**Table 22. Percent Yield of Petroleum Products by PAD and Refining Districts, 2009**

| Commodity | PAD District 1 - East Coast | | | PAD District 2 - Midwest | | | |
|---|---|---|---|---|---|---|---|
| | East Coast | Appalachian No. 1 | Total | Indiana, Illinois, Kentucky | Minnesota, Wisconsin, North and South Dakota | Oklahoma, Kansas, Missouri | Total |
| Liquefied Refinery Gases | 3.5 | 1.3 | 3.4 | 4.3 | 1.4 | 1.5 | 3.3 |
| Finished Motor Gasoline[1] | 47.7 | 35.3 | 47.0 | 52.4 | 53.6 | 48.0 | 51.6 |
| Finished Aviation Gasoline[2] | – | – | – | 0.0 | 0.5 | – | 0.1 |
| Kerosene-Type Jet Fuel | 5.6 | – | 5.3 | 7.4 | 6.9 | 3.7 | 6.5 |
| Kerosene | 0.5 | 0.9 | 0.6 | 0.0 | – | 0.0 | 0.0 |
| Distillate Fuel Oil | 27.8 | 27.0 | 27.7 | 24.9 | 27.3 | 37.9 | 28.1 |
| Residual Fuel Oil | 7.8 | 1.3 | 7.4 | 1.6 | 1.8 | 0.7 | 1.5 |
| Naphtha for Petro. Feed. Use | 0.9 | – | 0.9 | 1.0 | – | 0.2 | 0.7 |
| Other Oils for Petro. Feed. Use | 0.0 | – | 0.0 | 0.2 | – | 0.2 | 0.2 |
| Special Naphthas | – | 0.9 | 0.1 | 0.0 | – | 0.1 | 0.0 |
| Lubricants | 0.6 | 7.9 | 1.0 | 0.0 | – | 0.8 | 0.2 |
| Waxes | – | 0.8 | 0.1 | – | – | 0.2 | 0.0 |
| Petroleum Coke | 3.1 | 0.7 | 2.9 | 4.4 | 5.5 | 3.9 | 4.4 |
| Asphalt and Road Oil | 3.7 | 21.0 | 4.8 | 4.9 | 7.1 | 2.3 | 4.6 |
| Still Gas | 3.2 | 2.6 | 3.2 | 3.8 | 5.2 | 4.3 | 4.1 |
| Miscellaneous Products | 0.1 | 0.6 | 0.1 | 0.3 | 0.8 | 0.3 | 0.4 |
| Processing Gain(-) or Loss(+)[3] | -4.6 | -0.2 | -4.3 | -5.4 | -10.2 | -3.9 | -5.7 |

| Commodity | PAD District 3 - Gulf Coast | | | | | | PAD District 4 - Rocky Mountain | PAD District 5 - West Coast | U.S. Total |
|---|---|---|---|---|---|---|---|---|---|
| | Texas Inland | Texas Gulf Coast | Louisiana Gulf Coast | North Louisiana, Arkansas | New Mexico | Total | | | |
| Liquefied Refinery Gases | 4.4 | 5.8 | 5.1 | 0.6 | 1.9 | 5.2 | 1.9 | 2.8 | 4.1 |
| Finished Motor Gasoline[1] | 53.7 | 42.8 | 41.7 | 21.5 | 54.1 | 42.9 | 48.1 | 48.0 | 46.1 |
| Finished Aviation Gasoline[2] | 0.3 | 0.1 | 0.2 | – | – | 0.1 | 0.1 | 0.1 | 0.1 |
| Kerosene-Type Jet Fuel | 6.8 | 8.3 | 11.3 | 4.8 | 1.4 | 9.3 | 4.9 | 16.4 | 9.3 |
| Kerosene | 0.0 | 0.0 | 0.3 | 0.1 | – | 0.1 | 0.3 | 0.0 | 0.1 |
| Distillate Fuel Oil | 28.6 | 27.7 | 27.9 | 30.2 | 34.5 | 28.0 | 31.4 | 20.3 | 26.9 |
| Residual Fuel Oil | 1.0 | 4.2 | 4.5 | 4.6 | 3.1 | 4.1 | 1.6 | 5.4 | 4.0 |
| Naphtha for Petro. Feed. Use | 0.3 | 3.3 | 1.3 | 0.1 | 0.0 | 2.2 | – | 0.0 | 1.3 |
| Other Oils for Petro. Feed. Use | 0.0 | 1.2 | 2.0 | 0.0 | – | 1.4 | 0.3 | 0.1 | 0.8 |
| Special Naphthas | 1.0 | 0.5 | 0.1 | 3.0 | – | 0.4 | – | 0.0 | 0.2 |
| Lubricants | 0.2 | 1.4 | 1.2 | 14.2 | – | 1.5 | – | 0.8 | 1.0 |
| Waxes | – | 0.1 | 0.0 | 0.4 | – | 0.1 | – | – | 0.1 |
| Petroleum Coke | 2.4 | 6.7 | 6.1 | 0.9 | 0.8 | 5.9 | 4.3 | 6.2 | 5.3 |
| Asphalt and Road Oil | 2.8 | 0.4 | 0.7 | 15.8 | 2.4 | 1.1 | 6.0 | 1.3 | 2.4 |
| Still Gas | 5.6 | 5.0 | 4.0 | 3.1 | 4.6 | 4.6 | 4.9 | 4.9 | 4.4 |
| Miscellaneous Products | 0.6 | 0.7 | 0.5 | 0.0 | 0.0 | 0.6 | 0.5 | 0.4 | 0.5 |
| Processing Gain(-) or Loss(+)[3] | -7.7 | -8.2 | -6.7 | 0.3 | -3.0 | -7.3 | -4.1 | -6.8 | -6.5 |

– = No Data Reported.
[1] Based on total finished motor gasoline output minus net input of motor gasoline blending components, minus input of natural gas plant liquids, other hydrocarbons and oxygenates.
[2] Based on finished aviation gasoline output minus net input of aviation gasoline blending components.
[3] Represents the arithmetic difference between input and production.
Note: Percent yield is based on crude oil input and net reruns of unfinished oils
Note: Totals may not equal sum of components due to independent rounding.
Note: Refer to Appendix A for Refining District descriptions.
Source: Calculated from data on Tables 29 and 30.