

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

07:26 Wednesday, December 21, 2005

			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
1 Zürich	I	1HAC	75	3750	6	19	7	0	.	0	0	0
		1PAC	198	9900	2	6	2	0	.	0	0	1
		1TAC	14	700	1	2	1	0	.	0	0	0
		2BAC	163	8150	19	61	24	0	.	0	0	0
		2HAC	36	1800	7	22	9	0	.	0	0	0
		2JAC	51	2550	20	65	25	0	.	0	0	0
		2PAC	12	600	0	1	0	0	.	0	0	0
		2TAC	3	150	0	1	0	0	.	0	0	0
		3BAC	13	650	2	8	3	0	.	0	0	0
		A06	527	26350	40	125	49	0	.	0	0	0
		A109	290	14500	28	89	35	0	.	0	0	0
		A124	2	142	4	13	5	0	.	0	0	0
		A306	3	688	6	20	8	0	.	0	0	0
		A30B	1	99	1	4	2	0	.	0	0	0
		A319	961	219031	1153	3632	1418	1	.	10	1	11
		A320	2412	530042	2805	8835	3450	3	.	27	3	26
		A321	2395	547291	3366	10603	4140	3	.	34	3	24
		A332	62	11712	134	423	165	0	.	2	0	1
		A343	27	4938	63	198	77	0	.	1	0	0
		AA5	2	100	0	0	0	0	.	0	0	0
		AC11	158	7900	1	4	2	0	.	0	0	1
		AC6T	6	300	0	1	1	0	.	0	0	0
		AC95	9	450	1	2	1	0	.	0	0	0
		AEST	14	700	0	1	1	0	.	0	0	0
		ALO2	2	100	0	0	0	0	.	0	0	0
		ALO3	4	200	0	1	0	0	.	0	0	0
		AS02	6	300	0	0	0	0	.	0	0	0
		AS16	2	100	0	0	0	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO	nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
1 Zürich	I	AS32	51	2550	10	31	12	0	.	0	0	0
		AS33	6	300	1	4	1	0	.	0	0	0
		AS50	226	11300	29	92	36	0	.	0	0	0
		AS65	209	10450	31	98	38	0	.	0	0	0
		ASTR	4	200	1	2	1	0	.	0	0	0
		AT43	18	1449	2	8	3	0	.	0	0	0
		ATL	2	100	0	0	0	0	.	0	0	0
		ATP	1	229	0	1	0	0	.	0	0	0
		B06	2	100	0	0	0	0	.	0	0	0
		B066	373	18650	28	88	35	0	.	0	0	0
		B190	3	150	0	1	0	0	.	0	0	0
		B222	109	5450	10	33	13	0	.	0	0	0
		B25	1	50	0	0	0	0	.	0	0	0
		B350	62	3100	4	11	4	0	.	0	0	0
		B407	152	7600	11	36	14	0	.	0	0	0
		B461	1	50	0	1	0	0	.	0	0	0
		B462	2	100	1	3	1	0	.	0	0	0
		B47G	6	300	0	1	1	0	.	0	0	0
		B721	1	50	1	3	1	0	.	0	0	0
		B722	1	78	1	3	1	0	.	0	0	0
		B733	2	279	2	5	2	0	.	0	0	0
		B734	13	2803	14	44	17	0	.	0	0	0
		B735	1	229	1	3	1	0	.	0	0	0
		B737	28	3194	21	67	26	0	.	0	0	0
		B738	15	3441	17	53	21	0	.	0	0	0
		B742	2	100	1	4	2	0	.	0	0	0
		B744	27	6015	105	330	129	0	.	1	0	1
		B752	5	329	4	14	5	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO										
1 Zürich	I	B762	2	459	4	12	5	0	.	0	0	0
		B763	1	50	1	3	1	0	.	0	0	0
		B772	4	200	6	20	8	0	.	0	0	0
		BA11	1	50	0	2	1	0	.	0	0	0
		BA46	1260	255472	1071	3375	1318	1	.	8	1	6
		BE20	27	1463	1	5	2	0	.	0	0	0
		BE30	4	200	0	1	0	0	.	0	0	0
		BE33	14	700	0	0	0	0	.	0	0	0
		BE35	18	900	0	1	0	0	.	0	0	0
		BE36	27	1350	0	1	0	0	.	0	0	0
		BE40	11	550	1	4	2	0	.	0	0	0
		BE58	11	550	0	1	0	0	.	0	0	0
		BE95	2	100	0	0	0	0	.	0	0	0
		BE9L	7	350	0	1	1	0	.	0	0	0
		BE9T	1	50	0	0	0	0	.	0	0	0
		BU31	8	400	0	0	0	0	.	0	0	0
		BX2	2	100	0	0	0	0	.	0	0	0
		C150	26	1300	0	1	0	0	.	0	0	0
		C152	1215	60750	9	29	11	0	.	0	0	4
		C172	1120	56000	9	27	10	0	.	0	0	4
		C180	2	100	0	0	0	0	.	0	0	0
		C182	25	1250	0	1	0	0	.	0	0	0
		C210	12	600	0	1	0	0	.	0	0	0
		C25A	10	500	1	4	1	0	.	0	0	0
		C303	70	3500	2	7	3	0	.	0	0	2
		C310	6	300	0	1	0	0	.	0	0	0
		C320	16	800	0	2	1	0	.	0	0	0
		C335	25	1250	1	2	1	0	.	0	0	1

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arp1	in_aus	Aircraft_ICAO										
1 Zürich	I	C340	68	3400	2	7	3	0	.	0	0	2
		C365	2	100	0	0	0	0	.	0	0	0
		C402	70	3500	2	7	3	0	.	0	0	2
		C414	2	100	0	0	0	0	.	0	0	0
		C421	13	650	0	1	0	0	.	0	0	0
		C441	1	50	0	0	0	0	.	0	0	0
		C500	39	1950	4	14	6	0	.	0	0	0
		C501	12	600	1	4	2	0	.	0	0	0
		C525	190	9500	22	69	27	0	.	0	0	1
		C550	444	22200	53	167	65	0	.	1	0	1
		C551	13	650	2	5	2	0	.	0	0	0
		C560	59	2950	7	23	9	0	.	0	0	0
		C56X	359	17950	45	141	55	0	.	1	1	1
		C650	33	1650	4	13	5	0	.	0	0	0
		C72R	260	13000	2	6	3	0	.	0	0	1
		C750	35	1750	10	33	13	0	.	0	0	0
		C77R	88	4400	1	2	1	0	.	0	0	0
		C82R	19	950	0	1	0	0	.	0	0	0
		CL60	301	15050	77	242	95	0	.	1	0	1
		CM11	22	1100	0	1	0	0	.	0	0	0
		CONI	2	100	0	1	0	0	.	0	0	0
		D11	10	500	0	0	0	0	.	0	0	0
		D228	5	250	0	1	0	0	.	0	0	0
		D328	49	8914	11	33	13	0	.	0	0	0
		DA40	6	300	0	0	0	0	.	0	0	0
		DC3	6	300	0	1	0	0	.	0	0	0
		DC87	2	100	2	7	3	0	.	0	0	0
		DC9	13	650	8	25	10	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO										
1 Zürich	I	DH8C	2084	338537	448	1412	551	0	.	5	0	2
		DH8D	2	100	0	1	1	0	.	0	0	0
		DHC6	4	200	0	1	0	0	.	0	0	0
		DIMO	6	300	0	0	0	0	.	0	0	0
		DO27	2	100	0	0	0	0	.	0	0	0
		DR10	12	600	0	0	0	0	.	0	0	0
		DR30	2	100	0	0	0	0	.	0	0	0
		DR40	131	6550	1	3	1	0	.	0	0	0
		DV20	38	1900	0	1	0	0	.	0	0	0
		E121	1	50	0	0	0	0	.	0	0	0
		E135	13	650	4	13	5	0	.	0	0	0
		E145	712	53999	159	502	196	0	.	1	0	1
		E300	22	1100	0	1	0	0	.	0	0	0
		EC20	656	32800	49	156	61	0	.	0	0	0
		EC30	6	300	0	1	1	0	.	0	0	0
		EC45	81	4050	12	38	15	0	.	0	0	0
		ECHO	2	100	0	0	0	0	.	0	0	0
		EN48	2	100	0	0	0	0	.	0	0	0
		ERCO	2	100	0	0	0	0	.	0	0	0
		EXPL	5	250	1	2	1	0	.	0	0	0
		F100	7	1247	6	18	7	0	.	0	0	0
		F260	4	200	0	0	0	0	.	0	0	0
		F27	2	279	1	2	1	0	.	0	0	0
		F28	10	500	5	15	6	0	.	0	0	0
		F2TH	181	9050	25	78	31	0	.	0	0	0
		F50	2	100	0	1	0	0	.	0	0	0
		F70	1	229	1	3	1	0	.	0	0	0
		F900	183	9150	34	106	42	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO										
1 Zürich	I	FA10	9	450	1	3	1	0	.	0	0	0
		FA20	17	850	2	7	3	0	.	0	0	0
		FA24	2	100	0	0	0	0	.	0	0	0
		FA50	39	1950	7	23	9	0	.	0	0	0
		G109	26	1300	0	1	0	0	.	0	0	0
		G115	20	1000	0	0	0	0	.	0	0	0
		G2	2	100	1	3	1	0	.	0	0	0
		G44	2	100	0	0	0	0	.	0	0	0
		GALX	11	550	3	10	4	0	.	0	0	0
		GLEX	31	1550	14	44	17	0	.	0	0	0
		GLF4	25	1250	12	37	14	0	.	0	0	0
		GLF5	45	2250	19	61	24	0	.	0	0	0
		GULF	47	2350	23	71	28	0	.	0	0	0
		H25A	8	400	1	3	1	0	.	0	0	0
		H25B	159	7950	20	63	25	0	.	0	0	0
		H269	17	850	1	4	2	0	.	0	0	0
		H500	6	300	0	1	1	0	.	0	0	0
		HR10	1	50	0	0	0	0	.	0	0	0
		HR20	8	400	0	0	0	0	.	0	0	0
		HS25	14	700	2	5	2	0	.	0	0	0
		IL76	1	99	2	7	3	0	.	0	0	0
		J3	7	350	0	0	0	0	.	0	0	0
		J328	11	1088	5	17	6	0	.	0	0	0
		JS32	1	50	0	0	0	0	.	0	0	0
		JU52	12	600	1	3	1	0	.	0	0	1
		JUNR	2	100	0	0	0	0	.	0	0	0
		LAMA	2	100	0	0	0	0	.	0	0	0
		LGEZ	41	2050	0	1	0	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO										
1 Zürich	I	LJ31	48	2400	6	18	7	0	.	0	0	0
		LJ35	4	200	0	2	1	0	.	0	0	0
		LJ40	1	50	0	0	0	0	.	0	0	0
		LJ45	48	2400	6	18	7	0	.	0	0	0
		LJ55	3	150	0	1	0	0	.	0	0	0
		LJ60	27	1350	4	11	4	0	.	0	0	0
		LNC2	29	1450	0	1	0	0	.	0	0	0
		M20	504	25200	4	14	5	0	.	0	0	2
		MD11	27	1150	44	138	54	0	.	1	0	0
		MD81	2	100	1	4	2	0	.	0	0	0
		MD82	2	459	3	9	3	0	.	0	0	0
		MD83	1	50	1	2	1	0	.	0	0	0
		MD87	2	100	1	4	2	0	.	0	0	0
		MD90	14	2248	13	42	17	0	.	0	0	0
		MO20	1	50	0	0	0	0	.	0	0	0
		MOR2	4	200	0	0	0	0	.	0	0	0
		MU2	7	350	0	1	0	0	.	0	0	0
		MU30	1	50	0	0	0	0	.	0	0	0
		P149	2	100	0	0	0	0	.	0	0	0
		P180	18	900	1	4	2	0	.	0	0	0
		P210	14	700	0	1	0	0	.	0	0	0
		P28A	1224	61200	10	30	12	0	.	0	0	4
		P28B	37	1850	0	1	0	0	.	0	0	0
		P28R	155	7750	1	4	2	0	.	0	0	1
		P28T	38	1900	0	1	0	0	.	0	0	0
		P31T	10	500	1	2	1	0	.	0	0	0
		P32R	74	3700	1	2	1	0	.	0	0	1
		P68	18	900	0	1	1	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO										
1 Zürich	I	P750	3	150	0	0	0	0	.	0	0	0
		PA18	10	500	0	0	0	0	.	0	0	0
		PA27	26	1300	1	2	1	0	.	0	0	0
		PA34	639	31950	17	52	20	0	.	0	0	9
		PA38	2	100	0	0	0	0	.	0	0	0
		PA42	22	1100	1	4	1	0	.	0	0	0
		PA46	85	4250	2	7	3	0	.	0	0	1
		PAY1	14	700	1	3	1	0	.	0	0	0
		PAY2	58	2900	4	13	5	0	.	0	0	0
		PAY3	1	50	0	0	0	0	.	0	0	0
		PAY4	19	950	2	5	2	0	.	0	0	0
		PC12	542	27100	25	79	31	0	.	0	0	1
		PC6T	12	600	0	1	1	0	.	0	0	0
		PC7	4	200	0	0	0	0	.	0	0	0
		PRM1	3	150	0	1	0	0	.	0	0	0
		PUMA	1	50	0	1	0	0	.	0	0	0
		PZ04	6	300	0	0	0	0	.	0	0	0
		R100	1	50	0	0	0	0	.	0	0	0
		R22	14	700	1	3	1	0	.	0	0	0
		R300	18	900	0	0	0	0	.	0	0	0
		R44	280	14000	21	66	26	0	.	0	0	0
		R90R	45	2250	0	1	1	0	.	0	0	0
		RALL	2	100	0	0	0	0	.	0	0	0
		RV4	4	200	0	0	0	0	.	0	0	0
		S601	2	100	0	1	0	0	.	0	0	0
		SB20	743	108473	243	766	299	0	.	2	0	1
		SBR1	3	150	0	1	0	0	.	0	0	0
		SF25	3	150	0	0	0	0	.	0	0	0



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arp1	in_aus	Aircraft_ICAO										
1 Zürich	I	SF34	2	156	0	1	0	0	.	0	0	0
		SR20	91	4550	1	2	1	0	.	0	0	0
		SW3	1	50	0	0	0	0	.	0	0	0
		SW4	4	249	0	1	0	0	.	0	0	0
		SYCA	2	100	0	0	0	0	.	0	0	0
		TBM7	23	1150	1	3	1	0	.	0	0	0
		TOBA	21	1050	0	1	0	0	.	0	0	0
		TRIN	217	10850	2	7	3	0	.	0	0	2
		VELO	2	100	0	0	0	0	.	0	0	0
		VEZE	1	50	0	0	0	0	.	0	0	0
		WA40	1	50	0	0	0	0	.	0	0	0
		WA42	2	100	0	0	0	0	.	0	0	0
		YK42	4	200	2	7	3	0	.	0	0	0
		Z43	55	2750	1	2	1	0	.	0	0	0
		Tot typ	24863	2803565	10617	33444	13059	11	.	104	12	129
2 Genève	I	Aircraft_ICAO										
		1HAC	17	850	1	4	2	0	.	0	0	0
		1PAC	230	11500	2	7	3	0	.	0	0	2
		1TAC	31	1550	1	4	2	0	.	0	0	0
		2BAC	180	9000	22	69	27	0	.	0	0	0
		2HAC	22	1100	4	13	5	0	.	0	0	0
		2JAC	59	2950	25	78	31	0	.	0	0	0
		2PAC	48	2400	1	4	2	0	.	0	0	1
		2TAC	5	250	0	1	0	0	.	0	0	0
		3BAC	8	400	1	5	2	0	.	0	0	0
		A06	20	1000	2	5	2	0	.	0	0	0
		A1	4	200	0	0	0	0	.	0	0	0
		A109	58	2900	6	18	7	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO										
2 Genève	I	A306	8	1792	17	54	21	0	.	0	0	0
		A30B	9	1720	18	56	22	0	.	0	0	0
		A310	7	938	9	30	12	0	.	0	0	0
		A319	974	222149	1169	3681	1437	1	.	10	1	11
		A320	2418	529244	2803	8829	3448	3	.	27	3	26
		A321	2406	550533	3385	10663	4163	3	.	34	3	24
		A332	49	11062	118	372	145	0	.	2	0	0
		A343	36	8079	96	302	118	0	.	1	0	0
		AA5	56	2800	0	1	1	0	.	0	0	0
		AC11	28	1400	0	1	0	0	.	0	0	0
		AC95	4	200	0	1	0	0	.	0	0	0
		AEST	10	500	0	1	0	0	.	0	0	0
		AJET	29	1450	5	17	7	0	.	0	0	0
		ALO2	2	100	0	0	0	0	.	0	0	0
		ALO3	33	1650	2	8	3	0	.	0	0	0
		AS02	4625	231250	35	111	43	0	.	1	0	16
		AS16	26	1300	0	1	0	0	.	0	0	0
		AS32	35	1750	7	21	8	0	.	0	0	0
		AS33	2	100	0	1	0	0	.	0	0	0
		AS50	312	15600	40	127	49	0	.	0	0	0
		AS55	2	100	0	1	0	0	.	0	0	0
		AS65	351	17550	53	166	65	0	.	0	0	0
		ASTR	6	300	1	2	1	0	.	0	0	0
		AT43	27	2986	4	14	5	0	.	0	0	0
		AT45	155	33589	26	81	32	0	.	0	0	7
		AT72	2	459	1	2	1	0	.	0	0	0
		ATP	1	50	0	0	0	0	.	0	0	0
		B06	6	300	0	1	1	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
2 Genève	I	B066	16	800	1	4	1	0	.	0	0	0
		B190	158	29169	21	67	26	0	.	0	0	1
		B222	5	250	0	1	1	0	.	0	0	0
		B350	82	4100	5	15	6	0	.	0	0	0
		B407	12	600	1	3	1	0	.	0	0	0
		B462	50	9044	39	122	48	0	.	0	0	0
		B463	7	895	4	14	5	0	.	0	0	0
		B47G	4	200	0	1	0	0	.	0	0	0
		B721	3	150	2	7	3	0	.	0	0	0
		B733	386	72172	364	1146	447	0	.	3	0	2
		B734	21	4100	21	67	26	0	.	0	0	0
		B735	2	416	2	6	2	0	.	0	0	0
		B736	10	1906	8	27	10	0	.	0	0	0
		B737	36	4850	29	93	36	0	.	0	0	0
		B738	102	22682	112	353	138	0	.	2	0	0
		B742	2	100	1	4	2	0	.	0	0	0
		B744	29	6115	109	343	134	0	.	1	0	1
		B752	10	1038	10	32	13	0	.	0	0	0
		B762	2	459	4	12	5	0	.	0	0	0
		B763	2	459	4	13	5	0	.	0	0	0
		BA11	1	50	0	2	1	0	.	0	0	0
		BA46	1025	227527	928	2923	1141	1	.	7	1	5
		BE10	1	50	0	0	0	0	.	0	0	0
		BE20	90	8863	6	20	8	0	.	0	0	0
		BE23	6	300	0	0	0	0	.	0	0	0
		BE30	42	2100	3	10	4	0	.	0	0	0
		BE33	17	850	0	1	0	0	.	0	0	0
		BE35	47	2350	0	1	1	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

07:26 Wednesday, December 21, 2005

			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
2 Genève	I	BE36	47	2350	0	1	1	0	.	0	0	0
		BE40	4	200	0	2	1	0	.	0	0	0
		BE58	75	3750	2	7	3	0	.	0	0	2
		BE60	5	250	0	0	0	0	.	0	0	0
		BE95	135	6750	4	13	5	0	.	0	0	3
		BE9L	35	1750	2	7	3	0	.	0	0	0
		BE9T	19	950	1	4	2	0	.	0	0	0
		BU31	1	50	0	0	0	0	.	0	0	0
		BU33	2	100	0	0	0	0	.	0	0	0
		BX2	4	200	0	0	0	0	.	0	0	0
		C150	27	1350	0	1	0	0	.	0	0	0
		C152	46	2300	0	1	0	0	.	0	0	0
		C170	8	400	0	0	0	0	.	0	0	0
		C172	537	26850	4	13	5	0	.	0	0	2
		C175	10	500	0	0	0	0	.	0	0	0
		C180	4	200	0	0	0	0	.	0	0	0
		C182	59	2950	1	2	1	0	.	0	0	0
		C206	4	200	0	0	0	0	.	0	0	0
		C208	10	500	0	1	0	0	.	0	0	0
		C210	17	850	0	1	1	0	.	0	0	0
		C25A	19	950	2	7	3	0	.	0	0	0
		C303	11	550	0	1	0	0	.	0	0	0
		C310	35	1750	1	3	1	0	.	0	0	1
		C340	36	1800	1	3	1	0	.	0	0	1
		C402	8	400	0	1	0	0	.	0	0	0
		C414	23	1150	1	2	1	0	.	0	0	1
		C421	10	500	0	1	0	0	.	0	0	0
		C425	2	100	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
2 Genève	I	C500	37	1850	4	13	5	0	.	0	0	0
		C501	3	150	0	1	0	0	.	0	0	0
		C525	297	14850	34	107	42	0	.	0	0	1
		C52A	1	50	0	0	0	0	.	0	0	0
		C550	449	22450	54	169	66	0	.	1	0	1
		C551	27	1350	3	10	4	0	.	0	0	0
		C560	125	6250	15	49	19	0	.	0	0	0
		C56X	173	8650	22	68	27	0	.	0	0	0
		C650	15	750	2	6	2	0	.	0	0	0
		C72R	18	900	0	0	0	0	.	0	0	0
		C750	30	1500	9	28	11	0	.	0	0	0
		C77R	20	1000	0	0	0	0	.	0	0	0
		C82R	30	1500	0	1	0	0	.	0	0	0
		CL60	180	9000	46	145	57	0	.	0	0	1
		CONI	11	550	1	4	2	0	.	0	0	1
		CP10	267	13350	2	7	3	0	.	0	0	1
		CP23	3	150	0	0	0	0	.	0	0	0
		CP30	1	50	0	0	0	0	.	0	0	0
		CRJ1	1	50	0	1	0	0	.	0	0	0
		CRJ7	2	100	1	2	1	0	.	0	0	0
		D11	26	1300	0	1	0	0	.	0	0	0
		D140	18	900	0	0	0	0	.	0	0	0
		D250	26	1300	0	1	0	0	.	0	0	0
		D328	43	5230	7	23	9	0	.	0	0	0
		DA40	6	300	0	0	0	0	.	0	0	0
		DC3	1	50	0	0	0	0	.	0	0	0
		DC87	3	150	3	10	4	0	.	0	0	0
		DC9	1	50	1	2	1	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
2 Genève	I	DH8C	1477	324030	392	1236	483	0	.	5	0	2
		DH8D	3	150	1	2	1	0	.	0	0	0
		DHC6	18	900	1	3	1	0	.	0	0	0
		DIMO	26	1300	0	1	0	0	.	0	0	0
		DR10	16	800	0	0	0	0	.	0	0	0
		DR30	6	300	0	0	0	0	.	0	0	0
		DR40	284	14200	2	7	3	0	.	0	0	1
		DV20	32	1600	0	1	0	0	.	0	0	0
		DWD2	2	100	0	0	0	0	.	0	0	0
		E120	2	100	0	1	0	0	.	0	0	0
		E135	12	600	4	12	5	0	.	0	0	0
		E145	12	2035	4	12	5	0	.	0	0	0
		E300	12	600	0	0	0	0	.	0	0	0
		EC20	412	20600	31	98	38	0	.	0	0	0
		EC30	39	1950	3	9	4	0	.	0	0	0
		EC35	793	39650	60	188	73	0	.	1	0	0
		EC45	11	550	2	5	2	0	.	0	0	0
		EN28	2	100	0	0	0	0	.	0	0	0
		EXPL	6	300	1	3	1	0	.	0	0	0
		F100	6	1333	6	18	7	0	.	0	0	0
		F260	12	600	0	0	0	0	.	0	0	0
		F27	2	100	0	2	1	0	.	0	0	0
		F28	2	459	2	6	2	0	.	0	0	0
		F2TH	120	6000	16	52	20	0	.	0	0	0
		F70	2	459	2	6	2	0	.	0	0	0
		F900	185	9250	34	108	42	0	.	0	0	0
		FA10	14	700	2	5	2	0	.	0	0	0
		FA20	41	2050	5	17	6	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
2 Genève	I	FA24	1	50	0	0	0	0	.	0	0	0
		FA50	71	3550	13	42	16	0	.	0	0	0
		FOX	5	250	0	0	0	0	.	0	0	0
		G109	8	400	0	0	0	0	.	0	0	0
		G115	4	200	0	0	0	0	.	0	0	0
		GA7	17	850	0	1	1	0	.	0	0	0
		GALX	28	1400	8	27	10	0	.	0	0	0
		GAZL	6	300	0	1	1	0	.	0	0	0
		GLAS	12	600	0	0	0	0	.	0	0	0
		GLEX	32	1600	14	45	18	0	.	0	0	0
		GLF3	1	50	0	2	1	0	.	0	0	0
		GLF4	40	2000	19	59	23	0	.	0	0	0
		GLF5	16	800	7	22	9	0	.	0	0	0
		GULF	5	250	2	8	3	0	.	0	0	0
		GY20	3	150	0	0	0	0	.	0	0	0
		H25A	5	250	1	2	1	0	.	0	0	0
		H25B	135	6750	17	53	21	0	.	0	0	0
		H269	651	32550	49	154	60	0	.	0	0	0
		H500	5	250	0	1	0	0	.	0	0	0
		HR20	35	1750	0	1	0	0	.	0	0	0
		HUNT	2	100	0	1	0	0	.	0	0	0
		IS28	1	50	0	0	0	0	.	0	0	0
		J3	27	1350	0	1	0	0	.	0	0	0
		J328	13	1368	7	21	8	0	.	0	0	0
		JS32	3	150	0	1	0	0	.	0	0	0
		KL07	2	100	0	0	0	0	.	0	0	0
		L29A	4	200	1	3	1	0	.	0	0	0
		L39	4	200	1	2	1	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
2 Genève	I	LAMA	4	200	0	1	0	0	.	0	0	0
		LJ31	122	6100	15	46	18	0	.	0	0	0
		LJ35	28	1400	3	11	4	0	.	0	0	0
		LJ40	1	50	0	0	0	0	.	0	0	0
		LJ45	60	3000	7	23	9	0	.	0	0	0
		LJ55	1	50	0	0	0	0	.	0	0	0
		LJ60	24	1200	3	10	4	0	.	0	0	0
		M20	125	6250	1	3	1	0	.	0	0	1
		M20P	16	800	0	0	0	0	.	0	0	0
		M4	4	200	0	0	0	0	.	0	0	0
		M7	5	250	0	0	0	0	.	0	0	0
		MD82	2	459	3	9	3	0	.	0	0	0
		MD83	2	416	3	8	3	0	.	0	0	0
		MD90	30	6165	33	105	41	0	.	0	0	0
		MIR2	4	200	1	2	1	0	.	0	0	0
		MO2J	2	100	0	0	0	0	.	0	0	0
		MU2	7	350	0	1	0	0	.	0	0	0
		MU30	4	200	0	2	1	0	.	0	0	0
		P149	1	50	0	0	0	0	.	0	0	0
		P180	17	850	1	4	2	0	.	0	0	0
		P210	56	2800	1	2	1	0	.	0	0	0
		P28A	2698	134900	21	66	26	0	.	1	0	10
		P28B	425	21250	4	14	5	0	.	0	0	3
		P28R	313	15650	2	8	3	0	.	0	0	1
		P28T	80	4000	1	2	1	0	.	0	0	0
		P31T	1	50	0	0	0	0	.	0	0	0
		P32R	291	14550	3	10	4	0	.	0	0	2
		P32T	24	1200	0	1	0	0	.	0	0	0



## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
2 Genève	I	P68	27	1350	1	2	1	0	.	0	0	0
		PA18	54	2700	0	1	1	0	.	0	0	0
		PA23	2	100	0	0	0	0	.	0	0	0
		PA24	42	2100	0	1	0	0	.	0	0	0
		PA27	2	100	0	0	0	0	.	0	0	0
		PA28	2	100	0	0	0	0	.	0	0	0
		PA30	3	150	0	0	0	0	.	0	0	0
		PA31	29	1450	1	3	1	0	.	0	0	1
		PA32	21	1050	0	1	0	0	.	0	0	0
		PA34	263	13150	7	22	8	0	.	0	0	4
		PA38	4	200	0	0	0	0	.	0	0	0
		PA42	8	400	0	1	1	0	.	0	0	0
		PA44	54	2700	1	4	2	0	.	0	0	1
		PA46	129	6450	3	11	4	0	.	0	0	2
		PAY1	34	1700	2	7	3	0	.	0	0	0
		PAY2	44	2200	3	10	4	0	.	0	0	0
		PAY4	5	250	0	1	1	0	.	0	0	0
		PC12	266	13300	12	39	15	0	.	0	0	0
		PC6P	14	700	1	2	1	0	.	0	0	0
		PC6T	10	500	0	1	0	0	.	0	0	0
		PC9	8	400	0	1	0	0	.	0	0	0
		PL12	2	100	0	0	0	0	.	0	0	0
		PP3	2	100	0	0	0	0	.	0	0	0
		PRM1	2	100	0	1	0	0	.	0	0	0
		PTS1	4	200	0	0	0	0	.	0	0	0
		PUMA	8	400	2	5	2	0	.	0	0	0
		R100	144	7200	1	4	1	0	.	0	0	1
		R22	181	9050	14	43	17	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
2 Genève	I	R300	135	6750	1	3	1	0	.	0	0	0
		R44	10	500	1	2	1	0	.	0	0	0
		RF6	1	50	0	0	0	0	.	0	0	0
		RJ1H	2	100	1	4	2	0	.	0	0	0
		RJ85	2	100	1	2	1	0	.	0	0	0
		S05R	6	300	0	0	0	0	.	0	0	0
		S10S	3	150	0	0	0	0	.	0	0	0
		S332	14	700	3	9	3	0	.	0	0	0
		S601	2	100	0	1	0	0	.	0	0	0
		SB20	495	105707	212	669	261	0	.	2	0	1
		SBR1	23	1150	3	9	3	0	.	0	0	0
		SR20	4	200	0	0	0	0	.	0	0	0
		SR22	2	100	0	0	0	0	.	0	0	0
		SW3	1	50	0	0	0	0	.	0	0	0
		SW4	2	100	0	0	0	0	.	0	0	0
		T154	2	459	5	16	6	0	.	0	0	0
		T28	2	100	0	0	0	0	.	0	0	0
		TBM7	50	2500	2	7	3	0	.	0	0	0
		TOBA	14	700	0	0	0	0	.	0	0	0
		TRIN	25	1250	0	1	0	0	.	0	0	0
		VIX	6	300	0	0	0	0	.	0	0	0
		WA40	51	2550	0	1	0	0	.	0	0	0
		YK42	5	250	3	9	3	0	.	0	0	0
		YK52	10	500	0	1	0	0	.	0	0	0
		Tot typ	28739	3131968	10865	34226	13364	11	.	109	13	154

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
3 Basel	I	Aircraft_ICAO										
		1HAC	2895	144733	218	686	268	0	.	2	0	0
		1PAC	73932	3696604	579	1825	713	1	.	20	6	271
		1TAC	391	19559	15	48	19	0	.	0	0	1
		2HAC	152	7618	23	72	28	0	.	0	0	0
		2PAC	3129	156470	96	301	118	0	.	1	1	69
		2TAC	782	39118	119	376	147	0	.	1	0	1
		Tot typ	81282	4064100	1051	3310	1292	1	.	24	8	342
4 Bern	I	Aircraft_ICAO										
		1HAC	608	30400	46	144	56	0	.	0	0	0
		1PAC	514	25700	4	13	5	0	.	0	0	2
		1TAC	57	2850	3	8	3	0	.	0	0	0
		2BAC	62	3100	7	24	9	0	.	0	0	0
		2JAC	12	600	5	17	7	0	.	0	0	0
		2PAC	19	950	1	2	1	0	.	0	0	0
		2TAC	19	950	1	5	2	0	.	0	0	0
		3BAC	8	400	1	5	2	0	.	0	0	0
		A06	2718	135900	205	645	252	0	.	2	0	0
		A109	667	33350	65	204	79	0	.	1	0	0
		AA5	33	1650	0	1	0	0	.	0	0	0
		AC11	98	4900	1	3	1	0	.	0	0	1
		AC95	6	300	0	1	1	0	.	0	0	0
		AEST	4	200	0	0	0	0	.	0	0	0
		ALO2	72	3600	5	17	7	0	.	0	0	0
		ALO3	236	11800	18	56	22	0	.	0	0	0
		AN2	14	700	0	1	1	0	.	0	0	0
		AR7	2	100	0	0	0	0	.	0	0	0
		AS02	10950	547500	83	262	102	0	.	3	1	38

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

07:26 Wednesday, December 21, 2005

			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
4 Bern	I	AS16	193	9650	1	5	2	0	.	0	0	1
		AS30	525	26250	102	320	125	0	.	1	0	0
		AS32	2	100	0	1	0	0	.	0	0	0
		AS50	1094	54700	141	444	174	0	.	1	0	0
		AS65	316	15800	48	150	59	0	.	0	0	0
		ASTR	2	100	0	1	0	0	.	0	0	0
		ASTRA	1	50	0	0	0	0	.	0	0	0
		AT43	16	485	1	5	2	0	.	0	0	0
		ATL	2	100	0	0	0	0	.	0	0	0
		AVID	2	100	0	0	0	0	.	0	0	0
		B06	32	1600	2	8	3	0	.	0	0	0
		B066	333	16650	25	79	31	0	.	0	0	0
		B209	6	300	0	0	0	0	.	0	0	0
		B222	46	2300	4	13	5	0	.	0	0	0
		B350	193	9650	11	35	14	0	.	0	0	1
		B407	36	1800	3	9	3	0	.	0	0	0
		B461	6	300	2	8	3	0	.	0	0	0
		B463	1	130	1	2	1	0	.	0	0	0
		BE20	15	750	1	2	1	0	.	0	0	0
		BE23	52	2600	0	1	0	0	.	0	0	0
		BE30	2	100	0	0	0	0	.	0	0	0
		BE33	121	6050	1	4	2	0	.	0	0	1
		BE35	44	2200	0	1	1	0	.	0	0	0
		BE36	495	24750	5	15	6	0	.	0	0	3
		BE40	6	300	1	2	1	0	.	0	0	0
		BE58	323	16150	10	31	12	0	.	0	0	7
		BE77	4	200	0	0	0	0	.	0	0	0
		BE95	99	4950	3	10	4	0	.	0	0	2

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arp1	in_aus	Aircraft_ICAO										
4 Bern	I	BE9L	26	1300	2	5	2	0	.	0	0	0
		BE9T	2	100	0	0	0	0	.	0	0	0
		BU31	2	100	0	0	0	0	.	0	0	0
		BX2	8	400	0	0	0	0	.	0	0	0
		C130	4	200	2	5	2	0	.	0	0	0
		C150	38	1900	0	1	0	0	.	0	0	0
		C152	257	12850	2	6	2	0	.	0	0	1
		C170	2	100	0	0	0	0	.	0	0	0
		C172	2280	114000	17	55	21	0	.	1	0	8
		C175	2	100	0	0	0	0	.	0	0	0
		C177	2	100	0	0	0	0	.	0	0	0
		C182	817	40850	9	27	10	0	.	0	0	6
		C206	2	100	0	0	0	0	.	0	0	0
		C208	2	100	0	0	0	0	.	0	0	0
		C210	28	1400	1	2	1	0	.	0	0	0
		C25A	6	300	1	2	1	0	.	0	0	0
		C303	16	800	0	2	1	0	.	0	0	0
		C310	4	200	0	0	0	0	.	0	0	0
		C320	13	650	0	1	0	0	.	0	0	0
		C335	14	700	0	1	1	0	.	0	0	0
		C340	111	5550	3	11	4	0	.	0	0	2
		C402	28	1400	1	3	1	0	.	0	0	1
		C414	2	100	0	0	0	0	.	0	0	0
		C421	22	1100	1	2	1	0	.	0	0	0
		C425	23	1150	1	4	1	0	.	0	0	0
		C441	2	100	0	0	0	0	.	0	0	0
		C500	51	2550	6	18	7	0	.	0	0	0
		C501	8	400	1	3	1	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO										
4 Bern	I	C525	57	2850	7	21	8	0	.	0	0	0
		C550	365	18250	43	137	53	0	.	1	0	1
		C551	12	600	1	5	2	0	.	0	0	0
		C560	245	12250	30	96	37	0	.	0	1	1
		C56X	339	16950	42	133	52	0	.	0	1	1
		C650	9	450	1	3	1	0	.	0	0	0
		C72R	62	3100	0	2	1	0	.	0	0	0
		C750	2	100	1	2	1	0	.	0	0	0
		C77R	18	900	0	0	0	0	.	0	0	0
		C82R	701	35050	7	23	9	0	.	0	0	5
		CL60	106	5300	27	85	33	0	.	0	0	0
		CM11	16	800	0	0	0	0	.	0	0	0
		CP10	428	21400	3	11	4	0	.	0	0	2
		D11	2	100	0	0	0	0	.	0	0	0
		D140	2	100	0	0	0	0	.	0	0	0
		D228	2	100	0	0	0	0	.	0	0	0
		D250	2	100	0	0	0	0	.	0	0	0
		D328	89	3874	9	30	12	0	.	0	0	0
		DA40	32	1600	0	1	0	0	.	0	0	0
		DC3	7	350	0	1	1	0	.	0	0	0
		DG40	8	400	0	0	0	0	.	0	0	0
		DG80	46	2300	0	1	0	0	.	0	0	0
		DH8C	17	980	2	7	3	0	.	0	0	0
		DHC6	25	1250	1	5	2	0	.	0	0	0
		DIMO	1266	63300	9	29	11	0	.	0	0	4
		DR10	4	200	0	0	0	0	.	0	0	0
		DR30	322	16100	3	8	3	0	.	0	0	1
		DR40	3283	164150	26	81	32	0	.	1	0	12

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arp1	in_aus	Aircraft_ICAO										
4 Bern	I	DV20	305	15250	2	7	3	0	.	0	0	1
		E135	172	8500	55	172	67	0	.	1	0	0
		E300	2	100	0	0	0	0	.	0	0	0
		EC20	84	4200	6	20	8	0	.	0	0	0
		EC30	2	100	0	0	0	0	.	0	0	0
		EC35	2	100	0	0	0	0	.	0	0	0
		EC45	1597	79850	240	757	296	0	.	2	0	0
		ECHO	32	1600	0	1	0	0	.	0	0	0
		EN28	6	300	0	1	1	0	.	0	0	0
		EN48	2	100	0	0	0	0	.	0	0	0
		EXPL	6	300	1	3	1	0	.	0	0	0
		F260	6	300	0	0	0	0	.	0	0	0
		F2TH	30	1500	4	13	5	0	.	0	0	0
		F900	66	3300	12	38	15	0	.	0	0	0
		FA10	10	500	1	4	1	0	.	0	0	0
		FA20	6	300	1	2	1	0	.	0	0	0
		FA50	256	12800	47	148	58	0	.	1	0	0
		FOX	3	150	0	0	0	0	.	0	0	0
		G109	8	400	0	0	0	0	.	0	0	0
		G115	30	1500	0	1	0	0	.	0	0	0
		G44	2	100	0	0	0	0	.	0	0	0
		GLAS	9	450	0	0	0	0	.	0	0	0
		GLEX	4	200	2	6	2	0	.	0	0	0
		GLF3	4	200	2	6	2	0	.	0	0	0
		GLF5	8	400	3	11	4	0	.	0	0	0
		GY20	6	300	0	0	0	0	.	0	0	0
		GY80	2	100	0	0	0	0	.	0	0	0
		H25A	5	250	1	2	1	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO										
4 Bern	I	H25B	34	1700	4	13	5	0	.	0	0	0
		H269	2012	100600	151	477	186	0	.	1	0	0
		H500	4	200	0	1	0	0	.	0	0	0
		HR20	6	300	0	0	0	0	.	0	0	0
		HS25	8	400	1	3	1	0	.	0	0	0
		J3	374	18700	3	9	3	0	.	0	0	1
		J328	4	.	.	.	.	.	.	.	.	.
		JS32	1	50	0	0	0	0	.	0	0	0
		JU52	37	1850	3	11	4	0	.	0	0	4
		JUNR	38	1900	0	1	0	0	.	0	0	0
		KA27	156	7800	23	74	29	0	.	0	0	0
		KMAX	8	400	1	2	1	0	.	0	0	0
		L410	5	250	0	1	1	0	.	0	0	0
		L8	2	100	0	0	0	0	.	0	0	0
		LAMA	81	4050	6	19	8	0	.	0	0	0
		LGEZ	2	100	0	0	0	0	.	0	0	0
		LJ31	3	150	0	1	0	0	.	0	0	0
		LJ35	127	6350	15	48	19	0	.	0	0	0
		LJ40	5	250	1	2	1	0	.	0	0	0
		LJ45	25	1250	3	9	4	0	.	0	0	0
		LJ55	2	100	0	1	0	0	.	0	0	0
		LJ60	4	200	1	2	1	0	.	0	0	0
		LNC2	6	300	0	0	0	0	.	0	0	0
		M20	342	17100	3	9	4	0	.	0	0	2
		MD3	2	100	0	0	0	0	.	0	0	0
		MOR2	2	100	0	0	0	0	.	0	0	0
		MU30	3	150	0	1	0	0	.	0	0	0
		NIMB	11	550	0	0	0	0	.	0	0	0



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arp1	in_aus	Aircraft_ICAO										
4 Bern	I	P149	6	300	0	0	0	0	.	0	0	0
		P180	6	300	0	1	1	0	.	0	0	0
		P210	48	2400	0	2	1	0	.	0	0	0
		P28A	3447	172350	27	85	33	0	.	1	0	13
		P28B	808	40400	8	26	10	0	.	0	0	6
		P28R	309	15450	2	8	3	0	.	0	0	1
		P28T	198	9900	2	5	2	0	.	0	0	1
		P32R	41	2050	0	1	1	0	.	0	0	0
		P32T	7	350	0	0	0	0	.	0	0	0
		P68	8	400	0	1	0	0	.	0	0	0
		PA16	2	100	0	0	0	0	.	0	0	0
		PA18	215	10750	2	5	2	0	.	0	0	1
		PA22	4	200	0	0	0	0	.	0	0	0
		PA24	18	900	0	1	0	0	.	0	0	0
		PA27	48	2400	1	5	2	0	.	0	0	1
		PA28	17	850	0	0	0	0	.	0	0	0
		PA31	3	150	0	0	0	0	.	0	0	0
		PA32	3	150	0	0	0	0	.	0	0	0
		PA34	2530	126500	66	207	81	0	.	1	1	36
		PA38	31	1550	0	1	0	0	.	0	0	0
		PA44	4	200	0	0	0	0	.	0	0	0
		PA46	356	17800	9	29	11	0	.	0	0	6
		PAY1	114	5700	7	23	9	0	.	0	0	0
		PAY2	81	4050	6	18	7	0	.	0	0	0
		PAY4	28	1400	2	7	3	0	.	0	0	0
		PC12	624	31200	29	91	35	0	.	0	0	1
		PC6P	147	7350	6	18	7	0	.	0	0	0
		PC6T	59	2950	2	7	3	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO										
4 Bern	I	PC7	261	13050	10	32	13	0	.	0	0	0
		PC9	60	3000	3	8	3	0	.	0	0	0
		PILO	2	100	0	0	0	0	.	0	0	0
		PL12	26	1300	1	4	1	0	.	0	0	0
		PRM1	2	100	0	1	0	0	.	0	0	0
		PULS	11	550	0	0	0	0	.	0	0	0
		R100	1	50	0	0	0	0	.	0	0	0
		R200	2	100	0	0	0	0	.	0	0	0
		R22	1099	54950	83	261	102	0	.	1	0	0
		R300	64	3200	0	2	1	0	.	0	0	0
		R44	383	19150	29	91	35	0	.	0	0	0
		R90R	14	700	0	0	0	0	.	0	0	0
		RV4	4	200	0	0	0	0	.	0	0	0
		S05R	6	300	0	0	0	0	.	0	0	0
		S10S	1	50	0	0	0	0	.	0	0	0
		S208	7	350	0	0	0	0	.	0	0	0
		SBR1	13	650	2	5	2	0	.	0	0	0
		SC01	70	3500	1	2	1	0	.	0	0	0
		SF25	310	15500	2	7	3	0	.	0	0	1
		SF34	9	450	1	3	1	0	.	0	0	0
		SR20	8	400	0	0	0	0	.	0	0	0
		SU26	2	100	0	0	0	0	.	0	0	0
		SW3	2	100	0	0	0	0	.	0	0	0
		TAMP	2	100	0	0	0	0	.	0	0	0
		TBM7	14	700	1	2	1	0	.	0	0	0
		TOBA	18	900	0	0	0	0	.	0	0	0
		TRIN	54	2700	1	2	1	0	.	0	0	0
		VELO	59	2950	0	1	1	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO										
4 Bern	I	VENT	4	200	0	0	0	0	.	0	0	0
		VEZE	4	200	0	0	0	0	.	0	0	0
		WA40	2	100	0	0	0	0	.	0	0	0
		WA42	8	400	0	0	0	0	.	0	0	0
		Z143	2	100	0	0	0	0	.	0	0	0
		Tot typ	48960	2447019	1978	6230	2433	2	.	25	7	188
5 Lugano	I	Aircraft_ICAO										
		1HAC	8	400	1	2	1	0	.	0	0	0
		1PAC	168	8400	2	5	2	0	.	0	0	1
		1TAC	15	750	1	2	1	0	.	0	0	0
		2BAC	49	2450	6	18	7	0	.	0	0	0
		2HAC	2	100	0	1	0	0	.	0	0	0
		2JAC	1	50	0	1	0	0	.	0	0	0
		2TAC	29	1450	2	6	2	0	.	0	0	0
		3BAC	1	50	0	1	0	0	.	0	0	0
		A109	102	5100	10	31	12	0	.	0	0	0
		AA5	2	100	0	0	0	0	.	0	0	0
		AC11	10	500	0	0	0	0	.	0	0	0
		AC90	44	2200	3	10	4	0	.	0	0	0
		AC95	26	1300	2	6	2	0	.	0	0	0
		AEST	5	250	0	0	0	0	.	0	0	0
		AS02	5	250	0	0	0	0	.	0	0	0
		AS16	19	950	0	0	0	0	.	0	0	0
		AS32	1	50	0	1	0	0	.	0	0	0
		AS33	2	100	0	1	0	0	.	0	0	0
		AS50	1436	71800	185	583	228	0	.	2	0	0
		AS55	6	300	1	3	1	0	.	0	0	0
		AS65	29	1450	4	14	5	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO										
5 Lugano	I	ASTR	4	200	1	2	1	0	.	0	0	0
		AT45	160	33839	26	83	32	0	.	0	0	7
		B06	8	400	1	2	1	0	.	0	0	0
		B066	18	900	1	4	2	0	.	0	0	0
		B105	6	300	1	3	1	0	.	0	0	0
		B222	2	100	0	1	0	0	.	0	0	0
		B350	151	7550	9	27	11	0	.	0	0	0
		B407	4	200	0	1	0	0	.	0	0	0
		BA46	103	16639	75	238	93	0	.	1	0	1
		BE20	1	50	0	0	0	0	.	0	0	0
		BE33	21	1050	0	1	0	0	.	0	0	0
		BE35	7	350	0	0	0	0	.	0	0	0
		BE36	14	700	0	0	0	0	.	0	0	0
		BE58	5	250	0	0	0	0	.	0	0	0
		BE95	2	100	0	0	0	0	.	0	0	0
		BE9L	10	500	1	2	1	0	.	0	0	0
		C150	381	19050	3	9	4	0	.	0	0	1
		C152	1799	89950	14	43	17	0	.	0	0	6
		C172	54	2700	0	1	1	0	.	0	0	0
		C182	380	19000	4	12	5	0	.	0	0	3
		C206	5	250	0	0	0	0	.	0	0	0
		C210	3	150	0	0	0	0	.	0	0	0
		C25A	1	50	0	0	0	0	.	0	0	0
		C340	2	100	0	0	0	0	.	0	0	0
		C421	10	500	0	1	0	0	.	0	0	0
		C500	5	250	1	2	1	0	.	0	0	0
		C525	27	1350	3	10	4	0	.	0	0	0
		C52A	1	50	0	0	0	0	.	0	0	0

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
5 Lugano	I	C550	134	6700	16	50	20	0	.	0	0	0
		C551	4	200	0	2	1	0	.	0	0	0
		C560	25	1250	3	10	4	0	.	0	0	0
		C56X	66	3300	8	26	10	0	.	0	0	0
		C72R	10	500	0	0	0	0	.	0	0	0
		C77R	2	100	0	0	0	0	.	0	0	0
		C82R	18	900	0	1	0	0	.	0	0	0
		CL60	25	1250	6	20	8	0	.	0	0	0
		D11	2	100	0	0	0	0	.	0	0	0
		D140	2	100	0	0	0	0	.	0	0	0
		D250	2	100	0	0	0	0	.	0	0	0
		D328	22	4180	5	15	6	0	.	0	0	0
		DA40	6	300	0	0	0	0	.	0	0	0
		DC3	4	200	0	1	0	0	.	0	0	0
		DH80	1	50	0	0	0	0	.	0	0	0
		DH8C	3581	662488	842	2652	1036	1	.	10	0	4
		DIMO	4	200	0	0	0	0	.	0	0	0
		DR10	2	100	0	0	0	0	.	0	0	0
		DR30	3	150	0	0	0	0	.	0	0	0
		DR40	94	4700	1	2	1	0	.	0	0	0
		DV20	33	1650	0	1	0	0	.	0	0	0
		EC20	44	2200	3	10	4	0	.	0	0	0
		EC30	8	400	1	2	1	0	.	0	0	0
		EXPL	4	200	1	2	1	0	.	0	0	0
		F260	17	850	0	1	0	0	.	0	0	0
		F2TH	43	2150	6	19	7	0	.	0	0	0
		F900	53	2650	10	31	12	0	.	0	0	0
		FA50	66	3300	12	38	15	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

07:26 Wednesday, December 21, 2005

			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
5 Lugano	I	FOX	19	950	0	0	0	0	.	0	0	0
		G109	2	100	0	0	0	0	.	0	0	0
		G115	2	100	0	0	0	0	.	0	0	0
		GLF4	4	200	2	6	2	0	.	0	0	0
		GULF	2	100	1	3	1	0	.	0	0	0
		H25A	1	50	0	0	0	0	.	0	0	0
		H25B	8	400	1	3	1	0	.	0	0	0
		H269	20	1000	2	5	2	0	.	0	0	0
		H500	15	750	1	4	1	0	.	0	0	0
		HR20	8	400	0	0	0	0	.	0	0	0
		J3	12	600	0	0	0	0	.	0	0	0
		KA27	3	150	0	1	1	0	.	0	0	0
		KL07	2	100	0	0	0	0	.	0	0	0
		L200	3	150	0	0	0	0	.	0	0	0
		LGEZ	1	50	0	0	0	0	.	0	0	0
		LJ35	1	50	0	0	0	0	.	0	0	0
		LJ45	17	850	2	6	3	0	.	0	0	0
		LJ60	1	50	0	0	0	0	.	0	0	0
		LNC4	2	100	0	0	0	0	.	0	0	0
		M20	66	3300	1	2	1	0	.	0	0	0
		M20P	3	150	0	0	0	0	.	0	0	0
		M5	6	300	0	0	0	0	.	0	0	0
		M7	2	100	0	0	0	0	.	0	0	0
		MD60	6	300	0	1	1	0	.	0	0	0
		MU2	1	50	0	0	0	0	.	0	0	0
		P180	28	1400	2	7	3	0	.	0	0	0
		P28A	4496	224800	35	110	43	0	.	1	0	16
		P28B	41	2050	0	1	1	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

07:26 Wednesday, December 21, 2005

			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
5 Lugano	I	P28R	635	31750	5	16	6	0	.	0	0	3
		P28T	22	1100	0	1	0	0	.	0	0	0
		P32R	2	100	0	0	0	0	.	0	0	0
		P32T	2	100	0	0	0	0	.	0	0	0
		P68	22	1100	1	2	1	0	.	0	0	0
		PA18	36	1800	0	1	0	0	.	0	0	0
		PA34	138	6900	4	11	4	0	.	0	0	2
		PA38	4	200	0	0	0	0	.	0	0	0
		PA42	1	50	0	0	0	0	.	0	0	0
		PA46	89	4450	2	7	3	0	.	0	0	1
		PAY1	2	100	0	0	0	0	.	0	0	0
		PAY2	3	150	0	1	0	0	.	0	0	0
		PC12	70	3500	3	10	4	0	.	0	0	0
		PC6P	6	300	0	1	0	0	.	0	0	0
		PC6T	24	1200	1	3	1	0	.	0	0	0
		PC7	30	1500	1	4	1	0	.	0	0	0
		PP3	215	10750	2	7	3	0	.	0	0	2
		R300	14	700	0	0	0	0	.	0	0	0
		R44	1	50	0	0	0	0	.	0	0	0
		RALL	2	100	0	0	0	0	.	0	0	0
		SB20	1099	204374	426	1341	524	0	.	4	0	2
		SBR1	1	50	0	0	0	0	.	0	0	0
		SC01	4	200	0	0	0	0	.	0	0	0
		SR20	3	150	0	0	0	0	.	0	0	0
		T6	8	400	0	0	0	0	.	0	0	0
		TBM7	5	250	0	1	0	0	.	0	0	0
		TOBA	2	100	0	0	0	0	.	0	0	0
		TRIN	8	400	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
5 Lugano	I	Tot typ	16639	1505221	1769	5572	2176	2	.	21	2	55
6 Sion	I	Aircraft_ICAO										
		1HAC	16	800	1	4	1	0	.	0	0	0
		1PAC	395	19750	3	11	4	0	.	0	0	2
		1TAC	8	400	0	1	0	0	.	0	0	0
		2BAC	32	1600	4	12	5	0	.	0	0	0
		2JAC	5	250	2	6	2	0	.	0	0	0
		2PAC	2	100	0	0	0	0	.	0	0	0
		3BAC	1	50	0	1	0	0	.	0	0	0
		A06	32	1600	2	8	3	0	.	0	0	0
		A109	36	1800	3	11	4	0	.	0	0	0
		AA5	69	3450	1	2	1	0	.	0	0	0
		AC11	81	4050	1	3	1	0	.	0	0	1
		AEST	86	4300	3	8	3	0	.	0	0	2
		ALO2	70	3500	5	17	6	0	.	0	0	0
		ALO3	2073	103650	156	492	192	0	.	1	0	0
		AR7	2	100	0	0	0	0	.	0	0	0
		AS02	320	16000	2	8	3	0	.	0	0	1
		AS16	18	900	0	0	0	0	.	0	0	0
		AS26	72	3600	1	2	1	0	.	0	0	0
		AS32	1	50	0	1	0	0	.	0	0	0
		AS50	2480	124000	320	1008	393	0	.	3	0	0
		AS65	42	2100	6	20	8	0	.	0	0	0
		AT43	2	248	0	1	0	0	.	0	0	0
		ATL	398	19900	3	10	4	0	.	0	0	1
		B06	23	1150	2	5	2	0	.	0	0	0
		B066	31	1550	2	7	3	0	.	0	0	0
		B222	2	100	0	1	0	0	.	0	0	0



## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
6 Sion	I	B350	17	850	1	3	1	0	.	0	0	0
		B407	356	17800	27	84	33	0	.	0	0	0
		B462	16	800	6	20	8	0	.	0	0	0
		B463	26	1300	10	33	13	0	.	0	0	0
		B47G	4	200	0	1	0	0	.	0	0	0
		BA46	31	5063	23	72	28	0	.	0	0	0
		BE20	106	5300	5	17	7	0	.	0	0	0
		BE23	5	250	0	0	0	0	.	0	0	0
		BE30	9	450	1	2	1	0	.	0	0	0
		BE33	67	3350	1	2	1	0	.	0	0	1
		BE35	70	3500	1	2	1	0	.	0	0	0
		BE36	83	4150	1	3	1	0	.	0	0	1
		BE58	14	700	0	1	1	0	.	0	0	0
		BE60	14	700	0	1	1	0	.	0	0	0
		BE90	2	100	0	0	0	0	.	0	0	0
		BE95	56	2800	2	5	2	0	.	0	0	1
		BE9L	16	800	1	3	1	0	.	0	0	0
		BL1	1	50	0	0	0	0	.	0	0	0
		BX2	2	100	0	0	0	0	.	0	0	0
		C150	78	3900	1	2	1	0	.	0	0	0
		C152	192	9600	1	5	2	0	.	0	0	1
		C170	6	300	0	0	0	0	.	0	0	0
		C172	561	28050	4	13	5	0	.	0	0	2
		C175	2	100	0	0	0	0	.	0	0	0
		C177	8	400	0	0	0	0	.	0	0	0
		C180	2	100	0	0	0	0	.	0	0	0
		C182	350	17500	4	11	4	0	.	0	0	3
		C206	274	13700	3	9	4	0	.	0	0	2

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
6 Sion	I	C210	8	400	0	1	0	0	.	0	0	0
		C25A	3	150	0	1	0	0	.	0	0	0
		C310	2	100	0	0	0	0	.	0	0	0
		C320	2	100	0	0	0	0	.	0	0	0
		C340	5	250	0	0	0	0	.	0	0	0
		C402	2	100	0	0	0	0	.	0	0	0
		C414	2	100	0	0	0	0	.	0	0	0
		C425	2	100	0	0	0	0	.	0	0	0
		C500	10	500	1	4	1	0	.	0	0	0
		C501	3	150	0	1	0	0	.	0	0	0
		C525	5	250	1	2	1	0	.	0	0	0
		C550	36	1800	4	14	5	0	.	0	0	0
		C551	4	200	0	2	1	0	.	0	0	0
		C560	3	150	0	1	0	0	.	0	0	0
		C56X	46	2300	6	18	7	0	.	0	0	0
		C650	5	250	1	2	1	0	.	0	0	0
		C72R	32	1600	0	1	0	0	.	0	0	0
		C750	1	50	0	1	0	0	.	0	0	0
		C77R	30	1500	0	1	0	0	.	0	0	0
		C82R	42	2100	0	1	1	0	.	0	0	0
		CE43	4	200	0	0	0	0	.	0	0	0
		CL60	11	550	3	9	3	0	.	0	0	0
		CP10	1223	61150	10	30	12	0	.	0	0	5
		CP30	2	100	0	0	0	0	.	0	0	0
		D11	4	200	0	0	0	0	.	0	0	0
		D140	5	250	0	0	0	0	.	0	0	0
		D250	21	1050	0	1	0	0	.	0	0	0
		D328	20	1000	2	7	3	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
6 Sion	I	DA40	25	1250	0	1	0	0	.	0	0	0
		DC3	4	200	0	1	0	0	.	0	0	0
		DG80	26	1300	0	1	0	0	.	0	0	0
		DIMO	1491	74550	11	34	13	0	.	0	0	4
		DO27	8	400	0	0	0	0	.	0	0	0
		DR10	22	1100	0	0	0	0	.	0	0	0
		DR30	28	1400	0	1	0	0	.	0	0	0
		DR40	17619	880950	136	427	167	0	.	5	2	65
		DV20	256	12800	2	6	2	0	.	0	0	1
		E135	3	150	1	3	1	0	.	0	0	0
		E200	120	6000	1	3	1	0	.	0	0	1
		E300	14	700	0	0	0	0	.	0	0	0
		EC20	625	31250	47	148	58	0	.	0	0	0
		EC30	371	18550	28	88	34	0	.	0	0	0
		EC35	2	100	0	0	0	0	.	0	0	0
		ECHO	2	100	0	0	0	0	.	0	0	0
		EN28	6	300	0	1	1	0	.	0	0	0
		EN48	4	200	0	1	0	0	.	0	0	0
		EXPE	2	100	0	0	0	0	.	0	0	0
		EXPL	8	400	1	4	1	0	.	0	0	0
		EXTR	8	400	0	0	0	0	.	0	0	0
		F260	34	1700	0	1	0	0	.	0	0	0
		F2TH	3	150	0	1	1	0	.	0	0	0
		F8L	16	800	0	0	0	0	.	0	0	0
		F900	21	1050	4	12	5	0	.	0	0	0
		FA20	2	100	0	1	0	0	.	0	0	0
		FA24	2	100	0	0	0	0	.	0	0	0
		FA50	20	1000	4	12	5	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
6 Sion	I	FOX	5	250	0	0	0	0	.	0	0	0
		G109	2	100	0	0	0	0	.	0	0	0
		G115	6	300	0	0	0	0	.	0	0	0
		GALX	2	100	1	2	1	0	.	0	0	0
		GLAS	11	550	0	0	0	0	.	0	0	0
		GLEX	1	50	0	1	1	0	.	0	0	0
		GLF4	1	50	0	1	1	0	.	0	0	0
		GLF5	3	150	1	4	2	0	.	0	0	0
		GY20	2	100	0	0	0	0	.	0	0	0
		H25B	17	850	2	7	3	0	.	0	0	0
		H269	59	2950	4	14	5	0	.	0	0	0
		H500	8	400	1	2	1	0	.	0	0	0
		HR10	24	1200	0	1	0	0	.	0	0	0
		HR20	349	17450	3	8	3	0	.	0	0	1
		HU30	1	50	0	0	0	0	.	0	0	0
		HU50	3	150	0	1	0	0	.	0	0	0
		HUNT	105	5250	19	61	24	0	.	0	0	1
		HUSK	19	950	0	0	0	0	.	0	0	0
		J3	121	6050	1	3	1	0	.	0	0	0
		J328	2	100	1	2	1	0	.	0	0	0
		JU52	14	700	1	4	2	0	.	0	0	1
		JUNR	2	100	0	0	0	0	.	0	0	0
		KMAX	10	500	1	2	1	0	.	0	0	0
		L19	1	50	0	0	0	0	.	0	0	0
		L8	2	100	0	0	0	0	.	0	0	0
		LAMA	1942	97100	146	461	180	0	.	1	0	0
		LJ31	57	2850	7	22	8	0	.	0	0	0
		LJ35	4	200	0	2	1	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
6 Sion	I	LJ45	6	300	1	2	1	0	.	0	0	0
		LNC2	148	7400	1	4	1	0	.	0	0	1
		LNC4	3	150	0	0	0	0	.	0	0	0
		M20	1498	74900	12	37	15	0	.	0	0	6
		M22	2	100	0	0	0	0	.	0	0	0
		M4	1	50	0	0	0	0	.	0	0	0
		M5	4	200	0	0	0	0	.	0	0	0
		M7	55	2750	1	2	1	0	.	0	0	0
		MB2	1	50	0	0	0	0	.	0	0	0
		MCR4	4	200	0	0	0	0	.	0	0	0
		MD3	2	100	0	0	0	0	.	0	0	0
		MD60	6	300	0	1	1	0	.	0	0	0
		MS31	18	900	0	0	0	0	.	0	0	0
		NAVI	1	50	0	0	0	0	.	0	0	0
		NIPR	26	1300	0	1	0	0	.	0	0	0
		P149	13	650	0	0	0	0	.	0	0	0
		P210	107	5350	1	4	1	0	.	0	0	1
		P28A	3038	151900	24	75	29	0	.	1	0	11
		P28B	244	12200	3	8	3	0	.	0	0	2
		P28R	250	12500	2	6	2	0	.	0	0	1
		P28T	167	8350	1	4	2	0	.	0	0	1
		P32R	47	2350	0	2	1	0	.	0	0	0
		P68	12	600	0	1	0	0	.	0	0	0
		PA16	14	700	0	0	0	0	.	0	0	0
		PA18	679	33950	5	17	6	0	.	0	0	2
		PA22	2	100	0	0	0	0	.	0	0	0
		PA24	30	1500	0	1	0	0	.	0	0	0
		PA27	2	100	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
6 Sion	I	PA28	7	350	0	0	0	0	.	0	0	0
		PA31	8	400	0	1	0	0	.	0	0	0
		PA32	16	800	0	1	0	0	.	0	0	0
		PA34	127	6350	3	10	4	0	.	0	0	2
		PA38	18	900	0	0	0	0	.	0	0	0
		PA44	4	200	0	0	0	0	.	0	0	0
		PA46	60	3000	2	5	2	0	.	0	0	1
		PC12	36	1800	2	5	2	0	.	0	0	0
		PC6T	433	21650	17	54	21	0	.	0	0	1
		PC7	44	2200	2	5	2	0	.	0	0	0
		PC9	20	1000	1	3	1	0	.	0	0	0
		PP3	16	800	0	1	0	0	.	0	0	0
		PULS	6	300	0	0	0	0	.	0	0	0
		R100	71	3550	1	2	1	0	.	0	0	0
		R22	843	42150	63	200	78	0	.	1	0	0
		R300	782	39100	6	19	8	0	.	0	0	3
		R44	10	500	1	2	1	0	.	0	0	0
		R90R	8	400	0	0	0	0	.	0	0	0
		RALL	12	600	0	0	0	0	.	0	0	0
		RF6	49	2450	0	1	0	0	.	0	0	0
		RV4	2	100	0	0	0	0	.	0	0	0
		S05R	2	100	0	0	0	0	.	0	0	0
		S10S	2	100	0	0	0	0	.	0	0	0
		SB20	4	621	1	4	2	0	.	0	0	0
		SC01	7	350	0	0	0	0	.	0	0	0
		SF25	28	1400	0	1	0	0	.	0	0	0
		SF28	2	100	0	0	0	0	.	0	0	0
		SPIT	7	350	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

07:26 Wednesday, December 21, 2005

			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
6 Sion	I	SR20	8	400	0	0	0	0	.	0	0	0
		T28	32	1600	0	1	1	0	.	0	0	0
		T6	2	100	0	0	0	0	.	0	0	0
		TBM7	38	1900	2	5	2	0	.	0	0	0
		TFUN	76	3800	1	2	1	0	.	0	0	0
		TMK1	1	50	0	0	0	0	.	0	0	0
		TOBA	61	3050	0	2	1	0	.	0	0	0
		TRIN	42	2100	0	1	1	0	.	0	0	0
		VAMP	45	2250	8	26	10	0	.	0	0	0
		VELO	2	100	0	0	0	0	.	0	0	0
		VEZE	50	2500	0	1	0	0	.	0	0	0
		VIX	8	400	0	0	0	0	.	0	0	0
		WA40	3	150	0	0	0	0	.	0	0	0
		YK52	6	300	0	0	0	0	.	0	0	0
		Tot typ	43091	2158632	1236	3893	1520	1	.	18	4	139
7 Altenr	I	Aircraft_ICAO										
		1HAC	11155	557750	840	2645	1033	1	.	8	0	1
		1PAC	12439	621950	95	298	116	0	.	3	1	44
		2BAC	1	50	0	0	0	0	.	0	0	0
		2HAC	1	50	0	1	0	0	.	0	0	0
		2PAC	5	250	0	0	0	0	.	0	0	0
		2TAC	4	200	0	1	0	0	.	0	0	0
		A06	36	1800	3	9	3	0	.	0	0	0
		A109	1	50	0	0	0	0	.	0	0	0
		AC11	6	300	0	0	0	0	.	0	0	0
		AS02	10	500	0	0	0	0	.	0	0	0
		AS32	2	100	0	1	0	0	.	0	0	0
		AS50	2	100	0	1	0	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO										
7 Altenr	I	AS65	2	100	0	1	0	0	.	0	0	0
		ASTR	10	500	1	4	2	0	.	0	0	0
		B06	1	50	0	0	0	0	.	0	0	0
		BE36	34	1700	0	1	0	0	.	0	0	0
		BE58	8	400	0	1	0	0	.	0	0	0
		BE9L	1	50	0	0	0	0	.	0	0	0
		C152	90	4500	1	2	1	0	.	0	0	0
		C172	239	11950	2	6	2	0	.	0	0	1
		C182	18	900	0	1	0	0	.	0	0	0
		C303	8	400	0	1	0	0	.	0	0	0
		C310	2	100	0	0	0	0	.	0	0	0
		C340	1	50	0	0	0	0	.	0	0	0
		C421	6	300	0	1	0	0	.	0	0	0
		C525	4	200	0	1	1	0	.	0	0	0
		C550	22	1100	3	8	3	0	.	0	0	0
		C560	3	150	0	1	0	0	.	0	0	0
		C56X	1	50	0	0	0	0	.	0	0	0
		C650	1	50	0	0	0	0	.	0	0	0
		C77R	3	150	0	0	0	0	.	0	0	0
		C82R	42	2100	0	1	1	0	.	0	0	0
		CL60	3	150	1	2	1	0	.	0	0	0
		D11	4	200	0	0	0	0	.	0	0	0
		D328	1	50	0	0	0	0	.	0	0	0
		DHC6	1	50	0	0	0	0	.	0	0	0
		DIMO	2	100	0	0	0	0	.	0	0	0
		DR40	206	10300	2	5	2	0	.	0	0	1
		DV20	2	100	0	0	0	0	.	0	0	0
		EA23	2	100	0	0	0	0	.	0	0	0



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arp1	in_aus	Aircraft_ICAO										
7 Altenr	I	EC20	32	1600	2	8	3	0	.	0	0	0
		F900	2	100	0	1	0	0	.	0	0	0
		FA20	1	50	0	0	0	0	.	0	0	0
		FA50	2	100	0	1	0	0	.	0	0	0
		G115	8	400	0	0	0	0	.	0	0	0
		GALX	1	50	0	1	0	0	.	0	0	0
		H25A	1	50	0	0	0	0	.	0	0	0
		H25B	1	50	0	0	0	0	.	0	0	0
		H269	70	3500	5	17	6	0	.	0	0	0
		J3	34	1700	0	1	0	0	.	0	0	0
		LAMA	8	400	1	2	1	0	.	0	0	0
		LJ31	1	50	0	0	0	0	.	0	0	0
		LJ55	1	50	0	0	0	0	.	0	0	0
		M20	25	1250	0	1	0	0	.	0	0	0
		M28	1	50	0	0	0	0	.	0	0	0
		MOR2	8	400	0	0	0	0	.	0	0	0
		P149	4	200	0	0	0	0	.	0	0	0
		P180	2	100	0	0	0	0	.	0	0	0
		P28A	119	5950	1	3	1	0	.	0	0	0
		P28R	15	750	0	0	0	0	.	0	0	0
		P28T	2	100	0	0	0	0	.	0	0	0
		P32R	2	100	0	0	0	0	.	0	0	0
		PA34	14	700	0	1	0	0	.	0	0	0
		PA46	8	400	0	1	0	0	.	0	0	0
		PAY2	4	200	0	1	0	0	.	0	0	0
		PAY4	3	150	0	1	0	0	.	0	0	0
		PC12	36	1800	2	5	2	0	.	0	0	0
		PC6T	8	400	0	1	0	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO										
7 Altenr	I	R200	20	1000	0	0	0	0	.	0	0	0
		R22	30	1500	2	7	3	0	.	0	0	0
		R44	25	1250	2	6	2	0	.	0	0	0
		S10S	12	600	0	0	0	0	.	0	0	0
		SB20	2	214	1	2	1	0	.	0	0	0
		SF25	2	100	0	0	0	0	.	0	0	0
		T28	1	50	0	0	0	0	.	0	0	0
		TBM7	4	200	0	1	0	0	.	0	0	0
		TOBA	1	50	0	0	0	0	.	0	0	0
		TRIN	1	50	0	0	0	0	.	0	0	0
		VEZE	3	150	0	0	0	0	.	0	0	0
		WACO	2	100	0	0	0	0	.	0	0	0
		Tot typ	24895	1244864	971	3059	1195	1	.	12	1	50
8 Samedat	I	Aircraft_ICAO										
		1HAC	85	4250	6	20	8	0	.	0	0	0
		1PAC	426	21300	4	11	4	0	.	0	0	2
		1TAC	66	3300	3	8	3	0	.	0	0	0
		2BAC	120	6000	14	44	17	0	.	0	0	0
		2HAC	9	450	2	5	2	0	.	0	0	0
		2JAC	12	600	5	16	6	0	.	0	0	0
		2PAC	9	450	0	1	0	0	.	0	0	0
		2TAC	6	300	0	1	1	0	.	0	0	0
		3BAC	1	50	0	1	0	0	.	0	0	0
		A06	10	500	1	2	1	0	.	0	0	0
		A109	1180	59000	114	360	141	0	.	1	0	0
		AA5	17	850	0	0	0	0	.	0	0	0
		AC11	50	2500	0	2	1	0	.	0	0	0
		AC95	3	150	0	1	0	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO										
8 Samedia	I	ALO2	146	7300	11	35	14	0	.	0	0	0
		ALO3	115	5750	9	27	11	0	.	0	0	0
		AN2	4	200	0	0	0	0	.	0	0	0
		AS02	18	900	0	0	0	0	.	0	0	0
		AS16	62	3100	0	1	1	0	.	0	0	0
		AS32	22	1100	4	13	5	0	.	0	0	0
		AS33	4	200	1	2	1	0	.	0	0	0
		AS50	3784	189200	488	1537	600	0	.	5	0	1
		AS55	9	450	1	4	2	0	.	0	0	0
		AS65	44	2200	7	21	8	0	.	0	0	0
		ASTR	6	300	1	2	1	0	.	0	0	0
		ATL	2	100	0	0	0	0	.	0	0	0
		B06	6	300	0	1	1	0	.	0	0	0
		B066	156	7800	12	37	14	0	.	0	0	0
		B209	4	200	0	0	0	0	.	0	0	0
		B222	37	1850	4	11	4	0	.	0	0	0
		B350	4	200	0	1	0	0	.	0	0	0
		B407	29	1450	2	7	3	0	.	0	0	0
		B47G	4	200	0	1	0	0	.	0	0	0
		B732	2	100	1	4	1	0	.	0	0	0
		B75	6	300	0	0	0	0	.	0	0	0
		BE20	10	500	1	2	1	0	.	0	0	0
		BE23	2	100	0	0	0	0	.	0	0	0
		BE33	19	950	0	1	0	0	.	0	0	0
		BE35	22	1100	0	1	0	0	.	0	0	0
		BE36	30	1500	0	1	0	0	.	0	0	0
		BE40	2	100	0	1	0	0	.	0	0	0
		BE55	3	150	0	0	0	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO										
8 Samedia	I	BE60	10	500	0	1	0	0	.	0	0	0
		BE90	1	50	0	0	0	0	.	0	0	0
		BE95	8	400	0	1	0	0	.	0	0	0
		BE9L	8	400	1	2	1	0	.	0	0	0
		BE9T	2	100	0	0	0	0	.	0	0	0
		BU31	24	1200	0	1	0	0	.	0	0	0
		BX2	6	300	0	0	0	0	.	0	0	0
		C150	26	1300	0	1	0	0	.	0	0	0
		C152	223	11150	2	5	2	0	.	0	0	1
		C170	4	200	0	0	0	0	.	0	0	0
		C172	207	10350	2	5	2	0	.	0	0	1
		C175	2	100	0	0	0	0	.	0	0	0
		C177	3	150	0	0	0	0	.	0	0	0
		C182	216	10800	2	7	3	0	.	0	0	2
		C206	2	100	0	0	0	0	.	0	0	0
		C208	1	50	0	0	0	0	.	0	0	0
		C210	8	400	0	1	0	0	.	0	0	0
		C303	13	650	0	1	0	0	.	0	0	0
		C340	9	450	0	1	0	0	.	0	0	0
		C365	2	100	0	0	0	0	.	0	0	0
		C402	9	450	0	1	0	0	.	0	0	0
		C421	32	1600	1	3	1	0	.	0	0	1
		C500	8	400	1	3	1	0	.	0	0	0
		C501	2	100	0	1	0	0	.	0	0	0
		C525	108	5400	12	39	15	0	.	0	0	0
		C550	78	3900	9	29	11	0	.	0	0	0
		C551	7	350	1	3	1	0	.	0	0	0
		C560	7	350	1	3	1	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO										
8 Samedia	I	C56X	114	5700	14	45	17	0	.	0	0	0
		C650	2	100	0	1	0	0	.	0	0	0
		C72R	12	600	0	0	0	0	.	0	0	0
		C77R	32	1600	0	1	0	0	.	0	0	0
		C82R	26	1300	0	1	0	0	.	0	0	0
		CL60	32	1600	9	27	11	0	.	0	0	0
		CONI	4	200	0	2	1	0	.	0	0	1
		D027	4	200	0	0	0	0	.	0	0	0
		D11	60	3000	0	1	1	0	.	0	0	0
		D140	2	100	0	0	0	0	.	0	0	0
		D250	16	800	0	0	0	0	.	0	0	0
		D328	2	100	0	1	0	0	.	0	0	0
		D9	2	100	0	0	0	0	.	0	0	0
		DA40	18	900	0	0	0	0	.	0	0	0
		DH80	1	50	0	0	0	0	.	0	0	0
		DHC6	4	200	0	1	0	0	.	0	0	0
		DIMO	79	3950	1	2	1	0	.	0	0	0
		DR10	28	1400	0	1	0	0	.	0	0	0
		DR40	271	13550	2	7	3	0	.	0	0	1
		DV20	48	2400	0	1	0	0	.	0	0	0
		E135	2	100	1	2	1	0	.	0	0	0
		E300	2	100	0	0	0	0	.	0	0	0
		EC20	127	6350	10	30	12	0	.	0	0	0
		EC30	7	350	1	2	1	0	.	0	0	0
		EC45	2	100	0	1	0	0	.	0	0	0
		ECHO	20	1000	0	0	0	0	.	0	0	0
		EN28	14	700	1	3	1	0	.	0	0	0
		EN48	8	400	1	2	1	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO										
8 Samedia	I	F260	42	2100	0	1	1	0	.	0	0	0
		F2TH	40	2000	5	17	7	0	.	0	0	0
		F900	42	2100	8	24	10	0	.	0	0	0
		FA20	4	200	1	2	1	0	.	0	0	0
		FA50	19	950	4	11	4	0	.	0	0	0
		FOX	27	1350	0	1	0	0	.	0	0	0
		G109	83	4150	1	2	1	0	.	0	0	0
		G115	52	2600	0	1	0	0	.	0	0	0
		G2	2	100	1	3	1	0	.	0	0	0
		GAZL	23	1150	2	5	2	0	.	0	0	0
		GLAS	25	1250	0	1	0	0	.	0	0	0
		GLEX	2	100	1	3	1	0	.	0	0	0
		GLF4	1	50	0	1	1	0	.	0	0	0
		GLF5	6	300	3	8	3	0	.	0	0	0
		GULF	36	1800	17	55	21	0	.	0	0	0
		GY20	2	100	0	0	0	0	.	0	0	0
		GY80	2	100	0	0	0	0	.	0	0	0
		H25A	2	100	0	1	0	0	.	0	0	0
		H25B	12	600	2	5	2	0	.	0	0	0
		H269	32	1600	2	8	3	0	.	0	0	0
		H500	92	4600	7	22	9	0	.	0	0	0
		HR20	8	400	0	0	0	0	.	0	0	0
		HU30	4	200	0	1	0	0	.	0	0	0
		HU50	3	150	0	1	0	0	.	0	0	0
		J3	106	5300	1	3	1	0	.	0	0	0
		JB15	6	300	0	0	0	0	.	0	0	0
		JU52	23	1150	2	7	3	0	.	0	0	2
		JUNR	8	400	0	0	0	0	.	0	0	0

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arp1	in_aus	Aircraft_ICAO										
8 Samedia	I	KA27	1	50	0	0	0	0	.	0	0	0
		KC35	2	100	0	0	0	0	.	0	0	0
		KZ7	2	100	0	0	0	0	.	0	0	0
		L200	2	100	0	0	0	0	.	0	0	0
		L8	2	100	0	0	0	0	.	0	0	0
		LAMA	428	21400	32	102	40	0	.	0	0	0
		LGEZ	5	250	0	0	0	0	.	0	0	0
		LJ31	19	950	2	7	3	0	.	0	0	0
		LJ35	10	500	1	4	1	0	.	0	0	0
		LJ45	8	400	1	3	1	0	.	0	0	0
		LJ55	1	50	0	0	0	0	.	0	0	0
		LJ60	11	550	1	5	2	0	.	0	0	0
		LNC2	19	950	0	0	0	0	.	0	0	0
		LNC4	2	100	0	0	0	0	.	0	0	0
		M20	225	11250	2	6	2	0	.	0	0	1
		M22	4	200	0	0	0	0	.	0	0	0
		M28	5	250	0	1	0	0	.	0	0	0
		M4	17	850	0	0	0	0	.	0	0	0
		M7	4	200	0	0	0	0	.	0	0	0
		MD3	2	100	0	0	0	0	.	0	0	0
		MD60	2	100	0	0	0	0	.	0	0	0
		MOR2	4	200	0	0	0	0	.	0	0	0
		NAVI	2	100	0	0	0	0	.	0	0	0
		P149	8	400	0	0	0	0	.	0	0	0
		P180	8	400	1	2	1	0	.	0	0	0
		P210	13	650	0	0	0	0	.	0	0	0
		P28A	1446	72300	11	36	14	0	.	0	0	5
		P28B	695	34750	7	23	9	0	.	0	0	5

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arp1	in_aus	Aircraft_ICAO										
8 Samedia	I	P28R	104	5200	1	3	1	0	.	0	0	0
		P28T	61	3050	0	2	1	0	.	0	0	0
		P32R	14	700	0	0	0	0	.	0	0	0
		P32T	1	50	0	0	0	0	.	0	0	0
		P68	370	18500	9	30	12	0	.	0	0	5
		PA18	26	1300	0	1	0	0	.	0	0	0
		PA24	4	200	0	0	0	0	.	0	0	0
		PA28	5	250	0	0	0	0	.	0	0	0
		PA31	3	150	0	0	0	0	.	0	0	0
		PA34	63	3150	2	5	2	0	.	0	0	1
		PA38	4	200	0	0	0	0	.	0	0	0
		PA46	43	2150	1	4	2	0	.	0	0	1
		PAY1	2	100	0	0	0	0	.	0	0	0
		PAY2	32	1600	2	7	3	0	.	0	0	0
		PAY4	8	400	1	2	1	0	.	0	0	0
		PC12	447	22350	21	65	25	0	.	0	0	1
		PC6P	40	2000	2	5	2	0	.	0	0	0
		PC6T	148	7400	6	18	7	0	.	0	0	0
		PC7	308	15400	12	38	15	0	.	0	0	0
		PC9	94	4700	4	13	5	0	.	0	0	0
		PKAN	6	300	0	0	0	0	.	0	0	0
		PL12	2	100	0	0	0	0	.	0	0	0
		PL7	26	1300	1	3	1	0	.	0	0	0
		PP3	6	300	0	0	0	0	.	0	0	0
		PRM1	1	50	0	0	0	0	.	0	0	0
		R100	2	100	0	0	0	0	.	0	0	0
		R200	6	300	0	0	0	0	.	0	0	0
		R22	28	1400	2	7	3	0	.	0	0	0



## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

07:26 Wednesday, December 21, 2005

			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
8 Samedia	I	R300	59	2950	0	1	1	0	.	0	0	0
		R44	12	600	1	3	1	0	.	0	0	0
		R90R	18	900	0	1	0	0	.	0	0	0
		RALL	10	500	0	0	0	0	.	0	0	0
		RF6	2	100	0	0	0	0	.	0	0	0
		RV4	5	250	0	0	0	0	.	0	0	0
		S05R	14	700	0	0	0	0	.	0	0	0
		S10S	16	800	0	0	0	0	.	0	0	0
		S208	2	100	0	0	0	0	.	0	0	0
		S316	2	100	0	0	0	0	.	0	0	0
		S332	10	500	2	6	2	0	.	0	0	0
		SBR1	1	50	0	0	0	0	.	0	0	0
		SC01	8	400	0	0	0	0	.	0	0	0
		SF25	16	800	0	0	0	0	.	0	0	0
		SR20	2	100	0	0	0	0	.	0	0	0
		ST75	2	100	0	0	0	0	.	0	0	0
		SV4	2	100	0	0	0	0	.	0	0	0
		TBM7	1	50	0	0	0	0	.	0	0	0
		TOBA	8	400	0	0	0	0	.	0	0	0
		TRIN	87	4350	1	3	1	0	.	0	0	1
		VEZE	20	1000	0	0	0	0	.	0	0	0
		WA42	8	400	0	0	0	0	.	0	0	0
		WACO	2	100	0	0	0	0	.	0	0	0
		Z43	6	300	0	0	0	0	.	0	0	0
		Tot typ	14329	716450	959	3020	1179	1	.	10	2	42

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSAW	I	Aircraft_ICAO										
		1PAC	416	20790	3	10	4	0	.	0	0	2
		1TAC	2	110	0	0	0	0	.	0	0	0
		2PAC	18	880	1	2	1	0	.	0	0	0
		2TAC	4	220	1	2	1	0	.	0	0	0
		Tot typ	440	22000	5	14	6	0	.	0	0	2
LSER	I	Aircraft_ICAO										
		1HAC	2752	137608	207	653	255	0	.	2	0	0
		2HAC	145	7243	22	69	27	0	.	0	0	0
		Tot typ	2897	144850	229	721	282	0	.	2	0	0
LSEZ	I	Aircraft_ICAO										
		1HAC	8320	416005	626	1973	770	1	.	6	0	1
		1PAC	40	1985	0	1	0	0	.	0	0	0
		1TAC	0	11	0	0	0	0	.	0	0	0
		2HAC	438	21895	66	208	81	0	.	1	0	0
		2PAC	2	84	0	0	0	0	.	0	0	0
		2TAC	0	21	0	0	0	0	.	0	0	0
		Tot typ	8800	440000	693	2182	852	1	.	7	0	1
LSGB	I	Aircraft_ICAO										
		1HAC	815	40755	61	193	75	0	.	1	0	0
		1PAC	13691	684558	107	338	132	0	.	4	1	50
		1TAC	72	3622	3	9	4	0	.	0	0	0
		2HAC	43	2145	6	20	8	0	.	0	0	0
		2PAC	580	28976	18	56	22	0	.	0	0	13
		2TAC	145	7244	22	70	27	0	.	0	0	0
		Tot typ	15346	767300	218	686	268	0	.	5	1	63

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGE	I	Aircraft_ICAO										
		1HAC	14	700	1	3	1	0	.	0	0	0
		1JAC	4	200	1	2	1	0	.	0	0	0
		1PAC	1113	55650	9	28	11	0	.	0	0	5
		1TAC	8	400	0	1	0	0	.	0	0	0
		2HAC	2	100	0	1	0	0	.	0	0	0
		2PAC	32	1600	1	3	1	0	.	0	0	0
		2TAC	2	100	0	0	0	0	.	0	0	0
		A06	19	950	1	5	2	0	.	0	0	0
		A109	14	700	1	4	2	0	.	0	0	0
		A343	8	400	11	33	13	0	.	0	0	0
		AA1	121	6050	1	3	1	0	.	0	0	0
		AA5	63	3150	0	2	1	0	.	0	0	0
		AC11	130	6500	1	4	1	0	.	0	0	1
		ALO2	20	1000	2	5	2	0	.	0	0	0
		ALO3	36	1800	3	9	3	0	.	0	0	0
		AN2	8	400	0	1	0	0	.	0	0	0
		AR7	4	200	0	0	0	0	.	0	0	0
		AS02	354	17700	3	8	3	0	.	0	0	1
		AS16	4	200	0	0	0	0	.	0	0	0
		AS50	10	500	1	4	2	0	.	0	0	0
		AS65	4	200	1	2	1	0	.	0	0	0
		AVID	89	4450	1	2	1	0	.	0	0	0
		B06	2	100	0	0	0	0	.	0	0	0
		B066	2	100	0	0	0	0	.	0	0	0
		B14A	2	100	0	0	0	0	.	0	0	0
		BE23	13	650	0	0	0	0	.	0	0	0
		BE33	12	600	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGE	I	BE35	462	23100	5	14	6	0	.	0	0	3
		BE36	13	650	0	0	0	0	.	0	0	0
		BE58	6	300	0	1	0	0	.	0	0	0
		BE95	22	1100	1	2	1	0	.	0	0	0
		BE9L	8	400	1	2	1	0	.	0	0	0
		BU31	18	900	0	0	0	0	.	0	0	0
		BU33	2	100	0	0	0	0	.	0	0	0
		BX2	16	800	0	0	0	0	.	0	0	0
		C140	8	400	0	0	0	0	.	0	0	0
		C150	159	7950	1	4	1	0	.	0	0	1
		C152	160	8000	1	4	1	0	.	0	0	1
		C170	6	300	0	0	0	0	.	0	0	0
		C172	13354	667700	102	322	126	0	.	4	1	49
		C175	4	200	0	0	0	0	.	0	0	0
		C177	2	100	0	0	0	0	.	0	0	0
		C182	90	4500	1	3	1	0	.	0	0	1
		C185	8	400	0	0	0	0	.	0	0	0
		C210	18	900	0	1	1	0	.	0	0	0
		C340	7	350	0	1	0	0	.	0	0	0
		C72R	22	1100	0	1	0	0	.	0	0	0
		C77R	21	1050	0	1	0	0	.	0	0	0
		C82R	769	38450	8	25	10	0	.	0	0	6
		CHCH	2	100	0	0	0	0	.	0	0	0
		CP10	26	1300	0	1	0	0	.	0	0	0
		D11	10	500	0	0	0	0	.	0	0	0
		D140	352	17600	3	9	3	0	.	0	0	1
		D250	39	1950	0	1	0	0	.	0	0	0
		DA40	19	950	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGE	I	DC3	2	100	0	0	0	0	.	0	0	0
		DG80	1	50	0	0	0	0	.	0	0	0
		DH82	4	200	0	0	0	0	.	0	0	0
		DIMO	38	1900	0	1	0	0	.	0	0	0
		DO27	4	200	0	0	0	0	.	0	0	0
		DR10	269	13450	2	6	2	0	.	0	0	1
		DR30	12	600	0	0	0	0	.	0	0	0
		DR40	645	32250	5	16	6	0	.	0	0	2
		DV20	2755	137750	21	66	26	0	.	1	0	10
		E300	771	38550	6	19	7	0	.	0	0	3
		EC20	6	300	0	1	1	0	.	0	0	0
		EC30	4	200	0	1	0	0	.	0	0	0
		EN28	4	200	0	1	0	0	.	0	0	0
		F156	4	200	0	0	0	0	.	0	0	0
		F260	15	750	0	0	0	0	.	0	0	0
		F8L	1	50	0	0	0	0	.	0	0	0
		FOX	7	350	0	0	0	0	.	0	0	0
		G109	4	200	0	0	0	0	.	0	0	0
		G115	135	6750	1	3	1	0	.	0	0	0
		GLAS	5	250	0	0	0	0	.	0	0	0
		GY20	4	200	0	0	0	0	.	0	0	0
		GY80	6	300	0	0	0	0	.	0	0	0
		H269	65	3250	5	15	6	0	.	0	0	0
		H500	4	200	0	1	0	0	.	0	0	0
		HI27	2	100	0	0	0	0	.	0	0	0
		HR20	305	15250	2	7	3	0	.	0	0	1
		J3	146	7300	1	3	1	0	.	0	0	0
		JB15	10	500	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGE	I	JUNR	15	750	0	0	0	0	.	0	0	0
		KA27	16	800	2	8	3	0	.	0	0	0
		KL07	2	100	0	0	0	0	.	0	0	0
		L8	2	100	0	0	0	0	.	0	0	0
		LAMA	8	400	1	2	1	0	.	0	0	0
		LNC2	61	3050	0	1	1	0	.	0	0	0
		M20	62	3100	1	2	1	0	.	0	0	0
		M22	2	100	0	0	0	0	.	0	0	0
		MB2	115	5750	1	3	1	0	.	0	0	0
		MOR2	2	100	0	0	0	0	.	0	0	0
		NAVI	6	300	0	0	0	0	.	0	0	0
		NIPR	34	1700	0	1	0	0	.	0	0	0
		P210	4	200	0	0	0	0	.	0	0	0
		P28A	2228	111400	17	54	21	0	.	1	0	8
		P28B	51	2550	1	2	1	0	.	0	0	0
		P28R	57	2850	0	1	1	0	.	0	0	0
		P28T	75	3750	1	2	1	0	.	0	0	0
		P32R	22	1100	0	1	0	0	.	0	0	0
		P32T	32	1600	0	1	0	0	.	0	0	0
		P68	2	100	0	0	0	0	.	0	0	0
		PA18	90	4500	1	2	1	0	.	0	0	0
		PA22	4	200	0	0	0	0	.	0	0	0
		PA24	107	5350	1	3	1	0	.	0	0	1
		PA25	4	200	0	0	0	0	.	0	0	0
		PA28	2	100	0	0	0	0	.	0	0	0
		PA31	14	700	0	1	1	0	.	0	0	0
		PA34	239	11950	6	20	8	0	.	0	0	3
		PA38	23	1150	0	1	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGE	I	PA46	5	250	0	0	0	0	.	0	0	0
		PAY1	2	100	0	0	0	0	.	0	0	0
		PAY2	3	150	0	1	0	0	.	0	0	0
		PC12	17	850	1	2	1	0	.	0	0	0
		PC6P	58	2900	2	7	3	0	.	0	0	0
		PC6T	817	40850	32	101	39	0	.	0	0	1
		PC7	10	500	0	1	0	0	.	0	0	0
		PILO	2	100	0	0	0	0	.	0	0	0
		PP2	30	1500	0	1	1	0	.	0	0	0
		PULS	6	300	0	0	0	0	.	0	0	0
		QUIC	12	600	0	0	0	0	.	0	0	0
		R200	3	150	0	0	0	0	.	0	0	0
		R22	27	1350	2	6	3	0	.	0	0	0
		R300	25	1250	0	1	0	0	.	0	0	0
		R44	4	200	0	1	0	0	.	0	0	0
		R90R	4	200	0	0	0	0	.	0	0	0
		RALL	4	200	0	0	0	0	.	0	0	0
		RF5	2	100	0	0	0	0	.	0	0	0
		RV4	2	100	0	0	0	0	.	0	0	0
		S05R	12	600	0	0	0	0	.	0	0	0
		S108	2	100	0	0	0	0	.	0	0	0
		S10S	54	2700	0	1	1	0	.	0	0	0
		SC01	8	400	0	0	0	0	.	0	0	0
		SF25	27	1350	0	1	0	0	.	0	0	0
		SF28	6	300	0	0	0	0	.	0	0	0
		SR20	6	300	0	0	0	0	.	0	0	0
		SV4	18	900	0	0	0	0	.	0	0	0
		T28	2	100	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGE	I	TBM7	2	100	0	0	0	0	.	0	0	0
		TOBA	46	2300	0	1	0	0	.	0	0	0
		TRIN	7	350	0	0	0	0	.	0	0	0
		VENT	2	100	0	0	0	0	.	0	0	0
		VEZE	46	2300	0	1	0	0	.	0	0	0
		WA42	2	100	0	0	0	0	.	0	0	0
		YK52	240	12000	6	20	8	0	.	0	0	4
		Z26	2	100	0	0	0	0	.	0	0	0
		Tot typ	27735	1386750	290	914	357	0	.	8	3	112
LSGK	I	Aircraft_ICAO										
		1HAC	45	2250	3	11	4	0	.	0	0	0
		1PAC	111	5550	1	3	1	0	.	0	0	0
		1TAC	8	400	0	1	0	0	.	0	0	0
		2BAC	2	100	0	1	0	0	.	0	0	0
		2PAC	3	150	0	0	0	0	.	0	0	0
		2TAC	19	950	1	4	2	0	.	0	0	0
		A06	2	100	0	0	0	0	.	0	0	0
		A109	2	100	0	1	0	0	.	0	0	0
		A343	31	1550	41	128	50	0	.	1	0	0
		AA5	4	200	0	0	0	0	.	0	0	0
		AC11	18	900	0	1	0	0	.	0	0	0
		AC95	1	50	0	0	0	0	.	0	0	0
		ALO2	4	200	0	1	0	0	.	0	0	0
		ALO3	318	15900	24	75	29	0	.	0	0	0
		AS02	64	3200	0	2	1	0	.	0	0	0
		AS32	8	400	2	5	2	0	.	0	0	0
		AS50	494	24700	64	201	78	0	.	1	0	0
		AS55	2	100	0	1	0	0	.	0	0	0



## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

07:26 Wednesday, December 21, 2005

			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGK	I	AS65	100	5000	15	47	19	0	.	0	0	0
		AVID	4	200	0	0	0	0	.	0	0	0
		B066	2	100	0	0	0	0	.	0	0	0
		B222	30	1500	3	9	4	0	.	0	0	0
		B407	16	800	1	4	1	0	.	0	0	0
		BE20	6	300	0	1	0	0	.	0	0	0
		BE23	16	800	0	0	0	0	.	0	0	0
		BE33	2	100	0	0	0	0	.	0	0	0
		BE35	3	150	0	0	0	0	.	0	0	0
		BE58	10	500	0	1	0	0	.	0	0	0
		BE60	2	100	0	0	0	0	.	0	0	0
		BU31	9	450	0	0	0	0	.	0	0	0
		C150	2	100	0	0	0	0	.	0	0	0
		C152	42	2100	0	1	0	0	.	0	0	0
		C170	8	400	0	0	0	0	.	0	0	0
		C172	132	6600	1	3	1	0	.	0	0	0
		C175	10	500	0	0	0	0	.	0	0	0
		C177	2	100	0	0	0	0	.	0	0	0
		C180	4	200	0	0	0	0	.	0	0	0
		C182	37	1850	0	1	0	0	.	0	0	0
		C210	2	100	0	0	0	0	.	0	0	0
		C500	9	450	1	3	1	0	.	0	0	0
		C525	9	450	1	3	1	0	.	0	0	0
		C550	12	600	1	5	2	0	.	0	0	0
		C560	35	1750	4	14	5	0	.	0	0	0
		C56X	17	850	2	7	3	0	.	0	0	0
		C72R	2	100	0	0	0	0	.	0	0	0
		C77R	2	100	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGK	I	C82R	14	700	0	0	0	0	.	0	0	0
		D140	42	2100	0	1	0	0	.	0	0	0
		D250	2	100	0	0	0	0	.	0	0	0
		DA40	4	200	0	0	0	0	.	0	0	0
		DG40	6	300	0	0	0	0	.	0	0	0
		DIMO	152	7600	1	3	1	0	.	0	0	0
		DR10	2	100	0	0	0	0	.	0	0	0
		DR30	178	8900	1	4	2	0	.	0	0	1
		DR40	287	14350	2	7	3	0	.	0	0	1
		DV20	18	900	0	0	0	0	.	0	0	0
		EC20	26	1300	2	6	2	0	.	0	0	0
		EC30	50	2500	4	12	5	0	.	0	0	0
		EN48	4	200	0	1	0	0	.	0	0	0
		F260	4	200	0	0	0	0	.	0	0	0
		F900	17	850	3	10	4	0	.	0	0	0
		FOX	2	100	0	0	0	0	.	0	0	0
		G115	8	400	0	0	0	0	.	0	0	0
		H269	6	300	0	1	1	0	.	0	0	0
		H500	6	300	0	1	1	0	.	0	0	0
		HR20	12	600	0	0	0	0	.	0	0	0
		HUSK	93	4650	1	2	1	0	.	0	0	0
		J3	34	1700	0	1	0	0	.	0	0	0
		JB15	2	100	0	0	0	0	.	0	0	0
		JU52	17	850	2	5	2	0	.	0	0	2
		LAMA	672	33600	51	159	62	0	.	0	0	0
		M20	34	1700	0	1	0	0	.	0	0	0
		M22	2	100	0	0	0	0	.	0	0	0
		M4	12	600	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGK	I	M7	92	4600	1	3	1	0	.	0	0	1
		MOR2	2	100	0	0	0	0	.	0	0	0
		P149	2	100	0	0	0	0	.	0	0	0
		P210	11	550	0	0	0	0	.	0	0	0
		P28A	296	14800	2	7	3	0	.	0	0	1
		P28B	35	1750	0	1	0	0	.	0	0	0
		P28R	28	1400	0	1	0	0	.	0	0	0
		P28T	141	7050	1	4	1	0	.	0	0	1
		P32R	8	400	0	0	0	0	.	0	0	0
		P32T	2	100	0	0	0	0	.	0	0	0
		P68	2	100	0	0	0	0	.	0	0	0
		PA18	54	2700	0	1	1	0	.	0	0	0
		PA24	10	500	0	0	0	0	.	0	0	0
		PA28	2	100	0	0	0	0	.	0	0	0
		PA32	4	200	0	0	0	0	.	0	0	0
		PA34	20	1000	1	2	1	0	.	0	0	0
		PA46	14	700	0	1	0	0	.	0	0	0
		PC12	93	4650	4	14	5	0	.	0	0	0
		PC6P	2	100	0	0	0	0	.	0	0	0
		PC6T	374	18700	15	46	18	0	.	0	0	1
		R100	1	50	0	0	0	0	.	0	0	0
		R22	2	100	0	0	0	0	.	0	0	0
		R300	14	700	0	0	0	0	.	0	0	0
		R44	7	350	1	2	1	0	.	0	0	0
		R90R	6	300	0	0	0	0	.	0	0	0
		S208	2	100	0	0	0	0	.	0	0	0
		SF25	1	50	0	0	0	0	.	0	0	0
		SR20	2	100	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGK	I	TOBA	7	350	0	0	0	0	.	0	0	0
		TRIN	13	650	0	0	0	0	.	0	0	0
		VELO	6	300	0	0	0	0	.	0	0	0
		Z43	4	200	0	0	0	0	.	0	0	0
		Tot typ	4624	231200	266	839	328	0	.	3	1	13
LSGL	I	Aircraft_ICAO										
		1HAC	49	2450	4	12	5	0	.	0	0	0
		1PAC	305	15250	3	9	4	0	.	0	0	2
		1TAC	19	950	1	3	1	0	.	0	0	0
		2HAC	6	300	1	3	1	0	.	0	0	0
		2PAC	2	100	0	0	0	0	.	0	0	0
		2TAC	2	100	0	0	0	0	.	0	0	0
		A06	16	800	1	4	1	0	.	0	0	0
		A109	2	100	0	1	0	0	.	0	0	0
		A3	6	300	0	1	1	0	.	0	0	0
		AA5	136	6800	1	3	1	0	.	0	0	0
		AC11	54	2700	1	2	1	0	.	0	0	0
		AEST	4	200	0	0	0	0	.	0	0	0
		ALO2	8	400	1	2	1	0	.	0	0	0
		ALO3	10	500	1	2	1	0	.	0	0	0
		AR7	2	100	0	0	0	0	.	0	0	0
		AR7A	2	100	0	0	0	0	.	0	0	0
		AS02	468	23400	4	11	4	0	.	0	0	2
		AS16	4	200	0	0	0	0	.	0	0	0
		AS32	20	1000	4	12	5	0	.	0	0	0
		AS33	8	400	2	5	2	0	.	0	0	0
		AS35	4	200	0	1	0	0	.	0	0	0
		AS50	60	3000	8	24	10	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGL	I	AS65	14	700	2	7	3	0	.	0	0	0
		ATL	4	200	0	0	0	0	.	0	0	0
		B066	10	500	1	2	1	0	.	0	0	0
		B407	2	100	0	0	0	0	.	0	0	0
		B47G	4	200	0	1	0	0	.	0	0	0
		BE20	20	1000	1	3	1	0	.	0	0	0
		BE23	8	400	0	0	0	0	.	0	0	0
		BE30	37	1850	3	9	4	0	.	0	0	0
		BE33	28	1400	0	1	0	0	.	0	0	0
		BE35	458	22900	5	15	6	0	.	0	0	3
		BE36	8	400	0	0	0	0	.	0	0	0
		BE58	10	500	0	1	0	0	.	0	0	0
		BE95	64	3200	2	6	2	0	.	0	0	1
		BE9L	93	4650	6	19	7	0	.	0	0	0
		BE9T	10	500	1	2	1	0	.	0	0	0
		BEL	2	100	0	0	0	0	.	0	0	0
		BU31	96	4800	1	2	1	0	.	0	0	0
		BU33	5	250	0	0	0	0	.	0	0	0
		BX2	6	300	0	0	0	0	.	0	0	0
		C140	52	2600	0	1	0	0	.	0	0	0
		C150	3057	152850	21	68	26	0	.	1	0	8
		C152	2279	113950	17	55	21	0	.	1	0	8
		C170	138	6900	1	3	1	0	.	0	0	0
		C172	1051	52550	8	25	10	0	.	0	0	4
		C175	4	200	0	0	0	0	.	0	0	0
		C180	2	100	0	0	0	0	.	0	0	0
		C182	94	4700	1	3	1	0	.	0	0	1
		C303	8	400	0	1	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGL	I	C310	4	200	0	0	0	0	.	0	0	0
		C340	6	300	0	1	0	0	.	0	0	0
		C72R	6	300	0	0	0	0	.	0	0	0
		C77R	18	900	0	0	0	0	.	0	0	0
		C82R	30	1500	0	1	0	0	.	0	0	0
		CI2	18	900	0	0	0	0	.	0	0	0
		CP10	578	28900	5	14	6	0	.	0	0	2
		CP30	16	800	0	0	0	0	.	0	0	0
		D027	2	100	0	0	0	0	.	0	0	0
		D11	4	200	0	0	0	0	.	0	0	0
		D140	20	1000	0	0	0	0	.	0	0	0
		D250	18	900	0	0	0	0	.	0	0	0
		DA40	569	28450	4	14	5	0	.	0	0	2
		DH82	13	650	0	0	0	0	.	0	0	0
		DHC1	14	700	0	0	0	0	.	0	0	0
		DIMO	36	1800	0	1	0	0	.	0	0	0
		DR10	2	100	0	0	0	0	.	0	0	0
		DR22	12	600	0	0	0	0	.	0	0	0
		DR30	84	4200	1	2	1	0	.	0	0	0
		DR40	4030	201500	31	97	38	0	.	1	0	14
		DR44	12	600	0	0	0	0	.	0	0	0
		DV20	4030	201500	31	96	38	0	.	1	0	14
		DWD2	6	300	0	0	0	0	.	0	0	0
		EC20	14	700	1	3	1	0	.	0	0	0
		EC30	2	100	0	0	0	0	.	0	0	0
		EC45	1424	71200	214	675	264	0	.	2	0	0
		EXPL	4	200	1	2	1	0	.	0	0	0
		F260	98	4900	1	3	1	0	.	0	0	1

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGL	I	F8L	2	100	0	0	0	0	.	0	0	0
		FA24	4	200	0	0	0	0	.	0	0	0
		FOX	20	1000	0	0	0	0	.	0	0	0
		G109	4	200	0	0	0	0	.	0	0	0
		G115	4	200	0	0	0	0	.	0	0	0
		H269	20	1000	2	5	2	0	.	0	0	0
		H500	2	100	0	0	0	0	.	0	0	0
		HR10	20	1000	0	0	0	0	.	0	0	0
		HR20	48	2400	0	1	0	0	.	0	0	0
		HU30	4	200	0	1	0	0	.	0	0	0
		HUSK	2	100	0	0	0	0	.	0	0	0
		J3	1735	86750	13	41	16	0	.	0	0	6
		L8	2	100	0	0	0	0	.	0	0	0
		LAMA	6	300	0	1	1	0	.	0	0	0
		LGEZ	2	100	0	0	0	0	.	0	0	0
		LNC2	4	200	0	0	0	0	.	0	0	0
		M20	139	6950	1	4	1	0	.	0	0	1
		M20P	39	1950	0	1	0	0	.	0	0	0
		M4	2	100	0	0	0	0	.	0	0	0
		M5	4	200	0	0	0	0	.	0	0	0
		M7	4	200	0	0	0	0	.	0	0	0
		MAUL	2	100	0	0	0	0	.	0	0	0
		MCR0	2	100	0	0	0	0	.	0	0	0
		MD60	8	400	1	2	1	0	.	0	0	0
		MS31	102	5100	1	3	1	0	.	0	0	0
		P149	2	100	0	0	0	0	.	0	0	0
		P21	2	100	0	0	0	0	.	0	0	0
		P210	28	1400	0	1	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGL	I	P28A	5304	265200	41	129	50	0	.	1	0	19
		P28B	901	45050	9	30	12	0	.	0	0	7
		P28R	151	7550	1	4	1	0	.	0	0	1
		P28T	470	23500	4	12	5	0	.	0	0	2
		P32R	254	12700	3	8	3	0	.	0	0	2
		P32T	22	1100	0	1	0	0	.	0	0	0
		P68	10	500	0	1	0	0	.	0	0	0
		PA16	2	100	0	0	0	0	.	0	0	0
		PA18	240	12000	2	6	2	0	.	0	0	1
		PA22	6	300	0	0	0	0	.	0	0	0
		PA24	186	9300	2	6	2	0	.	0	0	1
		PA27	6	300	0	0	0	0	.	0	0	0
		PA28	40	2000	0	1	0	0	.	0	0	0
		PA31	2	100	0	0	0	0	.	0	0	0
		PA32	59	2950	1	2	1	0	.	0	0	0
		PA34	38	1900	1	3	1	0	.	0	0	1
		PA38	8	400	0	0	0	0	.	0	0	0
		PA46	10	500	0	1	0	0	.	0	0	0
		PAY2	8	400	1	2	1	0	.	0	0	0
		PAY4	2	100	0	1	0	0	.	0	0	0
		PC12	51	2550	2	7	3	0	.	0	0	0
		PC6P	22	1100	1	3	1	0	.	0	0	0
		PC6T	60	3000	2	7	3	0	.	0	0	0
		PC7	26	1300	1	3	1	0	.	0	0	0
		PP2	2	100	0	0	0	0	.	0	0	0
		PP3	36	1800	0	1	0	0	.	0	0	0
		R100	8	400	0	0	0	0	.	0	0	0
		R200	166	8300	1	4	2	0	.	0	0	0



## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGL	I	R22	56	2800	4	13	5	0	.	0	0	0
		R300	42	2100	0	1	0	0	.	0	0	0
		R44	9	450	1	2	1	0	.	0	0	0
		R90R	4	200	0	0	0	0	.	0	0	0
		RALL	52	2600	0	1	0	0	.	0	0	0
		RF3	19	950	0	0	0	0	.	0	0	0
		RV4	2	100	0	0	0	0	.	0	0	0
		S05R	6	300	0	0	0	0	.	0	0	0
		S350	2	100	0	0	0	0	.	0	0	0
		SC01	24	1200	0	1	0	0	.	0	0	0
		SF25	6	300	0	0	0	0	.	0	0	0
		SKY	2	100	0	0	0	0	.	0	0	0
		SR20	2	100	0	0	0	0	.	0	0	0
		SV4	2	100	0	0	0	0	.	0	0	0
		TBM7	48	2400	2	6	3	0	.	0	0	0
		TOBA	72	3600	1	2	1	0	.	0	0	0
		TRIN	18	900	0	1	0	0	.	0	0	0
		VARI	8	400	0	0	0	0	.	0	0	0
		VEZE	4	200	0	0	0	0	.	0	0	0
		YK52	4	200	0	0	0	0	.	0	0	0
		Z143	2	100	0	0	0	0	.	0	0	0
		Z26	48	2400	0	1	0	0	.	0	0	0
		Tot typ	30556	1527800	496	1561	609	0	.	10	3	112
LSGN	I	Aircraft_ICAO										
		1HAC	12	600	1	3	1	0	.	0	0	0
		1PAC	267	13350	2	7	3	0	.	0	0	1
		1TAC	6	300	0	1	0	0	.	0	0	0
		A06	57	2850	4	14	5	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

07:26 Wednesday, December 21, 2005

			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGN	I	A109	2	100	0	1	0	0	.	0	0	0
		A343	570	28500	749	2360	921	1	.	13	1	6
		AA1	4	200	0	0	0	0	.	0	0	0
		AA5	574	28700	4	14	5	0	.	0	0	2
		AC11	102	5100	1	3	1	0	.	0	0	1
		ALO3	4	200	0	1	0	0	.	0	0	0
		AS02	943	47150	7	23	9	0	.	0	0	3
		AS16	2	100	0	0	0	0	.	0	0	0
		AS2T	4	200	0	0	0	0	.	0	0	0
		AS32	2	100	0	1	0	0	.	0	0	0
		AS50	38	1900	5	15	6	0	.	0	0	0
		AS55	1	50	0	0	0	0	.	0	0	0
		B407	2	100	0	0	0	0	.	0	0	0
		BE23	20	1000	0	0	0	0	.	0	0	0
		BE33	208	10400	2	7	3	0	.	0	0	2
		BE35	192	9600	2	6	2	0	.	0	0	1
		BE36	6	300	0	0	0	0	.	0	0	0
		BE58	3	150	0	0	0	0	.	0	0	0
		BE95	85	4250	3	8	3	0	.	0	0	2
		BE9L	2	100	0	0	0	0	.	0	0	0
		BU31	8	400	0	0	0	0	.	0	0	0
		BX2	6	300	0	0	0	0	.	0	0	0
		C150	203	10150	1	5	2	0	.	0	0	1
		C152	214	10700	2	5	2	0	.	0	0	1
		C170	4	200	0	0	0	0	.	0	0	0
		C172	253	12650	2	6	2	0	.	0	0	1
		C180	4	200	0	0	0	0	.	0	0	0
		C182	144	7200	1	5	2	0	.	0	0	1

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGN	I	C206	2	100	0	0	0	0	.	0	0	0
		C210	36	1800	1	3	1	0	.	0	0	1
		C303	2	100	0	0	0	0	.	0	0	0
		C310	18	900	1	2	1	0	.	0	0	0
		C340	15	750	0	1	1	0	.	0	0	0
		C72R	10	500	0	0	0	0	.	0	0	0
		C82R	693	34650	7	23	9	0	.	0	0	5
		CP10	10	500	0	0	0	0	.	0	0	0
		CP30	2	100	0	0	0	0	.	0	0	0
		D11	74	3700	1	2	1	0	.	0	0	0
		D250	14	700	0	0	0	0	.	0	0	0
		DA40	4	200	0	0	0	0	.	0	0	0
		DG80	10	500	0	0	0	0	.	0	0	0
		DIMO	2	100	0	0	0	0	.	0	0	0
		DO27	2	100	0	0	0	0	.	0	0	0
		DR10	58	2900	0	1	1	0	.	0	0	0
		DR30	2	100	0	0	0	0	.	0	0	0
		DR40	7690	384500	59	186	72	0	.	2	1	27
		DV20	64	3200	0	2	1	0	.	0	0	0
		E300	28	1400	0	1	0	0	.	0	0	0
		EC20	6	300	0	1	1	0	.	0	0	0
		ECHO	2	100	0	0	0	0	.	0	0	0
		EXPL	4	200	1	2	1	0	.	0	0	0
		F156	2	100	0	0	0	0	.	0	0	0
		F260	49	2450	1	2	1	0	.	0	0	0
		F8L	68	3400	1	2	1	0	.	0	0	0
		FOX	10	500	0	0	0	0	.	0	0	0
		G109	4	200	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGN	I	G115	10	500	0	0	0	0	.	0	0	0
		GA7	22	1100	1	2	1	0	.	0	0	0
		GLAS	2	100	0	0	0	0	.	0	0	0
		GY20	2	100	0	0	0	0	.	0	0	0
		GY80	26	1300	0	1	0	0	.	0	0	0
		H269	16	800	1	4	1	0	.	0	0	0
		H500	4	200	0	1	0	0	.	0	0	0
		HR20	28	1400	0	1	0	0	.	0	0	0
		J3	206	10300	2	5	2	0	.	0	0	1
		L8	2	100	0	0	0	0	.	0	0	0
		LNC2	4	200	0	0	0	0	.	0	0	0
		M20	53	2650	0	1	1	0	.	0	0	0
		M20P	6	300	0	0	0	0	.	0	0	0
		M22	2	100	0	0	0	0	.	0	0	0
		M7	14	700	0	0	0	0	.	0	0	0
		MB2	6	300	0	0	0	0	.	0	0	0
		MD60	4	200	0	1	0	0	.	0	0	0
		P210	8	400	0	0	0	0	.	0	0	0
		P28A	1085	54250	8	26	10	0	.	0	0	4
		P28B	26	1300	0	1	0	0	.	0	0	0
		P28R	41	2050	0	1	0	0	.	0	0	0
		P28T	66	3300	1	2	1	0	.	0	0	0
		P32R	13	650	0	0	0	0	.	0	0	0
		P68	6	300	0	0	0	0	.	0	0	0
		PA18	20	1000	0	0	0	0	.	0	0	0
		PA22	6	300	0	0	0	0	.	0	0	0
		PA24	8	400	0	0	0	0	.	0	0	0
		PA27	10	500	0	1	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGN	I	PA28	2	100	0	0	0	0	.	0	0	0
		PA32	8	400	0	0	0	0	.	0	0	0
		PA34	44	2200	1	4	1	0	.	0	0	1
		PA38	280	14000	2	7	3	0	.	0	0	1
		PA46	9	450	0	1	0	0	.	0	0	0
		PC12	47	2350	2	7	3	0	.	0	0	0
		PC6P	328	16400	13	41	16	0	.	0	0	0
		PC6T	332	16600	13	41	16	0	.	0	0	0
		PC7	6	300	0	1	0	0	.	0	0	0
		PULS	2	100	0	0	0	0	.	0	0	0
		R100	4	200	0	0	0	0	.	0	0	0
		R22	14	700	1	3	1	0	.	0	0	0
		R300	10	500	0	0	0	0	.	0	0	0
		R44	6	300	0	1	1	0	.	0	0	0
		RALL	6	300	0	0	0	0	.	0	0	0
		RS18	2	100	0	0	0	0	.	0	0	0
		S05R	4	200	0	0	0	0	.	0	0	0
		S208	4	200	0	0	0	0	.	0	0	0
		SC01	4	200	0	0	0	0	.	0	0	0
		SF25	104	5200	1	2	1	0	.	0	0	0
		SF28	4	200	0	0	0	0	.	0	0	0
		SR20	2	100	0	0	0	0	.	0	0	0
		SV4	2	100	0	0	0	0	.	0	0	0
		TB20	1	50	0	0	0	0	.	0	0	0
		TOBA	50	2500	0	1	0	0	.	0	0	0
		TRIN	2	100	0	0	0	0	.	0	0	0
		WA40	6	300	0	0	0	0	.	0	0	0
		YK52	2	100	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGN	I	Z143	4	200	0	0	0	0	.	0	0	0
		Z43	8	400	0	0	0	0	.	0	0	0
		Tot typ	15816	790800	913	2875	1123	1	.	17	3	68
LSGP	I	Aircraft_ICAO										
		1HAC	21	1045	2	5	2	0	.	0	0	0
		1PAC	3721	186071	29	92	36	0	.	1	0	14
		1TAC	20	984	1	2	1	0	.	0	0	0
		2HAC	1	55	0	1	0	0	.	0	0	0
		2PAC	158	7876	5	15	6	0	.	0	0	3
		2TAC	39	1969	6	19	7	0	.	0	0	0
		Tot typ	3960	198000	43	134	52	0	.	1	0	17
LSGR	I	Aircraft_ICAO										
		1HAC	12	600	1	3	1	0	.	0	0	0
		1PAC	30	1500	0	1	0	0	.	0	0	0
		A343	3	150	4	12	5	0	.	0	0	0
		ALO3	10	500	1	2	1	0	.	0	0	0
		AN2	2	100	0	0	0	0	.	0	0	0
		AS02	4	200	0	0	0	0	.	0	0	0
		AVID	15	750	0	0	0	0	.	0	0	0
		BE23	42	2100	0	1	0	0	.	0	0	0
		BE95	4	200	0	0	0	0	.	0	0	0
		C172	1010	50500	8	24	9	0	.	0	0	4
		C175	2	100	0	0	0	0	.	0	0	0
		C182	2	100	0	0	0	0	.	0	0	0
		C72R	2	100	0	0	0	0	.	0	0	0
		D11	4	200	0	0	0	0	.	0	0	0
		DHC2	6	300	0	0	0	0	.	0	0	0
		DR10	2	100	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGR	I	DR40	8	400	0	0	0	0	.	0	0	0
		HUSK	2	100	0	0	0	0	.	0	0	0
		J3	8	400	0	0	0	0	.	0	0	0
		JUNR	4	200	0	0	0	0	.	0	0	0
		M7	4	200	0	0	0	0	.	0	0	0
		MB2	44	2200	0	1	0	0	.	0	0	0
		P28A	354	17700	3	9	3	0	.	0	0	1
		P28R	343	17150	3	9	3	0	.	0	0	1
		P28T	4	200	0	0	0	0	.	0	0	0
		P750	6	300	0	1	0	0	.	0	0	0
		PA18	38	1900	0	1	0	0	.	0	0	0
		PA34	4	200	0	0	0	0	.	0	0	0
		PC12	62	3100	3	9	4	0	.	0	0	0
		PC6T	1813	90650	71	224	88	0	.	0	1	3
		SR20	2	100	0	0	0	0	.	0	0	0
		TOBA	2	100	0	0	0	0	.	0	0	0
		Tot typ	3848	192400	95	300	117	0	.	1	1	10
LSGT	I	Aircraft_ICAO										
		1HAC	10	500	1	2	1	0	.	0	0	0
		1PAC	97	4850	1	2	1	0	.	0	0	0
		2PAC	2	100	0	0	0	0	.	0	0	0
		A06	930	46500	70	221	86	0	.	1	0	0
		A109	2	100	0	1	0	0	.	0	0	0
		AA1	2	100	0	0	0	0	.	0	0	0
		AA5	6	300	0	0	0	0	.	0	0	0
		AC11	6	300	0	0	0	0	.	0	0	0
		ALO3	2	100	0	0	0	0	.	0	0	0
		AS02	60	3000	0	1	1	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGT	I	AS16	8	400	0	0	0	0	.	0	0	0
		AS50	310	15500	40	126	49	0	.	0	0	0
		AS65	4	200	1	2	1	0	.	0	0	0
		AVID	68	3400	1	2	1	0	.	0	0	0
		B066	616	30800	46	146	57	0	.	0	0	0
		BE23	6	300	0	0	0	0	.	0	0	0
		BE33	10	500	0	0	0	0	.	0	0	0
		BE35	22	1100	0	1	0	0	.	0	0	0
		BEL	2	100	0	0	0	0	.	0	0	0
		BU31	475	23750	4	11	4	0	.	0	0	1
		BU33	2	100	0	0	0	0	.	0	0	0
		C131	2	100	0	0	0	0	.	0	0	0
		C140	12	600	0	0	0	0	.	0	0	0
		C150	2788	139400	21	67	26	0	.	1	0	10
		C152	82	4100	1	2	1	0	.	0	0	0
		C170	6	300	0	0	0	0	.	0	0	0
		C172	279	13950	2	7	3	0	.	0	0	1
		C175	4	200	0	0	0	0	.	0	0	0
		C180	4	200	0	0	0	0	.	0	0	0
		C182	26	1300	0	1	0	0	.	0	0	0
		C185	2	100	0	0	0	0	.	0	0	0
		C72R	6	300	0	0	0	0	.	0	0	0
		C77R	2	100	0	0	0	0	.	0	0	0
		C82R	9	450	0	0	0	0	.	0	0	0
		CP10	54	2700	0	1	1	0	.	0	0	0
		D11	9	450	0	0	0	0	.	0	0	0
		D119	2	100	0	0	0	0	.	0	0	0
		D140	2	100	0	0	0	0	.	0	0	0



## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGT	I	D250	18	900	0	0	0	0	.	0	0	0
		DA40	2	100	0	0	0	0	.	0	0	0
		DH82	4	200	0	0	0	0	.	0	0	0
		DHC1	4	200	0	0	0	0	.	0	0	0
		DHC6	2	100	0	0	0	0	.	0	0	0
		DIMO	48	2400	0	1	0	0	.	0	0	0
		DR10	5	250	0	0	0	0	.	0	0	0
		DR30	6	300	0	0	0	0	.	0	0	0
		DR40	1570	78500	12	39	15	0	.	0	0	6
		DR80	3	150	0	0	0	0	.	0	0	0
		DV20	84	4200	1	2	1	0	.	0	0	0
		E300	6	300	0	0	0	0	.	0	0	0
		EC20	6	300	0	1	1	0	.	0	0	0
		ECHO	6	300	0	0	0	0	.	0	0	0
		ECOL	8	400	0	0	0	0	.	0	0	0
		F260	81	4050	1	3	1	0	.	0	0	1
		FOX	34	1700	0	1	0	0	.	0	0	0
		GY20	4	200	0	0	0	0	.	0	0	0
		H269	1408	70400	106	334	130	0	.	1	0	0
		HKTT	1	50	0	0	0	0	.	0	0	0
		HR20	74	3700	1	2	1	0	.	0	0	0
		J3	132	6600	1	3	1	0	.	0	0	0
		JB15	4	200	0	0	0	0	.	0	0	0
		L19	2	100	0	0	0	0	.	0	0	0
		L4	2	100	0	0	0	0	.	0	0	0
		L8	2	100	0	0	0	0	.	0	0	0
		LAMA	560	28000	42	133	52	0	.	0	0	0
		M20	10	500	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGT	I	M7	6	300	0	0	0	0	.	0	0	0
		MS31	2	100	0	0	0	0	.	0	0	0
		MTPL	3	150	0	0	0	0	.	0	0	0
		ODR4	2	100	0	0	0	0	.	0	0	0
		P28A	3605	180250	28	87	34	0	.	1	0	13
		P28B	64	3200	1	2	1	0	.	0	0	1
		P28R	82	4100	1	2	1	0	.	0	0	0
		P28T	487	24350	4	13	5	0	.	0	0	2
		P32R	12	600	0	0	0	0	.	0	0	0
		P750	10	500	0	1	0	0	.	0	0	0
		PA12	2	100	0	0	0	0	.	0	0	0
		PA18	1003	50150	8	24	9	0	.	0	0	4
		PA22	2	100	0	0	0	0	.	0	0	0
		PA24	80	4000	1	3	1	0	.	0	0	1
		PA27	2	100	0	0	0	0	.	0	0	0
		PA28	16	800	0	0	0	0	.	0	0	0
		PA32	2	100	0	0	0	0	.	0	0	0
		PA46	2	100	0	0	0	0	.	0	0	0
		PC6P	19	950	1	2	1	0	.	0	0	0
		PC6T	1082	54100	43	134	52	0	.	0	1	2
		R100	2	100	0	0	0	0	.	0	0	0
		R22	20	1000	2	5	2	0	.	0	0	0
		R300	16	800	0	0	0	0	.	0	0	0
		R44	2	100	0	0	0	0	.	0	0	0
		RALL	4	200	0	0	0	0	.	0	0	0
		S10S	13	650	0	0	0	0	.	0	0	0
		SC01	10	500	0	0	0	0	.	0	0	0
		SF25	34	1700	0	1	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSGT	I	SF28	2	100	0	0	0	0	.	0	0	0
		SKY	2	100	0	0	0	0	.	0	0	0
		SRAI	46	2300	0	1	0	0	.	0	0	0
		ST75	2	100	0	0	0	0	.	0	0	0
		STAM	1	50	0	0	0	0	.	0	0	0
		SV4	5	250	0	0	0	0	.	0	0	0
		TOBA	2	100	0	0	0	0	.	0	0	0
		VIX	2	100	0	0	0	0	.	0	0	0
		YAK1	1	50	0	0	0	0	.	0	0	0
		YK52	2	100	0	0	0	0	.	0	0	0
		Z26	6	300	0	0	0	0	.	0	0	0
		Tot typ	16670	833500	443	1395	545	0	.	6	2	45
LSGY	I	Aircraft_ICAO										
		1HAC	2	95	0	0	0	0	.	0	0	0
		1PAC	17072	853619	134	421	165	0	.	5	1	63
		1TAC	90	4517	4	11	4	0	.	0	0	0
		2HAC	0	5	0	0	0	0	.	0	0	0
		2PAC	723	36132	22	70	27	0	.	0	0	16
		2TAC	181	9033	28	87	34	0	.	0	0	0
		Tot typ	18068	903400	187	590	230	0	.	5	2	79
LSHA	I	Aircraft_ICAO										
		1HAC	730	36480	55	173	68	0	.	1	0	0
		2HAC	38	1920	6	18	7	0	.	0	0	0
		Tot typ	768	38400	61	191	75	0	.	1	0	0

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSHC	I	Aircraft_ICAO										
		1HAC	1120	56003	84	266	104	0	.	1	0	0
		2HAC	59	2948	9	28	11	0	.	0	0	0
		Tot typ	1179	58950	93	294	115	0	.	1	0	0
LSHG	I	Aircraft_ICAO										
		1HAC	77	3848	6	18	7	0	.	0	0	0
		2HAC	4	203	1	2	1	0	.	0	0	0
		Tot typ	81	4050	6	20	8	0	.	0	0	0
LSMD	I	Aircraft_ICAO										
		1PAC	740	36997	6	18	7	0	.	0	0	3
		1TAC	4	196	0	0	0	0	.	0	0	0
		2PAC	31	1566	1	3	1	0	.	0	0	1
		2TAC	8	392	1	4	1	0	.	0	0	0
		Tot typ	783	39150	8	26	10	0	.	0	0	3
LSMF	I	Aircraft_ICAO										
		1HAC	1616	80798	122	383	150	0	.	1	0	0
		1PAC	3170	158477	25	78	31	0	.	1	0	12
		1TAC	17	839	1	2	1	0	.	0	0	0
		2HAC	85	4253	13	40	16	0	.	0	0	0
		2PAC	134	6708	4	13	5	0	.	0	0	3
		2TAC	34	1677	5	16	6	0	.	0	0	0
		Tot typ	5055	252750	169	533	208	0	.	2	0	15
LSMU	I	Aircraft_ICAO										
		1HAC	214	10688	16	51	20	0	.	0	0	0
		1PAC	10668	533405	84	263	103	0	.	3	1	39
		1TAC	56	2822	2	7	3	0	.	0	0	0
		2HAC	11	563	2	5	2	0	.	0	0	0
		2PAC	452	22578	14	43	17	0	.	0	0	10

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSMU	I	2TAC	113	5645	17	54	21	0	.	0	0	0
		Tot typ	11514	575700	135	424	166	0	.	3	1	49
LSPA	I	Aircraft_ICAO										
		1PAC	1404	70214	11	35	14	0	.	0	0	5
		1TAC	7	372	0	1	0	0	.	0	0	0
		2PAC	59	2972	2	6	2	0	.	0	0	1
		2TAC	15	743	2	7	3	0	.	0	0	0
		Tot typ	1486	74300	15	48	19	0	.	0	0	6
LSPD	I	Aircraft_ICAO										
		1PAC	2861	143026	22	71	28	0	.	1	0	10
		1TAC	15	757	1	2	1	0	.	0	0	0
		2PAC	121	6054	4	12	5	0	.	0	0	3
		2TAC	30	1514	5	15	6	0	.	0	0	0
		Tot typ	3027	151350	31	99	39	0	.	1	0	13
LSPF	I	Aircraft_ICAO										
		1PAC	1056	52778	8	26	10	0	.	0	0	4
		1TAC	6	279	0	1	0	0	.	0	0	0
		2PAC	45	2234	1	4	2	0	.	0	0	1
		2TAC	11	559	2	5	2	0	.	0	0	0
		Tot typ	1117	55850	12	36	14	0	.	0	0	5
LSPG	I	Aircraft_ICAO										
		1HAC	4	190	0	1	0	0	.	0	0	0
		1PAC	12002	600075	94	296	116	0	.	3	1	44
		1TAC	64	3175	2	8	3	0	.	0	0	0
		2HAC	0	10	0	0	0	0	.	0	0	0
		2PAC	508	25400	16	49	19	0	.	0	0	11
		2TAC	127	6350	19	61	24	0	.	0	0	0
		Tot typ	12704	635200	132	415	162	0	.	4	1	55

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSPH	I	Aircraft_ICAO										
		1PAC	1661	83066	13	41	16	0	.	0	0	6
		1TAC	9	440	0	1	0	0	.	0	0	0
		2PAC	70	3516	2	7	3	0	.	0	0	2
		2TAC	18	879	3	8	3	0	.	0	0	0
		Tot typ	1758	87900	18	57	22	0	.	0	0	8
		LSPK	I	Aircraft_ICAO								
1PAC	1529			76451	12	38	15	0	.	0	0	6
1TAC	8			405	0	1	0	0	.	0	0	0
2PAC	65			3236	2	6	2	0	.	0	0	1
2TAC	16			809	2	8	3	0	.	0	0	0
Tot typ	1618			80900	17	53	21	0	.	0	0	7
LSPL	I			Aircraft_ICAO								
		1HAC	23	1140	2	5	2	0	.	0	0	0
		1PAC	11535	576734	90	285	111	0	.	3	1	42
		1TAC	61	3052	2	8	3	0	.	0	0	0
		2HAC	1	60	0	1	0	0	.	0	0	0
		2PAC	488	24412	15	47	18	0	.	0	0	11
		2TAC	122	6103	19	59	23	0	.	0	0	0
		Tot typ	12230	611500	128	404	158	0	.	3	1	53
		LSPM	I	Aircraft_ICAO								
1HAC	408			20378	31	97	38	0	.	0	0	0
1PAC	1184			59204	9	29	11	0	.	0	0	4
1TAC	6			313	0	1	0	0	.	0	0	0
2HAC	21			1073	3	10	4	0	.	0	0	0
2PAC	50			2506	2	5	2	0	.	0	0	1
2TAC	13			627	2	6	2	0	.	0	0	0
Tot typ	1682			84100	47	148	58	0	.	1	0	6

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSPN	I	Aircraft_ICAO										
		1HAC	59	2945	4	14	5	0	.	0	0	0
		1PAC	22190	1109525	174	548	214	0	.	6	2	81
		1TAC	117	5870	5	15	6	0	.	0	0	0
		2HAC	3	155	0	1	1	0	.	0	0	0
		2PAC	939	46964	29	90	35	0	.	0	0	21
		2TAC	235	11741	36	113	44	0	.	0	0	0
		Tot typ	23544	1177200	248	781	305	0	.	7	2	103
LSPQ	I	Aircraft_ICAO										
		1PAC	26	1323	0	1	0	0	.	0	0	0
		1TAC	0	7	0	0	0	0	.	0	0	0
		2PAC	1	56	0	0	0	0	.	0	0	0
		2TAC	0	14	0	0	0	0	.	0	0	0
		Tot typ	28	1400	0	1	0	0	.	0	0	0
LSPU	I	Aircraft_ICAO										
		1PAC	2119	105935	17	52	20	0	.	1	0	8
		1TAC	11	561	0	1	1	0	.	0	0	0
		2PAC	90	4484	3	9	3	0	.	0	0	2
		2TAC	22	1121	3	11	4	0	.	0	0	0
		Tot typ	2242	112100	23	73	29	0	.	1	0	10
LSPV	I	Aircraft_ICAO										
		1HAC	27	1330	2	6	2	0	.	0	0	0
		1PAC	22916	1145813	180	566	221	0	.	6	2	84
		1TAC	121	6062	5	15	6	0	.	0	0	0
		2HAC	1	70	0	1	0	0	.	0	0	0
		2PAC	970	48500	30	93	36	0	.	0	0	22
		2TAC	243	12125	37	117	46	0	.	0	0	0
		Tot typ	24278	1213900	253	798	312	0	.	7	2	106

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSTA	I	Aircraft_ICAO										
		1PAC	1528	76403	12	38	15	0	.	0	0	6
		1TAC	8	404	0	1	0	0	.	0	0	0
		2PAC	65	3234	2	6	2	0	.	0	0	1
		2TAC	16	809	2	8	3	0	.	0	0	0
		Tot typ	1617	80850	17	53	21	0	.	0	0	7
LSTB	I	Aircraft_ICAO										
		1HAC	3	143	0	1	0	0	.	0	0	0
		1PAC	2205	110234	17	54	21	0	.	1	0	8
		1TAC	12	583	0	1	1	0	.	0	0	0
		2HAC	0	8	0	0	0	0	.	0	0	0
		2PAC	93	4666	3	9	4	0	.	0	0	2
		2TAC	23	1167	4	11	4	0	.	0	0	0
		Tot typ	2336	116800	24	77	30	0	.	1	0	10
LSTO	I	Aircraft_ICAO										
		1HAC	1	50	0	0	0	0	.	0	0	0
		1PAC	56	2800	0	1	1	0	.	0	0	0
		A343	1	50	1	4	2	0	.	0	0	0
		AS02	2	100	0	0	0	0	.	0	0	0
		AS65	2	100	0	1	0	0	.	0	0	0
		BU31	26	1300	0	1	0	0	.	0	0	0
		C150	692	34600	5	17	6	0	.	0	0	2
		C152	2	100	0	0	0	0	.	0	0	0
		C170	2	100	0	0	0	0	.	0	0	0
		C172	12	600	0	0	0	0	.	0	0	0
		C182	2	100	0	0	0	0	.	0	0	0
		C207	2	100	0	0	0	0	.	0	0	0
		D250	2	100	0	0	0	0	.	0	0	0



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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSTO	I	DH82	2	100	0	0	0	0	.	0	0	0
		DHC1	2	100	0	0	0	0	.	0	0	0
		DR10	46	2300	0	1	0	0	.	0	0	0
		DR30	2	100	0	0	0	0	.	0	0	0
		DR40	12	600	0	0	0	0	.	0	0	0
		DV20	4	200	0	0	0	0	.	0	0	0
		F260	2	100	0	0	0	0	.	0	0	0
		GY80	2	100	0	0	0	0	.	0	0	0
		HR20	6	300	0	0	0	0	.	0	0	0
		J3	36	1800	0	1	0	0	.	0	0	0
		MS31	2	100	0	0	0	0	.	0	0	0
		P210	2	100	0	0	0	0	.	0	0	0
		P28A	12	600	0	0	0	0	.	0	0	0
		P28B	425	21250	4	14	5	0	.	0	0	3
		PA18	519	25950	4	12	5	0	.	0	0	2
		PULS	2	100	0	0	0	0	.	0	0	0
		TBM7	2	100	0	0	0	0	.	0	0	0
		Tot typ	1880	94000	17	54	21	0	.	1	0	8
LSTR	I	Aircraft_ICAO										
		1HAC	48	2375	4	11	4	0	.	0	0	0
		1PAC	5919	295974	46	146	57	0	.	2	0	22
		1TAC	31	1566	1	4	2	0	.	0	0	0
		2HAC	3	125	0	1	0	0	.	0	0	0
		2PAC	251	12528	8	24	9	0	.	0	0	6
		2TAC	63	3132	10	30	12	0	.	0	0	0
		Tot typ	6314	315700	69	217	85	0	.	2	1	27

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSTS	I	Aircraft_ICAO										
		1HAC	163	8170	12	39	15	0	.	0	0	0
		1PAC	321	16065	3	8	3	0	.	0	0	1
		1TAC	2	85	0	0	0	0	.	0	0	0
		2HAC	9	430	1	4	2	0	.	0	0	0
		2PAC	14	680	0	1	1	0	.	0	0	0
		2TAC	3	170	1	2	1	0	.	0	0	0
		Tot typ	512	25600	17	54	21	0	.	0	0	1
LSTZ	I	Aircraft_ICAO										
		1PAC	12	600	0	0	0	0	.	0	0	0
		2PAC	2	100	0	0	0	0	.	0	0	0
		AA5	2	100	0	0	0	0	.	0	0	0
		AN2	2	100	0	0	0	0	.	0	0	0
		AS02	2	100	0	0	0	0	.	0	0	0
		AS16	2	100	0	0	0	0	.	0	0	0
		AS50	934	46700	120	379	148	0	.	1	0	0
		B407	2	100	0	0	0	0	.	0	0	0
		BU31	10	500	0	0	0	0	.	0	0	0
		C172	6	300	0	0	0	0	.	0	0	0
		C182	14	700	0	0	0	0	.	0	0	0
		CAM	2	100	0	0	0	0	.	0	0	0
		D250	2	100	0	0	0	0	.	0	0	0
		DG40	5	250	0	0	0	0	.	0	0	0
		DG80	26	1300	0	1	0	0	.	0	0	0
		DIMO	74	3700	1	2	1	0	.	0	0	0
		DR22	4	200	0	0	0	0	.	0	0	0
		DR30	17	850	0	0	0	0	.	0	0	0
		DR40	535	26750	4	13	5	0	.	0	0	2

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSTZ	I	F260	4	200	0	0	0	0	.	0	0	0
		G109	60	3000	0	1	1	0	.	0	0	0
		GY20	2	100	0	0	0	0	.	0	0	0
		HUSK	126	6300	1	3	1	0	.	0	0	0
		KMAX	41	2050	3	10	4	0	.	0	0	0
		P28A	627	31350	5	15	6	0	.	0	0	2
		PA18	1773	88650	14	44	17	0	.	0	0	6
		PA28	8	400	0	0	0	0	.	0	0	0
		PA34	18	900	0	1	1	0	.	0	0	0
		PC6T	164	8200	6	20	8	0	.	0	0	0
		RALL	6	300	0	0	0	0	.	0	0	0
		SF25	398	19900	3	10	4	0	.	0	0	1
		ST75	2	100	0	0	0	0	.	0	0	0
		TRIN	2	100	0	0	0	0	.	0	0	0
		VENT	6	300	0	0	0	0	.	0	0	0
		Tot typ	4890	244500	160	503	196	0	.	2	0	14
LSVA	I	Aircraft_ICAO										
		1HAC	114	5700	9	27	11	0	.	0	0	0
		2HAC	6	300	1	3	1	0	.	0	0	0
		Tot typ	120	6000	9	30	12	0	.	0	0	0
LSVB	I	Aircraft_ICAO										
		1HAC	72	3610	5	17	7	0	.	0	0	0
		1PAC	132	6615	1	3	1	0	.	0	0	0
		1TAC	1	35	0	0	0	0	.	0	0	0
		2HAC	4	190	1	2	1	0	.	0	0	0
		2PAC	6	280	0	1	0	0	.	0	0	0
		2TAC	1	70	0	1	0	0	.	0	0	0
		Tot typ	216	10800	7	23	9	0	.	0	0	1



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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSVG	I	Aircraft_ICAO										
		1HAC	367	18335	28	87	34	0	.	0	0	0
		2HAC	19	965	3	9	4	0	.	0	0	0
		Tot typ	386	19300	31	96	38	0	.	0	0	0
LSVH	I	Aircraft_ICAO										
		1HAC	304	15200	23	72	28	0	.	0	0	0
		2HAC	16	800	2	8	3	0	.	0	0	0
		Tot typ	320	16000	25	80	31	0	.	0	0	0
LSVI	I	Aircraft_ICAO										
		1HAC	994	49685	75	236	92	0	.	1	0	0
		2HAC	52	2615	8	25	10	0	.	0	0	0
		Tot typ	1046	52300	83	260	102	0	.	1	0	0
LSVJ	I	Aircraft_ICAO										
		1HAC	158	7885	12	37	15	0	.	0	0	0
		2HAC	8	415	1	4	2	0	.	0	0	0
		Tot typ	166	8300	13	41	16	0	.	0	0	0
LSVK	I	Aircraft_ICAO										
		1HAC	148	7410	11	35	14	0	.	0	0	0
		2HAC	8	390	1	4	1	0	.	0	0	0
		Tot typ	156	7800	12	39	15	0	.	0	0	0
LSVM	I	Aircraft_ICAO										
		1HAC	72	3610	5	17	7	0	.	0	0	0
		2HAC	4	190	1	2	1	0	.	0	0	0
		Tot typ	76	3800	6	19	7	0	.	0	0	0

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[illegible]

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSVS	I	Aircraft_ICAO										
		1HAC	380	19000	29	90	35	0	.	0	0	0
		1PAC	9	473	0	0	0	0	.	0	0	0
		1TAC	0	3	0	0	0	0	.	0	0	0
		2HAC	20	1000	3	9	4	0	.	0	0	0
		2PAC	0	20	0	0	0	0	.	0	0	0
		2TAC	0	5	0	0	0	0	.	0	0	0
		Tot typ	410	20500	32	100	39	0	.	0	0	0
LSVV	I	Aircraft_ICAO										
		1HAC	232	11590	17	55	21	0	.	0	0	0
		2HAC	12	610	2	6	2	0	.	0	0	0
		Tot typ	244	12200	19	61	24	0	.	0	0	0
LSVW	I	Aircraft_ICAO										
		1HAC	306	15295	23	73	28	0	.	0	0	0
		2HAC	16	805	2	8	3	0	.	0	0	0
		Tot typ	322	16100	25	80	31	0	.	0	0	0
LSXA	I	Aircraft_ICAO										
		1HAC	577	28833	43	137	53	0	.	0	0	0
		2HAC	30	1518	5	14	6	0	.	0	0	0
		Tot typ	607	30350	48	151	59	0	.	0	0	0
LSXB	I	Aircraft_ICAO										
		1HAC	846	42323	64	201	78	0	.	1	0	0
		2HAC	45	2228	7	21	8	0	.	0	0	0
		Tot typ	891	44550	70	222	87	0	.	1	0	0

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSXC	I	Aircraft_ICAO										
		1HAC	817	40850	62	194	76	0	.	1	0	0
		2HAC	43	2150	6	20	8	0	.	0	0	0
		Tot typ	860	43000	68	214	84	0	.	1	0	0
LSXE	I	Aircraft_ICAO										
		1HAC	2506	125305	189	594	232	0	.	2	0	0
		2HAC	132	6595	20	63	24	0	.	0	0	0
		Tot typ	2638	131900	209	657	256	0	.	2	0	0
LSXG	I	Aircraft_ICAO										
		1HAC	2791	139555	210	662	258	0	.	2	0	0
		2HAC	147	7345	22	70	27	0	.	0	0	0
		Tot typ	2938	146900	232	732	286	0	.	2	0	0
LSXH	I	Aircraft_ICAO										
		1HAC	204	10213	15	48	19	0	.	0	0	0
		1PAC	8	378	0	0	0	0	.	0	0	0
		1TAC	0	2	0	0	0	0	.	0	0	0
		2HAC	11	538	2	5	2	0	.	0	0	0
		2PAC	0	16	0	0	0	0	.	0	0	0
		2TAC	0	4	0	0	0	0	.	0	0	0
		Tot typ	223	11150	17	54	21	0	.	0	0	0
LSXK	I	Aircraft_ICAO										
		1HAC	30	1520	2	7	3	0	.	0	0	0
		2HAC	2	80	0	1	0	0	.	0	0	0
		Tot typ	32	1600	3	8	3	0	.	0	0	0



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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSXL	I	Aircraft_ICAO										
		1HAC	5151	257545	388	1222	477	0	.	4	0	0
		2HAC	271	13555	41	129	50	0	.	0	0	0
		Tot typ	5422	271100	429	1350	527	0	.	4	0	0
LSXM	I	Aircraft_ICAO										
		1HAC	487	24368	37	116	45	0	.	0	0	0
		2HAC	26	1283	4	12	5	0	.	0	0	0
		Tot typ	513	25650	41	128	50	0	.	0	0	0
LSXN	I	Aircraft_ICAO										
		1HAC	790	39520	60	187	73	0	.	1	0	0
		2HAC	42	2080	6	20	8	0	.	0	0	0
		Tot typ	832	41600	66	207	81	0	.	1	0	0
LSXO	I	Aircraft_ICAO										
		1HAC	1189	59470	90	282	110	0	.	1	0	0
		2HAC	63	3130	9	30	12	0	.	0	0	0
		Tot typ	1252	62600	99	312	122	0	.	1	0	0
LSXP	I	Aircraft_ICAO										
		1HAC	671	33535	50	159	62	0	.	0	0	0
		2HAC	35	1765	5	17	7	0	.	0	0	0
		Tot typ	706	35300	56	176	69	0	.	1	0	0
LSXR	I	Aircraft_ICAO										
		1HAC	1454	72723	110	345	135	0	.	1	0	0
		2HAC	77	3828	12	36	14	0	.	0	0	0
		Tot typ	1531	76550	121	381	149	0	.	1	0	0

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSXS	I	Aircraft_ICAO										
		1HAC	3055	152760	230	725	283	0	.	2	0	0
		2HAC	161	8040	24	76	30	0	.	0	0	0
		Tot typ	3216	160800	254	801	313	0	.	2	0	0
LSXT	I	Aircraft_ICAO										
		1HAC	44	2185	3	10	4	0	.	0	0	0
		2HAC	2	115	0	1	0	0	.	0	0	0
		Tot typ	46	2300	4	11	4	0	.	0	0	0
LSXU	I	Aircraft_ICAO										
		1HAC	2400	119985	181	569	222	0	.	2	0	0
		2HAC	126	6315	19	60	23	0	.	0	0	0
		Tot typ	2526	126300	200	629	246	0	.	2	0	0
LSXV	I	Aircraft_ICAO										
		1HAC	554	27693	42	131	51	0	.	0	0	0
		2HAC	29	1458	4	14	5	0	.	0	0	0
		Tot typ	583	29150	46	145	57	0	.	0	0	0
LSXW	I	Aircraft_ICAO										
		1HAC	69	3468	5	16	6	0	.	0	0	0
		2HAC	4	183	1	2	1	0	.	0	0	0
		Tot typ	73	3650	6	18	7	0	.	0	0	0
LSXY	I	Aircraft_ICAO										
		1HAC	34	1700	3	8	3	0	.	0	0	0
		1PAC	908	45400	7	22	8	0	.	0	0	3
		AS50	189	9450	24	77	30	0	.	0	0	0
		B407	33	1650	2	8	3	0	.	0	0	0
		EC30	2	100	0	0	0	0	.	0	0	0
		KMAX	58	2900	4	14	5	0	.	0	0	0
		Tot typ	1224	61200	41	129	50	0	.	1	0	3

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSYF	I	Aircraft_ICAO										
		1HAC	238	11875	18	56	22	0	.	0	0	0
		2HAC	13	625	2	6	2	0	.	0	0	0
		Tot typ	250	12500	20	62	24	0	.	0	0	0
LSYG	I	Aircraft_ICAO										
		1HAC	110	5510	8	26	10	0	.	0	0	0
		2HAC	6	290	1	3	1	0	.	0	0	0
		Tot typ	116	5800	9	29	11	0	.	0	0	0
LSYH	I	Aircraft_ICAO										
		1HAC	249	12445	19	59	23	0	.	0	0	0
		2HAC	13	655	2	6	2	0	.	0	0	0
		Tot typ	262	13100	21	65	25	0	.	0	0	0
LSYI	I	Aircraft_ICAO										
		1HAC	129	6460	10	31	12	0	.	0	0	0
		2HAC	7	340	1	3	1	0	.	0	0	0
		Tot typ	136	6800	11	34	13	0	.	0	0	0
LSYJ	I	Aircraft_ICAO										
		1HAC	287	14345	22	68	27	0	.	0	0	0
		1PAC	231	11529	2	6	2	0	.	0	0	1
		1TAC	1	61	0	0	0	0	.	0	0	0
		2HAC	15	755	2	7	3	0	.	0	0	0
		2PAC	10	488	0	1	0	0	.	0	0	0
		2TAC	2	122	0	1	0	0	.	0	0	0
		Tot typ	546	27300	26	83	32	0	.	0	0	1

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSYK	I	Aircraft_ICAO										
		1HAC	201	10070	15	48	19	0	.	0	0	0
		1PAC	123	6143	1	3	1	0	.	0	0	0
		1TAC	1	33	0	0	0	0	.	0	0	0
		2HAC	11	530	2	5	2	0	.	0	0	0
		2PAC	5	260	0	1	0	0	.	0	0	0
		2TAC	1	65	0	1	0	0	.	0	0	0
		Tot typ	342	17100	18	57	22	0	.	0	0	1
LSYL	I	Aircraft_ICAO										
		1HAC	112	5605	8	27	10	0	.	0	0	0
		2HAC	6	295	1	3	1	0	.	0	0	0
		Tot typ	118	5900	9	29	11	0	.	0	0	0
LSYM	I	Aircraft_ICAO										
		1HAC	295	14725	22	70	27	0	.	0	0	0
		2HAC	16	775	2	7	3	0	.	0	0	0
		Tot typ	310	15500	25	77	30	0	.	0	0	0
LSYN	I	Aircraft_ICAO										
		1HAC	131	6555	10	31	12	0	.	0	0	0
		1PAC	38	1890	0	1	0	0	.	0	0	0
		1TAC	0	10	0	0	0	0	.	0	0	0
		2HAC	7	345	1	3	1	0	.	0	0	0
		2PAC	2	80	0	0	0	0	.	0	0	0
		2TAC	0	20	0	0	0	0	.	0	0	0
		Tot typ	178	8900	11	36	14	0	.	0	0	0

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSYO	I	Aircraft_ICAO										
		1HAC	152	7600	11	36	14	0	.	0	0	0
		1PAC	19	945	0	0	0	0	.	0	0	0
		1TAC	0	5	0	0	0	0	.	0	0	0
		2HAC	8	400	1	4	1	0	.	0	0	0
		2PAC	1	40	0	0	0	0	.	0	0	0
		2TAC	0	10	0	0	0	0	.	0	0	0
		Tot typ	180	9000	13	40	16	0	.	0	0	0
LSYP	I	Aircraft_ICAO										
		1HAC	1326	66310	100	315	123	0	.	1	0	0
		1PAC	23	1134	0	1	0	0	.	0	0	0
		1TAC	0	6	0	0	0	0	.	0	0	0
		2HAC	70	3490	11	33	13	0	.	0	0	0
		2PAC	1	48	0	0	0	0	.	0	0	0
		2TAC	0	12	0	0	0	0	.	0	0	0
		Tot typ	1420	71000	111	348	136	0	.	1	0	0
LSYQ	I	Aircraft_ICAO										
		1HAC	825	41230	62	196	76	0	.	1	0	0
		2HAC	43	2170	7	21	8	0	.	0	0	0
		Tot typ	868	43400	69	216	84	0	.	1	0	0
LSYR	I	Aircraft_ICAO										
		1HAC	399	19950	30	95	37	0	.	0	0	0
		1PAC	28	1418	0	1	0	0	.	0	0	0
		1TAC	0	8	0	0	0	0	.	0	0	0
		2HAC	21	1050	3	10	4	0	.	0	0	0
		2PAC	1	60	0	0	0	0	.	0	0	0
		2TAC	0	15	0	0	0	0	.	0	0	0
		Tot typ	450	22500	34	106	41	0	.	0	0	0

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSYT	I	Aircraft_ICAO										
		1HAC	1096	54815	83	260	102	0	.	1	0	0
		1PAC	19	945	0	0	0	0	.	0	0	0
		1TAC	0	5	0	0	0	0	.	0	0	0
		2HAC	58	2885	9	27	11	0	.	0	0	0
		2PAC	1	40	0	0	0	0	.	0	0	0
		2TAC	0	10	0	0	0	0	.	0	0	0
		Tot typ	1174	58700	91	288	112	0	.	1	0	0
LSYU	I	Aircraft_ICAO										
		1HAC	213	10640	16	50	20	0	.	0	0	0
		2HAC	11	560	2	5	2	0	.	0	0	0
		Tot typ	224	11200	18	56	22	0	.	0	0	0
LSYV	I	Aircraft_ICAO										
		1HAC	644	32205	48	153	60	0	.	0	0	0
		2HAC	34	1695	5	16	6	0	.	0	0	0
		Tot typ	678	33900	54	169	66	0	.	1	0	0
LSYW	I	Aircraft_ICAO										
		1HAC	163	8170	12	39	15	0	.	0	0	0
		1PAC	57	2835	0	1	1	0	.	0	0	0
		1TAC	0	15	0	0	0	0	.	0	0	0
		2HAC	9	430	1	4	2	0	.	0	0	0
		2PAC	2	120	0	0	0	0	.	0	0	0
		2TAC	1	30	0	0	0	0	.	0	0	0
		Tot typ	232	11600	14	45	17	0	.	0	0	0

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSYX	I	Aircraft_ICAO										
		1HAC	908	45410	68	215	84	0	.	1	0	0
		1PAC	28	1418	0	1	0	0	.	0	0	0
		1TAC	0	8	0	0	0	0	.	0	0	0
		2HAC	48	2390	7	23	9	0	.	0	0	0
		2PAC	1	60	0	0	0	0	.	0	0	0
		2TAC	0	15	0	0	0	0	.	0	0	0
		Tot typ	986	49300	76	239	93	0	.	1	0	0
LSYY	I	Aircraft_ICAO										
		1HAC	372	18620	28	88	34	0	.	0	0	0
		1PAC	38	1890	0	1	0	0	.	0	0	0
		1TAC	0	10	0	0	0	0	.	0	0	0
		2HAC	20	980	3	9	4	0	.	0	0	0
		2PAC	2	80	0	0	0	0	.	0	0	0
		2TAC	0	20	0	0	0	0	.	0	0	0
		Tot typ	432	21600	31	99	39	0	.	0	0	0
LSYZ	I	Aircraft_ICAO										
		1HAC	230	11495	17	55	21	0	.	0	0	0
		1PAC	57	2835	0	1	1	0	.	0	0	0
		1TAC	0	15	0	0	0	0	.	0	0	0
		2HAC	12	605	2	6	2	0	.	0	0	0
		2PAC	2	120	0	0	0	0	.	0	0	0
		2TAC	1	30	0	0	0	0	.	0	0	0
		Tot typ	302	15100	20	62	24	0	.	0	0	0



## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSZE	I	Aircraft_ICAO										
		1HAC	194	9690	15	46	18	0	.	0	0	0
		1PAC	7899	394963	62	195	76	0	.	2	1	29
		1TAC	42	2090	2	5	2	0	.	0	0	0
		2HAC	10	510	2	5	2	0	.	0	0	0
		2PAC	334	16718	10	32	13	0	.	0	0	7
		2TAC	84	4180	13	40	16	0	.	0	0	0
		Tot typ	8563	428150	103	323	126	0	.	2	1	37
LSZF	I	Aircraft_ICAO										
		1HAC	43	2150	3	10	4	0	.	0	0	0
		1PAC	3309	165450	31	98	38	0	.	1	0	21
		1TAC	18	900	1	2	1	0	.	0	0	0
		2PAC	6	300	0	1	0	0	.	0	0	0
		2TAC	4	200	0	1	0	0	.	0	0	0
		A06	18	900	1	4	2	0	.	0	0	0
		AA5	27	1350	0	1	0	0	.	0	0	0
		AC11	170	8500	2	5	2	0	.	0	0	1
		ALO3	2	100	0	0	0	0	.	0	0	0
		AN2	4	200	0	0	0	0	.	0	0	0
		AR7	4	200	0	0	0	0	.	0	0	0
		AS02	442	22100	3	11	4	0	.	0	0	2
		AS16	5	250	0	0	0	0	.	0	0	0
		AS2T	2	100	0	0	0	0	.	0	0	0
		AS50	16	800	2	7	3	0	.	0	0	0
		AS65	2	100	0	1	0	0	.	0	0	0
		ATL	2	100	0	0	0	0	.	0	0	0
		B06	4	200	0	1	0	0	.	0	0	0
		B066	16	800	1	4	1	0	.	0	0	0

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSZF	I	B209	154	7700	1	4	1	0	.	0	0	0
		B75	6	300	0	0	0	0	.	0	0	0
		BC31	4	200	0	0	0	0	.	0	0	0
		BC33	3	150	0	0	0	0	.	0	0	0
		BE23	16	800	0	0	0	0	.	0	0	0
		BE33	12	600	0	0	0	0	.	0	0	0
		BE35	74	3700	1	2	1	0	.	0	0	1
		BE36	2	100	0	0	0	0	.	0	0	0
		BE77	2	100	0	0	0	0	.	0	0	0
		BU31	220	11000	2	5	2	0	.	0	0	1
		BU33	2	100	0	0	0	0	.	0	0	0
		BX2	16	800	0	0	0	0	.	0	0	0
		BX3	4	200	0	0	0	0	.	0	0	0
		C150	157	7850	1	3	1	0	.	0	0	0
		C152	2541	127050	19	61	24	0	.	1	0	9
		C170	6	300	0	0	0	0	.	0	0	0
		C172	4614	230700	35	111	44	0	.	1	0	16
		C175	12	600	0	0	0	0	.	0	0	0
		C177	243	12150	2	6	2	0	.	0	0	1
		C182	461	23050	5	15	6	0	.	0	0	4
		C206	8	400	0	0	0	0	.	0	0	0
		C210	2	100	0	0	0	0	.	0	0	0
		C303	2	100	0	0	0	0	.	0	0	0
		C320	4	200	0	0	0	0	.	0	0	0
		C340	2	100	0	0	0	0	.	0	0	0
		C365	9	450	0	1	1	0	.	0	0	0
		C402	8	400	0	1	0	0	.	0	0	0
		C72R	349	17450	3	9	3	0	.	0	0	1

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSZF	I	C77R	220	11000	2	5	2	0	.	0	0	1
		C82R	80	4000	1	3	1	0	.	0	0	1
		CE43	2	100	0	0	0	0	.	0	0	0
		CH5	8	400	0	0	0	0	.	0	0	0
		CHCH	9	450	0	0	0	0	.	0	0	0
		CI2	10	500	0	0	0	0	.	0	0	0
		CM11	4	200	0	0	0	0	.	0	0	0
		CP10	5	250	0	0	0	0	.	0	0	0
		D11	377	18850	3	9	3	0	.	0	0	1
		D250	136	6800	1	3	1	0	.	0	0	0
		D380	4	200	0	0	0	0	.	0	0	0
		D9	60	3000	0	1	1	0	.	0	0	0
		DA40	64	3200	1	2	1	0	.	0	0	0
		DHC2	4	200	0	0	0	0	.	0	0	0
		DHC6	4	200	0	1	0	0	.	0	0	0
		DIMO	1785	89250	14	43	17	0	.	0	0	6
		DR10	430	21500	3	10	4	0	.	0	0	1
		DR30	6004	300200	47	148	58	0	.	2	0	22
		DR40	4835	241750	38	119	47	0	.	1	0	18
		DV20	8337	416850	63	199	78	0	.	2	1	29
		E300	102	5100	1	3	1	0	.	0	0	1
		EC20	18	900	1	4	2	0	.	0	0	0
		ECHO	10	500	0	0	0	0	.	0	0	0
		EN28	6	300	0	1	1	0	.	0	0	0
		EN48	2	100	0	0	0	0	.	0	0	0
		ERCO	256	12800	2	6	2	0	.	0	0	1
		EUPA	21	1050	0	1	0	0	.	0	0	0
		EXEC	4	200	0	1	0	0	.	0	0	0

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSZF	I	EXPE	9	450	0	0	0	0	.	0	0	0
		F260	14	700	0	0	0	0	.	0	0	0
		F27	7	350	1	3	1	0	.	0	0	0
		FA24	5	250	0	0	0	0	.	0	0	0
		FOX	122	6100	1	3	1	0	.	0	0	0
		G109	54	2700	0	1	1	0	.	0	0	0
		G115	141	7050	1	3	1	0	.	0	0	0
		GLAS	285	14250	3	9	4	0	.	0	0	2
		GY20	26	1300	0	1	0	0	.	0	0	0
		GY80	25	1250	0	1	0	0	.	0	0	0
		H269	18	900	1	4	2	0	.	0	0	0
		HR10	6	300	0	0	0	0	.	0	0	0
		HR20	6	300	0	0	0	0	.	0	0	0
		HU30	2	100	0	0	0	0	.	0	0	0
		HUSK	12	600	0	0	0	0	.	0	0	0
		J3	793	39650	6	18	7	0	.	0	0	2
		JB15	198	9900	2	5	2	0	.	0	0	1
		JUNR	74	3700	1	2	1	0	.	0	0	0
		KA27	1	50	0	0	0	0	.	0	0	0
		KITF	1	50	0	0	0	0	.	0	0	0
		KL07	5	250	0	0	0	0	.	0	0	0
		KL35	2	100	0	0	0	0	.	0	0	0
		LGEZ	55	2750	0	1	1	0	.	0	0	0
		LNC2	53	2650	0	1	1	0	.	0	0	0
		M20	1435	71750	12	37	14	0	.	0	0	6
		M20P	1	50	0	0	0	0	.	0	0	0
		M22	2	100	0	0	0	0	.	0	0	0
		M4	2	100	0	0	0	0	.	0	0	0

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSZF	I	M7	137	6850	1	4	2	0	.	0	0	1
		MB2	109	5450	1	3	1	0	.	0	0	0
		MCR	10	500	0	0	0	0	.	0	0	0
		MD3	4	200	0	0	0	0	.	0	0	0
		MOR2	6	300	0	0	0	0	.	0	0	0
		MOTO	18	900	0	0	0	0	.	0	0	0
		P149	6	300	0	0	0	0	.	0	0	0
		P210	8	400	0	0	0	0	.	0	0	0
		P28A	13827	691350	106	335	131	0	.	4	1	49
		P28B	20	1000	0	1	0	0	.	0	0	0
		P28R	317	15850	3	8	3	0	.	0	0	1
		P28T	633	31650	5	16	6	0	.	0	0	3
		P32R	16	800	0	1	0	0	.	0	0	0
		P32T	4	200	0	0	0	0	.	0	0	0
		P68	6	300	0	0	0	0	.	0	0	0
		PA11	5	250	0	0	0	0	.	0	0	0
		PA18	88	4400	1	2	1	0	.	0	0	0
		PA22	14	700	0	0	0	0	.	0	0	0
		PA28	4	200	0	0	0	0	.	0	0	0
		PA34	22	1100	1	2	1	0	.	0	0	0
		PA38	4	200	0	0	0	0	.	0	0	0
		PA46	97	4850	3	8	3	0	.	0	0	2
		PAY2	2	100	0	0	0	0	.	0	0	0
		PC12	9	450	0	1	1	0	.	0	0	0
		PC6T	30	1500	1	4	1	0	.	0	0	0
		PC7	17	850	1	2	1	0	.	0	0	0
		PICC	41	2050	0	1	0	0	.	0	0	0
		PILO	220	11000	2	5	2	0	.	0	0	1

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

07:26 Wednesday, December 21, 2005

			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSZF	I	PP2	2	100	0	0	0	0	.	0	0	0
		PP3	1	50	0	0	0	0	.	0	0	0
		PULS	58	2900	0	1	1	0	.	0	0	0
		PZ04	8	400	0	0	0	0	.	0	0	0
		R150	8	400	0	0	0	0	.	0	0	0
		R200	8	400	0	0	0	0	.	0	0	0
		R22	14	700	1	3	1	0	.	0	0	0
		R300	28	1400	0	1	0	0	.	0	0	0
		R44	28	1400	2	7	3	0	.	0	0	0
		R90R	6	300	0	0	0	0	.	0	0	0
		RA50	2	100	0	0	0	0	.	0	0	0
		RA72	16	800	0	0	0	0	.	0	0	0
		RALL	4	200	0	0	0	0	.	0	0	0
		RF5	12	600	0	0	0	0	.	0	0	0
		RF6	1452	72600	11	34	13	0	.	0	0	4
		RS18	2	100	0	0	0	0	.	0	0	0
		RV4	10	500	0	0	0	0	.	0	0	0
		S05R	35	1750	0	1	0	0	.	0	0	0
		S10S	9	450	0	0	0	0	.	0	0	0
		S208	37	1850	0	1	0	0	.	0	0	0
		SC01	200	10000	2	5	2	0	.	0	0	1
		SF25	2655	132750	20	64	25	0	.	1	0	9
		SF28	8	400	0	0	0	0	.	0	0	0
		SR20	35	1750	0	1	0	0	.	0	0	0
		ST75	2	100	0	0	0	0	.	0	0	0
		SV4	300	15000	2	8	3	0	.	0	0	1
		TOBA	48	2400	0	1	0	0	.	0	0	0
		TRIN	117	5850	1	4	1	0	.	0	0	1

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

07:26 Wednesday, December 21, 2005

			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSZF	I	VAEZ	2	100	0	0	0	0	.	0	0	0
		VELO	2	100	0	0	0	0	.	0	0	0
		VEZE	172	8600	1	4	2	0	.	0	0	1
		VOTE	58	2900	1	2	1	0	.	0	0	0
		W11	2	100	0	0	0	0	.	0	0	0
		WA11	2	100	0	0	0	0	.	0	0	0
		WACO	4	200	0	0	0	0	.	0	0	0
		Z143	4	200	0	0	0	0	.	0	0	0
		Z26	6	300	0	0	0	0	.	0	0	0
		Z43	32	1600	0	1	0	0	.	0	0	0
		Tot typ	60241	3012050	495	1558	608	0	.	16	6	232
LSZI	I	Aircraft_ICAO										
		1PAC	11978	598894	94	296	115	0	.	3	1	44
		1TAC	63	3169	2	8	3	0	.	0	0	0
		2PAC	507	25350	15	49	19	0	.	0	0	11
		2TAC	127	6338	19	61	24	0	.	0	0	0
		Tot typ	12675	633750	131	413	161	0	.	4	1	55
LSZJ	I	Aircraft_ICAO										
		1PAC	2311	115574	18	57	22	0	.	1	0	8
		1TAC	12	612	0	2	1	0	.	0	0	0
		2PAC	98	4892	3	9	4	0	.	0	0	2
		2TAC	24	1223	4	12	5	0	.	0	0	0
		Tot typ	2446	122300	25	80	31	0	.	1	0	11
LSZK	I	Aircraft_ICAO										
		1HAC	348	17385	26	82	32	0	.	0	0	0
		1PAC	26584	1329190	208	656	256	0	.	7	2	97
		1TAC	141	7033	6	17	7	0	.	0	0	0
		2HAC	18	915	3	9	3	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSZK	I	2PAC	1125	56262	34	108	42	0	.	0	0	25
		2TAC	281	14066	43	135	53	0	.	0	0	0
		Tot typ	28497	1424850	320	1008	394	0	.	8	3	123
LSZL	I	Aircraft_ICAO										
		1HAC	2284	114200	172	542	212	0	.	2	0	0
		1PAC	1242	62100	10	32	12	0	.	0	0	5
		1TAC	12	600	0	1	1	0	.	0	0	0
		2BAC	5	250	1	2	1	0	.	0	0	0
		2HAC	2	100	0	1	0	0	.	0	0	0
		2PAC	12	600	0	1	0	0	.	0	0	0
		2TAC	6	300	0	1	1	0	.	0	0	0
		A06	4	200	0	1	0	0	.	0	0	0
		A109	1415	70750	137	432	169	0	.	1	0	0
		A343	3170	158500	4166	13123	5124	4	.	71	5	32
		AA1	2	100	0	0	0	0	.	0	0	0
		AA5	6	300	0	0	0	0	.	0	0	0
		AC11	55	2750	1	2	1	0	.	0	0	0
		AC95	5	250	0	1	0	0	.	0	0	0
		AEST	4	200	0	0	0	0	.	0	0	0
		ALO3	4	200	0	1	0	0	.	0	0	0
		AR7	1	50	0	0	0	0	.	0	0	0
		AS02	68	3400	1	2	1	0	.	0	0	0
		AS16	36	1800	0	1	0	0	.	0	0	0
		AS24	12	600	0	0	0	0	.	0	0	0
		AS32	6	300	1	4	1	0	.	0	0	0
		AS50	1621	81050	209	659	257	0	.	2	0	0
		AS55	32	1600	5	15	6	0	.	0	0	0
		AS65	14	700	2	7	3	0	.	0	0	0



## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSZL	I	ATL	2	100	0	0	0	0	.	0	0	0
		B066	87	4350	7	21	8	0	.	0	0	0
		B222	8	400	1	2	1	0	.	0	0	0
		B407	1	50	0	0	0	0	.	0	0	0
		BE23	25	1250	0	1	0	0	.	0	0	0
		BE33	18	900	0	1	0	0	.	0	0	0
		BE35	170	8500	2	6	2	0	.	0	0	1
		BE36	7	350	0	0	0	0	.	0	0	0
		BE55	13	650	0	1	0	0	.	0	0	0
		BE58	3	150	0	0	0	0	.	0	0	0
		BE95	1	50	0	0	0	0	.	0	0	0
		BE9L	4	200	0	1	0	0	.	0	0	0
		BE9T	2	100	0	0	0	0	.	0	0	0
		BU31	38	1900	0	1	0	0	.	0	0	0
		BX2	16	800	0	0	0	0	.	0	0	0
		C140	2	100	0	0	0	0	.	0	0	0
		C150	898	44900	6	20	8	0	.	0	0	3
		C152	2117	105850	16	51	20	0	.	1	0	7
		C170	22	1100	0	1	0	0	.	0	0	0
		C172	841	42050	6	20	8	0	.	0	0	3
		C175	12	600	0	0	0	0	.	0	0	0
		C177	3	150	0	0	0	0	.	0	0	0
		C182	187	9350	2	6	2	0	.	0	0	1
		C185	6	300	0	0	0	0	.	0	0	0
		C206	5	250	0	0	0	0	.	0	0	0
		C210	8	400	0	1	0	0	.	0	0	0
		C303	10	500	0	1	0	0	.	0	0	0
		C337	2	100	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSZL	I	C340	2	100	0	0	0	0	.	0	0	0
		C421	16	800	0	2	1	0	.	0	0	0
		C425	4	200	0	1	0	0	.	0	0	0
		C501	2	100	0	1	0	0	.	0	0	0
		C525	4	200	0	1	1	0	.	0	0	0
		C550	1	50	0	0	0	0	.	0	0	0
		C551	1	50	0	0	0	0	.	0	0	0
		C72R	16	800	0	0	0	0	.	0	0	0
		C77R	22	1100	0	1	0	0	.	0	0	0
		C82R	48	2400	0	2	1	0	.	0	0	0
		CHCH	4	200	0	0	0	0	.	0	0	0
		CL60	9	450	2	7	3	0	.	0	0	0
		D11	27	1350	0	1	0	0	.	0	0	0
		D250	67	3350	1	2	1	0	.	0	0	0
		DA40	8	400	0	0	0	0	.	0	0	0
		DG40	12	600	0	0	0	0	.	0	0	0
		DG50	30	1500	0	1	0	0	.	0	0	0
		DG80	26	1300	0	1	0	0	.	0	0	0
		DIMO	224	11200	2	5	2	0	.	0	0	1
		DR10	8	400	0	0	0	0	.	0	0	0
		DR22	6	300	0	0	0	0	.	0	0	0
		DR30	2	100	0	0	0	0	.	0	0	0
		DR40	660	33000	5	16	6	0	.	0	0	2
		DV20	61	3050	0	1	1	0	.	0	0	0
		E300	2	100	0	0	0	0	.	0	0	0
		EC20	1213	60650	91	288	112	0	.	1	0	0
		EC30	5	250	0	1	0	0	.	0	0	0
		ECHO	4	200	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSZL	I	EN28	4	200	0	1	0	0	.	0	0	0
		ERCO	9	450	0	0	0	0	.	0	0	0
		EXPE	2	100	0	0	0	0	.	0	0	0
		F260	66	3300	1	2	1	0	.	0	0	1
		FA24	2	100	0	0	0	0	.	0	0	0
		G103	2	100	0	0	0	0	.	0	0	0
		G109	8	400	0	0	0	0	.	0	0	0
		G115	56	2800	0	1	1	0	.	0	0	0
		GLAS	19	950	0	1	0	0	.	0	0	0
		GROB	1	50	0	0	0	0	.	0	0	0
		GY20	4	200	0	0	0	0	.	0	0	0
		GY80	2	100	0	0	0	0	.	0	0	0
		H269	513	25650	39	122	48	0	.	0	0	0
		H500	11	550	1	3	1	0	.	0	0	0
		HR20	12	600	0	0	0	0	.	0	0	0
		HUSK	90	4500	1	2	1	0	.	0	0	0
		J3	616	30800	4	14	5	0	.	0	0	2
		JU52	10	500	1	3	1	0	.	0	0	1
		KA27	12	600	2	6	2	0	.	0	0	0
		KL07	2	100	0	0	0	0	.	0	0	0
		L19	2	100	0	0	0	0	.	0	0	0
		L200	35	1750	1	3	1	0	.	0	0	0
		L8	2	100	0	0	0	0	.	0	0	0
		LAMA	915	45750	69	217	85	0	.	1	0	0
		LGEZ	4	200	0	0	0	0	.	0	0	0
		LNC2	29	1450	0	1	0	0	.	0	0	0
		M20	342	17100	3	9	4	0	.	0	0	2
		M20P	4	200	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSZL	I	M4	2	100	0	0	0	0	.	0	0	0
		M5	348	17400	4	11	4	0	.	0	0	3
		M7	3	150	0	0	0	0	.	0	0	0
		MB2	4	200	0	0	0	0	.	0	0	0
		MOR2	4	200	0	0	0	0	.	0	0	0
		NAVI	2	100	0	0	0	0	.	0	0	0
		NIMB	8	400	0	0	0	0	.	0	0	0
		P149	4	200	0	0	0	0	.	0	0	0
		P180	5	250	0	1	0	0	.	0	0	0
		P210	24	1200	0	1	0	0	.	0	0	0
		P28A	6051	302550	46	146	57	0	.	2	1	22
		P28B	56	2800	1	2	1	0	.	0	0	0
		P28R	505	25250	4	13	5	0	.	0	0	2
		P28T	36	1800	0	1	0	0	.	0	0	0
		P32T	4	200	0	0	0	0	.	0	0	0
		P68	90	4500	2	7	3	0	.	0	0	1
		P750	4	200	0	0	0	0	.	0	0	0
		PA18	306	15300	2	7	3	0	.	0	0	1
		PA24	2	100	0	0	0	0	.	0	0	0
		PA25	2272	113600	24	74	29	0	.	1	0	18
		PA28	57	2850	1	2	1	0	.	0	0	0
		PA30	2	100	0	0	0	0	.	0	0	0
		PA34	173	8650	5	14	6	0	.	0	0	2
		PA46	29	1450	1	2	1	0	.	0	0	0
		PAY1	7	350	1	2	1	0	.	0	0	0
		PAY2	4	200	0	1	0	0	.	0	0	0
		PAY4	1	50	0	0	0	0	.	0	0	0
		PC12	323	16150	15	46	18	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSZL	I	PC6T	3474	173700	137	430	168	0	.	1	2	5
		PC7	188	9400	7	23	9	0	.	0	0	0
		PC9	38	1900	2	5	2	0	.	0	0	0
		PILO	14	700	0	0	0	0	.	0	0	0
		PKAN	15	750	0	0	0	0	.	0	0	0
		PP3	191	9550	2	6	2	0	.	0	0	1
		PULS	6	300	0	0	0	0	.	0	0	0
		R100	4	200	0	0	0	0	.	0	0	0
		R200	2	100	0	0	0	0	.	0	0	0
		R22	10	500	1	2	1	0	.	0	0	0
		R300	36	1800	0	1	0	0	.	0	0	0
		R44	2	100	0	0	0	0	.	0	0	0
		R90R	1	50	0	0	0	0	.	0	0	0
		RA72	2	100	0	0	0	0	.	0	0	0
		RALL	24	1200	0	1	0	0	.	0	0	0
		RS18	3	150	0	0	0	0	.	0	0	0
		S05R	2	100	0	0	0	0	.	0	0	0
		S10S	43	2150	0	1	0	0	.	0	0	0
		SC01	285	14250	2	7	3	0	.	0	0	1
		SF25	6	300	0	0	0	0	.	0	0	0
		SHIP	2	100	0	0	0	0	.	0	0	0
		SR20	22	1100	0	1	0	0	.	0	0	0
		SR22	4	200	0	0	0	0	.	0	0	0
		ST75	2	100	0	0	0	0	.	0	0	0
		T6	138	6900	2	6	2	0	.	0	0	1
		TBM7	1	50	0	0	0	0	.	0	0	0
		TOBA	32	1600	0	1	0	0	.	0	0	0
		TRIN	36	1800	0	1	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSZL	I	VAEZ	2	100	0	0	0	0	.	0	0	0
		VENT	4	200	0	0	0	0	.	0	0	0
		VEZE	54	2700	0	1	0	0	.	0	0	0
		WA40	4	200	0	0	0	0	.	0	0	0
		WA42	2	100	0	0	0	0	.	0	0	0
		YK18	2	100	0	0	0	0	.	0	0	0
		Z26	24	1200	0	1	0	0	.	0	0	0
		Z43	5	250	0	0	0	0	.	0	0	0
		Tot typ	34790	1739500	5239	16501	6443	5	.	84	9	129
LSZN	I	Aircraft_ICAO										
		1HAC	17	855	1	4	2	0	.	0	0	0
		1PAC	8529	426431	67	211	82	0	.	2	1	31
		1TAC	45	2256	2	6	2	0	.	0	0	0
		2HAC	1	45	0	0	0	0	.	0	0	0
		2PAC	361	18050	11	35	14	0	.	0	0	8
		2TAC	90	4513	14	43	17	0	.	0	0	0
		Tot typ	9043	452150	95	299	117	0	.	3	1	39
LSZO	I	Aircraft_ICAO										
		1HAC	10	500	1	2	1	0	.	0	0	0
		1PAC	925	46250	7	23	9	0	.	0	0	3
		A109	1	50	0	0	0	0	.	0	0	0
		A343	24	1200	32	99	39	0	.	1	0	0
		ALO2	1	50	0	0	0	0	.	0	0	0
		AS50	105	5250	14	43	17	0	.	0	0	0
		ATL	27	1350	0	1	0	0	.	0	0	0
		B066	269	13450	20	64	25	0	.	0	0	0
		B407	14	700	1	3	1	0	.	0	0	0
		BC31	6	300	0	0	0	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

07:26 Wednesday, December 21, 2005

			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSZO	I	C150	108	5400	1	2	1	0	.	0	0	0
		C152	1428	71400	11	34	13	0	.	0	0	5
		C170	45	2250	0	1	0	0	.	0	0	0
		C172	612	30600	5	15	6	0	.	0	0	2
		C175	23	1150	0	1	0	0	.	0	0	0
		C177	2	100	0	0	0	0	.	0	0	0
		C182	592	29600	6	19	8	0	.	0	0	5
		C185	1	50	0	0	0	0	.	0	0	0
		CP30	37	1850	0	1	0	0	.	0	0	0
		D11	98	4900	1	2	1	0	.	0	0	0
		DG50	38	1900	0	1	0	0	.	0	0	0
		DG60	18	900	0	0	0	0	.	0	0	0
		DIMO	4	200	0	0	0	0	.	0	0	0
		DR40	49	2450	0	1	0	0	.	0	0	0
		DV20	6	300	0	0	0	0	.	0	0	0
		EC30	2	100	0	0	0	0	.	0	0	0
		EXP	14	700	0	0	0	0	.	0	0	0
		FOX	2	100	0	0	0	0	.	0	0	0
		G109	8	400	0	0	0	0	.	0	0	0
		GY80	43	2150	0	1	0	0	.	0	0	0
		HU30	2	100	0	0	0	0	.	0	0	0
		HUSK	37	1850	0	1	0	0	.	0	0	0
		J3	150	7500	1	4	1	0	.	0	0	1
		L8	59	2950	0	1	1	0	.	0	0	0
		M7	2	100	0	0	0	0	.	0	0	0
		P28A	25	1250	0	1	0	0	.	0	0	0
		P28R	161	8050	1	4	2	0	.	0	0	1
		P750	577	28850	22	70	27	0	.	0	0	0

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

07:26 Wednesday, December 21, 2005

			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSZO	I	PA18	1083	54150	8	26	10	0	.	0	0	4
		PC6P	2	100	0	0	0	0	.	0	0	0
		PC6T	68	3400	3	8	3	0	.	0	0	0
		PKAN	58	2900	0	1	1	0	.	0	0	0
		R22	593	29650	45	141	55	0	.	0	0	0
		R44	4	200	0	1	0	0	.	0	0	0
		RF5	84	4200	1	2	1	0	.	0	0	0
		SF25	510	25500	4	12	5	0	.	0	0	2
		VENT	6	300	0	0	0	0	.	0	0	0
		Tot typ	7933	396650	187	589	230	0	.	3	1	25
LSZP	I	Aircraft_ICAO										
		1HAC	48	2375	4	11	4	0	.	0	0	0
		1PAC	6031	301550	47	149	58	0	.	2	1	22
		1TAC	32	1596	1	4	2	0	.	0	0	0
		2HAC	3	125	0	1	0	0	.	0	0	0
		2PAC	255	12764	8	25	10	0	.	0	0	6
		2TAC	64	3191	10	31	12	0	.	0	0	0
		Tot typ	6432	321600	70	221	86	0	.	2	1	28
LSZT	I	Aircraft_ICAO										
		1HAC	6	285	0	1	1	0	.	0	0	0
		1PAC	10861	543044	85	268	105	0	.	3	1	40
		1TAC	57	2873	2	7	3	0	.	0	0	0
		2HAC	0	15	0	0	0	0	.	0	0	0
		2PAC	460	22986	14	44	17	0	.	0	0	10
		2TAC	115	5747	18	55	22	0	.	0	0	0
		Tot typ	11499	574950	119	376	147	0	.	3	1	50



## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

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			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSZU	I											
		1HAC	4492	224580	338	1065	416	0	.	3	0	0
		1PAC	10148	507418	80	251	98	0	.	3	1	37
		1TAC	54	2685	2	7	3	0	.	0	0	0
		2HAC	236	11820	36	112	44	0	.	0	0	0
		2PAC	430	21478	13	41	16	0	.	0	0	10
		2TAC	107	5370	16	52	20	0	.	0	0	0
		Tot typ	15467	773350	485	1528	596	0	.	7	1	47
LSZV	I	Aircraft_ICAO										
		1HAC	2170	108490	163	515	201	0	.	2	0	0
		1PAC	5780	288981	45	143	56	0	.	2	0	21
		1TAC	31	1529	1	4	1	0	.	0	0	0
		2HAC	114	5710	17	54	21	0	.	0	0	0
		2PAC	245	12232	7	24	9	0	.	0	0	5
		2TAC	61	3058	9	29	11	0	.	0	0	0
		Tot typ	8400	420000	244	768	300	0	.	3	1	27
LSZW	I	Aircraft_ICAO										
		1PAC	6452	322623	51	159	62	0	.	2	1	24
		1TAC	34	1707	1	4	2	0	.	0	0	0
		2PAC	273	13656	8	26	10	0	.	0	0	6
		2TAC	68	3414	10	33	13	0	.	0	0	0
		Tot typ	6828	341400	71	223	87	0	.	2	1	30
LSZX	I	Aircraft_ICAO										
		1PAC	8564	428180	67	211	83	0	.	2	1	31
		1TAC	45	2266	2	6	2	0	.	0	0	0
		2PAC	362	18124	11	35	14	0	.	0	0	8
		2TAC	91	4531	14	44	17	0	.	0	0	0
		Tot typ	9062	453100	94	296	115	0	.	3	1	40

## Schadstoffemissionen und Treibstoffverbrauch im Inlandverkehr nach Absatzprinzip

07:26 Wednesday, December 21, 2005

			nummo_Sum	DIST_Sum	Fuel_t	CO2_t	H2O_t	SO2_t	PB_t	NOx_t	VOC_t	CO_t
arp1	in_aus	Aircraft_ICAO										
LSZY	I											
		1PAC	3111	155547	24	77	30	0	.	1	0	11
		1TAC	16	823	1	2	1	0	.	0	0	0
		2PAC	132	6584	4	13	5	0	.	0	0	3
		2TAC	33	1646	5	16	6	0	.	0	0	0
		Tot typ	3292	164600	34	107	42	0	.	1	0	14
Tot.dom/int			821987	45031269	45962	144782	56534	46	.	598	105	3028
Total			821987	45031269	45962	144782	56534	46	.	598	105	3028