	1,611	1,073	544	812
4/30/2012	1,050	2,602	791	1,464	1,086	503	843
5/1/2012	999	2,453	743	1,454	1,084	528	844
5/2/2012	1,015	2,531	802	1,470	1,083	511	850
5/3/2012	1,012	2,330	757	1,616	1,122	556	863
5/4/2012	1,004	2,445	771	1,721	1,130	526	886
5/5/2012	735	1,979	708	1,345	1,024	421	759
5/6/2012	924	1,966	681	1,659	1,062	509	833
5/7/2012	1,047	2,664	748	1,574	1,052	517	864
5/8/2012	1,009	2,486	756	1,468	1,053	497	846
5/9/2012	993	2,552	740	1,542	1,101	525	854
5/10/2012	1,034	2,644	769	1,594	1,117	530	874



5/11/2012	1,054	2,614	817	1,590	1,098	544	881
5/12/2012	790	1,964	762	1,307	1,004	419	774
5/13/2012	929	2,330	639	1,538	1,019	495	843
5/14/2012	1,079	2,621	742	1,563	1,032	512	887
5/15/2012	1,068	2,499	747	1,472	1,059	513	876
5/16/2012	1,070	2,560	701	1,531	1,068	551	880
5/17/2012	1,141	2,657	791	1,557	1,083	562	913
5/18/2012	1,091	2,611	784	1,671	1,085	552	895
5/19/2012	811	1,996	726	1,418	983	412	780
5/20/2012	980	2,190	682	1,708	1,028	509	833
5/21/2012	1,048	2,655	593	1,615	1,011	516	873
5/22/2012	1,047	2,502	708	1,599	971	526	887
5/23/2012	1,118	2,543	782	1,580	1,071	528	894
5/24/2012	1,146	2,649	788	1,578	1,070	545	914
5/25/2012	1,121	2,679	721	1,516	1,102	564	920
5/26/2012	804	1,906	680	1,288	975	371	800
5/27/2012	791	1,926	632	1,377	988	400	774
5/28/2012	1,002	2,504	650	1,572	1,006	490	873
5/29/2012	985	2,447	751	1,415	996	525	864
5/30/2012	1,122	2,588	762	1,495	1,032	510	902
5/31/2012	1,135	2,456	761	1,617	1,053	543	902
6/1/2012	1,105	2,588	752	1,550	1,047	538	914
6/2/2012	788	2,009	724	1,296	998	406	785
6/3/2012	984	2,348	655	1,496	994	506	897
6/4/2012	1,062	2,602	739	1,505	1,021	543	916
6/5/2012	1,040	2,547	825	1,447	1,052	532	919
6/6/2012	1,082	2,564	793	1,490	1,075	543	927
6/7/2012	1,155	2,680	782	1,532	1,062	569	962
6/8/2012	1,141	2,687	807	1,712	1,068	554	972
6/9/2012	856	2,322	697	1,437	1,013	468	863
6/10/2012	996	2,545	700	1,657	1,011	543	924
6/11/2012	1,151	2,679	792	1,647	1,033	548	964
6/12/2012	1,135	2,664	752	1,476	1,032	559	952
6/13/2012	1,093	2,683	797	1,459	1,064	568	959
6/14/2012	1,150	2,715	795	1,641	1,087	585	976
6/15/2012	1,145	2,718	879	1,625	1,126	577	986
6/16/2012	861	2,363	740	1,304	1,092	470	889
6/17/2012	997	2,675	681	1,521	1,083	554	944
6/18/2012	1,122	2,605	731	1,556	1,054	553	966
6/19/2012	1,108	2,686	718	1,462	1,046	565	978
6/20/2012	1,140	2,691	800	1,483	1,070	562	982
6/21/2012	1,130	2,692	811	1,645	1,100	563	995

6/22/2012	1,014	2,620	830	1,545	1,094	562	968
6/23/2012	861	2,357	751	1,260	1,028	495	897
6/24/2012	1,025	2,620	691	1,482	996	544	951
6/25/2012	1,034	2,675	744	1,527	1,041	572	969
6/26/2012	1,119	2,658	768	1,419	1,044	556	973
6/27/2012	1,146	2,697	808	1,406	1,078	536	991
6/28/2012	1,171	2,703	832	1,599	1,095	573	992
6/29/2012	1,183	2,519	863	1,541	1,119	580	990
6/30/2012	974	2,350	760	1,244	1,031	454	891
7/1/2012	1,049	2,495	720	1,423	1,013	507	947
7/2/2012	1,089	2,408	772	1,536	1,033	550	955
7/3/2012	1,077	2,328	785	1,425	1,019	533	943
7/4/2012	859	1,963	678	1,232	970	443	837
7/5/2012	1,030	2,278	748	1,558	1,033	561	952
7/6/2012	1,058	2,344	878	1,574	1,069	539	958
7/7/2012	924	2,342	704	1,296	1,021	489	899
7/8/2012	1,091	2,613	752	1,530	1,028	587	945
7/9/2012	1,160	2,691	892	1,548	1,051	591	975
7/10/2012	1,153	2,683	831	1,461	1,025	587	978
7/11/2012	1,154	2,669	898	1,479	1,057	579	1,003
7/12/2012	1,209	2,694	869	1,557	1,099	606	1,003
7/13/2012	1,192	2,451	826	1,478	1,087	584	1,002
7/14/2012	938	2,387	789	1,307	1,029	517	910
7/15/2012	1,036	2,570	794	1,541	988	551	946
7/16/2012	1,183	2,711	854	1,563	1,019	564	989
7/17/2012	1,191	2,668	403	1,461	1,055	561	984
7/18/2012	999	2,416	861	1,479	1,041	568	982
7/19/2012	1,241	2,740	856	1,622	1,080	595	1,000
7/20/2012	1,220	2,690	941	1,591	1,094	605	989
7/21/2012	954	2,364	842	1,303	1,002	491	917
7/22/2012	1,114	2,602	760	1,521	1,017	557	951
7/23/2012	1,153	2,694	865	1,535	1,043	558	973
7/24/2012	1,146	2,581	871	1,438	1,059	553	983
7/25/2012	1,198	2,680	862	1,507	1,089	581	1,007
7/26/2012	1,159	2,528	902	1,567	1,055	564	991
7/27/2012	1,185	2,655	828	1,572	1,098	612	997
7/28/2012	867	2,330	784	1,271	1,016	520	894
7/29/2012	1,051	2,576	782	1,532	1,018	562	955
7/30/2012	1,176	2,689	866	1,433	1,062	562	981
7/31/2012	1,152	2,641	868	1,426	1,057	560	986
8/1/2012	1,140	2,675	842	1,478	1,049	586	991
8/2/2012	1,206	2,697	864	1,587	1,079	596	1,001

8/3/2012	1,164	2,713	849	1,538	1,082	587	1,010
8/4/2012	912	2,234	778	1,326	1,024	470	907
8/5/2012	972	2,546	697	1,485	987	551	957
8/6/2012	1,163	2,723	817	1,536	1,035	573	986
8/7/2012	1,173	2,673	800	1,459	1,033	577	974
8/8/2012	1,185	2,729	872	1,522	1,068	587	1,001
8/9/2012	1,175	2,602	832	1,541	1,079	541	994
8/10/2012	1,071	2,626	878	1,578	1,078	585	1,038
8/11/2012	922	2,369	817	1,248	1,028	485	915
8/12/2012	1,073	2,666	727	1,538	1,015	542	938
8/13/2012	1,156	2,690	790	1,549	1,046	574	975
8/14/2012	1,177	2,648	920	1,422	1,046	552	957
8/15/2012	1,119	2,698	847	1,518	1,089	583	959
8/16/2012	1,196	2,480	862	1,592	1,069	579	986
8/17/2012	1,175	2,696	884	1,607	1,093	584	974
8/18/2012	909	2,186	806	1,252	1,013	470	877
8/19/2012	1,088	2,525	701	1,508	985	531	918
8/20/2012	1,140	2,637	834	1,525	1,059	537	959
8/21/2012	1,151	2,614	830	1,370	920	519	934
8/22/2012	1,113	2,629	825	1,147	970	557	960
8/23/2012	1,200	2,657	801	1,636	1,018	559	968
8/24/2012	1,183	2,644	829	1,646	1,005	570	980
8/25/2012	903	2,066	723	1,294	946	440	860
8/26/2012	1,036	2,417	674	1,498	321	521	904
8/27/2012	1,132	2,610	788	1,452	845	534	945
8/28/2012	1,108	2,590	762	1,420	972	535	917
8/29/2012	1,157	2,615	790	1,384	988	556	935
8/30/2012	1,189	2,639	837	1,483	1,011	565	940
8/31/2012	1,220	2,647	859	1,518	1,035	562	952
9/1/2012	900	1,907	715	1,184	901	383	789
9/2/2012	853	1,726	637	1,296	882	387	809
9/3/2012	1,109	2,417	745	1,398	942	497	902
9/4/2012	1,081	2,527	724	1,393	884	499	895
9/5/2012	1,125	2,581	750	1,423	935	523	937
9/6/2012	1,162	2,657	829	1,520	998	529	930
9/7/2012	1,152	2,558	763	1,571	1,009	545	906
9/8/2012	785	1,972	694	1,274	908	406	820
9/9/2012	1,037	2,508	669	1,541	924	516	865
9/10/2012	1,107	2,606	767	1,586	963	541	920
9/11/2012	1,106	2,604	760	1,434	938	512	897
9/12/2012	1,101	2,629	773	1,435	959	524	929
9/13/2012	1,180	2,706	793	1,760	1,007	553	920

9/14/2012	1,117	2,650	857	1,706	1,032	559	936
9/15/2012	777	1,973	736	1,292	918	409	807
9/16/2012	983	2,462	664	1,546	900	513	874
9/17/2012	1,086	2,580	754	1,601	940	527	890
9/18/2012	1,011	2,547	767	1,503	919	510	869
9/19/2012	1,126	2,609	797	1,556	951	531	912
9/20/2012	1,140	2,667	720	1,681	971	556	920
9/21/2012	1,125	2,608	842	1,751	1,000	544	906
9/22/2012	775	1,967	747	1,374	914	428	785
9/23/2012	976	2,474	646	1,726	894	537	870
9/24/2012	1,113	2,606	725	1,576	929	546	903
9/25/2012	1,063	2,564	764	1,559	927	519	879
9/26/2012	1,078	2,661	755	1,578	974	517	893
9/27/2012	1,111	2,652	767	1,665	1,041	546	921
9/28/2012	1,085	2,668	818	1,646	1,015	541	919
9/29/2012	768	1,973	717	1,353	901	414	781
9/30/2012	954	2,502	635	1,382	937	506	841
10/1/2012	1,078	2,602	786	1,228	962	553	865
10/2/2012	1,057	2,598	799	1,153	950	521	851
10/3/2012	1,041	2,605	785	1,351	986	505	871
10/4/2012	1,075	2,635	819	1,674	1,005	554	882
10/5/2012	1,189	2,638	878	1,612	1,030	566	882
10/6/2012	803	1,980	769	1,310	914	393	745
10/7/2012	966	2,472	639	1,598	939	486	816
10/8/2012	1,142	2,597	692	1,548	956	545	797
10/9/2012	1,094	2,563	753	1,506	935	528	854
10/10/2012	1,079	2,595	700	1,531	984	531	831
10/11/2012	1,098	2,648	819	1,348	993	560	857
10/12/2012	1,074	2,643	884	1,692	1,021	529	863
10/13/2012	804	1,997	823	1,325	920	398	721
10/14/2012	963	2,301	670	1,609	934	514	812
10/15/2012	1,041	2,620	755	1,540	981	503	835
10/16/2012	1,056	2,551	779	1,481	943	521	839
10/17/2012	1,061	2,538	788	1,494	966	552	843
10/18/2012	1,086	2,686	823	1,588	1,011	552	854
10/19/2012	1,038	2,632	807	1,582	1,038	541	858
10/20/2012	760	1,988	753	1,349	922	410	733
10/21/2012	956	2,510	674	1,531	949	506	818
10/22/2012	1,034	2,432	805	1,523	997	524	841
10/23/2012	1,056	2,604	812	1,422	965	526	822
10/24/2012	1,033	2,591	795	1,451	945	514	840
10/25/2012	1,068	2,665	823	1,611	935	542	863

10/26/2012	1,079	2,632	780	1,631	973	543	863
10/27/2012	706	1,974	702	1,355	964	398	714
10/28/2012	840	2,408	695	1,583	950	481	791
10/29/2012	80	2,119	754	1,529	888	450	769
10/30/2012	277	1,897	744	1,450	846	459	759
10/31/2012	784	2,211	777	1,356	951	473	793
11/1/2012	982	2,588	831	1,499	1,070	552	830
11/2/2012	1,038	2,581	788	1,671	1,049	531	841
11/3/2012	706	1,970	736	1,359	968	402	707
11/4/2012	883	2,448	681	1,515	1,018	480	773
11/5/2012	1,016	2,583	723	1,446	990	513	821
11/6/2012	1,033	2,423	729	1,276	968	392	780
11/7/2012	927	2,537	730	1,360	957	513	814
11/8/2012	906	2,566	835	1,513	1,037	534	834
11/9/2012	1,028	2,603	801	1,474	1,088	525	844
11/10/2012	719	1,917	692	1,262	990	396	728
11/11/2012	887	2,524	664	1,519	986	498	782
11/12/2012	1,034	2,560	718	1,435	981	546	822
11/13/2012	1,013	2,461	723	1,352	975	535	801
11/14/2012	1,029	2,545	762	1,400	1,015	547	831
11/15/2012	1,054	2,520	795	1,535	1,156	556	844
11/16/2012	1,060	2,528	815	1,626	1,215	537	824
11/17/2012	778	1,917	668	1,305	1,136	433	724
11/18/2012	860	2,220	658	1,531	1,112	490	779
11/19/2012	944	2,120	838	1,376	1,128	497	797
11/20/2012	1,062	2,259	851	1,391	1,115	531	819
11/21/2012	1,045	2,288	874	1,428	1,102	567	846
11/22/2012	610	1,490	601	928	962	338	647
11/23/2012	658	1,710	782	1,138	1,070	356	713
11/24/2012	846	2,233	718	1,278	1,101	497	741
11/25/2012	1,026	2,455	728	1,444	1,156	554	831
11/26/2012	1,063	2,546	715	1,297	1,095	540	845
11/27/2012	979	2,310	761	1,200	1,056	508	815
11/28/2012	961	2,393	810	1,224	1,083	501	795
11/29/2012	1,022	2,419	808	1,387	1,148	517	795
11/30/2012	1,011	2,432	834	1,382	1,161	544	790
12/1/2012	670	1,880	742	1,167	1,080	412	654
12/2/2012	863	2,246	634	1,202	1,072	462	727
12/3/2012	984	2,370	729	1,332	1,090	522	765
12/4/2012	921	2,299	751	1,187	1,141	500	775
12/5/2012	928	2,404	771	1,233	1,218	489	791
12/6/2012	1,009	2,427	754	1,404	1,257	520	794

12/7/2012	995	2,442	797	1,506	1,210	536	791
12/8/2012	642	1,853	738	1,179	1,156	408	670
12/9/2012	843	2,213	630	1,416	1,139	480	739
12/10/2012	910	2,373	827	1,340	1,134	514	778
12/11/2012	989	2,303	768	1,246	1,124	505	810
12/12/2012	993	2,392	798	1,323	1,113	511	792
12/13/2012	1,012	2,445	790	1,301	1,196	560	812
12/14/2012	999	2,422	745	1,318	1,225	530	840
12/15/2012	690	1,863	747	1,068	1,143	406	717
12/16/2012	759	2,223	634	1,349	1,100	485	774
12/17/2012	890	2,387	760	1,275	1,154	534	825
12/18/2012	908	2,312	778	1,104	1,161	508	821
12/19/2012	923	2,371	785	1,240	1,177	558	859
12/20/2012	952	1,813	805	1,321	1,252	562	880
12/21/2012	873	2,373	854	1,277	1,306	566	873
12/22/2012	754	2,031	707	1,179	1,237	510	825
12/23/2012	778	2,198	656	1,261	1,153	472	808
12/24/2012	688	1,849	766	1,044	1,034	420	773
12/25/2012	614	1,739	542	905	914	403	699
12/26/2012	783	2,146	803	1,392	1,083	535	851
12/27/2012	735	2,273	843	1,471	1,249	581	864
12/28/2012	831	2,335	887	1,500	1,252	561	875
12/29/2012	642	1,895	785	1,353	1,150	455	758
12/30/2012	687	2,165	686	1,449	1,141	494	792
12/31/2012	713	1,863	802	1,260	1,011	422	770

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**Appendix C**  
**DOT Full Data Set**

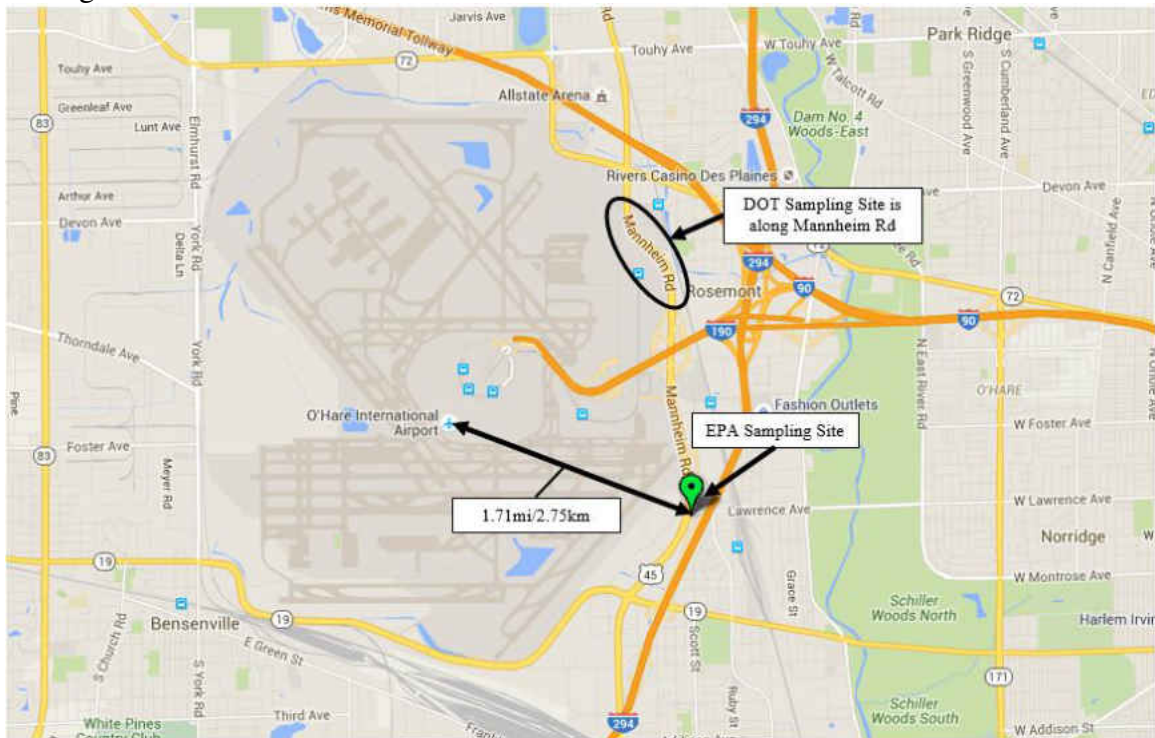
	DOT Site ID	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT
Boston	8317	156400	155928	155997	161528	163598
Chicago			41000		43900	
Honolulu						
Las Vegas	0.0030302	11000	11000	9000	8300	8200
Miami						
San Diego	First Ave	201000			201000	202000
Seattle	D14	57185	57371	56053	54191	53963

## Appendix D Maps of Airport Locations and Sampling Sites

Boston:

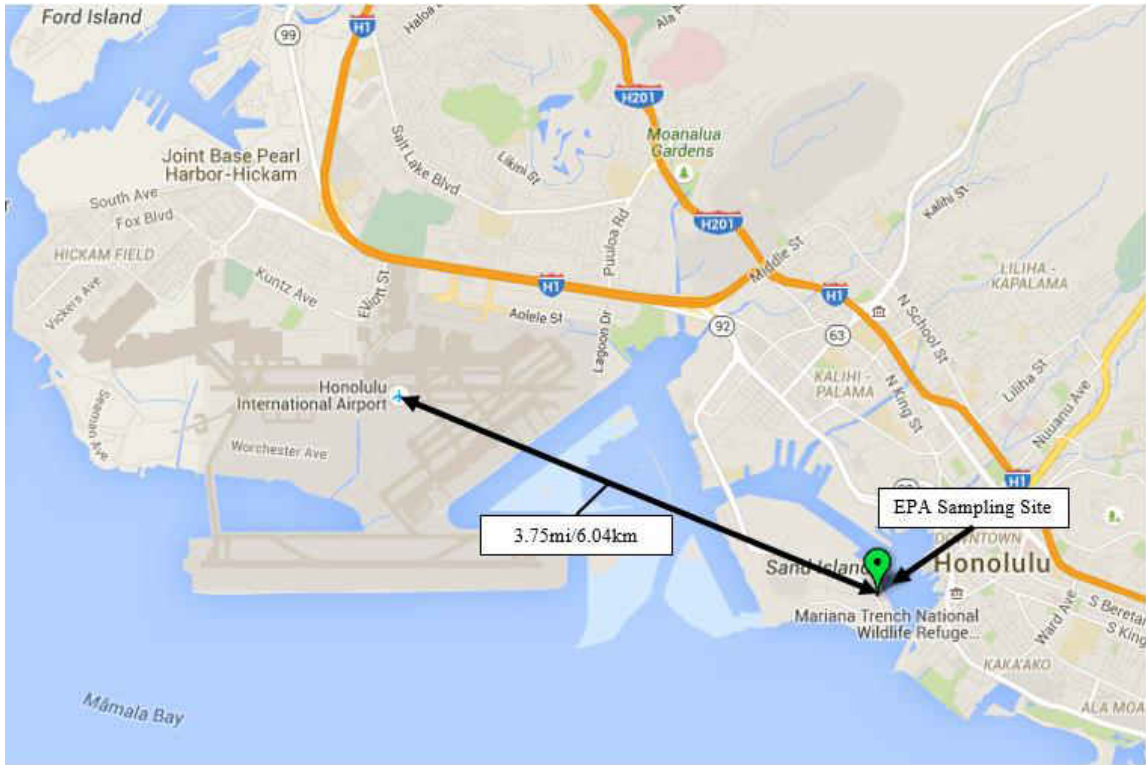


Chicago:

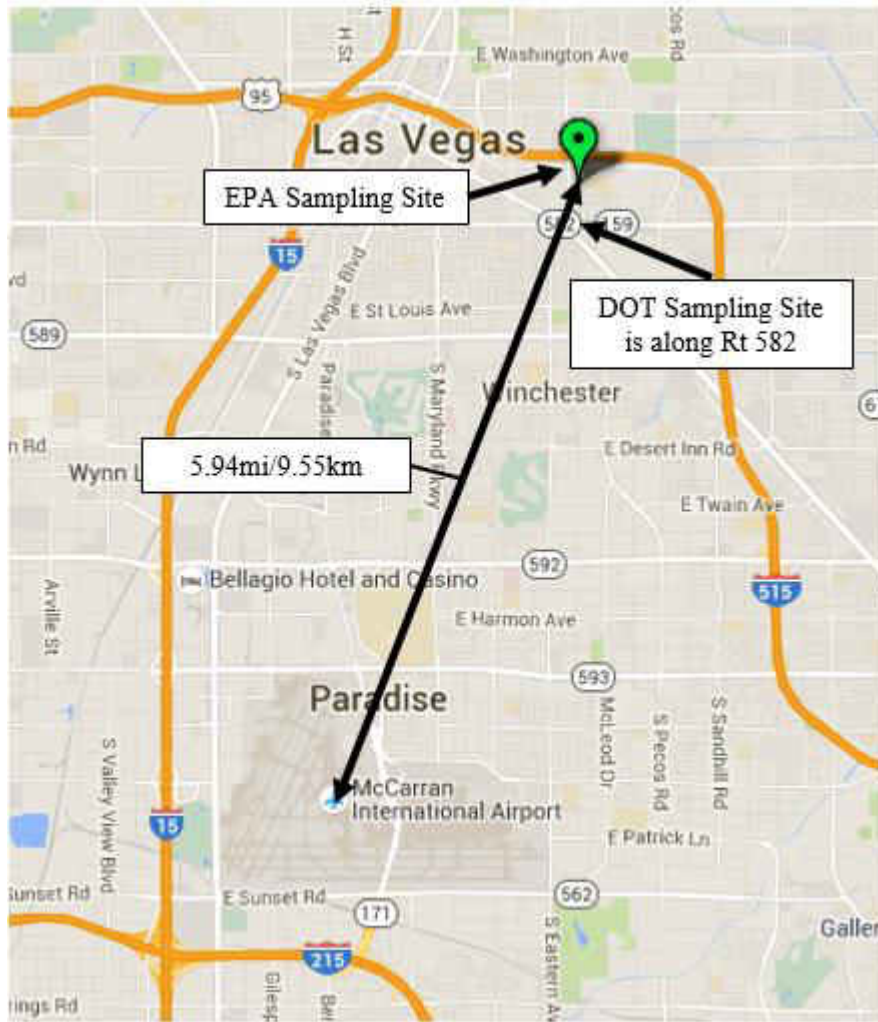




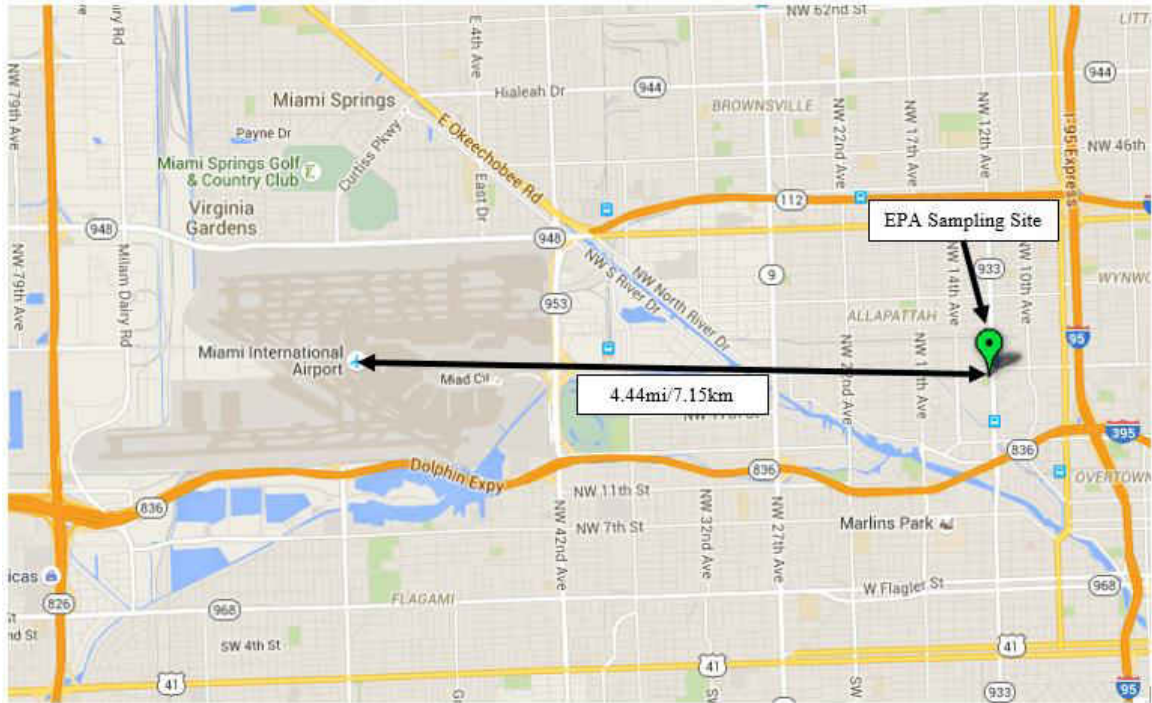
Honolulu:



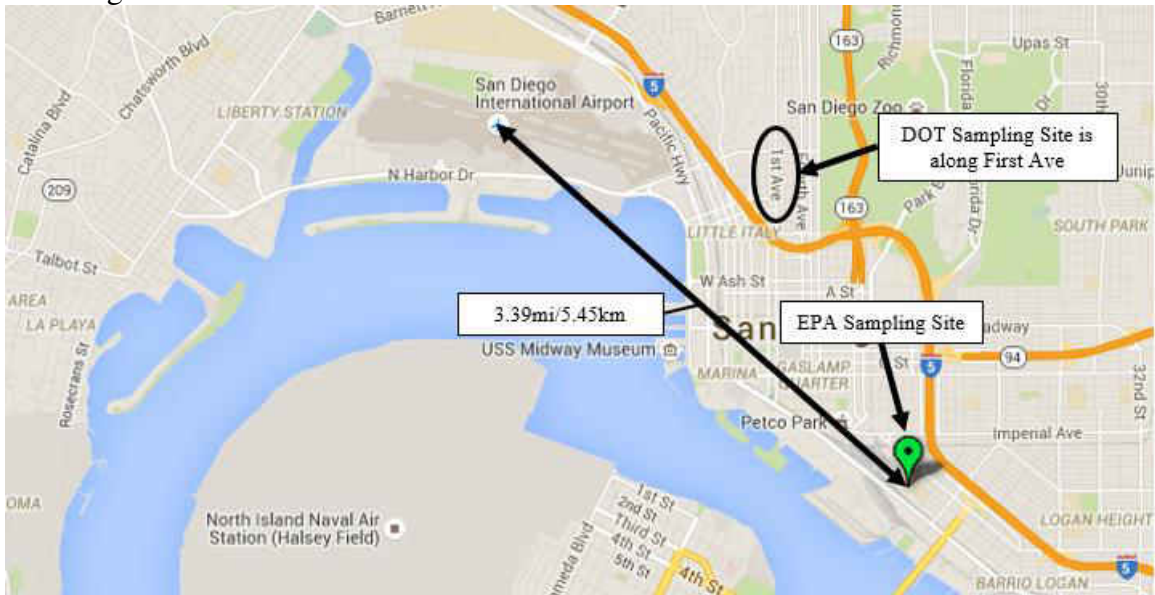
Las Vegas:



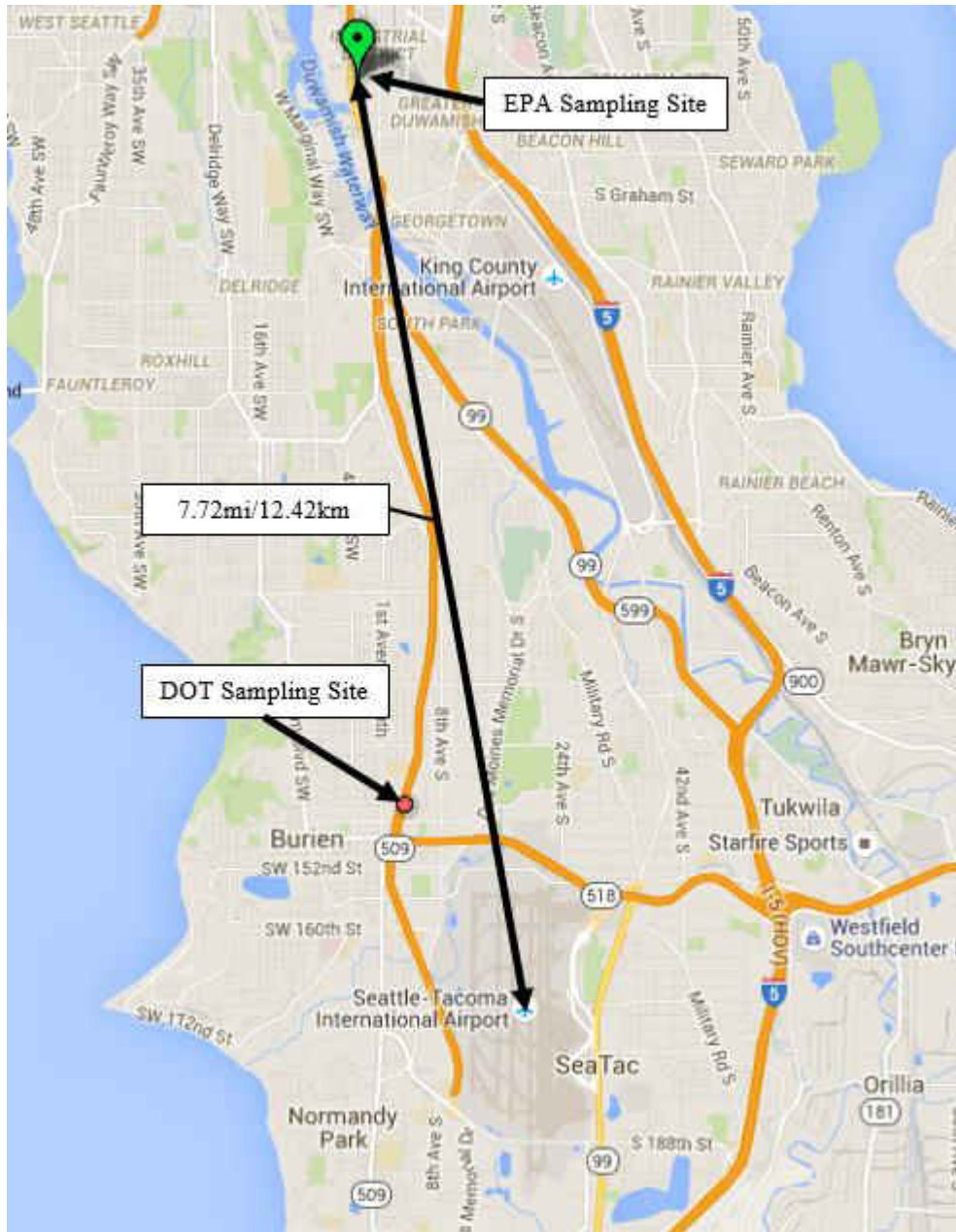
Miami:



San Diego:



Seattle:



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