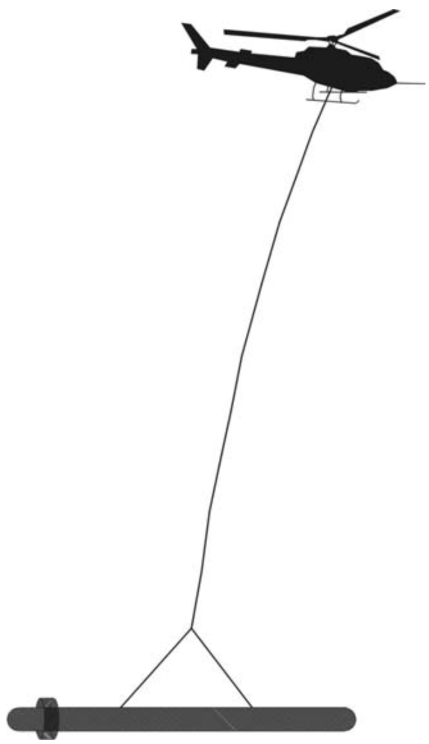
Report #07097

# DIGHEM SURVEY
# FOR
# AUGEN GOLD CORP.
# GOGAMA PROJECT
# ONTARIO

**NTS: 41O/9; 41P/5,12**



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Mississauga, Ontario

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# SUMMARY

This report describes the logistics, data acquisition, processing and presentation of results of a DIGHEM$^{V}$ airborne geophysical survey carried out for Augen Gold Corp., over a property located near Gogama, Ontario. Total coverage of the survey block amounted to 2917 km, including a detailed infill area. The survey was flown from October 15 to November 10, 2007.

The main objectives of the survey were to determine the geophysical signature over the Jerome Mine area and other known mineralized zones, to define extensions of the mineralized shear zone, to detect zones of conductive mineralization, to identify areas of Potassium enrichment, and to provide information that could be used to map the geology and structure of the survey area. This was accomplished by using a DIGHEM$^{V}$ multi-coil, multi-frequency electromagnetic system, supplemented by a high sensitivity cesium magnetometer and a 256-channel spectrometer. The information from these sensors was processed to produce maps that display the magnetic, conductive, and radiometric properties of the survey area. A GPS electronic navigation system ensured accurate positioning of the geophysical data with respect to the base maps.

The survey data were processed and compiled in the Fugro Airborne Surveys Toronto office. Map products and digital data were provided in accordance with the scales and formats specified in the Survey Agreement.

The survey area contains numerous anomalous features, many of which are considered to be of moderate to high priority as exploration targets. Most of the inferred bedrock conductors appear to warrant further investigation using appropriate surface exploration techniques. Areas of interest may be assigned priorities on the basis of supporting geophysical, geochemical and/or geological information. After initial investigations have been carried out, it may be necessary to re-evaluate the remaining anomalies based on information acquired from the follow-up program.

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# 1. INTRODUCTION

A DIGHEM$^{V}$ electromagnetic/resistivity/magnetic/radiometric survey was flown for Augen Gold Corp., from October 15 to November 10, 2007, over a survey block located near Gogama, Ontario. The survey area can be located on NTS map sheets 41O/9 and 41P/5,12. (Figure 2). The claim group includes the old Jerome Mine site.

Survey coverage consisted of approximately 2917 line-km, including 226 line-km of tie lines. Flight lines were flown in an azimuthal direction of 045°/225° with a line separation of 150 metres on the main block, and 75 m and 37.5 m on the detailed infill block over the Mine area. Tie lines were flown orthogonal to the traverse lines with a line separation of 1500 metres.

The survey employed the DIGHEM$^{V}$ electromagnetic system. Ancillary equipment consisted of a magnetometer, radar and barometric altimeters, a 256-channel spectrometer, a video camera, a digital recorder, and an electronic navigation system. The instrumentation was installed in an AS350-B2 turbine helicopter (Registration C-GJIX) that was provided by Questral Helicopters Ltd. The helicopter flew at an average airspeed of 120 km/h with an EM sensor height of approximately 30 metres.


Figure 1: Fugro Airborne Surveys DIGHEM EM bird with AS350-B2

# 2. SURVEY OPERATIONS

The base of operations for the survey was established at Gogama, on October 8. Table 2-1 lists the corner coordinates of the survey areas in NAD83, UTM Zone 17, central meridian 81°W.

## Table 2

**NAD83 UTM Zone 17N**

| Block | Corners | X-UTM (E) | Y-UTM (N) |
|---|---|---|---|
| **07097-1** | 1 | 395730 | 5280730 |
| | 2 | 409000 | 5280730 |
| | 3 | 415000 | 5275000 |
| | 4 | 418350 | 5275000 |
| | 5 | 425000 | 5270900 |
| | 6 | 433800 | 5270900 |
| | 7 | 440000 | 5263500 |
| | 8 | 436460 | 5260850 |
| | 9 | 427750 | 5260850 |
| | 10 | 420600 | 5264030 |
| | 11 | 420600 | 5268650 |
| | 12 | 407680 | 5270000 |
| | 13 | 402070 | 5273000 |
| | 14 | 402070 | 5276220 |
| | 15 | 398000 | 5276220 |
| | 16 | 395730 | 5279000 |
| | | | |
| **07097-2** | 1 | 400580 | 5277024 |
| **Infills (75m)** | 2 | 403128 | 5279572 |
| | 3 | 414924 | 5274185 |
| | 4 | 412227 | 5271489 |
| | | | |
| **07097-3** | 1 | 404750 | 5275042 |
| **Infills (37.5 m)** | 2 | 407351 | 5277643 |
| | 3 | 410336 | 5276280 |
| | 4 | 407698 | 5273641 |

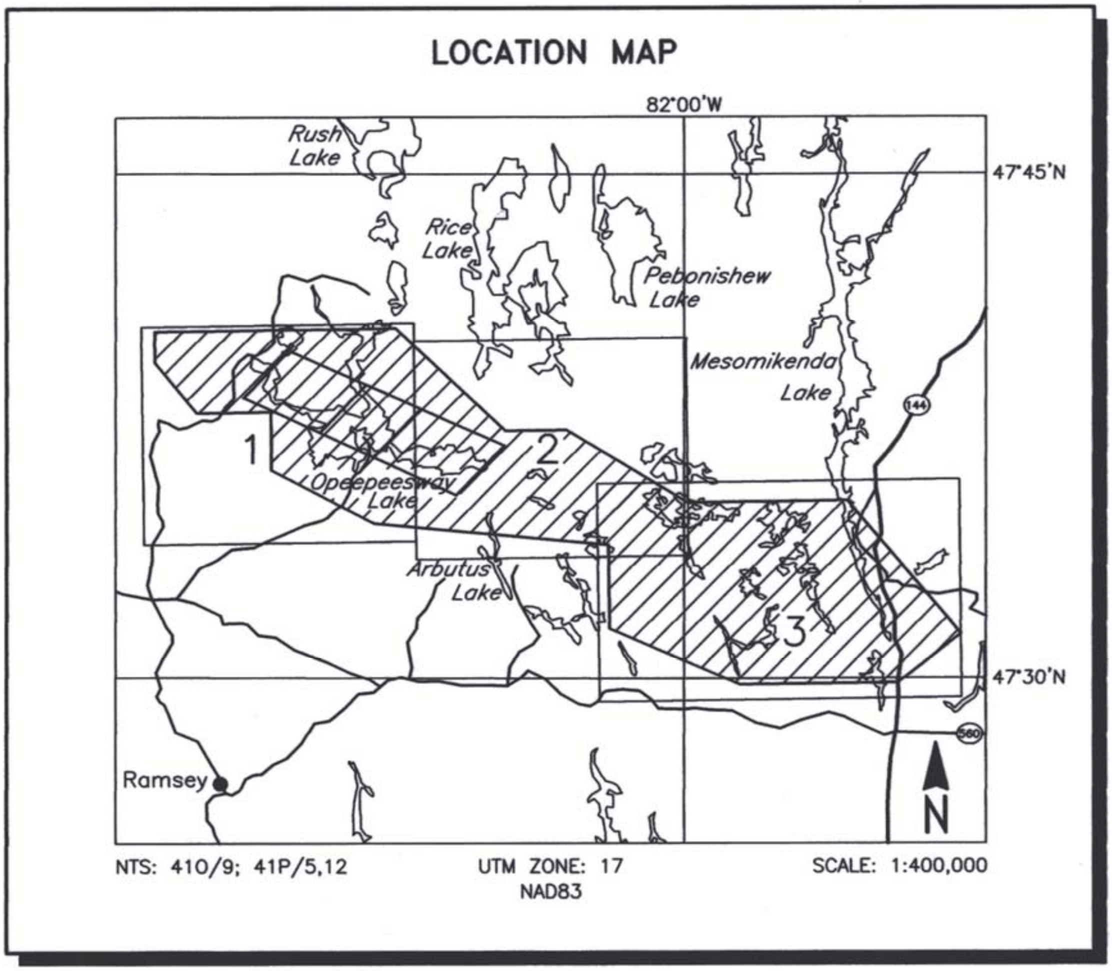


Figure 2
Location Map and 1:20,000 Sheet Layout
Gogama Survey Area
Job # 07097

The survey specifications were as follows:

| Parameter | Specifications |
|---|---|
| Traverse line direction | 045°/225° |
| Traverse line spacing | 150 m; 75 m; 37.5 m |
| Tie line direction | 135°/315° |
| Tie line spacing | 1500 m |
| Sample interval | 10 Hz, 3.3 m @ 120 km/h |
| Aircraft mean terrain clearance | 58 m |
| EM sensor mean terrain clearance | 30 m |
| Mag sensor mean terrain clearance | 30 m |
| Spectrometer crystal package (on heli) | 58 m |
| Average speed | 120 km/h |
| Navigation (guidance) | ±5 m, Real-time GPS |
| Post-survey flight path | ±2 m, Differential GPS |

# 3. SURVEY EQUIPMENT

This section provides a brief description of the geophysical instruments used to acquire the survey data and the calibration procedures employed. The geophysical equipment was installed in an AS350-B2 helicopter. This aircraft provides a safe and efficient platform for surveys of this type.

## Electromagnetic System

Model: DIGHEM$^V$ – BKS50

Type: Towed bird, symmetric dipole configuration operated at a nominal survey altitude of 30 metres. Coil separation is 8 metres for 900 Hz, 1000 Hz, 5500 Hz and 7200 Hz, and 6.3 metres for the 56,000 Hz coil-pair.

Coil orientations, frequencies and dipole moments

| $Atm^2$ | orientation | nominal | actual |
|---|---|---|---|
| 211 | coaxial | / 1000 Hz | 1120 Hz |
| 211 | coplanar | / 900 Hz | 910 Hz |
| 67 | coaxial | / 5500 Hz | 5450 Hz |
| 56 | coplanar | / 7200 Hz | 7110 Hz |
| 15 | coplanar | / 56,000 Hz | 55,800 Hz |

Channels recorded:
5 in-phase channels
5 quadrature channels
2 monitor channels

Sensitivity:
0.06 ppm at 1000 Hz Cx
0.12 ppm at 900 Hz Cp
0.12 ppm at 5,500 Hz Cx
0.24 ppm at 7,200 Hz Cp
0.60 ppm at 56,000 Hz Cp

Sample rate: 10 per second, equivalent to 1 sample every 3.3 m, at a survey speed of 120 km/h.

The electromagnetic system utilizes a multi-coil coaxial/coplanar technique to energize conductors in different directions. The coaxial coils are vertical with their axes in the flight direction. The coplanar coils are horizontal. The secondary fields are sensed simultaneously by means of receiver coils that are maximum coupled to their respective transmitter coils. The system yields an in-phase and a quadrature channel from each transmitter-receiver coil-pair.

## In-Flight EM System Calibration

Calibration of the system during the survey uses the Fugro AutoCal automatic, internal calibration process. At the beginning and end of each flight, and at intervals during the flight, the system is flown up to high altitude to remove it from any “ground effect” (response from the earth). Any remaining signal from the receiver coils (base level) is measured as the zero level, and is removed from the data collected until the time of the next calibration. Following the zero level setting, internal calibration coils, for which the response phase and amplitude have been determined at the factory, are automatically triggered – one for each frequency. The on-time of the coils is sufficient to determine an accurate response through any ambient noise. The receiver response to each calibration coil “event” is compared to the expected response (from the factory calibration) for both phase angle and amplitude, and any phase and gain corrections are automatically applied to bring the data to the correct value.

In addition, the outputs of the transmitter coils are continuously monitored during the survey, and the gains are adjusted to correct for any change in transmitter output.

Because the internal calibration coils are calibrated at the factory (on a resistive half space) ground calibrations using external calibration coils on-site are not necessary for system calibration. A check calibration may be carried out on-site to ensure all systems are working correctly. All system calibrations will be carried out in the air, at sufficient altitude that there will be no measurable response from the ground.

The internal calibration coils are rigidly positioned and mounted in the system relative to the transmitter and receiver coils. In addition, when the internal calibration coils are calibrated at the factory, a rigid jig is employed to ensure accurate response from the external coils.

Using real time Fast Fourier Transforms and the calibration procedures outlined above, the data are processed in real time, from measured total field at a high sampling rate, to in-phase and quadrature values at 10 samples per second.

## Airborne Magnetometer

| | |
|---|---|
| Model: | Fugro D1344 processor with Geometrics GR822A sensor |
| Type: | Optically pumped cesium vapour |
| Sensitivity: | 0.01 nT |
| Sample rate: | 10 per second |

The magnetometer sensor is housed in the EM bird, 28 m below the helicopter.

## Magnetic Base Station

Primary

| | | |
|---|---|---|
| Model: | Fugro CF1 base station with timing provided by integrated GPS | |
| Sensor type: | Scintrex CS2 (Cesium) | |
| Counter specifications: | Accuracy: | ±0.1 nT |
| | Resolution: | 0.01 nT |
| | Sample rate | 1 Hz |
| GPS specifications: | Model: | Marconi Allstar |
| | Type: | Code and carrier tracking of L1 band, 12-channel, C/A code at 1575.42 MHz |
| | Sensitivity: | -90 dBm, 1.0 second update |
| | Accuracy: | Manufacturer's stated accuracy for differential corrected GPS is 2 metres |
| Environmental Monitor specifications: | Temperature: | |

- Accuracy: ±1.5ºC max
- Resolution: 0.0305ºC
- Sample rate: 1 Hz
- Range: -40ºC to +75ºC

Barometric pressure:

- Model: Motorola MPXA4115A
- Accuracy: ±3.0º kPa max (-20ºC to 105ºC temp. ranges)
- Resolution: 0.013 kPa
- Sample rate: 1 Hz
- Range: 55 kPa to 108 kPa

A digital recorder is operated in conjunction with the base station magnetometer to record the diurnal variations of the earth's magnetic field. The clock of the base station is synchronized with that of the airborne system, using GPS time, to permit subsequent removal of diurnal drift. The Fugro CF1 was the primary magnetic base station. It was located at Gogama, at latitude 47° 414' 14.57720"N, longitude 81° 42' 06.50203"W, at an ellipsoidal elevation of 310.56 m. A Geometrics GR822A system was used as a back-up base station.

## Navigation (Global Positioning System)

Airborne Receiver for Real-time Navigation & Guidance

| | |
|---|---|
| Model: | Novatel Millennium with PNAV 2100 interface |
| Type: | SPS (L1 band), 12-channel, C/A code at 1575.42 MHz, |
| Sensitivity: | -132 dBm, 0.5 second update |
| Accuracy: | Manufacturer's stated accuracy is better than 2 metres real-time |
| Antenna: | Mounted on bird (Aero AT1675) |

Primary Base Station for Post-Survey Differential Correction

| | |
|---|---|
| Model: | Novatel Millennium |
| Type: | SPS (L1 band), 12-channel, C/A code at 1575.42 MHz, |
| Sample rate: | 0.5 second update |
| Accuracy: | Manufacturer's stated accuracy for differential corrected GPS is better than 1 metre |

The Novatel Millennium is a line of sight, satellite navigation system that utilizes time-coded signals from at least four of forty-eight available satellites. Both Russian GLONASS and American NAVSTAR satellite constellations are used to calculate the position and to provide real time guidance to the helicopter. For post-survey flight path processing a similar Millennium unit was used as the primary base station receiver. The mobile and base station raw XYZ data were recorded, thereby permitting post-survey differential corrections for theoretical accuracies of better than 2 metres. A Marconi Allstar GPS unit, part of the CF-1, was used as a secondary (back-up) base station.

Each base station receiver is able to calculate its own latitude and longitude. For this survey, the primary GPS station was located at Gogama, at latitude 47°41'14.75006"N, longitude 81°42'06.21422"W at an elevation of 310.47 metres above the ellipsoid. The secondary GPS unit (CF1) was located at the coordinates previously given for the CF1 base station. The GPS units record data relative to the WGS84 ellipsoid, which is the basis of the revised North American Datum (NAD83). Conversion software is used to transform the WGS84 coordinates to the NAD83 UTM system displayed on the maps.

## Radar Altimeter

| | |
|---|---|
| Manufacturer: | Honeywell/Sperry |
| Model: | RT300 |
| Type: | Short pulse modulation, 4.3 GHz |
| Sensitivity: | 0.3 m |
| Sample rate: | 2 per second |

The radar altimeter measures the vertical distance between the helicopter and the ground. This information is used in the processing algorithm that determines conductor depth.

## Barometric Pressure and Temperature Sensors

| | | |
|---|---|---|
| Model: | DIGHEM D 1300 | |
| Type: | Motorola MPX4115AP analog pressure sensor<br>AD592AN high-impedance remote temperature sensors | |
| Sensitivity: | Pressure:<br>Temperature: | 150 mV/kPa<br>100 mV/°C or 10 mV/°C (selectable) |
| Sample rate: | 10 per second | |

The D1300 circuit is used in conjunction with one barometric sensor and up to three temperature sensors. Two sensors (baro and temp) are installed in the EM console in the aircraft, to monitor pressure (KPA) and internal (TEMP_INT) temperature. A third sensor is installed in the bird to monitor external (TEMP_EXT) operating temperatures.

## Digital Data Acquisition System

| | |
|---|---|
| Manufacturer: | Fugro |
| Model: | HELIDAS – Integrated Data Acquisition System |
| Recorder: | Compact Flash Card |

The stored data are downloaded to the field workstation PC at the survey base, for verification, backup and preparation of in-field products.

## Video Flight Path Recording System

| | |
|---|---|
| Type: | Panasonic WVCL322 Colour Video Camera |
| Recorder: | Axis Tablet Computer |
| Format: | .BIN/.BDX |

Fiducial numbers are recorded continuously and are displayed on the margin of each image. This procedure ensures accurate correlation of data with respect to visible features on the ground.

## Spectrometer

| | |
|---|---|
| Manufacturer: | Exploranium |
| Model: | GR-820. (S.N. 8228) |
| Type: | 256 Multichannel, Thorium stabilized |
| Accuracy: | 1 count/sec. |
| Update: | 1 integrated sample/sec. |

The GR-820 Airborne Spectrometer employs four downward looking crystals (1024 cu.in.- 16.8 L) and one upward looking crystal (256 cu.in.- 4.2 L). The downward crystal records the radiometric spectrum from 410 KeV to 3 MeV over 256 discrete energy windows, as well as a cosmic ray channel which detects photons with energy levels above 3.0 MeV. From these 256 channels, the standard Total Count, Potassium, Uranium and Thorium channels are extracted. The upward crystal is used to measure and correct for Radon.

The shock-protected Sodium Iodide (Thallium) crystal package is unheated, and is automatically stabilized with respect to the Thorium peak. The GR-820 provides raw or Compton stripped data that has been automatically corrected for gain, base level, ADC offset and dead time.

The system is calibrated before and after each flight using three accurately positioned hand-held sources. Additionally, fixed-site hover tests or repeat test lines are flown to determine if there are any differences in background. This procedure allows corrections to be applied to each survey flight, to eliminate any differences that might result from changes in temperature or humidity.

# 4. QUALITY CONTROL AND IN-FIELD PROCESSING

Digital data for each flight were transferred to the field workstation, in order to verify data quality and completeness. A database was created and updated using Geosoft Oasis Montaj and proprietary Fugro Atlas software. This allowed the field personnel to calculate, display and verify both the positional (flight path) and geophysical data on a screen or printer. Records were examined as a preliminary assessment of the data acquired for each flight.

In-field processing of Fugro survey data consists of differential corrections to the airborne GPS data, verification of EM calibrations, drift correction of the raw airborne EM data, spike rejection of all geophysical and ancillary data, verification of flight videos, calculation of preliminary resistivity data, diurnal correction, and preliminary leveling of magnetic data.

All data, including base station records, were checked on a daily basis, to ensure compliance with the survey contract specifications. Reflights were required if any of the following specifications were not met.

Navigation - Positional (x,y) accuracy of better than 10 m, with a CEP (circular error of probability) of 95%.

| | | |
|---|---|---|
| Flight Path | - | No lines to exceed ±25% departure from nominal line spacing over a continuous distance of more than 1 km, except for reasons of safety. |
| Clearance | - | Mean terrain sensor clearance of 30 m, ±10 m, except where precluded by safety considerations, e.g., restricted or populated areas, severe topography, obstructions, tree canopy, aerodynamic limitations, etc. |
| Airborne Mag | - | Non-normalized $4^{th}$ difference noise envelope not to exceed 1.6 nT over a distance of more than 1 km. |
| Base Mag | - | Diurnal variations not to exceed 10 nT over a straight line time chord of 1 minute. |
| EM | - | Spheric pulses may occur having strong peaks but narrow widths. The EM data area considered acceptable when their occurrence is less than 10 spheric events exceeding the stated noise specification for a given frequency per 100 samples continuously over a distance of 2,000 metres. |

| Frequency | Coil Orientation | Peak to Peak Noise Envelope (ppm) |
|---|---|---|
| 1000 Hz | vertical coaxial | 5.0 |
| 900 Hz | horizontal coplanar | 10.0 |
| 5500 Hz | vertical coaxial | 10.0 |
| 7200 Hz | horizontal coplanar | 20.0 |
| 56 kHz | horizontal coplanar | 40.0 |

# 5. DATA PROCESSING

## Flight Path Recovery

The raw range data from at least four satellites are simultaneously recorded by both the base and mobile GPS units. The geographic positions of both units, relative to the model ellipsoid, are calculated from this information. Differential corrections, which are obtained from the base station, are applied to the mobile unit data to provide a post-flight track of the aircraft, accurate to within 2 m. Speed checks of the flight path are also carried out to determine if there are any spikes or gaps in the data.

The corrected WGS84 latitude/longitude coordinates are transformed to the coordinate system used on the final maps. Images or plots are then created to provide a visual check of the flight path.

## Electromagnetic Data

EM data are processed at the recorded sample rate of 10 samples/second. Spheric rejection median and Hanning filters are then applied to reduce noise to acceptable levels. EM test profiles are then created to allow the interpreter to select the most appropriate EM anomaly picking controls for a given survey area. The EM picking parameters depend on several factors but are primarily based on the dynamic range of the resistivities within the survey area, and the types and expected geophysical responses of the targets being sought.

Anomalous electromagnetic responses are selected and analysed by computer to provide a preliminary electromagnetic anomaly map. The automatic selection algorithm is intentionally oversensitive to assure that no meaningful responses are missed. Using the preliminary map in conjunction with the multi-parameter stacked profiles, the interpreter then classifies the anomalies according to their source and eliminates those that are not substantiated by the data. The final interpreted EM anomaly map includes bedrock, surficial and cultural conductors. A map containing only bedrock conductors can be generated, if desired.

## Apparent Resistivity

The apparent resistivities in ohm-m are generated from the in-phase and quadrature EM components for all of the coplanar frequencies, using a pseudo-layer half-space model. The inputs to the resistivity algorithm are the in-phase and quadrature amplitudes of the secondary field. The algorithm calculates the apparent resistivity in ohm-m, and the apparent height of the bird above the conductive source. Any difference between the apparent height and the true height, as measured by the radar altimeter, is called the pseudo-layer and reflects the difference between the real geology and a homogeneous half-space. This difference is often attributed to the presence of a highly resistive upper layer. Any errors in the altimeter reading, caused by heavy tree cover, are included in the pseudo-layer and do not affect the resistivity calculation. The apparent depth estimates, however, will reflect the altimeter errors. Apparent resistivities calculated in this manner may differ from those calculated using other models.

In areas where the effects of magnetic permeability or dielectric permittivity have suppressed the in-phase responses, the calculated resistivities will be erroneously high. Various algorithms and inversion techniques can be used to partially correct for the effects of permeability and permittivity.

Apparent resistivity maps portray all of the information for a given frequency over the entire survey area. This full coverage contrasts with the electromagnetic anomaly map, which provides information only over interpreted conductors. The large dynamic range afforded by the multiple frequencies makes the apparent resistivity parameter an excellent mapping tool.

The preliminary apparent resistivity maps and images are carefully inspected to identify any lines or line segments that might require base level adjustments. Subtle changes between in-flight calibrations of the system can result in line-to-line differences that are more recognizable in resistive (low signal amplitude) areas. If required, manual level adjustments are carried out to eliminate or minimize resistivity differences that can be attributed, in part, to changes in operating temperatures. These leveling adjustments are usually very subtle, and do not result in the degradation of discrete anomalies.

After the manual leveling process is complete, revised resistivity grids are created. The resulting grids can be subjected to a microleveling technique in order to smooth the data for contouring. The coplanar resistivity parameter has a broad 'footprint' that requires very little filtering.

The calculated resistivities for the three coplanar frequencies and the coaxial 1000Hz are included in the XYZ and grid archives. Values are in ohm-metres on all final products.

## Dielectric Permittivity and Magnetic Permeability Corrections[1]

In resistive areas having magnetic rocks, the magnetic and dielectric effects will both generally be present in high-frequency EM data, whereas only the magnetic effect will exist in low-frequency data.

The magnetic permeability is first obtained from the EM data at the lowest frequency, because the ratio of the magnetic response to conductive response is maximized and because displacement currents are negligible. The homogeneous half-space model is used. The computed magnetic permeability is then used along with the in-phase and quadrature response at the highest frequency to obtain the relative dielectric permittivity, again using the homogeneous half-space model. The highest frequency is used because the ratio of dielectric response to conductive response is maximized. The resistivity can then be determined from the measured in-phase and quadrature components of each frequency, given the relative magnetic permeability and relative dielectric permittivity.

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[1] Huang, H. and Fraser, D.C., 2001 Mapping of the Resistivity, Susceptibility, and Permittivity of the Earth Using a Helicopter-borne Electromagnetic System: Geophysics 106 pg 148-157.

## Resistivity-depth Sections (optional)

The apparent resistivities for all frequencies can be displayed simultaneously as coloured resistivity-depth sections. Usually, only the coplanar data are displayed as the close frequency separation between the coplanar and adjacent coaxial data tends to distort the section. The sections can be plotted using the topographic elevation profile as the surface. The digital terrain values, in metres a.m.s.l., can be calculated from the GPS Z-value or barometric altimeter, minus the aircraft radar altimeter.

Resistivity-depth sections can be generated in three formats:

(1) Sengpiel resistivity sections, where the apparent resistivity for each frequency is plotted at the depth of the centroid of the in-phase current flow[2]; and,

(2) Differential resistivity sections, where the differential resistivity is plotted at the differential depth[3].

(3) Occam[4] or Multi-layer[5] inversion.

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[2] Sengpiel, K.P., 1988, Approximate Inversion of Airborne EM Data from Multilayered Ground: Geophysical Prospecting 36, 446-459.

[3] Huang, H. and Fraser, D.C., 1993, Differential Resistivity Method for Multi-frequency Airborne EM Sounding: presented at Intern. Airb. EM Workshop, Tucson, Ariz.

[4] Constable et al, 1987, Occam's inversion: a practical algorithm for generating smooth models from electromagnetic sounding data: Geophysics, 52, 289-300.

[5] Huang H., and Palacky, G.J., 1991, Damped least-squares inversion of time domain airborne EM data based on singular value decomposition: Geophysical Prospecting, 39, 827-844.

Both the Sengpiel and differential methods are derived from the pseudo-layer half-space model. Both yield a coloured resistivity-depth section that attempts to portray a smoothed approximation of the true resistivity distribution with depth. Resistivity-depth sections are most useful in conductive layered situations, but may be unreliable in areas of moderate to high resistivity where signal amplitudes are weak. In areas where in-phase responses have been suppressed by the effects of magnetite, or adversely affected by cultural features, the computed resistivities shown on the sections may be unreliable.

Both the Occam and multi-layer inversions compute the layered earth resistivity model that would best match the measured EM data. The Occam inversion uses a series of thin, fixed layers (usually 20 x 5m and 10 x 10m layers) and computes resistivities to fit the EM data. The multi-layer inversion computes the resistivity and thickness for each of a defined number of layers (typically 3-5 layers) to best fit the data.

## Residual Magnetic Field

A fourth difference editing routine was applied to the magnetic data to remove any spikes. The aeromagnetic data were corrected for diurnal variation using the magnetic base station data. The results were then leveled using tie and traverse line intercepts after removing the IGRF on a survey data point/date basis. Manual adjustments were applied to any lines that required leveling, as indicated by shadowed images of the gridded magnetic data. The manually leveled data were then subjected to a microleveling filter.

## Calculated Vertical Magnetic Gradient

The diurnally-corrected residual magnetic field data were subjected to a processing algorithm that enhances the response of magnetic bodies in the upper 500 m and attenuates the response of deeper bodies. The resulting vertical gradient map provides better definition and resolution of near-surface magnetic units. It also identifies weak magnetic features that may not be evident on the total field map. However, regional magnetic variations and changes in lithology may be better defined on the total magnetic field map.

## EM Magnetite (optional)

The apparent percent magnetite by weight is computed wherever magnetite produces a negative in-phase EM response. This calculation is more meaningful in resistive areas.

## Magnetic Derivatives (optional)

The total magnetic field data can be subjected to a variety of filtering techniques to yield maps or images of the following:

- enhanced magnetics
- second vertical derivative
- reduction to the pole/equator

magnetic susceptibility with reduction to the pole

upward/downward continuations

analytic signal

All of these filtering techniques improve the recognition of near-surface magnetic bodies, with the exception of upward continuation. Any of these parameters can be produced on request.

## Digital Elevation (optional)

The radar altimeter values (ALTR – aircraft to ground clearance) are subtracted from the differentially corrected and de-spiked GPS-Z values to produce profiles of the height above the ellipsoid along the survey lines. These values are gridded to produce contour maps showing approximate elevations within the survey area. The calculated digital terrain data are then tie-line leveled and adjusted to mean sea level. Any remaining subtle line-to-line discrepancies are manually removed. After the manual corrections are applied, the digital terrain data are filtered with a microleveling algorithm.

The accuracy of the elevation calculation is directly dependent on the accuracy of the two input parameters, ALTR and GPS-Z. The ALTR value may be erroneous in areas of heavy tree cover, where the altimeter reflects the distance to the tree canopy rather than the ground. The GPS-Z value is primarily dependent on the number of available satellites. Although post-processing of GPS data will yield X and Y accuracies in the order of 1-2 metres, the accuracy of the Z value is usually much less, sometimes in the

±10 metre range. Further inaccuracies may be introduced during the interpolation and gridding process.

Because of the inherent inaccuracies of this method, no guarantee is made or implied that the information displayed is a true representation of the height above sea level. Although this product may be of some use as a general reference, THIS PRODUCT MUST NOT BE USED FOR NAVIGATION PURPOSES.

## Contour, Colour and Shadow Map Displays

The geophysical data are interpolated onto a regular grid using a modified Akima spline technique. The resulting grid is suitable for image processing and generation of contour maps. For the magnetic and EM data, the grid cell size was 7.5 m, or 20% of the smallest line interval. A grid cell size of 25%, or 10 m, was used for the radiometric data.

Colour maps are produced by interpolating the grid down to the pixel size. The parameter is then incremented with respect to specific amplitude ranges to provide colour "contour" maps.

Monochromatic shadow maps or images can be generated by employing an artificial sun to cast shadows on a surface defined by the geophysical grid. There are many variations in the shadowing technique. These techniques can be applied to total field or enhanced magnetic data, magnetic derivatives, resistivity, etc. The shadowing technique is also used as a quality control method to detect subtle changes between lines.

## Multi-channel Stacked Profiles

Distance-based profiles of the digitally recorded geophysical data are generated and plotted at an appropriate scale. These profiles also contain the calculated parameters that are used in the interpretation process. These are produced as worksheets prior to interpretation, and are also presented in the final corrected form after interpretation. The profiles display electromagnetic anomalies with their respective interpretive symbols. Table 5-1 shows the parameters and scales for the multi-channel stacked profiles.

In Table 5-1, the log resistivity scale of 0.06 decade/mm means that the resistivity changes by an order of magnitude in 16.6 mm. The resistivities at 0, 33 and 67 mm up from the bottom of the digital profile are respectively 1, 100 and 10,000 ohm-m.

## Radiometrics

All radiometric data reductions performed by Fugro rigorously follow the procedures described in the IAEA Technical Report[6].

All processing of radiometric data was undertaken at the natural sampling rate of the spectrometer, i.e., one second. The data were not interpolated to match the fundamental 0.1 second interval of the EM and magnetic data.

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[6] Exploranium, I.A.E.A. Report, Airborne Gamma-Ray Spectrometer Surveying, Technical Report No. 323, 1991.

## Table 5-1. Multi-channel Stacked Profiles

| Channel Name (Freq) | Observed Parameters | Scale Units/mm |
|---|---|---|
| MAG5 | total magnetic field (fine) | 5 nT |
| MAG50 | total magnetic field (coarse) | 50 nT |
| ALTBIRD | EM sensor height above ground | 6 m |
| CXI1000 | vertical coaxial coil-pair in-phase (1000 Hz) | 2 ppm |
| CXQ1000 | vertical coaxial coil-pair quadrature (1000 Hz) | 2 ppm |
| CPI900 | horizontal coplanar coil-pair in-phase (900 Hz) | 4 ppm |
| CPQ900 | horizontal coplanar coil-pair quadrature (900 Hz) | 4 ppm |
| CXI5500 | vertical coaxial coil-pair in-phase (5500 Hz) | 4 ppm |
| CXQ5500 | vertical coaxial coil-pair quadrature (5500 Hz) | 4 ppm |
| CPI7200 | horizontal coplanar coil-pair in-phase (7200 Hz) | 10 ppm |
| CPQ7200 | horizontal coplanar coil-pair quadrature (7200 Hz) | 10 ppm |
| CPI56K | horizontal coplanar coil-pair in-phase (56,000 Hz) | 20 ppm |
| CPQ56K | horizontal coplanar coil-pair quadrature (56,000 Hz) | 20 ppm |
| CXSP | coaxial spherics monitor | |
| CXPL | coaxial powerline monitor | |
| CPPL | coplanar powerline monitor | |
| CPSP | coplanar spherics monitor | |
| TC | Total Counts | |
| K | Potassium Counts | |
| U | Uranium Counts | |
| TH | Thorium Counts | |
| | | |
| | Computed Parameters | |
| DIFI ( mid freq.) | difference function in-phase from CXI and CPI | 10 ppm |
| DIFQ ( mid freq.) | difference function quadrature from CXQ and CPQ | 10 ppm |
| RES900 | log resistivity | .06 decade |
| RES7200 | log resistivity | .06 decade |
| RES56K | log resistivity | .06 decade |
| DEP900 | apparent depth | 6 m |
| DEP7200 | apparent depth | 6 m |
| DEP56K | apparent depth | 6 m |
| CDT | Conductance | 1 grade |
| | | |

The following sections describe each step in the process.

**Pre-filtering**

The radar altimeter data were processed with a 15-point median filter to remove spikes.

**Reduction to Standard Temperature and Pressure**

The radar altimeter data were converted to effective height ($h_e$) in feet using the acquired temperature and pressure data, according to the following formula:

$$h_e = h * \frac{273.15}{T + 273.15} * \frac{P}{1013.25}$$

where: *h* is the observed crystal to ground distance in feet

*T* is the measured air temperature in degrees Celsius

*P* is the barometric pressure in millibars

**Live Time Correction**

The spectrometer, an Exploranium GR-820, uses the notion of "live time" to express the relative period of time the instrument was able to register new pulses per sample interval. This is the opposite of the traditional "dead time", which is an expression of the relative period of time the system was unable to register new pulses per sample interval.

The GR-820 measures the live time electronically, and outputs the value in milliseconds. The live time correction is applied to the total count, potassium, uranium, thorium, upward uranium and cosmic channels. The formula used to apply the correction is as follows:

$$C_{lt} = C_{raw} * \frac{1000.0}{L}$$

where: $C_{lt}$ is the live time corrected channel in counts per second

$C_{raw}$ is the raw channel data in counts per second

L is the live time in milliseconds

**Intermediate Filtering**

Two parameters were filtered, but not returned to the database:

- Radar altimeter was smoothed with a 3-point Hanning filter ($h_{ef}$).
- The Cosmic window was smoothed with a 3-point Hanning filter ($Cos_f$).

**Aircraft and Cosmic Background**

Aircraft background and cosmic stripping corrections were applied to the total count, potassium, uranium, thorium and upward uranium channels using the following formula:

$$C_{ac} = C_{lt} - (a_c + b_c * \mathrm{Cos}_f)$$

where: $C_{ac}$ is the background and cosmic corrected channel

$C_{lt}$ is the live time corrected channel

$a_c$ is the aircraft background for this channel

$b_c$ is the cosmic stripping coefficient for this channel

$Cos_f$ is the filtered Cosmic channel

**Radon Background**

The determination of calibration constants that enable the stripping of the effects of atmospheric radon from the downward-looking detectors through the use of an upward-looking detector is divided into two parts:

1) Determine the relationship between the upward- and downward-looking detector count rates for radiation originating from the ground.

2) Determine the relationship between the upward- and downward-looking detector count rates for radiation due to atmospheric radon.

The procedures to determine these calibration factors are documented in IAEA Report #323 on airborne gamma-ray surveying. The calibrations for the first part were determined as outlined in the report.

The latter case normally requires many over-water measurements where there is no contribution from the ground. Where this is not possible, it is standard procedure to establish a test line over which a series of repeat measurements are acquired. From these repeat flights, any change in the downward uranium window due to variations in radon background would be directly related to variations in the upward window and the other downward windows.

The validity of this technique rests on the assumption that the radiation from the ground is essentially constant from flight to flight. Inhomogeneities in the ground, coupled with deviations in the flight path between test runs, add to the inaccuracy of the accumulated results. Variations in flying heights and other environmental factors also contribute to the uncertainty.

The use of test lines is a common solution for a fixed-wing acquisition platform. The ability of rotary wing platforms to hover at a constant height over a fixed position eliminates a number of the variations that degrade the accuracy of the results required for this calibration.

A test site was established near the survey area. The tests were carried out at the start and end of each day. Data were acquired over a four-minute period at the nominal survey altitude of 60 m. The data were then corrected for live time, aircraft background and cosmic activity.

Once the survey was completed, the relationships between the counts in the downward uranium window and in the other four windows due to atmospheric radon were determined using linear regression for each of the hover sites. The following equations were used:

$$u_r = a_u Ur + b_u$$

$$K_r = a_K U_r + b_K$$

$$T_r = a_T U_r + b_T$$

$$I_r = a_I U_r + b_I$$

where: $u_r$ is the radon component in the upward uranium window

$K_r$, $U_r$, $T_r$ and $I_r$ are the radon components in the various windows of the downward detectors

the various "a" and "b" coefficients are the required calibration constants

In practice, only the "a" constants were used in the final processing. The "b" constants, which are normally near zero for over-water calibrations, were of no value as they reflected the local distribution of the ground concentrations measured in the five windows.

The thorium, uranium and upward uranium data for each line were copied into temporary arrays, then smoothed with 21, 21 and 51 point Hanning filters to produce $Th_f$, $U_f$, and $u_f$ respectively. The radon component in the downward uranium window was then determined using the following formula:

$$U_r = \frac{u_f - a_1 * U_f - a_2 * Th_f + a_2 * b_{Th} - b_u}{a_u - a_1 - a_2 * a_{Th}}$$

where: $U_r$ is the radon component in the downward uranium window

$u_f$ is the filtered upward uranium

$U_f$ is the filtered uranium

$Th_f$ is the filtered thorium

$a_1$, $a_2$, $a_u$ and $a_{Th}$ are proportionality factors and

$b_u$ and $b_{Th}$ are constants determined experimentally

The effects of radon in the downward uranium are removed by simply subtracting $U_r$ from $U_{ac}$. The effects of radon in the total count, potassium, thorium and upward uranium are then removed based upon previously established relationships with $U_r$. The corrections are applied using the following formula:

$$C_{rc} = C_{ac} - (a_c * U_r + b_c)$$

where: $C_{rc}$ is the radon corrected channel

$C_{ac}$ is the background and cosmic corrected channel

$U_r$ is the radon component in the downward uranium window

$a_c$ is the proportionality factor and

$b_c$ is the constant determined experimentally for this channel

**Compton Stripping**

Following the radon correction, the potassium, uranium and thorium are corrected for spectral overlap. First, $\alpha$,$\beta$ and $\gamma$ the stripping ratios, are modified according to altitude. Then an adjustment factor based on a, the reversed stripping ratio, uranium into thorium, is calculated. (Note: the stripping ratio altitude correction constants are expressed in change per metre. A constant of 0.3048 is required to conform to the internal usage of height in feet):

$$\alpha_h = \alpha + h_{ef} * 0.00049$$

$$\alpha_r = \frac{1.0}{1.0 - a * \alpha_h}$$

$$\beta_h = \beta + h_{ef} * 0.00065$$

$$\gamma_h = \gamma + h_{ef} * 0.00069$$

where: $\alpha$, $\beta$, $\gamma$ are the Compton stripping coefficients

$\alpha_h$, $\beta_h$, $\gamma_h$ are the height corrected Compton stripping coefficients

$h_{ef}$ is the height above ground in metres

$\alpha_r$ is the scaling factor correcting for back scatter

a is the reverse stripping ratio

The stripping corrections are then carried out using the following formulas:

$$Th_c = (Th_{rc} - a * U_{rc}) * \alpha_r$$

$$K_c = K_{rc} - \gamma_h * U_c - \beta_h * Th_c$$

$$U_c = (U_{rc} - \alpha_h * Th_{rc}) * \alpha_r$$

where: $U_c$, $Th_c$ and $K_c$ are corrected uranium, thorium and potassium

$\alpha_h$,$\beta_h$,$\gamma_h$ are the height corrected Compton stripping coefficients

$U_{rc}$, $Th_{rc}$ and $K_{rc}$ are radon-corrected uranium, thorium and potassium

$\alpha_r$ is the backscatter correction

## Attenuation Corrections

The total count, potassium, uranium and thorium data are then corrected to a nominal survey altitude, in this case 200 feet. This is done according to the equation:

$$C_a = C * e^{\mu( h_{ef} - ho)}$$

where: $C_a$ is the output altitude corrected channel

C is the input channel

$e^{\mu}$ is the attenuation correction for that channel

$h_{ef}$ is the effective altitude in feet

$h_0$ is the nominal survey altitude to correct to

# 6. PRODUCTS

This section lists the final maps and products that have been provided under the terms of the survey agreement. Other products can be prepared from the existing dataset, if requested. These include magnetic enhancements or derivatives, percent magnetite, resistivities corrected for magnetic permeability and/or dielectric permittivity, digital terrain, resistivity-depth sections, inversions, and overburden thickness. Most parameters can be displayed as contours, profiles, or in colour.

## Base Maps

Base maps of the survey area were produced by converting digital shape files provided by Augen Gold Corp. This process provides a relatively accurate, distortion-free base that facilitates correlation of the navigation data to the map coordinate system. The topographic files were combined with geophysical data for plotting the final maps. All maps were created using the following parameters:

Projection Description:

| | |
|---|---|
| Datum: | NAD83 |
| Ellipsoid: | GRS80 |
| Projection: | UTM (Zone: 17) |
| Central Meridian: | 81°W |
| False Northing: | 0 |
| False Easting: | 500000 |
| Scale Factor: | 0.9996 |
| WGS84 to Local Conversion: | Molodensky |
| Datum Shifts: | DX: 0  DY: 0  DZ: 0 |

The following parameters are presented on three contiguous map sheets, at a scale of 1:20,000. All maps include flight lines and topography, unless otherwise indicated. Preliminary products are not listed.

## Final Products

| | No. of Map Sets = 2 | | |
|---|---|---|---|
| | Mylar | Blackline | Colour |
| | | | |
| EM Anomalies | | 3 x 2 | |
| Residual Magnetic Field (IGRF Removed) | | | 3 x 2 |
| Calculated Vertical Magnetic Gradient | | | 3 x 2 |
| Apparent Resistivity 1000 Hz Coaxial | | | 3 x 2 |
| Apparent Resistivity 900 Hz Coplanar | | | 3 x 2 |
| Apparent Resistivity 7200 Hz Coplanar | | | 3 x 2 |
| Radiometric Total Counts | | | 3 x 2 |
| Potassium Counts | | | 3 x 2 |
| Uranium Counts | | | 3 x 2 |
| Thorium Counts | | | 3 x 2 |

Additional Products

| | |
|---|---|
| Digital Archive (see Archive Description) | 1 CD-ROM |
| Survey Report | 2 copies |
| Multi-channel Stacked Profiles | All lines |
| Digital Video Flight Path Records (.BDX/.BIN) | 9 DVDs |

# 7. SURVEY RESULTS

## General Discussion

Table 7-1 summarizes the EM responses in the area, with respect to conductance grade and interpretation. The apparent conductance and depth values shown in the EM Anomaly list appended to this report have been calculated from “local” in-phase and quadrature amplitudes of the Coaxial 5500 Hz frequency.

The picking and interpretation procedure relies on several parameters and calculated functions. For this survey, the Coaxial 5500 Hz responses and the mid-frequency difference channels were used as two of the main picking criteria. The 7200 Hz coplanar results were also weighted to provide picks over wider or flat-dipping sources. The quadrature channels provided picks in areas where the in-phase responses might have been suppressed by magnetite.

The anomalies shown on the electromagnetic anomaly maps are based on a near-vertical, half plane model. This model best reflects "discrete" bedrock conductors. Wide bedrock conductors or flat-lying conductive units, whether from surficial or bedrock sources, may give rise to very broad anomalous responses on the EM profiles. These may not appear on the electromagnetic anomaly map if they have a regional character rather than a locally anomalous character.

## TABLE 7-1

## EM ANOMALY STATISTICS

## GOGAMA AREA CLAIMS

| CONDUCTOR GRADE | CONDUCTANCE RANGE SIEMENS (MHOS) | NUMBER OF RESPONSES |
|---|---|---|
| 7 | >100 | 3 |
| 6 | 50 - 100 | 2 |
| 5 | 20 - 50 | 7 |
| 4 | 10 - 20 | 27 |
| 3 | 5 - 10 | 58 |
| 2 | 1 - 5 | 327 |
| 1 | <1 | 1352 |
| * | INDETERMINATE | 803 |
| TOTAL | | 2579 |

| CONDUCTOR MODEL | MOST LIKELY SOURCE | NUMBER OF RESPONSES |
|---|---|---|
| L | LINE SOURCE (CULTURE) | 55 |
| D | DISCRETE BEDROCK CONDUCTOR | 296 |
| B | DISCRETE BEDROCK CONDUCTOR | 174 |
| S | CONDUCTIVE COVER | 1834 |
| H | ROCK UNIT OR THICK COVER | 1 |
| E | EDGE OF WIDE CONDUCTOR | 219 |
| TOTAL | | 2579 |

These broad conductors, which more closely approximate a half-space model, will be maximum coupled to the horizontal (coplanar) coil-pair and should be more evident on the resistivity parameter. Resistivity maps, therefore, may be more valuable than the electromagnetic anomaly maps, in areas where broad or flat-lying conductors are considered to be of importance. Contoured resistivity maps, based on the 1000 Hz coaxial data and the 900 Hz and 7200 Hz coplanar data are included with this report.

Excellent resolution and discrimination of conductors was accomplished by using a fast sampling rate of 0.1 sec and by employing a “common” frequency (5500/7200 Hz) on two orthogonal coil-pairs (coaxial and coplanar). The resulting difference channel parameters often permit differentiation of bedrock and surficial conductors, even though they may exhibit similar conductance values. The difference channels therefore should help to identify near-vertical faults, shears, or conductors, that might otherwise be masked by the conductive lake bottom material.

## Magnetics

A Fugro CF-1 cesium vapour magnetometer was operated at the survey base to record diurnal variations of the earth's magnetic field. The clock of the base station was synchronized with that of the airborne system to permit subsequent removal of diurnal drift.

The residual magnetic field data (with the IGRF removed) have been presented as contours on the base maps using a contour interval of 5nT where gradients permit. The maps show the magnetic properties of the rock units underlying the survey area.

The corrected total magnetic field data have been subjected to a processing algorithm to produce maps of the calculated vertical gradient. This procedure enhances near-surface magnetic units and suppresses regional gradients. It also provides better definition and resolution of magnetic units and displays weak magnetic features that may not be clearly evident on the total field maps. The vertical gradient maps have been presented with a contour interval of 0.05 nT/metre.

There is strong evidence on the magnetic maps that suggests that the survey area has been subjected to intense deformation and/or alteration. These structural complexities are evident on the contour maps as variations in magnetic intensity, irregular patterns, and as offsets or changes in strike direction. Contacts are clearly defined on both the total magnetic field and vertical gradient maps. In addition, there are numerous, narrow, dyke-like linear features and obvious faults, most of which exhibit a strike direction of 156° to 166°. At least four northeast-trending crosscutting features are also evident in the east central portion of the property.

If a specific magnetic intensity can be assigned to the rock type that is believed to host the target mineralization, it may be possible to select areas of higher priority on the basis of the total field magnetic data. This is based on the assumption that the magnetite content of the host rocks will give rise to a limited range of contour values that will permit differentiation of various lithological units or alteration zones.

The magnetic results, in conjunction with the other geophysical parameters, have provided valuable information that can be used to help map the geology and structure in the survey area.

## Apparent Resistivity

Apparent resistivity maps, which display the conductive properties of the survey blocks, were produced from the 1000 Hz coaxial and the 900 Hz and 7200 Hz coplanar data. The maximum resistivity values, which are calculated for each frequency, are 1288, 1046, and 8176 ohm-m respectively. These cut-offs eliminate the erratic higher resistivities that would result from unstable ratios of very small EM amplitudes.

In general, the resistivity patterns show moderate agreement with the magnetic trends. This suggests that many of the resistivity lows are primarily due to bedrock features, rather than changes in the conductivity and thickness of the overburden. However, there are several areas where some of the broader or weaker resistivity lows correlate closely with lakes and streams. Some of the conductive zones are magnetic, while others are associated with distinct magnetic lows.

There are both resistive and weakly conductive zones on the property that are quite extensive and appear to reflect "formational" units that are likely due to changes in rock type. At least one of these highly conductive zones, near the centre of the property, strikes east, over a distance of more than 13 km. Although this thin formational magnetic conductor may be of minor interest as a direct exploration target, attention may be focused on areas where this unit appears to be faulted or folded, or where anomaly characteristics differ along strike. Changes in magnetic or conductive properties could reflect reduction zones or oxide-sulphide facies changes.

## Electromagnetic Anomalies

The EM anomalies resulting from this survey appear to fall within one of four general categories. The first type consists of discrete, well-defined anomalies that yield marked inflections on the difference channels. These anomalies are usually attributed to conductive sulphides or graphite and are generally given a "B", "T" or "D" interpretive symbol, denoting a bedrock source. Near vertical conductive faults or shears can also fall into this category.

The second class of anomalies comprises moderately broad responses that exhibit the characteristics of a half-space and do not yield well-defined inflections on the difference channels. Anomalies in this category are usually given an "S" (surface) or "H" (buried half-space) interpretive symbol. The lack of a difference channel response usually implies a broad or flat-dipping conductive source such as overburden. However, many of these anomalies could reflect conductive rock units, zones of deep weathering, or alteration zones, all of which can yield “non-discrete” signatures.

The effects of conductive overburden are evident over portions of the survey area. Although the difference channels (DIFI and DIFQ) are extremely valuable in detecting bedrock conductors that are partially masked by conductive overburden, sharp undulations in the bedrock/overburden interface can yield anomalies in the difference channels which may be interpreted as possible bedrock conductors. Such anomalies usually fall into the "S?" or "B?" classification but may also be given an "E" interpretive symbol, denoting a resistivity contrast at the edge of a conductive unit. Some of the “edge” type anomalies could be due to lateral changes at sheared contacts, which are also considered to be of interest in this area.

The "?" symbol does not question the validity of an anomaly, but instead indicates some degree of uncertainty as to which is the most appropriate EM source model. This ambiguity results from the combination of effects from two or more conductive sources, such as overburden and bedrock, gradational changes, or moderately shallow dips. The presence of a conductive upper layer has a tendency to mask or alter the characteristics of bedrock conductors, making interpretation difficult. This problem is further exacerbated in the presence of magnetite.

The third anomaly category includes responses that are associated with magnetite. Magnetite can cause suppression or polarity reversals of the in-phase components, particularly at the lower frequencies in resistive areas. The effects of magnetite-rich rock units are usually evident on the multi-parameter geophysical data profiles as negative excursions of the lower frequency in-phase channels.

In areas where EM responses are evident primarily on the quadrature components, zones of poor conductivity are indicated. Where these responses are coincident with magnetic anomalies, it is possible that the in-phase component amplitudes have been suppressed by the effects of magnetite.

Poorly conductive magnetic features can give rise to resistivity anomalies that are only slightly below or slightly above background. If it is expected that poorly conductive economic mineralization could be associated with magnetite-rich units, most of these weakly anomalous features will also be of interest. In areas where magnetite causes the in-phase components to become negative, the apparent conductance and depth of EM anomalies will be unreliable. Magnetite effects usually give rise to overstated (higher) resistivity values and understated (shallow) depth calculations.

The fourth class consists of cultural anomalies that are usually given the symbol "L" or "L?". Anomalies in this category can include telephone or power lines, pipelines, railways, fences, metal bridges or culverts, buildings and other metallic structures. There is a power line that crosses the eastern end of the property, near Highway 144.

As potential targets within the area may be associated with weakly disseminated sulphides, which may or may not be hosted by magnetic rock units, it is impractical to assess the relative merits of EM anomalies on the basis of conductance or magnetic correlation. It is recommended that an attempt be made to compile a suite of geophysical "signatures" over any known areas of interest. Anomaly characteristics are clearly defined on the multi-parameter geophysical data profiles that are supplied as one of the survey products.

## Potential Targets in the Survey Area

The electromagnetic anomaly maps show the anomaly locations with the interpreted conductor type, dip, conductance and depth being indicated by symbols. Direct magnetic correlation is also shown if it exists. The strike direction and length of the conductors are indicated only where anomalies can be correlated from line to line with a reasonable degree of confidence.

The underlying topography shows if the conductors are associated with lakes or streams, and topographic lows or highs. The actual anomaly shapes are shown on the stacked geophysical profiles, and the apparent conductivity-thickness values, based on a dyke-like model, are shown in the anomaly tables appended to this report (Appendix E).

Typically, the geophysical responses observed over quartz-hosted auriferous mineralization are expected to be weakly- to non-conductive and non-magnetic, in the absence of magnetic materials such as magnetite or pyrrhotite. Shear zones are sometimes clay-rich or porous enough to yield subtle resistivity lows in relatively non-conductive environments. Conversely, if these shear zones are siliceous, they can often be more resistive than the country rock. Therefore, both resistive and conductive units could be of interest in this area.

One obvious characteristic of the conductors in the south-central portion of Sheet 2, is the highly conductive nature of these generally thin, dipping sources. Values of less than 10 ohm-m are not uncommon at the lower (deeper) frequency. Such high conductance values are usually observed over massive conductive sulphides such as pyrrhotite, or over non-magnetic sources such as graphite, salt water, and possibly some argillites or marine clays.

A second characteristic of most of the stronger conductors is the fact that they generally exhibit direct magnetic correlation, again suggesting pyrrhotite as a likely causative source. However, some of these bedrock conductors correlate with distinct magnetic lows that are likely due to fault zones or non-magnetic (felsic?) intrusions. Based on these observations, one can conclude that the causative sources of the conductors vary considerably in composition, both along line and along strike.

The geophysical signatures over the known mineralized zones may already have been determined by previous ground geophysical surveys. Ground sensors are approximately 1 m above outcropping sources, rather than the 30 m distance from the airborne sensors, and usually provide sharper, better-resolved anomalies if an equivalent or smaller reading interval is used. Although the airborne results have detected numerous thin, steeply dipping sources, as well as some broad lake-hosted zones, the data will have to be correlated with the known geology, in order to determine if one or more signatures can be used to locate the more favourable mineralized horizons. It is also recommended that the causative sources of the highly conductive units be identified, if this has not already been done.

The resistivity contours tend to combine some of the closely-spaced thin conductors, particularly any flat-dipping sources, but give a better idea of the overall dimensions of the conductive units, especially those that continue at depth. The combined presentation of the 5500 Hz coaxial anomaly picks with the low frequency coplanar data should ensure that even the weaker discrete conductors are not lost in the presence of the highly conductive sources at depth.

It is beyond the scope of this report to attempt to describe the more than 2500 anomalies detected by the airborne survey; however, the following paragraphs provide a very brief description of some of the anomalies that yield the stronger geophysical responses. Due to the nature of the mineralization in the area, these responses are not necessarily of greater economic interest than some of the weaker, poorly defined responses.

An attempt was made to correlate a geological cross-section with the recent airborne geophysical data. Although the actual location of the section (obtained from the Augen Gold website) is uncertain, the centre of the 125 metre wide mineralized shear zone appears to be located in the vicinity of fiducial 4269 on infill line 20400. If this location is accurate, it suggests that the quartz-rich shear zone between the metasediments to the south and the Jerome porphyry to the north, is weakly magnetic and is more resistive than the surrounding units. The close correlation between the resistive zone and the shoreline of the peninsula that hosts the mine, suggests that the resistivity high is at least partially due to the lack of conductive (lake bottom) cover. However, if the correlation with known geology confirms that this resistivity high is in fact, due to the quartz-rich shear zone, then resistive units, rather than conductors, become potential target areas.

Magnetic susceptibilities within this resistive unit are variable. The western tip of the peninsula, west of 10810, is moderately magnetic. Southeast of this line, however, the resistive shear zone is less magnetic over a distance of more than 13.5 km. In this area, the shear zone exhibits intermediate values that fall between the lower susceptibility metasediments to the SW and the more magnetic intrusive porphyry to the NE.

Magnetic relief over the entire property is about 6150 nT. Strikes are generally ESE, although this local strike is overprinted by numerous crosscutting features that vary from 156° to 166°. There are at least four other well-defined units that strike roughly NE to ENE, in the central portion of the property. The effects of magnetite are often subtle, but are evident on most lines, with magnetite concentrations of more than 4.2% being observed on line 10901 at fiducial 1521.

Although the main shear zone is relatively resistive, If there is any evidence to indicate that some of the auriferous mineralization in the area is associated with conductive sulphides, then strong conductivity might be used as a criterion for identifying potential target areas. At least four of the stronger resistivity lows yield resistivities of less than 20 ohm-m. Approximately 50% of these also yield moderately strong magnetic correlation, although there are many others that are located near the magnetic contacts, or are associated with distinct magnetic lows that can be attributed to faults or non- magnetic intrusions.

As mineralization in the Jerome Mine area is known to be associated with a broad (125 m) alteration zone, any anomalies that coincide with folds, faults, areas of structural deformation, or contacts, will obviously be of higher priority. Several possible breaks and linear intrusions can be inferred from the magnetic and vertical gradient data.

Sheet 1

The 7200 Hz resistivity map shows that many of the conductive zones on Sheet 1 correlate closely with the water-covered areas, and are therefore attributed to conductive overburden and lake-bottom material. There are, however, several exceptions where the lower resistivities can definitely be attributed to bedrock conductors, either on land or beneath the lakes.

The resistivity maps clearly show that the peninsula that hosts the Jerome Mine and the 125 m-wide mineralized shear zone, is much more resistive than the surrounding material. Although resistive units may therefore be the more attractive economic hosts, increases in concentrations of sulphide material should yield discrete bedrock conductors. The following paragraphs provide a very brief description of some of the responses that are likely due to conductive sulphides or graphite.

Anomalies 10010A, 10030A, 10040A and 10040C all occur in the northwestern corner of the property. All yield moderate resistivity lows,. Anomaly 10040C clearly indicates thin sources with a near vertical to steep southwesterly dip. The magnetic results define at least five SSE-trending units that are offset or intruded by a stronger ESE-trending linear feature.

Anomalies 10240B and 10240C define two thin bedrock sources that are separated by about 75 m. Their proximity precludes an accurate dip estimate, but 10230B, on the adjacent line, suggests a probable dip to the south. These two parallel conductors are associated with a weak, SE-trending magnetic feature that may be folded or offset in the vicinity of the most conductive portion, near 10230B.

Anomaly 10270C, about 500 m to the south, also reflects a thin source that strikes southeast, near a weak magnetic contact. This moderately short conductor yields a small, ovate resistivity low that is stronger on the 900 Hz, indicating a probable increase in conductivity with depth.

Anomaly 10300B is one of several isolated single-line anomalies on Sheet 1 that depict short bedrock conductors. This moderately strong, thin, SW-dipping source is on land, and is located in a relatively non-magnetic unit. A similarly strong, thin, SW-dipping conductor of limited strike length is also evident at 10400I. This interesting conductor occurs near the southern contact of a distinct magnetic high, and yields a small, circular resistivity low.

Anomalies 10400A to 10420A are associated with a moderately strong, plug-like magnetic high. The strongest part of this attractive conductor is located at 20010A, where the low frequency shows values of less than 30 ohm-m at a depth of more than 70 m. This is considered to be a high priority sulphide-type target.

Anomaly 10420I is part of a SE-trending resistivity low with a strike length of about 600 m. Although this is the only anomaly in this zone that has been attributed to a probable bedrock source, there are some moderately sharp resistivity contrasts around the edges of the swamp-hosted low, near the south end of Satterly Lake. This resistivity low occurs near the intersection of prominent SE- and SSE-trending magnetic lows. These magnetic lows could be due to major faults or felsic intrusions, and this tends to enhance the significance of the anomalies in this area, even the “edge effect” anomalies.

Anomalies 20070A, 10490A, 10490B-10520A and 10540A all indicate moderately thin bedrock conductors. Anomaly 20070A is the only one that yields magnetic correlation, and is associated with a resistivity low that is separate from the low that hosts the other anomalies in this area. The conductor from 10490B to 10500A suggests a south-dipping source near a magnetic contact, while 10520A, along the same contact, suggests a probable north dip. Anomaly 10540A, at the end of the line, is incomplete and remains open to the west. This thin source is associated with a well-defined magnetic low, surrounding the northwestern end of a prominent ESE-trending magnetic unit. There are no other bedrock anomalies associated with this dyke-like magnetic unit, except for the very weak response at 10790C.

Anomaly 10640K is a thin, strong, short, SW-dipping conductor that yields direct magnetic correlation of 316 nT. The general southeast trend suggests that this attractive conductor could also be associated with the same unit that contains the lake-hosted 10680K, although the latter could be primarily due to conductive overburden.

Anomaly 10780P, like 10640K, reflects a strong, thin, SW-dipping conductor of very limited strike length. However, 10780P is located near the western contact of a south-trending dyke-like magnetic unit. This isolated response is also considered to be a moderately attractive target that warrants further investigation.

Anomalies 30170H to 30190F reflect a 150 m-long thin bedrock conductor that is part of a larger resistivity low that follows the north arm of Opeepeesway Lake. The linear magnetic trends that follow the central axis of the north arm suggest that the lake is fault-controlled. Most anomalies comprising this prominent resistivity low have been attributed primarily to conductive lake-bottom material, except for the bedrock segment from 30170H to 30190F, and possibly 10690K. The bedrock segment reflects a more conductive SSE-trending thin source, near the magnetic contact, that is almost completely masked by the conductive lake-bottom sediments. This attractive conductor is located in the lake, approximately 1.5 km northeast of the Jerome Mine, and should be investigated in order to determine its causative source.

Nearly all of the conductive trends in the infill area have been attributed primarily to conductive lake-bottom material. However, the edges of these moderately wide conductive zones yield signatures that are close to those that would be expected over thin, vertical sheets. Some of the edge effect (“E”) anomalies could reflect thin conductive sheets at the interfaces between resistive and conductive bedrock units, rather than simply a contrast between overburden and non-overburden covered areas. In several areas, the conductive trends appear to follow the magnetic trends, which tends to suggest they are controlled by bedrock structures.

There are a few well-defined anomalies in the vicinity of the Jerome Mine. Anomalies 20390C and D, and 30200C and D, all appear to be due to a rectangular fence around one of the mine pits. Anomalies 30180B, 10790G and 30190C, however, suggest a probable thin, near-vertical bedrock conductor within a moderately magnetic unit, in the lake, about 100 m northeast of the Jerome Peninsula shoreline.

Many of the other “S?” or “E” anomalies within or around the Jerome Peninsula may also warrant further attention. Note, for example, the S-type anomalies between 30210A and 20420A that form a south-trending linear feature parallel to the western shoreline. This could reflect an overburden trough, or a possible southward continuation of one of the cross-cutting faults. A similar south-trending linear can be inferred between 30240B and 30270A. However, this weakly conductive trend occurs on the peninsula, not in the lake, and is therefore unlikely to be caused by an overburden trough.

In the south-central portion of Sheet 1, there is a very strong resistivity low that strikes southeast from anomaly 10620A to 10750A. This two-conductor zone is open to the northwest and southeast. Most of the anomalies comprising this zone yield very similar characteristics. Nearly all reflect thin, near vertical to NE-dipping sources with direct magnetic correlation. The two parallel conductors are separated by about 150 m to 200 m. A possible break can be inferred in the vicinity of 10690B. The most conductive portion of this zone is near 10660A and B, where values of less than 1 ohm-m are evident on the low frequency. The high conductivity, combined with the direct magnetic correlation, suggests that these two parallel sources are due to massive pyrrhotite. Anomaly 10750A is the only anomaly in this conductive zone that indicates a possible dip to the southwest.

Sheet 2

Approximately 90% of the bedrock anomalies on Sheet 2 are contained within the three east- to ESE-trending resistivity lows that dominate the southern portion of Huffman Township and the northern portion of Yeo Township. As previously mentioned, these multi-conductor formations can be investigated where they exhibit marked changes in conductance along strike, where they appear to be offset or intruded by linear magnetic trends, or where high potassium ratios indicate possible alteration zones. Obviously, any conductors that occur near, or on strike with, any known mineral occurrences will be of higher priority.

In general, the conductors comprising the three main trends reflect thin sources of moderate conductance, which generally exhibit vertical to steep northerly dips. Possible exceptions are evident near 20710A, 20720A, 11601B and 11630C, where dips appear to be towards the south. Magnetic correlation is variable, with some bands exhibiting direct correlation and adjacent bands being non-magnetic. This variation suggests that most of the magnetic conductors are due to pyrrhotite, while others are graphitic. These alternating highs and lows can sometimes be observed in banded iron formations.

Anomalies within the three main conductive zones, that are located in close proximity to inferred faults or dyke-like intrusions, include the following: 20670B, 11100D, 20730A, 20770A, 11300C, 11300E, 11340E, 11360F, 11430A, 11450A, 11450C, 11460E, 11510E, 11541E, 11571C, 11581D, 11591F, 11630A, 11611B, 11611D, 11691A, 11751D, 11761C, 11781C, 11801D, 11811E, 11870B and 11900A. These anomalies may be of interest because of their apparent correlation with areas of structural deformation.

South of the main east-trending conductive zones, there are a few shorter resistivity lows that are also considered to be of interest. One of these is evident at 11581A-11591A at the southern survey limit, where a thin, NE-dipping source is indicated. This conductor is located on the southern flank of an ESE-trending magnetic unit, and remains open in this direction.

A second, isolated resistivity low occurs at 11821D, where a short, thin, NE-dipping conductor is located near the north shore of Trail Lake.

Anomaly 11980A yields a moderate resistivity low that coincides with an ESE-trending magnetic low. Although this lake-hosted anomaly has been attributed to conductive overburden, its response is slightly stronger than those observed over other lakes in the immediate vicinity.

Anomaly 12070A defines the western end of a thin magnetic conductor that strikes southeast to the eastern boundary of Sheet 2. The western end of this 500 m-long conductor indicates a thin source that dips to the northeast.

There are several interesting bedrock conductors in the northern portion of Sheet 2, north of the three main east-trending conductive zones. Anomaly 10870I is a strong, thin conductor that correlates with a small but distinct magnetic anomaly. This conductor could be open to the east, but the circular resistivity low suggests a limited strike length of less than 200 m. This anomaly yields a strong isolated resistivity low of less than 60 ohm-m at the low frequency, and is considered to be an attractive target that warrants further work. This is one of the few conductors on Sheet 2 that indicates a dip to the southwest.

An extremely weak resistivity low extends from 20570D to 20600D. Anomalies 10990H to 11000I are weak quadrature responses that indicate a very poorly conductive thin source that is hosted in an ESE-trending unit of low magnetic susceptibility. This weak conductor is not contained within a lake, and is probably due to a fault or shear.

Anomaly 11250G is a similarly weak quadrature response that occurs near the eastern shore of a small lake. This is considered to be a relatively low priority target, but it could be due to a thin, weakly conductive source beneath the overburden.

An ESE-trending, thin bedrock conductor is indicated by 11470H to 11490F. This conductor is also associated with a relatively non-magnetic rock unit. Anomaly 11500H could be an offset continuation of this conductor, although this anomaly is weakly magnetic.

The 400 m-long conductor, defined by 11480J-11500I, is associated with an ESE-trending magnetic high that intersects a SSE-trending magnetic low. This strong magnetite-hosted conductor yields a resistivity low of less than 50 ohm-m. Anomaly 11490H indicates a steep dip to the southwest. Additional investigation is recommended to check the causative source of this magnetic conductor, although pyrrhotite is considered to be a likely cause.

Anomalies 11581K to 11611G define a weak east-trending bedrock conductor, with a strike extent of at least 600 m. Its western end abuts a SSE-trending linear magnetic low, and anomaly 11561E could be an offset portion of this conductor, as could 11621C. There are three other isolated, short, bedrock conductors in the general vicinity. These include 11571F, located on the northern flank of a moderately strong magnetic unit; a very weak 11601H; and 11650C, also very weak. The most attractive responses appear to be near 11611G and 11621C, both of which have been attributed to thin, near-vertical bedrock conductors.

Anomaly 11731J is a probable thin bedrock source that occurs under the northern bay of Schist Lake. It is associated with an ESE-trending weak magnetic low.

Anomalies 11821F-11831I are due to a thin bedrock conductor that is associated with the eastern end of a weak, ESE-trending magnetic anomaly. This conductor does not appear to continue eastward onto Sheet 3, but the magnetic and resistivity trends suggest that anomaly 11791G could be a westward continuation of this unit. These anomalies occur at the southern edge of a broad resistivity low in the north-central portion of Schist Lake. Although overburden is a contributing factor, the magnetic correlation tends to suggest a probable bedrock component. The strongest response is near 11821F.

## Sheet 3

There are very few resistivity lows on Sheet 3. Apart from the SSE-trending low along Southcamp Bay and the powerline to the east, there are a few responses in the northwestern quadrant that host probable bedrock conductors.

At least five conductors are evident within, or near, Schist Lake. Anomaly 11920E is part of a thin, NE-dipping conductor that is a continuation of the strong east-trending feature observed on Sheets 1 and 2. This conductor segment is located near the southern contact of a magnetic unit. Anomaly 11910E yields direct magnetic correlation, while 11920E is located in a relative magnetic low between two magnetic peaks.

Anomalies 11930F and 11930G both reflect thin sources. These two conductors are separated by 140 m but occur on the northern flank of a moderately strong magnetic unit within the lake. Anomaly 11950E is part of a 700 m-long conductor that extends to 11990B. Magnetic correlation is variable. Although 11960D yields magnetic correlation, it is actually associated with a small trough within a broader magnetic high. Anomaly 11960D is the only lake-hosted response along this 700 m trend, but it has been attributed to a definite thin, bedrock source with a probable steep dip to the north.

Anomalies 11950F and 11960E also occur within Schist Lake, but suggest a probable thin, bedrock source that is associated with an ESE-trending magnetic anomaly.

In the northwestern quadrant there are several other short, isolated responses that indicate bedrock conductors of limited strike extent. These include 11980F, 12020F, 12040B, 12040D, 12040F, 12050D, 12110F and 12200B. Of these, anomalies 11980F, 12020F, 10240D and 10250D, indicate thin sources. All of the responses in this group yield resistivity lows and are considered to be potential areas of interest.

Anomalies 12150A and 12160B reflect a very low amplitude, but attractive thin source that strikes southeast, along the north contact of a very subtle magnetic low. The very low amplitudes suggest that the strongest part of this conductor is quite deep.

In addition to the probable and definite bedrock conductors described in the foregoing paragraphs, there are numerous “S?” responses that may also be of interest. Although most of these are associated with lakes, streams or swamps, some occur on land. A few appear to be related to faults or contacts, while others yield direct magnetic correlation or give rise to small, but distinct resistivity lows. Because of the numerous reported gold occurrences in this portion of the survey block, some of these anomalous responses could also be of interest.

# 8. CONCLUSIONS AND RECOMMENDATIONS

This report provides a very brief description of the survey results and describes the equipment, data processing procedures and logistics of the survey over the Gogama area claims, flown in 2007.

There are more than 450 anomalies in the survey block that are typical of graphitic or massive sulphide responses. The survey was also successful in locating a few moderately weak or broad conductors that may also warrant additional work. Based on the relatively resistive nature of the mineralized shear zone in the Jerome Mine area, resistive units must also be considered as potential target areas.

The various maps included with this report display the magnetic, conductive, and radiometric properties of the survey area. It is recommended that a complete assessment and detailed evaluation of the survey results be carried out, in conjunction with all available geophysical, geological and geochemical information. Particular reference should be made to the multi-parameter data profiles that clearly define the characteristics of the individual anomalies. Geological sections in the mine area should be accurately located with respect to the geophysical profiles in order to confirm the true geophysical signature over the mineralized shear zone.

Many of the anomalies in the area are moderately strong and well defined. Some of the weaker or broader responses have been attributed to conductive overburden or deep weathering, but many of these appear to be associated with magnetic rock units. Others coincide with magnetic gradients that may reflect contacts, faults or shears. Such structural breaks are considered to be of particular interest as they may have influenced mineral deposition within the survey area.

In the search for quartz-hosted auriferous mineralization, one would not normally expect to see very high conductivities, unless there were appreciable amounts of associated conductive material such as pyrrhotite or graphite. In this area, however, there are conductive zones that yield resistivities of less than 10 ohm-m. Resistivities in this range are usually caused by pyrrhotite, graphite, salt water, or some marine clays. Of these, only the pyrrhotite, or graphite in a magnetic host, would yield a significant magnetic anomaly.

It is recommended that additional work be carried out in order to determine the actual source of the highly conductive material. It will then have to be determined if this is a favourable host unit for auriferous mineralization. A screening method would then have to be devised to eliminate the less attractive targets and to focus on those that are deemed to be of greater economic potential. An attempt should be made to compile a suite of geophysical signatures over all known areas of mineralization on the property.

The magnetic data have provided a wealth of information that can be used to help map the underlying geology and structure of the survey area. However, it is apparent in some areas, where the inferred magnetic and electromagnetic strikes differ, that the two parameters may be responding to different causative sources. The magnetic results generally see deeper than the electromagnetic parameter, with the latter being more sensitive to changes in the near surface layers.

The effectiveness of the radiometric system was limited in the swampy or water-covered portions of the survey area. In addition, the absolute amplitudes may also have been attenuated by variations in the overburden thickness. In order to minimize these unwanted effects, it is suggested that radioelement ratio maps or images be created from the current data set. The resulting products should help to distinguish valid radioelement anomalies from those due to overburden or changes in flying height. Potassium highs can often be used to outline alteration zones, as well as defining specific rock units.

The interpreted bedrock conductors and other anomalous zones defined by the survey should be subjected to further investigation, using appropriate surface exploration techniques. Anomalies that are currently considered to be of moderately low priority may require upgrading if follow-up results are favourable.

It is also recommended that additional processing of existing geophysical data be considered, in order to extract the maximum amount of information from the survey results. Current processing and imaging techniques can provide valuable information on structure and lithology, which may not be clearly evident on the contour and colour maps. These techniques can yield images that define subtle, but significant, structural details.

Respectfully submitted,

**FUGRO AIRBORNE SURVEYS CORP.**

R07097JAN.08

# APPENDIX A

# LIST OF PERSONNEL

# APPENDIX A

## LIST OF PERSONNEL

The following personnel were involved in the acquisition, processing, interpretation and presentation of data relating to a DIGHEM V airborne geophysical survey carried out for Augen Gold Corp. near Gogama, Ontario.

| | |
|---|---|
| David Miles | Manager, Helicopter Operations |
| Emily Farquhar | Manager, Data Processing and Interpretation |
| Parag Paliwal | Geophysical Operator (Oct. 7- Nov. 11) |
| Sunny Bhatia | Geophysical Operator (Oct. 7-29) |
| Laura Quigley | Field Geophysicist/Crew Leader (Oct. 7-30) |
| Dima Amine | Field Geophysicist/Crew Leader (Nov. 1-11) |
| David Lu | Field Data Processor (Oct. 30 – Nov. 11) |
| Stephen Harrison | Geophysicist/ Data Processor |
| Paul A. Smith | Interpretation Geophysicist |
| Lyn Vanderstarren | Drafting Supervisor |
| Susan Pothiah | Word Processing Operator |
| Albina Tonello | Secretary/Expeditor |
| Matt Richie | Pilot (Questral Helicopters Ltd.) |

The survey consisted of 2917 km of coverage, flown from Oct. 15 to Nov. 10, 2007.

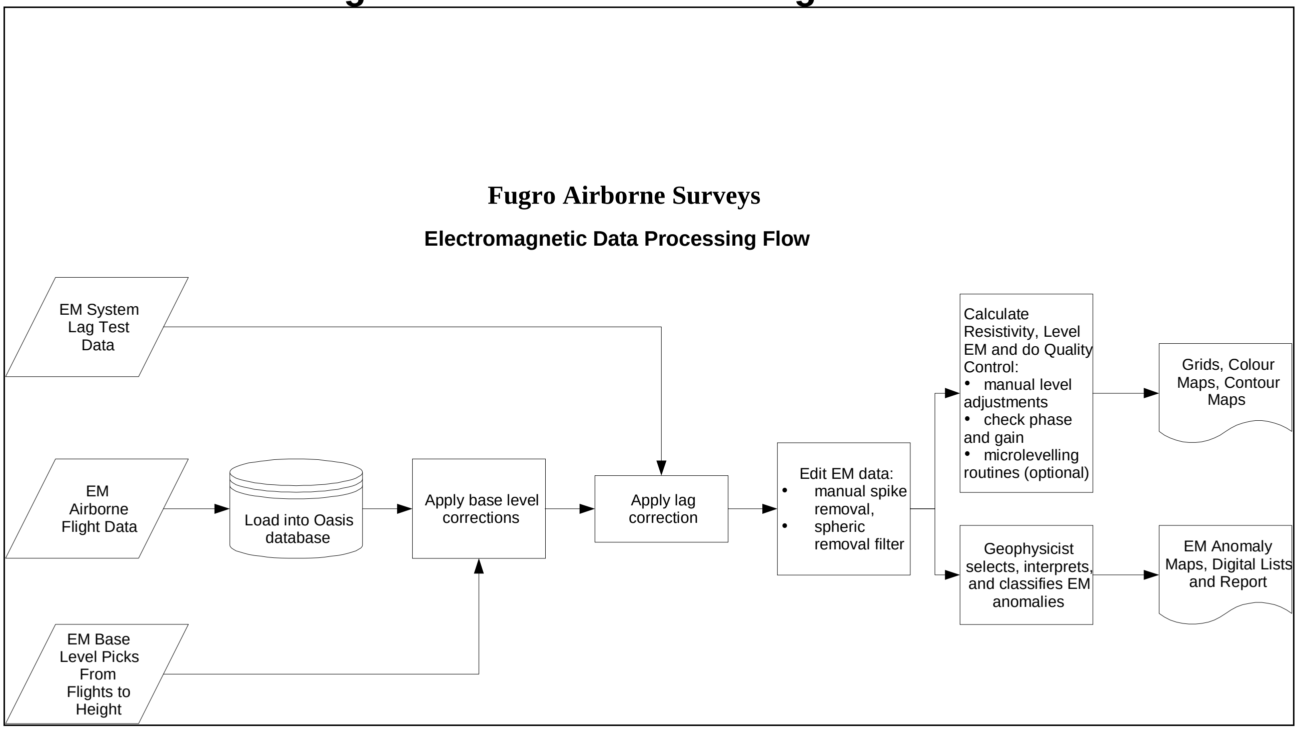
All personnel are employees of Fugro Airborne Surveys, except for the pilot who is an employee of Questral Helicopters Ltd.

# APPENDIX B

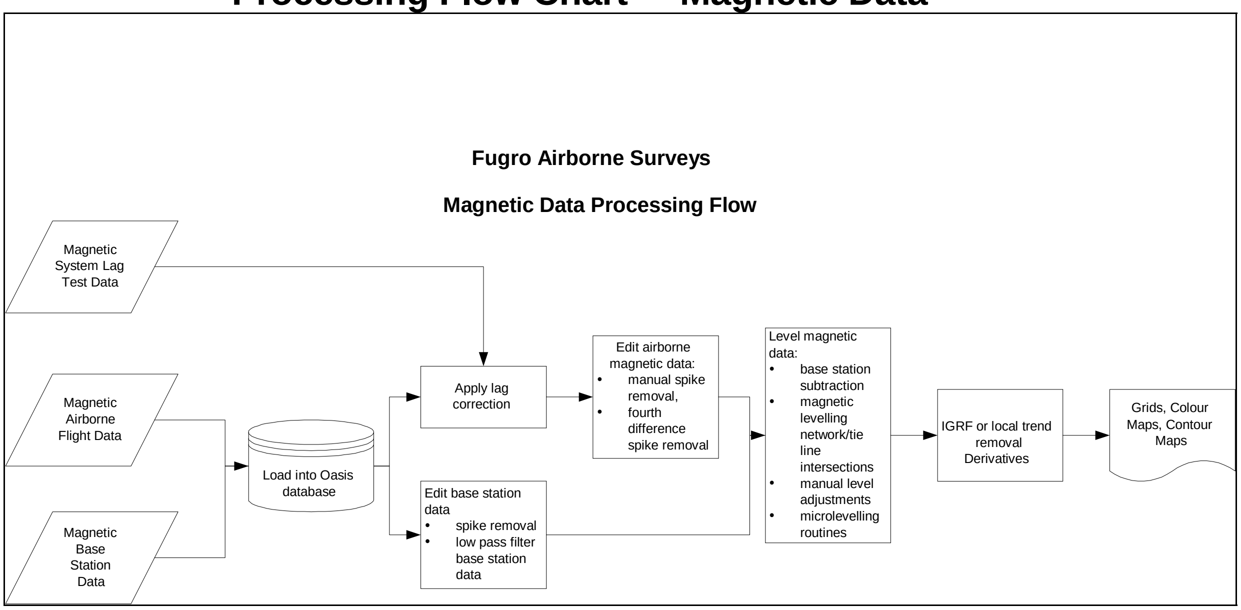
# DATA PROCESSING FLOWCHARTS

# APPENDIX B

## Processing Flow Chart - Electromagnetic Data




## Processing Flow Chart - Magnetic Data



# APPENDIX C

# BACKGROUND INFORMATION

# BACKGROUND INFORMATION

## Electromagnetics

Fugro electromagnetic responses fall into two general classes, discrete and broad. The discrete class consists of sharp, well-defined anomalies from discrete conductors such as sulphide lenses and steeply dipping sheets of graphite and sulphides. The broad class consists of wide anomalies from conductors having a large horizontal surface such as flatly dipping graphite or sulphide sheets, saline water-saturated sedimentary formations, conductive overburden and rock, kimberlite pipes and geothermal zones. A vertical conductive slab with a width of 200 m would straddle these two classes.

The vertical sheet (half plane) is the most common model used for the analysis of discrete conductors. All anomalies plotted on the geophysical maps are analyzed according to this model. The following section entitled **Discrete Conductor Analysis** describes this model in detail, including the effect of using it on anomalies caused by broad conductors such as conductive overburden.

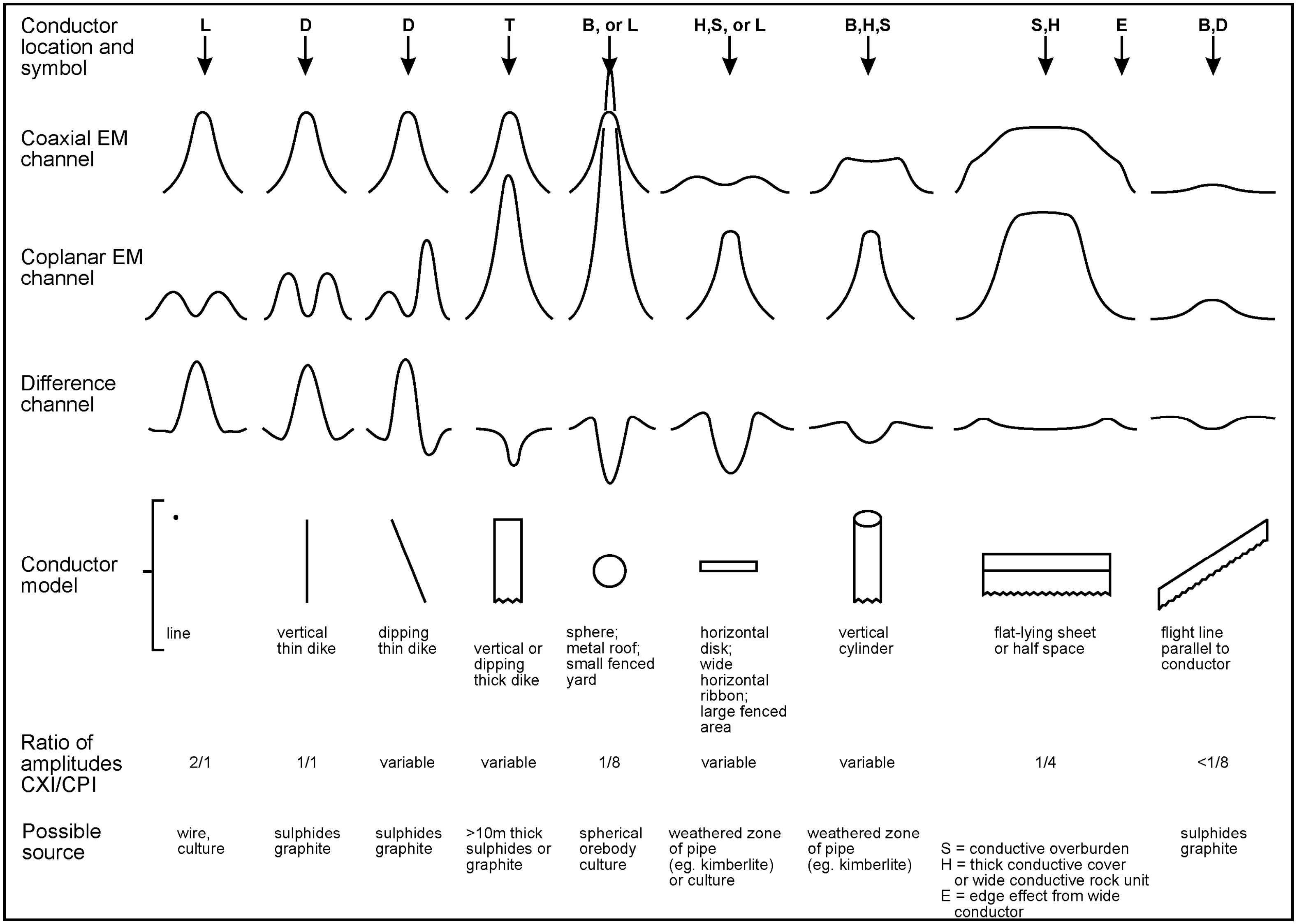
The conductive earth (half-space) model is suitable for broad conductors. Resistivity contour maps result from the use of this model. A later section entitled **Resistivity Mapping** describes the method further, including the effect of using it on anomalies caused by discrete conductors such as sulphide bodies.

## Geometric Interpretation

The geophysical interpreter attempts to determine the geometric shape and dip of the conductor. Figure C-1 shows typical HEM anomaly shapes which are used to guide the geometric interpretation.

## Discrete Conductor Analysis

The EM anomalies appearing on the electromagnetic map are analyzed by computer to give the conductance (i.e., conductivity-thickness product) in siemens (mhos) of a vertical sheet model. This is done regardless of the interpreted geometric shape of the conductor. This is not an unreasonable procedure, because the computed conductance increases as the electrical quality of the conductor increases, regardless of its true shape. DIGHEM anomalies are divided into seven grades of conductance, as shown in Table C-1. The conductance in siemens (mhos) is the reciprocal of resistance in ohms.




**Typical HEM anomaly shapes**

**Figure C-1**

The conductance value is a geological parameter because it is a characteristic of the conductor alone. It generally is independent of frequency, flying height or depth of burial, apart from the averaging over a greater portion of the conductor as height increases. Small anomalies from deeply buried strong conductors are not confused with small anomalies from shallow weak conductors because the former will have larger conductance values.

## Table C-1. EM Anomaly Grades

| Anomaly Grade | Siemens |
|---|---|
| 7 | > 100 |
| 6 | 50 - 100 |
| 5 | 20 - 50 |
| 4 | 10 - 20 |
| 3 | 5 - 10 |
| 2 | 1 - 5 |
| 1 | < 1 |

Conductive overburden generally produces broad EM responses which may not be shown as anomalies on the geophysical maps. However, patchy conductive overburden in otherwise resistive areas can yield discrete anomalies with a conductance grade (cf. Table C-1) of 1, 2 or even 3 for conducting clays which have resistivities as low as 50 ohm-m. In areas where ground resistivities are below 10 ohm-m, anomalies caused by weathering variations and similar causes can have any conductance grade. The anomaly shapes from the multiple coils often allow such conductors to be recognized, and these are indicated by the letters S, H, and sometimes E on the geophysical maps (see EM legend on maps).

For bedrock conductors, the higher anomaly grades indicate increasingly higher conductances. Examples: the New Insco copper discovery (Noranda, Canada) yielded a grade 5 anomaly, as did the neighbouring copper-zinc Magusi River ore body; Mattabi (copper-zinc, Sturgeon Lake, Canada) and Whistle (nickel, Sudbury, Canada) gave grade 6; and the Montcalm nickel-copper discovery (Timmins, Canada) yielded a grade 7 anomaly. Graphite and sulphides can span all grades but, in any particular survey area, field work may show that the different grades indicate different types of conductors.

Strong conductors (i.e., grades 6 and 7) are characteristic of massive sulphides or graphite. Moderate conductors (grades 4 and 5) typically reflect graphite or sulphides of a less massive character, while weak bedrock conductors (grades 1 to 3) can signify poorly connected graphite or heavily disseminated sulphides. Grades 1 and 2 conductors may not respond to ground EM equipment using frequencies less than 2000 Hz.

The presence of sphalerite or gangue can result in ore deposits having weak to moderate conductances. As an example, the three million ton lead-zinc deposit of Restigouche Mining Corporation near Bathurst, Canada, yielded a well-defined grade 2 conductor. The 10 percent by volume of sphalerite occurs as a coating around the fine grained massive pyrite, thereby inhibiting electrical conduction. Faults, fractures and shear zones may produce anomalies that typically have low conductances (e.g., grades 1 to 3). Conductive rock formations can yield anomalies of any conductance grade. The conductive materials in such rock formations can be salt water, weathered products such as clays, original depositional clays, and carbonaceous material.

For each interpreted electromagnetic anomaly on the geophysical maps, a letter identifier and an interpretive symbol are plotted beside the EM grade symbol. The horizontal rows of dots, under the interpretive symbol, indicate the anomaly amplitude on the flight record. The vertical column of dots, under the anomaly letter, gives the estimated depth. In areas where anomalies are crowded, the letter identifiers, interpretive symbols and dots may be obliterated. The EM grade symbols, however, will always be discernible, and the obliterated information can be obtained from the anomaly listing appended to this report.

The purpose of indicating the anomaly amplitude by dots is to provide an estimate of the reliability of the conductance calculation. Thus, a conductance value obtained from a large ppm anomaly (3 or 4 dots) will tend to be accurate whereas one obtained from a small ppm anomaly (no dots) could be quite inaccurate. The absence of amplitude dots indicates that the anomaly from the coaxial coil-pair is 5 ppm or less on both the in-phase and quadrature channels. Such small anomalies could reflect a weak conductor at the surface or a stronger conductor at depth. The conductance grade and depth estimate illustrates which of these possibilities fits the recorded data best.

The conductance measurement is considered more reliable than the depth estimate. There are a number of factors that can produce an error in the depth estimate, including the averaging of topographic variations by the altimeter, overlying conductive overburden, and the location and attitude of the conductor relative to the flight line. Conductor location and attitude can provide an erroneous depth estimate because the stronger part of the conductor may be deeper or to one side of the flight line, or because it has a shallow dip. A heavy tree cover can also produce errors in depth estimates. This is because the depth estimate is computed as the distance of bird from conductor, minus the altimeter reading. The altimeter can lock onto the top of a dense forest canopy. This situation yields an erroneously large depth estimate but does not affect the conductance estimate.

Dip symbols are used to indicate the direction of dip of conductors. These symbols are used only when the anomaly shapes are unambiguous, which usually requires a fairly resistive environment.

A further interpretation is presented on the EM map by means of the line-to-line correlation of bedrock anomalies, which is based on a comparison of anomaly shapes on adjacent lines. This provides conductor axes that may define the geological structure over portions of the survey area. The absence of conductor axes in an area implies that anomalies could not be correlated from line to line with reasonable confidence.

The electromagnetic anomalies are designed to provide a correct impression of conductor quality by means of the conductance grade symbols. The symbols can stand alone with geology when planning a follow-up program. The actual conductance values are printed in the attached anomaly list for those who wish quantitative data. The anomaly ppm and depth are indicated by inconspicuous dots which should not distract from the conductor patterns, while being helpful to those who wish this information. The map provides an interpretation of conductors in terms of length, strike and dip, geometric shape, conductance, depth, and thickness. The accuracy is comparable to an interpretation from a high quality ground EM survey having the same line spacing.

The appended EM anomaly list provides a tabulation of anomalies in ppm, conductance, and depth for the vertical sheet model. No conductance or depth estimates are shown for weak anomalous responses that are not of sufficient amplitude to yield reliable calculations.

Since discrete bodies normally are the targets of EM surveys, local base (or zero) levels are used to compute local anomaly amplitudes. This contrasts with the use of true zero levels which are used to compute true EM amplitudes. Local anomaly amplitudes are shown in the EM anomaly list and these are used to compute the vertical sheet parameters of conductance and depth.

## Questionable Anomalies

The EM maps may contain anomalous responses that are displayed as asterisks (*). These responses denote weak anomalies of indeterminate conductance, which may reflect one of the following: a weak conductor near the surface, a strong conductor at depth (e.g., 100 to 120 m below surface) or to one side of the flight line, or aerodynamic noise. Those responses that have the appearance of valid bedrock anomalies on the flight profiles are indicated by appropriate interpretive symbols (see EM legend on maps). The others probably do not warrant further investigation unless their locations are of considerable geological interest.

## The Thickness Parameter

A comparison of coaxial and coplanar shapes can provide an indication of the thickness of a steeply dipping conductor. The amplitude of the coplanar anomaly (e.g., CPI channel) increases relative to the coaxial anomaly (e.g., CXI) as the apparent thickness increases, i.e., the thickness in the horizontal plane. (The thickness is equal to the conductor width if the conductor dips at 90 degrees and strikes at right angles to the flight line.) This report refers to a conductor as <u>thin</u> when the thickness is likely to be less than 5 m, and <u>thick</u> when in excess of 10 m. Thick conductors are indicated on the EM map by parentheses "( )". For base metal exploration in steeply dipping geology, thick conductors can be high priority targets because many massive sulphide ore bodies are thick. The system cannot sense the thickness when the strike of the conductor is sub parallel to the flight line, when the conductor has a shallow dip, when the anomaly amplitudes are small, or when the resistivity of the environment is below 100 ohm-m.

## Resistivity Mapping

Resistivity mapping is useful in areas where broad or flat lying conductive units are of interest. One example of this is the clay alteration which is associated with Carlin-type deposits in the south west United States. The resistivity parameter was able to identify the clay alteration zone over the Cove deposit. The alteration zone appeared as a strong resistivity low on the 900 Hz resistivity parameter. The 7,200 Hz and 56,000 Hz resistivities showed more detail in the covering sediments, and delineated a range front fault. This is typical in many areas of the south west United States, where conductive near surface sediments, which may sometimes be alkalic, attenuate the higher frequencies.

Resistivity mapping has proven successful for locating diatremes in diamond exploration. Weathering products from relatively soft kimberlite pipes produce a resistivity contrast with the unaltered host rock. In many cases weathered kimberlite pipes were associated with thick conductive layers that contrasted with overlying or adjacent relatively thin layers of lake bottom sediments or overburden.

Areas of widespread conductivity are commonly encountered during surveys. These conductive zones may reflect alteration zones, shallow-dipping sulphide or graphite-rich units, saline ground water, or conductive overburden. In such areas, EM amplitude changes can be generated by decreases of only 5 m in survey altitude, as well as by increases in conductivity. The typical flight record in conductive areas is characterized by in-phase and quadrature channels that are continuously active. Local EM peaks reflect either increases in conductivity of the earth or decreases in survey altitude. For such conductive areas, apparent resistivity profiles and contour maps are necessary for the correct interpretation of the airborne data. The advantage of the resistivity parameter is that anomalies caused by altitude changes are virtually eliminated, so the resistivity data reflect only those anomalies caused by conductivity changes. The resistivity analysis also helps the interpreter to differentiate between conductive bedrock and conductive overburden. For example, discrete conductors will generally appear as narrow lows on the contour map and broad conductors (e.g., overburden) will appear as wide lows.

The apparent resistivity is calculated using the pseudo-layer (or buried) half-space model defined by Fraser (1978)[7]. This model consists of a resistive layer overlying a conductive half-space. The depth channels give the apparent depth below surface of the conductive material. The apparent depth is simply the apparent thickness of the overlying resistive layer. The apparent depth (or thickness) parameter will be positive when the upper layer is more resistive than the underlying material, in which case the apparent depth may be quite close to the true depth.

The apparent depth will be negative when the upper layer is more conductive than the underlying material, and will be zero when a homogeneous half-space exists. The apparent depth parameter must be interpreted cautiously because it will contain any errors that might exist in the measured altitude of the EM bird (e.g., as caused by a dense tree cover). The inputs to the resistivity algorithm are the in-phase and quadrature components of the coplanar coil-pair. The outputs are the apparent resistivity of the conductive half-space (the source) and the sensor-source distance. The flying height is not an input variable, and the output resistivity and sensor-source distance are independent of the flying

[7] Resistivity mapping with an airborne multicoil electromagnetic system: Geophysics, v. 43, p.144-172

height when the conductivity of the measured material is sufficient to yield significant in-phase as well as quadrature responses. The apparent depth, discussed above, is simply the sensor-source distance minus the measured altitude or flying height. Consequently, errors in the measured altitude will affect the apparent depth parameter but not the apparent resistivity parameter.

The apparent depth parameter is a useful indicator of simple layering in areas lacking a heavy tree cover. Depth information has been used for permafrost mapping, where positive apparent depths were used as a measure of permafrost thickness. However, little quantitative use has been made of negative apparent depths because the absolute value of the negative depth is not a measure of the thickness of the conductive upper layer and, therefore, is not meaningful physically. Qualitatively, a negative apparent depth estimate usually shows that the EM anomaly is caused by conductive overburden. Consequently, the apparent depth channel can be of significant help in distinguishing between overburden and bedrock conductors.

## Interpretation in Conductive Environments

Environments having low background resistivities (e.g., below 30 ohm-m for a 900 Hz system) yield very large responses from the conductive ground. This usually prohibits the recognition of discrete bedrock conductors. However, Fugro data processing techniques produce three parameters that contribute significantly to the recognition of bedrock conductors in conductive environments. These are the in-phase and quadrature difference channels (DIFI and DIFQ, which are available only on systems with "common" frequencies on orthogonal coil pairs), and the resistivity and depth channels (RES and DEP) for each coplanar frequency.

The EM difference channels (DIFI and DIFQ) eliminate most of the responses from conductive ground, leaving responses from bedrock conductors, cultural features (e.g., telephone lines, fences, etc.) and edge effects. Edge effects often occur near the perimeter of broad conductive zones. This can be a source of geologic noise. While edge effects yield anomalies on the EM difference channels, they do not produce resistivity anomalies. Consequently, the resistivity channel aids in eliminating anomalies due to edge effects. On the other hand, resistivity anomalies will coincide with the most highly conductive sections of conductive ground, and this is another source of geologic noise. The recognition of a bedrock conductor in a conductive environment therefore is based on the anomalous responses of the two difference channels (DIFI and DIFQ) and the resistivity channels (RES). The most favourable situation is where anomalies coincide on all channels.

The DEP channels, which give the apparent depth to the conductive material, also help to determine whether a conductive response arises from surficial material or from a conductive zone in the bedrock. When these channels ride above the zero level on the depth profiles (i.e., depth is negative), it implies that the EM and resistivity profiles are responding primarily to a conductive upper layer, i.e., conductive overburden. If the DEP channels are below the zero level, it indicates that a resistive upper layer exists, and this usually implies the existence of a bedrock conductor. If the low frequency DEP channel is below the zero level and the high frequency DEP is above, this suggests that a bedrock conductor occurs beneath conductive cover.

## Reduction of Geologic Noise

Geologic noise refers to unwanted geophysical responses. For purposes of airborne EM surveying, geologic noise refers to EM responses caused by conductive overburden and magnetic permeability. It was mentioned previously that the EM difference channels (i.e., channel DIFI for in-phase and DIFQ for quadrature) tend to eliminate the response of conductive overburden.

Magnetite produces a form of geological noise on the in-phase channels. Rocks containing less than 1% magnetite can yield negative in-phase anomalies caused by magnetic permeability. When magnetite is widely distributed throughout a survey area, the in-phase EM channels may continuously rise and fall, reflecting variations in the magnetite percentage, flying height, and overburden thickness. This can lead to difficulties in recognizing deeply buried bedrock conductors, particularly if conductive overburden also exists. However, the response of broadly distributed magnetite generally vanishes on the in-phase difference channel DIFI. This feature can be a significant aid in the recognition of conductors that occur in rocks containing accessory magnetite.

## EM Magnetite Mapping

The information content of HEM data consists of a combination of conductive eddy current responses and magnetic permeability responses. The secondary field resulting from conductive eddy current flow is frequency-dependent and consists of both in-phase and quadrature components, which are positive in sign. On the other hand, the secondary field resulting from magnetic permeability is independent of frequency and consists of only an in-phase component that is negative in sign. When magnetic permeability manifests itself by decreasing the measured amount of positive in-phase, its presence may be difficult to recognize. However, when it manifests itself by yielding a negative in-phase anomaly (e.g., in the absence of eddy current flow), its presence is assured. In this latter case, the negative component can be used to estimate the percent magnetite content.

A magnetite mapping technique, based on the low frequency coplanar data, can be complementary to magnetometer mapping in certain cases. Compared to magnetometry, it is far less sensitive but is more able to resolve closely spaced magnetite zones, as well as providing an estimate of the amount of magnetite in the rock. The method is sensitive to 1/4% magnetite by weight when the EM sensor is at a height of 30 m above a magnetitic half-space. It can individually resolve steep dipping narrow magnetite-rich bands which are separated by 60 m. Unlike magnetometry, the EM magnetite method is unaffected by remanent magnetism or magnetic latitude.

The EM magnetite mapping technique provides estimates of magnetite content which are usually correct within a factor of 2 when the magnetite is fairly uniformly distributed. EM magnetite maps can be generated when magnetic permeability is evident as negative in-phase responses on the data profiles.

Like magnetometry, the EM magnetite method maps only bedrock features, provided that the overburden is characterized by a general lack of magnetite. This contrasts with resistivity mapping which portrays the combined effect of bedrock and overburden.

## The Susceptibility Effect

When the host rock is conductive, the positive conductivity response will usually dominate the secondary field, and the susceptibility effect[8] will appear as a reduction in the in-phase, rather than as a negative value. The in-phase response will be lower than would be predicted by a model using zero susceptibility. At higher frequencies the in-phase conductivity response also gets larger, so a negative magnetite effect observed on the low frequency might not be observable on the higher frequencies, over the same body. The susceptibility effect is most obvious over discrete magnetite-rich zones, but also occurs over uniform geology such as a homogeneous half-space.

High magnetic susceptibility will affect the calculated apparent resistivity, if only conductivity is considered. Standard apparent resistivity algorithms use a homogeneous half-space model, with zero susceptibility. For these algorithms, the reduced in-phase response will, in most cases, make the apparent resistivity higher than it should be. It is important to note that there is nothing wrong with the data, nor is there anything wrong with the processing algorithms. The apparent difference results from the fact that the simple geological model used in processing does not match the complex geology.

## Measuring and Correcting the Magnetite Effect

Theoretically, it is possible to calculate (forward model) the combined effect of electrical conductivity and magnetic susceptibility on an EM response in all environments. The difficulty lies, however, in separating out the susceptibility effect from other geological effects when deriving resistivity and susceptibility from EM data.

Over a homogeneous half-space, there is a precise relationship between in-phase, quadrature, and altitude. These are often resolved as phase angle, amplitude, and altitude. Within a reasonable range, any two of these three parameters can be used to calculate the half space resistivity. If the rock has a positive magnetic susceptibility, the in-phase component will be reduced and this departure can be recognized by comparison to the other parameters.

---

[8] Magnetic susceptibility and permeability are two measures of the same physical property. Permeability is generally given as relative permeability, $\mu_r$, which is the permeability of the substance divided by the permeability of free space ($4 \pi \times 10^{-7}$). Magnetic susceptibility *k* is related to permeability by $k=\mu^r-1$. Susceptibility is a unitless measurement, and is usually reported in units of $10^{-6}$. The typical range of susceptibilities is –1 for quartz, 130 for pyrite, and up to $5 \times 10^5$ for magnetite, in $10^{-6}$ units (Telford et al, 1986).

The algorithm used to calculate apparent susceptibility and apparent resistivity from HEM data, uses a homogeneous half-space geological model. Non half-space geology, such as horizontal layers or dipping sources, can also distort the perfect half-space relationship of the three data parameters. While it may be possible to use more complex models to calculate both rock parameters, this procedure becomes very complex and time-consuming. For basic HEM data processing, it is most practical to stick to the simplest geological model.

Magnetite reversals (reversed in-phase anomalies) have been used for many years to calculate an “FeO” or magnetite response from HEM data (Fraser, 1981). However, this technique could only be applied to data where the in-phase was observed to be negative, which happens when susceptibility is high and conductivity is low.

## Applying Susceptibility Corrections

Resistivity calculations done with susceptibility correction may change the apparent resistivity. High-susceptibility conductors, that were previously masked by the susceptibility effect in standard resistivity algorithms, may become evident. In this case the susceptibility corrected apparent resistivity is a better measure of the actual resistivity of the earth. However, other geological variations, such as a deep resistive layer, can also reduce the in-phase by the same amount. In this case, susceptibility correction would not be the best method. Different geological models can apply in different areas of the same data set. The effects of susceptibility, and other effects that can create a similar response, must be considered when selecting the resistivity algorithm.

## Susceptibility from EM vs Magnetic Field Data

The response of the EM system to magnetite may not match that from a magnetometer survey. First, HEM-derived susceptibility is a rock property measurement, like resistivity. Magnetic data show the total magnetic field, a measure of the potential field, not the rock property. Secondly, the shape of an anomaly depends on the shape and direction of the source magnetic field. The electromagnetic field of HEM is much different in shape from the earth’s magnetic field. Total field magnetic anomalies are different at different magnetic latitudes; HEM susceptibility anomalies have the same shape regardless of their location on the earth.

In far northern latitudes, where the magnetic field is nearly vertical, the total magnetic field measurement over a thin vertical dike is very similar in shape to the anomaly from the HEM-derived susceptibility (a sharp peak over the body). The same vertical dike at the magnetic equator would yield a negative magnetic anomaly, but the HEM susceptibility anomaly would show a positive susceptibility peak.

## Effects of Permeability and Dielectric Permittivity

Resistivity algorithms that assume free-space magnetic permeability and dielectric permittivity, do not yield reliable values in highly magnetic or highly resistive areas. Both magnetic polarization and displacement currents cause a decrease in the in-phase component, often resulting in negative values that yield erroneously high apparent resistivities. The effects of magnetite occur at all frequencies, but are most evident at the lowest frequency. Conversely, the negative effects of dielectric permittivity are most evident at the higher frequencies, in resistive areas.

The table below shows the effects of varying permittivity over a resistive (10,000 ohm-m) half space, at frequencies of 56,000 Hz (DIGHEM$^{V}$) and 102,000 Hz (RESOLVE).

### Apparent Resistivity Calculations
### Effects of Permittivity on In-phase/Quadrature/Resistivity

| Freq (Hz) | Coil | Sep (m) | Thres (ppm) | Alt (m) | In Phase | Quad Phase | App Res | App Depth (m) | Permittivity |
|---|---|---|---|---|---|---|---|---|---|
| 56,000 | CP | 6.3 | 0.1 | 30 | 7.3 | 35.3 | 10118 | -1.0 | 1 Air |
| 56,000 | CP | 6.3 | 0.1 | 30 | 3.6 | 36.6 | 19838 | -13.2 | 5 Quartz |
| 56,000 | CP | 6.3 | 0.1 | 30 | -1.1 | 38.3 | 81832 | -25.7 | 10 Epidote |
| 56,000 | CP | 6.3 | 0.1 | 30 | -10.4 | 42.3 | 76620 | -25.8 | 20 Granite |
| 56,000 | CP | 6.3 | 0.1 | 30 | -19.7 | 46.9 | 71550 | -26.0 | 30 Diabase |
| 56,000 | CP | 6.3 | 0.1 | 30 | -28.7 | 52.0 | 66787 | -26.1 | 40 Gabbro |
| 102,000 | CP | 7.86 | 0.1 | 30 | 32.5 | 117.2 | 9409 | -0.3 | 1 Air |
| 102,000 | CP | 7.86 | 0.1 | 30 | 11.7 | 127.2 | 25956 | -16.8 | 5 Quartz |
| 102,000 | CP | 7.86 | 0.1 | 30 | -14.0 | 141.6 | 97064 | -26.5 | 10 Epidote |
| 102,000 | CP | 7.86 | 0.1 | 30 | -62.9 | 176.0 | 83995 | -26.8 | 20 Granite |
| 102,000 | CP | 7.86 | 0.1 | 30 | -107.5 | 215.8 | 73320 | -27.0 | 30 Diabase |
| 102,000 | CP | 7.86 | 0.1 | 30 | -147.1 | 259.2 | 64875 | -27.2 | 40 Gabbro |

Methods have been developed (Huang and Fraser, 2000, 2001) to correct apparent resistivities for the effects of permittivity and permeability. The corrected resistivities yield more credible values than if the effects of permittivity and permeability are disregarded.

## Recognition of Culture

Cultural responses include all EM anomalies caused by man-made metallic objects. Such anomalies may be caused by inductive coupling or current gathering. The concern of the interpreter is to recognize when an EM response is due to culture. Points of consideration used by the interpreter, when coaxial and coplanar coil-pairs are operated at a common frequency, are as follows:

1. Channels CXPL and CPPL monitor 60 Hz radiation. An anomaly on these channels shows that the conductor is radiating power. Such an indication is normally a guarantee that the conductor is cultural. However, care must be taken to ensure that the conductor is not a geologic body that strikes across a power line, carrying leakage currents.

2. A flight that crosses a "line" (e.g., fence, telephone line, etc.) yields a centre-peaked coaxial anomaly and an m-shaped coplanar anomaly.[9] When the flight crosses the cultural line at a high angle of intersection, the amplitude ratio of coaxial/coplanar response is 2. Such an EM anomaly can only be caused by a line. The geologic body that yields anomalies most closely resembling a line is the vertically dipping thin dike. Such a body, however, yields an amplitude ratio of 1 rather than 2. Consequently, an m-shaped coplanar anomaly with a CXI/CPI amplitude ratio of 2 is virtually a guarantee that the source is a cultural line.

3. A flight that crosses a sphere or horizontal disk yields centre-peaked coaxial and coplanar anomalies with a CXI/CPI amplitude ratio (i.e., coaxial/coplanar) of 1/8. In the absence of geologic bodies of this geometry, the most likely conductor is a metal roof or small fenced yard.[10] Anomalies of this type are virtually certain to be cultural if they occur in an area of culture.

4. A flight that crosses a horizontal rectangular body or wide ribbon yields an m-shaped coaxial anomaly and a centre-peaked coplanar anomaly. In the absence of geologic bodies of this geometry, the most likely conductor is a large fenced area.[5] Anomalies of this type are virtually certain to be cultural if they occur in an area of culture.

5. EM anomalies that coincide with culture, as seen on the camera film or video display, are usually caused by culture. However, care is taken with such coincidences because a geologic conductor could occur beneath a fence, for example. In this example, the fence would be expected to yield an m-shaped coplanar anomaly as in case #2 above. If, instead, a centre-peaked coplanar anomaly occurred, there would be concern that a thick geologic conductor coincided with the cultural line.

6. The above description of anomaly shapes is valid when the culture is not conductively coupled to the environment. In this case, the anomalies arise from inductive coupling to the EM transmitter. However, when the environment is quite conductive (e.g., less than 100 ohm-m at 900 Hz), the cultural conductor may be conductively coupled to the environment. In this latter case, the anomaly shapes tend to be governed by current gathering. Current gathering can completely distort

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[9] See Figure C-1 presented earlier.

[10] It is a characteristic of EM that geometrically similar anomalies are obtained from: (1) a planar conductor, and (2) a wire which forms a loop having dimensions identical to the perimeter of the equivalent planar conductor.

the anomaly shapes, thereby complicating the identification of cultural anomalies. In such circumstances, the interpreter can only rely on the radiation channels and on the camera film or video records.

## Magnetic Responses

The measured total magnetic field provides information on the magnetic properties of the earth materials in the survey area. The information can be used to locate magnetic bodies of direct interest for exploration, and for structural and lithological mapping.

The total magnetic field response reflects the abundance of magnetic material in the source. Magnetite is the most common magnetic mineral. Other minerals such as ilmenite, pyrrhotite, franklinite, chromite, hematite, arsenopyrite, limonite and pyrite are also magnetic, but to a lesser extent than magnetite on average.

In some geological environments, an EM anomaly with magnetic correlation has a greater likelihood of being produced by sulphides than one which is non-magnetic. However, sulphide ore bodies may be non-magnetic (e.g., the Kidd Creek deposit near Timmins, Canada) as well as magnetic (e.g., the Mattabi deposit near Sturgeon Lake, Canada).

Iron ore deposits will be anomalously magnetic in comparison to surrounding rock due to the concentration of iron minerals such as magnetite, ilmenite and hematite.

Changes in magnetic susceptibility often allow rock units to be differentiated based on the total field magnetic response. Geophysical classifications may differ from geological classifications if various magnetite levels exist within one general geological classification. Geometric considerations of the source such as shape, dip and depth, inclination of the earth's field and remanent magnetization will complicate such an analysis.

In general, mafic lithologies contain more magnetite and are therefore more magnetic than many sediments which tend to be weakly magnetic. Metamorphism and alteration can also increase or decrease the magnetization of a rock unit.

Textural differences on a total field magnetic contour, colour or shadow map due to the frequency of activity of the magnetic parameter resulting from inhomogeneities in the distribution of magnetite within the rock, may define certain lithologies. For example, near surface volcanics may display highly complex contour patterns with little line-to-line correlation.

Rock units may be differentiated based on the plan shapes of their total field magnetic responses. Mafic intrusive plugs can appear as isolated "bulls-eye" anomalies. Granitic intrusives appear as sub-circular zones, and may have contrasting rings due to contact metamorphism. Generally, granitic terrain will lack a pronounced strike direction, although granite gneiss may display strike.

Linear north-south units are theoretically not well-defined on total field magnetic maps in equatorial regions due to the low inclination of the earth's magnetic field. However, most stratigraphic units will have variations in composition along strike that will cause the units to appear as a series of alternating magnetic highs and lows.

Faults and shear zones may be characterized by alteration that causes destruction of magnetite (e.g., weathering) that produces a contrast with surrounding rock. Structural breaks may be filled by magnetite-rich, fracture filling material as is the case with diabase dikes, or by non-magnetic felsic material.

Faulting can also be identified by patterns in the magnetic total field contours or colours. Faults and dikes tend to appear as lineaments and often have strike lengths of several kilometres. Offsets in narrow, magnetic, stratigraphic trends also delineate structure. Sharp contrasts in magnetic lithologies may arise due to large displacements along strike-slip or dip-slip faults.

## Gamma Ray Spectrometry

Radioelement concentrations are measures of the abundance of radioactive elements in the rock. The original abundance of the radioelements in any rock can be altered by the subsequent processes of metamorphism and weathering.

Gamma radiation in the range that is measured in the thorium, potassium, uranium and total count windows is strongly attenuated by rock, overburden and water. Almost all of the total radiation measured from rock and overburden originates in the upper .5 metres. Moisture in soil and bodies of water will mask the radioactivity from underlying rock. Weathered rock materials that have been displaced by glacial, water or wind action will not reflect the general composition of the underlying bedrock. Where residual soils exist, they may reflect the composition of underlying rock except where equilibrium does not exist between the original radioelement and the products in its decay series.

Radioelement counts (expressed as counts per second) are the rates of detection of the gamma radiation from specific decaying particles corresponding to products in each radioelements decay series. The radiation source for uranium is bismuth (Bi-214), for thorium it is thallium (Tl-208) and for potassium it is potassium (K-40).
The uranium and thorium radioelement concentrations are dependent on a state of equilibrium between the parent and daughter products in the decay series. Some daughter products in the uranium decay are long lived and could be removed by processes such as leaching. One product in the series, radon (Rn-222), is a gas which can easily escape. Both of these factors can affect the degree to which the calculated uranium concentrations reflect the actual composition of the source rock. Because the daughter products of thorium are relatively short lived, there is more likelihood that the thorium decay series is in equilibrium.

Lithological discrimination can be based on the measured relative concentrations and total, combined, radioactivity of the radioelements. Feldspar and mica contain potassium. Zircon, sphene and apatite are accessory minerals in igneous rocks that are sources of uranium and thorium. Monazite, thorianite, thorite, uraninite and uranothorite are also sources of uranium and thorium which are found in granites and pegmatites.

In general, the abundance of uranium, thorium and potassium in igneous rock increases with acidity. Pegmatites commonly have elevated concentrations of uranium relative to thorium. Sedimentary rocks derived from igneous rocks may have characteristic signatures that are influenced by their parent rocks, but these will have been altered by subsequent weathering and alteration.

Metamorphism and alteration will cause variations in the abundance of certain radioelements relative to each other. For example, alterative processes may cause uranium enrichment to the extent that a rock will be of economic interest. Uranium anomalies are more likely to be economically significant if they consist of an increase in the uranium relative to thorium and potassium, rather than a sympathetic increase in all three radioelements.

Faults can exhibit radioactive highs due to increased permeability which allows radon migration, or as lows due to structural control of drainage and fluvial sediments which attenuate gamma radiation from the underlying rocks. Faults can also be recognized by sharp contrasts in radiometric lithologies due to large strike-slip or dip-slip displacements. Changes in relative radioelement concentrations due to alteration will also define faults.

Similar to magnetics, certain rock types can be identified by their plan shapes if they also produce a radiometric contrast with surrounding rock. For example, granite intrusions will appear as sub-circular bodies, and may display concentric zonations. They will tend to lack a prominent strike direction. Offsets of narrow, continuous, stratigraphic units with contrasting radiometric signatures can identify faulting, and folding of stratigraphic trends will also be apparent.

# APPENDIX D

# DATA ARCHIVE DESCRIPTION

# APPENDIX D

# ARCHIVE DESCRIPTION

```
Reference #    : CDVD00272
Number of DVD's: 1
Archive Date   : 2008-January-30

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This archive contains final data archives, grids and map files of an airborne
geophysical survey conducted by FUGRO AIRBORNE SURVEYS CORP. on behalf of
Augen Gold Corp. over the Gogama area, Ontario.

Job # 07097

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******* Disc 1 of 1 *******

This archive comprises 55 files in four directories

Grids\ grids in Geosoft float (.grd) format

      Gogama_dem     - digital elevation model (m)
      Gogama_cvg     - calculated vertical gradient (nT/m)
      Gogama_magigrf - IGRF corrected total magnetic field (nT)
      Gogama_res900  - apparent resistivity 900 Hz (ohm·m)
      Gogama_res1000 - apparent resistivity 900 Hz (ohm·m)
      Gogama_res7200 - apparent resistivity 7200 Hz (ohm·m)
      Gogama_res56k  - apparent resistivity 56K Hz (ohm·m)
      Gogama_tc      - total counts
      Gogama_th      - thorium counts
      Gogama_u       - uranium counts
      Gogama_k       - potassium counts



Linedata\ databases in Geosoft ASCII/binary format

      anomalies.txt  - anomaly archive description file
      archive.txt    - archive description file
      anGogama.xyz   - anomaly archive in Geosoft ASCII format
      Gogama.xyz     - linedata archive in Geosoft ASCII format
      Gogama.gdb     - linedata archive in Geosoft binary format


Maps\ map files in Adobe Acrobat (.pdf) format v1.3

      Gogama_aem_20k_sheet1     - Electromagnetic Anomalies
      Gogama_cvg _20k_sheet1    - Calculated Vertical Gradient (nT/m)
      Gogama_magigrf_20k_sheet1 - Residual Magnetic Field - IGRF Gradient Removed (nT)
      Gogama_res900_20k_sheet1  - Apparent Resistivity 900 Hz (ohm·m)
      Gogama_res7200_20k_sheet1 - Apparent Resistivity 7200 Hz (ohm·m)
      Gogama_tc_20k_sheet1      - Total Counts (counts/s)
```

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      Gogama_th_20k_sheet1      - Thorium Counts (counts/s)
      Gogama_u_20k_sheet1       - Uranium Counts (counts/s)
      Gogama_k_20k_sheet1       - Potassium Counts (counts/s)
      Gogama_aem_20k_sheet2     - Electromagnetic Anomalies
      Gogama_cvg _20k_sheet2    - Calculated Vertical Gradient (nT/m)
      Gogama_magigrf_20k_sheet2 - Residual Magnetic Field - IGRF Gradient Removed (nT)
      Gogama_res900_20k_sheet2  - Apparent Resistivity 900 Hz (ohm·m)
      Gogama_res7200_20k_sheet2 - Apparent Resistivity 7200 Hz (ohm·m)
      Gogama_tc_20k_sheet2      - Total Counts (counts/s)
      Gogama_th_20k_sheet2      - Thorium Counts (counts/s)
      Gogama_u_20k_sheet2       - Uranium Counts (counts/s)
      Gogama_k_20k_sheet2       - Potassium Counts (counts/s)
      Gogama_aem_20k_sheet3     - Electromagnetic Anomalies
      Gogama_cvg _20k_sheet3    - Calculated Vertical Gradient (nT/m)
      Gogama_magigrf_20k_sheet3 - Residual Magnetic Field - IGRF Gradient Removed (nT)
      Gogama_res900_20k_sheet3  - Apparent Resistivity 900 Hz (ohm·m)
      Gogama_res7200_20k_sheet3 - Apparent Resistivity 7200 Hz (ohm·m)
      Gogama_tc_20k_sheet3      - Total Counts (counts/s)
      Gogama_th_20k_sheet3      - Thorium Counts (counts/s)
      Gogama_u_20k_sheet3       - Uranium Counts (counts/s)
      Gogama_k_20k_sheet3       - Potassium Counts (counts/s)



Report\ report in Adobe Acrobat (.pdf) format v1.3

      r07097_dec.pdf - final report

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The coordinate system for all grids and the data archive is projected as follows

Datum                             NAD83
Spheroid                          Clarke 1866
Projection                        UTM Zone 17
Central meridian                  -81 West
False easting                     500000
False northing                    0
Scale factor                      0.9996
Northern parallel                 N/A
Base parallel                     N/A
WGS84 to local conversion method  Molodensky
Delta X shift                     +0
Delta Y shift                     -0
Delta Z shift                     -0
--------------------------------------------------------------------------------
If you have any problems with this archive please contact

      Processing Manager
      FUGRO AIRBORNE SURVEYS CORP.
      2270 Argentia Road, Unit 2
      Mississauga, Ontario
      Canada    L5N 6A6
      Tel (905) 812-0212
      Fax (905) 812-1504
```

E-mail toronto@fugroairborne.com

Geosoft ARCHIVE SUMMARY

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JOB TITLE:

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JOB #               :07097
TYPE OF SURVEY      :FUGRO Dighem, Radiometrics and Magnetics
AREA                :Gogama Area, Ontario
CLIENT              :Augen Gold Corp

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SURVEY DATA FORMAT: 46 CHANNELS

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| # | CHANNAME | TIME | UNITS / | DESCRIPTION |
|---|---|---|---|---|
| 1 | x | 0.1 | m | easting   utme-nad83 (UTM Zone 17) |
| 2 | y | 0.1 | m | northing  utmn-nad83 (UTM Zone 17) |
| 3 | fid | 0.1 | | fiducial increment |
| 4 | latitude | 0.1 | degrees | latitude NAD83 |
| 5 | longitude | 0.1 | degrees | longitude NAD83 |
| 6 | flight | 0.1 | | flight number |
| 7 | altbird | 0.1 | m | bird height from radar altimeter |
| 8 | z | 0.1 | m | helicopter height above mean sea level |
| 9 | dem | 0.1 | m | digital elevation model |
| 10 | magld | 0.1 | nt | lagged and diurnally corrected magnetic field |
| 11 | diurnal_cor | 0.1 | nt | diurnal correction |
| 12 | magigrf | 0.1 | nt | final IGRF corrected total magnetic field |
| 13 | cpi900 | 0.1 | ppm | inphase-coplanar 910 hz |
| 14 | cpq900 | 0.1 | ppm | quadrature- coplanar 910 hz |
| 15 | cxi1000 | 0.1 | ppm | inphase-coaxial  1120 hz |
| 16 | cxq1000 | 0.1 | ppm | quadrature- coaxial 1120 hz |
| 17 | cxi5500 | 0.1 | ppm | inphase -coaxial 5450 hz |
| 18 | cxq5500 | 0.1 | ppm | quadrature -coaxial 5450  hz |
| 19 | cpi7200 | 0.1 | ppm | inphase -coplanar 7110 hz |
| 20 | cpq7200 | 0.1 | ppm | quadrature -coplanar 7110 hz |
| 21 | cpi56k | 0.1 | ppm | inphase-coplanar 55 800 hz |
| 22 | cpq56k | 0.1 | ppm | quadrature-coplanar 55 800 hz |
| 23 | res900 | 0.1 | ohm-m | resistivity - 900   hz |
| 24 | res1000 | 0.1 | ohm-m | resistivity - 1000   hz |
| 25 | res7200 | 0.1 | ohm-m | resistivity - 7200   hz |
| 26 | res56k | 0.1 | ohm-m | resistivity - 56K    hz |
| 27 | dep900 | 0.1 | m | depth       - 900   hz |
| 28 | dep1000 | 0.1 | m | depth       - 1000   hz |
| 29 | dep7200 | 0.1 | m | depth       - 7200   hz |
| 30 | dep56k | 0.1 | m | depth       - 56K    hz |
| 31 | difi | 0.1 | | difference channel based on cxi5500/cpi7200 |
| 32 | difq | 0.1 | | difference channel based on cxq5500/cpq7200 |
| 33 | cxsp | 0.1 | | coaxial spherics monitor |
| 34 | cpsp | 0.1 | | coplanar spherics monitor |
| 35 | cppl | 0.1 | | coplanar powerline monitor |
| 36 | tc | 1.0 | counts/s | total counts |
| 37 | th | 1.0 | counts/s | thorium counts |
| 38 | u | 1.0 | counts/s | uranium counts |
| 39 | k | 1.0 | counts/s | potassium counts |
| 40 | u_up | 1.0 | counts/s | upward looking uranium |
| 41 | cosmic | 1.0 | counts/s | cosmic correction |
| 42 | livetime | 0.1 | counts/s | livetime correction |
| 43 | effectiveheight | 0.1 | m | measurement of effective height |

| | | | | |
|---|---|---|---|---|
| 44 | kpa | 0.1 | kpa | pressure |
| 45 | temp_ext | 0.1 | C | external temperature |
| 46 | gr820_down | 0.1 | | full spectrum array (available only in binary gdb) |

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ISSUE DATE :January 30, 2008
FOR WHOM :Augen Gold Corp
BY WHOM :FUGRO AIRBORNE SURVEYS

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# APPENDIX E

# EM ANOMALY LIST

EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10010 | | FLIGHT 60 | | | | | | | | | | | |
| A | 3326.6 | B | 395786 | 5280713 | 9.3 | 12.5 | 21.5 | 96.2 | 1.0 | 18.3 | 0.9 | 24 | 0 |
| LINE 10020 | | FLIGHT 60 | | | | | | | | | | | |
| A | 3262.6 | S | 395771 | 5280488 | 3.1 | 8.7 | 7.7 | 44.6 | 1.0 | 10.3 | 0.3 | 13 | 0 |
| B | 3268.0 | S | 395934 | 5280659 | 3.0 | 4.3 | 18.1 | 79.0 | 2.3 | 14.8 | 0.6 | 42 | 14 |
| LINE 10030 | | FLIGHT 60 | | | | | | | | | | | |
| A | 3207.2 | B? | 395926 | 5280413 | 7.0 | 11.8 | 18.5 | 67.7 | 0.7 | 11.9 | 0.7 | 11 | 16 |
| B | 3200.9 | E | 396106 | 5280603 | 4.4 | 11.6 | 6.5 | 67.1 | 2.1 | 12.0 | --- | --- | 0 |
| LINE 10040 | | FLIGHT 60 | | | | | | | | | | | |
| B | 3134.2 | B? | 396043 | 5280334 | 3.3 | 13.5 | 5.6 | 41.1 | 1.2 | 6.1 | 0.3 | 0 | 7 |
| C | 3140.2 | D | 396229 | 5280512 | 5.9 | 9.7 | 9.4 | 19.9 | 0.0 | 4.4 | 0.7 | 12 | 0 |
| LINE 10050 | | FLIGHT 60 | | | | | | | | | | | |
| B | 3064.9 | S | 396180 | 5280241 | 4.3 | 9.9 | 3.5 | 38.5 | 1.4 | 6.8 | --- | --- | 0 |
| LINE 10060 | | FLIGHT 60 | | | | | | | | | | | |
| B | 2996.5 | S | 396737 | 5280571 | 2.1 | 9.8 | 1.4 | 19.3 | 1.0 | 3.2 | --- | --- | 9 |
| LINE 10070 | | FLIGHT 60 | | | | | | | | | | | |
| LINE 10080 | | FLIGHT 60 | | | | | | | | | | | |
| LINE 10090 | | FLIGHT 60 | | | | | | | | | | | |
| D | 2513.5 | S | 397275 | 5280501 | 1.0 | 2.1 | 12.8 | 56.2 | 0.8 | 8.7 | 0.3 | 43 | 0 |

CX = COAXIAL
CP = COPLANAR

Note:EM values shown above are local amplitudes

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10100 | | | FLIGHT 60 | | | | | | | | | | |
| A | 2390.8 | S | 395853 | 5278893 | 5.9 | 5.4 | 1.2 | 5.0 | 1.3 | 1.1 | 1.2 | 23 | 0 |
| E | 2446.1 | S | 397533 | 5280531 | 3.1 | 5.0 | 23.8 | 65.3 | 0.3 | 11.1 | 0.5 | 28 | 3 |
| LINE 10110 | | | FLIGHT 60 | | | | | | | | | | |
| D | 2280.2 | S? | 397643 | 5280425 | 4.9 | 10.9 | 29.1 | 43.0 | 1.1 | 9.5 | 0.5 | 14 | 0 |
| E | 2267.4 | B? | 397947 | 5280773 | 8.2 | 9.4 | 7.0 | 7.2 | 7.8 | 4.9 | 1.1 | 21 | 0 |
| LINE 10120 | | | FLIGHT 60 | | | | | | | | | | |
| A | 2219.4 | S | 398101 | 5280684 | 3.1 | 4.9 | 22.6 | 79.1 | 2.2 | 14.5 | 0.6 | 22 | 0 |
| LINE 10130 | | | FLIGHT 60 | | | | | | | | | | |
| E | 2051.6 | E | 397808 | 5280183 | 5.7 | 14.7 | 29.5 | 101.6 | 7.5 | 18.4 | 0.4 | 7 | 0 |
| F | 2035.9 | S | 398233 | 5280600 | 6.8 | 8.2 | 38.0 | 122.9 | 1.3 | 21.1 | 1.0 | 25 | 0 |
| LINE 10140 | | | FLIGHT 60 | | | | | | | | | | |
| D | 1981.5 | B | 398387 | 5280544 | 5.7 | 12.1 | 17.0 | 71.0 | 1.6 | 13.0 | 0.5 | 0 | 86 |
| LINE 10150 | | | FLIGHT 60 | | | | | | | | | | |
| D | 1810.3 | E | 397910 | 5279849 | 2.2 | 8.2 | 3.6 | 56.7 | 4.5 | 10.9 | 0.2 | 0 | 0 |
| E | 1789.2 | E | 398517 | 5280462 | 2.6 | 8.7 | 15.1 | 69.2 | 0.8 | 12.6 | 0.3 | 5 | 31 |
| F | 1786.0 | S | 398603 | 5280557 | 0.4 | 2.8 | 15.3 | 72.3 | 1.4 | 12.6 | --- | --- | 0 |

CX = COAXIAL
CP = COPLANAR

Note:EM values shown above are local amplitudes

*Estimated Depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or magnetite/overburden effects

EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10160 | | | FLIGHT 60 | | | | | | | | | | |
| E | 1727.0 | S | 398740 | 5280470 | 3.5 | 8.7 | 10.6 | 68.7 | 1.4 | 10.7 | 0.4 | 0 | 6 |
| LINE 10170 | | | FLIGHT 60 | | | | | | | | | | |
| A | 1599.1 | S | 396581 | 5278106 | 2.6 | 7.5 | 2.2 | 24.2 | 2.4 | 3.3 | --- | --- | 23 |
| B | 1590.6 | S | 396844 | 5278368 | 2.0 | 3.6 | 10.5 | 59.6 | 0.3 | 10.0 | --- | --- | 6 |
| LINE 10180 | | | FLIGHT 59 | | | | | | | | | | |
| A | 4245.7 | S | 396759 | 5278085 | 2.0 | 4.3 | 6.7 | 42.2 | 0.9 | 6.0 | --- | --- | 0 |
| B | 4255.4 | S | 397046 | 5278361 | 1.7 | 4.5 | 10.6 | 83.8 | 1.2 | 13.4 | 0.3 | 14 | 0 |
| LINE 10190 | | | FLIGHT 59 | | | | | | | | | | |
| A | 4176.2 | S? | 397151 | 5278246 | 3.2 | 10.7 | 2.8 | 37.3 | 1.8 | 7.3 | --- | --- | 0 |
| C | 4116.5 | S | 398874 | 5279977 | 2.9 | 6.5 | 2.4 | 30.8 | 0.3 | 4.7 | --- | --- | 17 |
| D | 4087.0 | S | 399602 | 5280697 | 5.2 | 9.4 | 14.7 | 60.2 | 2.0 | 11.8 | 0.6 | 11 | 10 |
| LINE 10200 | | | FLIGHT 59 | | | | | | | | | | |
| A | 3954.9 | S | 397273 | 5278172 | 3.3 | 5.5 | 0.7 | 21.4 | 1.3 | 4.3 | 0.5 | 20 | 0 |
| B | 4032.4 | E | 399625 | 5280514 | 5.4 | 11.7 | 19.0 | 67.4 | 1.9 | 13.6 | 0.5 | 0 | 0 |
| C | 4034.8 | S | 399704 | 5280589 | 3.9 | 9.1 | 14.4 | 69.8 | 1.4 | 11.8 | 0.4 | 6 | 12 |
| LINE 10210 | | | FLIGHT 59 | | | | | | | | | | |
| A | 3875.1 | S | 397385 | 5278065 | 1.2 | 5.5 | 3.5 | 32.8 | 1.3 | 5.6 | --- | --- | 9 |
| B | 3792.1 | E | 399746 | 5280412 | 7.8 | 16.4 | 18.3 | 41.1 | 4.6 | 25.8 | 0.6 | 3 | 0 |
| C | 3789.4 | S? | 399815 | 5280486 | 7.8 | 13.4 | 41.3 | 153.5 | 3.0 | 25.5 | 0.7 | 17 | 26 |
| D | 3782.2 | S? | 400004 | 5280684 | 9.4 | 22.2 | 37.5 | 134.4 | 2.4 | 22.6 | 0.6 | 0 | 28 |
| LINE 10220 | | | FLIGHT 59 | | | | | | | | | | |
| A | 3645.7 | S | 397553 | 5278019 | 1.5 | 2.6 | 7.5 | 46.0 | 2.2 | 7.4 | --- | --- | 0 |

CX = COAXIAL
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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10220 | | FLIGHT 59 | | | | | | | | | | | |
| B | 3684.7 | S | 398737 | 5279207 | 1.3 | 5.1 | 5.8 | 57.3 | 1.2 | 9.0 | --- | --- | 0 |
| C | 3719.2 | E | 399830 | 5280290 | 5.1 | 9.1 | 14.0 | 53.1 | 5.9 | 11.2 | --- | --- | 0 |
| D | 3721.5 | D | 399906 | 5280363 | 9.3 | 7.4 | 18.3 | 53.1 | 5.2 | 9.3 | 1.7 | 13 | 16 |
| E | 3727.5 | S? | 400101 | 5280558 | 4.4 | 11.3 | 19.2 | 60.4 | 1.0 | 12.5 | 0.4 | 0 | 11 |
| LINE 10230 | | FLIGHT 59 | | | | | | | | | | | |
| A | 3485.1 | E | 399967 | 5280212 | 4.2 | 9.5 | 31.4 | 46.5 | 13.3 | 20.0 | 0.4 | 10 | 0 |
| B | 3482.5 | D | 400040 | 5280285 | 19.4 | 12.1 | 31.4 | 46.5 | 13.3 | 20.0 | 2.9 | 12 | 18 |
| C | 3466.0 | E | 400489 | 5280732 | 11.1 | 15.8 | 71.8 | 160.2 | 4.7 | 32.3 | 0.9 | 11 | 0 |
| LINE 10240 | | FLIGHT 59 | | | | | | | | | | | |
| A | 3381.5 | S | 399469 | 5279495 | 3.2 | 9.3 | 5.4 | 47.4 | 1.0 | 7.9 | --- | --- | 0 |
| B | 3402.1 | B | 400092 | 5280140 | 6.1 | 9.8 | 23.9 | 42.8 | 10.1 | 13.7 | 0.7 | 10 | 0 |
| C | 3403.9 | D | 400149 | 5280197 | 12.1 | 8.8 | 23.9 | 42.8 | 10.1 | 13.7 | 2.1 | 19 | 14 |
| D | 3419.6 | S | 400654 | 5280681 | 5.3 | 3.4 | 58.6 | 120.5 | 3.3 | 24.2 | 1.8 | 39 | 0 |
| LINE 10250 | | FLIGHT 59 | | | | | | | | | | | |
| A | 3221.7 | S | 398414 | 5278223 | 0.6 | 2.9 | 5.9 | 42.9 | 1.7 | 7.4 | --- | --- | 0 |
| B | 3188.5 | S | 399367 | 5279197 | 2.1 | 6.2 | 3.5 | 35.8 | 0.6 | 5.1 | --- | --- | 47 |
| C | 3159.5 | D | 400172 | 5280002 | 10.7 | 10.1 | 19.1 | 60.6 | 5.8 | 13.3 | 1.5 | 18 | 0 |
| D | 3157.2 | S? | 400235 | 5280063 | 5.2 | 10.3 | 19.1 | 60.6 | 4.1 | 13.3 | 0.5 | 6 | 15 |
| E | 3139.1 | S | 400737 | 5280557 | 0.4 | 2.6 | 73.9 | 146.5 | 4.7 | 29.9 | 0.1 | 7 | 0 |
| LINE 10260 | | FLIGHT 59 | | | | | | | | | | | |
| A | 3009.6 | S | 398772 | 5278373 | 2.4 | 3.0 | 10.9 | 69.6 | 1.3 | 12.7 | 0.6 | 41 | 0 |
| B | 3034.5 | S | 399562 | 5279173 | 2.4 | 5.1 | 7.6 | 51.8 | 2.6 | 9.0 | --- | --- | 0 |
| C | 3055.7 | S | 400235 | 5279856 | 3.7 | 5.6 | 2.5 | 27.4 | 1.9 | 5.9 | --- | --- | 0 |
| D | 3066.2 | S | 400587 | 5280190 | 1.8 | 7.3 | 3.1 | 27.2 | 1.9 | 4.3 | --- | --- | 0 |
| E | 3074.0 | S | 400850 | 5280446 | 2.7 | 7.9 | 30.5 | 111.7 | 2.6 | 20.1 | 0.3 | 8 | 0 |
| F | 3079.7 | S | 401043 | 5280638 | 4.5 | 8.7 | 13.4 | 58.1 | 0.8 | 9.6 | 0.5 | 18 | 19 |
| LINE 10270 | | FLIGHT 59 | | | | | | | | | | | |
| A | 2868.7 | S | 398962 | 5278362 | 2.4 | 7.1 | 12.3 | 79.3 | 1.5 | 13.4 | 0.3 | 15 | 0 |
| B | 2843.6 | S | 399683 | 5279081 | 1.9 | 7.7 | 8.7 | 57.1 | 1.3 | 9.5 | 0.2 | 0 | 0 |
| C | 2824.9 | D | 400218 | 5279607 | 5.9 | 6.1 | 12.6 | 33.6 | 5.2 | 9.3 | 1.1 | 27 | 0 |
| D | 2809.2 | S | 400654 | 5280053 | 2.1 | 7.9 | 2.9 | 44.7 | 1.5 | 7.1 | --- | --- | 11 |
| E | 2789.3 | S | 401195 | 5280594 | 3.1 | 4.9 | 70.1 | 126.8 | 1.8 | 25.7 | 0.6 | 30 | 49 |
| F | 2783.7 | E | 401356 | 5280751 | 7.2 | 18.3 | 4.1 | 130.0 | 0.1 | 5.3 | 0.5 | 0 | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10280 | | | FLIGHT 59 | | | | | | | | | | |
| A | 2513.0 | S | 399051 | 5278237 | 2.2 | 8.2 | 5.2 | 53.1 | 0.3 | 7.5 | --- | --- | 0 |
| B | 2532.3 | S | 399658 | 5278840 | 2.4 | 5.9 | 7.0 | 56.8 | 3.4 | 7.6 | --- | --- | 0 |
| C | 2554.0 | B | 400320 | 5279503 | 3.3 | 1.5 | 13.2 | 11.1 | 6.7 | 6.3 | --- | --- | 4 |
| D | 2570.2 | S? | 400812 | 5279999 | 3.0 | 7.3 | 1.0 | 13.9 | 2.3 | 3.2 | --- | --- | 0 |
| E | 2588.5 | S? | 401381 | 5280572 | 2.5 | 9.2 | 10.3 | 46.7 | 2.1 | 8.3 | 0.3 | 0 | 67 |
| LINE 10290 | | | FLIGHT 59 | | | | | | | | | | |
| A | 2387.5 | S? | 398346 | 5277319 | 2.0 | 7.6 | 4.0 | 50.0 | 1.1 | 8.6 | --- | --- | 0 |
| B | 2356.4 | S | 399260 | 5278232 | 2.1 | 4.6 | 15.8 | 77.2 | 1.2 | 11.5 | 0.4 | 30 | 0 |
| C | 2328.1 | S | 400045 | 5279021 | 0.8 | 6.4 | 1.4 | 24.2 | 0.6 | 3.9 | --- | --- | 51 |
| D | 2295.3 | S | 400951 | 5279919 | 2.5 | 10.3 | 4.6 | 44.6 | 2.2 | 7.3 | --- | --- | 0 |
| E | 2285.4 | E | 401214 | 5280190 | 4.8 | 9.3 | 0.1 | 44.2 | 2.1 | 6.9 | 0.5 | 17 | 0 |
| F | 2283.5 | S | 401265 | 5280242 | 3.6 | 8.4 | 5.6 | 44.2 | 1.1 | 6.9 | 0.4 | 9 | 3 |
| G | 2269.0 | E | 401637 | 5280614 | 5.8 | 20.9 | 4.8 | 152.8 | 0.2 | 7.4 | 0.3 | 0 | 29 |
| H | 2265.7 | S | 401722 | 5280693 | 4.3 | 6.5 | 59.9 | 160.0 | 1.2 | 26.9 | 0.6 | 30 | 29 |
| LINE 10300 | | | FLIGHT 59 | | | | | | | | | | |
| A | 2133.3 | S | 399432 | 5278199 | 3.2 | 9.1 | 18.3 | 73.8 | 0.9 | 13.1 | 0.3 | 0 | 0 |
| B | 2138.2 | D | 399591 | 5278355 | 12.2 | 11.4 | 18.1 | 11.9 | 8.0 | 9.3 | 1.5 | 27 | 0 |
| C | 2152.9 | S? | 400061 | 5278818 | 3.3 | 4.6 | 10.8 | 64.5 | 10.3 | 10.8 | --- | --- | 0 |
| D | 2163.8 | S | 400408 | 5279162 | 1.4 | 4.9 | 10.9 | 75.0 | 2.9 | 13.0 | --- | --- | 0 |
| E | 2186.2 | S | 401086 | 5279853 | 1.2 | 2.1 | 9.0 | 45.2 | 1.2 | 8.4 | --- | --- | 0 |
| F | 2197.0 | S? | 401429 | 5280192 | 3.5 | 9.6 | 3.6 | 26.9 | 1.2 | 3.4 | --- | --- | 0 |
| G | 2212.0 | S | 401898 | 5280652 | 9.1 | 18.7 | 50.4 | 138.8 | 1.1 | 23.3 | 0.6 | 0 | 7 |
| LINE 10310 | | | FLIGHT 59 | | | | | | | | | | |
| A | 1997.8 | E | 398710 | 5277255 | 1.8 | 7.8 | 5.2 | 47.6 | 0.7 | 7.5 | --- | --- | 0 |
| B | 1996.3 | S | 398755 | 5277300 | 1.5 | 4.9 | 5.2 | 47.6 | 3.8 | 7.5 | --- | --- | 32 |
| C | 1972.1 | S | 399466 | 5278012 | 3.3 | 8.3 | 16.0 | 76.3 | 1.1 | 13.5 | 0.4 | 0 | 0 |
| D | 1956.5 | S | 399916 | 5278470 | 2.9 | 7.1 | 5.9 | 34.2 | 4.8 | 5.0 | --- | --- | 33 |
| E | 1933.5 | S | 400587 | 5279130 | 0.8 | 2.7 | 21.0 | 94.1 | 2.6 | 15.5 | 0.2 | 30 | 0 |
| F | 1910.3 | S | 401262 | 5279810 | 3.1 | 9.0 | 10.2 | 43.5 | 2.5 | 9.0 | 0.3 | 21 | 0 |
| G | 1895.2 | S | 401692 | 5280253 | 1.8 | 5.5 | 12.9 | 43.5 | 1.6 | 7.5 | 0.3 | 3 | 42 |
| H | 1882.8 | S | 402036 | 5280589 | 12.1 | 26.9 | 89.4 | 219.5 | 2.0 | 39.2 | 0.6 | 0 | 15 |
| I | 1881.7 | E | 402069 | 5280621 | 13.5 | 34.7 | 89.4 | 219.5 | 2.0 | 39.2 | 0.6 | 0 | 15 |

CX = COAXIAL
CP = COPLANAR

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10320 | | FLIGHT 59 | | | | | | | | | | | |
| A | 1740.7 | S | 399640 | 5277974 | 2.9 | 4.8 | 5.0 | 38.5 | 0.8 | 6.5 | --- | --- | 0 |
| B | 1776.8 | E | 400784 | 5279129 | 2.2 | 6.9 | 28.0 | 93.3 | 3.1 | 17.1 | 0.3 | 1 | 0 |
| C | 1809.5 | S? | 401807 | 5280143 | 22.6 | 34.0 | 263.9 | 295.3 | 9.5 | 82.8 | 1.1 | 0 | 38 |
| D | 1811.7 | E | 401880 | 5280219 | 21.1 | 22.0 | 263.9 | 295.3 | 9.5 | 82.8 | 1.6 | 10 | 0 |
| E | 1812.6 | S | 401910 | 5280250 | 21.1 | 27.7 | 263.9 | 295.3 | 9.5 | 82.8 | 1.3 | 6 | 0 |
| F | 1816.7 | E | 402045 | 5280389 | 2.4 | 12.3 | 78.1 | 206.2 | 1.0 | 33.9 | 0.2 | 0 | 11 |
| LINE 10330 | | FLIGHT 59 | | | | | | | | | | | |
| A | 1531.5 | S | 401091 | 5279222 | 2.8 | 8.6 | 34.7 | 95.5 | 2.8 | 16.8 | 0.3 | 0 | 0 |
| B | 1504.8 | E | 401872 | 5279996 | 10.4 | 25.0 | 9.4 | 212.1 | 0.9 | 47.8 | 0.6 | 0 | 64 |
| C | 1501.7 | S | 401962 | 5280092 | 1.9 | 9.3 | 129.6 | 225.4 | 3.2 | 51.2 | 0.2 | 0 | 0 |
| LINE 10340 | | FLIGHT 58 | | | | | | | | | | | |
| A | 3837.1 | S | 399415 | 5277326 | 0.4 | 3.7 | 4.0 | 25.1 | 2.0 | 4.2 | --- | --- | 48 |
| B | 3895.4 | S | 401285 | 5279206 | 2.7 | 3.6 | 27.8 | 59.5 | 0.9 | 13.0 | 0.6 | 13 | 0 |
| C | 3920.2 | S | 402100 | 5280008 | 1.4 | 2.3 | 6.7 | 30.0 | 1.7 | 5.0 | --- | --- | 0 |
| D | 3941.1 | E | 402783 | 5280682 | 3.3 | 9.6 | 22.0 | 70.6 | 1.0 | 14.8 | 0.3 | 0 | 0 |
| LINE 10350 | | FLIGHT 58 | | | | | | | | | | | |
| A | 3738.5 | S | 398727 | 5276419 | 4.2 | 8.9 | 18.9 | 109.4 | 1.6 | 19.0 | 0.5 | 11 | 13 |
| B | 3712.5 | S | 399418 | 5277131 | 0.3 | 7.3 | 3.1 | 53.3 | 4.6 | 8.3 | --- | --- | 0 |
| C | 3669.0 | S | 400563 | 5278264 | 4.5 | 12.5 | 18.4 | 77.8 | 8.5 | 12.2 | 0.4 | 0 | 0 |
| D | 3647.1 | S? | 401167 | 5278867 | 19.6 | 26.1 | 367.5 | 344.4 | 22.9 | 111.4 | 1.2 | 1 | 0 |
| E | 3638.2 | S | 401428 | 5279119 | 8.7 | 24.6 | 58.7 | 209.0 | 2.9 | 35.6 | 0.5 | 0 | 0 |
| F | 3596.2 | E | 402533 | 5280221 | 27.8 | 41.6 | 263.0 | 373.8 | 8.0 | 92.4 | 1.2 | 0 | 0 |
| G | 3594.9 | S | 402564 | 5280258 | 8.9 | 26.1 | 263.0 | 373.8 | 8.0 | 92.4 | 0.5 | 0 | 0 |
| H | 3583.2 | S | 402870 | 5280581 | 6.7 | 17.6 | 91.1 | 285.9 | 2.9 | 50.8 | 0.5 | 2 | 0 |
| I | 3576.2 | S | 403086 | 5280765 | 3.1 | 11.7 | 43.7 | 91.7 | 1.7 | 17.3 | 0.3 | 0 | 0 |
| LINE 10360 | | FLIGHT 58 | | | | | | | | | | | |
| A | 3384.4 | S | 398811 | 5276339 | 6.5 | 10.4 | 3.3 | 25.1 | 1.9 | 2.8 | 0.7 | 4 | 0 |
| B | 3454.6 | S | 400918 | 5278416 | 1.8 | 6.1 | 6.0 | 36.0 | 1.6 | 7.2 | 0.2 | 13 | 0 |
| C | 3465.4 | S? | 401302 | 5278784 | 27.2 | 39.4 | 168.6 | 279.1 | 9.0 | 64.3 | 1.2 | 0 | 0 |
| D | 3472.1 | S | 401535 | 5279014 | 7.3 | 15.4 | 31.0 | 75.9 | 7.3 | 16.2 | 0.6 | 7 | 0 |
| E | 3508.2 | S | 402693 | 5280183 | 7.7 | 7.9 | 85.1 | 150.5 | 1.3 | 33.3 | 1.2 | 14 | 16 |
| F | 3515.3 | S | 402943 | 5280433 | 5.0 | 8.8 | 66.4 | 134.9 | 1.8 | 26.4 | 0.6 | 18 | 28 |
| G | 3522.6 | S | 403194 | 5280687 | 11.3 | 17.2 | 145.5 | 234.3 | 5.1 | 52.1 | 0.9 | 11 | 0 |

CX = COAXIAL
CP = COPLANAR

Note:EM values shown above are local amplitudes

*Estimated Depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or magnetite/overburden effects

EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10370 | | FLIGHT 58 | | | | | | | | | | | |
| A | 3310.1 | S | 399398 | 5276675 | 0.1 | 5.6 | 0.0 | 14.4 | 0.0 | 3.0 | --- | --- | 102 |
| B | 3245.1 | S | 401052 | 5278343 | 1.0 | 3.2 | 14.5 | 52.5 | 1.2 | 9.7 | 0.2 | 24 | 0 |
| C | 3234.1 | S | 401356 | 5278640 | 9.6 | 23.3 | 54.6 | 124.9 | 4.9 | 24.6 | 0.6 | 0 | 92 |
| D | 3224.8 | S | 401620 | 5278897 | 11.1 | 28.2 | 28.9 | 111.0 | 4.0 | 20.2 | 0.6 | 0 | 0 |
| E | 3218.4 | S | 401806 | 5279074 | 6.8 | 15.1 | 38.5 | 125.6 | 4.2 | 23.0 | 0.5 | 9 | 0 |
| F | 3187.2 | S | 402621 | 5279906 | 1.8 | 13.3 | 18.8 | 134.2 | 0.6 | 22.4 | 0.1 | 0 | 20 |
| G | 3177.4 | S | 402892 | 5280164 | 8.2 | 13.7 | 312.6 | 380.2 | 10.0 | 99.8 | 0.7 | 14 | 0 |
| H | 3162.4 | S | 403309 | 5280582 | 9.6 | 18.0 | 232.8 | 403.0 | 8.6 | 85.4 | 0.7 | 13 | 16 |
| LINE 10380 | | FLIGHT 58 | | | | | | | | | | | |
| A | 2842.9 | S | 401093 | 5278162 | 1.2 | 4.1 | 17.1 | 41.6 | 0.0 | 7.6 | 0.2 | 20 | 0 |
| B | 2861.0 | S | 401709 | 5278775 | 4.7 | 8.0 | 88.5 | 120.5 | 4.6 | 30.3 | 0.6 | 25 | 0 |
| C | 2901.1 | S | 403056 | 5280123 | 2.1 | 6.1 | 108.8 | 179.9 | 2.6 | 43.0 | 0.3 | 7 | 0 |
| D | 2909.9 | S | 403372 | 5280440 | 8.5 | 12.7 | 149.8 | 216.9 | 6.0 | 52.5 | 0.8 | 13 | 19 |
| LINE 10390 | | FLIGHT 58 | | | | | | | | | | | |
| A | 2664.5 | S | 400967 | 5277829 | 2.6 | 4.2 | 33.0 | 73.2 | 3.6 | 15.1 | 0.5 | 34 | 0 |
| B | 2632.4 | S | 401861 | 5278712 | 15.1 | 21.7 | 208.4 | 248.2 | 8.0 | 61.4 | 1.0 | 10 | 0 |
| C | 2627.7 | E | 401994 | 5278850 | 11.6 | 34.7 | 143.9 | 325.7 | 2.5 | 64.5 | 0.5 | 0 | 0 |
| D | 2598.4 | S | 402767 | 5279614 | 1.6 | 6.9 | 23.0 | 116.5 | 1.2 | 18.9 | --- | --- | 0 |
| E | 2583.1 | S | 403148 | 5280010 | 1.2 | 5.8 | 22.3 | 92.6 | 1.9 | 16.6 | --- | --- | 8 |
| F | 2575.2 | E | 403356 | 5280215 | 9.5 | 21.4 | 188.5 | 274.4 | 6.6 | 66.9 | 0.6 | 0 | 54 |
| G | 2572.0 | S | 403443 | 5280298 | 5.0 | 10.6 | 177.8 | 240.9 | 7.1 | 55.8 | 0.5 | 13 | 0 |
| LINE 10400 | | FLIGHT 58 | | | | | | | | | | | |
| A | 2396.2 | B | 400634 | 5277284 | 3.5 | 1.8 | 24.5 | 18.6 | 14.9 | 14.1 | --- | --- | 1304 |
| B | 2407.5 | S? | 401032 | 5277681 | 4.4 | 9.0 | 43.3 | 107.0 | 0.3 | 22.4 | 0.5 | 10 | 482 |
| C | 2416.0 | S | 401338 | 5277982 | 3.7 | 5.7 | 42.6 | 117.6 | 0.9 | 20.6 | 0.6 | 33 | 13 |
| D | 2423.2 | E | 401585 | 5278227 | 3.1 | 9.6 | 17.8 | 88.7 | 9.4 | 15.4 | --- | --- | 0 |
| E | 2438.7 | S | 402105 | 5278741 | 5.5 | 10.7 | 95.0 | 184.6 | 2.8 | 44.2 | 0.5 | 14 | 0 |
| F | 2462.0 | S | 402858 | 5279503 | 5.5 | 5.6 | 72.9 | 164.9 | 3.5 | 33.1 | 1.1 | 23 | 20 |
| G | 2478.7 | E | 403423 | 5280055 | 12.7 | 24.7 | 107.4 | 176.6 | 4.1 | 40.2 | 0.7 | 0 | 27 |
| H | 2480.8 | S | 403495 | 5280127 | 2.9 | 11.0 | 110.8 | 164.6 | 3.5 | 42.7 | 0.3 | 0 | 37 |
| I | 2496.6 | D | 404024 | 5280665 | 7.0 | 4.0 | 13.3 | 8.8 | 9.5 | 6.5 | --- | --- | 31 |
| LINE 10410 | | FLIGHT 58 | | | | | | | | | | | |
| A | 2308.1 | S | 399893 | 5276312 | 1.1 | 6.1 | 6.9 | 52.4 | 2.9 | 8.6 | --- | --- | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10410 | | FLIGHT 58 | | | | | | | | | | | |
| B | 2280.2 | S | 400619 | 5277058 | 0.9 | 7.9 | 5.9 | 35.3 | 3.3 | 6.0 | --- | --- | 0 |
| C | 2273.3 | B | 400807 | 5277237 | 7.0 | 9.5 | 31.5 | 21.6 | 18.3 | 17.4 | 0.9 | 32 | 1828 |
| D | 2271.9 | B | 400845 | 5277274 | 6.2 | 2.3 | 31.5 | 21.6 | 18.3 | 17.4 | 4.1 | 60 | 1836 |
| E | 2263.7 | S | 401070 | 5277495 | 2.1 | 7.2 | 28.0 | 78.4 | 4.5 | 17.9 | 0.2 | 7 | 0 |
| F | 2250.5 | S | 401429 | 5277862 | 2.8 | 5.8 | 29.9 | 85.4 | 1.2 | 15.9 | 0.4 | 23 | 41 |
| G | 2241.6 | S | 401678 | 5278113 | 3.0 | 14.5 | 15.5 | 64.8 | 10.6 | 10.4 | --- | --- | 17 |
| H | 2223.1 | S? | 402210 | 5278644 | 13.8 | 46.1 | 153.8 | 415.2 | 4.1 | 77.2 | 0.5 | 0 | 160 |
| I | 2196.8 | E | 402940 | 5279369 | 13.2 | 31.0 | 21.2 | 281.6 | 5.4 | 57.3 | 0.6 | 0 | 0 |
| J | 2194.0 | S | 403016 | 5279444 | 4.9 | 15.1 | 144.6 | 288.9 | 3.7 | 59.9 | 0.4 | 0 | 26 |
| K | 2192.1 | E | 403070 | 5279496 | 11.6 | 30.7 | 144.6 | 288.9 | 3.7 | 59.9 | 0.6 | 0 | 0 |
| L | 2176.2 | S | 403496 | 5279924 | 12.2 | 19.5 | 50.7 | 222.3 | 1.4 | 38.2 | 0.9 | 8 | 38 |
| M | 2168.9 | S | 403701 | 5280141 | 2.5 | 9.2 | 34.8 | 89.5 | 1.6 | 16.7 | 0.3 | 9 | 29 |
| LINE 10420 | | FLIGHT 55 | | | | | | | | | | | |
| A | 3171.7 | B | 400902 | 5277113 | 3.5 | 3.8 | 15.8 | 21.3 | 13.4 | 6.1 | 0.8 | 49 | 559 |
| B | 3159.1 | S? | 401226 | 5277445 | 2.3 | 7.7 | 16.5 | 57.9 | 18.4 | 10.8 | 0.3 | 7 | 824 |
| C | 3148.9 | S | 401490 | 5277714 | 6.6 | 13.9 | 20.5 | 77.4 | 5.9 | 12.9 | 0.6 | 12 | 0 |
| D | 3133.5 | S | 401879 | 5278089 | 3.4 | 7.9 | 8.5 | 50.4 | 5.2 | 8.0 | 0.4 | 13 | 0 |
| E | 3117.4 | S | 402268 | 5278497 | 14.9 | 36.3 | 106.1 | 277.6 | 7.1 | 53.1 | 0.6 | 0 | 0 |
| F | 3112.3 | E | 402410 | 5278632 | 8.6 | 24.0 | 54.1 | 198.0 | 4.0 | 30.8 | 0.5 | 0 | 174 |
| G | 3089.4 | E | 403034 | 5279228 | 9.5 | 19.2 | 46.9 | 94.0 | 7.1 | 18.8 | 0.6 | 0 | 0 |
| H | 3084.3 | S | 403170 | 5279357 | 1.5 | 6.9 | 49.0 | 104.7 | 3.0 | 21.8 | 0.2 | 0 | 10 |
| I | 3081.8 | B? | 403232 | 5279425 | 8.6 | 19.1 | 45.6 | 104.7 | 1.9 | 21.8 | 0.6 | 0 | 0 |
| J | 3069.1 | S | 403542 | 5279764 | 6.7 | 15.1 | 54.8 | 168.7 | 2.4 | 28.7 | 0.5 | 0 | 0 |
| K | 3061.0 | S | 403741 | 5279954 | 5.0 | 14.5 | 8.5 | 40.2 | 1.2 | 7.1 | 0.4 | 0 | 21 |
| L | 3052.7 | S | 403956 | 5280152 | 2.4 | 12.5 | 16.3 | 112.8 | 0.8 | 19.3 | 0.2 | 0 | 65 |
| LINE 10430 | | FLIGHT 55 | | | | | | | | | | | |
| A | 2847.3 | S | 401274 | 5277286 | 3.9 | 4.8 | 9.9 | 34.7 | 1.5 | 10.1 | 0.8 | 21 | 0 |
| B | 2861.3 | S | 401744 | 5277748 | 5.4 | 12.2 | 15.3 | 46.3 | 0.8 | 8.7 | 0.5 | 0 | 0 |
| C | 2869.0 | S | 402013 | 5278006 | 3.8 | 10.7 | 74.0 | 182.8 | 7.8 | 31.9 | 0.4 | 10 | 0 |
| D | 2879.1 | S | 402350 | 5278346 | 5.7 | 13.7 | 171.2 | 249.6 | 13.0 | 64.2 | 0.5 | 8 | 0 |
| E | 2907.9 | S | 403268 | 5279278 | 2.7 | 3.5 | 27.9 | 84.8 | 2.3 | 15.5 | 0.7 | 28 | 0 |
| F | 2909.9 | E | 403337 | 5279344 | 4.6 | 12.8 | 3.7 | 80.9 | 3.4 | 13.0 | 0.4 | 0 | 0 |
| G | 2919.0 | S | 403642 | 5279643 | 2.3 | 5.4 | 14.5 | 74.0 | 1.3 | 13.4 | 0.4 | 8 | 0 |
| LINE 10440 | | FLIGHT 55 | | | | | | | | | | | |
| A | 2547.0 | S | 400799 | 5276597 | 2.3 | 2.8 | 10.7 | 52.2 | 1.3 | 4.6 | --- | --- | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10440 | | | FLIGHT 55 | | | | | | | | | | |
| B | 2529.1 | E | 401272 | 5277055 | 2.4 | 6.3 | 11.4 | 58.8 | 0.0 | 9.2 | 0.3 | 15 | 250 |
| C | 2506.6 | S | 401849 | 5277635 | 12.3 | 28.1 | 192.1 | 333.1 | 5.9 | 71.4 | 0.6 | 0 | 0 |
| D | 2502.1 | S? | 401968 | 5277747 | 3.1 | 3.9 | 21.2 | 124.1 | 2.2 | 22.5 | 0.7 | 46 | 53 |
| E | 2497.8 | S | 402081 | 5277860 | 7.5 | 23.1 | 127.6 | 256.5 | 6.2 | 53.1 | 0.4 | 0 | 64 |
| F | 2485.5 | E | 402408 | 5278195 | 28.8 | 42.4 | 287.2 | 341.0 | 14.3 | 95.2 | 1.3 | 0 | 0 |
| G | 2482.8 | S | 402483 | 5278272 | 22.3 | 27.5 | 287.2 | 341.0 | 14.3 | 95.2 | 1.4 | 2 | 0 |
| H | 2472.8 | S | 402764 | 5278553 | 3.7 | 7.4 | 30.0 | 109.0 | 2.3 | 17.9 | 0.5 | 16 | 0 |
| I | 2452.6 | S | 403320 | 5279112 | 8.5 | 13.1 | 5.6 | 27.2 | 2.8 | 4.2 | 0.8 | 0 | 0 |
| J | 2430.1 | S | 403889 | 5279685 | 1.8 | 3.8 | 13.3 | 74.9 | 0.8 | 12.9 | 0.4 | 28 | 7 |
| K | 2419.4 | S | 404184 | 5279982 | 2.6 | 5.5 | 28.2 | 114.4 | 0.8 | 19.5 | 0.4 | 19 | 0 |
| L | 2411.4 | S? | 404413 | 5280197 | 4.4 | 10.8 | 8.4 | 18.7 | 6.4 | 3.8 | --- | --- | 28 |
| LINE 10450 | | | FLIGHT 55 | | | | | | | | | | |
| A | 2156.5 | S | 400883 | 5276456 | 2.1 | 4.7 | 15.5 | 50.0 | 2.4 | 9.1 | 0.4 | 14 | 0 |
| B | 2179.2 | S | 401573 | 5277164 | 3.9 | 10.2 | 16.1 | 81.2 | 0.6 | 13.9 | 0.4 | 2 | 0 |
| C | 2197.1 | S | 402100 | 5277671 | 8.9 | 20.0 | 193.1 | 268.1 | 8.4 | 72.3 | 0.6 | 2 | 0 |
| D | 2215.7 | S | 402640 | 5278216 | 6.1 | 17.0 | 64.8 | 182.8 | 5.7 | 34.7 | 0.4 | 0 | 77 |
| E | 2225.4 | S | 402924 | 5278497 | 4.8 | 10.1 | 30.4 | 103.4 | 2.0 | 16.2 | 0.5 | 8 | 79 |
| F | 2272.1 | S | 404315 | 5279893 | 2.3 | 7.5 | 35.6 | 100.6 | 0.8 | 19.6 | 0.3 | 1 | 8 |
| LINE 10460 | | | FLIGHT 55 | | | | | | | | | | |
| A | 1958.5 | S | 400926 | 5276293 | 5.6 | 8.9 | 20.2 | 71.3 | 2.2 | 12.2 | 0.7 | 20 | 13 |
| B | 1935.4 | E | 401536 | 5276905 | 8.4 | 19.0 | 18.5 | 87.6 | 1.2 | 14.4 | 0.6 | 0 | 81 |
| C | 1933.1 | S | 401598 | 5276965 | 5.6 | 7.5 | 18.5 | 87.6 | 3.3 | 13.9 | 0.8 | 20 | 0 |
| D | 1915.1 | E | 402078 | 5277446 | 21.1 | 34.4 | 173.2 | 284.8 | 4.0 | 56.0 | 1.0 | 0 | 0 |
| E | 1912.4 | S | 402147 | 5277519 | 8.6 | 20.8 | 182.6 | 277.9 | 5.7 | 67.7 | 0.5 | 0 | 135 |
| F | 1906.8 | E | 402297 | 5277668 | 10.7 | 22.3 | 37.0 | 243.0 | 2.4 | 24.5 | 0.7 | 0 | 0 |
| G | 1882.9 | S | 402929 | 5278289 | 6.0 | 7.5 | 31.5 | 105.5 | 1.5 | 20.1 | 0.9 | 22 | 51 |
| H | 1877.9 | E | 403068 | 5278425 | 6.2 | 17.4 | 31.0 | 114.7 | 1.3 | 19.6 | 0.4 | 0 | 17 |
| I | 1852.1 | S | 403693 | 5279064 | 2.0 | 6.5 | 12.1 | 59.3 | 1.0 | 10.1 | 0.3 | 14 | 7 |
| J | 1843.9 | S | 403914 | 5279284 | 2.9 | 6.5 | 11.8 | 72.5 | 1.1 | 11.8 | --- | --- | 0 |
| K | 1834.5 | S | 404165 | 5279526 | 4.3 | 10.8 | 1.6 | 17.8 | 1.6 | 2.9 | --- | --- | 0 |
| L | 1824.6 | S | 404437 | 5279796 | 1.9 | 6.9 | 15.6 | 80.1 | 0.5 | 13.3 | --- | --- | 0 |
| M | 1807.4 | S | 404896 | 5280269 | 4.9 | 7.8 | 2.4 | 18.3 | 1.8 | 4.0 | --- | --- | 30 |
| LINE 10470 | | | FLIGHT 55 | | | | | | | | | | |
| A | 1610.2 | E | 401654 | 5276798 | 5.0 | 9.8 | 14.9 | 58.9 | 2.5 | 14.6 | 0.5 | 0 | 0 |
| B | 1612.1 | S | 401721 | 5276863 | 4.5 | 6.0 | 16.4 | 57.1 | 2.6 | 14.1 | 0.7 | 18 | 0 |

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EM Anomaly List

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10470 | | FLIGHT 55 | | | | | | | | | | | |
| C | 1630.4 | S | 402345 | 5277514 | 2.2 | 6.8 | 52.5 | 114.7 | 1.1 | 26.6 | 0.3 | 0 | 161 |
| D | 1651.8 | S? | 403055 | 5278214 | 6.1 | 11.7 | 30.8 | 95.4 | 4.2 | 18.4 | 0.6 | 0 | 43 |
| E | 1654.2 | S | 403135 | 5278301 | 3.4 | 9.7 | 30.8 | 95.4 | 1.1 | 18.4 | 0.4 | 0 | 0 |
| F | 1672.9 | S? | 403778 | 5278920 | 4.8 | 11.3 | 26.0 | 80.8 | 2.2 | 15.6 | 0.4 | 0 | 0 |
| G | 1675.0 | S? | 403856 | 5278999 | 6.9 | 12.8 | 26.0 | 80.8 | 0.6 | 15.6 | 0.6 | 0 | 0 |
| H | 1694.2 | S | 404520 | 5279678 | 2.0 | 4.6 | 2.0 | 25.5 | 0.5 | 4.1 | --- | --- | 17 |
| LINE 10480 | | FLIGHT 55 | | | | | | | | | | | |
| A | 1530.5 | S? | 401304 | 5276246 | 7.3 | 15.1 | 12.1 | 83.7 | 5.4 | 12.2 | 0.6 | 4 | 0 |
| B | 1514.5 | E | 401726 | 5276661 | 7.9 | 17.6 | 40.7 | 126.4 | 3.2 | 23.0 | 0.6 | 6 | 72 |
| C | 1512.5 | S | 401777 | 5276713 | 4.2 | 4.9 | 39.0 | 126.4 | 4.0 | 23.0 | 0.8 | 36 | 0 |
| D | 1499.5 | S? | 402103 | 5277054 | 9.2 | 22.6 | 85.0 | 267.0 | 5.8 | 46.9 | 0.5 | 1 | 11 |
| E | 1497.3 | S | 402160 | 5277114 | 6.3 | 26.1 | 85.0 | 267.0 | 1.6 | 46.9 | 0.3 | 0 | 12 |
| F | 1483.2 | S | 402561 | 5277497 | 2.4 | 6.3 | 37.4 | 131.5 | 6.4 | 23.4 | 0.3 | 13 | 0 |
| G | 1480.1 | E | 402648 | 5277587 | 9.1 | 22.0 | 7.5 | 130.0 | 2.4 | 23.5 | 0.6 | 0 | 0 |
| H | 1458.7 | S | 403192 | 5278147 | 3.3 | 9.2 | 30.5 | 110.0 | 7.2 | 18.4 | 0.4 | 2 | 18 |
| I | 1456.2 | E | 403262 | 5278211 | 3.0 | 11.7 | 30.5 | 110.0 | 7.2 | 18.4 | 0.3 | 0 | 0 |
| J | 1429.9 | S | 403923 | 5278880 | 2.0 | 7.3 | 27.1 | 98.8 | 1.2 | 16.8 | 0.2 | 0 | 0 |
| K | 1374.0 | S | 405371 | 5280309 | 1.6 | 4.7 | 1.4 | 33.7 | 0.7 | 6.0 | --- | --- | 95 |
| LINE 10490 | | FLIGHT 53 | | | | | | | | | | | |
| A | 3604.0 | B | 401484 | 5276202 | 1.1 | 6.1 | 20.1 | 28.4 | 22.9 | 10.3 | --- | --- | 0 |
| B | 3605.9 | D | 401549 | 5276274 | 5.7 | 1.5 | 20.1 | 28.4 | 22.9 | 10.3 | 6.4 | 42 | 0 |
| C | 3624.4 | S | 402202 | 5276932 | 5.8 | 8.5 | 63.4 | 120.0 | 2.3 | 31.2 | 0.7 | 16 | 0 |
| D | 3638.6 | S | 402672 | 5277399 | 5.3 | 11.6 | 20.1 | 58.5 | 4.6 | 13.1 | 0.5 | 0 | 0 |
| E | 3660.2 | S | 403384 | 5278111 | 4.6 | 5.8 | 7.1 | 43.8 | 2.0 | 7.4 | --- | --- | 40 |
| F | 3678.8 | S | 404013 | 5278741 | 1.1 | 6.6 | 7.4 | 46.2 | 5.0 | 7.3 | --- | --- | 0 |
| LINE 10500 | | FLIGHT 53 | | | | | | | | | | | |
| A | 3532.6 | D | 401722 | 5276240 | 5.8 | 4.3 | 17.1 | 4.6 | 22.1 | 4.2 | 1.6 | 55 | 0 |
| B | 3527.9 | E | 401845 | 5276357 | 6.8 | 22.8 | 4.3 | 156.4 | 6.2 | 23.8 | 0.4 | 0 | 9 |
| C | 3517.3 | S | 402116 | 5276632 | 1.2 | 2.2 | 46.7 | 54.3 | 8.1 | 14.3 | 0.4 | 58 | 0 |
| D | 3507.4 | S | 402380 | 5276910 | 3.1 | 13.5 | 64.0 | 144.7 | 1.8 | 31.5 | 0.2 | 0 | 4 |
| E | 3505.3 | E | 402438 | 5276968 | 9.8 | 21.5 | 65.7 | 174.3 | 2.6 | 34.2 | 0.6 | 0 | 0 |
| F | 3493.2 | S? | 402761 | 5277282 | 5.7 | 10.6 | 25.7 | 103.9 | 1.1 | 17.8 | 0.6 | 11 | 181 |
| G | 3490.4 | S | 402836 | 5277355 | 2.2 | 4.0 | 25.7 | 103.9 | 1.1 | 17.8 | 0.4 | 35 | 0 |
| H | 3468.4 | S | 403421 | 5277949 | 1.9 | 4.7 | 14.3 | 79.3 | 3.0 | 13.9 | --- | --- | 0 |
| I | 3441.0 | S | 404179 | 5278684 | 2.0 | 3.5 | 15.1 | 90.3 | 1.1 | 14.2 | 0.4 | 37 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10500 | | | FLIGHT 53 | | | | | | | | | | |
| J | 3398.0 | S | 405362 | 5279871 | 3.5 | 4.3 | 3.1 | 33.3 | 1.3 | 6.2 | --- | --- | 0 |
| K | 3373.4 | S | 405983 | 5280515 | 5.1 | 12.4 | 24.2 | 134.3 | 4.6 | 21.8 | 0.4 | 8 | 0 |
| L | 3367.8 | S | 406137 | 5280671 | 3.8 | 7.7 | 23.5 | 109.4 | 1.1 | 18.9 | 0.5 | 22 | 0 |
| LINE 10510 | | | FLIGHT 53 | | | | | | | | | | |
| A | 3173.8 | S | 402137 | 5276483 | 5.5 | 10.3 | 60.7 | 156.0 | 2.2 | 30.4 | 0.6 | 17 | 0 |
| B | 3183.7 | S | 402492 | 5276804 | 5.5 | 9.6 | 52.7 | 67.6 | 4.3 | 23.4 | 0.6 | 15 | 0 |
| C | 3199.4 | E | 402991 | 5277308 | 5.0 | 10.0 | 2.4 | 47.3 | 2.5 | 10.3 | --- | --- | 0 |
| D | 3216.2 | S | 403533 | 5277833 | 4.6 | 10.2 | 19.9 | 76.3 | 6.2 | 13.3 | --- | --- | 0 |
| E | 3241.1 | S | 404342 | 5278645 | 2.5 | 6.0 | 36.5 | 112.6 | 1.1 | 20.3 | 0.4 | 7 | 0 |
| F | 3293.4 | S | 406021 | 5280323 | 3.4 | 5.9 | 8.6 | 30.3 | 1.3 | 4.1 | 0.5 | 15 | 56 |
| LINE 10520 | | | FLIGHT 53 | | | | | | | | | | |
| A | 3099.3 | D | 402044 | 5276146 | 10.2 | 14.7 | 15.8 | 49.8 | 5.9 | 10.8 | 0.9 | 21 | 0 |
| B | 3089.1 | S | 402316 | 5276413 | 0.9 | 7.7 | 68.1 | 123.2 | 5.4 | 24.6 | 0.1 | 0 | 38 |
| C | 3079.1 | S | 402594 | 5276681 | 2.8 | 7.3 | 33.9 | 58.0 | 3.7 | 13.3 | 0.3 | 19 | 0 |
| D | 3073.6 | S | 402752 | 5276834 | 6.8 | 20.2 | 45.1 | 197.5 | 3.7 | 29.5 | 0.4 | 0 | 0 |
| E | 3062.2 | S? | 403071 | 5277159 | 4.6 | 10.2 | 5.7 | 89.0 | 1.9 | 14.7 | 0.5 | 8 | 258 |
| F | 3060.2 | E | 403126 | 5277217 | 4.2 | 16.4 | 5.7 | 89.0 | 3.6 | 14.7 | 0.3 | 0 | 0 |
| G | 3042.9 | E | 403605 | 5277704 | 2.9 | 12.4 | 7.0 | 54.1 | 0.0 | 9.8 | --- | --- | 94 |
| H | 3041.0 | S | 403661 | 5277758 | 1.8 | 4.6 | 7.0 | 54.1 | 2.6 | 9.8 | --- | --- | 13 |
| I | 3008.9 | S | 404533 | 5278620 | 1.4 | 6.9 | 57.4 | 187.4 | 1.3 | 31.0 | 0.2 | 0 | 41 |
| J | 2954.3 | S? | 405983 | 5280078 | 3.2 | 14.7 | 11.1 | 72.0 | 3.6 | 12.4 | 0.2 | 0 | 44 |
| K | 2948.9 | S | 406126 | 5280219 | 3.1 | 10.7 | 0.2 | 6.3 | 2.0 | 0.7 | 0.3 | 0 | 0 |
| L | 2936.0 | S | 406466 | 5280557 | 3.8 | 9.1 | 12.1 | 65.9 | 0.9 | 10.0 | 0.4 | 11 | 7 |
| LINE 10530 | | | FLIGHT 53 | | | | | | | | | | |
| A | 2650.0 | S | 406077 | 5279961 | 2.7 | 5.9 | 10.9 | 40.3 | 2.5 | 7.0 | 0.4 | 14 | 0 |
| B | 2663.9 | S | 406537 | 5280426 | 1.4 | 5.0 | 15.3 | 67.1 | 0.8 | 12.0 | 0.2 | 13 | 0 |
| LINE 10531 | | | FLIGHT 62 | | | | | | | | | | |
| A | 1897.9 | S | 402325 | 5276219 | 5.3 | 12.3 | 43.7 | 114.1 | 4.0 | 22.4 | 0.5 | 6 | 0 |
| B | 1915.3 | S | 402892 | 5276761 | 3.6 | 10.1 | 36.8 | 142.1 | 9.1 | 24.8 | 0.4 | 1 | 0 |
| C | 1924.8 | S | 403170 | 5277066 | 3.7 | 10.1 | 16.6 | 95.8 | 1.0 | 16.2 | 0.4 | 1 | 260 |
| D | 1972.4 | S | 404625 | 5278526 | 2.3 | 8.7 | 22.3 | 77.4 | 0.6 | 14.1 | --- | --- | 26 |
| LINE 10540 | | | FLIGHT 53 | | | | | | | | | | |
| A | 2483.7 | D | 401999 | 5275679 | 9.6 | 13.4 | 13.5 | 24.6 | 4.4 | 5.8 | 0.9 | 20 | 0 |

CX = COAXIAL
CP = COPLANAR

Note:EM values shown above are local amplitudes

*Estimated Depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or magnetite/overburden effects

EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10540 | | FLIGHT 53 | | | | | | | | | | | |
| B | 2467.2 | S | 402453 | 5276117 | 2.9 | 8.6 | 37.8 | 124.2 | 3.8 | 19.9 | 0.3 | 8 | 0 |
| C | 2447.1 | S? | 402987 | 5276658 | 9.3 | 25.9 | 36.3 | 183.7 | 0.0 | 31.3 | 0.5 | 0 | 0 |
| D | 2445.4 | S | 403035 | 5276707 | 9.9 | 17.0 | 36.3 | 183.7 | 11.6 | 31.3 | 0.7 | 7 | 0 |
| E | 2433.7 | S | 403356 | 5277028 | 1.7 | 6.4 | 43.5 | 128.7 | 0.6 | 24.0 | 0.2 | 4 | 0 |
| F | 2421.5 | S | 403712 | 5277380 | 2.4 | 3.3 | 7.9 | 53.1 | 1.3 | 7.6 | --- | --- | 100 |
| G | 2385.0 | S | 404766 | 5278439 | 2.2 | 8.1 | 18.3 | 86.8 | 0.8 | 14.2 | 0.2 | 0 | 59 |
| H | 2342.7 | S? | 405960 | 5279642 | 2.4 | 14.6 | 5.4 | 44.0 | 1.0 | 7.8 | 0.2 | 0 | 6 |
| I | 2338.2 | S? | 406087 | 5279771 | 3.9 | 9.9 | 7.4 | 39.6 | 4.4 | 5.6 | 0.4 | 6 | 0 |
| J | 2330.6 | S | 406306 | 5279976 | 6.3 | 9.8 | 23.3 | 74.7 | 2.3 | 13.5 | 0.7 | 10 | 0 |
| K | 2315.9 | S | 406706 | 5280371 | 5.4 | 11.6 | 14.4 | 51.3 | 1.3 | 10.4 | 0.5 | 4 | 0 |
| L | 2307.2 | S | 406940 | 5280624 | 2.7 | 6.3 | 7.7 | 40.2 | 2.5 | 7.4 | 0.4 | 14 | 0 |
| LINE 10550 | | FLIGHT 53 | | | | | | | | | | | |
| A | 2169.5 | S | 405045 | 5278505 | 2.0 | 4.3 | 50.7 | 84.2 | 1.6 | 16.1 | 0.4 | 15 | 7 |
| B | 2200.9 | S | 406081 | 5279535 | 2.7 | 5.2 | 32.0 | 87.8 | 1.4 | 17.2 | 0.4 | 15 | 18 |
| C | 2210.7 | S | 406417 | 5279874 | 4.3 | 9.2 | 17.5 | 88.1 | 1.2 | 15.5 | 0.5 | 12 | 0 |
| D | 2217.6 | S? | 406652 | 5280109 | 4.5 | 8.3 | 11.0 | 59.2 | 2.4 | 11.5 | 0.5 | 16 | 0 |
| E | 2222.4 | S | 406815 | 5280272 | 3.1 | 6.2 | 23.5 | 95.7 | 6.2 | 16.3 | 0.4 | 23 | 0 |
| F | 2223.9 | E | 406865 | 5280323 | 5.7 | 18.6 | 23.5 | 95.7 | 2.5 | 16.3 | 0.4 | 0 | 0 |
| G | 2232.6 | S | 407162 | 5280615 | 3.6 | 12.1 | 12.3 | 88.2 | 4.1 | 15.1 | 0.3 | 4 | 1 |
| LINE 10551 | | FLIGHT 62 | | | | | | | | | | | |
| A | 1831.8 | S | 402299 | 5275772 | 2.0 | 4.2 | 13.3 | 83.5 | 4.2 | 13.4 | 0.4 | 24 | 0 |
| B | 1825.5 | S | 402498 | 5275970 | 1.8 | 6.2 | 19.6 | 93.3 | 4.9 | 16.0 | 0.2 | 1 | 0 |
| C | 1803.8 | S | 403157 | 5276624 | 4.6 | 8.0 | 36.2 | 125.9 | 6.5 | 22.3 | 0.6 | 16 | 0 |
| D | 1792.1 | S | 403518 | 5276979 | 2.6 | 4.9 | 18.5 | 79.0 | 0.6 | 13.4 | 0.4 | 17 | 0 |
| E | 1740.7 | S | 405064 | 5278519 | 1.8 | 3.7 | 57.4 | 80.6 | 1.7 | 18.6 | 0.4 | 21 | 9 |
| LINE 10560 | | FLIGHT 49 | | | | | | | | | | | |
| A | 3644.5 | S | 402400 | 5275643 | 3.4 | 7.4 | 54.4 | 75.3 | 7.0 | 12.0 | 0.4 | 26 | 0 |
| B | 3613.3 | S | 403273 | 5276518 | 4.9 | 7.9 | 65.7 | 104.4 | 11.7 | 21.2 | 0.6 | 23 | 0 |
| C | 3600.7 | S? | 403626 | 5276867 | 3.5 | 10.4 | 19.0 | 100.8 | 4.8 | 17.2 | 0.3 | 11 | 286 |
| D | 3549.3 | E | 405045 | 5278293 | 7.3 | 19.6 | 3.8 | 157.9 | 1.1 | 26.7 | 0.5 | 0 | 0 |
| E | 3547.4 | S | 405097 | 5278345 | 5.5 | 11.4 | 78.9 | 167.3 | 2.5 | 30.4 | 0.5 | 7 | 0 |
| F | 3545.1 | S | 405161 | 5278408 | 3.2 | 6.2 | 78.9 | 167.3 | 2.5 | 30.4 | 0.4 | 22 | 21 |
| G | 3506.7 | S | 406237 | 5279483 | 2.0 | 4.9 | 52.0 | 78.1 | 2.7 | 13.6 | 0.3 | 16 | 0 |
| H | 3488.1 | S | 406739 | 5279997 | 2.9 | 7.1 | 12.4 | 43.1 | 2.0 | 8.2 | 0.4 | 12 | 22 |
| I | 3464.5 | S? | 407334 | 5280592 | 8.0 | 25.4 | 68.4 | 269.6 | 2.3 | 42.7 | 0.4 | 7 | 94 |

CX = COAXIAL
CP = COPLANAR

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10570 | | | FLIGHT 49 | | | | | | | | | | |
| A | 3230.6 | S? | 402190 | 5275228 | 5.8 | 7.7 | 72.8 | 127.2 | 12.7 | 27.9 | 0.8 | 18 | 0 |
| B | 3233.7 | S | 402289 | 5275317 | 6.1 | 11.5 | 48.3 | 127.2 | 36.4 | 27.9 | 0.6 | 8 | 0 |
| C | 3236.8 | E | 402388 | 5275407 | 7.8 | 15.3 | 12.0 | 132.4 | 36.4 | 21.4 | 0.6 | 0 | 0 |
| D | 3244.1 | S | 402606 | 5275631 | 3.4 | 8.5 | 3.7 | 48.3 | 0.7 | 5.7 | 0.4 | 3 | 0 |
| E | 3251.4 | S | 402820 | 5275866 | 3.1 | 4.5 | 11.0 | 42.6 | 6.6 | 8.1 | 0.6 | 25 | 0 |
| F | 3258.2 | S | 403019 | 5276084 | 3.3 | 6.0 | 8.6 | 44.6 | 3.3 | 8.0 | --- | --- | 0 |
| G | 3272.5 | S | 403485 | 5276520 | 5.4 | 6.8 | 73.5 | 82.9 | 4.1 | 27.5 | 0.8 | 15 | 0 |
| H | 3327.9 | S | 405262 | 5278301 | 4.7 | 9.6 | 11.5 | 55.6 | 0.5 | 10.3 | --- | --- | 16 |
| I | 3330.1 | S? | 405336 | 5278378 | 3.3 | 10.0 | 11.5 | 55.6 | 1.1 | 10.3 | 0.3 | 0 | 0 |
| J | 3338.2 | S | 405606 | 5278659 | 2.0 | 4.6 | 4.1 | 35.5 | 1.4 | 5.6 | --- | --- | 54 |
| K | 3350.2 | S | 406000 | 5279048 | 3.2 | 4.7 | 5.4 | 39.7 | 0.3 | 6.0 | --- | --- | 18 |
| L | 3360.2 | S | 406339 | 5279379 | 3.5 | 10.6 | 22.7 | 74.2 | 0.9 | 12.5 | 0.3 | 0 | 5 |
| M | 3376.8 | S | 406900 | 5279934 | 2.4 | 5.3 | 9.5 | 37.6 | 0.6 | 6.3 | 0.4 | 21 | 0 |
| N | 3384.7 | S | 407162 | 5280192 | 2.6 | 4.5 | 20.6 | 66.1 | 1.8 | 11.9 | 0.5 | 31 | 47 |
| O | 3394.5 | S | 407489 | 5280517 | 3.2 | 7.4 | 43.2 | 121.8 | 1.2 | 24.2 | 0.4 | 18 | 0 |
| LINE 10580 | | | FLIGHT 49 | | | | | | | | | | |
| A | 2890.6 | E | 402162 | 5274970 | 18.1 | 33.7 | 20.8 | 245.7 | 37.0 | 13.9 | 0.8 | 0 | 0 |
| B | 2889.0 | S? | 402204 | 5275012 | 12.3 | 20.2 | 108.8 | 255.5 | 37.0 | 51.7 | 0.8 | 8 | 0 |
| C | 2885.7 | S? | 402294 | 5275102 | 3.4 | 10.1 | 108.8 | 160.3 | 40.7 | 51.7 | 0.3 | 10 | 0 |
| D | 2864.9 | S | 402863 | 5275693 | 4.6 | 7.1 | 9.0 | 41.7 | 6.8 | 6.6 | --- | --- | 0 |
| E | 2843.5 | E | 403456 | 5276254 | 13.1 | 26.5 | 30.0 | 222.3 | 19.7 | 43.1 | 0.7 | 0 | 0 |
| F | 2838.4 | S | 403594 | 5276399 | 8.5 | 18.8 | 162.2 | 266.9 | 8.8 | 54.7 | 0.6 | 4 | 0 |
| G | 2822.1 | E | 404036 | 5276870 | 5.2 | 14.6 | 23.8 | 102.6 | 5.3 | 21.7 | 0.4 | 0 | 0 |
| H | 2807.3 | S | 404471 | 5277284 | 1.1 | 2.0 | 6.8 | 35.7 | 6.2 | 6.0 | --- | --- | 16 |
| I | 2770.3 | S? | 405424 | 5278248 | 4.8 | 12.9 | 4.7 | 56.0 | 1.5 | 7.8 | 0.4 | 0 | 6 |
| J | 2742.2 | S | 406158 | 5278991 | 2.5 | 10.2 | 6.0 | 66.6 | 1.0 | 11.5 | 0.2 | 4 | 0 |
| K | 2723.3 | E | 406663 | 5279474 | 6.5 | 18.1 | 18.6 | 105.4 | 3.0 | 18.0 | 0.4 | 0 | 0 |
| L | 2712.9 | S | 406946 | 5279734 | 3.1 | 12.2 | 12.2 | 74.4 | 2.6 | 11.6 | 0.3 | 3 | 0 |
| M | 2702.5 | S | 407199 | 5280019 | 3.6 | 6.8 | 29.7 | 127.1 | 1.5 | 22.0 | 0.5 | 29 | 43 |
| N | 2689.9 | S? | 407509 | 5280351 | 2.5 | 12.1 | 38.1 | 127.7 | 2.3 | 21.7 | 0.2 | 11 | 151 |
| O | 2674.0 | S? | 407909 | 5280719 | 9.1 | 30.8 | 13.9 | 104.4 | 6.3 | 15.6 | 0.4 | 0 | 103 |
| LINE 10590 | | | FLIGHT 49 | | | | | | | | | | |
| A | 2440.0 | E | 402233 | 5274868 | 10.4 | 21.1 | 15.0 | 163.9 | 7.4 | 18.3 | 0.7 | 0 | 0 |
| B | 2442.3 | S | 402317 | 5274940 | 4.0 | 12.4 | 72.1 | 162.3 | 31.6 | 31.7 | 0.3 | 0 | 0 |
| C | 2447.3 | S? | 402492 | 5275099 | 2.8 | 4.7 | 43.8 | 88.6 | 46.1 | 22.4 | 0.5 | 35 | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10590 | | FLIGHT 49 | | | | | | | | | | | |
| D | 2480.0 | E | 403517 | 5276142 | 6.0 | 17.1 | 15.7 | 32.6 | 11.4 | 7.5 | 0.4 | 0 | 0 |
| E | 2487.2 | S | 403771 | 5276388 | 11.0 | 17.5 | 158.1 | 179.9 | 10.5 | 56.9 | 0.8 | 7 | 0 |
| F | 2497.7 | S | 404130 | 5276740 | 4.1 | 7.6 | 29.0 | 122.3 | 0.2 | 21.0 | 0.5 | 19 | 0 |
| G | 2540.6 | S | 405576 | 5278181 | 3.0 | 5.8 | 3.7 | 43.5 | 1.8 | 6.7 | --- | --- | 0 |
| H | 2563.0 | S | 406354 | 5278961 | 5.5 | 7.0 | 14.6 | 65.1 | 1.1 | 11.1 | 0.8 | 8 | 0 |
| I | 2565.5 | S? | 406443 | 5279050 | 5.4 | 10.8 | 14.6 | 61.4 | 1.1 | 11.1 | 0.5 | 0 | 0 |
| J | 2574.1 | S | 406758 | 5279360 | 3.9 | 8.2 | 29.0 | 107.4 | 4.1 | 22.0 | 0.5 | 16 | 0 |
| K | 2581.0 | S | 407010 | 5279617 | 5.2 | 10.5 | 18.7 | 69.2 | 3.2 | 11.1 | 0.5 | 18 | 0 |
| L | 2590.4 | S | 407339 | 5279962 | 5.3 | 6.5 | 42.6 | 93.2 | 2.0 | 20.6 | 0.9 | 35 | 0 |
| M | 2600.2 | S | 407678 | 5280299 | 2.8 | 8.0 | 30.3 | 95.2 | 1.3 | 19.3 | 0.3 | 5 | 0 |
| LINE 10600 | | FLIGHT 49 | | | | | | | | | | | |
| A | 2369.5 | E | 402402 | 5274796 | 10.5 | 23.3 | 64.6 | 178.3 | 19.4 | 32.2 | 0.6 | 0 | 0 |
| B | 2364.7 | S? | 402524 | 5274919 | 2.9 | 5.9 | 68.3 | 125.2 | 20.2 | 28.7 | 0.4 | 25 | 2784 |
| C | 2342.8 | S | 403118 | 5275511 | 4.1 | 7.0 | 18.8 | 101.1 | 18.8 | 16.8 | --- | --- | 0 |
| D | 2333.3 | S | 403377 | 5275779 | 2.1 | 5.1 | 32.3 | 127.7 | 19.1 | 15.6 | 0.3 | 27 | 0 |
| E | 2314.4 | S | 403904 | 5276311 | 9.8 | 31.1 | 229.0 | 531.2 | 7.7 | 101.7 | 0.4 | 2 | 96 |
| F | 2311.4 | E | 403992 | 5276400 | 22.5 | 64.6 | 226.2 | 531.2 | 3.8 | 103.0 | 0.6 | 0 | 0 |
| H | 2261.5 | S | 405358 | 5277757 | 1.6 | 4.9 | 6.0 | 27.1 | 6.9 | 4.5 | --- | --- | 0 |
| I | 2247.0 | S | 405743 | 5278115 | 2.3 | 6.5 | 4.9 | 42.0 | 1.6 | 7.0 | --- | --- | 0 |
| J | 2217.6 | S | 406460 | 5278868 | 4.3 | 19.6 | 83.9 | 267.6 | 2.4 | 45.7 | 0.3 | 0 | 12 |
| K | 2202.9 | S | 406856 | 5279251 | 4.5 | 14.2 | 77.8 | 190.8 | 2.7 | 37.9 | 0.3 | 14 | 20 |
| L | 2195.4 | S | 407058 | 5279457 | 4.0 | 7.0 | 39.2 | 98.2 | 1.1 | 15.8 | 0.6 | 33 | 113 |
| M | 2183.9 | S | 407368 | 5279759 | 4.4 | 7.4 | 74.6 | 183.4 | 1.7 | 36.8 | 0.6 | 33 | 0 |
| N | 2174.2 | S | 407630 | 5280014 | 6.0 | 14.5 | 50.5 | 161.9 | 1.9 | 30.4 | 0.5 | 17 | 0 |
| O | 2165.3 | S? | 407876 | 5280266 | 3.4 | 16.2 | 24.7 | 118.7 | 1.8 | 18.7 | 0.2 | 0 | 0 |
| P | 2148.8 | S | 408304 | 5280716 | 4.0 | 20.8 | 44.0 | 168.2 | 1.1 | 27.6 | 0.2 | 0 | 0 |
| LINE 10610 | | FLIGHT 49 | | | | | | | | | | | |
| A | 1906.8 | S | 402500 | 5274707 | 4.3 | 8.1 | 13.9 | 55.5 | 2.9 | 9.8 | 0.5 | 5 | 0 |
| B | 1916.2 | S | 402824 | 5275023 | 4.0 | 7.1 | 49.1 | 67.1 | 8.7 | 15.5 | 0.5 | 21 | 0 |
| C | 1930.0 | S? | 403300 | 5275483 | 3.6 | 10.8 | 19.1 | 66.3 | 1.3 | 12.0 | 0.3 | 5 | 0 |
| D | 1940.0 | S? | 403630 | 5275818 | 4.6 | 6.2 | 23.7 | 84.3 | 8.2 | 14.4 | 0.7 | 27 | 0 |
| E | 1948.2 | S | 403897 | 5276090 | 5.0 | 5.9 | 46.3 | 118.4 | 1.1 | 22.4 | 0.9 | 27 | 0 |
| F | 1955.1 | S | 404125 | 5276313 | 2.5 | 7.0 | 17.9 | 84.7 | 3.2 | 14.5 | 0.3 | 9 | 0 |
| G | 2009.7 | S | 405861 | 5278055 | 3.5 | 5.2 | 3.1 | 28.6 | 1.7 | 4.7 | --- | --- | 2 |
| H | 2028.3 | E | 406504 | 5278691 | 15.1 | 23.5 | 24.2 | 188.9 | 0.7 | 16.2 | 0.9 | 0 | 1 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10610 | | FLIGHT 49 | | | | | | | | | | | |
| I | 2030.8 | S | 406593 | 5278778 | 2.5 | 10.1 | 132.9 | 185.1 | 5.3 | 49.1 | 0.2 | 0 | 9 |
| J | 2034.0 | E | 406703 | 5278888 | 13.3 | 21.3 | 31.3 | 169.7 | 2.6 | 40.1 | 0.9 | 0 | 0 |
| K | 2049.1 | S | 407209 | 5279382 | 4.4 | 6.2 | 35.0 | 92.3 | 1.5 | 19.4 | 0.7 | 28 | 48 |
| L | 2057.5 | S | 407501 | 5279678 | 4.6 | 7.9 | 73.6 | 142.0 | 1.8 | 27.6 | 0.6 | 29 | 0 |
| M | 2087.0 | S | 408443 | 5280627 | 2.3 | 0.0 | 9.1 | 39.0 | 2.3 | 7.0 | --- | --- | 4 |
| LINE 10620 | | FLIGHT 49 | | | | | | | | | | | |
| A | 1847.0 | D | 402000 | 5273960 | 10.3 | 5.6 | 19.3 | 26.2 | 12.3 | 8.6 | 2.8 | 28 | 0 |
| B | 1823.8 | S | 402607 | 5274583 | 4.9 | 8.6 | 7.7 | 23.0 | 9.6 | 3.2 | 0.6 | 18 | 0 |
| C | 1812.7 | S | 402898 | 5274878 | 1.7 | 5.5 | 55.5 | 151.6 | 11.4 | 23.1 | 0.2 | 18 | 0 |
| D | 1786.9 | E | 403604 | 5275597 | 6.3 | 19.2 | 5.9 | 98.7 | 1.3 | 17.8 | 0.4 | 0 | 248 |
| E | 1784.4 | S | 403673 | 5275669 | 3.3 | 8.7 | 26.6 | 99.1 | 6.1 | 17.9 | 0.4 | 9 | 0 |
| F | 1677.0 | E | 406548 | 5278519 | 19.8 | 33.0 | 24.4 | 306.7 | 0.6 | 16.2 | 1.0 | 0 | 0 |
| G | 1672.1 | S | 406674 | 5278647 | 6.0 | 14.0 | 213.0 | 217.7 | 7.1 | 74.5 | 0.5 | 12 | 0 |
| H | 1646.9 | S | 407335 | 5279316 | 3.1 | 10.8 | 56.9 | 186.8 | 4.2 | 31.1 | 0.3 | 16 | 74 |
| I | 1637.0 | S | 407619 | 5279601 | 3.3 | 13.3 | 84.7 | 248.0 | 6.5 | 45.2 | 0.3 | 8 | 0 |
| J | 1624.9 | S | 407976 | 5279938 | 5.5 | 9.9 | 10.4 | 36.2 | 4.2 | 5.4 | 0.6 | 7 | 0 |
| K | 1605.9 | S | 408485 | 5280469 | 1.9 | 5.9 | 11.2 | 57.7 | 4.2 | 9.1 | --- | --- | 7 |
| LINE 10630 | | FLIGHT 48 | | | | | | | | | | | |
| A | 3443.6 | D | 402080 | 5273850 | 13.9 | 14.7 | 28.6 | 23.8 | 17.2 | 12.4 | 1.4 | 20 | 0 |
| B | 3464.3 | S? | 402749 | 5274493 | 5.2 | 7.9 | 9.4 | 16.9 | 7.9 | 3.3 | 0.7 | 23 | 0 |
| C | 3473.1 | S | 403036 | 5274803 | 1.6 | 2.2 | 22.3 | 68.4 | 17.2 | 11.8 | 0.5 | 47 | 0 |
| D | 3493.7 | S | 403729 | 5275490 | 2.9 | 4.2 | 4.3 | 25.0 | 1.5 | 4.1 | --- | --- | 133 |
| E | 3513.7 | S | 404392 | 5276167 | 0.0 | 2.5 | 17.4 | 51.9 | 3.6 | 8.3 | --- | --- | 0 |
| F | 3520.4 | S | 404630 | 5276406 | 4.5 | 10.7 | 3.4 | 42.9 | 0.9 | 6.5 | --- | --- | 168 |
| G | 3582.2 | S | 406768 | 5278539 | 5.4 | 16.2 | 151.0 | 213.6 | 5.3 | 55.9 | 0.4 | 0 | 33 |
| H | 3584.4 | E | 406846 | 5278616 | 12.7 | 24.6 | 146.2 | 231.0 | 0.8 | 56.4 | 0.7 | 0 | 0 |
| I | 3610.8 | S | 407737 | 5279509 | 5.7 | 6.3 | 27.2 | 81.7 | 1.1 | 11.2 | 1.0 | 24 | 35 |
| J | 3635.7 | S | 408597 | 5280345 | 3.0 | 5.3 | 7.4 | 18.8 | 5.2 | 3.5 | --- | --- | 10 |
| K | 3644.1 | S | 408880 | 5280651 | 2.2 | 10.6 | 1.9 | 57.4 | 19.3 | 10.2 | --- | --- | 0 |
| LINE 10640 | | FLIGHT 48 | | | | | | | | | | | |
| A | 3392.6 | D | 402069 | 5273640 | 35.0 | 12.7 | 58.0 | 19.0 | 48.8 | 22.3 | 7.4 | 20 | 0 |
| B | 3388.8 | D | 402184 | 5273738 | 36.9 | 1.7 | 50.4 | 14.0 | 55.4 | 15.0 | 159.6 | 21 | 481 |
| C | 3363.4 | S | 402852 | 5274411 | 5.0 | 4.1 | 19.4 | 16.1 | 13.3 | 2.2 | 1.3 | 43 | 0 |
| D | 3354.2 | S | 403088 | 5274663 | 3.1 | 6.6 | 16.5 | 33.0 | 23.1 | 6.0 | --- | --- | 0 |
| E | 3334.5 | S | 403643 | 5275180 | 4.1 | 6.3 | 12.9 | 38.6 | 5.3 | 6.5 | 0.6 | 16 | 0 |

CX = COAXIAL
CP = COPLANAR

Note:EM values shown above are local amplitudes

*Estimated Depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or magnetite/overburden effects

EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10640 | | | FLIGHT 48 | | | | | | | | | | |
| F | 3302.6 | S | 404469 | 5276030 | 9.2 | 28.7 | 97.5 | 283.8 | 5.1 | 50.4 | 0.4 | 0 | 0 |
| G | 3221.6 | S | 406623 | 5278173 | 4.8 | 8.3 | 2.9 | 30.7 | 1.4 | 5.0 | 0.6 | 5 | 16 |
| H | 3212.7 | S | 406859 | 5278415 | 4.9 | 20.1 | 110.4 | 223.5 | 2.3 | 46.1 | 0.3 | 0 | 49 |
| I | 3210.4 | E | 406924 | 5278481 | 13.2 | 25.5 | 110.4 | 223.5 | 2.3 | 46.1 | 0.7 | 0 | 0 |
| J | 3160.4 | S | 408262 | 5279794 | 2.3 | 5.0 | 35.2 | 123.7 | 2.5 | 20.4 | 0.4 | 16 | 0 |
| K | 3142.4 | D | 408685 | 5280256 | 15.3 | 9.6 | 48.8 | 24.2 | 32.1 | 24.5 | 2.7 | 21 | 318 |
| L | 3127.3 | S | 409116 | 5280633 | 6.7 | 10.2 | 0.2 | 44.1 | 49.5 | 7.2 | --- | --- | 0 |
| LINE 10650 | | | FLIGHT 48 | | | | | | | | | | |
| A | 2859.7 | D | 402188 | 5273528 | 21.2 | 2.7 | 47.5 | 12.0 | 41.3 | 16.2 | 29.3 | 28 | 684 |
| B | 2862.9 | D | 402296 | 5273631 | 29.6 | 7.7 | 47.5 | 12.0 | 44.5 | 16.2 | 11.1 | 22 | 109 |
| C | 2891.5 | S | 403237 | 5274582 | 1.7 | 4.0 | 24.8 | 22.7 | 30.8 | 4.2 | --- | --- | 0 |
| D | 2918.3 | S | 404156 | 5275480 | 2.5 | 5.1 | 23.0 | 41.2 | 2.4 | 9.1 | 0.4 | 24 | 0 |
| E | 2934.1 | S | 404684 | 5276016 | 5.0 | 6.0 | 67.2 | 109.4 | 6.2 | 28.1 | 0.9 | 27 | 0 |
| F | 2941.0 | S? | 404926 | 5276258 | 3.1 | 9.0 | 13.4 | 83.2 | 1.5 | 13.8 | 0.3 | 6 | 215 |
| G | 2994.1 | S | 406697 | 5278034 | 4.4 | 8.2 | 45.0 | 94.1 | 1.9 | 17.8 | 0.5 | 6 | 9 |
| H | 3002.6 | S | 406993 | 5278335 | 3.5 | 3.4 | 50.3 | 109.2 | 1.6 | 21.6 | 1.0 | 39 | 23 |
| I | 3042.7 | S | 408342 | 5279686 | 1.3 | 6.6 | 14.6 | 51.6 | 0.8 | 9.2 | --- | --- | 0 |
| LINE 10660 | | | FLIGHT 48 | | | | | | | | | | |
| A | 2780.4 | D | 402288 | 5273420 | 26.5 | 5.1 | 57.5 | 10.6 | 56.2 | 19.9 | 16.5 | 22 | 1796 |
| B | 2776.1 | D | 402418 | 5273535 | 44.6 | 3.5 | 48.1 | 3.0 | 61.8 | 7.8 | 76.3 | 6 | 97 |
| C | 2742.8 | S | 403341 | 5274474 | 3.2 | 4.7 | 54.8 | 52.8 | 78.5 | 8.3 | --- | --- | 0 |
| D | 2713.9 | S | 404138 | 5275261 | 3.6 | 11.0 | 35.6 | 160.0 | 0.3 | 24.3 | 0.3 | 9 | 237 |
| E | 2688.3 | S | 404771 | 5275898 | 10.8 | 23.1 | 181.2 | 383.2 | 8.8 | 73.2 | 0.6 | 9 | 0 |
| F | 2682.8 | S | 404919 | 5276044 | 10.3 | 16.2 | 120.1 | 249.0 | 15.1 | 47.4 | 0.8 | 18 | 0 |
| G | 2655.3 | S | 405646 | 5276777 | 3.7 | 6.6 | 8.3 | 32.3 | 11.4 | 6.2 | --- | --- | 0 |
| H | 2614.4 | S? | 406705 | 5277829 | 13.4 | 22.7 | 114.6 | 222.6 | 3.7 | 43.5 | 0.8 | 4 | 0 |
| I | 2612.1 | E | 406765 | 5277895 | 9.2 | 18.0 | 114.6 | 222.6 | 3.7 | 43.5 | 0.6 | 3 | 19 |
| J | 2599.2 | S | 407117 | 5278251 | 2.5 | 11.3 | 22.9 | 109.9 | 1.5 | 19.9 | 0.2 | 0 | 0 |
| K | 2571.0 | S | 407853 | 5278974 | 1.1 | 4.1 | 4.7 | 22.1 | 1.9 | 3.8 | --- | --- | 33 |
| L | 2557.6 | S | 408189 | 5279319 | 2.7 | 4.2 | 8.2 | 38.2 | 2.5 | 6.4 | --- | --- | 0 |
| M | 2545.9 | S | 408501 | 5279629 | 4.3 | 7.2 | 3.2 | 36.9 | 1.4 | 6.0 | --- | --- | 0 |
| N | 2528.0 | S | 408976 | 5280087 | 4.5 | 26.1 | 11.9 | 129.3 | 1.3 | 20.5 | 0.2 | 0 | 3 |
| LINE 10670 | | | FLIGHT 48 | | | | | | | | | | |
| A | 2114.6 | D | 402421 | 5273342 | 7.0 | 5.2 | 11.3 | 2.4 | 8.6 | 3.8 | 1.7 | 35 | 592 |
| B | 2118.1 | D | 402546 | 5273465 | 14.1 | 4.0 | 17.4 | 0.1 | 15.9 | 2.2 | --- | --- | 256 |

CX = COAXIAL
CP = COPLANAR

Note:EM values shown above are local amplitudes

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10670 | | FLIGHT 48 | | | | | | | | | | | |
| C | 2143.0 | S | 403427 | 5274343 | 0.1 | 0.9 | 18.2 | 23.9 | 22.3 | 4.8 | --- | --- | 0 |
| D | 2168.2 | S | 404316 | 5275225 | 3.4 | 7.1 | 19.9 | 81.4 | 5.6 | 14.0 | 0.4 | 17 | 0 |
| E | 2188.9 | S | 405009 | 5275925 | 9.9 | 16.2 | 169.9 | 210.6 | 18.0 | 55.5 | 0.8 | 12 | 0 |
| F | 2212.0 | S | 405802 | 5276738 | 2.2 | 3.4 | 7.9 | 31.8 | 2.4 | 5.6 | --- | --- | 0 |
| G | 2239.6 | S | 406789 | 5277699 | 5.8 | 10.0 | 40.4 | 107.4 | 1.2 | 18.5 | 0.6 | 3 | 0 |
| H | 2282.7 | S | 408298 | 5279225 | 6.3 | 10.5 | 8.5 | 27.4 | 8.2 | 3.4 | --- | --- | 371 |
| I | 2306.5 | S | 409093 | 5279991 | 1.6 | 12.2 | 16.6 | 93.5 | 2.5 | 16.2 | --- | --- | 0 |
| LINE 10680 | | FLIGHT 48 | | | | | | | | | | | |
| A | 2042.4 | S | 402356 | 5273048 | 2.7 | 5.4 | 4.6 | 27.4 | 2.8 | 3.5 | --- | --- | 0 |
| B | 2034.9 | D | 402562 | 5273263 | 20.0 | 10.5 | 37.8 | 13.3 | 19.9 | 17.1 | 3.7 | 9 | 215 |
| C | 2031.5 | D | 402656 | 5273359 | 15.8 | 5.7 | 37.8 | 13.3 | 15.6 | 17.1 | 5.6 | 20 | 327 |
| D | 2007.3 | E | 403340 | 5274047 | 9.5 | 12.2 | 10.4 | 52.6 | 17.6 | 9.0 | 1.0 | 5 | 0 |
| E | 2000.5 | S | 403535 | 5274240 | 4.9 | 7.8 | 9.4 | 35.7 | 7.6 | 9.3 | 0.6 | 13 | 0 |
| F | 1968.0 | S? | 404417 | 5275121 | 4.8 | 12.8 | 16.5 | 119.4 | 13.0 | 20.1 | 0.4 | 7 | 139 |
| G | 1942.2 | S | 405082 | 5275790 | 8.6 | 21.3 | 200.6 | 333.5 | 12.6 | 77.2 | 0.5 | 4 | 0 |
| H | 1931.5 | E | 405375 | 5276068 | 13.7 | 29.7 | 29.7 | 200.7 | 13.0 | 35.1 | 0.7 | 5 | 605 |
| I | 1909.9 | S | 405964 | 5276659 | 1.9 | 6.9 | 26.5 | 94.1 | 6.6 | 16.7 | 0.2 | 12 | 0 |
| J | 1877.9 | S | 406839 | 5277542 | 3.9 | 11.0 | 38.7 | 113.1 | 2.1 | 20.1 | 0.4 | 0 | 11 |
| K | 1792.9 | B? | 409157 | 5279857 | 10.1 | 35.6 | 39.1 | 163.1 | 2.7 | 27.5 | 0.4 | 0 | 7 |
| L | 1789.4 | E | 409246 | 5279947 | 5.1 | 19.6 | 39.1 | 163.1 | 2.7 | 27.5 | 0.3 | 0 | 0 |
| LINE 10690 | | FLIGHT 48 | | | | | | | | | | | |
| A | 1519.0 | D | 402669 | 5273186 | 9.7 | 9.7 | 9.8 | 11.8 | 6.9 | 5.7 | 1.3 | 12 | 0 |
| B | 1521.4 | B | 402755 | 5273267 | 6.8 | 10.7 | 9.1 | 11.8 | 3.0 | 5.7 | --- | --- | 63 |
| C | 1541.7 | E | 403467 | 5273951 | 5.5 | 12.2 | 4.5 | 16.4 | 5.5 | 11.2 | 0.5 | 0 | 0 |
| D | 1544.2 | S? | 403556 | 5274038 | 2.4 | 6.3 | 15.6 | 78.6 | 5.5 | 13.5 | 0.3 | 6 | 2008 |
| E | 1576.7 | S? | 404683 | 5275174 | 1.6 | 4.3 | 7.3 | 36.4 | 3.0 | 6.0 | --- | --- | 92 |
| F | 1594.4 | S | 405310 | 5275792 | 10.5 | 19.7 | 222.9 | 337.8 | 13.6 | 84.5 | 0.7 | 15 | 10 |
| G | 1599.0 | S | 405469 | 5275957 | 10.8 | 12.1 | 157.2 | 225.9 | 18.2 | 57.1 | 1.2 | 27 | 684 |
| H | 1601.5 | E | 405554 | 5276045 | 15.9 | 35.5 | 25.1 | 236.1 | 0.0 | 47.2 | 0.7 | 2 | 0 |
| I | 1615.1 | S | 406014 | 5276508 | 4.0 | 5.9 | 21.1 | 41.9 | 0.8 | 8.0 | 0.7 | 25 | 193 |
| J | 1621.4 | E | 406221 | 5276718 | 1.4 | 6.9 | 27.8 | 102.7 | 1.9 | 18.4 | 0.2 | 0 | 9 |
| K | 1642.1 | B? | 406904 | 5277389 | 6.5 | 14.2 | 30.8 | 94.2 | 1.7 | 16.7 | 0.5 | 0 | 0 |
| L | 1644.4 | E | 406986 | 5277463 | 4.6 | 10.2 | 30.8 | 94.2 | 1.1 | 16.7 | 0.5 | 0 | 0 |
| M | 1713.8 | S | 409314 | 5279802 | 4.4 | 9.5 | 7.9 | 66.9 | 1.6 | 10.2 | 0.5 | 2 | 0 |

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CP = COPLANAR

Note: EM values shown above are local amplitudes

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10700 | | | FLIGHT 48 | | | | | | | | | | |
| A | 1445.8 | S | 402668 | 5272952 | 4.2 | 9.2 | 11.8 | 48.6 | 17.8 | 8.4 | --- | --- | 0 |
| B | 1442.1 | D | 402764 | 5273047 | 77.6 | 15.7 | 133.8 | 25.7 | 120.7 | 42.2 | 22.1 | 9 | 639 |
| C | 1438.8 | D | 402853 | 5273133 | 27.1 | 17.1 | 133.8 | 25.7 | 120.7 | 42.2 | 3.2 | 18 | 180 |
| D | 1407.4 | S? | 403691 | 5273977 | 0.8 | 2.8 | 20.5 | 89.6 | 10.5 | 14.3 | 0.2 | 14 | 1393 |
| E | 1361.9 | S? | 404904 | 5275177 | 1.9 | 7.6 | 28.1 | 73.5 | 10.8 | 15.2 | 0.2 | 15 | 0 |
| F | 1337.3 | S | 405550 | 5275836 | 10.4 | 3.8 | 160.6 | 47.3 | 16.4 | 40.7 | 4.9 | 46 | 0 |
| G | 1314.1 | S | 406195 | 5276467 | 1.6 | 2.2 | 22.6 | 81.7 | 2.7 | 13.8 | 0.5 | 55 | 0 |
| H | 1286.5 | E | 406938 | 5277234 | 7.1 | 18.6 | 32.1 | 101.2 | 1.9 | 17.8 | 0.5 | 0 | 17 |
| I | 1284.4 | S | 406997 | 5277293 | 4.9 | 10.7 | 32.1 | 101.2 | 1.9 | 17.8 | 0.5 | 0 | 0 |
| J | 1228.7 | S? | 408405 | 5278672 | 3.4 | 17.0 | 5.2 | 114.1 | 4.6 | 15.0 | --- | --- | 0 |
| K | 1223.2 | S | 408539 | 5278790 | 3.9 | 19.4 | 9.8 | 49.0 | 3.6 | 6.7 | --- | --- | 0 |
| L | 1217.9 | S | 408664 | 5278907 | 4.3 | 12.1 | 53.2 | 121.7 | 32.8 | 19.6 | 0.4 | 18 | 0 |
| M | 1213.7 | S? | 408753 | 5279017 | 9.1 | 31.0 | 60.9 | 127.2 | 46.0 | 19.6 | --- | --- | 0 |
| N | 1209.4 | S? | 408840 | 5279133 | 5.3 | 9.3 | 6.4 | 148.1 | 2.4 | 21.3 | --- | --- | 0 |
| O | 1188.6 | E | 409364 | 5279605 | 6.4 | 23.0 | 18.9 | 91.1 | 6.1 | 14.6 | --- | --- | 0 |
| P | 1186.2 | S? | 409422 | 5279668 | 4.1 | 11.9 | 18.9 | 91.1 | 9.5 | 14.6 | 0.4 | 3 | 0 |
| Q | 1176.2 | S | 409651 | 5279938 | 5.7 | 13.5 | 0.7 | 24.0 | 1.2 | 3.7 | 0.5 | 6 | 0 |
| LINE 10710 | | | FLIGHT 47 | | | | | | | | | | |
| A | 3916.7 | D | 402868 | 5272951 | 23.5 | 12.5 | 47.4 | 31.5 | 17.9 | 23.1 | 3.8 | 5 | 385 |
| B | 3919.0 | D | 402945 | 5273035 | 16.8 | 11.4 | 47.4 | 31.5 | 17.9 | 23.1 | 2.5 | 14 | 0 |
| C | 3943.0 | S | 403775 | 5273834 | 5.0 | 7.2 | 14.3 | 66.8 | 10.0 | 10.6 | 0.7 | 10 | 0 |
| D | 3958.4 | S | 404329 | 5274393 | 4.8 | 10.4 | 3.5 | 51.8 | 11.5 | 8.6 | --- | --- | 0 |
| E | 3963.2 | E | 404503 | 5274569 | 7.8 | 30.9 | 43.1 | 170.5 | 5.1 | 27.6 | 0.3 | 0 | 132 |
| F | 3995.0 | S? | 405623 | 5275685 | 13.4 | 11.3 | 101.1 | 44.1 | 4.9 | 28.4 | 1.8 | 25 | 188 |
| G | 3997.8 | S | 405717 | 5275782 | 4.4 | 0.8 | 82.5 | 1.2 | 12.9 | 17.3 | 10.9 | 73 | 0 |
| H | 4017.7 | S | 406378 | 5276443 | 1.4 | 6.0 | 13.0 | 60.0 | 2.0 | 9.7 | --- | --- | 0 |
| I | 4021.2 | S | 406496 | 5276558 | 2.2 | 7.9 | 12.9 | 63.2 | 4.3 | 10.8 | 0.2 | 2 | 17 |
| J | 4038.8 | S | 407084 | 5277147 | 2.9 | 5.8 | 8.0 | 42.4 | 0.9 | 6.7 | 0.4 | 10 | 0 |
| K | 4041.9 | S | 407191 | 5277253 | 2.4 | 7.4 | 8.0 | 35.2 | 2.3 | 5.9 | --- | --- | 0 |
| L | 4078.5 | S | 408439 | 5278517 | 1.5 | 7.2 | 14.9 | 74.2 | 2.1 | 12.7 | 0.2 | 0 | 0 |
| M | 4088.6 | S | 408794 | 5278862 | 2.8 | 10.1 | 15.2 | 92.5 | 4.9 | 13.8 | 0.3 | 0 | 0 |
| N | 4107.9 | E | 409429 | 5279490 | 2.1 | 9.8 | 7.6 | 72.3 | 6.8 | 11.7 | --- | --- | 0 |
| O | 4110.7 | S | 409521 | 5279588 | 1.7 | 5.3 | 14.3 | 74.4 | 6.8 | 13.1 | --- | --- | 0 |
| LINE 10720 | | | FLIGHT 47 | | | | | | | | | | |
| A | 3868.1 | D | 402991 | 5272816 | 22.7 | 25.3 | 18.9 | 37.3 | 5.3 | 10.7 | 1.5 | 2 | 143 |

CX = COAXIAL
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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10720 | | | FLIGHT 47 | | | | | | | | | | |
| B | 3834.4 | S? | 403878 | 5273723 | 9.6 | 9.2 | 40.7 | 145.8 | 20.8 | 25.5 | 1.4 | 18 | 0 |
| C | 3775.7 | S | 405504 | 5275359 | 12.1 | 20.3 | 97.3 | 142.3 | 6.7 | 29.3 | 0.8 | 16 | 0 |
| D | 3757.9 | S | 406011 | 5275871 | 11.8 | 8.0 | 210.0 | 330.1 | 12.6 | 62.6 | 2.2 | 32 | 0 |
| E | 3735.8 | S | 406643 | 5276499 | 2.4 | 10.5 | 6.6 | 32.7 | 3.9 | 5.4 | --- | --- | 52 |
| F | 3691.7 | S | 407869 | 5277719 | 1.2 | 4.5 | 4.3 | 52.2 | 2.8 | 9.1 | --- | --- | 0 |
| G | 3661.8 | S | 408658 | 5278504 | 2.1 | 7.5 | 14.2 | 64.6 | 3.6 | 11.1 | --- | --- | 48 |
| H | 3651.3 | E | 408923 | 5278787 | 5.0 | 10.2 | 21.5 | 31.9 | 22.2 | 5.8 | --- | --- | 0 |
| I | 3624.8 | S | 409624 | 5279487 | 1.1 | 8.2 | 10.7 | 76.7 | 4.9 | 12.3 | --- | --- | 0 |
| LINE 10730 | | | FLIGHT 47 | | | | | | | | | | |
| A | 3366.4 | B? | 403077 | 5272719 | 5.7 | 8.0 | 5.9 | 28.0 | 2.9 | 6.0 | 0.8 | 5 | 82 |
| B | 3371.6 | S? | 403265 | 5272914 | 4.9 | 7.0 | 6.3 | 34.5 | 1.7 | 5.0 | --- | --- | 5 |
| C | 3392.3 | S | 403991 | 5273635 | 12.1 | 18.5 | 43.3 | 139.4 | 23.4 | 23.7 | 0.9 | 5 | 0 |
| D | 3428.6 | S | 405267 | 5274905 | 4.0 | 6.1 | 17.6 | 24.8 | 4.4 | 7.9 | 0.6 | 34 | 0 |
| E | 3452.5 | S | 406063 | 5275712 | 13.3 | 13.3 | 149.6 | 194.5 | 8.5 | 51.4 | 1.5 | 19 | 0 |
| F | 3469.7 | S | 406627 | 5276269 | 0.4 | 2.0 | 3.3 | 41.3 | 2.0 | 6.4 | --- | --- | 224 |
| G | 3495.2 | S | 407474 | 5277108 | 4.7 | 8.6 | 9.0 | 35.0 | 7.2 | 4.6 | --- | --- | 0 |
| H | 3533.4 | S | 408779 | 5278428 | 2.9 | 4.0 | 9.7 | 54.9 | 1.3 | 9.7 | --- | --- | 0 |
| I | 3563.5 | S | 409831 | 5279471 | 1.9 | 10.2 | 6.3 | 48.2 | 4.9 | 8.0 | --- | --- | 0 |
| LINE 10740 | | | FLIGHT 47 | | | | | | | | | | |
| A | 3302.5 | D | 403142 | 5272564 | 11.1 | 14.1 | 15.1 | 13.3 | 12.1 | 5.9 | 1.1 | 20 | 238 |
| B | 3294.0 | S | 403376 | 5272791 | 4.2 | 10.7 | 3.9 | 41.7 | 1.6 | 6.5 | 0.4 | 6 | 0 |
| C | 3265.9 | S? | 404116 | 5273553 | 6.7 | 3.1 | 40.8 | 123.6 | 12.7 | 20.6 | 3.0 | 41 | 0 |
| D | 3259.8 | E | 404294 | 5273714 | 3.9 | 15.5 | 6.2 | 73.8 | 6.0 | 14.7 | 0.3 | 0 | 1490 |
| E | 3249.4 | S | 404573 | 5273982 | 3.8 | 8.3 | 48.4 | 164.5 | 6.6 | 28.9 | 0.4 | 19 | 0 |
| F | 3234.4 | S | 404990 | 5274417 | 5.7 | 9.0 | 29.6 | 108.3 | 3.5 | 15.0 | 0.7 | 23 | 0 |
| G | 3209.6 | S | 405697 | 5275112 | 4.2 | 7.5 | 56.0 | 112.9 | 6.9 | 21.7 | 0.5 | 27 | 0 |
| H | 3192.0 | S | 406182 | 5275606 | 12.8 | 15.9 | 212.0 | 216.3 | 14.2 | 65.0 | 1.1 | 18 | 0 |
| I | 3171.9 | E | 406776 | 5276196 | 4.3 | 12.0 | 14.1 | 64.2 | 3.9 | 10.5 | --- | --- | 27 |
| J | 3170.0 | S | 406832 | 5276250 | 3.4 | 8.3 | 14.1 | 64.2 | 3.9 | 10.5 | --- | --- | 0 |
| K | 3144.2 | S | 407553 | 5276969 | 4.2 | 8.3 | 19.0 | 75.5 | 5.9 | 13.8 | 0.5 | 6 | 0 |
| L | 3057.1 | S | 409926 | 5279347 | 2.6 | 11.9 | 6.7 | 91.5 | 3.5 | 14.0 | --- | --- | 0 |
| LINE 10750 | | | FLIGHT 47 | | | | | | | | | | |
| A | 2783.9 | D | 403179 | 5272447 | 11.2 | 6.3 | 19.2 | 8.0 | 13.2 | 10.0 | 2.8 | 22 | 0 |
| B | 2792.0 | S | 403468 | 5272736 | 3.9 | 9.0 | 5.6 | 38.5 | 1.7 | 6.7 | 0.4 | 1 | 0 |
| C | 2816.0 | S? | 404335 | 5273557 | 4.2 | 5.6 | 31.4 | 101.9 | 3.6 | 17.9 | 0.7 | 20 | 0 |

CX = COAXIAL
CP = COPLANAR

Note:EM values shown above are local amplitudes

*Estimated Depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or magnetite/overburden effects

# EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10750 | | FLIGHT 47 | | | | | | | | | | | |
| D | 2879.5 | S | 406499 | 5275720 | 3.1 | 5.1 | 38.0 | 36.2 | 3.1 | 16.4 | 0.5 | 27 | 120 |
| E | 2914.2 | S | 407645 | 5276863 | 2.5 | 3.8 | 14.9 | 48.1 | 1.4 | 9.4 | 0.5 | 16 | 0 |
| F | 2982.6 | S | 410020 | 5279232 | 1.6 | 1.9 | 7.0 | 52.9 | 2.6 | 8.1 | --- | --- | 0 |
| LINE 10760 | | FLIGHT 47 | | | | | | | | | | | |
| A | 2716.4 | S | 403637 | 5272638 | 2.6 | 11.1 | 8.0 | 58.4 | 4.1 | 10.2 | --- | --- | 0 |
| B | 2687.1 | S? | 404427 | 5273427 | 7.4 | 18.2 | 24.8 | 111.8 | 31.0 | 18.8 | 0.5 | 0 | 0 |
| C | 2682.3 | S? | 404556 | 5273553 | 3.5 | 12.6 | 6.3 | 90.8 | 3.3 | 16.1 | 0.3 | 2 | 1679 |
| D | 2664.4 | S? | 405057 | 5274063 | 7.5 | 14.0 | 39.5 | 79.1 | 1.4 | 16.4 | 0.6 | 12 | 0 |
| E | 2629.8 | S | 406030 | 5275033 | 7.4 | 10.5 | 42.4 | 77.6 | 5.4 | 10.7 | 0.8 | 27 | 0 |
| F | 2609.1 | S | 406608 | 5275604 | 5.4 | 6.6 | 69.0 | 77.4 | 12.4 | 20.3 | 0.9 | 33 | 0 |
| G | 2602.5 | S? | 406803 | 5275801 | 8.6 | 15.2 | 69.6 | 166.3 | 10.2 | 34.1 | 0.7 | 8 | 0 |
| H | 2574.4 | S? | 407620 | 5276638 | 3.9 | 9.5 | 17.2 | 56.8 | 1.1 | 12.0 | 0.4 | 0 | 0 |
| I | 2489.3 | S | 409844 | 5278845 | 1.8 | 10.5 | 5.3 | 59.9 | 4.1 | 9.4 | --- | --- | 0 |
| J | 2478.5 | S | 410119 | 5279128 | 3.3 | 8.3 | 14.1 | 91.3 | 7.6 | 15.7 | 0.4 | 11 | 0 |
| LINE 10770 | | FLIGHT 47 | | | | | | | | | | | |
| A | 2089.1 | S? | 404551 | 5273353 | 4.2 | 13.9 | 25.1 | 110.9 | 15.2 | 18.2 | 0.3 | 0 | 0 |
| B | 2093.0 | S? | 404690 | 5273493 | 2.9 | 10.7 | 22.4 | 73.7 | 13.9 | 15.5 | 0.3 | 3 | 1610 |
| C | 2107.3 | E | 405173 | 5273975 | 7.6 | 11.8 | 21.5 | 60.5 | 2.9 | 12.0 | 0.8 | 2 | 0 |
| D | 2114.7 | S | 405425 | 5274227 | 7.2 | 13.1 | 47.6 | 97.3 | 4.9 | 21.1 | 0.6 | 11 | 0 |
| E | 2136.1 | S | 406174 | 5274967 | 2.7 | 2.6 | 38.0 | 50.7 | 4.5 | 11.5 | 0.9 | 60 | 0 |
| F | 2154.0 | S | 406781 | 5275578 | 2.0 | 4.1 | 70.9 | 97.6 | 5.5 | 26.2 | 0.4 | 32 | 0 |
| G | 2181.8 | S | 407699 | 5276479 | 5.1 | 11.5 | 79.6 | 195.9 | 2.3 | 34.8 | 0.5 | 18 | 3 |
| H | 2250.1 | S | 409940 | 5278723 | 3.3 | 10.5 | 3.7 | 35.1 | 2.2 | 5.2 | --- | --- | 0 |
| I | 2259.8 | S | 410285 | 5279074 | 3.0 | 9.7 | 8.6 | 46.6 | 2.8 | 7.0 | 0.3 | 0 | 0 |
| LINE 10780 | | FLIGHT 47 | | | | | | | | | | | |
| A | 1997.0 | S | 403616 | 5272200 | 5.3 | 11.9 | 6.7 | 41.0 | 1.3 | 7.0 | --- | --- | 0 |
| B | 1992.3 | S | 403744 | 5272330 | 3.5 | 8.9 | 9.8 | 65.2 | 1.5 | 11.6 | 0.4 | 9 | 0 |
| C | 1954.2 | S? | 404776 | 5273374 | 0.9 | 5.5 | 24.1 | 116.7 | 24.8 | 20.6 | --- | --- | 1785 |
| D | 1935.5 | S? | 405285 | 5273845 | 2.8 | 10.3 | 8.2 | 58.1 | 2.1 | 9.0 | --- | --- | 0 |
| E | 1924.8 | S | 405548 | 5274124 | 3.2 | 4.4 | 70.6 | 118.3 | 4.0 | 27.9 | 0.7 | 43 | 45 |
| F | 1914.2 | S? | 405820 | 5274404 | 3.8 | 9.9 | 0.4 | 81.2 | 0.0 | 9.9 | 0.4 | 24 | 181 |
| G | 1897.4 | S | 406266 | 5274840 | 9.1 | 14.3 | 69.4 | 109.9 | 4.0 | 26.7 | 0.8 | 22 | 4 |
| H | 1887.3 | E | 406521 | 5275111 | 7.1 | 22.7 | 24.2 | 200.7 | 12.4 | 30.4 | 0.4 | 0 | 0 |
| I | 1875.5 | S? | 406818 | 5275391 | 6.6 | 16.3 | 25.8 | 127.5 | 6.8 | 22.5 | 0.5 | 8 | 7 |
| J | 1869.4 | E | 406973 | 5275539 | 11.9 | 25.0 | 50.4 | 141.0 | 14.9 | 22.6 | 0.7 | 0 | 0 |

CX = COAXIAL
CP = COPLANAR

Note:EM values shown above are local amplitudes

*Estimated Depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or magnetite/overburden effects

EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10780 | | | FLIGHT 47 | | | | | | | | | | |
| K | 1865.1 | S? | 407081 | 5275647 | 1.7 | 4.3 | 69.2 | 217.7 | 8.2 | 37.6 | 0.3 | 32 | 222 |
| L | 1853.0 | E | 407393 | 5275972 | 9.5 | 23.3 | 43.9 | 176.4 | 6.1 | 31.0 | 0.6 | 3 | 0 |
| M | 1846.7 | S | 407557 | 5276144 | 3.2 | 9.2 | 52.2 | 143.8 | 0.9 | 20.9 | 0.3 | 19 | 130 |
| N | 1839.6 | S? | 407758 | 5276343 | 10.3 | 18.2 | 134.4 | 222.2 | 4.5 | 52.7 | 0.7 | 11 | 0 |
| O | 1836.5 | E | 407850 | 5276430 | 12.2 | 26.7 | 136.0 | 251.5 | 4.5 | 53.5 | 0.7 | 0 | 1 |
| P | 1786.2 | D | 409185 | 5277747 | 19.4 | 3.8 | 21.9 | 5.5 | 18.1 | 7.4 | --- | --- | 0 |
| Q | 1765.0 | S? | 409711 | 5278287 | 1.9 | 7.8 | 7.2 | 64.0 | 1.7 | 11.0 | --- | --- | 97 |
| R | 1761.1 | S | 409814 | 5278393 | 2.2 | 7.3 | 11.6 | 113.0 | 6.4 | 16.6 | --- | --- | 140 |
| S | 1752.8 | S | 410037 | 5278616 | 1.1 | 14.7 | 14.1 | 108.4 | 13.2 | 17.9 | --- | --- | 0 |
| T | 1740.2 | S? | 410375 | 5278959 | 6.8 | 19.4 | 21.2 | 59.9 | 16.7 | 8.4 | --- | --- | 0 |
| LINE 10790 | | | FLIGHT 47 | | | | | | | | | | |
| A | 1475.3 | S | 403922 | 5272336 | 2.0 | 4.5 | 7.7 | 55.2 | 2.6 | 9.0 | --- | --- | 0 |
| B | 1487.2 | S | 404346 | 5272718 | 1.3 | 3.7 | 3.5 | 35.2 | 2.1 | 4.8 | --- | --- | 0 |
| C | 1503.1 | B? | 404861 | 5273222 | 3.4 | 9.9 | 3.6 | 28.3 | 11.9 | 4.9 | --- | --- | 112 |
| D | 1528.4 | S | 405662 | 5274038 | 3.7 | 8.9 | 46.7 | 74.3 | 3.5 | 18.8 | 0.4 | 4 | 23 |
| E | 1541.8 | S | 406126 | 5274487 | 4.3 | 7.5 | 47.6 | 34.9 | 3.0 | 15.2 | 0.6 | 24 | 3 |
| F | 1549.7 | S | 406394 | 5274754 | 5.0 | 5.6 | 51.5 | 48.2 | 4.5 | 16.0 | 0.9 | 29 | 0 |
| G | 1566.1 | D | 406946 | 5275322 | 8.5 | 12.5 | 27.2 | 64.8 | 3.2 | 15.1 | 0.8 | 5 | 0 |
| H | 1571.7 | S | 407150 | 5275524 | 12.3 | 15.6 | 121.2 | 192.3 | 10.8 | 42.9 | 1.1 | 15 | 0 |
| I | 1582.5 | S | 407539 | 5275901 | 2.4 | 4.9 | 47.8 | 115.1 | 4.1 | 25.0 | 0.4 | 32 | 0 |
| J | 1590.9 | B | 407826 | 5276185 | 13.5 | 13.9 | 62.7 | 63.3 | 4.6 | 19.1 | 1.4 | 19 | 0 |
| K | 1596.1 | S | 407996 | 5276359 | 5.9 | 10.9 | 88.8 | 162.4 | 1.8 | 38.1 | 0.6 | 11 | 8 |
| L | 1655.3 | S | 409961 | 5278318 | 6.6 | 12.6 | 66.9 | 152.2 | 3.5 | 28.3 | 0.6 | 7 | 0 |
| LINE 10800 | | | FLIGHT 47 | | | | | | | | | | |
| A | 1416.5 | S | 404069 | 5272225 | 1.0 | 6.6 | 3.0 | 46.4 | 0.4 | 7.8 | --- | --- | 73 |
| B | 1386.7 | S? | 404909 | 5273059 | 0.6 | 2.5 | 5.8 | 32.0 | 6.8 | 4.9 | --- | --- | 0 |
| C | 1359.9 | E | 405588 | 5273744 | 5.1 | 10.9 | 5.2 | 51.8 | 2.9 | 5.9 | 0.5 | 3 | 82 |
| D | 1354.1 | S | 405743 | 5273891 | 2.9 | 7.2 | 33.1 | 111.3 | 5.4 | 19.6 | 0.4 | 18 | 4 |
| E | 1339.0 | S | 406119 | 5274273 | 6.5 | 9.0 | 88.4 | 148.9 | 4.0 | 35.7 | 0.8 | 20 | 0 |
| F | 1332.6 | S | 406282 | 5274436 | 4.2 | 6.1 | 41.0 | 82.3 | 4.4 | 16.1 | 0.7 | 37 | 209 |
| G | 1324.9 | S | 406489 | 5274641 | 3.4 | 11.5 | 48.5 | 100.5 | 7.1 | 17.3 | 0.3 | 10 | 0 |
| H | 1304.0 | S? | 407047 | 5275207 | 3.7 | 8.1 | 42.0 | 58.5 | 34.8 | 9.3 | --- | --- | 21 |
| I | 1292.3 | S | 407356 | 5275521 | 7.8 | 9.6 | 154.4 | 179.3 | 14.6 | 47.3 | 1.0 | 28 | 0 |
| J | 1281.9 | S | 407657 | 5275795 | 5.8 | 18.1 | 35.3 | 88.4 | 8.4 | 15.4 | 0.4 | 9 | 0 |
| K | 1272.8 | S | 407928 | 5276058 | 7.7 | 14.4 | 114.3 | 179.3 | 7.2 | 41.5 | 0.6 | 14 | 0 |
| L | 1266.1 | E | 408119 | 5276278 | 6.9 | 14.2 | 46.5 | 106.4 | 2.0 | 24.8 | --- | --- | 18 |

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# EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE | 10800 | | FLIGHT 47 | | | | | | | | | | |
| M | 1238.0 | S | 408926 | 5277067 | 1.0 | 2.5 | 3.8 | 26.7 | 2.2 | 5.1 | --- | --- | 0 |
| N | 1202.0 | S | 409864 | 5278006 | 5.5 | 16.9 | 40.5 | 179.4 | 3.9 | 27.0 | 0.4 | 1 | 0 |
| O | 1195.2 | E | 410046 | 5278197 | 7.3 | 24.8 | 50.0 | 169.4 | 6.2 | 28.6 | 0.4 | 0 | 115 |
| P | 1192.9 | S | 410107 | 5278266 | 3.9 | 19.3 | 50.0 | 169.4 | 6.2 | 28.6 | 0.2 | 0 | 0 |
| Q | 1172.2 | S? | 410684 | 5278857 | 4.4 | 11.9 | 5.6 | 52.5 | 3.9 | 7.9 | 0.4 | 7 | 21 |
| LINE | 10810 | | FLIGHT 46 | | | | | | | | | | |
| A | 3314.4 | S | 404770 | 5272725 | 3.7 | 6.4 | 1.6 | 16.3 | 0.8 | 3.3 | --- | --- | 0 |
| B | 3357.9 | S | 406234 | 5274170 | 0.9 | 5.5 | 26.4 | 88.6 | 2.2 | 16.2 | 0.1 | 0 | 60 |
| C | 3370.8 | S? | 406682 | 5274623 | 3.9 | 12.6 | 40.2 | 192.8 | 0.9 | 26.8 | 0.3 | 10 | 23 |
| D | 3396.4 | S | 407515 | 5275456 | 10.2 | 10.4 | 121.2 | 147.2 | 16.0 | 39.5 | 1.3 | 21 | 91 |
| E | 3404.7 | S? | 407796 | 5275745 | 5.9 | 13.1 | 35.6 | 108.5 | 12.9 | 20.4 | 0.5 | 17 | 20 |
| F | 3410.8 | S | 408003 | 5275949 | 4.0 | 7.7 | 166.9 | 210.6 | 7.7 | 52.8 | 0.5 | 29 | 0 |
| G | 3464.3 | S | 409744 | 5277678 | 0.9 | 5.0 | 49.7 | 138.3 | 4.0 | 25.6 | 0.1 | 0 | 72 |
| H | 3482.9 | S | 410355 | 5278305 | 3.4 | 4.4 | 4.7 | 42.8 | 0.4 | 7.2 | 0.7 | 21 | 0 |
| LINE | 10820 | | FLIGHT 46 | | | | | | | | | | |
| A | 3180.5 | S | 405743 | 5273468 | 2.8 | 8.5 | 10.1 | 77.9 | 3.4 | 11.4 | 0.3 | 14 | 64 |
| B | 3167.4 | S? | 406117 | 5273850 | 1.1 | 7.2 | 27.9 | 182.5 | 3.3 | 23.7 | 0.1 | 5 | 260 |
| C | 3159.2 | S? | 406359 | 5274093 | 2.8 | 8.4 | 14.5 | 74.8 | 4.8 | 10.1 | 0.3 | 16 | 121 |
| D | 3149.8 | S | 406641 | 5274372 | 3.2 | 6.7 | 8.3 | 61.9 | 6.6 | 10.2 | 0.4 | 22 | 0 |
| E | 3134.7 | E | 407085 | 5274805 | 3.8 | 12.4 | 3.6 | 9.8 | 7.9 | 1.9 | --- | --- | 97 |
| F | 3129.1 | E | 407242 | 5274960 | 3.9 | 10.3 | 1.0 | 88.6 | 6.1 | 7.6 | --- | --- | 0 |
| G | 3120.6 | S | 407480 | 5275212 | 7.9 | 10.6 | 50.0 | 89.5 | 4.5 | 22.0 | 0.9 | 23 | 0 |
| H | 3115.3 | S | 407635 | 5275372 | 9.9 | 10.4 | 90.8 | 97.4 | 9.1 | 26.5 | 1.2 | 21 | 113 |
| I | 3101.7 | S | 408041 | 5275791 | 10.8 | 10.7 | 148.2 | 179.5 | 9.3 | 50.1 | 1.4 | 23 | 0 |
| J | 3071.8 | S? | 408944 | 5276680 | 5.4 | 8.7 | 14.4 | 34.6 | 24.8 | 5.9 | --- | --- | 0 |
| K | 3040.7 | S | 409850 | 5277569 | 3.6 | 13.4 | 109.3 | 330.6 | 5.4 | 58.4 | 0.3 | 4 | 82 |
| L | 3029.3 | S? | 410182 | 5277918 | 0.4 | 13.1 | 3.9 | 44.8 | 0.0 | 7.5 | --- | --- | 169 |
| LINE | 10830 | | FLIGHT 46 | | | | | | | | | | |
| A | 2740.3 | S | 404707 | 5272249 | 1.6 | 9.1 | 6.0 | 55.6 | 0.8 | 9.5 | --- | --- | 0 |
| B | 2773.4 | S | 405723 | 5273243 | 4.4 | 8.9 | 8.8 | 44.7 | 5.4 | 6.9 | 0.5 | 14 | 0 |
| C | 2799.8 | S | 406595 | 5274114 | 2.6 | 4.3 | 19.7 | 72.0 | 4.4 | 15.0 | 0.5 | 32 | 0 |
| D | 2811.5 | S | 406973 | 5274489 | 7.4 | 14.4 | 32.0 | 109.2 | 0.5 | 19.4 | 0.6 | 0 | 88 |
| E | 2837.4 | S | 407799 | 5275316 | 11.6 | 12.6 | 133.6 | 187.3 | 10.7 | 45.6 | 1.3 | 18 | 51 |
| F | 2846.0 | S | 408084 | 5275604 | 4.3 | 10.5 | 133.6 | 138.0 | 16.6 | 34.0 | 0.4 | 16 | 0 |
| G | 2880.4 | S | 409133 | 5276654 | 3.6 | 9.3 | 16.1 | 38.3 | 19.7 | 5.8 | --- | --- | 0 |

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# EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10830 | | FLIGHT 46 | | | | | | | | | | | |
| H | 2905.8 | S? | 409953 | 5277475 | 7.0 | 15.4 | 23.8 | 146.5 | 2.6 | 24.4 | 0.5 | 5 | 0 |
| I | 2917.9 | S? | 410361 | 5277876 | 1.9 | 3.5 | 0.8 | 41.0 | 0.0 | 6.8 | --- | --- | 168 |
| J | 2936.0 | S | 410951 | 5278469 | 2.4 | 5.3 | 5.9 | 31.0 | 3.1 | 5.1 | --- | --- | 0 |
| LINE 10840 | | FLIGHT 46 | | | | | | | | | | | |
| A | 2655.0 | S | 405267 | 5272566 | 2.0 | 7.0 | 2.4 | 29.5 | 2.0 | 5.9 | --- | --- | 0 |
| B | 2636.2 | S | 405789 | 5273109 | 2.1 | 6.0 | 4.4 | 19.0 | 9.8 | 2.7 | --- | --- | 0 |
| C | 2609.6 | S | 406524 | 5273827 | 3.7 | 9.0 | 15.1 | 78.9 | 5.7 | 14.0 | --- | --- | 0 |
| D | 2590.5 | S | 407091 | 5274391 | 1.7 | 5.5 | 33.0 | 74.4 | 2.7 | 14.6 | 0.2 | 10 | 100 |
| E | 2582.7 | E | 407321 | 5274628 | 6.2 | 13.5 | 3.8 | 74.1 | 3.9 | 13.8 | 0.5 | 0 | 113 |
| F | 2560.6 | S | 407922 | 5275237 | 5.9 | 5.9 | 92.2 | 105.8 | 3.0 | 27.4 | 1.1 | 31 | 170 |
| G | 2550.0 | S | 408247 | 5275554 | 14.1 | 20.8 | 76.6 | 132.4 | 7.6 | 29.1 | 1.0 | 4 | 0 |
| H | 2485.7 | S? | 410069 | 5277366 | 2.9 | 12.1 | 3.9 | 39.7 | 6.5 | 6.4 | --- | --- | 0 |
| I | 2480.3 | S | 410218 | 5277516 | 3.4 | 9.9 | 9.3 | 43.1 | 10.1 | 7.4 | --- | --- | 0 |
| J | 2449.5 | S | 411077 | 5278380 | 3.0 | 4.7 | 7.2 | 20.7 | 8.1 | 2.6 | --- | --- | 0 |
| LINE 10850 | | FLIGHT 46 | | | | | | | | | | | |
| A | 2029.4 | S | 405309 | 5272405 | 2.3 | 8.7 | 6.7 | 53.3 | 1.2 | 8.4 | --- | --- | 0 |
| B | 2061.4 | S | 406386 | 5273472 | 3.4 | 4.1 | 17.9 | 74.7 | 2.5 | 12.8 | 0.8 | 35 | 55 |
| C | 2078.0 | S | 406933 | 5274036 | 3.1 | 6.7 | 17.5 | 75.5 | 2.8 | 6.6 | 0.4 | 22 | 0 |
| D | 2087.4 | S | 407232 | 5274333 | 6.2 | 11.0 | 25.0 | 34.4 | 3.2 | 7.1 | 0.6 | 12 | 0 |
| E | 2092.7 | S | 407399 | 5274501 | 3.8 | 8.0 | 37.2 | 129.5 | 7.4 | 21.8 | 0.5 | 13 | 0 |
| F | 2106.3 | S | 407818 | 5274914 | 8.9 | 17.2 | 143.9 | 173.4 | 24.3 | 44.3 | 0.6 | 5 | 0 |
| G | 2116.6 | S | 408151 | 5275241 | 3.4 | 7.4 | 50.1 | 154.9 | 19.3 | 26.3 | 0.4 | 28 | 0 |
| H | 2122.4 | S | 408332 | 5275424 | 8.3 | 12.3 | 47.6 | 99.8 | 16.3 | 19.7 | 0.8 | 22 | 0 |
| I | 2183.7 | S | 410211 | 5277295 | 0.6 | 6.6 | 4.2 | 43.2 | 3.7 | 7.1 | --- | --- | 0 |
| LINE 10860 | | FLIGHT 46 | | | | | | | | | | | |
| A | 1902.7 | S? | 406000 | 5272885 | 0.0 | 0.1 | 7.9 | 28.5 | 9.0 | 5.0 | --- | --- | 0 |
| B | 1884.6 | S? | 406502 | 5273381 | 4.4 | 9.9 | 8.3 | 46.9 | 2.0 | 7.9 | 0.5 | 9 | 64 |
| C | 1868.2 | S | 406957 | 5273834 | 5.2 | 10.6 | 53.3 | 150.2 | 2.7 | 26.7 | 0.5 | 17 | 119 |
| D | 1836.6 | S? | 407874 | 5274760 | 4.9 | 6.3 | 200.4 | 224.7 | 15.0 | 59.2 | 0.8 | 28 | 50 |
| E | 1822.3 | S | 408298 | 5275187 | 3.8 | 10.8 | 56.5 | 109.3 | 2.6 | 23.4 | 0.4 | 3 | 29 |
| F | 1717.0 | S | 411332 | 5278209 | 5.6 | 10.5 | 5.2 | 39.7 | 2.8 | 6.4 | --- | --- | 0 |
| LINE 10870 | | FLIGHT 46 | | | | | | | | | | | |
| A | 1484.1 | S? | 406118 | 5272800 | 0.0 | 0.0 | 0.2 | 19.5 | 5.3 | 4.7 | --- | --- | 700 |
| B | 1500.1 | S | 406652 | 5273316 | 1.6 | 5.5 | 3.0 | 11.6 | 0.7 | 2.3 | --- | --- | 273 |

CX = COAXIAL
CP = COPLANAR

Note:EM values shown above are local amplitudes

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10870 | | FLIGHT 46 | | | | | | | | | | | |
| C | 1515.7 | S | 407179 | 5273850 | 6.2 | 9.2 | 47.4 | 105.1 | 6.6 | 19.5 | 0.7 | 25 | 0 |
| D | 1537.8 | E | 407907 | 5274563 | 20.2 | 30.4 | 38.4 | 210.2 | 29.6 | 16.7 | 1.1 | 7 | 116 |
| E | 1542.4 | S | 408058 | 5274710 | 10.5 | 9.3 | 142.0 | 119.4 | 10.2 | 41.8 | 1.6 | 27 | 0 |
| F | 1547.7 | S? | 408230 | 5274884 | 12.3 | 18.0 | 59.0 | 122.4 | 3.5 | 26.2 | 0.9 | 14 | 0 |
| G | 1554.6 | E | 408444 | 5275114 | 6.5 | 16.8 | 23.6 | 108.3 | 2.9 | 22.6 | 0.5 | 2 | 0 |
| H | 1637.5 | S | 411108 | 5277791 | 2.3 | 9.5 | 5.5 | 52.9 | 2.1 | 8.1 | --- | --- | 0 |
| I | 1652.7 | D | 411608 | 5278270 | 19.7 | 10.3 | 42.6 | 15.4 | 21.7 | 21.1 | 3.7 | 14 | 0 |
| LINE 10880 | | FLIGHT 46 | | | | | | | | | | | |
| A | 1332.1 | S | 406598 | 5273056 | 2.0 | 7.1 | 13.8 | 88.4 | 2.0 | 12.3 | 0.2 | 5 | 97 |
| B | 1308.4 | E | 407276 | 5273743 | 8.9 | 25.1 | 49.9 | 176.1 | 10.2 | 28.9 | 0.5 | 0 | 0 |
| C | 1307.2 | S? | 407313 | 5273779 | 7.9 | 14.2 | 49.9 | 176.1 | 10.2 | 28.9 | 0.7 | 14 | 0 |
| D | 1299.4 | S | 407549 | 5274015 | 4.6 | 10.4 | 28.9 | 55.2 | 2.1 | 13.6 | 0.5 | 13 | 0 |
| E | 1277.3 | S | 408209 | 5274659 | 7.5 | 10.3 | 123.9 | 168.0 | 12.6 | 44.5 | 0.9 | 19 | 0 |
| F | 1268.2 | S | 408474 | 5274941 | 3.7 | 9.8 | 52.2 | 148.7 | 4.5 | 26.3 | 0.4 | 11 | 0 |
| G | 1173.5 | S? | 411227 | 5277691 | 1.0 | 1.6 | 2.1 | 30.7 | 0.3 | 5.0 | --- | --- | 104 |
| H | 1167.9 | S | 411395 | 5277847 | 3.6 | 7.1 | 1.6 | 19.1 | 2.4 | 2.4 | --- | --- | 0 |
| LINE 10890 | | FLIGHT 45 | | | | | | | | | | | |
| B | 3749.2 | S | 407386 | 5273644 | 3.0 | 9.2 | 13.9 | 67.5 | 2.5 | 11.4 | --- | --- | 0 |
| C | 3758.9 | S | 407677 | 5273930 | 2.7 | 7.9 | 23.4 | 52.8 | 2.9 | 9.3 | 0.3 | 5 | 0 |
| D | 3770.4 | S? | 408031 | 5274259 | 2.0 | 8.5 | 6.1 | 51.0 | 8.7 | 7.0 | --- | --- | 170 |
| E | 3779.4 | E | 408286 | 5274510 | 9.0 | 12.7 | 17.1 | 76.6 | 3.3 | 21.6 | 0.9 | 0 | 0 |
| F | 3792.7 | S | 408663 | 5274906 | 2.7 | 7.4 | 34.5 | 112.6 | 0.5 | 19.6 | 0.3 | 11 | 0 |
| G | 3845.5 | S | 410138 | 5276379 | 0.6 | 2.3 | 0.4 | 23.1 | 1.2 | 4.4 | --- | --- | 0 |
| H | 3876.7 | S? | 411070 | 5277302 | 1.3 | 8.6 | 15.2 | 67.9 | 15.5 | 10.7 | --- | --- | 172 |
| I | 3891.4 | S | 411493 | 5277732 | 0.2 | 7.0 | 3.8 | 42.6 | 3.3 | 6.2 | --- | --- | 0 |
| LINE 10901 | | FLIGHT 62 | | | | | | | | | | | |
| B | 1435.0 | S | 407257 | 5273278 | 1.8 | 6.9 | 4.4 | 17.3 | 5.2 | 3.0 | --- | --- | 73 |
| C | 1462.6 | S? | 408124 | 5274157 | 2.9 | 10.5 | 17.2 | 73.0 | 6.1 | 7.9 | --- | --- | 648 |
| D | 1474.7 | S | 408526 | 5274546 | 4.0 | 9.7 | 54.5 | 141.3 | 10.6 | 26.1 | 0.4 | 14 | 0 |
| E | 1484.2 | S | 408821 | 5274849 | 3.4 | 6.5 | 6.3 | 46.3 | 7.0 | 8.2 | 0.5 | 15 | 0 |
| F | 1513.1 | S | 409689 | 5275732 | 1.8 | 5.8 | 11.4 | 49.6 | 11.4 | 8.1 | --- | --- | 109 |
| G | 1534.6 | S | 410352 | 5276389 | 2.1 | 3.8 | 13.2 | 73.6 | 1.0 | 11.6 | --- | --- | 7 |

CX = COAXIAL
CP = COPLANAR

Note:EM values shown above are local amplitudes

*Estimated Depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or magnetite/overburden effects

| Label | Fid | Interp | XUTM | YUTM | CX 5450 HZ Real | CX 5450 HZ Quad | CP 7200 HZ Real | CP 7200 HZ Quad | CP 900 HZ Real | CP 900 HZ Quad | Vertical Dike COND | Vertical Dike DEPTH* | Mag. Corr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | m | m | ppm | ppm | ppm | ppm | ppm | ppm | siemens | m | NT |
| LINE | 10910 | | FLIGHT 45 | | | | | | | | | | |
| B | 2819.0 | S | 406342 | 5272168 | 1.4 | 2.1 | 6.6 | 43.2 | 1.9 | 6.6 | --- | --- | 0 |
| C | 2881.5 | S | 408315 | 5274129 | 3.3 | 7.0 | 12.9 | 63.0 | 3.5 | 9.8 | 0.4 | 2 | 0 |
| D | 2891.5 | S | 408629 | 5274449 | 4.5 | 6.5 | 11.6 | 42.6 | 6.1 | 7.2 | 0.7 | 7 | 0 |
| E | 2926.6 | S | 409721 | 5275539 | 1.6 | 4.3 | 11.7 | 41.9 | 9.3 | 5.9 | --- | --- | 0 |
| F | 2977.6 | S | 411343 | 5277169 | 1.2 | 5.9 | 3.2 | 30.9 | 3.4 | 5.7 | --- | --- | 35 |
| LINE | 10920 | | FLIGHT 45 | | | | | | | | | | |
| B | 2638.0 | S | 408392 | 5274013 | 2.6 | 8.8 | 4.4 | 30.4 | 3.2 | 4.9 | --- | --- | 320 |
| C | 2627.8 | S | 408672 | 5274304 | 3.4 | 7.1 | 5.5 | 19.1 | 4.3 | 3.4 | --- | --- | 0 |
| D | 2585.1 | S? | 409876 | 5275482 | 0.7 | 4.9 | 22.0 | 139.8 | 13.5 | 18.9 | --- | --- | 0 |
| E | 2510.7 | S | 411844 | 5277441 | 0.9 | 2.7 | 5.3 | 28.4 | 6.7 | 5.2 | --- | --- | 0 |
| LINE | 10931 | | FLIGHT 62 | | | | | | | | | | |
| C | 1209.2 | S | 408831 | 5274228 | 2.6 | 4.6 | 8.9 | 38.9 | 5.5 | 7.0 | 0.5 | 19 | 0 |
| D | 1171.5 | S | 410025 | 5275426 | 2.2 | 8.9 | 8.2 | 31.2 | 11.7 | 4.8 | --- | --- | 0 |
| LINE | 10940 | | FLIGHT 37 | | | | | | | | | | |
| C | 4392.8 | S | 408907 | 5274107 | 3.3 | 5.0 | 15.9 | 63.8 | 6.8 | 11.9 | 0.6 | 21 | 0 |
| D | 4432.0 | S | 410123 | 5275334 | 1.2 | 5.4 | 5.4 | 20.6 | 5.2 | 3.9 | --- | --- | 0 |
| LINE | 10950 | | FLIGHT 37 | | | | | | | | | | |
| D | 4027.4 | S | 408120 | 5273116 | 1.6 | 8.4 | 7.4 | 65.8 | 4.0 | 10.4 | --- | --- | 0 |
| E | 3999.3 | S | 408908 | 5273905 | 5.3 | 14.2 | 48.6 | 182.4 | 7.1 | 29.3 | 0.4 | 0 | 0 |
| H | 3952.5 | S? | 410306 | 5275292 | 2.7 | 9.2 | 3.0 | 48.8 | 1.0 | 7.8 | --- | --- | 11 |
| I | 3891.6 | S | 412114 | 5277103 | 2.7 | 4.8 | 7.4 | 52.7 | 2.3 | 7.9 | --- | --- | 23 |

CX = COAXIAL
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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10960 | | FLIGHT 37 | | | | | | | | | | | |
| B | 3727.3 | S? | 409060 | 5273831 | 3.8 | 6.9 | 21.1 | 91.1 | 2.2 | 16.0 | 0.5 | 13 | 55 |
| C | 3740.5 | S | 409508 | 5274287 | 3.5 | 7.0 | 20.0 | 61.1 | 12.7 | 9.0 | 0.5 | 24 | 0 |
| D | 3768.6 | S? | 410438 | 5275216 | 2.2 | 5.1 | 5.0 | 47.0 | 1.8 | 7.2 | --- | --- | 0 |
| E | 3819.3 | S | 412175 | 5276941 | 0.7 | 2.3 | 11.0 | 58.6 | 4.4 | 9.7 | --- | --- | 0 |
| LINE 10970 | | FLIGHT 37 | | | | | | | | | | | |
| B | 3496.0 | E | 409002 | 5273553 | 2.5 | 10.2 | 2.5 | 15.2 | 3.8 | 7.6 | --- | --- | 0 |
| C | 3491.6 | S | 409122 | 5273683 | 3.6 | 11.7 | 29.4 | 125.1 | 3.8 | 21.6 | 0.3 | 2 | 137 |
| D | 3475.3 | S | 409599 | 5274168 | 5.1 | 10.3 | 28.4 | 87.8 | 10.6 | 15.3 | 0.5 | 17 | 0 |
| E | 3424.1 | S | 411105 | 5275668 | 0.6 | 4.7 | 0.0 | 33.6 | 0.0 | 5.8 | --- | --- | 0 |
| F | 3382.3 | S | 412318 | 5276868 | 2.3 | 5.4 | 6.7 | 43.4 | 1.9 | 6.1 | --- | --- | 39 |
| LINE 10980 | | FLIGHT 37 | | | | | | | | | | | |
| B | 3210.5 | S? | 409283 | 5273630 | 3.2 | 16.9 | 22.8 | 127.7 | 7.5 | 21.9 | 0.2 | 0 | 122 |
| C | 3222.1 | S | 409682 | 5274028 | 0.7 | 3.3 | 37.5 | 87.5 | 4.9 | 18.8 | 0.1 | 16 | 0 |
| D | 3266.1 | S | 411079 | 5275424 | 1.6 | 3.0 | 12.4 | 60.1 | 9.9 | 10.6 | --- | --- | 0 |
| E | 3309.1 | S | 412431 | 5276775 | 0.8 | 4.9 | 5.7 | 42.6 | 3.5 | 7.5 | --- | --- | 36 |
| LINE 10990 | | FLIGHT 37 | | | | | | | | | | | |
| D | 2983.5 | S? | 409199 | 5273345 | 3.2 | 4.4 | 3.3 | 14.4 | 0.6 | 3.6 | --- | --- | 0 |
| E | 2971.6 | S? | 409516 | 5273658 | 0.4 | 9.6 | 19.4 | 122.0 | 8.0 | 17.8 | --- | --- | 109 |
| F | 2960.3 | S | 409848 | 5273973 | 4.2 | 7.2 | 25.2 | 70.7 | 7.9 | 13.6 | 0.6 | 30 | 0 |
| G | 2950.9 | S | 410130 | 5274253 | 2.6 | 9.0 | 34.9 | 121.3 | 0.8 | 23.1 | 0.3 | 9 | 22 |
| H | 2914.0 | B? | 411218 | 5275359 | 3.3 | 10.8 | 5.5 | 14.5 | 5.6 | 2.6 | --- | --- | 0 |
| I | 2870.7 | S? | 412450 | 5276619 | 3.4 | 7.4 | 9.4 | 33.8 | 5.5 | 5.6 | --- | --- | 48 |
| J | 2862.8 | S | 412682 | 5276844 | 1.3 | 3.9 | 4.9 | 32.5 | 2.6 | 6.2 | --- | --- | 0 |
| LINE 11000 | | FLIGHT 37 | | | | | | | | | | | |
| C | 2638.3 | S? | 407780 | 5271703 | 0.6 | 3.3 | 2.5 | 38.9 | 0.8 | 5.8 | --- | --- | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11000 | | FLIGHT 37 | | | | | | | | | | | |
| D | 2654.0 | S? | 408266 | 5272202 | 0.8 | 4.4 | 10.5 | 51.6 | 0.8 | 9.1 | --- | --- | 0 |
| E | 2697.0 | E | 409623 | 5273563 | 3.6 | 15.1 | 6.4 | 102.6 | 4.8 | 15.3 | --- | --- | 0 |
| F | 2701.8 | S? | 409784 | 5273724 | 3.9 | 8.3 | 14.7 | 67.4 | 3.9 | 12.4 | 0.5 | 19 | 0 |
| G | 2707.5 | S? | 409970 | 5273910 | 4.7 | 11.4 | 10.1 | 51.0 | 1.8 | 9.3 | 0.4 | 14 | 0 |
| H | 2716.1 | S? | 410246 | 5274183 | 1.7 | 7.1 | 24.8 | 89.6 | 2.3 | 15.7 | 0.2 | 2 | 0 |
| I | 2752.0 | D | 411392 | 5275314 | 4.4 | 6.7 | 14.8 | 8.2 | 11.2 | 1.8 | 0.7 | 22 | 0 |
| J | 2792.8 | S? | 412730 | 5276645 | 3.8 | 8.6 | 3.9 | 20.7 | 4.6 | 3.4 | --- | --- | 0 |
| LINE 11010 | | FLIGHT 37 | | | | | | | | | | | |
| D | 2307.6 | S | 408183 | 5271904 | 1.6 | 8.4 | 14.7 | 82.2 | 0.6 | 14.4 | 0.2 | 0 | 0 |
| E | 2244.0 | S? | 409915 | 5273634 | 1.7 | 8.4 | 11.5 | 90.5 | 8.5 | 16.3 | 0.2 | 5 | 45 |
| F | 2235.9 | S? | 410142 | 5273879 | 4.7 | 18.5 | 23.6 | 136.6 | 2.4 | 17.2 | 0.3 | 9 | 0 |
| H | 2192.2 | S? | 411376 | 5275084 | 1.0 | 1.4 | 0.0 | 20.9 | 0.0 | 4.0 | --- | --- | 0 |
| I | 2137.3 | S? | 412771 | 5276499 | 5.9 | 7.6 | 5.9 | 5.7 | 6.7 | 0.5 | 0.8 | 10 | 0 |
| LINE 11020 | | FLIGHT 37 | | | | | | | | | | | |
| B | 1967.9 | S | 410069 | 5273575 | 2.7 | 9.1 | 22.5 | 101.8 | 3.8 | 18.0 | 0.3 | 5 | 0 |
| C | 1977.1 | S? | 410373 | 5273882 | 2.4 | 5.5 | 31.4 | 116.1 | 4.9 | 18.7 | 0.4 | 29 | 0 |
| E | 2055.7 | S | 412825 | 5276333 | 2.7 | 3.0 | 9.5 | 6.2 | 11.8 | 1.5 | --- | --- | 0 |
| LINE 11030 | | FLIGHT 37 | | | | | | | | | | | |
| D | 1732.5 | S | 409723 | 5273014 | 1.0 | 0.0 | 4.6 | 37.4 | 0.7 | 5.5 | --- | --- | 0 |
| E | 1721.4 | S | 410014 | 5273317 | 0.7 | 4.4 | 20.4 | 99.0 | 3.5 | 15.3 | 0.1 | 0 | 0 |
| F | 1711.4 | S? | 410312 | 5273614 | 1.1 | 6.9 | 62.3 | 99.4 | 3.3 | 18.9 | 0.1 | 7 | 201 |
| G | 1701.0 | E | 410643 | 5273931 | 0.8 | 9.5 | 25.5 | 162.4 | 0.5 | 25.9 | --- | --- | 0 |
| H | 1624.7 | S | 412838 | 5276138 | 3.2 | 6.2 | 8.7 | 24.2 | 9.8 | 3.7 | --- | --- | 0 |
| I | 1618.0 | S | 413039 | 5276337 | 2.2 | 5.9 | 0.0 | 21.2 | 0.7 | 3.2 | --- | --- | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11040 | | FLIGHT 37 | | | | | | | | | | | |
| C | 1418.8 | S? | 409088 | 5272191 | 0.8 | 6.7 | 10.8 | 89.6 | 0.2 | 14.5 | 0.1 | 0 | 136 |
| D | 1441.6 | S | 409827 | 5272898 | 2.2 | 6.7 | 9.5 | 64.4 | 1.5 | 10.0 | 0.3 | 0 | 2 |
| E | 1460.0 | S? | 410437 | 5273529 | 2.0 | 4.3 | 62.5 | 48.5 | 3.1 | 13.5 | 0.4 | 36 | 198 |
| F | 1530.2 | S | 412695 | 5275777 | 1.9 | 7.8 | 4.9 | 48.6 | 0.2 | 7.8 | --- | --- | 0 |
| LINE 11050 | | FLIGHT 37 | | | | | | | | | | | |
| B | 1263.0 | S | 408794 | 5271661 | 2.2 | 4.3 | 4.1 | 56.1 | 0.8 | 9.1 | 0.4 | 29 | 0 |
| C | 1256.9 | S | 408957 | 5271830 | 1.5 | 12.6 | 2.0 | 25.6 | 0.6 | 4.0 | 0.1 | 0 | 0 |
| D | 1252.6 | S | 409079 | 5271952 | 2.4 | 8.6 | 7.9 | 60.2 | 0.4 | 10.3 | 0.3 | 8 | 0 |
| E | 1203.8 | E | 410458 | 5273317 | 5.4 | 18.7 | 52.2 | 203.8 | 5.2 | 37.5 | 0.3 | 0 | 160 |
| F | 1201.8 | S | 410516 | 5273375 | 3.7 | 11.5 | 52.2 | 203.8 | 0.4 | 36.4 | 0.3 | 11 | 0 |
| G | 1181.4 | S | 411118 | 5273992 | 2.1 | 6.3 | 8.0 | 61.3 | 4.0 | 9.4 | 0.3 | 8 | 0 |
| LINE 11060 | | FLIGHT 36 | | | | | | | | | | | |
| B | 3566.0 | S | 409009 | 5271652 | 2.1 | 1.5 | 6.9 | 42.3 | 1.8 | 7.2 | --- | --- | 0 |
| C | 3597.7 | S? | 410021 | 5272667 | 1.5 | 4.7 | 5.1 | 24.1 | 3.7 | 3.0 | --- | --- | 0 |
| D | 3604.3 | S? | 410248 | 5272888 | 2.5 | 6.3 | 3.7 | 16.9 | 1.3 | 2.3 | --- | --- | 63 |
| E | 3615.8 | S | 410635 | 5273274 | 4.3 | 11.4 | 72.1 | 145.7 | 2.7 | 29.0 | 0.4 | 5 | 0 |
| F | 3636.1 | S? | 411304 | 5273942 | 2.5 | 9.2 | 45.4 | 213.4 | 11.5 | 32.6 | 0.3 | 13 | 165 |
| G | 3683.5 | S | 412765 | 5275409 | 1.1 | 0.9 | 4.0 | 31.1 | 3.0 | 4.4 | --- | --- | 0 |
| H | 3691.1 | S | 413011 | 5275662 | 0.4 | 2.9 | 6.0 | 52.6 | 1.3 | 9.0 | --- | --- | 0 |
| LINE 11070 | | FLIGHT 36 | | | | | | | | | | | |
| A | 3418.3 | S | 409469 | 5271913 | 1.6 | 3.0 | 3.8 | 17.1 | 5.7 | 3.1 | --- | --- | 0 |
| B | 3396.4 | S | 410080 | 5272529 | 1.4 | 5.1 | 8.1 | 41.0 | 4.0 | 6.5 | --- | --- | 0 |
| C | 3385.7 | B? | 410391 | 5272834 | 4.0 | 7.2 | 3.5 | 16.9 | 3.0 | 2.7 | 0.5 | 28 | 0 |
| D | 3372.7 | S | 410766 | 5273200 | 6.8 | 12.2 | 89.7 | 195.1 | 4.6 | 37.8 | 0.6 | 11 | 0 |
| E | 3357.3 | S | 411221 | 5273659 | 2.1 | 5.8 | 12.4 | 66.6 | 6.5 | 7.9 | 0.3 | 21 | 0 |
| F | 3351.7 | S | 411383 | 5273826 | 2.2 | 4.6 | 17.8 | 62.0 | 1.5 | 10.0 | 0.4 | 31 | 0 |
| G | 3337.0 | E | 411812 | 5274260 | 1.4 | 8.0 | 13.1 | 60.2 | 2.5 | 10.2 | 0.2 | 0 | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11080 | | FLIGHT 36 | | | | | | | | | | | |
| B | 3087.7 | S | 409573 | 5271806 | 1.6 | 0.2 | 5.0 | 24.1 | 4.9 | 4.1 | --- | --- | 0 |
| C | 3114.2 | S | 410444 | 5272683 | 2.0 | 4.0 | 4.4 | 28.5 | 1.1 | 4.7 | --- | --- | 28 |
| D | 3129.9 | S | 410966 | 5273192 | 4.2 | 10.7 | 56.1 | 80.5 | 1.2 | 20.6 | 0.4 | 0 | 0 |
| E | 3142.7 | S? | 411371 | 5273606 | 1.1 | 3.3 | 12.4 | 57.9 | 8.1 | 7.8 | 0.2 | 34 | 27 |
| F | 3161.6 | S | 411923 | 5274154 | 0.5 | 5.6 | 25.4 | 113.0 | 1.7 | 16.9 | 0.1 | 4 | 0 |
| G | 3212.0 | S | 413414 | 5275637 | 0.8 | 0.9 | 5.2 | 25.6 | 1.9 | 4.6 | --- | --- | 0 |
| LINE 11090 | | FLIGHT 36 | | | | | | | | | | | |
| D | 2932.0 | S? | 409618 | 5271634 | 3.5 | 8.2 | 10.1 | 34.9 | 8.5 | 7.7 | --- | --- | 1 |
| E | 2900.1 | S | 410573 | 5272590 | 2.3 | 5.3 | 19.3 | 80.5 | 2.3 | 14.0 | 0.4 | 5 | 3 |
| F | 2896.2 | E | 410692 | 5272708 | 4.2 | 7.3 | 2.3 | 13.5 | 1.2 | 2.5 | 0.6 | 17 | 0 |
| G | 2880.2 | S | 411148 | 5273169 | 3.6 | 9.4 | 125.7 | 195.6 | 3.0 | 45.1 | 0.4 | 5 | 82 |
| H | 2856.3 | S | 411850 | 5273860 | 1.3 | 2.5 | 12.7 | 54.2 | 1.4 | 9.2 | 0.3 | 48 | 22 |
| I | 2828.3 | S | 412675 | 5274708 | 1.9 | 3.7 | 17.7 | 89.6 | 2.9 | 14.3 | 0.4 | 28 | 0 |
| J | 2824.5 | S | 412794 | 5274821 | 1.1 | 7.5 | 26.5 | 106.8 | 1.9 | 18.0 | 0.1 | 0 | 0 |
| K | 2821.4 | E | 412891 | 5274911 | 2.3 | 13.1 | 2.6 | 28.4 | 2.1 | 4.1 | --- | --- | 0 |
| L | 2800.8 | S | 413522 | 5275514 | 1.1 | 4.2 | 10.6 | 45.5 | 2.9 | 7.4 | --- | --- | 0 |
| LINE 11100 | | FLIGHT 36 | | | | | | | | | | | |
| D | 2605.8 | B? | 410283 | 5272095 | 4.0 | 10.0 | 29.1 | 74.1 | 2.4 | 16.1 | 0.4 | 0 | 0 |
| E | 2608.0 | S | 410353 | 5272167 | 2.4 | 5.6 | 29.1 | 74.1 | 2.4 | 16.1 | 0.4 | 3 | 0 |
| F | 2618.0 | S | 410666 | 5272491 | 1.5 | 5.5 | 11.9 | 57.2 | 0.2 | 10.1 | --- | --- | 3 |
| G | 2638.7 | S | 411335 | 5273131 | 3.7 | 9.6 | 73.3 | 106.9 | 5.2 | 26.6 | 0.4 | 0 | 0 |
| H | 2653.3 | S | 411742 | 5273567 | 1.6 | 2.3 | 18.0 | 52.0 | 0.7 | 7.1 | 0.5 | 48 | 114 |
| I | 2666.4 | S | 412082 | 5273910 | 1.3 | 1.3 | 23.8 | 62.4 | 1.9 | 13.4 | 0.7 | 79 | 0 |
| J | 2672.0 | E | 412227 | 5274044 | 6.0 | 10.8 | 56.1 | 164.1 | 3.4 | 30.9 | 0.6 | 13 | 46 |
| K | 2694.7 | S | 412829 | 5274631 | 2.8 | 4.2 | 15.5 | 60.2 | 4.0 | 12.2 | 0.6 | 19 | 0 |
| L | 2709.2 | S | 413273 | 5275082 | 0.9 | 3.6 | 1.9 | 23.8 | 1.4 | 3.3 | --- | --- | 65 |

CX = COAXIAL
CP = COPLANAR

Note:EM values shown above are local amplitudes

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11110 | | | FLIGHT 36 | | | | | | | | | | |
| C | 2290.0 | B? | 409910 | 5271506 | 3.0 | 4.9 | 9.6 | 11.0 | 0.0 | 1.6 | 0.5 | 23 | 148 |
| D | 2273.2 | B? | 410373 | 5271953 | 7.3 | 14.7 | 57.1 | 123.9 | 1.0 | 25.3 | 0.6 | 0 | 0 |
| E | 2268.2 | S? | 410510 | 5272101 | 6.3 | 14.2 | 76.3 | 129.1 | 8.5 | 37.9 | 0.5 | 1 | 0 |
| F | 2263.9 | D | 410632 | 5272228 | 16.1 | 18.4 | 87.2 | 149.0 | 23.1 | 46.7 | 1.4 | 4 | 0 |
| G | 2228.6 | S | 411569 | 5273146 | 2.2 | 7.5 | 59.1 | 73.7 | 0.4 | 16.6 | 0.3 | 7 | 0 |
| H | 2216.5 | S | 411885 | 5273477 | 3.0 | 7.7 | 15.5 | 54.6 | 0.0 | 8.3 | 0.4 | 20 | 206 |
| I | 2204.5 | S | 412241 | 5273834 | 3.0 | 13.2 | 56.1 | 122.3 | 3.6 | 23.8 | 0.2 | 0 | 0 |
| J | 2174.5 | S | 413143 | 5274735 | 2.0 | 5.8 | 8.0 | 54.0 | 4.0 | 9.1 | --- | --- | 0 |
| LINE 11120 | | | FLIGHT 36 | | | | | | | | | | |
| C | 1947.5 | E | 410422 | 5271808 | 8.8 | 21.6 | 4.7 | 24.7 | 2.0 | 4.3 | 0.5 | 0 | 0 |
| D | 1952.2 | S | 410568 | 5271956 | 9.3 | 13.6 | 120.4 | 205.9 | 3.7 | 46.2 | 0.9 | 7 | 0 |
| E | 1957.7 | S | 410744 | 5272125 | 2.0 | 8.2 | 27.1 | 75.6 | 7.5 | 10.1 | 0.2 | 0 | 0 |
| F | 1962.2 | B | 410882 | 5272259 | 6.2 | 5.6 | 35.9 | 73.8 | 1.4 | 21.6 | --- | --- | 0 |
| G | 1998.0 | S | 411939 | 5273316 | 2.6 | 4.2 | 17.8 | 59.3 | 2.9 | 10.7 | 0.5 | 38 | 0 |
| H | 2017.1 | S? | 412454 | 5273830 | 2.5 | 10.3 | 23.1 | 81.2 | 0.0 | 16.0 | 0.2 | 2 | 89 |
| I | 2044.0 | S | 413193 | 5274576 | 0.9 | 1.3 | 3.6 | 27.0 | 3.2 | 3.8 | --- | --- | 0 |
| LINE 11130 | | | FLIGHT 36 | | | | | | | | | | |
| D | 1760.3 | S? | 410527 | 5271692 | 2.9 | 12.1 | 12.3 | 40.2 | 0.4 | 8.0 | 0.2 | 0 | 0 |
| E | 1752.2 | S | 410750 | 5271927 | 2.7 | 10.5 | 26.4 | 113.0 | 2.1 | 19.0 | 0.2 | 0 | 93 |
| F | 1741.4 | B? | 411057 | 5272237 | 7.4 | 12.0 | 19.4 | 38.8 | 1.0 | 10.7 | 0.7 | 8 | 108 |
| G | 1731.8 | B | 411323 | 5272492 | 4.0 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 36 | 0 |
| H | 1727.7 | S | 411433 | 5272599 | 0.4 | 4.6 | 5.6 | 42.2 | 2.8 | 6.5 | --- | --- | 0 |
| I | 1710.7 | S | 411884 | 5273052 | 2.7 | 10.6 | 83.0 | 145.9 | 5.4 | 31.1 | 0.2 | 3 | 31 |
| J | 1688.2 | S | 412511 | 5273678 | 1.8 | 8.1 | 34.2 | 122.2 | 4.7 | 17.6 | 0.2 | 11 | 82 |
| K | 1666.7 | S | 413140 | 5274311 | 2.6 | 5.4 | 5.8 | 42.7 | 4.3 | 6.1 | 0.4 | 10 | 0 |
| LINE 11140 | | | FLIGHT 36 | | | | | | | | | | |
| C | 1443.2 | S? | 410916 | 5271877 | 4.0 | 8.6 | 6.8 | 41.5 | 3.2 | 6.8 | --- | --- | 0 |
| D | 1454.2 | S? | 411228 | 5272183 | 2.5 | 7.2 | 8.8 | 22.5 | 3.8 | 4.3 | --- | --- | 14 |

CX = COAXIAL
CP = COPLANAR

Note:EM values shown above are local amplitudes

*Estimated Depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or magnetite/overburden effects

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11140 | | | FLIGHT 36 | | | | | | | | | | |
| E | 1480.9 | S? | 412004 | 5272963 | 1.8 | 8.1 | 47.9 | 167.7 | 3.7 | 31.0 | 0.2 | 3 | 0 |
| F | 1501.4 | S | 412568 | 5273520 | 2.3 | 5.1 | 25.6 | 58.2 | 0.9 | 9.6 | 0.4 | 25 | 0 |
| G | 1522.1 | S | 413128 | 5274094 | 1.6 | 3.1 | 8.5 | 74.8 | 6.1 | 11.2 | 0.4 | 34 | 0 |
| LINE 11150 | | | FLIGHT 36 | | | | | | | | | | |
| B | 1254.9 | B? | 411015 | 5271763 | 2.1 | 2.4 | 6.9 | 12.7 | 2.5 | 2.8 | --- | --- | 0 |
| C | 1232.2 | S? | 411636 | 5272391 | 3.5 | 4.4 | 3.7 | 23.3 | 0.9 | 4.5 | --- | --- | 0 |
| D | 1202.7 | S | 412427 | 5273157 | 3.0 | 7.1 | 27.9 | 73.1 | 3.1 | 11.8 | 0.4 | 21 | 0 |
| E | 1186.3 | S | 412881 | 5273622 | 4.9 | 6.0 | 43.9 | 41.4 | 3.5 | 14.0 | 0.8 | 31 | 0 |
| LINE 11160 | | | FLIGHT 31 | | | | | | | | | | |
| C | 3926.3 | B? | 411211 | 5271749 | 4.4 | 2.8 | 9.5 | 7.5 | 7.3 | 3.8 | 1.7 | 46 | 0 |
| D | 3943.6 | B? | 411798 | 5272323 | 5.5 | 7.7 | 22.5 | 56.7 | 1.3 | 10.8 | 0.8 | 3 | 0 |
| E | 3976.6 | S | 412878 | 5273406 | 3.6 | 2.2 | 68.8 | 46.5 | 6.4 | 18.1 | 1.7 | 62 | 0 |
| F | 3986.2 | E | 413174 | 5273704 | 6.0 | 15.2 | 14.5 | 134.1 | 0.7 | 25.7 | 0.5 | 0 | 15 |
| LINE 11170 | | | FLIGHT 31 | | | | | | | | | | |
| C | 3621.4 | D | 411407 | 5271726 | 7.8 | 2.8 | 12.6 | 14.3 | 9.9 | 6.6 | 4.4 | 51 | 0 |
| D | 3612.0 | D | 411642 | 5271967 | 7.5 | 5.3 | 14.2 | 4.4 | 10.3 | 6.6 | 1.8 | 30 | 0 |
| E | 3594.4 | S | 412085 | 5272397 | 4.2 | 14.8 | 69.6 | 210.5 | 2.7 | 37.6 | 0.3 | 0 | 0 |
| F | 3575.6 | S? | 412526 | 5272850 | 3.7 | 8.5 | 1.4 | 52.9 | 2.5 | 8.3 | --- | --- | 330 |
| G | 3557.0 | S | 412990 | 5273323 | 5.0 | 4.0 | 117.7 | 147.5 | 9.4 | 40.1 | 1.3 | 46 | 0 |
| LINE 11180 | | | FLIGHT 31 | | | | | | | | | | |
| D | 3326.0 | B | 411618 | 5271736 | 3.1 | 2.5 | 41.1 | 11.1 | 27.7 | 15.9 | 1.1 | 57 | 144 |
| E | 3342.9 | B | 412184 | 5272280 | 5.9 | 12.2 | 68.9 | 78.0 | 3.6 | 27.7 | 0.5 | 0 | 0 |
| F | 3345.4 | D | 412269 | 5272362 | 11.1 | 15.4 | 68.9 | 78.0 | 3.6 | 27.7 | 1.0 | 0 | 0 |
| G | 3374.4 | S | 413209 | 5273320 | 5.8 | 6.8 | 92.9 | 111.8 | 6.9 | 36.0 | 0.9 | 20 | 101 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11190 | | | FLIGHT 31 | | | | | | | | | | |
| LINE 11200 | | | FLIGHT 31 | | | | | | | | | | |
| F | 2941.7 | S? | 414306 | 5273983 | 2.4 | 3.7 | 1.3 | 15.3 | 0.4 | 3.3 | --- | --- | 0 |
| LINE 11210 | | | FLIGHT 31 | | | | | | | | | | |
| E | 2687.7 | D | 412102 | 5271582 | 14.4 | 4.1 | 66.4 | 28.5 | 70.8 | 18.4 | 7.6 | 22 | 0 |
| F | 2678.9 | B | 412344 | 5271828 | 6.6 | 4.1 | 5.2 | 8.3 | 1.8 | 2.4 | 2.1 | 45 | 0 |
| G | 2630.6 | S | 413641 | 5273108 | 5.0 | 9.9 | 105.8 | 138.9 | 4.1 | 35.4 | 0.5 | 8 | 0 |
| LINE 11220 | | | FLIGHT 31 | | | | | | | | | | |
| D | 2447.7 | S | 413813 | 5273081 | 3.7 | 5.8 | 52.0 | 75.6 | 2.9 | 19.7 | 0.6 | 7 | 43 |
| E | 2480.5 | E | 414870 | 5274129 | 3.5 | 11.3 | 12.6 | 65.5 | 1.8 | 10.6 | 0.3 | 0 | 0 |
| F | 2482.4 | S? | 414929 | 5274194 | 4.1 | 8.3 | 12.6 | 65.5 | 0.9 | 10.6 | 0.5 | 3 | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11230 | | | FLIGHT 31 | | | | | | | | | | |
| H | 1959.4 | S? | 415000 | 5274049 | 0.5 | 4.9 | 5.8 | 35.4 | 1.0 | 6.0 | --- | --- | 0 |
| LINE 11240 | | | FLIGHT 31 | | | | | | | | | | |
| E | 1837.0 | S? | 415183 | 5274007 | 0.3 | 5.5 | 2.3 | 18.7 | 0.8 | 3.0 | --- | --- | 0 |
| LINE 11250 | | | FLIGHT 31 | | | | | | | | | | |
| F | 1556.8 | S? | 413876 | 5272514 | 1.5 | 5.1 | 1.4 | 17.4 | 1.6 | 2.8 | --- | --- | 0 |
| G | 1509.7 | B? | 415243 | 5273869 | 3.8 | 10.7 | 3.5 | 27.3 | 1.3 | 5.1 | --- | --- | 0 |
| LINE 11260 | | | FLIGHT 31 | | | | | | | | | | |
| A | 1300.0 | B? | 412823 | 5271238 | 0.1 | 2.7 | 3.6 | 8.3 | 4.5 | 3.5 | --- | --- | 0 |
| B | 1309.2 | B | 413143 | 5271555 | 0.0 | 0.0 | 16.2 | 7.9 | 15.2 | 6.5 | --- | --- | 0 |
| E | 1376.0 | S? | 415449 | 5273859 | 1.1 | 4.0 | 4.2 | 42.4 | 1.1 | 6.7 | --- | --- | 0 |
| LINE 11270 | | | FLIGHT 31 | | | | | | | | | | |
| C | 1156.0 | S? | 412907 | 5271112 | 2.4 | 4.7 | 12.3 | 13.7 | 6.0 | 3.4 | --- | --- | 0 |
| D | 1141.2 | D | 413298 | 5271500 | 5.4 | 2.4 | 20.9 | 21.2 | 17.3 | 21.4 | 3.0 | 53 | 3595 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11270 | | FLIGHT 31 | | | | | | | | | | | |
| G | 1130.0 | B | 413607 | 5271818 | 5.5 | 3.1 | 33.0 | 12.1 | 17.8 | 15.2 | 2.2 | 42 | 0 |
| LINE 11280 | | FLIGHT 30 | | | | | | | | | | | |
| A | 2926.8 | B? | 413159 | 5271150 | 0.5 | 0.1 | 6.7 | 5.8 | 6.4 | 2.0 | --- | --- | 0 |
| B | 2941.6 | D | 413666 | 5271654 | 10.5 | 7.7 | 52.5 | 28.9 | 21.4 | 25.6 | 2.0 | 15 | 538 |
| C | 2943.3 | D | 413725 | 5271713 | 3.8 | 2.9 | 52.5 | 28.9 | 26.7 | 25.6 | 1.3 | 43 | 0 |
| D | 2945.9 | D | 413816 | 5271802 | 8.2 | 6.4 | 41.3 | 41.4 | 26.7 | 17.8 | 1.7 | 18 | 0 |
| E | 2946.9 | E | 413850 | 5271835 | 10.0 | 5.3 | 21.1 | 41.4 | 11.3 | 17.8 | 2.9 | 22 | 0 |
| LINE 11290 | | FLIGHT 30 | | | | | | | | | | | |
| C | 2785.3 | B? | 413254 | 5271027 | 4.0 | 2.6 | 9.3 | 11.3 | 3.2 | 4.7 | --- | --- | 0 |
| D | 2765.6 | D | 413813 | 5271606 | 24.8 | 10.4 | 54.6 | 19.0 | 34.0 | 22.0 | 5.4 | 9 | 819 |
| E | 2760.1 | D | 413970 | 5271764 | 12.8 | 7.2 | 28.1 | 38.0 | 26.9 | 12.1 | 2.9 | 15 | 0 |
| F | 2756.0 | E | 414089 | 5271878 | 3.5 | 7.7 | 6.0 | 38.0 | 2.4 | 3.8 | 0.4 | 0 | 0 |
| G | 2730.3 | S | 414804 | 5272586 | 1.3 | 3.5 | 5.9 | 46.0 | 3.4 | 7.1 | --- | --- | 0 |
| LINE 11300 | | FLIGHT 30 | | | | | | | | | | | |
| B | 2464.9 | D | 414004 | 5271563 | 12.3 | 8.0 | 44.9 | 16.3 | 42.9 | 13.9 | 2.4 | 17 | 822 |
| C | 2469.1 | B | 414141 | 5271704 | 5.2 | 8.5 | 5.7 | 17.1 | 6.6 | 1.6 | 0.6 | 0 | 0 |
| D | 2472.8 | D | 414260 | 5271831 | 6.8 | 5.0 | 22.7 | 18.9 | 3.4 | 11.0 | 1.7 | 38 | 39 |
| E | 2481.6 | D | 414550 | 5272121 | 9.5 | 5.8 | 20.7 | 6.1 | 14.9 | 8.7 | 2.4 | 34 | 45 |
| F | 2491.1 | S | 414869 | 5272423 | 1.7 | 7.5 | 10.0 | 59.5 | 6.2 | 9.1 | --- | --- | 0 |
| LINE 11310 | | FLIGHT 30 | | | | | | | | | | | |
| B | 2138.1 | S? | 413642 | 5271004 | 1.7 | 5.1 | 8.4 | 24.5 | 7.8 | 4.4 | --- | --- | 0 |
| C | 2113.9 | D | 414303 | 5271651 | 19.8 | 13.9 | 38.9 | 25.4 | 12.2 | 17.4 | 2.5 | 17 | 103 |
| D | 2108.4 | D | 414451 | 5271803 | 13.7 | 8.3 | 13.5 | 17.1 | 10.0 | 7.4 | 2.7 | 24 | 0 |
| E | 2100.1 | D | 414674 | 5272046 | 43.7 | 18.9 | 50.8 | 26.7 | 32.6 | 24.6 | 6.2 | 11 | 252 |
| F | 2048.7 | S | 416040 | 5273409 | 2.9 | 2.5 | 13.2 | 72.1 | 3.1 | 11.9 | 1.0 | 47 | 0 |
| G | 1991.6 | S | 417479 | 5274779 | 7.7 | 6.4 | 3.3 | 11.7 | 1.8 | 1.1 | 1.5 | 19 | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11320 | | FLIGHT 30 | | | | | | | | | | | |
| B | 1814.8 | D | 414459 | 5271599 | 22.9 | 9.3 | 36.7 | 37.1 | 19.0 | 16.5 | 5.5 | 2 | 501 |
| C | 1819.8 | D | 414619 | 5271757 | 5.6 | 5.2 | 0.0 | 0.5 | 0.0 | 0.0 | 1.2 | 20 | 0 |
| D | 1826.1 | D | 414822 | 5271954 | 13.0 | 7.2 | 20.0 | 9.9 | 10.2 | 7.7 | 3.0 | 16 | 61 |
| E | 1868.3 | S | 416173 | 5273305 | 2.4 | 6.3 | 3.9 | 20.4 | 1.7 | 2.7 | --- | --- | 0 |
| LINE 11330 | | FLIGHT 26 | | | | | | | | | | | |
| A | 3299.3 | D | 414533 | 5271473 | 25.7 | 6.3 | 108.0 | 78.9 | 36.0 | 53.9 | 11.6 | 6 | 734 |
| B | 3301.2 | B | 414597 | 5271534 | 9.0 | 6.4 | 108.0 | 78.9 | 36.0 | 53.9 | 1.9 | 22 | 742 |
| C | 3305.2 | D | 414733 | 5271661 | 19.2 | 7.7 | 22.0 | 15.3 | 8.2 | 11.7 | 5.3 | 15 | 0 |
| LINE 11340 | | FLIGHT 26 | | | | | | | | | | | |
| A | 3137.2 | D | 414082 | 5270805 | 4.0 | 10.0 | 9.5 | 24.7 | 1.7 | 4.5 | 0.4 | 6 | 32 |
| B | 3132.6 | D | 414210 | 5270928 | 16.7 | 14.0 | 51.2 | 33.3 | 26.9 | 19.4 | 1.9 | 11 | 0 |
| C | 3117.6 | D | 414613 | 5271328 | 28.5 | 14.1 | 65.7 | 66.2 | 25.8 | 34.5 | 4.5 | 4 | 224 |
| D | 3114.7 | D | 414694 | 5271408 | 8.5 | 9.7 | 65.7 | 66.2 | 25.8 | 34.5 | 1.1 | 14 | 2 |
| E | 3109.0 | D | 414855 | 5271564 | 9.5 | 3.7 | 10.1 | 4.7 | 5.8 | 3.8 | 4.3 | 26 | 0 |
| F | 3100.7 | D | 415083 | 5271796 | 8.1 | 12.6 | 9.5 | 15.8 | 2.4 | 4.3 | 0.8 | 8 | 98 |
| LINE 11350 | | FLIGHT 26 | | | | | | | | | | | |
| A | 2771.7 | S? | 414235 | 5270718 | 1.9 | 5.6 | 10.1 | 23.8 | 4.2 | 4.5 | --- | --- | 23 |
| B | 2787.8 | D | 414739 | 5271254 | 9.0 | 4.1 | 33.3 | 22.1 | 19.3 | 14.6 | 3.5 | 30 | 630 |
| C | 2790.7 | B | 414833 | 5271351 | 1.8 | 1.7 | 33.3 | 22.1 | 19.3 | 14.6 | --- | --- | 0 |
| D | 2794.3 | D | 414952 | 5271472 | 6.9 | 1.5 | 3.7 | 3.4 | 1.8 | 1.4 | 9.2 | 29 | 0 |
| E | 2801.0 | B? | 415182 | 5271698 | 5.0 | 6.0 | 5.1 | 26.7 | 1.1 | 4.7 | 0.9 | 11 | 22 |
| F | 2823.5 | S | 415950 | 5272448 | 3.4 | 6.8 | 2.1 | 25.2 | 2.9 | 3.4 | --- | --- | 0 |
| G | 2848.4 | S | 416819 | 5273325 | 0.1 | 6.5 | 1.5 | 26.6 | 1.8 | 3.7 | --- | --- | 0 |
| LINE 11360 | | FLIGHT 26 | | | | | | | | | | | |
| A | 2644.1 | S | 413879 | 5270178 | 1.0 | 6.2 | 7.2 | 29.0 | 3.8 | 4.7 | --- | --- | 0 |
| B | 2637.9 | S? | 414055 | 5270351 | 4.9 | 8.3 | 2.4 | 2.6 | 1.8 | 0.1 | 0.6 | 11 | 0 |
| C | 2631.9 | S | 414225 | 5270522 | 4.3 | 10.9 | 4.7 | 47.4 | 0.6 | 7.1 | 0.4 | 0 | 0 |
| D | 2627.1 | D | 414364 | 5270661 | 7.0 | 11.1 | 19.0 | 20.5 | 7.5 | 7.6 | 0.7 | 12 | 116 |
| E | 2606.2 | D | 414952 | 5271243 | 13.0 | 7.0 | 38.2 | 24.1 | 25.7 | 16.4 | 3.1 | 22 | 610 |
| F | 2603.9 | D | 415015 | 5271307 | 6.5 | 6.4 | 36.9 | 34.8 | 21.3 | 17.8 | 1.2 | 25 | 0 |
| G | 2600.8 | D | 415101 | 5271396 | 9.2 | 3.8 | 36.9 | 10.7 | 21.3 | 17.8 | 3.9 | 41 | 0 |

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CP = COPLANAR

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11360 | | FLIGHT 26 | | | | | | | | | | | |
| H | 2594.8 | S | 415268 | 5271573 | 0.9 | 5.3 | 15.1 | 76.0 | 2.8 | 12.7 | 0.1 | 0 | 27 |
| I | 2592.4 | E | 415337 | 5271645 | 4.9 | 11.0 | 15.1 | 76.0 | 1.6 | 12.8 | 0.5 | 3 | 0 |
| LINE 11370 | | FLIGHT 26 | | | | | | | | | | | |
| A | 2251.5 | S | 413985 | 5270055 | 1.3 | 4.2 | 24.1 | 77.7 | 8.2 | 13.2 | 0.2 | 1 | 0 |
| B | 2265.9 | D | 414376 | 5270443 | 4.6 | 5.4 | 15.7 | 16.3 | 8.5 | 7.0 | 0.9 | 22 | 44 |
| C | 2293.7 | D | 415192 | 5271274 | 30.8 | 11.4 | 72.6 | 48.1 | 49.5 | 39.5 | 6.8 | 13 | 2896 |
| D | 2296.8 | D | 415293 | 5271374 | 7.2 | 6.6 | 11.1 | 29.0 | 49.5 | 6.7 | 1.3 | 17 | 0 |
| LINE 11380 | | FLIGHT 26 | | | | | | | | | | | |
| A | 1995.9 | S | 414070 | 5269936 | 2.3 | 6.5 | 8.1 | 41.0 | 4.1 | 7.2 | 0.3 | 2 | 0 |
| B | 1978.6 | D | 414546 | 5270410 | 4.3 | 6.1 | 3.4 | 10.7 | 0.3 | 3.6 | 0.7 | 27 | 102 |
| C | 1961.2 | S? | 415016 | 5270877 | 0.2 | 0.0 | 16.2 | 18.4 | 13.6 | 4.8 | --- | --- | 188 |
| D | 1951.1 | B | 415295 | 5271148 | 3.8 | 1.1 | 23.7 | 3.2 | 15.6 | 9.0 | --- | --- | 77 |
| E | 1947.2 | D | 415403 | 5271256 | 9.8 | 10.8 | 70.4 | 44.4 | 37.5 | 36.0 | 1.2 | 18 | 0 |
| F | 1944.1 | D | 415490 | 5271344 | 23.8 | 10.5 | 70.4 | 44.4 | 37.5 | 36.0 | 4.9 | 15 | 0 |
| LINE 11390 | | FLIGHT 26 | | | | | | | | | | | |
| A | 1615.0 | D | 414695 | 5270387 | 8.3 | 6.4 | 22.3 | 27.3 | 16.5 | 10.7 | 1.7 | 29 | 246 |
| B | 1641.1 | D | 415561 | 5271203 | 20.7 | 8.3 | 50.7 | 17.7 | 37.8 | 21.1 | 5.3 | 14 | 697 |
| C | 1644.3 | D | 415663 | 5271310 | 16.5 | 5.6 | 50.7 | 12.9 | 34.2 | 21.1 | 6.2 | 26 | 0 |
| LINE 11400 | | FLIGHT 23 | | | | | | | | | | | |
| A | 4239.6 | S | 414166 | 5269635 | 5.1 | 8.3 | 8.5 | 43.7 | 3.6 | 7.8 | 0.6 | 10 | 0 |
| B | 4213.5 | D | 414902 | 5270351 | 23.9 | 7.8 | 67.3 | 25.4 | 42.4 | 30.2 | 7.5 | 18 | 355 |
| C | 4212.2 | D | 414937 | 5270386 | 20.4 | 9.6 | 67.3 | 25.4 | 42.4 | 30.2 | 4.3 | 22 | 355 |
| D | 4207.1 | B? | 415076 | 5270526 | 5.0 | 1.7 | 16.9 | 8.1 | 13.4 | 6.4 | --- | --- | 18 |
| E | 4183.7 | D | 415720 | 5271186 | 59.1 | 25.2 | 138.1 | 69.6 | 96.4 | 55.7 | 7.0 | 9 | 1233 |
| F | 4180.4 | D | 415819 | 5271279 | 36.9 | 11.1 | 138.1 | 15.1 | 96.4 | 55.7 | 9.7 | 17 | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11410 | | | FLIGHT 23 | | | | | | | | | | |
| A | 3699.8 | S | 414211 | 5269427 | 3.8 | 4.9 | 12.1 | 53.1 | 3.2 | 8.9 | 0.7 | 16 | 0 |
| B | 3728.0 | B? | 415072 | 5270318 | 5.1 | 2.7 | 10.8 | 2.8 | 10.4 | 3.1 | --- | --- | 0 |
| C | 3753.1 | D | 415925 | 5271149 | 35.1 | 8.5 | 75.7 | 50.0 | 71.2 | 41.4 | 13.0 | 12 | 1673 |
| D | 3756.3 | D | 416027 | 5271259 | 12.5 | 8.3 | 75.7 | 30.0 | 40.7 | 6.0 | 2.3 | 19 | 0 |
| LINE 11420 | | | FLIGHT 23 | | | | | | | | | | |
| A | 3649.0 | S | 414258 | 5269283 | 2.8 | 5.3 | 27.2 | 77.3 | 4.0 | 14.1 | --- | --- | 0 |
| B | 3598.1 | B? | 415664 | 5270675 | 3.9 | 5.9 | 12.4 | 7.3 | 5.9 | 6.1 | --- | --- | 166 |
| C | 3581.7 | D | 416095 | 5271125 | 39.5 | 16.5 | 106.6 | 81.0 | 47.9 | 50.6 | 6.3 | 16 | 874 |
| D | 3578.3 | D | 416187 | 5271225 | 14.3 | 7.0 | 106.6 | 14.4 | 47.9 | 8.1 | 3.6 | 27 | 0 |
| I | 3471.4 | S | 419188 | 5274225 | 3.9 | 7.5 | 5.7 | 49.1 | 4.8 | 8.8 | --- | --- | 0 |
| LINE 11430 | | | FLIGHT 23 | | | | | | | | | | |
| A | 3193.1 | D | 415533 | 5270336 | 6.7 | 6.4 | 17.5 | 14.6 | 6.5 | 9.0 | 1.2 | 34 | 204 |
| B | 3216.3 | D | 416274 | 5271078 | 18.7 | 7.4 | 45.8 | 34.7 | 30.1 | 24.2 | 5.3 | 14 | 564 |
| C | 3219.7 | D | 416387 | 5271187 | 12.2 | 5.1 | 45.8 | 34.7 | 18.4 | 24.2 | 4.2 | 28 | 0 |
| LINE 11440 | | | FLIGHT 23 | | | | | | | | | | |
| A | 3046.0 | B | 416429 | 5271019 | 17.4 | 12.4 | 46.3 | 33.5 | 19.7 | 25.9 | 2.4 | 19 | 268 |
| B | 3042.7 | D | 416524 | 5271114 | 8.6 | 5.8 | 46.3 | 15.9 | 19.1 | 25.9 | 2.0 | 29 | 0 |
| LINE 11450 | | | FLIGHT 23 | | | | | | | | | | |
| A | 2759.7 | D | 415903 | 5270287 | 13.8 | 8.6 | 43.2 | 23.9 | 21.5 | 15.7 | 2.6 | 31 | 0 |
| B | 2780.7 | D | 416609 | 5270990 | 14.2 | 9.0 | 33.1 | 21.9 | 13.4 | 16.7 | 2.6 | 16 | 102 |
| C | 2782.1 | B | 416656 | 5271036 | 4.6 | 6.6 | 33.1 | 21.9 | 7.2 | 10.2 | 0.7 | 15 | 110 |
| LINE 11460 | | | FLIGHT 23 | | | | | | | | | | |
| A | 2647.0 | D | 416047 | 5270218 | 19.1 | 5.9 | 41.5 | 27.0 | 19.2 | 18.5 | 7.5 | 26 | 47 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11460 | | FLIGHT 23 | | | | | | | | | | | |
| B | 2644.8 | D | 416107 | 5270276 | 25.9 | 11.5 | 55.4 | 27.0 | 37.4 | 24.6 | 5.1 | 15 | 87 |
| C | 2631.2 | S? | 416456 | 5270633 | 2.0 | 4.2 | 0.4 | 7.6 | 1.1 | 0.0 | --- | --- | 0 |
| D | 2622.1 | D | 416698 | 5270873 | 54.7 | 14.3 | 101.7 | 43.1 | 58.1 | 47.2 | 13.6 | 8 | 294 |
| E | 2620.4 | D | 416744 | 5270921 | 26.5 | 7.6 | 101.7 | 43.1 | 58.1 | 47.2 | 9.3 | 18 | 0 |
| F | 2614.3 | S? | 416914 | 5271092 | 2.2 | 9.4 | 31.7 | 78.7 | 7.4 | 16.9 | 0.2 | 0 | 0 |
| G | 2611.9 | S? | 416982 | 5271161 | 5.1 | 9.3 | 34.5 | 78.7 | 7.4 | 16.9 | 0.6 | 6 | 0 |
| LINE 11470 | | FLIGHT 23 | | | | | | | | | | | |
| A | 2144.5 | B | 416256 | 5270219 | 24.7 | 13.9 | 60.1 | 49.1 | 23.7 | 29.7 | 3.6 | 15 | 255 |
| B | 2145.6 | B | 416292 | 5270256 | 13.3 | 6.1 | 60.1 | 49.1 | 44.0 | 29.7 | 3.9 | 28 | 165 |
| C | 2162.4 | D | 416859 | 5270817 | 36.9 | 8.4 | 83.3 | 51.4 | 56.4 | 36.1 | 14.3 | 7 | 1398 |
| D | 2163.8 | D | 416908 | 5270863 | 18.2 | 8.3 | 83.3 | 51.4 | 56.4 | 36.1 | 4.4 | 16 | 0 |
| E | 2166.4 | D | 416999 | 5270951 | 4.6 | 7.8 | 40.5 | 9.9 | 33.1 | 15.8 | 0.6 | 9 | 0 |
| F | 2171.0 | D | 417158 | 5271109 | 11.7 | 15.0 | 55.6 | 96.6 | 12.4 | 21.2 | 1.1 | 2 | 0 |
| H | 2214.0 | D | 418599 | 5272545 | 6.9 | 11.3 | 19.1 | 23.0 | 10.0 | 5.7 | 0.7 | 19 | 0 |
| LINE 11480 | | FLIGHT 23 | | | | | | | | | | | |
| A | 2029.0 | D | 416475 | 5270213 | 38.8 | 10.8 | 59.8 | 22.7 | 47.1 | 27.5 | 11.1 | 9 | 379 |
| B | 2007.9 | D | 416998 | 5270761 | 105.5 | 24.3 | 236.8 | 145.5 | 162.4 | 112.0 | 20.2 | 4 | 2343 |
| C | 2005.7 | D | 417058 | 5270819 | 41.8 | 10.0 | 236.8 | 145.5 | 162.4 | 112.0 | 14.1 | 20 | 0 |
| D | 2002.7 | D | 417142 | 5270900 | 33.3 | 17.5 | 84.5 | 119.7 | 23.2 | 33.5 | 4.4 | 12 | 0 |
| E | 1998.5 | S? | 417267 | 5271019 | 13.3 | 20.7 | 85.3 | 168.1 | 41.8 | 35.3 | 0.9 | 9 | 0 |
| F | 1995.7 | E | 417353 | 5271100 | 7.3 | 12.5 | 34.4 | 26.8 | 35.1 | 5.1 | --- | --- | 775 |
| H | 1948.0 | D | 418709 | 5272459 | 10.9 | 10.0 | 21.9 | 33.4 | 4.7 | 8.2 | 1.5 | 16 | 0 |
| I | 1937.1 | S | 419031 | 5272773 | 0.8 | 6.2 | 2.1 | 34.9 | 3.5 | 5.7 | --- | --- | 23 |
| J | 1916.1 | D | 419624 | 5273377 | 21.7 | 15.9 | 37.2 | 20.1 | 30.7 | 15.3 | 2.5 | 17 | 951 |
| LINE 11490 | | FLIGHT 23 | | | | | | | | | | | |
| A | 1706.9 | D | 416651 | 5270183 | 30.2 | 10.6 | 54.7 | 25.5 | 39.8 | 21.8 | 7.3 | 15 | 0 |
| B | 1721.6 | D | 417158 | 5270690 | 31.9 | 14.3 | 82.4 | 48.0 | 54.6 | 32.5 | 5.3 | 9 | 1294 |
| C | 1723.8 | D | 417235 | 5270767 | 18.8 | 3.3 | 82.4 | 14.3 | 54.6 | 32.5 | 17.1 | 25 | 0 |
| D | 1726.6 | D | 417332 | 5270863 | 11.2 | 9.0 | 29.2 | 49.5 | 35.0 | 13.4 | 1.8 | 16 | 0 |
| E | 1730.6 | S? | 417465 | 5271000 | 4.1 | 4.9 | 42.5 | 84.8 | 8.5 | 18.9 | 0.8 | 25 | 0 |
| F | 1773.4 | B? | 418862 | 5272383 | 4.2 | 6.1 | 17.9 | 9.4 | 12.3 | 1.8 | 0.7 | 29 | 0 |
| G | 1785.0 | S | 419218 | 5272747 | 1.2 | 0.6 | 3.3 | 33.5 | 2.3 | 5.2 | --- | --- | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11490 | | FLIGHT 23 | | | | | | | | | | | |
| H | 1804.3 | D | 419798 | 5273335 | 45.7 | 24.3 | 72.8 | 36.3 | 57.3 | 40.4 | 4.8 | 13 | 1958 |
| LINE 11500 | | FLIGHT 23 | | | | | | | | | | | |
| A | 1592.5 | D | 416794 | 5270119 | 40.2 | 11.3 | 88.9 | 36.2 | 71.8 | 35.7 | 11.0 | 10 | 669 |
| B | 1589.7 | D | 416875 | 5270196 | 10.6 | 5.4 | 88.9 | 27.3 | 71.8 | 35.7 | 3.1 | 34 | 0 |
| C | 1582.0 | D | 417090 | 5270413 | 5.0 | 2.7 | 13.9 | 6.5 | 9.3 | 2.8 | --- | --- | 16 |
| D | 1575.0 | D | 417288 | 5270620 | 22.7 | 11.4 | 85.5 | 28.6 | 58.6 | 30.7 | 4.1 | 11 | 735 |
| E | 1571.8 | D | 417382 | 5270716 | 22.4 | 6.2 | 85.5 | 21.2 | 58.6 | 30.7 | 9.2 | 18 | 0 |
| F | 1569.1 | D | 417464 | 5270797 | 16.7 | 9.8 | 34.2 | 22.6 | 33.7 | 13.1 | 3.0 | 13 | 0 |
| H | 1512.7 | B? | 419110 | 5272419 | 3.6 | 6.6 | 8.3 | 9.3 | 3.8 | 3.0 | 0.5 | 28 | 16 |
| I | 1484.0 | B? | 419926 | 5273272 | 7.0 | 5.9 | 24.1 | 11.5 | 18.5 | 7.8 | 1.5 | 36 | 470 |
| LINE 11510 | | FLIGHT 23 | | | | | | | | | | | |
| A | 1287.5 | D | 416965 | 5270099 | 23.3 | 9.9 | 45.6 | 23.7 | 23.7 | 20.2 | 5.1 | 20 | 393 |
| B | 1296.7 | S? | 417278 | 5270393 | 5.4 | 7.8 | 9.7 | 16.1 | 9.9 | 3.7 | 0.7 | 20 | 0 |
| C | 1302.5 | D | 417480 | 5270580 | 23.5 | 8.8 | 91.4 | 51.7 | 70.1 | 34.8 | 6.1 | 16 | 1070 |
| D | 1304.6 | D | 417551 | 5270648 | 29.4 | 4.1 | 91.4 | 51.7 | 70.1 | 34.8 | 27.4 | 18 | 0 |
| E | 1307.9 | D | 417659 | 5270754 | 16.4 | 6.3 | 42.3 | 27.6 | 52.9 | 11.9 | 5.3 | 34 | 0 |
| F | 1311.4 | S? | 417771 | 5270864 | 4.8 | 6.5 | 28.0 | 62.0 | 9.5 | 13.1 | 0.8 | 26 | 0 |
| I | 1357.5 | S? | 419253 | 5272366 | 2.7 | 4.7 | 13.1 | 28.3 | 2.8 | 5.3 | 0.5 | 33 | 0 |
| LINE 11520 | | FLIGHT 23 | | | | | | | | | | | |
| A | 1167.3 | D | 417128 | 5270045 | 29.4 | 5.6 | 63.0 | 21.8 | 57.4 | 25.2 | 17.3 | 15 | 0 |
| B | 1165.1 | D | 417188 | 5270105 | 15.4 | 4.3 | 63.0 | 21.8 | 57.4 | 25.2 | 8.1 | 23 | 931 |
| C | 1148.9 | B | 417657 | 5270566 | 31.3 | 8.0 | 93.0 | 52.9 | 71.1 | 36.9 | 11.7 | 15 | 1454 |
| D | 1145.2 | D | 417770 | 5270681 | 18.1 | 4.6 | 64.6 | 46.3 | 72.1 | 18.5 | 9.8 | 26 | 0 |
| E | 1141.5 | B? | 417883 | 5270796 | 6.3 | 7.3 | 38.9 | 49.2 | 9.6 | 15.1 | 1.0 | 20 | 0 |
| G | 1088.8 | S? | 419356 | 5272272 | 6.8 | 6.4 | 15.4 | 49.3 | 4.5 | 8.8 | 1.2 | 26 | 0 |
| H | 1044.9 | S | 420556 | 5273456 | 2.6 | 6.2 | 0.1 | 9.9 | 0.8 | 2.1 | 0.4 | 0 | 79 |
| LINE 11531 | | FLIGHT 60 | | | | | | | | | | | |
| A | 4255.7 | S | 417066 | 5269749 | 2.9 | 5.9 | 6.1 | 45.9 | 6.6 | 7.6 | --- | --- | 0 |
| B | 4247.8 | D | 417302 | 5269983 | 16.3 | 11.8 | 70.9 | 42.7 | 53.2 | 27.6 | 2.3 | 17 | 0 |
| C | 4246.0 | D | 417356 | 5270037 | 29.4 | 8.4 | 70.9 | 42.7 | 53.2 | 27.6 | 9.7 | 19 | 724 |

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EM Anomaly List

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11531 | | | FLIGHT 60 | | | | | | | | | | |
| D | 4238.9 | D | 417572 | 5270249 | 8.0 | 11.1 | 12.2 | 14.1 | 7.7 | 6.4 | 0.9 | 19 | 74 |
| E | 4230.2 | D | 417840 | 5270513 | 37.1 | 11.4 | 113.6 | 56.4 | 88.1 | 46.5 | 9.4 | 16 | 457 |
| F | 4229.0 | B | 417877 | 5270549 | 12.6 | 2.4 | 113.6 | 56.4 | 88.1 | 46.5 | --- | --- | 0 |
| G | 4226.6 | D | 417953 | 5270625 | 24.0 | 2.2 | 67.0 | 55.7 | 80.9 | 28.0 | 49.8 | 25 | 0 |
| H | 4223.3 | S? | 418057 | 5270729 | 4.3 | 3.6 | 51.4 | 72.8 | 9.3 | 16.0 | 1.2 | 46 | 0 |
| J | 4172.5 | S? | 419595 | 5272262 | 3.3 | 5.5 | 7.7 | 29.3 | 1.9 | 5.8 | 0.5 | 24 | 0 |
| K | 4164.1 | S | 419855 | 5272523 | 1.4 | 4.4 | 3.0 | 28.1 | 3.0 | 4.1 | --- | --- | 0 |
| LINE 11541 | | | FLIGHT 60 | | | | | | | | | | |
| A | 4351.3 | D | 417519 | 5269979 | 9.2 | 2.0 | 15.5 | 6.6 | 11.6 | 4.8 | 9.4 | 32 | 478 |
| B | 4353.7 | B | 417601 | 5270058 | 6.4 | 5.8 | 10.3 | 3.7 | 6.4 | 4.4 | 1.3 | 24 | 481 |
| C | 4366.7 | D | 418023 | 5270474 | 30.6 | 13.7 | 70.5 | 53.8 | 41.2 | 28.8 | 5.3 | 10 | 567 |
| D | 4369.9 | D | 418125 | 5270579 | 11.9 | 3.5 | 65.0 | 36.2 | 41.2 | 25.5 | 6.9 | 26 | 0 |
| E | 4373.6 | B | 418243 | 5270701 | 6.2 | 11.3 | 25.2 | 36.2 | 12.2 | 5.2 | 0.6 | 14 | 2 |
| H | 4421.8 | S? | 419756 | 5272212 | 4.0 | 7.6 | 4.8 | 23.4 | 3.0 | 4.0 | 0.5 | 23 | 0 |
| LINE 11551 | | | FLIGHT 60 | | | | | | | | | | |
| A | 4630.5 | S | 417426 | 5269661 | 2.0 | 6.0 | 5.9 | 48.5 | 2.4 | 7.4 | --- | --- | 55 |
| B | 4622.1 | D | 417663 | 5269911 | 18.8 | 9.6 | 51.7 | 25.8 | 31.2 | 25.7 | 3.7 | 20 | 368 |
| C | 4620.0 | D | 417725 | 5269975 | 3.3 | 0.9 | 51.7 | 25.8 | 31.2 | 25.7 | 5.3 | 76 | 228 |
| D | 4618.1 | B? | 417781 | 5270033 | 8.7 | 7.5 | 12.3 | 9.7 | 0.2 | 10.1 | 1.5 | 25 | 539 |
| E | 4603.4 | D | 418210 | 5270457 | 19.1 | 10.5 | 87.6 | 36.2 | 84.6 | 26.1 | 3.4 | 14 | 0 |
| F | 4600.7 | D | 418290 | 5270536 | 22.6 | 5.5 | 87.6 | 17.3 | 84.6 | 26.1 | 11.0 | 20 | 0 |
| LINE 11561 | | | FLIGHT 60 | | | | | | | | | | |
| A | 4730.8 | D | 417830 | 5269872 | 10.1 | 9.0 | 39.8 | 29.2 | 23.4 | 18.1 | 1.5 | 20 | 0 |
| B | 4732.9 | D | 417895 | 5269940 | 15.3 | 3.2 | 39.0 | 29.2 | 23.4 | 22.0 | 12.3 | 29 | 755 |
| C | 4748.8 | D | 418394 | 5270416 | 11.2 | 3.7 | 41.9 | 7.1 | 40.7 | 16.4 | 5.8 | 26 | 0 |
| D | 4751.4 | D | 418482 | 5270496 | 26.7 | 11.8 | 41.9 | 34.2 | 40.7 | 16.4 | 5.1 | 13 | 0 |
| E | 4809.7 | B? | 420205 | 5272242 | 5.2 | 3.4 | 10.0 | 14.9 | 2.8 | 6.3 | 1.8 | 49 | 11 |
| LINE 11571 | | | FLIGHT 61 | | | | | | | | | | |
| A | 4890.3 | S | 417871 | 5269687 | 2.3 | 8.6 | 3.4 | 35.6 | 2.2 | 5.5 | --- | --- | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11571 | | FLIGHT 61 | | | | | | | | | | | |
| B | 4887.2 | D | 417969 | 5269787 | 8.4 | 8.3 | 7.8 | 1.7 | 8.8 | 0.5 | 1.3 | 24 | 0 |
| C | 4884.0 | D | 418070 | 5269891 | 33.6 | 10.5 | 90.2 | 45.6 | 62.0 | 40.4 | 8.9 | 15 | 856 |
| D | 4868.1 | B | 418553 | 5270381 | 8.9 | 11.4 | 62.1 | 34.0 | 47.8 | 22.0 | 1.0 | 19 | 0 |
| E | 4866.1 | D | 418615 | 5270443 | 25.3 | 6.0 | 62.1 | 34.0 | 47.8 | 22.0 | 12.1 | 15 | 0 |
| F | 4818.5 | B | 420044 | 5271874 | 7.7 | 7.6 | 26.0 | 9.0 | 19.5 | 2.5 | 1.2 | 33 | 0 |
| G | 4786.5 | S | 420955 | 5272764 | 2.7 | 2.8 | 24.6 | 10.2 | 30.0 | 1.8 | --- | --- | 0 |
| LINE 11581 | | FLIGHT 61 | | | | | | | | | | | |
| A | 4586.1 | D | 417375 | 5268992 | 23.6 | 13.9 | 36.6 | 15.9 | 23.2 | 16.1 | 3.4 | 16 | 0 |
| B | 4596.9 | S | 417664 | 5269285 | 3.6 | 6.8 | 2.2 | 17.8 | 2.0 | 2.6 | --- | --- | 20 |
| C | 4608.9 | S | 418022 | 5269640 | 1.9 | 10.7 | 14.9 | 88.3 | 3.5 | 16.0 | --- | --- | 0 |
| D | 4612.1 | D | 418119 | 5269742 | 7.2 | 6.1 | 14.9 | 88.3 | 12.9 | 16.0 | 1.4 | 34 | 0 |
| E | 4616.2 | D | 418245 | 5269869 | 20.9 | 7.9 | 55.2 | 21.6 | 33.9 | 25.2 | 5.8 | 22 | 1279 |
| F | 4617.4 | D | 418283 | 5269904 | 24.0 | 12.5 | 55.2 | 21.6 | 33.9 | 25.2 | 3.9 | 17 | 0 |
| G | 4623.8 | B? | 418489 | 5270092 | 5.7 | 6.1 | 5.0 | 4.7 | 3.4 | 2.1 | 1.0 | 28 | 0 |
| H | 4632.4 | D | 418748 | 5270353 | 16.6 | 10.9 | 81.8 | 56.2 | 58.2 | 35.6 | 2.6 | 9 | 0 |
| I | 4634.8 | D | 418824 | 5270430 | 23.3 | 13.1 | 81.8 | 95.8 | 58.2 | 35.6 | 3.6 | 11 | 0 |
| K | 4686.7 | B? | 420406 | 5272023 | 3.6 | 5.5 | 6.6 | 12.7 | 1.2 | 4.0 | 0.6 | 27 | 9 |
| L | 4707.5 | S | 421063 | 5272665 | 1.9 | 5.3 | 4.7 | 18.0 | 5.3 | 3.4 | --- | --- | 0 |
| LINE 11591 | | FLIGHT 61 | | | | | | | | | | | |
| A | 4542.7 | B | 417526 | 5268929 | 6.9 | 5.8 | 14.8 | 10.0 | 8.2 | 6.8 | 1.5 | 32 | 0 |
| B | 4511.4 | D | 418450 | 5269849 | 36.2 | 11.4 | 67.8 | 21.1 | 56.2 | 28.3 | 9.0 | 15 | 1016 |
| C | 4504.9 | B? | 418637 | 5270042 | 6.3 | 7.4 | 6.6 | 11.2 | 6.6 | 2.2 | 1.0 | 30 | 0 |
| D | 4502.9 | D | 418696 | 5270100 | 12.6 | 14.6 | 22.3 | 14.9 | 6.9 | 9.4 | 1.2 | 16 | 93 |
| E | 4500.0 | B | 418780 | 5270186 | 7.5 | 7.5 | 22.3 | 14.9 | 6.9 | 9.4 | 1.2 | 41 | 3 |
| F | 4495.9 | D | 418899 | 5270305 | 16.8 | 21.0 | 92.4 | 169.5 | 28.5 | 48.5 | 1.2 | 0 | 0 |
| G | 4493.2 | D | 418981 | 5270387 | 25.9 | 14.7 | 92.4 | 169.5 | 28.5 | 48.5 | 3.6 | 11 | 0 |
| H | 4487.9 | S? | 419145 | 5270554 | 4.7 | 13.3 | 28.9 | 80.2 | 7.2 | 17.6 | 0.4 | 0 | 225 |
| J | 4447.4 | S | 420354 | 5271756 | 1.9 | 6.5 | 15.3 | 20.0 | 43.1 | 3.8 | --- | --- | 0 |
| K | 4439.2 | B? | 420595 | 5271999 | 3.7 | 4.9 | 11.6 | 11.3 | 1.2 | 4.8 | 0.7 | 40 | 0 |
| L | 4421.6 | S | 421110 | 5272495 | 3.7 | 10.0 | 4.3 | 21.7 | 3.5 | 3.3 | --- | --- | 0 |
| LINE 11601 | | FLIGHT 61 | | | | | | | | | | | |
| A | 4239.4 | S | 417873 | 5269058 | 1.0 | 8.5 | 5.7 | 65.0 | 3.1 | 10.6 | --- | --- | 0 |
| B | 4266.2 | D | 418654 | 5269829 | 14.7 | 9.2 | 33.2 | 15.4 | 13.6 | 19.8 | 2.7 | 35 | 1655 |

CX = COAXIAL
CP = COPLANAR

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11601 | | FLIGHT 61 | | | | | | | | | | | |
| C | 4280.5 | E | 419080 | 5270278 | 12.5 | 22.6 | 102.4 | 170.0 | 29.2 | 46.1 | 0.8 | 0 | 0 |
| D | 4282.6 | D | 419147 | 5270348 | 22.2 | 19.7 | 102.4 | 170.0 | 29.2 | 46.1 | 2.0 | 6 | 0 |
| E | 4287.5 | S | 419310 | 5270507 | 4.5 | 13.3 | 28.5 | 106.3 | 1.7 | 21.1 | 0.4 | 0 | 0 |
| F | 4324.6 | S | 420485 | 5271679 | 6.7 | 20.1 | 45.6 | 116.9 | 24.7 | 20.1 | 0.4 | 0 | 0 |
| G | 4333.9 | D | 420786 | 5271977 | 8.1 | 9.6 | 6.6 | 18.5 | 2.4 | 2.6 | 1.0 | 20 | 36 |
| H | 4342.8 | B? | 421065 | 5272253 | 5.6 | 12.0 | 5.7 | 15.8 | 1.5 | 2.5 | 0.5 | 13 | 0 |
| I | 4355.1 | S | 421440 | 5272627 | 1.4 | 7.9 | 13.2 | 37.7 | 14.1 | 5.8 | --- | --- | 0 |
| LINE 11611 | | FLIGHT 61 | | | | | | | | | | | |
| A | 4158.2 | S | 418541 | 5269516 | 2.0 | 4.6 | 4.0 | 43.9 | 4.8 | 6.5 | --- | --- | 0 |
| B | 4148.7 | D | 418826 | 5269802 | 12.6 | 8.6 | 23.4 | 11.3 | 10.6 | 12.5 | 2.3 | 36 | 535 |
| C | 4135.7 | S? | 419214 | 5270192 | 6.8 | 16.8 | 36.3 | 80.6 | 11.0 | 17.5 | 0.5 | 3 | 348 |
| D | 4132.0 | D | 419330 | 5270308 | 14.9 | 19.0 | 36.3 | 107.4 | 11.0 | 25.7 | 1.2 | 9 | 0 |
| E | 4129.3 | S | 419417 | 5270394 | 4.7 | 15.0 | 37.0 | 107.4 | 4.5 | 25.7 | 0.3 | 1 | 0 |
| F | 4087.2 | S | 420669 | 5271653 | 2.3 | 7.8 | 7.7 | 26.8 | 10.5 | 5.2 | --- | --- | 0 |
| G | 4078.4 | D | 420935 | 5271906 | 11.4 | 9.8 | 25.0 | 81.7 | 5.3 | 13.3 | 1.7 | 20 | 0 |
| H | 4067.2 | S | 421272 | 5272233 | 1.2 | 11.6 | 10.3 | 43.5 | 0.0 | 8.2 | --- | --- | 97 |
| I | 4062.8 | E | 421395 | 5272365 | 1.7 | 10.0 | 10.3 | 43.8 | 1.9 | 8.2 | --- | --- | 0 |
| LINE 11621 | | FLIGHT 61 | | | | | | | | | | | |
| A | 3884.8 | S | 418435 | 5269194 | 1.4 | 4.8 | 5.7 | 48.2 | 3.4 | 9.3 | --- | --- | 124 |
| B | 3923.5 | S | 419629 | 5270389 | 1.2 | 0.3 | 9.5 | 40.9 | 9.3 | 7.8 | --- | --- | 0 |
| C | 3975.3 | D | 421224 | 5271994 | 9.7 | 7.4 | 10.1 | 9.9 | 3.3 | 4.0 | 1.8 | 15 | 0 |
| LINE 11630 | | FLIGHT 22 | | | | | | | | | | | |
| A | 1884.1 | S? | 419082 | 5269640 | 4.4 | 4.0 | 10.3 | 19.1 | 2.9 | 5.8 | 1.1 | 31 | 1580 |
| B | 1898.9 | D | 419563 | 5270107 | 9.2 | 8.6 | 21.9 | 18.7 | 7.5 | 5.6 | --- | --- | 167 |
| C | 1905.0 | S | 419758 | 5270308 | 2.2 | 5.3 | 9.6 | 38.5 | 3.7 | 3.1 | --- | --- | 0 |
| D | 1948.0 | S | 421135 | 5271682 | 0.6 | 3.6 | 8.8 | 32.8 | 2.0 | 4.1 | --- | --- | 0 |
| LINE 11640 | | FLIGHT 22 | | | | | | | | | | | |
| A | 1781.4 | D | 419257 | 5269618 | 15.7 | 7.4 | 40.0 | 18.2 | 13.7 | 10.2 | 3.9 | 39 | 1014 |
| B | 1764.9 | D | 419718 | 5270054 | 10.4 | 9.6 | 0.0 | 28.3 | 0.5 | 0.4 | 1.5 | 26 | 191 |
| C | 1760.4 | D | 419839 | 5270177 | 21.3 | 14.6 | 47.4 | 29.8 | 7.1 | 15.0 | 2.7 | 24 | 0 |
| LINE 11650 | | FLIGHT 22 | | | | | | | | | | | |
| A | 1521.5 | D | 419452 | 5269565 | 4.6 | 8.6 | 8.0 | 10.6 | 2.2 | 2.5 | 0.5 | 18 | 326 |
| B | 1536.0 | D | 419883 | 5270023 | 12.8 | 4.7 | 21.6 | 19.9 | 13.4 | 4.7 | 5.2 | 21 | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11650 | | | FLIGHT 22 | | | | | | | | | | |
| C | 1539.7 | D | 419997 | 5270139 | 5.8 | 8.1 | 21.6 | 27.3 | 0.6 | 4.7 | 0.8 | 18 | 0 |
| D | 1575.3 | S | 421090 | 5271222 | 2.6 | 2.4 | 3.0 | 20.8 | 3.3 | 1.8 | --- | --- | 269 |
| E | 1586.6 | D | 421450 | 5271587 | 5.5 | 2.4 | 15.4 | 6.3 | 7.0 | 3.6 | 3.1 | 54 | 0 |
| LINE 11660 | | | FLIGHT 22 | | | | | | | | | | |
| A | 1424.3 | D | 419594 | 5269514 | 6.2 | 5.1 | 10.2 | 11.9 | 0.5 | 3.2 | 1.4 | 33 | 159 |
| B | 1417.6 | D | 419795 | 5269714 | 5.7 | 4.8 | 15.9 | 7.5 | 4.8 | 3.6 | 1.4 | 37 | 0 |
| C | 1408.7 | D | 420039 | 5269972 | 19.7 | 6.7 | 33.4 | 46.2 | 9.7 | 5.7 | 6.6 | 17 | 265 |
| D | 1404.7 | D | 420149 | 5270085 | 29.2 | 14.8 | 46.8 | 12.7 | 17.3 | 11.1 | 4.4 | 16 | 0 |
| E | 1400.7 | S? | 420264 | 5270200 | 2.1 | 13.6 | 15.0 | 101.3 | 1.2 | 9.0 | 0.2 | 0 | 0 |
| F | 1397.9 | S | 420348 | 5270284 | 3.0 | 6.2 | 10.9 | 101.3 | 0.6 | 9.0 | 0.4 | 16 | 12 |
| LINE 11670 | | | FLIGHT 22 | | | | | | | | | | |
| A | 1169.6 | E | 419757 | 5269503 | 3.3 | 6.1 | 0.0 | 24.6 | 0.9 | 2.9 | 0.5 | 32 | 171 |
| B | 1175.3 | D | 419933 | 5269682 | 15.8 | 6.8 | 29.8 | 13.5 | 8.7 | 10.4 | 4.4 | 24 | 50 |
| C | 1183.6 | D | 420201 | 5269930 | 10.2 | 0.8 | 25.3 | 11.0 | 15.1 | 5.4 | 48.4 | 41 | 0 |
| LINE 11680 | | | FLIGHT 22 | | | | | | | | | | |
| A | 1064.0 | S | 419849 | 5269342 | 0.0 | 2.8 | 10.4 | 52.2 | 2.1 | 5.6 | --- | --- | 0 |
| B | 1054.9 | D | 420118 | 5269624 | 6.6 | 5.2 | 17.6 | 7.0 | 7.5 | 4.6 | 1.5 | 34 | 15 |
| C | 1047.0 | D | 420343 | 5269860 | 18.0 | 4.8 | 26.2 | 12.5 | 14.6 | 6.8 | 8.9 | 24 | 0 |
| LINE 11691 | | | FLIGHT 61 | | | | | | | | | | |
| A | 3600.3 | D | 420536 | 5269817 | 28.0 | 5.1 | 43.4 | 28.9 | 32.7 | 16.2 | 18.6 | 19 | 0 |
| B | 3541.0 | S | 422235 | 5271521 | 5.0 | 8.9 | 11.0 | 36.6 | 5.2 | 5.9 | --- | --- | 0 |
| LINE 11701 | | | FLIGHT 61 | | | | | | | | | | |
| A | 3382.1 | D | 420730 | 5269799 | 23.9 | 5.4 | 33.8 | 29.5 | 34.1 | 9.6 | 12.5 | 14 | 0 |
| B | 3386.5 | S | 420862 | 5269941 | 2.4 | 8.4 | 10.1 | 32.5 | 5.2 | 6.1 | --- | --- | 0 |
| C | 3392.4 | S | 421045 | 5270118 | 1.8 | 7.6 | 5.3 | 48.3 | 4.6 | 8.6 | --- | --- | 37 |
| D | 3425.7 | S? | 422087 | 5271162 | 2.7 | 9.5 | 9.3 | 23.5 | 14.1 | 4.3 | --- | --- | 0 |
| E | 3438.3 | S | 422494 | 5271567 | 0.3 | 7.7 | 2.6 | 16.2 | 4.8 | 4.0 | --- | --- | 0 |
| LINE 11711 | | | FLIGHT 61 | | | | | | | | | | |
| A | 3279.3 | S | 420160 | 5269018 | 4.2 | 12.3 | 10.7 | 53.1 | 3.9 | 8.6 | --- | --- | 0 |
| B | 3260.0 | D | 420728 | 5269577 | 7.5 | 7.8 | 31.7 | 19.3 | 17.4 | 9.6 | 1.2 | 29 | 60 |
| C | 3253.6 | D | 420918 | 5269775 | 26.1 | 8.4 | 48.3 | 57.4 | 29.9 | 24.2 | 7.8 | 17 | 0 |
| D | 3251.9 | D | 420971 | 5269829 | 10.2 | 14.4 | 48.3 | 57.4 | 29.9 | 24.2 | 0.9 | 12 | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11711 | | | FLIGHT 61 | | | | | | | | | | |
| E | 3176.6 | S | 423073 | 5271907 | 2.4 | 8.1 | 5.0 | 47.1 | 2.2 | 8.0 | --- | --- | 0 |
| LINE 11721 | | | FLIGHT 61 | | | | | | | | | | |
| A | 3008.0 | S | 420184 | 5268829 | 0.9 | 4.4 | 20.8 | 98.3 | 6.9 | 15.7 | 0.1 | 10 | 0 |
| B | 3020.0 | S | 420483 | 5269145 | 1.9 | 4.0 | 5.9 | 55.9 | 1.4 | 9.1 | --- | --- | 0 |
| C | 3034.7 | D | 420891 | 5269525 | 9.0 | 8.4 | 18.1 | 18.7 | 9.4 | 8.4 | 1.4 | 18 | 0 |
| D | 3042.0 | D | 421112 | 5269743 | 25.3 | 7.5 | 35.0 | 35.1 | 22.3 | 13.4 | 8.8 | 16 | 0 |
| E | 3044.0 | B? | 421168 | 5269804 | 5.3 | 7.5 | 35.0 | 35.1 | 23.3 | 13.4 | 0.7 | 17 | 0 |
| F | 3094.6 | E | 422698 | 5271352 | 2.8 | 12.5 | 15.1 | 59.6 | 1.8 | 10.6 | --- | --- | 0 |
| G | 3098.0 | S | 422801 | 5271457 | 1.9 | 8.0 | 15.1 | 60.0 | 1.1 | 10.6 | 0.2 | 0 | 86 |
| H | 3107.4 | S? | 423077 | 5271736 | 3.9 | 5.5 | 3.7 | 7.4 | 2.6 | 1.7 | --- | --- | 0 |
| LINE 11731 | | | FLIGHT 61 | | | | | | | | | | |
| A | 2869.2 | S | 420310 | 5268741 | 5.9 | 21.7 | 21.1 | 115.3 | 3.7 | 18.9 | 0.3 | 0 | 0 |
| B | 2843.5 | B? | 421041 | 5269472 | 6.2 | 7.8 | 17.5 | 47.0 | 8.9 | 12.2 | 0.9 | 19 | 0 |
| C | 2835.0 | D | 421288 | 5269720 | 23.1 | 11.8 | 39.6 | 34.2 | 33.2 | 18.0 | 4.0 | 23 | 0 |
| D | 2831.4 | S? | 421398 | 5269826 | 3.4 | 16.9 | 39.6 | 86.6 | 16.4 | 14.1 | 0.2 | 0 | 0 |
| E | 2829.2 | E | 421465 | 5269891 | 4.7 | 15.5 | 14.3 | 86.6 | 3.1 | 14.1 | 0.3 | 0 | 0 |
| F | 2814.5 | S | 421889 | 5270315 | 2.0 | 6.6 | 6.4 | 28.4 | 3.3 | 4.8 | --- | --- | 0 |
| G | 2792.2 | S | 422486 | 5270923 | 3.5 | 8.3 | 5.0 | 27.6 | 3.7 | 4.5 | --- | --- | 0 |
| H | 2776.5 | S | 422894 | 5271324 | 3.8 | 19.2 | 108.7 | 350.7 | 2.2 | 56.2 | 0.2 | 0 | 56 |
| I | 2771.7 | S? | 423028 | 5271450 | 7.6 | 16.8 | 225.3 | 408.1 | 12.1 | 77.4 | 0.6 | 13 | 0 |
| J | 2764.5 | D | 423231 | 5271654 | 13.4 | 19.8 | 28.9 | 135.3 | 11.7 | 26.8 | 1.0 | 16 | 0 |
| LINE 11741 | | | FLIGHT 61 | | | | | | | | | | |
| A | 2594.0 | S | 420430 | 5268662 | 2.9 | 9.1 | 4.4 | 41.4 | 2.5 | 7.1 | 0.3 | 0 | 0 |
| B | 2611.7 | E | 420893 | 5269105 | 1.2 | 8.8 | 14.2 | 74.2 | 1.3 | 11.9 | --- | --- | 0 |
| C | 2614.0 | E | 420958 | 5269170 | 2.1 | 9.3 | 14.2 | 74.2 | 1.5 | 11.9 | --- | --- | 0 |
| D | 2623.0 | D | 421209 | 5269438 | 7.4 | 7.6 | 8.8 | 11.3 | 7.3 | 6.6 | 1.2 | 27 | 0 |
| E | 2632.6 | D | 421479 | 5269721 | 16.5 | 6.6 | 33.8 | 56.8 | 26.0 | 16.9 | 5.0 | 24 | 0 |
| F | 2635.7 | D | 421570 | 5269814 | 10.3 | 16.3 | 33.8 | 56.8 | 15.9 | 16.9 | 0.8 | 1 | 0 |
| G | 2671.2 | S? | 422623 | 5270855 | 4.1 | 10.0 | 4.1 | 25.2 | 3.8 | 4.5 | 0.4 | 0 | 89 |
| H | 2689.0 | S | 423161 | 5271378 | 6.7 | 16.3 | 14.2 | 54.3 | 2.1 | 9.7 | 0.5 | 0 | 0 |
| I | 2696.9 | S? | 423397 | 5271614 | 7.5 | 13.3 | 26.3 | 90.5 | 2.7 | 17.4 | 0.7 | 2 | 0 |
| LINE 11751 | | | FLIGHT 61 | | | | | | | | | | |
| A | 2540.4 | S | 420596 | 5268600 | 3.5 | 19.9 | 4.8 | 65.0 | 0.8 | 11.2 | 0.2 | 0 | 0 |
| B | 2529.5 | E | 420931 | 5268934 | 3.3 | 11.0 | 17.5 | 97.6 | 3.9 | 16.2 | --- | --- | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11751 | | FLIGHT 61 | | | | | | | | | | | |
| C | 2527.9 | E | 420979 | 5268984 | 1.8 | 13.9 | 17.5 | 97.6 | 3.9 | 16.2 | --- | --- | 0 |
| D | 2506.0 | B | 421622 | 5269620 | 2.3 | 2.7 | 9.0 | 1.1 | 8.4 | 4.9 | --- | --- | 0 |
| E | 2492.6 | D | 422012 | 5270017 | 6.6 | 2.0 | 31.7 | 8.3 | 17.8 | 16.8 | 5.5 | 46 | 0 |
| F | 2466.4 | S | 422744 | 5270752 | 5.1 | 12.8 | 8.3 | 41.6 | 10.3 | 6.6 | 0.4 | 0 | 5 |
| G | 2459.1 | S | 422962 | 5270966 | 5.4 | 11.3 | 38.6 | 134.0 | 2.8 | 23.2 | 0.5 | 5 | 0 |
| H | 2447.2 | S | 423310 | 5271315 | 2.7 | 5.6 | 0.2 | 19.9 | 1.1 | 2.8 | 0.4 | 18 | 0 |
| LINE 11761 | | FLIGHT 61 | | | | | | | | | | | |
| A | 2276.5 | S | 420702 | 5268495 | 3.0 | 9.6 | 10.7 | 92.7 | 2.1 | 14.8 | 0.3 | 5 | 6 |
| B | 2324.3 | D | 422108 | 5269903 | 19.5 | 9.9 | 46.2 | 27.2 | 36.3 | 17.8 | 3.8 | 11 | 368 |
| C | 2326.8 | B | 422186 | 5269980 | 6.6 | 1.2 | 44.1 | 19.2 | 36.3 | 17.6 | 10.9 | 44 | 0 |
| D | 2352.6 | S | 422988 | 5270787 | 5.9 | 17.3 | 46.4 | 161.3 | 3.6 | 28.2 | 0.4 | 0 | 0 |
| E | 2361.5 | S | 423272 | 5271059 | 2.1 | 6.1 | 2.8 | 39.6 | 1.0 | 6.6 | 0.3 | 9 | 0 |
| LINE 11771 | | FLIGHT 61 | | | | | | | | | | | |
| A | 2038.2 | S | 420821 | 5268408 | 4.5 | 14.2 | 4.1 | 53.7 | 2.2 | 7.8 | 0.4 | 0 | 0 |
| B | 1986.4 | D | 422325 | 5269909 | 18.3 | 7.5 | 58.3 | 26.5 | 41.9 | 30.1 | 5.0 | 21 | 458 |
| C | 1983.2 | B | 422415 | 5269999 | 4.7 | 4.1 | 58.3 | 6.4 | 41.9 | 4.5 | 1.2 | 42 | 0 |
| D | 1957.7 | S | 423140 | 5270709 | 7.3 | 12.6 | 72.2 | 160.4 | 2.6 | 32.0 | 0.7 | 5 | 0 |
| E | 1948.0 | S | 423418 | 5270988 | 3.3 | 8.8 | 1.6 | 33.7 | 0.4 | 4.9 | 0.4 | 6 | 0 |
| F | 1939.0 | S | 423672 | 5271252 | 1.9 | 8.1 | 4.9 | 54.9 | 1.4 | 8.4 | 0.2 | 1 | 0 |
| LINE 11781 | | FLIGHT 61 | | | | | | | | | | | |
| A | 1795.5 | S | 421609 | 5268981 | 0.4 | 2.3 | 14.5 | 60.7 | 3.1 | 10.7 | --- | --- | 0 |
| B | 1815.6 | D | 422200 | 5269565 | 7.8 | 5.1 | 26.7 | 21.5 | 13.2 | 11.5 | 2.1 | 36 | 154 |
| C | 1818.0 | D | 422274 | 5269635 | 8.5 | 6.3 | 26.7 | 21.5 | 13.2 | 11.5 | 1.8 | 39 | 0 |
| D | 1825.3 | B | 422497 | 5269855 | 35.3 | 23.4 | 143.6 | 84.9 | 74.3 | 60.2 | 3.3 | 8 | 683 |
| E | 1826.3 | B | 422527 | 5269885 | 22.2 | 18.1 | 143.6 | 84.9 | 74.3 | 60.2 | 2.2 | 8 | 612 |
| F | 1850.1 | S | 423260 | 5270627 | 6.3 | 10.9 | 32.8 | 97.3 | 2.0 | 17.6 | 0.6 | 2 | 101 |
| G | 1867.6 | S | 423802 | 5271169 | 0.8 | 4.3 | 9.6 | 53.1 | 0.6 | 8.8 | 0.1 | 0 | 5 |
| LINE 11791 | | FLIGHT 61 | | | | | | | | | | | |
| A | 1673.0 | S | 421750 | 5268904 | 0.9 | 3.8 | 9.1 | 57.4 | 1.4 | 8.6 | --- | --- | 0 |
| B | 1651.0 | S? | 422373 | 5269531 | 1.3 | 6.7 | 0.0 | 31.7 | 2.0 | 4.8 | --- | --- | 0 |
| C | 1640.0 | D | 422692 | 5269847 | 11.6 | 9.8 | 18.1 | 15.8 | 5.1 | 10.2 | 1.7 | 12 | 285 |
| D | 1616.2 | S | 423362 | 5270523 | 5.7 | 15.0 | 30.8 | 133.5 | 3.1 | 22.8 | 0.4 | 0 | 144 |
| E | 1607.2 | S | 423626 | 5270777 | 2.8 | 6.4 | 5.3 | 8.1 | 3.8 | 1.2 | --- | --- | 0 |
| F | 1598.4 | S | 423883 | 5271016 | 2.9 | 11.9 | 10.2 | 83.1 | 1.4 | 13.5 | 0.2 | 0 | 0 |

CX = COAXIAL
CP = COPLANAR

Note:EM values shown above are local amplitudes

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11791 | | | FLIGHT 61 | | | | | | | | | | |
| G | 1586.2 | D | 424217 | 5271371 | 4.7 | 7.9 | 14.3 | 18.1 | 4.0 | 6.6 | 0.6 | 25 | 0 |
| LINE 11801 | | | FLIGHT 61 | | | | | | | | | | |
| A | 1436.5 | S | 421192 | 5268138 | 0.4 | 2.5 | 4.9 | 43.0 | 1.8 | 7.5 | --- | --- | 0 |
| B | 1466.7 | S | 422117 | 5269045 | 0.6 | 3.7 | 5.8 | 52.6 | 2.3 | 8.2 | --- | --- | 32 |
| C | 1481.5 | D | 422592 | 5269525 | 8.1 | 5.5 | 15.1 | 16.2 | 11.3 | 6.7 | 2.0 | 24 | 214 |
| D | 1494.1 | B | 422974 | 5269916 | 4.5 | 4.2 | 5.4 | 5.3 | 10.1 | 3.1 | 1.1 | 27 | 0 |
| E | 1509.9 | S? | 423509 | 5270434 | 2.9 | 6.8 | 6.9 | 32.8 | 6.2 | 7.2 | --- | --- | 261 |
| F | 1512.6 | S? | 423600 | 5270522 | 4.0 | 9.7 | 0.7 | 30.8 | 4.5 | 5.1 | --- | --- | 100 |
| G | 1526.5 | S? | 424020 | 5270965 | 2.7 | 7.0 | 1.6 | 19.4 | 2.0 | 3.8 | 0.3 | 0 | 0 |
| H | 1536.4 | E | 424328 | 5271278 | 4.2 | 12.5 | 7.1 | 60.1 | 2.2 | 4.9 | 0.4 | 0 | 0 |
| LINE 11811 | | | FLIGHT 61 | | | | | | | | | | |
| A | 1340.1 | S | 421292 | 5268038 | 4.6 | 8.5 | 4.4 | 44.9 | 2.0 | 7.0 | 0.5 | 17 | 0 |
| B | 1308.8 | S | 422230 | 5268963 | 3.0 | 6.3 | 8.0 | 19.4 | 10.0 | 2.5 | --- | --- | 12 |
| C | 1300.3 | S | 422488 | 5269227 | 1.7 | 3.8 | 3.2 | 35.8 | 0.0 | 5.5 | --- | --- | 0 |
| D | 1293.0 | B? | 422716 | 5269451 | 0.4 | 0.0 | 9.5 | 3.2 | 7.8 | 2.6 | --- | --- | 56 |
| E | 1274.2 | B? | 423231 | 5269951 | 3.3 | 2.0 | 9.1 | 14.3 | 6.1 | 4.2 | --- | --- | 0 |
| F | 1262.3 | S? | 423544 | 5270276 | 9.1 | 34.9 | 78.0 | 243.8 | 7.2 | 43.8 | 0.4 | 0 | 0 |
| G | 1230.8 | E | 424446 | 5271170 | 10.3 | 12.5 | 59.8 | 83.3 | 3.4 | 21.8 | 1.1 | 0 | 11 |
| LINE 11821 | | | FLIGHT 61 | | | | | | | | | | |
| A | 1088.0 | S | 421574 | 5268081 | 1.8 | 1.4 | 5.4 | 28.1 | 3.1 | 4.7 | --- | --- | 0 |
| B | 1116.0 | S | 422394 | 5268915 | 0.7 | 6.7 | 4.8 | 17.7 | 2.0 | 3.7 | --- | --- | 35 |
| C | 1124.6 | S? | 422660 | 5269174 | 3.6 | 9.1 | 11.5 | 50.9 | 6.4 | 7.8 | --- | --- | 0 |
| D | 1126.2 | D | 422707 | 5269222 | 2.7 | 6.8 | 11.5 | 50.9 | 6.4 | 7.8 | 0.3 | 0 | 0 |
| E | 1158.4 | S? | 423711 | 5270226 | 0.0 | 4.1 | 14.9 | 58.1 | 7.0 | 9.7 | --- | --- | 46 |
| F | 1185.9 | D | 424568 | 5271104 | 13.5 | 21.5 | 112.5 | 179.5 | 5.2 | 39.3 | 0.9 | 0 | 0 |
| LINE 11831 | | | FLIGHT 61 | | | | | | | | | | |
| A | 980.6 | S | 421389 | 5267701 | 2.1 | 6.1 | 4.5 | 61.6 | 0.8 | 9.7 | --- | --- | 103 |
| B | 968.2 | E | 421760 | 5268078 | 1.3 | 7.3 | 2.0 | 37.6 | 0.6 | 6.3 | --- | --- | 70 |
| C | 945.6 | S | 422428 | 5268737 | 1.0 | 4.2 | 3.3 | 28.7 | 4.5 | 4.3 | --- | --- | 0 |
| D | 935.9 | S | 422722 | 5269041 | 2.4 | 8.0 | 24.1 | 89.7 | 6.4 | 15.4 | 0.3 | 0 | 0 |
| E | 932.2 | E | 422836 | 5269153 | 3.2 | 9.4 | 2.3 | 10.3 | 3.0 | 1.0 | --- | --- | 0 |
| F | 909.6 | D | 423474 | 5269777 | 21.2 | 8.3 | 61.6 | 28.7 | 37.1 | 28.5 | 5.6 | 23 | 177 |
| G | 907.3 | D | 423539 | 5269842 | 7.7 | 3.0 | 61.6 | 28.7 | 37.1 | 28.5 | 4.1 | 48 | 0 |
| H | 898.1 | S? | 423805 | 5270114 | 3.2 | 6.5 | 11.0 | 55.4 | 6.0 | 8.3 | 0.4 | 11 | 156 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11831 | | | FLIGHT 61 | | | | | | | | | | |
| I | 865.5 | B? | 424734 | 5271031 | 5.3 | 15.8 | 18.4 | 74.1 | 2.7 | 12.8 | 0.4 | 0 | 0 |
| LINE 11840 | | | FLIGHT 20 | | | | | | | | | | |
| A | 1480.2 | S | 421846 | 5267954 | 1.0 | 3.8 | 4.8 | 36.8 | 1.7 | 3.6 | --- | --- | 38 |
| B | 1421.7 | B? | 423389 | 5269493 | 3.5 | 4.5 | 7.8 | 10.7 | 3.0 | 2.4 | 0.7 | 36 | 0 |
| C | 1412.6 | D | 423622 | 5269727 | 10.6 | 6.3 | 41.3 | 37.6 | 10.5 | 12.3 | 2.5 | 34 | 168 |
| D | 1409.7 | D | 423697 | 5269803 | 7.5 | 2.4 | 41.3 | 37.6 | 10.5 | 12.3 | 5.1 | 36 | 0 |
| E | 1404.0 | S | 423851 | 5269960 | 1.4 | 6.8 | 13.3 | 72.0 | 4.1 | 7.3 | 0.2 | 0 | 0 |
| F | 1380.6 | S | 424455 | 5270575 | 2.4 | 9.0 | 10.5 | 37.1 | 2.6 | 4.1 | 0.2 | 0 | 0 |
| LINE 11850 | | | FLIGHT 20 | | | | | | | | | | |
| A | 1228.7 | S | 422726 | 5268628 | 0.9 | 2.0 | 3.8 | 34.0 | 1.4 | 3.4 | --- | --- | 0 |
| B | 1264.0 | D | 423903 | 5269794 | 4.4 | 2.9 | 26.4 | 39.8 | 6.1 | 7.6 | 1.7 | 36 | 0 |
| C | 1292.5 | S? | 424870 | 5270762 | 7.9 | 17.9 | 46.8 | 159.3 | 6.5 | 16.9 | 0.5 | 0 | 606 |
| LINE 11860 | | | FLIGHT 20 | | | | | | | | | | |
| A | 988.5 | B? | 424006 | 5269702 | 5.4 | 8.8 | 43.8 | 77.7 | 7.3 | 13.4 | 0.6 | 12 | 0 |
| B | 985.9 | D | 424074 | 5269769 | 10.6 | 4.2 | 43.8 | 77.7 | 9.0 | 13.4 | 4.4 | 26 | 0 |
| C | 974.7 | S | 424372 | 5270067 | 1.6 | 4.3 | 9.2 | 38.2 | 5.6 | 3.7 | --- | --- | 35 |
| D | 950.2 | S? | 425021 | 5270687 | 10.1 | 9.6 | 100.1 | 199.4 | 20.8 | 20.6 | 1.4 | 20 | 0 |
| E | 941.6 | S? | 425257 | 5270929 | 6.2 | 14.6 | 30.4 | 82.7 | 31.4 | 8.3 | --- | --- | 0 |
| LINE 11870 | | | FLIGHT 19 | | | | | | | | | | |
| A | 4344.6 | S | 422162 | 5267636 | 2.2 | 4.3 | 12.3 | 54.9 | 2.9 | 8.9 | --- | --- | 0 |
| B | 4401.8 | B? | 424087 | 5269548 | 3.8 | 7.2 | 11.5 | 5.0 | 6.0 | 1.5 | 0.5 | 31 | 0 |
| C | 4407.7 | S | 424298 | 5269756 | 2.5 | 5.5 | 15.9 | 62.0 | 5.6 | 9.7 | 0.4 | 16 | 0 |
| D | 4415.2 | S | 424556 | 5270022 | 4.9 | 10.4 | 32.6 | 119.0 | 6.5 | 20.6 | 0.5 | 6 | 0 |
| E | 4425.2 | E | 424879 | 5270360 | 4.1 | 11.4 | 6.1 | 10.9 | 3.7 | 2.6 | 0.4 | 0 | 0 |
| F | 4430.3 | S | 425048 | 5270525 | 2.1 | 5.1 | 71.0 | 87.6 | 2.9 | 21.0 | 0.3 | 6 | 0 |
| G | 4432.7 | S? | 425129 | 5270603 | 5.9 | 20.3 | 71.0 | 87.6 | 24.6 | 21.0 | 0.4 | 0 | 0 |
| LINE 11880 | | | FLIGHT 19 | | | | | | | | | | |
| A | 4117.1 | B? | 424231 | 5269498 | 6.1 | 10.2 | 9.8 | 14.6 | 1.9 | 4.3 | 0.7 | 26 | 0 |
| B | 4104.9 | D | 424549 | 5269817 | 12.1 | 14.9 | 19.0 | 56.8 | 14.5 | 13.1 | 1.1 | 12 | 0 |
| C | 4097.8 | S? | 424749 | 5270008 | 3.1 | 6.5 | 57.8 | 152.2 | 18.8 | 25.3 | --- | --- | 0 |
| D | 4085.4 | S? | 425088 | 5270340 | 7.6 | 19.8 | 15.4 | 58.9 | 6.1 | 10.2 | 0.5 | 0 | 0 |
| E | 4079.0 | S? | 425264 | 5270519 | 7.9 | 28.6 | 35.0 | 155.9 | 8.0 | 26.2 | 0.4 | 0 | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11890 | | FLIGHT 19 | | | | | | | | | | | |
| A | 3973.6 | D | 424736 | 5269773 | 9.0 | 2.6 | 28.4 | 57.3 | 22.6 | 15.0 | 6.6 | 25 | 0 |
| B | 3985.6 | S | 425113 | 5270144 | 3.7 | 11.3 | 12.8 | 10.3 | 13.3 | 0.9 | --- | --- | 0 |
| C | 3994.5 | S | 425388 | 5270422 | 10.1 | 21.7 | 54.7 | 194.8 | 24.6 | 33.9 | 0.6 | 1 | 0 |
| D | 4008.4 | S | 425804 | 5270845 | 19.5 | 31.5 | 292.2 | 424.7 | 15.8 | 101.3 | 1.0 | 1 | 198 |
| LINE 11900 | | FLIGHT 19 | | | | | | | | | | | |
| A | 3521.8 | B? | 424553 | 5269388 | 1.2 | 5.4 | 2.4 | 11.6 | 10.5 | 2.1 | --- | --- | 0 |
| B | 3510.0 | D | 424877 | 5269709 | 20.3 | 14.0 | 42.4 | 50.7 | 28.7 | 17.5 | 2.6 | 9 | 0 |
| C | 3502.4 | S? | 425080 | 5269931 | 3.7 | 19.0 | 47.1 | 190.4 | 13.4 | 33.7 | 0.2 | 0 | 629 |
| D | 3491.2 | E | 425380 | 5270239 | 6.1 | 11.1 | 8.5 | 4.0 | 8.5 | 2.0 | 0.6 | 20 | 0 |
| E | 3487.4 | S? | 425485 | 5270341 | 20.6 | 40.9 | 121.1 | 351.7 | 39.8 | 60.8 | 0.8 | 0 | 0 |
| F | 3484.3 | E | 425577 | 5270426 | 15.8 | 27.2 | 21.5 | 101.5 | 39.2 | 16.3 | 0.9 | 9 | 396 |
| G | 3480.6 | S? | 425690 | 5270530 | 6.8 | 15.5 | 23.5 | 63.9 | 38.1 | 8.5 | --- | --- | 246 |
| H | 3475.5 | S? | 425851 | 5270675 | 34.4 | 47.7 | 164.6 | 433.2 | 19.3 | 82.7 | 1.4 | 4 | 75 |
| LINE 11910 | | FLIGHT 19 | | | | | | | | | | | |
| A | 3224.4 | S | 420701 | 5265310 | 2.9 | 6.3 | 10.5 | 37.6 | 10.3 | 6.8 | --- | --- | 0 |
| B | 3264.1 | S | 421974 | 5266606 | 1.9 | 6.2 | 0.7 | 36.8 | 2.3 | 5.6 | --- | --- | 0 |
| C | 3276.2 | S | 422371 | 5266990 | 3.3 | 8.1 | 2.7 | 40.9 | 1.7 | 6.9 | --- | --- | 171 |
| D | 3345.3 | S? | 424588 | 5269203 | 4.4 | 5.5 | 1.9 | 11.9 | 0.1 | 2.2 | --- | --- | 0 |
| E | 3359.3 | B? | 425068 | 5269689 | 10.5 | 20.2 | 34.4 | 136.9 | 8.4 | 26.2 | 0.7 | 2 | 51 |
| F | 3362.4 | S? | 425174 | 5269797 | 3.6 | 17.1 | 34.4 | 59.1 | 8.4 | 12.2 | 0.2 | 0 | 0 |
| G | 3366.6 | S? | 425316 | 5269941 | 2.0 | 12.7 | 18.6 | 95.5 | 3.8 | 17.6 | --- | --- | 584 |
| H | 3377.7 | S? | 425682 | 5270310 | 9.7 | 17.4 | 38.0 | 122.4 | 23.6 | 24.3 | 0.7 | 1 | 0 |
| I | 3383.7 | S? | 425880 | 5270510 | 26.6 | 17.3 | 174.4 | 263.8 | 19.5 | 61.0 | 3.1 | 10 | 75 |
| LINE 11920 | | FLIGHT 19 | | | | | | | | | | | |
| A | 3047.3 | E | 420726 | 5265147 | 5.9 | 16.2 | 7.9 | 52.1 | 5.6 | 8.8 | 0.4 | 0 | 0 |
| B | 3045.3 | S | 420783 | 5265205 | 4.0 | 10.6 | 7.9 | 52.1 | 5.6 | 8.8 | --- | --- | 0 |
| C | 2987.0 | S | 422444 | 5266861 | 4.3 | 5.5 | 11.0 | 20.3 | 10.1 | 3.3 | --- | --- | 0 |
| D | 2905.4 | S | 424667 | 5269071 | 1.4 | 7.8 | 3.7 | 43.2 | 2.9 | 7.2 | --- | --- | 0 |
| E | 2884.2 | D | 425229 | 5269655 | 25.6 | 34.1 | 78.3 | 177.1 | 13.3 | 39.3 | 1.3 | 4 | 0 |
| F | 2882.3 | S? | 425279 | 5269707 | 6.1 | 34.5 | 122.0 | 293.2 | 13.3 | 47.3 | 0.2 | 0 | 0 |
| G | 2879.4 | S? | 425359 | 5269786 | 2.9 | 2.2 | 131.2 | 260.1 | 19.6 | 47.8 | 1.3 | 66 | 0 |
| H | 2866.1 | S? | 425740 | 5270140 | 14.7 | 23.9 | 37.0 | 58.6 | 23.7 | 11.9 | 0.9 | 10 | 0 |
| I | 2857.3 | S | 425997 | 5270382 | 17.9 | 24.4 | 265.0 | 354.6 | 18.8 | 86.2 | 1.2 | 11 | 616 |
| J | 2848.0 | S? | 426260 | 5270667 | 10.0 | 10.7 | 21.4 | 48.8 | 30.3 | 12.2 | 1.2 | 26 | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11920 | | | FLIGHT 19 | | | | | | | | | | |
| K | 2845.1 | B? | 426344 | 5270760 | 5.6 | 9.9 | 21.4 | 48.8 | 30.3 | 12.2 | 0.6 | 20 | 0 |
| LINE 11930 | | | FLIGHT 19 | | | | | | | | | | |
| A | 2650.3 | S | 422491 | 5266675 | 2.5 | 6.7 | 3.2 | 24.9 | 2.9 | 5.3 | --- | --- | 0 |
| B | 2737.1 | B? | 425390 | 5269589 | 6.1 | 4.4 | 26.3 | 28.5 | 11.0 | 11.4 | 1.7 | 43 | 0 |
| C | 2740.0 | B? | 425485 | 5269685 | 7.6 | 8.6 | 26.3 | 14.3 | 11.0 | 11.4 | 1.1 | 16 | 0 |
| D | 2756.5 | S | 426041 | 5270230 | 9.2 | 17.1 | 80.2 | 166.4 | 9.9 | 37.4 | 0.7 | 12 | 0 |
| E | 2761.3 | E | 426197 | 5270390 | 6.7 | 24.6 | 35.7 | 164.8 | 4.7 | 30.7 | 0.4 | 0 | 0 |
| F | 2766.8 | B | 426374 | 5270573 | 12.5 | 30.8 | 150.3 | 282.9 | 26.8 | 63.5 | 0.6 | 0 | 0 |
| G | 2769.7 | D | 426466 | 5270667 | 22.8 | 27.5 | 164.5 | 286.2 | 21.0 | 64.0 | 1.4 | 8 | 0 |
| LINE 11940 | | | FLIGHT 19 | | | | | | | | | | |
| A | 2530.9 | S | 420848 | 5264828 | 1.0 | 11.6 | 7.0 | 30.1 | 10.2 | 4.8 | --- | --- | 0 |
| B | 2488.3 | S | 421994 | 5265986 | 2.3 | 3.3 | 1.5 | 32.5 | 0.0 | 5.9 | --- | --- | 116 |
| C | 2466.4 | S | 422597 | 5266586 | 1.9 | 8.1 | 4.5 | 30.2 | 7.5 | 4.6 | --- | --- | 0 |
| D | 2462.6 | S? | 422700 | 5266690 | 1.0 | 8.4 | 2.6 | 45.2 | 4.2 | 7.4 | --- | --- | 97 |
| E | 2408.5 | S | 424196 | 5268187 | 1.0 | 4.0 | 6.1 | 45.6 | 3.0 | 7.7 | --- | --- | 0 |
| F | 2387.9 | S | 424750 | 5268743 | 2.3 | 6.9 | 4.4 | 41.1 | 2.4 | 7.2 | --- | --- | 3 |
| G | 2357.3 | B? | 425550 | 5269531 | 5.5 | 4.0 | 9.2 | 35.2 | 4.3 | 7.1 | 1.6 | 54 | 0 |
| H | 2356.0 | B? | 425584 | 5269565 | 5.1 | 12.1 | 16.9 | 15.2 | 6.6 | 4.7 | 0.5 | 19 | 0 |
| I | 2340.6 | E | 425955 | 5269947 | 3.2 | 13.4 | 1.4 | 20.1 | 1.0 | 2.7 | --- | --- | 30 |
| J | 2335.7 | S? | 426074 | 5270070 | 12.3 | 24.8 | 46.7 | 155.0 | 5.5 | 27.9 | 0.7 | 2 | 0 |
| K | 2319.7 | S | 426455 | 5270444 | 9.6 | 18.3 | 75.4 | 259.2 | 4.7 | 47.9 | 0.7 | 6 | 42 |
| L | 2311.3 | S | 426660 | 5270649 | 17.5 | 33.6 | 194.6 | 378.4 | 6.0 | 78.9 | 0.8 | 3 | 0 |
| LINE 11950 | | | FLIGHT 19 | | | | | | | | | | |
| A | 1848.2 | S | 420661 | 5264429 | 2.2 | 7.7 | 3.6 | 14.6 | 4.4 | 2.1 | --- | --- | 0 |
| B | 1856.2 | S | 420903 | 5264706 | 1.8 | 4.0 | 5.7 | 13.7 | 4.7 | 2.6 | --- | --- | 0 |
| C | 1914.9 | S | 422869 | 5266669 | 2.7 | 8.6 | 7.8 | 48.4 | 4.5 | 7.5 | --- | --- | 0 |
| D | 1971.8 | S | 424799 | 5268582 | 1.8 | 4.8 | 4.1 | 28.9 | 0.9 | 5.9 | --- | --- | 9 |
| E | 2014.1 | D | 426249 | 5270033 | 9.6 | 7.4 | 11.6 | 23.3 | 6.3 | 6.1 | 1.8 | 22 | 0 |
| F | 2022.6 | B? | 426537 | 5270320 | 7.7 | 9.0 | 19.6 | 67.8 | 4.5 | 14.7 | 1.0 | 11 | 0 |
| G | 2031.5 | S | 426845 | 5270614 | 5.0 | 11.2 | 35.7 | 136.0 | 2.0 | 25.1 | 0.5 | 9 | 2 |
| LINE 11960 | | | FLIGHT 19 | | | | | | | | | | |
| A | 1788.8 | S | 420791 | 5264358 | 3.9 | 5.1 | 7.8 | 24.1 | 8.4 | 3.5 | --- | --- | 0 |
| B | 1711.4 | S | 422957 | 5266523 | 0.7 | 8.1 | 2.9 | 55.9 | 5.1 | 8.9 | --- | --- | 0 |
| C | 1642.3 | S | 424865 | 5268436 | 3.8 | 10.7 | 17.6 | 84.0 | 1.9 | 15.4 | 0.4 | 4 | 7 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11960 | | FLIGHT 19 | | | | | | | | | | | |
| D | 1585.2 | D | 426414 | 5270004 | 8.9 | 10.9 | 11.6 | 41.3 | 2.7 | 9.3 | 1.0 | 15 | 85 |
| E | 1580.4 | S | 426547 | 5270135 | 3.9 | 14.3 | 6.6 | 42.1 | 2.0 | 6.7 | 0.3 | 0 | 0 |
| F | 1575.6 | B | 426687 | 5270261 | 8.8 | 20.4 | 8.5 | 56.4 | 0.0 | 10.5 | 0.6 | 2 | 35 |
| G | 1565.7 | S | 426989 | 5270522 | 7.6 | 18.4 | 11.4 | 85.7 | 1.0 | 13.5 | 0.5 | 0 | 0 |
| LINE 11970 | | FLIGHT 19 | | | | | | | | | | | |
| A | 1283.9 | S | 420997 | 5264344 | 4.2 | 6.8 | 12.6 | 64.2 | 3.9 | 11.3 | 0.6 | 22 | 0 |
| B | 1319.0 | S | 422111 | 5265472 | 1.0 | 6.8 | 10.0 | 36.3 | 11.6 | 5.0 | --- | --- | 0 |
| C | 1353.8 | S | 423245 | 5266597 | 0.3 | 3.0 | 4.6 | 50.3 | 2.5 | 8.4 | --- | --- | 0 |
| D | 1406.3 | S | 424966 | 5268307 | 2.3 | 4.9 | 17.3 | 52.8 | 1.0 | 10.6 | --- | --- | 0 |
| E | 1455.2 | B | 426625 | 5269962 | 2.5 | 5.3 | 14.8 | 19.5 | 7.2 | 7.4 | 0.4 | 11 | 0 |
| F | 1468.2 | S | 427058 | 5270402 | 8.1 | 23.2 | 55.0 | 152.1 | 5.3 | 27.9 | 0.5 | 0 | 0 |
| LINE 11980 | | FLIGHT 19 | | | | | | | | | | | |
| A | 1201.0 | S | 421088 | 5264228 | 1.1 | 4.3 | 55.6 | 133.8 | 8.5 | 25.4 | 0.2 | 12 | 0 |
| B | 1095.8 | S | 423798 | 5266948 | 2.2 | 9.5 | 6.6 | 46.5 | 5.6 | 7.4 | --- | --- | 0 |
| C | 1074.2 | S | 424343 | 5267490 | 2.2 | 4.2 | 13.1 | 44.8 | 12.6 | 7.0 | --- | --- | 0 |
| D | 1048.7 | S? | 424980 | 5268119 | 2.6 | 5.5 | 23.8 | 76.4 | 3.8 | 13.9 | 0.4 | 16 | 0 |
| E | 984.1 | D | 426712 | 5269851 | 8.9 | 5.0 | 13.0 | 8.9 | 6.9 | 7.0 | 2.6 | 42 | 0 |
| F | 968.3 | D | 427108 | 5270252 | 7.0 | 8.2 | 8.0 | 29.5 | 2.3 | 5.9 | 1.0 | 18 | 0 |
| G | 959.5 | S | 427339 | 5270489 | 1.3 | 7.8 | 1.1 | 15.4 | 2.2 | 2.4 | --- | --- | 13 |
| H | 954.2 | S | 427485 | 5270637 | 0.6 | 7.4 | 4.4 | 29.2 | 2.1 | 5.4 | --- | --- | 0 |
| LINE 11990 | | FLIGHT 18 | | | | | | | | | | | |
| A | 3634.8 | S | 425037 | 5267960 | 2.4 | 5.6 | 16.4 | 57.4 | 1.5 | 10.9 | 0.4 | 6 | 0 |
| B | 3689.3 | B? | 426887 | 5269799 | 3.2 | 2.5 | 14.7 | 7.2 | 4.2 | 6.6 | --- | --- | 14 |
| C | 3707.2 | S | 427468 | 5270396 | 2.2 | 8.0 | 4.4 | 55.3 | 1.0 | 9.0 | --- | --- | 0 |
| D | 3713.1 | S | 427666 | 5270584 | 1.0 | 10.2 | 8.4 | 59.2 | 3.1 | 9.3 | --- | --- | 0 |
| LINE 12000 | | FLIGHT 18 | | | | | | | | | | | |
| A | 3431.1 | S | 422038 | 5264755 | 1.6 | 7.1 | 1.4 | 20.0 | 1.8 | 4.0 | --- | --- | 0 |
| B | 3367.6 | E | 423815 | 5266533 | 3.3 | 8.5 | 6.0 | 35.4 | 2.7 | 6.0 | --- | --- | 0 |
| C | 3365.5 | S | 423875 | 5266591 | 3.1 | 6.3 | 6.0 | 35.4 | 2.7 | 6.0 | --- | --- | 0 |
| D | 3322.9 | S | 425033 | 5267766 | 1.9 | 4.4 | 16.1 | 61.1 | 1.5 | 11.4 | --- | --- | 0 |
| E | 3263.5 | S | 426536 | 5269253 | 2.1 | 8.3 | 3.0 | 47.9 | 6.7 | 7.4 | --- | --- | 0 |
| F | 3232.6 | S | 427281 | 5269996 | 7.1 | 15.9 | 82.5 | 279.9 | 7.2 | 47.5 | 0.5 | 5 | 0 |
| G | 3225.2 | S | 427478 | 5270192 | 3.0 | 19.9 | 16.9 | 133.5 | 1.4 | 18.7 | 0.2 | 0 | 0 |
| H | 3216.4 | S | 427719 | 5270433 | 5.1 | 20.4 | 45.5 | 229.1 | 1.3 | 37.2 | 0.3 | 0 | 9 |

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# EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 12000 | | | FLIGHT 18 | | | | | | | | | | |
| I | 3201.9 | S | 428105 | 5270826 | 3.3 | 9.4 | 5.2 | 22.0 | 9.7 | 3.5 | --- | --- | 0 |
| LINE 12010 | | | FLIGHT 18 | | | | | | | | | | |
| A | 2952.1 | S | 422321 | 5264821 | 1.3 | 9.5 | 5.0 | 64.4 | 0.2 | 10.3 | --- | --- | 120 |
| B | 3035.8 | S | 425100 | 5267586 | 3.7 | 6.9 | 21.5 | 66.9 | 2.1 | 11.8 | 0.5 | 6 | 0 |
| C | 3038.1 | S | 425181 | 5267664 | 2.2 | 4.9 | 21.5 | 66.9 | 2.0 | 11.8 | 0.4 | 9 | 0 |
| D | 3117.4 | S | 427810 | 5270301 | 1.5 | 8.2 | 25.7 | 102.8 | 2.1 | 18.2 | --- | --- | 0 |
| E | 3133.3 | S | 428303 | 5270801 | 2.5 | 4.4 | 3.8 | 19.3 | 2.0 | 3.8 | 0.5 | 27 | 0 |
| LINE 12020 | | | FLIGHT 18 | | | | | | | | | | |
| A | 2726.4 | S | 425202 | 5267497 | 0.0 | 3.4 | 24.5 | 57.5 | 1.5 | 12.0 | --- | --- | 0 |
| B | 2667.3 | S | 426693 | 5268990 | 2.2 | 4.1 | 3.9 | 37.8 | 5.5 | 6.5 | --- | --- | 39 |
| C | 2650.1 | S? | 427110 | 5269374 | 1.6 | 4.4 | 9.6 | 20.2 | 1.1 | 3.8 | --- | --- | 0 |
| D | 2643.6 | S | 427285 | 5269546 | 1.5 | 8.3 | 3.9 | 42.0 | 1.4 | 7.3 | --- | --- | 40 |
| E | 2638.2 | E | 427429 | 5269696 | 2.4 | 6.2 | 4.2 | 1.3 | 0.9 | 0.0 | --- | --- | 0 |
| F | 2600.0 | D | 428457 | 5270751 | 11.5 | 9.4 | 21.5 | 21.5 | 5.6 | 11.6 | 1.8 | 19 | 0 |
| LINE 12030 | | | FLIGHT 18 | | | | | | | | | | |
| A | 2413.7 | S | 425345 | 5267429 | 3.5 | 4.2 | 26.9 | 62.6 | 2.0 | 12.4 | 0.8 | 23 | 0 |
| B | 2511.7 | S? | 428693 | 5270763 | 1.4 | 4.8 | 10.6 | 25.0 | 6.9 | 6.6 | --- | --- | 38 |
| LINE 12040 | | | FLIGHT 18 | | | | | | | | | | |
| A | 2133.1 | S | 422103 | 5263966 | 1.8 | 8.5 | 5.8 | 16.8 | 5.2 | 2.8 | --- | --- | 0 |
| B | 2010.4 | B? | 425314 | 5267188 | 5.5 | 19.9 | 32.7 | 132.4 | 2.6 | 21.9 | 0.3 | 0 | 51 |
| C | 2005.5 | S | 425449 | 5267317 | 2.8 | 7.0 | 41.0 | 131.9 | 2.7 | 21.6 | 0.4 | 16 | 0 |
| D | 1897.7 | B? | 428195 | 5270036 | 4.2 | 3.9 | 11.4 | 6.9 | 12.0 | 4.9 | 1.1 | 43 | 320 |
| E | 1879.5 | S | 428616 | 5270480 | 1.7 | 9.8 | 21.9 | 29.7 | 9.7 | 5.3 | 0.2 | 4 | 0 |
| F | 1873.0 | B? | 428759 | 5270657 | 4.5 | 7.6 | 11.0 | 19.8 | 2.6 | 3.8 | 0.6 | 20 | 69 |
| LINE 12050 | | | FLIGHT 18 | | | | | | | | | | |
| A | 1679.8 | S | 425608 | 5267259 | 1.7 | 6.0 | 18.2 | 74.1 | 1.6 | 13.1 | 0.2 | 0 | 0 |
| B | 1753.7 | S | 428070 | 5269726 | 2.3 | 2.4 | 3.8 | 29.0 | 3.0 | 5.3 | --- | --- | 0 |
| C | 1774.6 | S | 428769 | 5270410 | 1.0 | 3.5 | 11.0 | 54.7 | 6.0 | 9.5 | 0.2 | 12 | 0 |
| D | 1781.1 | D | 428970 | 5270626 | 11.2 | 9.4 | 23.2 | 10.6 | 6.5 | 4.9 | 1.7 | 15 | 0 |
| LINE 12060 | | | FLIGHT 12 | | | | | | | | | | |
| A | 4677.4 | S | 423376 | 5264815 | 3.1 | 6.5 | 7.1 | 49.8 | 0.9 | 8.5 | --- | --- | 120 |
| B | 4600.7 | E | 425550 | 5266990 | 2.2 | 7.6 | 0.9 | 8.7 | 0.7 | 7.0 | --- | --- | 21 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 12060 | | | FLIGHT 12 | | | | | | | | | | |
| C | 4596.6 | S | 425664 | 5267102 | 3.8 | 10.7 | 15.1 | 78.4 | 2.4 | 13.5 | --- | --- | 0 |
| D | 4507.9 | S | 428220 | 5269639 | 0.8 | 6.3 | 16.7 | 62.8 | 16.2 | 10.6 | --- | --- | 0 |
| E | 4476.7 | B? | 429087 | 5270529 | 0.0 | 0.0 | 21.8 | 20.0 | 6.2 | 8.1 | --- | --- | 0 |
| LINE 12070 | | | FLIGHT 12 | | | | | | | | | | |
| A | 4217.4 | D | 424453 | 5265692 | 12.3 | 9.9 | 22.8 | 15.1 | 6.7 | 11.4 | 1.8 | 29 | 142 |
| B | 4263.1 | S | 425724 | 5266953 | 3.2 | 5.6 | 11.2 | 36.9 | 9.0 | 5.8 | --- | --- | 0 |
| C | 4373.5 | S | 428734 | 5269965 | 2.1 | 2.1 | 3.2 | 27.4 | 2.3 | 4.2 | --- | --- | 0 |
| D | 4390.7 | S? | 429199 | 5270439 | 2.9 | 9.5 | 23.4 | 44.1 | 19.1 | 11.3 | 0.3 | 8 | 0 |
| E | 4403.7 | S | 429567 | 5270795 | 0.2 | 3.9 | 18.6 | 63.7 | 3.6 | 12.0 | --- | --- | 0 |
| LINE 12080 | | | FLIGHT 12 | | | | | | | | | | |
| A | 3998.3 | D | 424598 | 5265617 | 5.4 | 2.9 | 10.2 | 8.3 | 7.2 | 3.1 | 2.4 | 51 | 210 |
| B | 3989.9 | S? | 424834 | 5265856 | 1.4 | 6.8 | 6.4 | 45.1 | 6.5 | 7.5 | --- | --- | 84 |
| C | 3956.2 | S | 425823 | 5266832 | 3.0 | 5.7 | 12.4 | 26.9 | 14.2 | 4.2 | --- | --- | 0 |
| D | 3942.7 | S? | 426216 | 5267235 | 2.2 | 6.0 | 9.7 | 20.5 | 15.2 | 4.2 | --- | --- | 0 |
| E | 3845.0 | S | 428868 | 5269884 | 1.7 | 7.2 | 10.0 | 54.2 | 3.2 | 8.7 | --- | --- | 0 |
| F | 3813.7 | S | 429685 | 5270687 | 5.2 | 16.0 | 51.2 | 178.1 | 14.8 | 31.0 | 0.4 | 2 | 0 |
| LINE 12090 | | | FLIGHT 12 | | | | | | | | | | |
| A | 3422.8 | B? | 424678 | 5265484 | 4.7 | 5.6 | 15.7 | 13.0 | 6.0 | 6.8 | 0.9 | 31 | 0 |
| B | 3424.0 | B? | 424712 | 5265518 | 5.2 | 2.9 | 15.7 | 13.0 | 10.5 | 6.8 | 2.2 | 45 | 0 |
| C | 3452.1 | S | 425528 | 5266328 | 3.0 | 3.1 | 4.8 | 37.7 | 5.3 | 5.9 | --- | --- | 0 |
| D | 3468.1 | S | 425981 | 5266785 | 2.3 | 6.4 | 19.9 | 13.5 | 19.5 | 2.4 | --- | --- | 0 |
| E | 3602.7 | S | 429818 | 5270631 | 1.8 | 7.4 | 13.1 | 45.3 | 4.9 | 9.0 | --- | --- | 0 |
| LINE 12100 | | | FLIGHT 12 | | | | | | | | | | |
| A | 3203.3 | B? | 424843 | 5265424 | 5.6 | 7.4 | 12.3 | 14.5 | 14.0 | 5.9 | 0.8 | 23 | 248 |
| B | 3176.8 | S | 425631 | 5266229 | 1.9 | 5.0 | 6.5 | 25.7 | 7.7 | 4.8 | --- | --- | 0 |
| C | 3052.1 | S? | 429279 | 5269887 | 3.3 | 14.6 | 11.3 | 108.1 | 1.5 | 17.5 | 0.2 | 0 | 105 |
| D | 3040.1 | S | 429605 | 5270213 | 5.0 | 6.5 | 26.1 | 67.2 | 2.9 | 11.8 | 0.8 | 24 | 0 |
| E | 3030.6 | S | 429890 | 5270475 | 9.6 | 15.3 | 32.6 | 115.8 | 3.1 | 20.1 | 0.8 | 6 | 0 |
| F | 3020.9 | B? | 430193 | 5270779 | 9.0 | 11.7 | 5.6 | 11.5 | 3.0 | 3.6 | 1.0 | 0 | 0 |
| LINE 12110 | | | FLIGHT 12 | | | | | | | | | | |
| A | 2695.2 | S | 423219 | 5263616 | 2.8 | 8.6 | 6.3 | 34.8 | 4.7 | 5.5 | --- | --- | 0 |
| B | 2757.0 | S? | 424940 | 5265320 | 1.5 | 6.0 | 6.8 | 14.2 | 1.4 | 3.1 | 0.2 | 13 | 272 |
| C | 2915.6 | S | 429501 | 5269890 | 2.1 | 13.8 | 7.6 | 42.5 | 2.3 | 6.8 | 0.1 | 0 | 24 |

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# EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 12110 | | | FLIGHT 12 | | | | | | | | | | |
| D | 2922.7 | S? | 429712 | 5270091 | 3.7 | 11.0 | 71.6 | 201.1 | 3.4 | 32.0 | 0.3 | 11 | 300 |
| E | 2927.9 | S | 429857 | 5270233 | 3.7 | 7.3 | 114.9 | 230.9 | 6.1 | 41.4 | 0.5 | 25 | 0 |
| LINE 12120 | | | FLIGHT 12 | | | | | | | | | | |
| A | 2609.3 | S | 423374 | 5263532 | 3.5 | 7.5 | 7.5 | 28.5 | 7.0 | 4.4 | 0.4 | 1 | 0 |
| C | 2386.0 | S | 429696 | 5269879 | 2.0 | 10.1 | 16.6 | 88.0 | 10.1 | 15.7 | 0.2 | 0 | 0 |
| D | 2376.1 | S | 429953 | 5270132 | 2.9 | 9.5 | 14.2 | 47.7 | 10.7 | 7.4 | 0.3 | 10 | 0 |
| E | 2369.4 | S | 430137 | 5270310 | 1.3 | 8.5 | 5.8 | 66.1 | 0.0 | 10.5 | 0.1 | 0 | 58 |
| LINE 12130 | | | FLIGHT 12 | | | | | | | | | | |
| B | 2109.1 | S | 429799 | 5269760 | 2.2 | 8.4 | 6.5 | 49.5 | 3.4 | 9.0 | 0.2 | 0 | 0 |
| C | 2111.2 | S? | 429856 | 5269815 | 3.3 | 6.5 | 6.5 | 49.5 | 3.4 | 9.0 | 0.5 | 18 | 0 |
| D | 2124.5 | S | 430193 | 5270146 | 2.4 | 6.5 | 12.3 | 89.5 | 1.8 | 16.3 | 0.3 | 22 | 29 |
| LINE 12140 | | | FLIGHT 12 | | | | | | | | | | |
| A | 1719.0 | S | 425968 | 5265718 | 2.0 | 4.5 | 6.3 | 15.4 | 6.7 | 2.3 | --- | --- | 0 |
| B | 1598.9 | S | 429333 | 5269075 | 0.9 | 4.9 | 9.2 | 70.2 | 6.4 | 12.4 | --- | --- | 0 |
| C | 1579.3 | S | 429884 | 5269623 | 2.2 | 5.0 | 3.0 | 30.1 | 1.5 | 5.9 | 0.4 | 10 | 61 |
| D | 1563.5 | S | 430295 | 5270050 | 3.5 | 10.2 | 29.9 | 135.3 | 19.2 | 22.6 | 0.3 | 15 | 0 |
| LINE 12150 | | | FLIGHT 12 | | | | | | | | | | |
| A | 1240.5 | B | 425210 | 5264745 | 7.4 | 2.7 | 19.4 | 3.8 | 20.0 | 4.3 | 4.3 | 47 | 6 |
| B | 1378.3 | S | 429007 | 5268541 | 2.8 | 4.9 | 11.3 | 81.2 | 0.8 | 12.6 | 0.5 | 29 | 0 |
| C | 1395.1 | S | 429432 | 5268965 | 0.9 | 6.6 | 2.3 | 33.1 | 1.2 | 5.9 | 0.1 | 0 | 213 |
| D | 1411.6 | S | 429812 | 5269354 | 1.5 | 7.9 | 7.8 | 78.8 | 1.3 | 12.3 | 0.2 | 0 | 6 |
| E | 1431.3 | S | 430262 | 5269814 | 1.2 | 5.5 | 7.5 | 59.7 | 3.8 | 10.1 | 0.2 | 11 | 0 |
| LINE 12160 | | | FLIGHT 12 | | | | | | | | | | |
| A | 1099.1 | S | 423629 | 5262937 | 1.4 | 8.8 | 6.0 | 32.9 | 5.2 | 5.4 | --- | --- | 196 |
| B | 1042.8 | B? | 425319 | 5264638 | 4.6 | 3.4 | 11.5 | 4.3 | 9.6 | 2.5 | 1.5 | 45 | 0 |
| C | 910.0 | S | 429236 | 5268548 | 2.8 | 9.2 | 21.6 | 104.4 | 0.7 | 17.2 | 0.3 | 0 | 0 |
| D | 898.5 | S? | 429546 | 5268856 | 0.1 | 5.1 | 2.6 | 13.8 | 1.2 | 1.8 | --- | --- | 192 |
| E | 884.1 | S | 429910 | 5269251 | 1.9 | 5.7 | 4.6 | 34.2 | 5.6 | 4.4 | 0.3 | 14 | 52 |
| F | 871.5 | S | 430261 | 5269586 | 3.3 | 12.2 | 81.8 | 225.6 | 3.4 | 37.3 | 0.3 | 6 | 0 |
| G | 849.6 | S | 430889 | 5270201 | 4.7 | 22.0 | 38.0 | 214.7 | 1.2 | 35.9 | 0.3 | 0 | 0 |

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EM Anomaly List

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 12170 | | FLIGHT 10 | | | | | | | | | | | |
| A | 4315.5 | S | 425428 | 5264536 | 1.0 | 8.8 | 6.6 | 62.3 | 4.7 | 9.8 | --- | --- | 0 |
| C | 4467.8 | S | 429473 | 5268592 | 2.4 | 8.0 | 7.7 | 63.0 | 1.4 | 10.5 | --- | --- | 0 |
| D | 4488.7 | S? | 430037 | 5269155 | 4.4 | 8.9 | 5.4 | 15.5 | 2.3 | 2.3 | --- | --- | 0 |
| E | 4525.8 | S | 431014 | 5270126 | 3.0 | 11.5 | 17.7 | 88.1 | 2.6 | 15.2 | 0.3 | 0 | 19 |
| F | 4538.0 | S | 431356 | 5270463 | 1.5 | 5.2 | 5.5 | 10.9 | 1.7 | 1.9 | --- | --- | 0 |
| LINE 12180 | | FLIGHT 10 | | | | | | | | | | | |
| A | 4110.0 | S | 426257 | 5265166 | 0.0 | 0.8 | 2.5 | 16.0 | 2.6 | 2.9 | --- | --- | 0 |
| D | 3994.2 | S? | 429657 | 5268554 | 4.4 | 8.8 | 22.2 | 118.3 | 3.8 | 19.8 | 0.5 | 9 | 36 |
| E | 3943.1 | S? | 431097 | 5269990 | 2.8 | 6.5 | 3.5 | 16.6 | 1.0 | 3.3 | --- | --- | 0 |
| LINE 12190 | | FLIGHT 10 | | | | | | | | | | | |
| A | 3509.0 | S | 425642 | 5264335 | 2.1 | 7.5 | 4.4 | 26.2 | 8.7 | 3.9 | --- | --- | 0 |
| B | 3534.9 | S | 426322 | 5265028 | 2.1 | 5.7 | 1.0 | 27.4 | 1.0 | 4.4 | --- | --- | 147 |
| E | 3669.6 | S | 429939 | 5268633 | 1.9 | 7.7 | 11.9 | 119.0 | 1.4 | 15.9 | --- | --- | 0 |
| G | 3709.0 | E | 431022 | 5269715 | 1.8 | 12.4 | 11.0 | 92.0 | 2.2 | 13.5 | --- | --- | 0 |
| H | 3714.5 | S | 431184 | 5269874 | 0.8 | 6.9 | 30.3 | 162.6 | 4.1 | 25.3 | 0.1 | 0 | 0 |
| I | 3722.1 | S | 431399 | 5270083 | 6.1 | 18.5 | 37.5 | 175.4 | 7.2 | 26.0 | 0.4 | 0 | 0 |
| LINE 12200 | | FLIGHT 10 | | | | | | | | | | | |
| A | 3347.2 | S | 424743 | 5263217 | 2.4 | 6.6 | 3.1 | 15.4 | 2.8 | 2.3 | --- | --- | 0 |
| B | 3123.8 | B? | 431603 | 5270050 | 5.2 | 5.0 | 1.6 | 7.5 | 2.9 | 2.7 | 1.1 | 20 | 0 |
| C | 3115.3 | S? | 431880 | 5270309 | 3.6 | 5.3 | 4.0 | 5.9 | 1.9 | 1.1 | --- | --- | 0 |
| LINE 12210 | | FLIGHT 10 | | | | | | | | | | | |
| A | 2752.4 | S | 424847 | 5263098 | 3.0 | 12.6 | 16.0 | 58.5 | 8.0 | 10.5 | --- | --- | 0 |
| D | 2976.4 | S | 431098 | 5269358 | 2.9 | 6.9 | 1.6 | 11.2 | 5.3 | 1.5 | --- | --- | 0 |
| E | 2984.9 | S | 431338 | 5269594 | 2.9 | 10.4 | 12.0 | 53.4 | 6.4 | 8.6 | --- | --- | 0 |
| F | 3010.0 | S | 431992 | 5270266 | 2.4 | 3.6 | 4.6 | 17.2 | 3.5 | 2.3 | --- | --- | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 12220 | | FLIGHT 10 | | | | | | | | | | | |
| A | 2633.1 | S | 424904 | 5262955 | 2.0 | 7.2 | 10.9 | 42.3 | 6.0 | 7.8 | --- | --- | 0 |
| B | 2578.8 | S | 426497 | 5264545 | 3.3 | 5.4 | 2.6 | 12.5 | 2.4 | 2.3 | --- | --- | 0 |
| E | 2401.9 | E | 431457 | 5269520 | 2.8 | 15.5 | 12.8 | 82.0 | 4.6 | 13.5 | --- | --- | 0 |
| F | 2399.6 | S? | 431519 | 5269580 | 2.2 | 12.4 | 12.8 | 82.0 | 4.6 | 13.5 | --- | --- | 50 |
| LINE 12230 | | FLIGHT 10 | | | | | | | | | | | |
| LINE 12240 | | FLIGHT 10 | | | | | | | | | | | |
| A | 1735.8 | S? | 426687 | 5264321 | 2.1 | 4.7 | 4.8 | 15.3 | 4.2 | 2.8 | --- | --- | 0 |
| LINE 12250 | | FLIGHT 10 | | | | | | | | | | | |
| A | 1221.2 | S | 426782 | 5264200 | 2.0 | 3.7 | 4.2 | 12.6 | 5.5 | 2.6 | --- | --- | 0 |
| LINE 12260 | | FLIGHT 10 | | | | | | | | | | | |
| A | 1006.5 | S | 426871 | 5264086 | 1.9 | 5.1 | 3.9 | 16.6 | 4.9 | 2.8 | 0.3 | 0 | 0 |
| E | 766.4 | S | 433677 | 5270882 | 1.8 | 2.8 | 27.4 | 61.9 | 1.0 | 11.2 | 0.5 | 34 | 0 |
| LINE 12270 | | FLIGHT 8 | | | | | | | | | | | |
| A | 4564.3 | S | 426288 | 5263280 | 2.7 | 6.7 | 12.9 | 45.9 | 12.6 | 7.7 | --- | --- | 0 |
| B | 4590.1 | S | 426980 | 5263976 | 2.2 | 5.7 | 16.9 | 51.1 | 7.1 | 8.9 | 0.3 | 5 | 0 |
| F | 4826.5 | S | 433663 | 5270656 | 6.4 | 12.7 | 5.5 | 77.7 | 2.4 | 14.8 | 0.6 | 0 | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 12280 | | | FLIGHT 8 | | | | | | | | | | |
| A | 4286.7 | S | 427010 | 5263788 | 2.7 | 6.5 | 8.2 | 40.5 | 3.3 | 6.9 | 0.4 | 5 | 0 |
| F | 4061.1 | S | 433789 | 5270570 | 1.6 | 2.0 | 27.4 | 70.2 | 1.8 | 13.3 | 0.6 | 45 | 0 |
| LINE 12290 | | | FLIGHT 8 | | | | | | | | | | |
| A | 3751.0 | S | 427116 | 5263683 | 2.6 | 4.6 | 6.9 | 27.5 | 5.7 | 4.3 | --- | --- | 0 |
| H | 3993.4 | S | 433927 | 5270496 | 0.7 | 8.4 | 30.4 | 89.9 | 3.4 | 15.2 | 0.1 | 0 | 0 |
| LINE 12300 | | | FLIGHT 8 | | | | | | | | | | |
| A | 3570.9 | S | 427125 | 5263472 | 1.9 | 5.0 | 5.3 | 29.3 | 3.9 | 4.6 | --- | --- | 0 |
| LINE 12310 | | | FLIGHT 8 | | | | | | | | | | |
| A | 3034.7 | S | 426925 | 5263069 | 2.2 | 0.0 | 1.9 | 0.6 | 0.9 | 1.0 | --- | --- | 0 |
| LINE 12320 | | | FLIGHT 8 | | | | | | | | | | |
| A | 2658.5 | S? | 429305 | 5265238 | 2.6 | 6.2 | 0.6 | 8.5 | 1.3 | 1.1 | --- | --- | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 12320 | | | FLIGHT 8 | | | | | | | | | | |
| F | 2511.5 | S | 433698 | 5269616 | 4.1 | 8.4 | 30.6 | 76.8 | 2.1 | 13.5 | 0.5 | 0 | 0 |
| LINE 12330 | | | FLIGHT 8 | | | | | | | | | | |
| A | 2235.0 | S | 429229 | 5264952 | 1.5 | 4.1 | 1.9 | 29.5 | 1.1 | 5.0 | --- | --- | 0 |
| LINE 12340 | | | FLIGHT 8 | | | | | | | | | | |
| LINE 12350 | | | FLIGHT 8 | | | | | | | | | | |
| A | 1464.8 | S | 427866 | 5263150 | 2.8 | 9.7 | 7.2 | 54.6 | 1.5 | 8.6 | --- | --- | 130 |
| B | 1507.0 | S | 429059 | 5264347 | 0.6 | 6.9 | 3.8 | 52.8 | 1.4 | 9.9 | --- | --- | 0 |
| LINE 12360 | | | FLIGHT 8 | | | | | | | | | | |
| A | 1313.0 | S | 427347 | 5262430 | 1.8 | 2.8 | 6.6 | 22.4 | 3.9 | 3.5 | --- | --- | 0 |
| B | 1292.8 | S | 427947 | 5263019 | 2.4 | 8.3 | 3.5 | 37.3 | 2.0 | 5.4 | --- | --- | 112 |
| C | 1252.1 | S | 429171 | 5264258 | 1.2 | 2.5 | 3.2 | 46.5 | 1.1 | 7.5 | --- | --- | 4 |
| G | 1168.5 | S | 431602 | 5266672 | 4.9 | 15.7 | 34.7 | 124.1 | 1.3 | 22.5 | 0.4 | 0 | 0 |
| H | 1081.7 | S | 434025 | 5269107 | 1.6 | 1.5 | 4.9 | 20.7 | 5.1 | 5.9 | --- | --- | 1 |
| LINE 12370 | | | FLIGHT 3 | | | | | | | | | | |
| A | 3725.6 | S | 429228 | 5264101 | 1.9 | 8.0 | 2.5 | 30.4 | 1.3 | 6.0 | --- | --- | 0 |
| C | 3550.6 | L | 434315 | 5269165 | 7.0 | 3.3 | 2.0 | 9.8 | 7.6 | 5.4 | --- | --- | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 12380 | | FLIGHT 3 | | | | | | | | | | | |
| B | 3446.4 | L | 434233 | 5268879 | 2.7 | 3.1 | 14.5 | 7.4 | 23.5 | 9.2 | --- | --- | 108 |
| LINE 12390 | | FLIGHT 3 | | | | | | | | | | | |
| D | 2877.6 | L | 434333 | 5268741 | 0.8 | 2.4 | 2.2 | 4.0 | 9.7 | 2.8 | --- | --- | 0 |
| LINE 12400 | | FLIGHT 3 | | | | | | | | | | | |
| A | 2588.4 | S | 429148 | 5263366 | 1.2 | 3.3 | 29.6 | 104.6 | 1.8 | 17.8 | --- | --- | 0 |
| B | 2604.5 | S | 429604 | 5263850 | 1.1 | 8.2 | 10.6 | 69.6 | 1.4 | 11.5 | --- | --- | 0 |
| F | 2756.0 | S | 434118 | 5268346 | 2.8 | 4.0 | 16.6 | 45.6 | 3.5 | 9.0 | --- | --- | 0 |
| G | 2764.6 | L | 434397 | 5268623 | 2.7 | 4.4 | 2.5 | 1.7 | 0.8 | 13.3 | --- | --- | 115 |
| LINE 12410 | | FLIGHT 3 | | | | | | | | | | | |
| A | 2376.8 | S | 429281 | 5263290 | 6.3 | 10.8 | 59.8 | 151.2 | 1.9 | 27.9 | 0.6 | 8 | 1 |
| B | 2366.2 | S | 429610 | 5263630 | 2.9 | 8.8 | 5.6 | 28.8 | 1.0 | 5.4 | --- | --- | 0 |
| E | 2210.0 | S | 434179 | 5268188 | 2.2 | 0.6 | 11.3 | 30.4 | 1.5 | 5.1 | --- | --- | 0 |
| F | 2199.2 | L | 434471 | 5268487 | 3.5 | 6.7 | 4.5 | 1.0 | 11.3 | 4.4 | --- | --- | 107 |
| G | 2195.9 | S | 434555 | 5268574 | 1.9 | 3.8 | 2.3 | 20.7 | 9.3 | 7.1 | --- | --- | 0 |
| LINE 12420 | | FLIGHT 3 | | | | | | | | | | | |
| D | 1945.3 | L | 434581 | 5268371 | 4.7 | 7.1 | 1.0 | 4.4 | 8.8 | 9.3 | --- | --- | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 12430 | | | FLIGHT 3 | | | | | | | | | | |
| D | 1388.2 | L | 434694 | 5268285 | 4.9 | 1.7 | 5.0 | 6.9 | 9.2 | 8.2 | --- | --- | 72 |
| LINE 12440 | | | FLIGHT 3 | | | | | | | | | | |
| A | 1047.5 | S | 428290 | 5261688 | 3.5 | 5.1 | 1.0 | 15.2 | 1.1 | 2.8 | --- | --- | 0 |
| E | 1264.4 | L | 434778 | 5268171 | 3.0 | 8.0 | 4.0 | 6.6 | 12.0 | 5.5 | --- | --- | 61 |
| LINE 12450 | | | FLIGHT 3 | | | | | | | | | | |
| A | 909.0 | S | 429062 | 5262236 | 0.8 | 4.4 | 3.5 | 27.9 | 4.0 | 4.9 | --- | --- | 0 |
| D | 702.5 | L | 434886 | 5268051 | 1.3 | 7.2 | 4.0 | 5.6 | 7.9 | 5.5 | 0.2 | 0 | 0 |
| LINE 12460 | | | FLIGHT 2 | | | | | | | | | | |
| C | 4216.0 | L | 434972 | 5267938 | 3.8 | 3.7 | 4.5 | 10.6 | 12.7 | 11.9 | --- | --- | 0 |
| LINE 12470 | | | FLIGHT 2 | | | | | | | | | | |
| F | 3489.5 | L | 435065 | 5267820 | 5.6 | 4.4 | 2.4 | 0.9 | 19.2 | 7.5 | 1.4 | 36 | 0 |
| LINE 12480 | | | FLIGHT 2 | | | | | | | | | | |
| A | 3358.2 | L | 435171 | 5267706 | 6.1 | 3.0 | 2.0 | 0.4 | 4.4 | 4.2 | --- | --- | 196 |
| LINE 12490 | | | FLIGHT 2 | | | | | | | | | | |
| C | 2843.4 | L | 435271 | 5267585 | 3.2 | 5.0 | 2.1 | 6.0 | 10.4 | 13.9 | 0.6 | 25 | 103 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 12500 | | | FLIGHT 2 | | | | | | | | | | |
| C | 2737.5 | L | 435330 | 5267454 | 1.1 | 2.8 | 0.8 | 7.0 | 5.8 | 11.2 | --- | --- | 0 |
| LINE 12510 | | | FLIGHT 2 | | | | | | | | | | |
| C | 2218.1 | L | 435456 | 5267333 | 4.3 | 4.3 | 2.0 | 6.2 | 19.9 | 5.2 | 1.0 | 26 | 0 |
| LINE 12520 | | | FLIGHT 2 | | | | | | | | | | |
| A | 1760.3 | S? | 430567 | 5262260 | 2.5 | 8.2 | 35.6 | 101.9 | 23.8 | 17.0 | --- | --- | 0 |
| B | 1762.3 | E | 430622 | 5262313 | 4.9 | 9.7 | 0.0 | 17.2 | 13.8 | 17.0 | --- | --- | 643 |
| D | 1933.8 | L | 435536 | 5267235 | 2.2 | 6.9 | 0.9 | 1.6 | 15.2 | 11.4 | --- | --- | 79 |
| LINE 12530 | | | FLIGHT 2 | | | | | | | | | | |
| B | 1419.7 | L | 435646 | 5267118 | 3.9 | 2.1 | 3.0 | 5.0 | 12.7 | 13.3 | 2.0 | 48 | 0 |
| LINE 12540 | | | FLIGHT 2 | | | | | | | | | | |
| B | 1300.0 | L | 435736 | 5267016 | 1.2 | 5.9 | 2.6 | 5.5 | 9.8 | 7.4 | --- | --- | 0 |
| C | 1311.0 | S | 436072 | 5267354 | 1.8 | 4.4 | 7.5 | 40.6 | 4.8 | 11.4 | --- | --- | 0 |
| LINE 12550 | | | FLIGHT 2 | | | | | | | | | | |
| B | 797.1 | L | 435796 | 5266837 | 0.9 | 2.7 | 1.5 | 0.7 | 3.0 | 1.2 | --- | --- | 417 |
| LINE 12560 | | | FLIGHT 1 | | | | | | | | | | |
| A | 4076.8 | S | 431465 | 5262306 | 1.1 | 4.8 | 3.3 | 29.1 | 2.7 | 4.8 | --- | --- | 0 |
| B | 4229.4 | L | 435911 | 5266755 | 4.0 | 5.7 | 8.0 | 2.4 | 19.8 | 12.3 | 0.7 | 33 | 455 |
| LINE 12570 | | | FLIGHT 1 | | | | | | | | | | |
| B | 3759.7 | L | 435976 | 5266592 | 4.2 | 6.7 | 11.8 | 1.5 | 16.1 | 14.2 | --- | --- | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 12580 | | | FLIGHT 1 | | | | | | | | | | |
| C | 3644.3 | L | 435916 | 5266336 | 0.0 | 0.8 | 3.4 | 0.5 | 4.8 | 8.6 | --- | --- | 0 |
| LINE 12590 | | | FLIGHT 1 | | | | | | | | | | |
| A | 3269.0 | S? | 433438 | 5263608 | 1.3 | 3.0 | 4.2 | 33.4 | 3.7 | 5.8 | --- | --- | 95 |
| B | 3170.3 | L | 435849 | 5266071 | 2.9 | 2.4 | 3.1 | 1.5 | 10.8 | 7.8 | --- | --- | 0 |
| C | 3145.9 | S | 436465 | 5266635 | 1.8 | 6.1 | 4.5 | 25.4 | 5.5 | 3.8 | --- | --- | 0 |
| LINE 12600 | | | FLIGHT 1 | | | | | | | | | | |
| A | 2935.3 | S | 434324 | 5264315 | 1.2 | 6.4 | 9.5 | 52.7 | 7.5 | 9.2 | --- | --- | 0 |
| C | 2989.4 | L | 435737 | 5265728 | 3.4 | 4.8 | 1.1 | 5.3 | 10.9 | 9.4 | --- | --- | 0 |
| D | 3031.8 | S | 436832 | 5266827 | 0.1 | 6.7 | 12.9 | 67.2 | 3.6 | 10.8 | --- | --- | 0 |
| LINE 12610 | | | FLIGHT 1 | | | | | | | | | | |
| A | 2598.8 | S | 433903 | 5263668 | 1.1 | 2.0 | 4.4 | 30.7 | 2.8 | 5.3 | --- | --- | 0 |
| LINE 12620 | | | FLIGHT 1 | | | | | | | | | | |
| LINE 12630 | | | FLIGHT 1 | | | | | | | | | | |
| LINE 12640 | | | FLIGHT 1 | | | | | | | | | | |
| A | 1563.6 | S | 433493 | 5262629 | 1.5 | 5.8 | 2.3 | 28.8 | 0.2 | 4.9 | --- | --- | 47 |
| LINE 12650 | | | FLIGHT 1 | | | | | | | | | | |
| A | 1192.1 | S | 433579 | 5262500 | 0.6 | 6.8 | 4.1 | 52.8 | 0.7 | 8.0 | --- | --- | 50 |
| LINE 12660 | | | FLIGHT 38 | | | | | | | | | | |
| A | 1883.4 | S | 433944 | 5262675 | 2.2 | 4.3 | 3.3 | 19.6 | 3.5 | 3.2 | 0.4 | 23 | 0 |
| LINE 12670 | | | FLIGHT 32 | | | | | | | | | | |
| A | 4424.4 | S | 432805 | 5261317 | 1.1 | 6.1 | 2.7 | 19.5 | 3.0 | 3.1 | --- | --- | 61 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 12670 | | | FLIGHT 32 | | | | | | | | | | |
| B | 4362.7 | S | 434573 | 5263089 | 1.4 | 5.4 | 3.2 | 44.2 | 2.2 | 6.8 | --- | --- | 0 |
| LINE 12680 | | | FLIGHT 32 | | | | | | | | | | |
| LINE 12690 | | | FLIGHT 32 | | | | | | | | | | |
| A | 3771.9 | S? | 436176 | 5264254 | 1.6 | 4.1 | 4.9 | 20.8 | 11.1 | 7.5 | --- | --- | 0 |
| LINE 12700 | | | FLIGHT 32 | | | | | | | | | | |
| A | 3410.9 | S | 434559 | 5262432 | 0.4 | 6.3 | 5.3 | 41.0 | 6.0 | 7.3 | --- | --- | 0 |
| B | 3463.4 | L | 436234 | 5264100 | 6.8 | 9.2 | 10.2 | 54.5 | 20.5 | 10.5 | 0.8 | 25 | 0 |
| LINE 12710 | | | FLIGHT 32 | | | | | | | | | | |
| A | 3267.5 | S | 434709 | 5262381 | 2.0 | 6.4 | 1.0 | 27.1 | 1.3 | 5.5 | --- | --- | 63 |
| B | 3227.7 | S | 435876 | 5263531 | 3.2 | 9.1 | 8.9 | 35.8 | 2.0 | 7.5 | 0.3 | 0 | 10 |
| C | 3225.6 | S | 435938 | 5263590 | 3.3 | 9.0 | 8.9 | 35.8 | 3.0 | 7.5 | 0.4 | 0 | 0 |
| D | 3214.7 | S? | 436247 | 5263907 | 3.5 | 5.7 | 2.5 | 24.1 | 7.5 | 17.3 | 0.6 | 28 | 0 |
| E | 3213.1 | L | 436292 | 5263952 | 4.7 | 10.8 | 2.5 | 24.1 | 2.5 | 17.3 | 0.5 | 2 | 0 |
| LINE 12720 | | | FLIGHT 32 | | | | | | | | | | |
| A | 3040.0 | L? | 436222 | 5263657 | 1.1 | 2.7 | 1.7 | 14.6 | 4.9 | 9.4 | --- | --- | 20 |
| LINE 12730 | | | FLIGHT 32 | | | | | | | | | | |
| A | 2875.8 | S | 434701 | 5261934 | 2.6 | 5.1 | 5.1 | 16.1 | 5.1 | 2.6 | --- | --- | 0 |
| B | 2866.5 | S | 434965 | 5262208 | 3.2 | 5.5 | 2.2 | 23.4 | 1.0 | 4.4 | --- | --- | 0 |
| C | 2854.3 | S | 435306 | 5262552 | 2.9 | 5.8 | 10.2 | 42.4 | 1.7 | 7.0 | 0.4 | 4 | 19 |
| D | 2816.5 | L | 436326 | 5263573 | 0.8 | 3.9 | 2.7 | 13.4 | 15.5 | 18.4 | --- | --- | 0 |
| LINE 12740 | | | FLIGHT 32 | | | | | | | | | | |
| A | 2576.0 | S | 434812 | 5261825 | 2.6 | 7.4 | 2.0 | 39.2 | 1.4 | 7.2 | --- | --- | 76 |

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| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 12740 | | | FLIGHT 32 | | | | | | | | | | |
| B | 2590.6 | S | 435279 | 5262303 | 2.6 | 3.6 | 5.6 | 41.9 | 2.0 | 6.0 | 0.6 | 41 | 0 |
| C | 2623.0 | S | 436278 | 5263308 | 0.9 | 2.4 | 2.0 | 17.0 | 6.4 | 11.5 | --- | --- | 0 |
| D | 2626.1 | L | 436373 | 5263405 | 4.3 | 1.9 | 0.4 | 7.9 | 5.6 | 21.0 | 2.7 | 51 | 0 |
| LINE 12750 | | | FLIGHT 32 | | | | | | | | | | |
| A | 2492.0 | S | 434490 | 5261291 | 0.8 | 4.0 | 3.0 | 26.3 | 1.2 | 4.2 | --- | --- | 100 |
| B | 2481.3 | S | 434782 | 5261590 | 2.0 | 7.4 | 11.2 | 71.5 | 1.7 | 10.8 | --- | --- | 0 |
| C | 2467.0 | S | 435177 | 5261994 | 3.8 | 7.7 | 39.2 | 127.9 | 2.6 | 21.5 | 0.5 | 24 | 0 |
| D | 2449.7 | S | 435677 | 5262493 | 2.0 | 5.4 | 1.7 | 29.7 | 2.3 | 4.4 | --- | --- | 33 |
| E | 2429.0 | S | 436264 | 5263067 | 2.0 | 5.4 | 5.2 | 33.1 | 6.3 | 9.5 | --- | --- | 0 |
| LINE 12760 | | | FLIGHT 32 | | | | | | | | | | |
| A | 2166.9 | S | 434727 | 5261317 | 3.7 | 11.7 | 41.6 | 141.6 | 4.2 | 24.0 | 0.3 | 2 | 0 |
| B | 2174.9 | S | 434974 | 5261541 | 3.1 | 8.1 | 8.3 | 41.0 | 2.1 | 7.5 | 0.4 | 13 | 51 |
| C | 2182.8 | S | 435199 | 5261781 | 2.0 | 2.0 | 15.7 | 54.9 | 3.4 | 8.2 | 0.8 | 59 | 0 |
| D | 2221.5 | S | 436299 | 5262885 | 2.4 | 5.8 | 21.0 | 70.0 | 4.0 | 11.8 | 0.3 | 1 | 0 |
| LINE 12770 | | | FLIGHT 32 | | | | | | | | | | |
| A | 1920.3 | S | 434803 | 5261182 | 4.6 | 9.3 | 26.4 | 118.2 | 1.8 | 20.6 | 0.5 | 16 | 46 |
| B | 1906.4 | S | 435203 | 5261597 | 4.5 | 10.9 | 31.0 | 126.3 | 1.8 | 19.6 | 0.4 | 14 | 7 |
| C | 1866.3 | S | 436370 | 5262761 | 1.5 | 7.2 | 6.3 | 33.6 | 8.4 | 6.6 | --- | --- | 0 |
| LINE 12780 | | | FLIGHT 32 | | | | | | | | | | |
| A | 1610.4 | S | 434903 | 5261063 | 4.5 | 5.9 | 18.9 | 63.6 | 0.3 | 10.7 | 0.8 | 13 | 0 |
| B | 1619.8 | S | 435218 | 5261377 | 1.8 | 2.5 | 27.8 | 51.1 | 0.7 | 10.7 | 0.6 | 45 | 0 |
| C | 1657.2 | S | 436345 | 5262511 | 2.3 | 5.8 | 6.6 | 32.2 | 3.6 | 6.7 | 0.3 | 0 | 0 |
| LINE 12790 | | | FLIGHT 32 | | | | | | | | | | |
| A | 1547.0 | S | 435212 | 5261178 | 4.0 | 6.6 | 40.8 | 131.2 | 4.7 | 23.4 | 0.6 | 30 | 0 |
| B | 1537.7 | E | 435486 | 5261443 | 4.7 | 11.3 | 3.9 | 19.5 | 3.3 | 14.3 | 0.4 | 0 | 0 |
| C | 1507.5 | S | 436349 | 5262314 | 1.6 | 7.5 | 2.9 | 21.8 | 4.3 | 13.2 | --- | --- | 96 |

CX = COAXIAL
CP = COPLANAR

Note:EM values shown above are local amplitudes

*Estimated Depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or magnetite/overburden effects

EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 12800 | | FLIGHT 32 | | | | | | | | | | | |
| A | 1240.1 | S | 435207 | 5260936 | 4.4 | 9.8 | 26.3 | 72.4 | 0.9 | 15.9 | 0.5 | 5 | 0 |
| B | 1249.9 | S | 435482 | 5261291 | 1.8 | 4.8 | 28.2 | 117.3 | 1.3 | 20.2 | 0.3 | 20 | 32 |
| LINE 12810 | | FLIGHT 32 | | | | | | | | | | | |
| A | 1170.7 | S | 436180 | 5261721 | 2.9 | 6.8 | 4.0 | 20.9 | 7.8 | 3.8 | --- | --- | 0 |
| LINE 12820 | | FLIGHT 32 | | | | | | | | | | | |
| LINE 12830 | | FLIGHT 32 | | | | | | | | | | | |
| LINE 12850 | | FLIGHT 38 | | | | | | | | | | | |
| LINE 12860 | | FLIGHT 38 | | | | | | | | | | | |

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are local amplitudes

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 19020 | | | FLIGHT 65 | | | | | | | | | | |
| D | 3838.1 | S | 398651 | 5278357 | 1.2 | 3.8 | 4.8 | 51.2 | 0.9 | 7.9 | 0.2 | 17 | 0 |
| E | 3741.5 | S | 401368 | 5275629 | 0.3 | 3.0 | 4.6 | 47.6 | 3.9 | 7.6 | --- | --- | 0 |
| F | 3711.8 | S | 402224 | 5274790 | 1.6 | 8.8 | 6.1 | 50.2 | 1.8 | 9.2 | 0.2 | 0 | 0 |
| G | 3627.2 | S | 404685 | 5272305 | 0.5 | 5.2 | 6.1 | 60.1 | 0.3 | 9.7 | --- | --- | 0 |
| LINE 19030 | | | FLIGHT 49 | | | | | | | | | | |
| A | 3953.7 | S | 398570 | 5280537 | 0.5 | 3.9 | 26.6 | 120.6 | 1.4 | 21.2 | 0.1 | 5 | 0 |
| B | 4009.7 | S | 400076 | 5279036 | 1.0 | 6.1 | 1.6 | 32.5 | 0.5 | 5.0 | --- | --- | 3 |
| C | 4041.2 | S | 400969 | 5278138 | 3.5 | 8.6 | 37.1 | 98.4 | 1.4 | 19.4 | 0.4 | 9 | 47 |
| D | 4051.4 | S | 401266 | 5277854 | 2.4 | 2.8 | 17.6 | 40.5 | 1.3 | 7.9 | 0.7 | 51 | 22 |
| E | 4064.4 | E | 401625 | 5277493 | 5.1 | 15.8 | 8.1 | 89.0 | 1.8 | 15.1 | 0.4 | 0 | 11 |
| F | 4083.3 | S | 402139 | 5276973 | 4.2 | 14.7 | 100.4 | 205.0 | 5.0 | 44.1 | 0.3 | 1 | 0 |
| G | 4096.4 | S | 402509 | 5276614 | 3.2 | 9.5 | 53.9 | 101.9 | 5.2 | 20.3 | 0.3 | 2 | 0 |
| H | 4114.5 | S | 402988 | 5276123 | 4.2 | 6.5 | 35.7 | 94.3 | 24.4 | 16.7 | 0.6 | 19 | 0 |
| I | 4131.2 | S | 403460 | 5275666 | 6.5 | 14.2 | 30.3 | 87.2 | 7.3 | 15.2 | 0.5 | 0 | 0 |
| J | 4137.8 | S | 403646 | 5275481 | 3.0 | 8.5 | 2.0 | 17.6 | 4.4 | 2.1 | --- | --- | 5 |
| K | 4149.9 | S | 403979 | 5275124 | 4.2 | 8.4 | 35.2 | 108.5 | 8.7 | 19.0 | 0.5 | 15 | 0 |
| L | 4166.7 | S? | 404465 | 5274655 | 2.3 | 15.8 | 22.3 | 158.6 | 8.2 | 28.8 | 0.2 | 0 | 0 |
| M | 4175.2 | S? | 404719 | 5274407 | 2.0 | 4.4 | 36.3 | 45.0 | 10.2 | 10.8 | 0.4 | 34 | 0 |
| N | 4213.2 | S | 405745 | 5273358 | 0.2 | 2.8 | 11.0 | 69.1 | 1.2 | 11.6 | --- | --- | 36 |
| O | 4234.7 | S | 406354 | 5272765 | 4.1 | 9.2 | 3.3 | 13.0 | 7.4 | 1.7 | --- | --- | 0 |
| P | 4251.2 | S | 406820 | 5272289 | 1.1 | 9.8 | 5.0 | 52.8 | 2.0 | 8.7 | --- | --- | 0 |
| LINE 19040 | | | FLIGHT 42 | | | | | | | | | | |
| A | 3171.8 | B | 400693 | 5280533 | 7.5 | 13.8 | 32.8 | 69.6 | 3.8 | 13.1 | 0.6 | 0 | 3 |
| B | 3177.3 | B | 400857 | 5280351 | 9.0 | 13.2 | 2.6 | 40.0 | 0.8 | 6.7 | 0.9 | 0 | 0 |
| C | 3192.0 | S | 401345 | 5279936 | 2.0 | 5.5 | 2.5 | 27.7 | 0.7 | 3.7 | --- | --- | 0 |
| D | 3211.8 | S | 401926 | 5279290 | 2.4 | 4.1 | 5.8 | 36.6 | 5.4 | 6.1 | --- | --- | 0 |
| E | 3225.0 | S | 402355 | 5278867 | 1.4 | 2.9 | 13.3 | 51.0 | 1.2 | 8.3 | --- | --- | 24 |
| F | 3317.9 | S | 405437 | 5275780 | 9.7 | 9.1 | 108.2 | 57.6 | 8.3 | 26.8 | 1.4 | 30 | 0 |
| G | 3333.3 | E | 405960 | 5275257 | 11.7 | 24.6 | 63.3 | 158.5 | 21.1 | 28.7 | 0.7 | 8 | 0 |
| H | 3345.7 | S | 406374 | 5274845 | 4.9 | 4.5 | 29.8 | 37.2 | 3.4 | 9.0 | 1.1 | 43 | 0 |
| I | 3374.2 | S | 407299 | 5273915 | 1.8 | 5.0 | 26.8 | 81.6 | 0.9 | 18.5 | 0.3 | 17 | 0 |
| J | 3430.0 | S | 409101 | 5272112 | 1.3 | 4.0 | 9.3 | 46.9 | 1.9 | 7.0 | --- | --- | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 19051 | | FLIGHT 65 | | | | | | | | | | | |
| A | 2921.1 | E | 402796 | 5280562 | 4.3 | 22.4 | 37.1 | 150.4 | 0.5 | 26.5 | 0.2 | 0 | 0 |
| B | 2925.4 | S | 402927 | 5280419 | 9.9 | 22.7 | 117.8 | 202.9 | 3.7 | 44.6 | 0.6 | 1 | 0 |
| C | 2932.9 | S | 403157 | 5280184 | 7.9 | 19.0 | 122.4 | 299.4 | 5.2 | 59.8 | 0.5 | 4 | 0 |
| D | 2944.4 | S | 403504 | 5279845 | 3.3 | 11.4 | 16.2 | 82.6 | 1.2 | 12.4 | 0.3 | 0 | 17 |
| E | 2989.4 | S | 404935 | 5278424 | 1.9 | 4.3 | 20.3 | 72.3 | 0.3 | 14.1 | 0.3 | 16 | 0 |
| F | 3069.1 | S | 407587 | 5275770 | 6.1 | 13.2 | 41.9 | 122.9 | 19.3 | 22.8 | 0.5 | 14 | 0 |
| G | 3075.3 | E | 407795 | 5275558 | 10.3 | 21.7 | 50.9 | 138.1 | 11.7 | 24.5 | 0.6 | 11 | 0 |
| H | 3082.0 | S | 408015 | 5275336 | 6.2 | 9.0 | 35.6 | 46.0 | 15.0 | 10.7 | 0.8 | 31 | 0 |
| I | 3088.8 | S | 408236 | 5275116 | 9.3 | 20.4 | 38.3 | 115.1 | 1.7 | 23.0 | 0.6 | 12 | 122 |
| J | 3095.8 | S | 408458 | 5274895 | 2.5 | 5.4 | 49.9 | 71.8 | 10.3 | 15.9 | 0.4 | 27 | 0 |
| K | 3132.7 | S | 409625 | 5273737 | 2.2 | 7.3 | 15.8 | 83.6 | 6.0 | 14.6 | 0.3 | 10 | 0 |
| L | 3146.2 | S | 410069 | 5273301 | 0.5 | 3.6 | 32.6 | 136.7 | 2.1 | 23.2 | 0.1 | 7 | 0 |
| M | 3167.5 | S | 410716 | 5272624 | 0.6 | 4.3 | 9.1 | 48.8 | 0.3 | 8.2 | 0.1 | 0 | 0 |
| LINE 19060 | | FLIGHT 42 | | | | | | | | | | | |
| A | 1847.8 | S | 406678 | 5278786 | 4.4 | 8.9 | 105.3 | 99.5 | 2.8 | 29.1 | 0.5 | 16 | 0 |
| B | 1859.4 | S | 407073 | 5278389 | 2.0 | 8.7 | 25.9 | 116.2 | 0.6 | 19.0 | 0.2 | 6 | 7 |
| C | 2000.1 | S | 411758 | 5273707 | 2.3 | 3.8 | 29.6 | 60.6 | 7.0 | 11.9 | 0.5 | 43 | 0 |
| D | 2007.2 | S | 412003 | 5273462 | 5.2 | 7.2 | 51.4 | 109.6 | 3.3 | 20.5 | 0.8 | 30 | 68 |
| F | 2062.0 | B | 413761 | 5271702 | 2.7 | 2.0 | 47.0 | 12.6 | 27.7 | 20.3 | --- | --- | 0 |
| G | 2065.6 | D | 413882 | 5271580 | 10.7 | 3.0 | 57.0 | 14.4 | 57.9 | 12.4 | 6.9 | 29 | 1055 |
| H | 2102.0 | B | 415092 | 5270369 | 2.9 | 4.1 | 26.5 | 13.3 | 15.3 | 11.2 | 0.6 | 39 | 67 |
| I | 2143.2 | S | 416424 | 5269039 | 1.6 | 11.6 | 9.3 | 91.9 | 2.9 | 15.4 | --- | --- | 0 |
| J | 2289.3 | S | 421213 | 5264255 | 2.0 | 3.5 | 16.0 | 66.8 | 1.5 | 11.4 | 0.4 | 29 | 0 |
| LINE 19071 | | FLIGHT 65 | | | | | | | | | | | |
| A | 2609.4 | S | 407236 | 5280363 | 1.9 | 5.6 | 42.0 | 121.7 | 1.5 | 23.2 | 0.3 | 17 | 0 |

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# EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 19071 | | | FLIGHT 65 | | | | | | | | | | |
| B | 2598.0 | S | 407592 | 5279987 | 1.9 | 4.3 | 29.4 | 43.8 | 1.8 | 11.0 | 0.3 | 23 | 0 |
| C | 2525.8 | S | 409796 | 5277807 | 2.5 | 11.2 | 19.2 | 113.5 | 2.0 | 18.9 | 0.2 | 0 | 0 |
| D | 2512.4 | S | 410202 | 5277385 | 0.9 | 6.4 | 3.2 | 53.4 | 0.5 | 8.5 | --- | --- | 31 |
| E | 2427.6 | S | 412753 | 5274845 | 0.8 | 5.3 | 24.8 | 80.8 | 1.6 | 13.9 | 0.1 | 0 | 0 |
| F | 2305.9 | D | 416413 | 5271182 | 7.8 | 4.8 | 32.2 | 6.8 | 15.1 | 12.7 | 2.2 | 38 | 0 |
| G | 2294.4 | D | 416753 | 5270851 | 11.7 | 6.1 | 56.7 | 43.3 | 46.6 | 25.6 | 3.1 | 27 | 586 |
| H | 2281.1 | B | 417149 | 5270462 | 1.3 | 1.0 | 10.9 | 7.5 | 7.6 | 5.1 | --- | --- | 0 |
| I | 2264.7 | B | 417630 | 5269980 | 5.3 | 1.2 | 49.6 | 26.6 | 28.4 | 21.7 | --- | --- | 160 |
| J | 2261.7 | D | 417717 | 5269892 | 7.8 | 3.3 | 49.6 | 16.2 | 28.4 | 21.7 | 3.6 | 42 | 170 |
| K | 2235.5 | S | 418468 | 5269131 | 0.9 | 6.3 | 7.6 | 46.0 | 5.6 | 8.0 | 0.1 | 0 | 0 |
| LINE 19080 | | | FLIGHT 41 | | | | | | | | | | |
| A | 3181.7 | S | 410799 | 5278899 | 2.1 | 7.9 | 6.1 | 50.2 | 0.7 | 8.8 | --- | --- | 0 |
| B | 3157.5 | B | 411519 | 5278204 | 0.5 | 2.5 | 14.1 | 5.5 | 9.1 | 6.6 | --- | --- | 0 |
| G | 2880.4 | S | 419280 | 5270442 | 3.8 | 10.2 | 23.4 | 97.8 | 11.2 | 17.9 | 0.4 | 11 | 0 |
| H | 2868.2 | D | 419625 | 5270085 | 9.2 | 1.8 | 20.8 | 17.4 | 18.4 | 8.8 | 11.5 | 42 | 0 |
| I | 2853.6 | D | 420034 | 5269667 | 10.9 | 7.5 | 40.8 | 19.6 | 24.6 | 18.5 | 2.1 | 22 | 79 |
| J | 2781.2 | S | 422167 | 5267555 | 2.8 | 4.1 | 13.3 | 60.5 | 4.3 | 10.8 | --- | --- | 0 |
| K | 2595.7 | S | 427349 | 5262358 | 1.7 | 4.9 | 14.0 | 69.7 | 6.7 | 11.2 | --- | --- | 0 |
| L | 2556.1 | S | 428426 | 5261278 | 4.3 | 5.6 | 7.8 | 16.3 | 10.8 | 2.7 | --- | --- | 0 |
| LINE 19090 | | | FLIGHT 41 | | | | | | | | | | |
| A | 1995.4 | B? | 419470 | 5272361 | 0.4 | 1.1 | 5.0 | 15.5 | 2.3 | 4.0 | --- | --- | 0 |
| B | 2071.4 | B | 421933 | 5269896 | 5.2 | 4.0 | 21.2 | 32.2 | 14.6 | 10.4 | 1.4 | 27 | 0 |
| C | 2078.9 | D | 422184 | 5269644 | 6.1 | 4.8 | 18.5 | 12.7 | 7.1 | 8.1 | 1.5 | 38 | 0 |
| D | 2093.8 | S | 422687 | 5269137 | 2.9 | 6.6 | 9.3 | 56.0 | 1.9 | 9.1 | 0.4 | 9 | 0 |
| E | 2258.4 | S | 428277 | 5263577 | 2.7 | 7.2 | 4.4 | 22.1 | 4.0 | 3.2 | --- | --- | 0 |
| F | 2309.6 | S | 429991 | 5261836 | 2.0 | 6.7 | 7.9 | 35.2 | 0.0 | 5.9 | --- | --- | 67 |
| LINE 19100 | | | FLIGHT 41 | | | | | | | | | | |
| A | 1674.9 | S | 422213 | 5271747 | 2.0 | 8.4 | 6.3 | 45.2 | 2.2 | 8.0 | 0.2 | 0 | 20 |
| B | 1644.9 | S | 422988 | 5270975 | 4.7 | 15.9 | 43.9 | 166.1 | 1.5 | 29.5 | 0.3 | 0 | 0 |
| C | 1637.9 | S | 423177 | 5270784 | 0.7 | 2.8 | 12.4 | 45.6 | 2.2 | 8.2 | 0.2 | 29 | 0 |
| D | 1630.0 | S | 423394 | 5270565 | 3.0 | 7.8 | 46.8 | 114.5 | 18.8 | 20.9 | 0.4 | 19 | 0 |

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EM Anomaly List

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 19100 | | | FLIGHT 41 | | | | | | | | | | |
| E | 1620.9 | S | 423638 | 5270310 | 3.1 | 22.0 | 16.6 | 69.1 | 20.0 | 11.9 | 0.2 | 0 | 0 |
| F | 1614.7 | S? | 423806 | 5270135 | 4.3 | 7.8 | 24.8 | 89.5 | 9.9 | 15.1 | 0.5 | 25 | 0 |
| G | 1609.6 | S? | 423949 | 5269994 | 3.7 | 12.5 | 8.4 | 76.6 | 15.9 | 8.9 | 0.3 | 3 | 0 |
| H | 1601.0 | B | 424192 | 5269764 | 8.2 | 7.5 | 42.8 | 108.7 | 12.6 | 21.8 | 1.4 | 21 | 0 |
| LINE 19110 | | | FLIGHT 41 | | | | | | | | | | |
| A | 3758.1 | E | 425595 | 5270475 | 4.3 | 11.6 | 2.8 | 37.2 | 3.2 | 8.1 | 0.4 | 0 | 0 |
| B | 3763.0 | S? | 425758 | 5270303 | 9.8 | 19.0 | 15.9 | 50.9 | 9.6 | 10.6 | 0.7 | 2 | 404 |
| C | 3769.0 | S? | 425960 | 5270099 | 10.5 | 18.0 | 27.3 | 87.1 | 4.5 | 12.4 | 0.8 | 2 | 0 |
| E | 4029.3 | S | 434772 | 5261295 | 0.1 | 3.3 | 29.5 | 115.8 | 2.2 | 22.0 | 0.1 | 16 | 0 |
| LINE 19120 | | | FLIGHT 46 | | | | | | | | | | |
| A | 3984.5 | S | 427758 | 5270443 | 1.4 | 6.6 | 47.2 | 142.1 | 2.1 | 25.3 | 0.2 | 2 | 0 |
| B | 3998.4 | B | 428163 | 5270046 | 3.2 | 3.7 | 17.3 | 12.5 | 12.9 | 5.6 | 0.8 | 33 | 88 |
| C | 4050.0 | S | 429684 | 5268527 | 2.3 | 6.4 | 24.8 | 92.1 | 6.6 | 16.5 | 0.3 | 2 | 0 |
| LINE 19130 | | | FLIGHT 47 | | | | | | | | | | |
| A | 4680.4 | S | 429643 | 5270703 | 9.6 | 21.5 | 79.9 | 271.7 | 1.9 | 48.4 | 0.6 | 7 | 0 |
| B | 4686.8 | S | 429842 | 5270507 | 13.7 | 35.7 | 39.7 | 129.0 | 2.4 | 22.5 | 0.6 | 0 | 26 |
| C | 4698.0 | S | 430164 | 5270166 | 2.3 | 11.2 | 2.2 | 24.3 | 0.9 | 3.0 | --- | --- | 0 |
| D | 4703.9 | S | 430332 | 5269989 | 3.8 | 9.8 | 18.6 | 71.8 | 3.5 | 13.9 | 0.4 | 7 | 2 |
| F | 4905.0 | S? | 436210 | 5264120 | 5.3 | 7.2 | 12.7 | 45.1 | 8.9 | 16.3 | --- | --- | 0 |
| G | 4907.9 | L? | 436292 | 5264032 | 5.9 | 9.7 | 12.7 | 45.1 | 8.0 | 16.2 | --- | --- | 0 |
| LINE 19140 | | | FLIGHT 48 | | | | | | | | | | |
| A | 4356.0 | S | 434122 | 5268315 | 5.1 | 15.8 | 34.0 | 137.6 | 4.6 | 24.0 | 0.4 | 0 | 0 |
| C | 4400.7 | S | 435390 | 5267068 | 3.8 | 15.1 | 11.7 | 73.3 | 14.3 | 14.7 | --- | --- | 0 |
| D | 4422.8 | L | 436002 | 5266445 | 1.5 | 2.4 | 1.8 | 1.7 | 1.3 | 5.5 | --- | --- | 0 |
| E | 4439.8 | S | 436515 | 5265945 | 0.0 | 0.2 | 6.2 | 15.7 | 6.9 | 3.1 | --- | --- | 0 |

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EM Anomaly List

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 19150 | | | FLIGHT 65 | | | | | | | | | | |
| A | 4921.8 | S | 433838 | 5270713 | 2.5 | 5.3 | 39.6 | 68.6 | 0.5 | 15.7 | 0.4 | 23 | 0 |
| LINE 20010 | | | FLIGHT 62 | | | | | | | | | | |
| A | 2215.2 | B | 400835 | 5277159 | 7.4 | 5.0 | 34.7 | 17.5 | 21.7 | 14.8 | 1.9 | 40 | 543 |
| B | 2203.4 | S? | 401178 | 5277515 | 0.5 | 5.0 | 11.4 | 67.1 | 13.7 | 11.2 | 0.1 | 0 | 702 |
| C | 2184.5 | S | 401747 | 5278073 | 1.5 | 6.4 | 10.1 | 40.7 | 8.4 | 7.3 | 0.2 | 6 | 0 |
| D | 2167.8 | S | 402235 | 5278564 | 6.2 | 16.2 | 114.6 | 296.9 | 4.9 | 59.6 | 0.4 | 12 | 0 |
| E | 2139.6 | S | 403069 | 5279392 | 2.5 | 9.3 | 102.6 | 212.5 | 2.5 | 42.8 | 0.3 | 2 | 15 |
| LINE 20020 | | | FLIGHT 62 | | | | | | | | | | |
| A | 2296.0 | S? | 401205 | 5277333 | 5.5 | 4.1 | 17.0 | 73.9 | 33.5 | 10.2 | 1.6 | 43 | 0 |
| B | 2306.6 | S | 401532 | 5277646 | 3.1 | 9.3 | 19.3 | 82.3 | 10.1 | 14.0 | 0.3 | 18 | 0 |
| C | 2318.1 | S | 401885 | 5277999 | 4.0 | 4.7 | 20.2 | 65.5 | 3.8 | 11.5 | 0.8 | 33 | 0 |
| D | 2331.2 | S | 402285 | 5278404 | 11.6 | 16.9 | 90.2 | 157.2 | 9.9 | 37.5 | 0.9 | 6 | 0 |
| E | 2361.4 | S | 403204 | 5279311 | 1.0 | 3.7 | 49.7 | 122.6 | 2.3 | 22.5 | 0.2 | 11 | 14 |
| LINE 20030 | | | FLIGHT 62 | | | | | | | | | | |
| A | 2500.4 | S | 401286 | 5277200 | 1.3 | 5.7 | 13.0 | 79.1 | 1.1 | 12.4 | 0.2 | 7 | 149 |
| B | 2482.0 | S | 401787 | 5277685 | 8.4 | 19.0 | 112.6 | 241.1 | 3.2 | 49.1 | 0.6 | 7 | 0 |
| C | 2473.1 | S | 402031 | 5277912 | 12.5 | 31.4 | 141.3 | 273.6 | 10.6 | 50.8 | 0.6 | 3 | 97 |
| D | 2459.1 | S? | 402405 | 5278303 | 24.1 | 65.5 | 559.9 | 1064.6 | 28.6 | 236.3 | 0.7 | 5 | 0 |
| E | 2443.3 | S | 402848 | 5278757 | 2.7 | 9.8 | 4.6 | 74.6 | 2.2 | 11.4 | --- | --- | 0 |
| F | 2430.4 | E | 403204 | 5279101 | 4.3 | 16.0 | 23.5 | 117.2 | 2.1 | 19.2 | 0.3 | 0 | 0 |
| G | 2428.5 | S | 403255 | 5279153 | 0.9 | 3.8 | 23.5 | 117.2 | 2.8 | 19.2 | 0.2 | 13 | 0 |
| LINE 20040 | | | FLIGHT 62 | | | | | | | | | | |
| A | 2753.1 | S | 401420 | 5277110 | 1.6 | 4.0 | 13.9 | 60.6 | 1.6 | 12.5 | 0.3 | 26 | 0 |
| B | 2767.3 | E | 401834 | 5277526 | 15.9 | 28.8 | 17.7 | 217.7 | 2.9 | 11.1 | 0.8 | 0 | 0 |
| C | 2768.5 | S | 401870 | 5277562 | 15.5 | 25.2 | 149.7 | 239.1 | 3.7 | 58.0 | 0.9 | 0 | 0 |
| D | 2775.0 | S | 402069 | 5277756 | 5.9 | 12.0 | 155.9 | 285.6 | 5.7 | 57.7 | 0.5 | 14 | 0 |
| E | 2791.8 | S | 402564 | 5278242 | 17.2 | 31.3 | 216.7 | 385.6 | 7.0 | 77.7 | 0.9 | 2 | 98 |
| F | 2802.0 | S | 402853 | 5278541 | 1.9 | 5.7 | 35.3 | 93.9 | 4.1 | 17.2 | 0.3 | 12 | 85 |
| G | 2804.7 | E | 402931 | 5278623 | 4.4 | 13.1 | 3.4 | 101.2 | 0.9 | 15.9 | 0.4 | 0 | 0 |
| H | 2819.2 | S | 403367 | 5279063 | 2.7 | 7.7 | 4.7 | 11.9 | 5.7 | 1.9 | --- | --- | 0 |

CX = COAXIAL
CP = COPLANAR

Note:EM values shown above are local amplitudes

*Estimated Depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or magnetite/overburden effects

EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 20050 | | | FLIGHT 62 | | | | | | | | | | |
| A | 2968.1 | S | 401513 | 5276992 | 5.0 | 9.9 | 17.9 | 93.8 | 2.3 | 14.1 | 0.5 | 14 | 0 |
| B | 2951.6 | E | 401990 | 5277463 | 15.0 | 41.5 | 21.4 | 423.8 | 2.7 | 14.4 | 0.6 | 0 | 0 |
| C | 2946.2 | S | 402149 | 5277626 | 13.4 | 29.7 | 281.3 | 468.2 | 7.2 | 102.9 | 0.7 | 4 | 0 |
| D | 2927.7 | E | 402699 | 5278164 | 3.6 | 14.1 | 24.4 | 102.6 | 4.9 | 17.2 | --- | --- | 0 |
| E | 2926.1 | S? | 402746 | 5278212 | 1.3 | 6.3 | 25.6 | 102.6 | 4.9 | 17.2 | 0.2 | 5 | 48 |
| F | 2922.2 | S | 402861 | 5278333 | 2.8 | 4.6 | 28.0 | 64.4 | 0.6 | 16.9 | 0.5 | 32 | 98 |
| G | 2894.5 | S | 403656 | 5279125 | 1.5 | 8.3 | 8.2 | 52.2 | 0.8 | 8.8 | --- | --- | 20 |
| LINE 20060 | | | FLIGHT 62 | | | | | | | | | | |
| A | 3038.5 | S | 401614 | 5276882 | 3.6 | 3.7 | 25.6 | 112.0 | 3.3 | 16.8 | 0.9 | 48 | 0 |
| B | 3043.9 | S | 401772 | 5277043 | 2.9 | 6.2 | 12.4 | 56.9 | 2.6 | 8.0 | 0.4 | 25 | 85 |
| C | 3055.6 | E | 402113 | 5277382 | 14.7 | 28.4 | 18.5 | 180.6 | 2.7 | 36.2 | 0.8 | 0 | 6 |
| D | 3059.6 | S | 402233 | 5277499 | 1.2 | 6.3 | 94.6 | 163.3 | 4.9 | 34.2 | 0.2 | 0 | 0 |
| E | 3085.9 | S | 403017 | 5278292 | 2.0 | 3.5 | 34.2 | 104.9 | 2.4 | 18.5 | 0.4 | 33 | 31 |
| F | 3089.6 | E | 403132 | 5278408 | 2.8 | 13.1 | 4.4 | 106.4 | 0.1 | 19.0 | 0.2 | 0 | 7 |
| G | 3108.7 | S | 403716 | 5278984 | 2.6 | 7.8 | 29.5 | 114.5 | 2.6 | 19.6 | 0.3 | 3 | 0 |
| LINE 20070 | | | FLIGHT 62 | | | | | | | | | | |
| A | 3256.7 | D | 401626 | 5276677 | 4.3 | 6.7 | 16.1 | 21.4 | 10.5 | 8.8 | 0.6 | 26 | 39 |
| B | 3252.5 | S | 401740 | 5276796 | 4.3 | 10.2 | 24.0 | 147.4 | 6.3 | 18.9 | 0.4 | 11 | 0 |
| C | 3237.7 | S | 402173 | 5277223 | 6.5 | 11.2 | 62.0 | 217.1 | 14.3 | 35.4 | 0.7 | 23 | 0 |
| D | 3229.3 | S | 402432 | 5277488 | 6.8 | 13.7 | 53.6 | 209.2 | 10.0 | 30.6 | 0.6 | 11 | 0 |
| E | 3204.0 | S | 403165 | 5278215 | 0.9 | 3.0 | 33.5 | 108.9 | 1.2 | 19.2 | 0.2 | 20 | 46 |
| F | 3180.7 | S | 403844 | 5278897 | 3.3 | 2.9 | 31.0 | 98.1 | 1.8 | 17.2 | 1.0 | 46 | 7 |
| LINE 20080 | | | FLIGHT 62 | | | | | | | | | | |
| A | 3310.8 | S | 401845 | 5276684 | 2.9 | 6.0 | 40.7 | 123.3 | 1.0 | 15.0 | 0.4 | 25 | 0 |
| B | 3322.2 | S | 402160 | 5276999 | 5.3 | 16.0 | 92.6 | 236.9 | 2.9 | 43.6 | 0.4 | 4 | 0 |
| C | 3326.2 | E | 402267 | 5277107 | 12.3 | 25.4 | 94.7 | 282.0 | 2.9 | 47.6 | --- | --- | 0 |
| D | 3340.1 | S | 402644 | 5277477 | 2.9 | 5.6 | 45.8 | 162.8 | 8.4 | 26.7 | 0.5 | 28 | 0 |
| E | 3361.8 | S | 403253 | 5278091 | 5.3 | 11.3 | 24.4 | 112.5 | 6.6 | 18.8 | 0.5 | 6 | 0 |
| F | 3386.4 | S | 404005 | 5278839 | 2.3 | 11.9 | 17.3 | 94.4 | 0.6 | 15.9 | 0.2 | 0 | 0 |
| LINE 20090 | | | FLIGHT 62 | | | | | | | | | | |
| A | 3537.5 | S | 402013 | 5276640 | 6.2 | 9.4 | 48.5 | 65.2 | 4.3 | 15.2 | 0.7 | 23 | 0 |
| B | 3529.7 | S | 402246 | 5276872 | 6.2 | 16.1 | 72.5 | 198.9 | 1.2 | 36.9 | 0.5 | 6 | 0 |
| C | 3524.6 | E | 402401 | 5277026 | 9.2 | 23.6 | 13.9 | 152.4 | 3.1 | 11.9 | 0.5 | 0 | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 20090 | | | FLIGHT 62 | | | | | | | | | | |
| D | 3511.1 | S | 402800 | 5277415 | 1.5 | 2.7 | 27.2 | 99.5 | 2.4 | 18.5 | 0.4 | 39 | 0 |
| E | 3489.9 | S | 403391 | 5278014 | 3.1 | 7.8 | 10.3 | 66.3 | 1.5 | 10.3 | 0.4 | 17 | 0 |
| F | 3465.8 | E | 404050 | 5278666 | 2.6 | 15.2 | 11.6 | 60.8 | 3.7 | 10.3 | 0.2 | 0 | 0 |
| G | 3461.2 | E | 404177 | 5278799 | 4.1 | 13.0 | 11.6 | 66.2 | 1.7 | 10.6 | 0.3 | 0 | 0 |
| LINE 20100 | | | FLIGHT 62 | | | | | | | | | | |
| A | 3591.1 | S | 401966 | 5276382 | 4.6 | 15.1 | 28.3 | 137.4 | 0.1 | 24.0 | 0.3 | 0 | 0 |
| B | 3598.0 | S | 402157 | 5276570 | 8.5 | 22.1 | 73.1 | 179.9 | 2.6 | 38.6 | 0.5 | 4 | 0 |
| C | 3603.5 | S | 402307 | 5276725 | 7.1 | 14.6 | 29.7 | 135.8 | 4.7 | 20.2 | 0.6 | 13 | 217 |
| D | 3608.7 | S | 402453 | 5276863 | 4.9 | 16.5 | 83.4 | 218.3 | 6.1 | 39.5 | 0.3 | 3 | 0 |
| E | 3619.9 | S | 402750 | 5277168 | 2.5 | 6.2 | 16.6 | 66.1 | 2.0 | 10.9 | 0.3 | 20 | 0 |
| F | 3623.1 | S | 402844 | 5277257 | 1.3 | 3.1 | 19.6 | 86.1 | 0.1 | 15.1 | 0.3 | 36 | 174 |
| G | 3643.8 | S | 403451 | 5277869 | 2.9 | 4.5 | 25.4 | 92.5 | 9.4 | 15.7 | 0.5 | 33 | 0 |
| H | 3669.7 | S | 404251 | 5278663 | 2.0 | 8.8 | 32.9 | 143.1 | 1.0 | 23.2 | 0.2 | 0 | 0 |
| LINE 20110 | | | FLIGHT 62 | | | | | | | | | | |
| A | 3821.6 | S | 402226 | 5276436 | 3.3 | 7.7 | 44.3 | 60.7 | 4.8 | 12.8 | 0.4 | 22 | 0 |
| B | 3811.3 | S | 402529 | 5276724 | 5.7 | 13.0 | 76.2 | 198.9 | 3.3 | 31.1 | 0.5 | 15 | 0 |
| C | 3805.6 | E | 402697 | 5276894 | 9.5 | 27.6 | 20.4 | 213.5 | 3.3 | 32.0 | 0.5 | 0 | 0 |
| D | 3795.8 | S? | 402981 | 5277185 | 2.6 | 7.4 | 5.8 | 81.4 | 1.9 | 13.8 | 0.3 | 12 | 247 |
| E | 3773.6 | S | 403626 | 5277818 | 1.5 | 5.3 | 19.0 | 94.6 | 3.9 | 15.7 | 0.2 | 21 | 18 |
| F | 3746.3 | S | 404390 | 5278596 | 1.7 | 10.3 | 58.9 | 197.5 | 1.7 | 32.7 | 0.1 | 0 | 0 |
| LINE 20120 | | | FLIGHT 69 | | | | | | | | | | |
| A | 1680.4 | S | 402829 | 5276822 | 4.0 | 10.0 | 45.8 | 170.6 | 5.2 | 29.6 | 0.4 | 7 | 0 |
| B | 1691.3 | S? | 403144 | 5277124 | 2.9 | 12.4 | 14.8 | 121.5 | 0.8 | 20.6 | 0.2 | 0 | 257 |
| C | 1700.7 | S? | 403406 | 5277404 | 2.6 | 8.4 | 6.4 | 13.4 | 6.6 | 2.4 | --- | --- | 187 |
| D | 1709.7 | S | 403667 | 5277667 | 3.5 | 11.4 | 4.0 | 41.6 | 3.5 | 6.2 | 0.3 | 0 | 62 |
| E | 1742.2 | S | 404623 | 5278614 | 2.5 | 6.9 | 38.0 | 122.3 | 1.9 | 21.6 | 0.3 | 3 | 0 |
| LINE 20130 | | | FLIGHT 69 | | | | | | | | | | |
| A | 1611.3 | S | 402423 | 5276204 | 2.1 | 7.4 | 57.5 | 164.8 | 10.4 | 26.4 | 0.2 | 13 | 0 |
| B | 1593.0 | S? | 402925 | 5276702 | 7.5 | 16.8 | 47.2 | 195.1 | 9.3 | 32.9 | 0.5 | 5 | 0 |
| C | 1579.6 | S | 403299 | 5277070 | 1.4 | 6.3 | 42.0 | 140.7 | 0.0 | 20.5 | 0.2 | 7 | 0 |
| D | 1533.3 | E | 404622 | 5278397 | 3.5 | 7.1 | 15.8 | 63.8 | 5.8 | 12.2 | 0.5 | 0 | 0 |
| LINE 20140 | | | FLIGHT 69 | | | | | | | | | | |
| A | 1396.4 | S | 403123 | 5276687 | 2.0 | 6.4 | 21.1 | 72.5 | 4.4 | 15.0 | 0.3 | 0 | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 20140 | | | FLIGHT 69 | | | | | | | | | | |
| B | 1407.1 | S | 403447 | 5277021 | 3.8 | 5.8 | 31.3 | 99.0 | 0.9 | 17.9 | 0.6 | 14 | 0 |
| C | 1417.2 | S | 403760 | 5277338 | 1.0 | 2.4 | 4.1 | 31.2 | 1.1 | 5.2 | --- | --- | 0 |
| D | 1457.7 | S | 404989 | 5278538 | 1.0 | 2.1 | 29.2 | 69.2 | 0.8 | 13.1 | 0.3 | 36 | 0 |
| LINE 20150 | | | FLIGHT 69 | | | | | | | | | | |
| A | 1305.7 | S? | 403227 | 5276581 | 2.1 | 8.6 | 49.7 | 125.5 | 4.6 | 22.6 | 0.2 | 0 | 0 |
| B | 1295.1 | S? | 403549 | 5276901 | 6.2 | 14.1 | 16.0 | 92.0 | 2.2 | 16.1 | 0.5 | 2 | 237 |
| C | 1244.0 | S | 405092 | 5278443 | 0.0 | 2.7 | 69.2 | 99.9 | 1.9 | 25.0 | --- | --- | 13 |
| LINE 20160 | | | FLIGHT 68 | | | | | | | | | | |
| A | 4464.8 | S | 403015 | 5276161 | 2.1 | 5.7 | 16.8 | 72.5 | 3.4 | 10.9 | 0.3 | 14 | 235 |
| B | 4472.6 | E | 403253 | 5276394 | 9.7 | 18.2 | 62.6 | 130.4 | 8.0 | 26.5 | --- | --- | 0 |
| C | 4476.4 | S | 403370 | 5276511 | 7.8 | 13.0 | 65.4 | 89.8 | 5.4 | 20.5 | 0.7 | 10 | 4 |
| D | 4537.7 | S | 405196 | 5278344 | 4.5 | 10.2 | 45.4 | 131.8 | 1.2 | 24.0 | 0.5 | 4 | 24 |
| LINE 20170 | | | FLIGHT 68 | | | | | | | | | | |
| A | 4257.9 | E | 403367 | 5276292 | 10.6 | 22.6 | 21.5 | 187.8 | 26.2 | 33.4 | 0.6 | 0 | 0 |
| B | 4253.0 | S | 403510 | 5276434 | 6.2 | 12.4 | 127.0 | 225.2 | 5.8 | 44.5 | 0.6 | 11 | 0 |
| C | 4241.5 | S | 403856 | 5276776 | 4.1 | 5.9 | 33.9 | 63.7 | 3.9 | 9.6 | 0.7 | 32 | 197 |
| D | 4236.2 | E | 404015 | 5276935 | 3.2 | 12.0 | 26.3 | 123.3 | 9.9 | 15.7 | 0.3 | 2 | 0 |
| E | 4189.2 | S | 405375 | 5278305 | 2.5 | 11.7 | 7.3 | 63.0 | 0.5 | 10.3 | 0.2 | 0 | 0 |
| LINE 20180 | | | FLIGHT 68 | | | | | | | | | | |
| A | 4065.5 | E | 403507 | 5276231 | 10.9 | 23.8 | 26.4 | 126.0 | 13.7 | 23.5 | 0.6 | 0 | 0 |
| B | 4071.1 | S | 403690 | 5276407 | 8.5 | 14.0 | 184.4 | 236.5 | 7.2 | 59.7 | 0.7 | 13 | 0 |
| C | 4082.3 | S | 404022 | 5276750 | 3.4 | 7.4 | 43.2 | 142.9 | 1.8 | 19.9 | 0.4 | 24 | 0 |
| D | 4131.0 | S | 405480 | 5278204 | 4.0 | 12.8 | 5.6 | 60.8 | 1.4 | 10.3 | 0.3 | 0 | 5 |
| LINE 20190 | | | FLIGHT 68 | | | | | | | | | | |
| A | 3997.9 | E | 403522 | 5276029 | 9.1 | 12.4 | 46.3 | 86.8 | 22.1 | 15.0 | 0.9 | 14 | 0 |
| B | 3988.1 | S | 403781 | 5276298 | 11.5 | 21.6 | 191.1 | 292.0 | 12.2 | 71.0 | 0.7 | 12 | 0 |
| D | 3933.8 | S | 405306 | 5277826 | 1.9 | 4.2 | 6.2 | 31.0 | 6.0 | 4.5 | --- | --- | 0 |
| E | 3924.2 | S | 405595 | 5278099 | 2.1 | 5.6 | 3.6 | 41.4 | 0.5 | 7.0 | 0.3 | 12 | 2 |
| LINE 20200 | | | FLIGHT 68 | | | | | | | | | | |
| A | 3800.6 | S | 403812 | 5276118 | 6.4 | 22.4 | 65.8 | 151.3 | 2.3 | 31.1 | 0.4 | 0 | 40 |
| B | 3803.1 | S? | 403892 | 5276196 | 6.7 | 12.8 | 65.8 | 151.3 | 1.4 | 31.1 | 0.6 | 14 | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 20200 | | | FLIGHT 68 | | | | | | | | | | |
| C | 3848.4 | S? | 405292 | 5277584 | 1.4 | 1.7 | 1.7 | 23.8 | 0.8 | 4.3 | --- | --- | 335 |
| D | 3865.2 | S | 405812 | 5278108 | 3.6 | 8.9 | 5.7 | 54.7 | 0.6 | 9.0 | 0.4 | 5 | 0 |
| LINE 20210 | | | FLIGHT 68 | | | | | | | | | | |
| A | 3735.1 | S? | 403661 | 5275757 | 3.5 | 8.6 | 32.6 | 132.7 | 11.7 | 23.0 | 0.4 | 13 | 68 |
| B | 3727.4 | S? | 403890 | 5275984 | 6.8 | 18.9 | 37.1 | 212.4 | 5.0 | 32.7 | 0.4 | 6 | 0 |
| C | 3718.9 | S | 404153 | 5276244 | 3.8 | 10.4 | 5.6 | 31.2 | 2.8 | 5.0 | 0.4 | 0 | 0 |
| D | 3658.5 | S | 405915 | 5278014 | 1.4 | 3.5 | 2.5 | 27.7 | 0.8 | 4.1 | --- | --- | 6 |
| LINE 20220 | | | FLIGHT 68 | | | | | | | | | | |
| A | 3544.3 | S | 404596 | 5276448 | 2.6 | 8.0 | 4.6 | 40.1 | 0.0 | 5.9 | --- | --- | 162 |
| LINE 20230 | | | FLIGHT 68 | | | | | | | | | | |
| A | 3450.5 | S | 404451 | 5276105 | 1.7 | 5.3 | 48.4 | 149.2 | 2.9 | 26.5 | 0.3 | 16 | 0 |
| B | 3447.8 | E | 404538 | 5276194 | 7.4 | 18.8 | 48.0 | 139.0 | 5.7 | 26.4 | 0.5 | 0 | 0 |
| LINE 20240 | | | FLIGHT 68 | | | | | | | | | | |
| A | 3264.5 | S | 404545 | 5275988 | 4.3 | 5.3 | 79.6 | 133.3 | 11.2 | 28.5 | 0.8 | 38 | 0 |
| B | 3276.0 | S | 404876 | 5276334 | 2.6 | 6.3 | 11.0 | 53.4 | 2.0 | 9.7 | --- | --- | 102 |
| LINE 20250 | | | FLIGHT 68 | | | | | | | | | | |
| A | 3176.5 | E | 404591 | 5275820 | 14.9 | 41.8 | 17.9 | 323.5 | 0.0 | 55.4 | 0.6 | 0 | 62 |
| B | 3170.5 | S | 404767 | 5275992 | 2.5 | 6.5 | 134.2 | 281.7 | 8.9 | 43.9 | 0.3 | 25 | 0 |
| C | 3167.9 | S | 404846 | 5276066 | 12.1 | 28.6 | 100.6 | 281.7 | 12.9 | 43.9 | 0.6 | 7 | 0 |
| D | 3104.6 | E | 406648 | 5277866 | 7.0 | 13.6 | 65.9 | 113.4 | 3.0 | 23.8 | 0.6 | 0 | 0 |
| E | 3102.2 | S | 406719 | 5277938 | 3.6 | 7.6 | 65.9 | 113.4 | 1.6 | 23.8 | 0.5 | 2 | 0 |
| LINE 20260 | | | FLIGHT 68 | | | | | | | | | | |
| A | 2988.3 | S | 404831 | 5275866 | 3.1 | 12.1 | 98.5 | 170.8 | 5.3 | 44.7 | 0.3 | 0 | 0 |
| B | 2992.2 | S | 404952 | 5275991 | 4.5 | 6.1 | 120.1 | 150.1 | 14.2 | 36.2 | 0.7 | 30 | 0 |
| C | 3018.3 | S | 405743 | 5276774 | 3.4 | 6.5 | 14.8 | 70.8 | 7.8 | 9.9 | --- | --- | 0 |
| D | 3050.3 | S | 406783 | 5277789 | 3.7 | 12.7 | 74.6 | 171.8 | 1.8 | 33.0 | 0.3 | 0 | 3 |
| LINE 20270 | | | FLIGHT 68 | | | | | | | | | | |
| A | 2888.3 | S | 405090 | 5275910 | 5.2 | 10.6 | 168.8 | 213.7 | 18.3 | 53.9 | 0.5 | 18 | 0 |
| B | 2860.0 | S | 405932 | 5276734 | 3.3 | 4.3 | 15.3 | 70.9 | 5.4 | 14.9 | 0.7 | 36 | 20 |
| C | 2828.2 | S | 406812 | 5277634 | 2.9 | 9.0 | 49.7 | 135.1 | 2.9 | 24.0 | 0.3 | 1 | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 20280 | | | FLIGHT 68 | | | | | | | | | | |
| A | 2537.0 | S | 405225 | 5275841 | 12.3 | 21.9 | 255.6 | 446.7 | 12.2 | 99.8 | 0.8 | 16 | 0 |
| B | 2563.8 | S | 406018 | 5276626 | 3.2 | 8.3 | 28.5 | 59.3 | 4.7 | 11.4 | 0.4 | 15 | 0 |
| C | 2591.3 | S? | 406872 | 5277466 | 5.8 | 15.2 | 32.6 | 95.1 | 2.5 | 17.2 | 0.4 | 0 | 3 |
| LINE 20290 | | | FLIGHT 68 | | | | | | | | | | |
| A | 2437.3 | S | 405376 | 5275764 | 7.0 | 8.8 | 164.3 | 158.9 | 13.1 | 45.0 | 0.9 | 33 | 45 |
| B | 2432.0 | S | 405527 | 5275916 | 11.4 | 7.0 | 217.4 | 159.6 | 16.8 | 52.5 | 2.5 | 42 | 657 |
| C | 2429.5 | S? | 405599 | 5275986 | 23.7 | 31.5 | 241.0 | 159.6 | 21.3 | 52.7 | 1.3 | 16 | 0 |
| D | 2424.5 | S | 405744 | 5276130 | 4.8 | 20.5 | 60.5 | 354.7 | 30.0 | 55.3 | 0.3 | 10 | 0 |
| E | 2415.0 | S | 406015 | 5276406 | 5.3 | 7.3 | 29.4 | 106.8 | 3.0 | 17.2 | 0.8 | 28 | 0 |
| F | 2382.8 | S? | 406931 | 5277328 | 4.2 | 7.4 | 29.8 | 88.4 | 2.2 | 15.5 | 0.5 | 8 | 0 |
| LINE 20300 | | | FLIGHT 68 | | | | | | | | | | |
| A | 2233.7 | S | 404968 | 5275162 | 3.8 | 6.0 | 76.0 | 125.4 | 15.2 | 19.0 | 0.6 | 43 | 0 |
| B | 2250.7 | S | 405486 | 5275645 | 13.6 | 14.2 | 97.3 | 104.3 | 10.9 | 26.1 | 1.4 | 23 | 47 |
| C | 2257.5 | S | 405677 | 5275854 | 7.7 | 9.5 | 135.0 | 81.0 | 14.4 | 48.0 | 1.0 | 22 | 0 |
| D | 2277.4 | S | 406283 | 5276471 | 2.9 | 5.5 | 20.7 | 64.6 | 1.5 | 11.9 | 0.5 | 26 | 0 |
| E | 2300.3 | S | 407009 | 5277192 | 4.8 | 10.3 | 15.4 | 64.4 | 0.9 | 11.0 | 0.5 | 0 | 15 |
| LINE 20310 | | | FLIGHT 68 | | | | | | | | | | |
| A | 2165.7 | S | 405151 | 5275115 | 2.8 | 4.5 | 27.9 | 34.6 | 6.3 | 7.3 | 0.5 | 42 | 0 |
| B | 2155.7 | S | 405441 | 5275412 | 8.1 | 15.2 | 77.8 | 174.8 | 5.5 | 28.4 | 0.6 | 22 | 71 |
| C | 2148.9 | S? | 405650 | 5275612 | 14.4 | 14.3 | 85.6 | 17.6 | 3.3 | 23.8 | 1.5 | 23 | 376 |
| D | 2140.3 | S | 405917 | 5275866 | 6.5 | 12.6 | 224.5 | 273.0 | 12.7 | 69.2 | 0.6 | 18 | 269 |
| E | 2118.2 | S | 406584 | 5276552 | 3.1 | 11.2 | 5.1 | 50.6 | 2.8 | 8.6 | 0.3 | 0 | 0 |
| F | 2096.4 | S | 407233 | 5277197 | 1.2 | 6.1 | 5.3 | 29.0 | 3.1 | 4.5 | --- | --- | 0 |
| LINE 20320 | | | FLIGHT 68 | | | | | | | | | | |
| A | 1952.8 | S | 405217 | 5274947 | 6.2 | 11.4 | 27.4 | 62.6 | 6.6 | 9.6 | 0.6 | 27 | 0 |
| B | 1965.6 | S | 405580 | 5275332 | 4.7 | 7.9 | 43.0 | 79.4 | 5.1 | 22.2 | 0.6 | 31 | 0 |
| C | 1980.8 | S? | 406015 | 5275779 | 9.5 | 7.7 | 88.0 | 43.9 | 6.0 | 28.7 | 1.7 | 24 | 0 |
| D | 2024.5 | S | 407339 | 5277096 | 3.0 | 5.7 | 11.7 | 33.3 | 7.1 | 4.3 | 0.5 | 14 | 0 |
| LINE 20330 | | | FLIGHT 68 | | | | | | | | | | |
| A | 1878.6 | S | 405530 | 5275060 | 3.9 | 3.8 | 30.5 | 60.5 | 4.1 | 6.1 | 1.0 | 56 | 360 |
| B | 1872.8 | S? | 405696 | 5275232 | 5.4 | 11.9 | 74.7 | 262.7 | 6.1 | 35.6 | 0.5 | 23 | 65 |
| C | 1870.5 | E | 405761 | 5275299 | 10.9 | 35.2 | 43.0 | 278.5 | 6.1 | 39.2 | 0.5 | 3 | 0 |

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CP = COPLANAR

Note: EM values shown above are local amplitudes

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 20330 | | | FLIGHT 68 | | | | | | | | | | |
| D | 1858.6 | S | 406106 | 5275647 | 12.4 | 16.0 | 241.2 | 341.2 | 19.2 | 82.7 | 1.1 | 22 | 0 |
| E | 1854.5 | S | 406231 | 5275772 | 14.2 | 14.0 | 172.4 | 254.3 | 9.3 | 56.6 | 1.5 | 24 | 182 |
| F | 1839.0 | S | 406705 | 5276238 | 0.8 | 6.6 | 11.1 | 81.7 | 5.7 | 12.8 | --- | --- | 136 |
| G | 1815.6 | E | 407386 | 5276928 | 3.2 | 10.5 | 18.3 | 66.1 | 1.2 | 10.5 | 0.3 | 0 | 0 |
| H | 1813.2 | S | 407458 | 5277000 | 1.8 | 3.1 | 18.3 | 66.1 | 10.9 | 10.5 | 0.4 | 36 | 0 |
| LINE 20340 | | | FLIGHT 68 | | | | | | | | | | |
| A | 1661.7 | S | 405599 | 5274919 | 4.8 | 5.7 | 29.2 | 42.4 | 9.8 | 6.4 | 0.9 | 42 | 0 |
| B | 1682.2 | S | 406200 | 5275539 | 5.4 | 7.9 | 132.7 | 155.8 | 6.4 | 43.9 | 0.7 | 22 | 0 |
| C | 1697.2 | E | 406649 | 5275977 | 5.1 | 15.3 | 4.6 | 114.8 | 5.2 | 21.6 | 0.4 | 0 | 0 |
| D | 1705.5 | S | 406892 | 5276224 | 2.0 | 5.7 | 12.5 | 42.5 | 7.1 | 7.5 | 0.3 | 9 | 0 |
| E | 1728.6 | S | 407598 | 5276923 | 2.3 | 5.0 | 24.4 | 96.7 | 2.7 | 16.0 | 0.4 | 19 | 3 |
| LINE 20350 | | | FLIGHT 68 | | | | | | | | | | |
| A | 1586.1 | S | 405974 | 5275090 | 2.9 | 5.4 | 28.7 | 63.3 | 4.4 | 10.9 | 0.5 | 39 | 0 |
| B | 1568.2 | S | 406524 | 5275632 | 5.0 | 4.7 | 49.1 | 94.9 | 11.5 | 19.5 | 1.1 | 46 | 22 |
| C | 1561.3 | S | 406735 | 5275845 | 6.3 | 14.1 | 59.1 | 178.5 | 11.4 | 32.0 | 0.5 | 5 | 0 |
| D | 1551.5 | S | 407016 | 5276142 | 1.7 | 5.9 | 5.7 | 27.2 | 5.8 | 4.8 | --- | --- | 0 |
| E | 1533.3 | E | 407554 | 5276659 | 5.2 | 14.9 | 4.3 | 132.1 | 2.1 | 19.6 | 0.4 | 0 | 0 |
| F | 1531.2 | S | 407616 | 5276721 | 2.8 | 6.1 | 27.8 | 132.1 | 1.8 | 19.6 | 0.4 | 18 | 0 |
| LINE 20360 | | | FLIGHT 68 | | | | | | | | | | |
| A | 1374.3 | S? | 405820 | 5274736 | 4.9 | 12.2 | 67.7 | 199.7 | 10.3 | 36.4 | 0.4 | 22 | 0 |
| B | 1383.1 | S | 406075 | 5274981 | 5.1 | 14.7 | 66.4 | 96.2 | 32.5 | 17.6 | 0.4 | 13 | 0 |
| C | 1403.6 | S | 406664 | 5275565 | 2.6 | 3.8 | 82.5 | 90.0 | 10.5 | 23.9 | 0.6 | 40 | 0 |
| D | 1412.2 | E | 406917 | 5275816 | 7.4 | 17.2 | 14.5 | 136.6 | 5.7 | 26.3 | 0.5 | 0 | 12 |
| E | 1426.8 | S | 407350 | 5276247 | 0.9 | 4.9 | 2.7 | 45.6 | 2.2 | 8.3 | --- | --- | 215 |
| F | 1437.7 | S | 407688 | 5276584 | 1.1 | 7.8 | 48.2 | 196.9 | 3.4 | 28.1 | 0.1 | 2 | 0 |
| LINE 20370 | | | FLIGHT 68 | | | | | | | | | | |
| A | 1301.3 | S | 406200 | 5274879 | 5.8 | 11.7 | 67.1 | 162.9 | 4.6 | 33.4 | 0.5 | 26 | 0 |
| B | 1281.7 | S? | 406739 | 5275439 | 2.5 | 9.9 | 79.5 | 250.0 | 9.9 | 41.8 | 0.2 | 9 | 5 |
| C | 1275.6 | S | 406918 | 5275619 | 8.8 | 16.9 | 61.6 | 166.2 | 10.5 | 28.0 | 0.7 | 12 | 0 |
| D | 1260.2 | E | 407355 | 5276040 | 5.3 | 16.9 | 14.8 | 127.7 | 7.2 | 20.6 | 0.4 | 0 | 0 |
| E | 1247.1 | S | 407742 | 5276415 | 4.3 | 10.9 | 110.2 | 207.9 | 3.0 | 47.4 | 0.4 | 11 | 0 |
| LINE 20380 | | | FLIGHT 67 | | | | | | | | | | |
| A | 4530.4 | S | 406303 | 5274782 | 6.7 | 13.5 | 91.6 | 162.3 | 5.7 | 34.3 | 0.6 | 20 | 6 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 20380 | | | FLIGHT 67 | | | | | | | | | | |
| B | 4551.0 | S? | 406876 | 5275362 | 5.9 | 13.7 | 25.2 | 88.7 | 2.8 | 17.0 | 0.5 | 4 | 0 |
| C | 4559.0 | S? | 407123 | 5275600 | 6.2 | 10.6 | 99.3 | 218.4 | 20.4 | 40.5 | 0.7 | 24 | 0 |
| D | 4571.8 | S | 407500 | 5275974 | 3.6 | 6.6 | 57.6 | 128.0 | 6.1 | 23.2 | 0.5 | 21 | 0 |
| E | 4581.3 | D | 407781 | 5276261 | 12.3 | 17.6 | 115.5 | 74.2 | 5.0 | 12.6 | 1.0 | 12 | 0 |
| F | 4585.9 | S | 407918 | 5276397 | 13.3 | 25.7 | 126.1 | 217.1 | 3.7 | 49.1 | 0.7 | 0 | 0 |
| G | 4588.0 | E | 407977 | 5276457 | 5.8 | 13.7 | 9.0 | 42.0 | 1.0 | 8.2 | 0.5 | 0 | 0 |
| LINE 20390 | | | FLIGHT 67 | | | | | | | | | | |
| A | 4461.4 | S | 406208 | 5274481 | 3.3 | 4.4 | 50.1 | 35.1 | 1.7 | 11.8 | 0.7 | 43 | 0 |
| B | 4454.1 | S | 406431 | 5274702 | 5.5 | 6.8 | 50.9 | 50.7 | 3.7 | 14.4 | 0.9 | 28 | 0 |
| C | 4438.6 | L | 406889 | 5275155 | 9.5 | 2.1 | 32.4 | 6.3 | 26.9 | 13.9 | 9.6 | 45 | 32 |
| D | 4437.4 | L | 406924 | 5275190 | 5.8 | 10.6 | 32.4 | 10.0 | 26.9 | 13.9 | 0.6 | 16 | 84 |
| E | 4426.1 | S | 407250 | 5275505 | 8.4 | 11.0 | 147.5 | 185.0 | 11.4 | 47.9 | 0.9 | 23 | 0 |
| F | 4415.1 | S? | 407561 | 5275814 | 4.5 | 8.3 | 41.0 | 106.5 | 5.4 | 14.8 | 0.5 | 33 | 73 |
| G | 4405.1 | S | 407859 | 5276108 | 15.1 | 21.2 | 122.4 | 208.6 | 5.3 | 47.4 | 1.1 | 19 | 0 |
| H | 4397.6 | E | 408089 | 5276349 | 10.3 | 24.1 | 17.2 | 203.1 | 3.9 | 27.1 | 0.6 | 0 | 0 |
| LINE 20400 | | | FLIGHT 67 | | | | | | | | | | |
| A | 4240.2 | S | 406294 | 5274344 | 4.4 | 11.5 | 62.4 | 143.2 | 0.4 | 24.3 | 0.4 | 20 | 0 |
| B | 4251.2 | S? | 406644 | 5274693 | 4.9 | 16.1 | 64.8 | 168.8 | 4.2 | 33.0 | 0.3 | 10 | 55 |
| C | 4277.4 | S | 407443 | 5275491 | 8.8 | 11.7 | 139.2 | 202.4 | 10.4 | 51.7 | 0.9 | 18 | 0 |
| D | 4286.3 | S? | 407731 | 5275780 | 5.7 | 15.9 | 27.1 | 100.8 | 9.6 | 16.8 | 0.4 | 9 | 21 |
| E | 4294.2 | S | 407977 | 5276033 | 5.3 | 8.2 | 125.7 | 148.9 | 7.9 | 46.3 | 0.7 | 27 | 0 |
| LINE 20410 | | | FLIGHT 67 | | | | | | | | | | |
| A | 4177.3 | S? | 406649 | 5274481 | 2.1 | 11.6 | 15.8 | 137.5 | 2.3 | 21.1 | 0.2 | 2 | 65 |
| B | 4150.7 | E | 407375 | 5275206 | 9.4 | 22.1 | 14.1 | 191.4 | 12.7 | 28.6 | 0.6 | 0 | 0 |
| C | 4147.6 | S | 407460 | 5275288 | 5.6 | 13.3 | 93.8 | 215.4 | 12.7 | 36.6 | 0.5 | 11 | 0 |
| D | 4143.1 | S | 407583 | 5275412 | 16.2 | 17.2 | 130.5 | 174.8 | 18.3 | 33.1 | 1.5 | 17 | 105 |
| E | 4125.3 | S | 408075 | 5275915 | 5.7 | 12.7 | 212.5 | 311.3 | 10.4 | 69.4 | 0.5 | 19 | 0 |
| LINE 20420 | | | FLIGHT 67 | | | | | | | | | | |
| A | 3804.5 | S | 406573 | 5274181 | 3.5 | 10.0 | 35.9 | 169.0 | 8.2 | 24.0 | 0.3 | 16 | 0 |
| B | 3819.7 | S | 406986 | 5274593 | 1.6 | 6.4 | 22.6 | 107.4 | 8.4 | 17.8 | 0.2 | 5 | 0 |
| C | 3838.9 | S? | 407537 | 5275169 | 10.8 | 19.0 | 34.5 | 97.3 | 3.7 | 15.7 | 0.8 | 12 | 0 |
| D | 3845.5 | S? | 407736 | 5275370 | 9.0 | 8.3 | 130.7 | 169.2 | 20.5 | 42.2 | 1.4 | 31 | 177 |
| E | 3856.8 | S | 408077 | 5275704 | 3.5 | 3.1 | 109.8 | 58.1 | 8.5 | 36.8 | 1.1 | 46 | 0 |
| F | 3888.0 | S | 409019 | 5276644 | 3.3 | 6.3 | 18.8 | 37.9 | 23.9 | 5.7 | --- | --- | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 20430 | | FLIGHT 67 | | | | | | | | | | | |
| A | 3717.9 | S | 407113 | 5274516 | 2.7 | 12.8 | 56.6 | 225.6 | 3.9 | 32.4 | 0.2 | 0 | 0 |
| B | 3698.5 | E | 407657 | 5275073 | 5.9 | 11.9 | 22.4 | 137.3 | 10.0 | 23.2 | 0.5 | 5 | 0 |
| C | 3691.6 | S | 407854 | 5275272 | 7.2 | 8.9 | 149.7 | 159.4 | 12.2 | 44.0 | 0.9 | 27 | 76 |
| D | 3679.9 | S | 408199 | 5275615 | 9.5 | 16.2 | 175.2 | 245.3 | 9.4 | 57.1 | 0.7 | 19 | 0 |
| E | 3647.3 | S? | 409168 | 5276584 | 5.1 | 5.4 | 32.4 | 17.5 | 60.5 | 3.4 | --- | --- | 0 |
| LINE 20440 | | FLIGHT 67 | | | | | | | | | | | |
| A | 3500.0 | S | 406869 | 5274066 | 1.2 | 4.5 | 8.3 | 43.7 | 3.1 | 7.9 | 0.2 | 14 | 0 |
| B | 3509.4 | S | 407152 | 5274343 | 3.1 | 7.5 | 30.5 | 84.1 | 5.3 | 16.3 | 0.4 | 10 | 0 |
| C | 3518.1 | E | 407407 | 5274601 | 5.2 | 14.6 | 0.9 | 93.2 | 2.0 | 16.0 | 0.4 | 0 | 145 |
| D | 3528.8 | E | 407714 | 5274919 | 13.4 | 20.9 | 26.9 | 51.8 | 11.6 | 11.1 | 0.9 | 0 | 0 |
| E | 3532.5 | S | 407828 | 5275032 | 8.2 | 12.1 | 123.9 | 189.4 | 9.9 | 41.7 | 0.8 | 17 | 0 |
| F | 3539.0 | S | 408028 | 5275225 | 4.8 | 7.3 | 60.8 | 104.6 | 7.1 | 21.2 | 0.7 | 30 | 0 |
| G | 3548.1 | S | 408296 | 5275487 | 17.1 | 30.1 | 56.3 | 114.3 | 11.0 | 20.3 | 0.9 | 6 | 0 |
| H | 3551.1 | S | 408383 | 5275573 | 4.4 | 14.5 | 56.3 | 113.4 | 11.0 | 23.0 | 0.3 | 6 | 0 |
| LINE 20450 | | FLIGHT 67 | | | | | | | | | | | |
| A | 3445.5 | S | 407013 | 5273999 | 4.2 | 9.7 | 36.1 | 105.6 | 4.8 | 17.5 | 0.4 | 18 | 0 |
| B | 3439.9 | S | 407176 | 5274170 | 6.4 | 8.8 | 24.5 | 61.4 | 1.0 | 5.5 | 0.8 | 24 | 40 |
| C | 3416.5 | S | 407850 | 5274835 | 5.4 | 7.9 | 195.4 | 97.5 | 14.6 | 56.9 | 0.7 | 26 | 0 |
| D | 3405.5 | S | 408175 | 5275158 | 10.2 | 14.0 | 40.4 | 76.6 | 8.9 | 13.1 | 1.0 | 19 | 0 |
| E | 3400.6 | S | 408325 | 5275306 | 5.6 | 16.0 | 59.6 | 146.2 | 8.5 | 24.8 | 0.4 | 8 | 0 |
| LINE 20460 | | FLIGHT 67 | | | | | | | | | | | |
| A | 3210.2 | S | 407138 | 5273912 | 1.8 | 5.3 | 18.6 | 54.9 | 4.2 | 11.1 | 0.3 | 21 | 0 |
| B | 3217.5 | S | 407360 | 5274125 | 4.8 | 9.7 | 27.9 | 60.3 | 4.1 | 11.7 | 0.5 | 18 | 0 |
| C | 3233.4 | E | 407808 | 5274582 | 21.3 | 35.2 | 36.0 | 64.9 | 25.0 | 11.7 | 1.0 | 0 | 0 |
| D | 3238.3 | S? | 407944 | 5274725 | 14.5 | 25.4 | 349.1 | 334.1 | 17.1 | 117.1 | 0.8 | 12 | 141 |
| E | 3243.5 | S | 408090 | 5274871 | 17.0 | 17.0 | 190.3 | 142.7 | 7.5 | 61.5 | 1.6 | 20 | 0 |
| F | 3253.0 | S | 408353 | 5275118 | 4.8 | 7.8 | 41.0 | 123.4 | 5.8 | 24.7 | 0.6 | 24 | 0 |
| LINE 20470 | | FLIGHT 67 | | | | | | | | | | | |
| A | 3157.5 | S | 407291 | 5273858 | 2.7 | 10.3 | 43.1 | 126.8 | 6.7 | 19.5 | 0.3 | 11 | 0 |
| B | 3146.6 | S | 407599 | 5274177 | 1.1 | 2.1 | 27.6 | 83.5 | 3.1 | 15.6 | 0.3 | 59 | 33 |
| C | 3136.7 | E | 407884 | 5274460 | 6.0 | 22.3 | 25.0 | 103.5 | 30.8 | 16.1 | --- | --- | 0 |
| D | 3133.3 | E | 407986 | 5274557 | 21.7 | 40.8 | 16.0 | 288.3 | 32.7 | 0.1 | 0.9 | 6 | 315 |
| E | 3128.7 | S? | 408124 | 5274686 | 9.6 | 9.4 | 255.6 | 264.2 | 21.3 | 77.1 | 1.3 | 32 | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 20470 | | FLIGHT 67 | | | | | | | | | | | |
| F | 3119.1 | S | 408410 | 5274965 | 1.7 | 12.0 | 63.5 | 218.9 | 1.2 | 33.6 | 0.1 | 4 | 0 |
| LINE 20480 | | FLIGHT 67 | | | | | | | | | | | |
| A | 2931.3 | S | 407634 | 5273984 | 2.7 | 6.9 | 52.3 | 74.5 | 4.9 | 18.7 | 0.4 | 14 | 0 |
| B | 2936.2 | S | 407790 | 5274147 | 7.1 | 7.1 | 54.9 | 97.6 | 17.8 | 19.1 | 1.2 | 29 | 0 |
| C | 2941.8 | S | 407966 | 5274330 | 2.1 | 7.2 | 5.7 | 86.0 | 10.8 | 13.2 | --- | --- | 0 |
| D | 2951.8 | S | 408277 | 5274638 | 6.0 | 6.6 | 99.4 | 190.5 | 8.0 | 41.0 | 1.0 | 31 | 0 |
| E | 2960.5 | S | 408550 | 5274911 | 5.3 | 9.2 | 44.7 | 126.2 | 5.0 | 24.4 | 0.6 | 19 | 70 |
| LINE 20490 | | FLIGHT 67 | | | | | | | | | | | |
| A | 2841.4 | S | 407860 | 5274001 | 3.6 | 10.5 | 29.2 | 132.2 | 9.2 | 22.2 | --- | --- | 0 |
| B | 2834.0 | S? | 408065 | 5274207 | 2.8 | 13.3 | 6.8 | 36.3 | 7.7 | 5.1 | --- | --- | 365 |
| C | 2822.1 | S | 408401 | 5274549 | 5.1 | 15.4 | 101.9 | 273.7 | 7.9 | 44.4 | 0.4 | 9 | 0 |
| D | 2812.1 | S | 408709 | 5274846 | 3.8 | 10.0 | 21.9 | 110.7 | 9.1 | 19.6 | 0.4 | 10 | 0 |
| E | 2757.2 | S | 410262 | 5276383 | 2.0 | 8.0 | 9.2 | 73.2 | 0.0 | 11.4 | --- | --- | 0 |
| LINE 20500 | | FLIGHT 67 | | | | | | | | | | | |
| A | 2627.3 | S | 408274 | 5274207 | 1.0 | 3.3 | 19.3 | 77.3 | 1.1 | 14.6 | 0.2 | 14 | 0 |
| B | 2636.7 | S | 408568 | 5274502 | 7.6 | 14.5 | 37.0 | 125.6 | 7.4 | 21.9 | 0.6 | 5 | 0 |
| C | 2677.8 | S | 409757 | 5275688 | 1.3 | 4.0 | 10.1 | 48.5 | 10.1 | 7.9 | --- | --- | 71 |
| D | 2697.0 | S | 410333 | 5276254 | 0.5 | 9.2 | 7.8 | 43.9 | 3.9 | 6.7 | --- | --- | 0 |
| LINE 20510 | | FLIGHT 67 | | | | | | | | | | | |
| A | 2405.5 | S | 408346 | 5274065 | 3.7 | 8.0 | 9.7 | 51.0 | 5.9 | 8.1 | 0.4 | 1 | 437 |
| B | 2395.1 | S | 408654 | 5274369 | 3.3 | 7.2 | 12.8 | 37.9 | 9.3 | 6.2 | 0.4 | 10 | 0 |
| C | 2359.2 | S? | 409739 | 5275455 | 4.5 | 9.8 | 19.7 | 99.5 | 6.1 | 15.0 | --- | --- | 0 |
| LINE 20530 | | FLIGHT 67 | | | | | | | | | | | |
| A | 2107.7 | S | 408862 | 5274146 | 3.2 | 8.8 | 15.8 | 59.2 | 7.6 | 10.4 | 0.3 | 2 | 0 |
| B | 2065.8 | S? | 410099 | 5275385 | 3.1 | 7.7 | 8.7 | 25.9 | 9.3 | 4.2 | --- | --- | 0 |
| LINE 20540 | | FLIGHT 67 | | | | | | | | | | | |
| A | 1910.5 | S | 408918 | 5273986 | 4.5 | 11.7 | 31.5 | 104.9 | 5.6 | 18.4 | 0.4 | 0 | 0 |
| B | 1954.3 | S | 410219 | 5275305 | 2.1 | 3.7 | 3.2 | 38.5 | 5.8 | 6.1 | --- | --- | 0 |
| LINE 20550 | | FLIGHT 67 | | | | | | | | | | | |
| A | 1814.8 | S | 409016 | 5273884 | 3.0 | 11.9 | 37.0 | 158.2 | 2.3 | 28.1 | 0.3 | 0 | 44 |
| B | 1770.0 | S? | 410374 | 5275243 | 0.6 | 4.2 | 3.1 | 27.8 | 2.4 | 4.3 | --- | --- | 109 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 20560 | | | FLIGHT 67 | | | | | | | | | | |
| A | 1608.9 | E | 409074 | 5273727 | 4.9 | 13.6 | 17.2 | 74.9 | 3.9 | 13.4 | 0.4 | 0 | 89 |
| B | 1610.8 | S | 409139 | 5273793 | 3.2 | 7.3 | 17.2 | 74.9 | 1.0 | 13.4 | 0.4 | 6 | 0 |
| C | 1625.1 | S | 409602 | 5274256 | 2.8 | 4.1 | 22.7 | 66.7 | 7.9 | 10.4 | 0.6 | 32 | 0 |
| D | 1654.9 | S | 410537 | 5275201 | 1.3 | 5.7 | 2.4 | 24.8 | 2.7 | 4.9 | --- | --- | 385 |
| LINE 20570 | | | FLIGHT 67 | | | | | | | | | | |
| A | 1519.8 | E | 409019 | 5273460 | 2.9 | 11.5 | 7.8 | 77.3 | 3.9 | 9.9 | --- | --- | 0 |
| B | 1512.8 | S? | 409222 | 5273666 | 3.4 | 14.2 | 43.3 | 163.9 | 4.3 | 27.7 | 0.3 | 1 | 151 |
| C | 1499.0 | S | 409654 | 5274094 | 1.6 | 4.9 | 32.6 | 94.2 | 5.7 | 16.2 | 0.3 | 17 | 0 |
| D | 1453.5 | S | 410990 | 5275439 | 2.8 | 6.0 | 23.9 | 30.1 | 23.7 | 3.5 | --- | --- | 0 |
| E | 1445.3 | S? | 411213 | 5275674 | 2.9 | 2.8 | 20.7 | 33.0 | 28.6 | 5.3 | --- | --- | 0 |
| LINE 20580 | | | FLIGHT 67 | | | | | | | | | | |
| A | 1308.2 | S? | 409478 | 5273713 | 3.5 | 11.9 | 12.4 | 91.0 | 1.3 | 14.4 | 0.3 | 7 | 0 |
| B | 1316.3 | S | 409736 | 5273971 | 2.8 | 14.2 | 42.5 | 148.7 | 5.8 | 23.6 | 0.2 | 5 | 0 |
| C | 1325.2 | S | 410007 | 5274241 | 1.0 | 9.0 | 25.5 | 109.9 | 2.3 | 13.1 | 0.1 | 0 | 0 |
| D | 1364.3 | S | 411160 | 5275394 | 2.3 | 7.2 | 16.7 | 28.2 | 28.3 | 5.1 | --- | --- | 0 |
| LINE 20590 | | | FLIGHT 67 | | | | | | | | | | |
| A | 1211.2 | S? | 409602 | 5273618 | 3.2 | 12.4 | 20.6 | 135.9 | 2.9 | 23.2 | 0.3 | 2 | 152 |
| B | 1199.5 | S? | 409926 | 5273935 | 2.9 | 5.0 | 14.7 | 59.1 | 9.2 | 9.3 | 0.5 | 39 | 0 |
| C | 1190.5 | S? | 410190 | 5274192 | 5.7 | 16.5 | 34.1 | 149.7 | 5.0 | 25.1 | 0.4 | 5 | 118 |
| D | 1151.9 | B | 411310 | 5275328 | 3.7 | 9.6 | 4.9 | 11.1 | 7.2 | 1.8 | 0.4 | 0 | 0 |
| LINE 20600 | | | FLIGHT 66 | | | | | | | | | | |
| A | 4606.6 | S | 409861 | 5273671 | 1.0 | 3.7 | 10.6 | 62.6 | 2.3 | 13.6 | 0.2 | 24 | 29 |
| B | 4613.8 | S | 410090 | 5273898 | 2.3 | 6.8 | 14.0 | 59.9 | 1.5 | 12.4 | 0.3 | 18 | 0 |
| D | 4659.4 | B? | 411476 | 5275281 | 3.9 | 7.2 | 16.0 | 9.7 | 3.9 | 2.1 | 0.5 | 28 | 0 |
| LINE 20610 | | | FLIGHT 66 | | | | | | | | | | |
| A | 4498.6 | S | 410000 | 5273593 | 1.9 | 8.6 | 13.9 | 102.6 | 2.9 | 14.8 | 0.2 | 5 | 56 |
| B | 4486.0 | S | 410353 | 5273942 | 3.1 | 8.2 | 26.4 | 76.7 | 4.1 | 12.4 | 0.4 | 12 | 0 |
| C | 4474.3 | S | 410702 | 5274288 | 1.5 | 5.7 | 6.5 | 25.1 | 1.7 | 4.2 | --- | --- | 0 |
| LINE 20620 | | | FLIGHT 66 | | | | | | | | | | |
| A | 4281.5 | S? | 409656 | 5273047 | 0.3 | 2.7 | 3.4 | 28.5 | 2.1 | 5.4 | --- | --- | 0 |

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Note:EM values shown above are local amplitudes

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 20620 | | | FLIGHT 66 | | | | | | | | | | |
| B | 4299.6 | S? | 410238 | 5273613 | 0.0 | 5.1 | 39.5 | 128.5 | 0.0 | 24.0 | 0.1 | 26 | 105 |
| C | 4309.1 | S? | 410507 | 5273892 | 2.1 | 5.0 | 25.1 | 43.3 | 1.2 | 10.5 | 0.3 | 25 | 0 |
| LINE 20630 | | | FLIGHT 66 | | | | | | | | | | |
| A | 4204.4 | S | 409750 | 5272915 | 2.5 | 9.7 | 9.2 | 66.3 | 0.2 | 11.0 | --- | --- | 0 |
| B | 4193.2 | S | 410053 | 5273225 | 3.3 | 9.8 | 29.1 | 124.9 | 3.1 | 22.3 | 0.3 | 3 | 0 |
| C | 4178.5 | S | 410463 | 5273632 | 4.3 | 6.7 | 38.0 | 53.3 | 10.2 | 11.7 | 0.6 | 33 | 45 |
| LINE 20640 | | | FLIGHT 66 | | | | | | | | | | |
| A | 3835.4 | S | 409905 | 5272867 | 2.3 | 2.3 | 5.6 | 40.0 | 1.8 | 6.5 | 0.8 | 36 | 0 |
| B | 3852.5 | S? | 410449 | 5273405 | 4.9 | 11.6 | 52.0 | 152.3 | 1.6 | 32.2 | 0.4 | 9 | 160 |
| C | 3873.2 | S | 411049 | 5274021 | 3.4 | 8.9 | 6.2 | 23.0 | 6.6 | 4.0 | --- | --- | 0 |
| LINE 20650 | | | FLIGHT 66 | | | | | | | | | | |
| A | 3756.2 | S | 409959 | 5272712 | 1.8 | 6.0 | 6.3 | 24.9 | 9.0 | 3.9 | --- | --- | 0 |
| B | 3737.4 | E | 410487 | 5273232 | 8.3 | 24.6 | 8.4 | 187.6 | 5.1 | 33.2 | 0.5 | 0 | 0 |
| C | 3734.4 | S? | 410572 | 5273314 | 1.9 | 5.9 | 52.0 | 196.4 | 1.7 | 36.8 | 0.3 | 17 | 106 |
| D | 3725.4 | S? | 410839 | 5273580 | 1.2 | 6.9 | 12.0 | 96.2 | 0.0 | 17.4 | 0.1 | 4 | 0 |
| E | 3711.7 | S? | 411231 | 5273979 | 2.7 | 5.7 | 23.4 | 150.4 | 10.0 | 24.0 | 0.4 | 29 | 0 |
| F | 3686.1 | S? | 412006 | 5274747 | 4.4 | 6.2 | 1.6 | 18.0 | 0.7 | 3.0 | --- | --- | 246 |
| G | 3681.8 | S? | 412126 | 5274877 | 4.6 | 5.0 | 0.4 | 7.2 | 3.6 | 2.1 | --- | --- | 0 |
| LINE 20660 | | | FLIGHT 66 | | | | | | | | | | |
| A | 3519.0 | S | 410092 | 5272622 | 0.9 | 2.5 | 5.4 | 26.7 | 4.5 | 4.6 | --- | --- | 0 |
| B | 3526.3 | B? | 410331 | 5272860 | 3.5 | 7.7 | 3.2 | 14.3 | 2.4 | 2.6 | 0.4 | 24 | 0 |
| C | 3538.2 | S | 410711 | 5273247 | 4.3 | 7.5 | 73.3 | 137.1 | 2.9 | 26.3 | 0.6 | 16 | 0 |
| D | 3559.6 | S? | 411352 | 5273888 | 3.0 | 4.8 | 37.4 | 130.7 | 4.9 | 22.6 | 0.5 | 36 | 0 |
| LINE 20670 | | | FLIGHT 66 | | | | | | | | | | |
| A | 3444.1 | S | 410243 | 5272562 | 3.1 | 12.3 | 12.6 | 68.2 | 2.2 | 11.2 | 0.3 | 0 | 0 |
| B | 3436.2 | B? | 410475 | 5272796 | 4.9 | 8.7 | 5.4 | 27.1 | 3.8 | 4.4 | 0.6 | 19 | 23 |
| C | 3422.9 | S? | 410835 | 5273169 | 10.3 | 13.6 | 78.8 | 197.6 | 6.6 | 36.8 | 1.0 | 14 | 0 |
| D | 3396.3 | S? | 411594 | 5273903 | 1.8 | 4.2 | 5.0 | 61.8 | 4.9 | 11.3 | 0.3 | 35 | 0 |
| E | 3388.0 | S? | 411834 | 5274152 | 0.9 | 7.8 | 21.9 | 128.3 | 3.4 | 21.1 | 0.1 | 3 | 0 |
| F | 3367.3 | S? | 412446 | 5274761 | 2.7 | 6.0 | 1.5 | 28.9 | 1.4 | 5.1 | --- | --- | 0 |
| LINE 20680 | | | FLIGHT 66 | | | | | | | | | | |
| A | 3212.6 | S | 410522 | 5272635 | 1.4 | 10.6 | 14.0 | 79.8 | 2.0 | 13.3 | --- | --- | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 20680 | | | FLIGHT 66 | | | | | | | | | | |
| B | 3216.0 | B? | 410625 | 5272742 | 4.9 | 6.6 | 2.5 | 12.9 | 2.8 | 10.7 | 0.8 | 35 | 0 |
| C | 3230.8 | S | 411073 | 5273177 | 11.2 | 23.8 | 146.8 | 279.4 | 3.3 | 53.7 | 0.7 | 4 | 0 |
| D | 3267.2 | S? | 412135 | 5274244 | 1.6 | 7.5 | 14.2 | 111.3 | 1.2 | 15.9 | 0.2 | 4 | 0 |
| E | 3288.8 | S | 412760 | 5274867 | 1.8 | 7.4 | 21.7 | 120.6 | 1.7 | 19.9 | 0.2 | 5 | 4 |
| LINE 20690 | | | FLIGHT 66 | | | | | | | | | | |
| A | 3136.6 | S | 410629 | 5272529 | 1.1 | 11.9 | 30.1 | 132.5 | 3.3 | 21.2 | 0.1 | 0 | 1 |
| C | 3092.0 | S | 411853 | 5273742 | 0.5 | 5.2 | 20.1 | 68.9 | 1.9 | 13.1 | 0.1 | 7 | 0 |
| D | 3059.2 | S? | 412766 | 5274664 | 3.4 | 13.0 | 46.8 | 164.7 | 1.3 | 24.0 | 0.3 | 1 | 6 |
| E | 3056.6 | S | 412844 | 5274738 | 3.5 | 13.5 | 46.8 | 164.7 | 8.3 | 24.0 | 0.3 | 0 | 0 |
| LINE 20700 | | | FLIGHT 66 | | | | | | | | | | |
| A | 2900.2 | S | 410781 | 5272455 | 0.9 | 5.8 | 1.7 | 31.8 | 0.6 | 4.1 | --- | --- | 6 |
| B | 2905.8 | B? | 410956 | 5272624 | 4.4 | 4.1 | 3.8 | 0.9 | 2.7 | 1.1 | 1.1 | 47 | 0 |
| D | 2950.6 | S | 412262 | 5273956 | 2.7 | 6.5 | 59.6 | 142.4 | 10.0 | 28.5 | 0.4 | 16 | 0 |
| E | 2979.9 | S | 413105 | 5274788 | 3.0 | 12.9 | 11.9 | 82.3 | 2.1 | 13.6 | 0.2 | 0 | 0 |
| LINE 20710 | | | FLIGHT 66 | | | | | | | | | | |
| A | 2833.3 | D | 410748 | 5272232 | 14.9 | 16.4 | 60.8 | 119.8 | 16.5 | 35.5 | 1.4 | 3 | 0 |
| D | 2781.3 | S | 412254 | 5273728 | 3.0 | 7.2 | 33.3 | 92.4 | 3.6 | 17.2 | 0.4 | 20 | 0 |
| E | 2748.7 | S | 413187 | 5274665 | 2.5 | 9.4 | 9.0 | 52.0 | 7.8 | 8.2 | --- | --- | 0 |
| LINE 20720 | | | FLIGHT 66 | | | | | | | | | | |
| A | 2592.7 | D | 410993 | 5272260 | 6.8 | 9.9 | 30.0 | 50.5 | 6.5 | 15.6 | 0.8 | 13 | 0 |
| D | 2671.1 | S? | 413181 | 5274437 | 1.2 | 4.8 | 4.2 | 40.4 | 2.6 | 5.5 | --- | --- | 264 |
| LINE 20730 | | | FLIGHT 66 | | | | | | | | | | |
| A | 2373.8 | D | 411185 | 5272232 | 3.9 | 8.0 | 8.7 | 14.8 | 1.0 | 2.9 | 0.5 | 16 | 34 |
| D | 2323.9 | S | 412509 | 5273547 | 2.5 | 5.8 | 23.7 | 62.2 | 3.8 | 11.5 | 0.4 | 20 | 107 |
| E | 2313.3 | S | 412796 | 5273847 | 2.5 | 8.1 | 30.8 | 84.8 | 5.0 | 17.2 | 0.3 | 4 | 0 |

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EM Anomaly List

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 20730 | | FLIGHT 66 | | | | | | | | | | | |
| F | 2299.3 | S | 413175 | 5274234 | 1.7 | 4.1 | 11.5 | 43.0 | 8.1 | 7.5 | --- | --- | 0 |
| LINE 20740 | | FLIGHT 66 | | | | | | | | | | | |
| A | 2129.6 | B? | 411261 | 5272092 | 5.3 | 12.1 | 6.3 | 32.9 | 3.1 | 4.9 | 0.5 | 5 | 0 |
| C | 2167.5 | S? | 412348 | 5273192 | 2.9 | 9.6 | 6.9 | 60.5 | 3.9 | 9.1 | 0.3 | 8 | 0 |
| D | 2184.1 | S | 412833 | 5273671 | 1.8 | 2.7 | 39.0 | 48.4 | 2.8 | 13.3 | 0.5 | 50 | 19 |
| E | 2192.3 | S? | 413077 | 5273919 | 1.5 | 9.5 | 23.1 | 138.9 | 5.2 | 18.4 | 0.1 | 0 | 69 |
| LINE 20750 | | FLIGHT 66 | | | | | | | | | | | |
| D | 2016.2 | S? | 412766 | 5273398 | 8.1 | 7.6 | 49.2 | 60.4 | 4.0 | 13.2 | 1.3 | 26 | 0 |
| LINE 20760 | | FLIGHT 66 | | | | | | | | | | | |
| E | 1879.2 | S | 412909 | 5273322 | 3.4 | 2.6 | 61.4 | 38.3 | 5.8 | 19.4 | 1.3 | 53 | 0 |
| F | 1891.0 | E | 413235 | 5273654 | 5.6 | 14.1 | 7.2 | 41.1 | 0.6 | 7.3 | 0.5 | 0 | 58 |
| LINE 20770 | | FLIGHT 66 | | | | | | | | | | | |
| C | 1717.3 | S? | 413078 | 5273272 | 7.1 | 8.3 | 155.7 | 195.7 | 9.3 | 46.6 | 1.0 | 28 | 0 |
| LINE 20780 | | FLIGHT 66 | | | | | | | | | | | |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 20790 | | | FLIGHT 66 | | | | | | | | | | |
| LINE 20800 | | | FLIGHT 66 | | | | | | | | | | |
| E | 1292.6 | S | 413574 | 5273148 | 6.6 | 10.1 | 100.3 | 137.0 | 4.4 | 36.3 | 0.7 | 10 | 1 |
| LINE 20810 | | | FLIGHT 66 | | | | | | | | | | |
| E | 1135.1 | S | 413746 | 5273098 | 6.5 | 10.6 | 132.8 | 187.9 | 4.3 | 39.7 | 0.7 | 17 | 0 |
| LINE 30010 | | | FLIGHT 69 | | | | | | | | | | |
| A | 1994.8 | S | 405187 | 5275407 | 1.9 | 6.4 | 27.0 | 100.6 | 1.4 | 12.9 | 0.3 | 24 | 100 |
| B | 1985.3 | S? | 405450 | 5275666 | 16.9 | 11.0 | 106.8 | 38.1 | 7.8 | 31.0 | 2.6 | 23 | 46 |
| C | 1978.4 | S | 405632 | 5275858 | 4.4 | 1.8 | 98.8 | 15.4 | 13.3 | 31.0 | 3.2 | 64 | 0 |
| D | 1957.0 | S | 406230 | 5276456 | 2.6 | 7.1 | 21.6 | 82.6 | 2.4 | 14.8 | 0.3 | 13 | 0 |
| E | 1929.8 | E | 406964 | 5277202 | 6.1 | 8.9 | 34.0 | 123.5 | 1.2 | 19.9 | 0.8 | 14 | 22 |
| F | 1928.0 | S | 407011 | 5277256 | 2.5 | 7.9 | 34.0 | 123.5 | 2.7 | 19.9 | 0.3 | 5 | 0 |
| LINE 30020 | | | FLIGHT 69 | | | | | | | | | | |
| A | 2092.4 | S | 405736 | 5275856 | 4.4 | 2.5 | 78.2 | 19.1 | 10.4 | 27.6 | 2.0 | 57 | 0 |
| B | 2112.7 | S | 406333 | 5276451 | 1.7 | 7.0 | 16.2 | 53.4 | 4.5 | 9.5 | 0.2 | 6 | 0 |
| C | 2136.5 | S | 407029 | 5277157 | 2.7 | 5.3 | 11.3 | 59.4 | 1.0 | 10.7 | 0.4 | 15 | 17 |
| D | 2141.5 | E | 407177 | 5277305 | 2.5 | 5.3 | 10.1 | 48.6 | 1.5 | 7.4 | 0.4 | 15 | 0 |
| LINE 30030 | | | FLIGHT 69 | | | | | | | | | | |
| A | 2291.0 | S? | 405630 | 5275640 | 11.9 | 10.0 | 87.2 | 34.9 | 3.6 | 25.3 | 1.7 | 25 | 279 |
| B | 2282.9 | S | 405863 | 5275866 | 7.8 | 5.1 | 210.7 | 141.3 | 11.8 | 65.3 | 2.0 | 42 | 311 |
| C | 2264.5 | S | 406389 | 5276408 | 3.4 | 10.2 | 13.1 | 66.7 | 6.7 | 10.0 | --- | --- | 272 |
| D | 2259.2 | S | 406538 | 5276561 | 1.9 | 7.9 | 9.2 | 68.9 | 3.3 | 11.4 | --- | --- | 7 |
| E | 2240.2 | S | 407049 | 5277054 | 1.8 | 5.6 | 4.2 | 38.9 | 3.5 | 6.2 | 0.3 | 10 | 12 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 30040 | | | FLIGHT 69 | | | | | | | | | | |
| A | 2390.0 | S | 405472 | 5275389 | 8.5 | 13.2 | 69.0 | 112.9 | 4.7 | 22.1 | 0.8 | 19 | 0 |
| B | 2405.7 | S | 405930 | 5275829 | 8.3 | 7.0 | 238.9 | 202.7 | 7.9 | 73.0 | 1.5 | 39 | 249 |
| C | 2430.3 | S | 406605 | 5276522 | 2.6 | 9.9 | 5.6 | 39.5 | 3.1 | 5.9 | --- | --- | 43 |
| D | 2452.5 | S | 407266 | 5277167 | 5.0 | 12.0 | 6.6 | 38.6 | 5.8 | 5.2 | 0.5 | 4 | 0 |
| LINE 30050 | | | FLIGHT 69 | | | | | | | | | | |
| A | 2609.9 | S | 405533 | 5275330 | 5.8 | 15.1 | 84.7 | 102.5 | 4.7 | 27.0 | 0.4 | 7 | 0 |
| B | 2598.4 | S | 405852 | 5275647 | 13.0 | 16.6 | 119.1 | 172.8 | 10.7 | 39.3 | 1.1 | 20 | 0 |
| C | 2592.9 | S? | 406006 | 5275798 | 14.1 | 11.6 | 197.0 | 72.0 | 8.0 | 87.6 | 1.9 | 29 | 277 |
| D | 2568.9 | S? | 406676 | 5276463 | 2.9 | 11.4 | 8.9 | 30.3 | 8.2 | 4.8 | --- | --- | 23 |
| E | 2544.0 | S | 407304 | 5277120 | 2.0 | 6.7 | 3.6 | 29.7 | 9.5 | 4.8 | --- | --- | 0 |
| LINE 30060 | | | FLIGHT 69 | | | | | | | | | | |
| A | 2857.4 | S | 405230 | 5274932 | 5.5 | 10.0 | 32.8 | 59.2 | 5.7 | 10.7 | 0.6 | 26 | 0 |
| B | 2872.9 | S | 405627 | 5275317 | 2.8 | 8.7 | 66.6 | 121.0 | 5.4 | 25.7 | 0.3 | 13 | 0 |
| C | 2888.8 | S | 406027 | 5275725 | 22.3 | 36.2 | 212.3 | 352.5 | 7.3 | 82.7 | 1.0 | 9 | 0 |
| D | 2893.2 | S | 406142 | 5275843 | 7.2 | 16.5 | 165.1 | 193.5 | 9.4 | 57.6 | 0.5 | 7 | 0 |
| E | 2938.9 | S | 407397 | 5277087 | 3.4 | 5.9 | 12.5 | 55.1 | 7.2 | 8.2 | 0.5 | 19 | 0 |
| LINE 30070 | | | FLIGHT 69 | | | | | | | | | | |
| A | 3093.6 | E | 405725 | 5275313 | 10.0 | 33.8 | 66.1 | 192.6 | 9.7 | 37.1 | 0.4 | 0 | 0 |
| B | 3079.1 | S | 406092 | 5275677 | 10.0 | 25.2 | 202.1 | 290.9 | 16.9 | 74.5 | 0.5 | 8 | 0 |
| C | 3074.7 | S? | 406203 | 5275789 | 33.9 | 56.6 | 352.4 | 715.2 | 17.2 | 155.9 | 1.2 | 10 | 205 |
| D | 3057.4 | S | 406662 | 5276253 | 1.2 | 7.3 | 8.3 | 87.0 | 1.2 | 13.3 | --- | --- | 205 |
| E | 3051.3 | S | 406825 | 5276415 | 0.8 | 9.6 | 5.2 | 46.4 | 5.4 | 7.9 | --- | --- | 64 |
| F | 3028.1 | S | 407390 | 5277002 | 3.5 | 11.9 | 8.6 | 56.8 | 2.6 | 8.9 | 0.3 | 0 | 0 |
| LINE 30080 | | | FLIGHT 69 | | | | | | | | | | |
| A | 3181.9 | S | 405468 | 5274973 | 0.3 | 8.7 | 9.6 | 65.8 | 5.1 | 10.8 | 0.1 | 14 | 0 |
| B | 3209.6 | S | 406146 | 5275627 | 12.4 | 12.9 | 298.3 | 396.4 | 25.3 | 91.4 | 1.4 | 28 | 0 |
| C | 3214.9 | S | 406274 | 5275763 | 8.3 | 11.1 | 156.2 | 174.0 | 9.1 | 57.9 | 0.9 | 28 | 176 |
| D | 3234.9 | S | 406771 | 5276268 | 0.8 | 4.8 | 14.5 | 89.0 | 1.1 | 14.2 | --- | --- | 0 |
| E | 3257.7 | E | 407420 | 5276905 | 4.7 | 15.3 | 21.8 | 97.2 | 2.5 | 15.7 | 0.3 | 0 | 0 |
| F | 3260.3 | S | 407498 | 5276982 | 3.9 | 7.9 | 21.8 | 97.2 | 5.7 | 15.7 | 0.5 | 13 | 0 |
| LINE 30090 | | | FLIGHT 69 | | | | | | | | | | |
| A | 3683.2 | S? | 405571 | 5274943 | 4.1 | 8.2 | 19.1 | 34.0 | 5.5 | 8.7 | --- | --- | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 30090 | | FLIGHT 69 | | | | | | | | | | | |
| B | 3661.3 | S | 406211 | 5275592 | 13.7 | 16.2 | 231.7 | 244.9 | 11.2 | 64.1 | 1.2 | 20 | 0 |
| C | 3653.6 | S | 406444 | 5275820 | 14.0 | 18.1 | 128.2 | 297.3 | 13.3 | 53.7 | 1.1 | 20 | 184 |
| D | 3640.4 | S | 406835 | 5276217 | 3.2 | 4.7 | 17.8 | 75.3 | 6.6 | 12.3 | --- | --- | 0 |
| E | 3615.9 | S | 407507 | 5276893 | 3.0 | 5.3 | 22.7 | 98.5 | 1.9 | 16.5 | 0.5 | 22 | 8 |
| LINE 30100 | | FLIGHT 71 | | | | | | | | | | | |
| A | 1416.3 | S | 406219 | 5275475 | 4.8 | 5.7 | 70.6 | 74.0 | 8.0 | 21.7 | 0.9 | 34 | 0 |
| B | 1407.6 | S | 406463 | 5275736 | 4.0 | 5.7 | 63.7 | 87.9 | 3.9 | 22.9 | 0.7 | 30 | 0 |
| C | 1391.9 | S | 406910 | 5276188 | 0.9 | 4.8 | 5.8 | 27.2 | 3.5 | 4.8 | --- | --- | 0 |
| D | 1368.4 | S | 407578 | 5276842 | 0.7 | 3.2 | 20.1 | 77.1 | 1.8 | 13.4 | 0.1 | 4 | 0 |
| LINE 30110 | | FLIGHT 71 | | | | | | | | | | | |
| A | 1544.3 | S | 406508 | 5275669 | 6.4 | 7.8 | 44.5 | 61.6 | 6.1 | 16.3 | 0.9 | 27 | 72 |
| B | 1551.0 | S | 406691 | 5275855 | 3.8 | 10.8 | 61.6 | 157.3 | 8.6 | 31.8 | 0.4 | 4 | 0 |
| C | 1561.8 | S | 406984 | 5276146 | 1.7 | 5.4 | 1.9 | 17.3 | 2.9 | 2.8 | --- | --- | 0 |
| D | 1583.1 | S | 407614 | 5276789 | 1.8 | 4.5 | 17.5 | 66.2 | 1.8 | 11.1 | --- | --- | 0 |
| LINE 30120 | | FLIGHT 71 | | | | | | | | | | | |
| A | 1716.9 | S | 406576 | 5275630 | 6.0 | 7.4 | 49.0 | 88.0 | 10.0 | 21.6 | 0.9 | 28 | 0 |
| B | 1681.8 | E | 407574 | 5276644 | 6.3 | 13.9 | 21.6 | 91.1 | 2.9 | 15.0 | 0.5 | 0 | 0 |
| C | 1679.9 | S | 407627 | 5276701 | 3.7 | 6.6 | 21.6 | 91.1 | 2.9 | 15.0 | 0.5 | 15 | 0 |
| LINE 30130 | | FLIGHT 71 | | | | | | | | | | | |
| A | 1833.8 | S | 406073 | 5275032 | 4.5 | 6.6 | 38.0 | 71.5 | 5.0 | 15.6 | 0.7 | 24 | 0 |
| B | 1852.0 | S | 406645 | 5275605 | 7.1 | 10.4 | 97.8 | 138.5 | 15.5 | 27.9 | 0.8 | 25 | 0 |
| C | 1859.8 | E | 406885 | 5275835 | 8.4 | 17.1 | 14.9 | 150.3 | 9.7 | 18.5 | 0.6 | 0 | 0 |
| D | 1886.4 | S | 407693 | 5276651 | 0.6 | 3.1 | 26.3 | 98.0 | 2.2 | 16.4 | 0.1 | 11 | 0 |
| LINE 30140 | | FLIGHT 71 | | | | | | | | | | | |
| A | 2044.6 | S | 406107 | 5274950 | 3.2 | 2.4 | 37.0 | 75.1 | 8.2 | 10.2 | 1.3 | 60 | 0 |
| B | 2025.1 | S | 406687 | 5275535 | 6.1 | 8.7 | 103.0 | 162.9 | 14.3 | 30.0 | 0.8 | 27 | 0 |
| C | 2001.0 | S | 407388 | 5276234 | 1.1 | 3.2 | 7.7 | 63.9 | 1.1 | 9.4 | --- | --- | 239 |
| D | 1993.8 | E | 407608 | 5276451 | 6.0 | 15.1 | 36.5 | 99.2 | 3.4 | 20.7 | 0.5 | 3 | 0 |
| E | 1991.4 | S | 407684 | 5276525 | 1.8 | 6.3 | 39.9 | 99.2 | 2.7 | 23.4 | 0.2 | 4 | 0 |
| LINE 30150 | | FLIGHT 71 | | | | | | | | | | | |
| A | 2138.5 | S? | 406433 | 5275177 | 4.2 | 10.0 | 51.5 | 176.1 | 15.7 | 27.1 | 0.4 | 20 | 0 |
| B | 2150.6 | S? | 406749 | 5275496 | 4.9 | 18.4 | 97.4 | 288.4 | 16.1 | 47.9 | 0.3 | 5 | 83 |

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CP = COPLANAR

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 30150 | | | FLIGHT 71 | | | | | | | | | | |
| C | 2156.6 | S | 406920 | 5275660 | 8.1 | 17.8 | 84.5 | 205.0 | 25.3 | 34.1 | 0.6 | 13 | 0 |
| D | 2160.6 | E | 407035 | 5275769 | 5.1 | 23.6 | 11.6 | 184.2 | 17.0 | 27.4 | 0.3 | 0 | 0 |
| E | 2184.2 | S | 407722 | 5276461 | 1.9 | 7.5 | 106.1 | 241.9 | 4.3 | 47.3 | 0.2 | 15 | 0 |
| LINE 30160 | | | FLIGHT 71 | | | | | | | | | | |
| A | 2356.0 | S | 406232 | 5274867 | 5.0 | 9.9 | 57.6 | 105.0 | 3.3 | 22.8 | 0.5 | 19 | 0 |
| B | 2334.1 | S? | 406782 | 5275422 | 7.3 | 14.8 | 48.9 | 217.9 | 4.7 | 38.6 | 0.6 | 14 | 57 |
| C | 2327.7 | S? | 406947 | 5275592 | 10.5 | 18.6 | 57.3 | 163.2 | 12.4 | 32.9 | 0.7 | 12 | 0 |
| D | 2310.8 | E | 407376 | 5276020 | 8.6 | 21.1 | 49.2 | 187.2 | 5.6 | 29.9 | 0.5 | 1 | 0 |
| E | 2304.7 | S? | 407531 | 5276178 | 4.7 | 7.0 | 37.0 | 34.6 | 2.9 | 9.9 | 0.7 | 31 | 110 |
| F | 2297.6 | S | 407724 | 5276371 | 3.8 | 8.6 | 91.6 | 116.2 | 4.3 | 38.7 | 0.4 | 12 | 0 |
| G | 2292.7 | E | 407861 | 5276511 | 10.0 | 18.4 | 22.7 | 148.1 | 1.7 | 16.4 | 0.7 | 0 | 0 |
| H | 2272.6 | S | 408401 | 5277031 | 1.1 | 1.8 | 4.6 | 22.1 | 6.5 | 3.8 | --- | --- | 0 |
| LINE 30170 | | | FLIGHT 71 | | | | | | | | | | |
| A | 2437.6 | S | 406306 | 5274813 | 4.0 | 6.6 | 44.1 | 49.5 | 3.4 | 21.1 | 0.6 | 23 | 0 |
| B | 2445.7 | E | 406526 | 5275048 | 6.5 | 16.3 | 60.0 | 166.2 | 11.9 | 31.8 | 0.5 | 4 | 0 |
| C | 2458.0 | S | 406848 | 5275395 | 6.3 | 16.1 | 17.7 | 79.5 | 2.1 | 17.3 | 0.5 | 0 | 7 |
| D | 2463.3 | H | 406998 | 5275549 | 9.5 | 20.4 | 20.3 | 92.9 | 14.3 | 17.5 | 0.6 | 0 | 0 |
| E | 2468.3 | S? | 407151 | 5275695 | 4.1 | 10.4 | 64.4 | 150.0 | 4.6 | 29.4 | 0.4 | 12 | 0 |
| F | 2478.3 | S? | 407469 | 5275991 | 9.0 | 13.7 | 84.2 | 212.1 | 27.2 | 35.0 | 0.8 | 21 | 0 |
| G | 2483.4 | S? | 407625 | 5276146 | 3.9 | 4.8 | 31.5 | 31.2 | 5.3 | 7.0 | 0.8 | 44 | 138 |
| H | 2488.3 | D | 407770 | 5276298 | 10.8 | 12.4 | 158.0 | 12.4 | 8.8 | 56.0 | 1.2 | 22 | 0 |
| I | 2491.3 | S | 407858 | 5276391 | 7.2 | 15.9 | 158.0 | 272.4 | 3.8 | 56.0 | 0.5 | 8 | 3 |
| LINE 30180 | | | FLIGHT 71 | | | | | | | | | | |
| A | 2790.8 | S | 406362 | 5274786 | 3.8 | 5.1 | 63.4 | 68.1 | 5.9 | 18.6 | 0.7 | 36 | 0 |
| B | 2769.9 | B? | 406927 | 5275346 | 12.4 | 15.1 | 37.5 | 104.1 | 4.6 | 21.5 | 1.1 | 13 | 43 |
| C | 2762.7 | S | 407121 | 5275538 | 11.1 | 11.9 | 100.7 | 167.4 | 13.2 | 34.3 | 1.3 | 22 | 0 |
| D | 2758.1 | S? | 407246 | 5275662 | 8.2 | 10.9 | 107.7 | 190.8 | 12.8 | 38.6 | 0.9 | 26 | 0 |
| E | 2747.0 | S | 407543 | 5275970 | 3.8 | 8.8 | 65.0 | 164.4 | 12.3 | 23.6 | 0.4 | 21 | 0 |
| F | 2738.0 | D | 407793 | 5276226 | 14.4 | 22.4 | 106.4 | 150.2 | 5.4 | 24.7 | 0.9 | 9 | 0 |
| G | 2732.7 | E | 407954 | 5276376 | 9.1 | 14.7 | 72.8 | 140.7 | 1.7 | 20.8 | --- | --- | 0 |
| LINE 30190 | | | FLIGHT 71 | | | | | | | | | | |
| A | 2858.6 | S | 406201 | 5274518 | 4.0 | 6.0 | 51.1 | 46.3 | 2.0 | 17.6 | 0.6 | 33 | 0 |
| B | 2866.1 | S | 406426 | 5274740 | 4.3 | 4.5 | 55.2 | 76.2 | 5.5 | 19.9 | 1.0 | 42 | 0 |
| C | 2884.1 | D | 406951 | 5275269 | 11.6 | 18.3 | 56.4 | 103.7 | 11.4 | 25.6 | 0.9 | 6 | 81 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 30190 | | | FLIGHT 71 | | | | | | | | | | |
| D | 2892.9 | S? | 407223 | 5275526 | 10.3 | 18.1 | 179.2 | 291.4 | 13.3 | 59.1 | 0.7 | 16 | 0 |
| E | 2903.2 | S | 407528 | 5275837 | 5.9 | 6.0 | 45.3 | 83.5 | 9.1 | 19.4 | 1.1 | 38 | 122 |
| F | 2913.7 | B | 407836 | 5276154 | 15.3 | 16.3 | 63.7 | 91.6 | 4.9 | 24.1 | 1.4 | 15 | 0 |
| G | 2922.1 | E | 408082 | 5276395 | 5.2 | 15.7 | 9.5 | 134.4 | 2.3 | 6.6 | 0.4 | 0 | 0 |
| LINE 30200 | | | FLIGHT 71 | | | | | | | | | | |
| A | 3096.6 | S | 406220 | 5274429 | 4.2 | 5.2 | 63.4 | 70.8 | 1.5 | 15.3 | 0.8 | 42 | 0 |
| B | 3087.8 | S | 406456 | 5274665 | 3.6 | 6.3 | 42.2 | 51.5 | 5.6 | 12.7 | 0.5 | 28 | 0 |
| C | 3069.9 | L | 406919 | 5275129 | 18.5 | 8.2 | 123.2 | 18.8 | 93.8 | 60.8 | 4.5 | 29 | 9 |
| D | 3068.5 | L | 406954 | 5275163 | 16.2 | 9.1 | 123.2 | 22.4 | 93.8 | 60.8 | 3.2 | 24 | 48 |
| E | 3065.4 | S? | 407033 | 5275238 | 1.8 | 10.8 | 25.7 | 142.3 | 3.4 | 15.3 | --- | --- | 2 |
| F | 3055.8 | S | 407279 | 5275483 | 12.5 | 19.1 | 183.4 | 261.4 | 12.7 | 60.9 | 0.9 | 15 | 0 |
| G | 3043.0 | S | 407615 | 5275826 | 4.0 | 12.9 | 34.0 | 128.2 | 9.0 | 14.9 | 0.3 | 15 | 28 |
| H | 3033.6 | S | 407885 | 5276095 | 10.8 | 9.6 | 108.4 | 166.4 | 7.6 | 41.2 | 1.6 | 28 | 0 |
| LINE 30210 | | | FLIGHT 71 | | | | | | | | | | |
| A | 3164.4 | S | 406660 | 5274768 | 4.2 | 6.7 | 41.6 | 59.6 | 1.9 | 15.5 | 0.6 | 25 | 47 |
| B | 3188.5 | S | 407382 | 5275494 | 9.1 | 14.6 | 122.4 | 171.2 | 11.7 | 44.9 | 0.8 | 11 | 0 |
| C | 3198.1 | S | 407684 | 5275793 | 7.1 | 21.2 | 32.3 | 108.9 | 8.0 | 19.0 | 0.4 | 7 | 0 |
| D | 3206.5 | S | 407947 | 5276052 | 6.7 | 7.9 | 141.8 | 170.3 | 8.3 | 45.3 | 1.0 | 35 | 0 |
| E | 3213.1 | S? | 408150 | 5276251 | 3.4 | 17.3 | 64.5 | 222.6 | 1.7 | 34.9 | 0.2 | 0 | 25 |
| LINE 30220 | | | FLIGHT 71 | | | | | | | | | | |
| A | 3382.3 | S | 406636 | 5274653 | 1.7 | 0.9 | 26.7 | 50.8 | 0.6 | 13.6 | --- | --- | 27 |
| B | 3350.6 | S | 407485 | 5275487 | 14.0 | 17.4 | 131.5 | 163.5 | 12.8 | 40.8 | 1.2 | 13 | 0 |
| C | 3340.8 | S | 407757 | 5275757 | 8.8 | 18.6 | 40.1 | 97.5 | 9.0 | 17.1 | 0.6 | 14 | 39 |
| D | 3333.7 | S | 407961 | 5275963 | 3.6 | 6.9 | 133.3 | 149.2 | 6.1 | 50.1 | 0.5 | 28 | 0 |
| LINE 30230 | | | FLIGHT 71 | | | | | | | | | | |
| A | 3462.3 | S | 406664 | 5274561 | 3.1 | 8.9 | 23.7 | 119.8 | 2.2 | 19.5 | 0.3 | 11 | 14 |
| B | 3492.7 | S | 407564 | 5275449 | 13.9 | 16.9 | 109.9 | 150.6 | 16.1 | 36.8 | 1.2 | 10 | 0 |
| C | 3507.9 | S | 408034 | 5275922 | 6.7 | 6.3 | 158.8 | 195.0 | 8.1 | 53.1 | 1.3 | 34 | 0 |
| LINE 30240 | | | FLIGHT 71 | | | | | | | | | | |
| A | 3680.3 | S | 406614 | 5274412 | 4.6 | 7.9 | 2.9 | 49.2 | 4.1 | 6.7 | 0.6 | 17 | 0 |
| B | 3663.8 | E | 407066 | 5274849 | 2.2 | 9.0 | 1.3 | 26.6 | 8.3 | 4.5 | --- | --- | 169 |
| C | 3651.7 | E | 407382 | 5275169 | 7.0 | 22.1 | 10.2 | 56.6 | 12.1 | 7.3 | --- | --- | 0 |
| D | 3649.1 | S | 407454 | 5275241 | 10.7 | 22.4 | 80.9 | 246.7 | 15.3 | 41.3 | 0.6 | 8 | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 30240 | | FLIGHT 71 | | | | | | | | | | | |
| E | 3643.8 | S | 407605 | 5275389 | 21.3 | 26.6 | 146.5 | 200.4 | 17.8 | 45.1 | 1.3 | 14 | 118 |
| F | 3633.2 | E | 407905 | 5275691 | 7.9 | 15.8 | 112.8 | 197.8 | 15.9 | 41.8 | 0.6 | 18 | 0 |
| G | 3629.6 | S? | 408008 | 5275796 | 9.2 | 15.8 | 168.9 | 164.3 | 9.2 | 45.8 | 0.7 | 18 | 0 |
| H | 3626.4 | E | 408101 | 5275892 | 9.8 | 15.9 | 168.9 | 229.6 | 9.0 | 53.6 | 0.8 | 14 | 0 |
| I | 3596.7 | S | 408945 | 5276726 | 1.6 | 4.9 | 11.4 | 19.3 | 16.2 | 3.3 | --- | --- | 0 |
| LINE 30250 | | FLIGHT 71 | | | | | | | | | | | |
| A | 3744.3 | S | 406601 | 5274277 | 1.8 | 4.1 | 15.8 | 94.1 | 7.3 | 12.6 | 0.3 | 33 | 0 |
| B | 3759.1 | E | 407025 | 5274707 | 2.5 | 5.3 | 15.2 | 56.3 | 6.4 | 10.7 | 0.4 | 19 | 0 |
| C | 3774.9 | S? | 407516 | 5275187 | 8.7 | 13.5 | 41.0 | 112.2 | 1.2 | 19.9 | 0.8 | 13 | 0 |
| D | 3780.2 | S | 407686 | 5275359 | 14.2 | 12.4 | 98.3 | 123.4 | 12.0 | 31.8 | 1.7 | 21 | 141 |
| E | 3792.6 | S | 408072 | 5275752 | 7.3 | 11.1 | 113.6 | 82.7 | 6.8 | 33.7 | 0.8 | 14 | 0 |
| LINE 30260 | | FLIGHT 71 | | | | | | | | | | | |
| A | 3958.2 | S | 406962 | 5274523 | 1.7 | 3.6 | 23.4 | 93.3 | 0.0 | 15.9 | 0.4 | 26 | 106 |
| B | 3936.3 | S? | 407566 | 5275149 | 6.4 | 8.4 | 29.9 | 76.9 | 6.3 | 17.2 | 0.9 | 18 | 0 |
| C | 3929.7 | S | 407756 | 5275341 | 6.6 | 8.9 | 120.2 | 159.2 | 13.2 | 40.0 | 0.8 | 25 | 67 |
| D | 3918.7 | S | 408093 | 5275667 | 5.5 | 11.6 | 159.2 | 122.4 | 10.4 | 38.7 | 0.5 | 18 | 0 |
| E | 3885.5 | S | 409072 | 5276638 | 1.6 | 2.4 | 16.0 | 41.1 | 22.3 | 7.8 | --- | --- | 0 |
| LINE 30270 | | FLIGHT 71 | | | | | | | | | | | |
| A | 4039.6 | S? | 406989 | 5274462 | 3.7 | 10.3 | 28.5 | 78.8 | 1.5 | 13.3 | 0.4 | 0 | 93 |
| B | 4066.9 | S | 407845 | 5275315 | 9.2 | 5.9 | 92.1 | 100.0 | 7.2 | 30.8 | 2.2 | 24 | 0 |
| C | 4076.9 | S | 408173 | 5275644 | 5.2 | 7.4 | 120.8 | 115.9 | 8.0 | 39.7 | 0.7 | 26 | 0 |
| D | 4108.0 | S | 409129 | 5276604 | 2.1 | 1.3 | 14.2 | 17.8 | 16.6 | 2.1 | --- | --- | 0 |
| LINE 30280 | | FLIGHT 71 | | | | | | | | | | | |
| A | 4385.0 | S | 407170 | 5274532 | 1.1 | 7.4 | 32.8 | 95.7 | 3.5 | 15.6 | 0.1 | 0 | 0 |
| B | 4360.2 | S | 407873 | 5275237 | 8.5 | 10.5 | 155.8 | 189.3 | 6.2 | 49.0 | 1.0 | 26 | 0 |
| C | 4349.2 | S | 408208 | 5275571 | 13.0 | 12.9 | 101.8 | 153.0 | 6.3 | 34.7 | 1.5 | 19 | 0 |
| LINE 30290 | | FLIGHT 71 | | | | | | | | | | | |
| A | 4458.8 | S | 407122 | 5274372 | 2.9 | 5.6 | 31.1 | 96.1 | 4.9 | 16.7 | 0.4 | 24 | 0 |
| B | 4467.3 | E | 407374 | 5274619 | 5.0 | 12.2 | 1.6 | 79.2 | 0.0 | 10.9 | 0.4 | 0 | 119 |
| C | 4480.5 | S | 407760 | 5275014 | 6.9 | 14.2 | 74.5 | 125.1 | 6.2 | 35.0 | 0.6 | 0 | 0 |
| D | 4487.3 | S | 407979 | 5275235 | 5.3 | 8.2 | 73.3 | 95.2 | 2.6 | 20.7 | 0.7 | 22 | 211 |
| E | 4491.2 | S? | 408103 | 5275362 | 10.1 | 18.4 | 0.0 | 95.4 | 0.3 | 13.4 | 0.7 | 10 | 0 |
| F | 4496.7 | S | 408276 | 5275538 | 15.5 | 30.9 | 64.2 | 96.9 | 15.5 | 22.5 | 0.8 | 3 | 0 |

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EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 30300 | | | FLIGHT 71 | | | | | | | | | | |
| A | 4666.6 | S | 407190 | 5274337 | 5.1 | 11.9 | 27.7 | 66.9 | 4.3 | 12.5 | 0.5 | 3 | 0 |
| B | 4644.6 | S | 407805 | 5274950 | 4.0 | 10.9 | 146.5 | 212.2 | 12.3 | 52.2 | 0.4 | 7 | 0 |
| C | 4636.0 | S | 408052 | 5275198 | 3.7 | 7.2 | 44.2 | 114.2 | 9.7 | 21.0 | 0.5 | 26 | 0 |
| D | 4627.6 | S? | 408298 | 5275445 | 13.9 | 23.5 | 51.2 | 117.0 | 7.2 | 23.2 | 0.9 | 7 | 0 |
| LINE 30310 | | | FLIGHT 71 | | | | | | | | | | |
| A | 4732.6 | S | 406985 | 5274025 | 3.4 | 6.2 | 21.7 | 67.2 | 3.4 | 17.1 | 0.5 | 20 | 12 |
| B | 4738.1 | S? | 407151 | 5274195 | 8.0 | 23.9 | 24.1 | 113.6 | 0.6 | 16.8 | 0.4 | 0 | 144 |
| C | 4748.6 | E | 407463 | 5274505 | 3.8 | 8.8 | 34.3 | 84.8 | 6.9 | 15.2 | 0.4 | 6 | 0 |
| D | 4757.0 | E | 407728 | 5274765 | 18.4 | 21.2 | 46.4 | 161.7 | 3.4 | 21.8 | 1.4 | 0 | 0 |
| E | 4760.7 | S | 407849 | 5274889 | 10.5 | 14.2 | 155.7 | 84.7 | 16.9 | 44.8 | 1.0 | 13 | 0 |
| F | 4770.3 | S | 408161 | 5275203 | 6.2 | 6.1 | 24.2 | 34.1 | 13.3 | 14.4 | 1.1 | 33 | 0 |
| G | 4776.1 | S | 408345 | 5275390 | 6.6 | 10.6 | 43.0 | 81.6 | 9.9 | 17.0 | 0.7 | 21 | 0 |
| LINE 30320 | | | FLIGHT 71 | | | | | | | | | | |
| A | 4958.0 | S | 407030 | 5273959 | 5.6 | 15.2 | 26.0 | 93.6 | 3.6 | 15.1 | 0.4 | 3 | 0 |
| B | 4945.4 | S | 407402 | 5274338 | 1.3 | 5.0 | 43.2 | 140.1 | 16.3 | 23.8 | 0.2 | 20 | 0 |
| C | 4929.3 | S | 407867 | 5274804 | 3.2 | 8.6 | 144.7 | 65.0 | 10.4 | 39.7 | 0.4 | 13 | 11 |
| D | 4917.0 | S | 408243 | 5275186 | 2.2 | 15.3 | 90.5 | 259.8 | 13.2 | 44.8 | 0.1 | 2 | 0 |
| LINE 30330 | | | FLIGHT 71 | | | | | | | | | | |
| A | 5006.5 | S | 407095 | 5273940 | 4.1 | 8.8 | 19.5 | 48.9 | 1.8 | 9.8 | 0.5 | 15 | 0 |
| B | 5014.0 | S | 407339 | 5274180 | 3.8 | 8.9 | 30.8 | 56.4 | 3.2 | 10.9 | 0.4 | 12 | 55 |
| C | 5032.6 | S? | 407932 | 5274759 | 15.6 | 20.1 | 324.7 | 280.9 | 18.9 | 104.6 | 1.2 | 18 | 124 |
| D | 5045.7 | S | 408345 | 5275182 | 3.0 | 9.7 | 50.8 | 114.6 | 4.5 | 27.4 | 0.3 | 7 | 0 |
| LINE 30340 | | | FLIGHT 71 | | | | | | | | | | |
| A | 5224.4 | S | 407378 | 5274088 | 3.0 | 6.3 | 24.2 | 58.3 | 3.6 | 8.4 | 0.4 | 29 | 0 |
| B | 5207.9 | E | 407837 | 5274552 | 23.9 | 30.3 | 0.0 | 235.7 | 2.7 | 3.0 | 1.4 | 8 | 41 |
| C | 5202.7 | S? | 407982 | 5274706 | 6.5 | 11.2 | 136.4 | 84.2 | 11.9 | 46.8 | 0.7 | 20 | 142 |
| D | 5190.4 | S | 408351 | 5275086 | 5.8 | 16.3 | 53.1 | 171.7 | 5.4 | 33.2 | 0.4 | 4 | 0 |
| LINE 30350 | | | FLIGHT 71 | | | | | | | | | | |
| A | 5283.9 | S | 407649 | 5274275 | 3.5 | 10.0 | 46.7 | 92.1 | 0.7 | 17.0 | 0.3 | 15 | 0 |
| B | 5293.6 | E | 407957 | 5274574 | 28.5 | 49.2 | 39.1 | 300.6 | 23.0 | 76.8 | 1.1 | 3 | 199 |
| C | 5297.1 | S | 408068 | 5274681 | 7.2 | 6.9 | 249.5 | 301.5 | 17.1 | 83.1 | 1.3 | 35 | 89 |

CX = COAXIAL
CP = COPLANAR

Note:EM values shown above are local amplitudes

*Estimated Depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or magnetite/overburden effects

# EM Anomaly List

| Label | Fid | Interp | XUTM m | YUTM m | CX 5450 HZ Real ppm | CX 5450 HZ Quad ppm | CP 7200 HZ Real ppm | CP 7200 HZ Quad ppm | CP 900 HZ Real ppm | CP 900 HZ Quad ppm | Vertical Dike COND siemens | Vertical Dike DEPTH* m | Mag. Corr NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 30360 | | FLIGHT 71 | | | | | | | | | | | |
| A | 5493.8 | S | 407354 | 5273865 | 2.2 | 6.8 | 28.1 | 69.6 | 2.0 | 14.2 | 0.3 | 10 | 0 |
| B | 5487.5 | S? | 407537 | 5274045 | 6.8 | 12.1 | 25.1 | 71.5 | 2.6 | 12.2 | 0.6 | 15 | 0 |
| C | 5482.3 | S | 407686 | 5274196 | 2.7 | 5.8 | 37.1 | 77.6 | 6.9 | 14.5 | 0.4 | 27 | 0 |
| D | 5465.4 | S? | 408186 | 5274699 | 17.0 | 20.7 | 227.7 | 268.4 | 22.0 | 67.4 | 1.3 | 20 | 246 |
| E | 5456.5 | S | 408465 | 5274980 | 7.3 | 24.6 | 64.6 | 184.5 | 4.0 | 34.8 | 0.4 | 2 | 0 |
| LINE 30370 | | FLIGHT 71 | | | | | | | | | | | |
| A | 5551.9 | S | 407738 | 5274157 | 3.2 | 4.6 | 53.0 | 77.2 | 12.2 | 11.8 | 0.6 | 40 | 11 |
| B | 5558.9 | E | 407958 | 5274381 | 3.4 | 18.1 | 13.2 | 142.1 | 20.2 | 17.2 | 0.2 | 3 | 0 |
| C | 5567.2 | S | 408229 | 5274627 | 8.7 | 11.2 | 143.4 | 285.9 | 26.5 | 52.1 | 1.0 | 27 | 31 |
| D | 5575.5 | S? | 408487 | 5274879 | 3.2 | 8.3 | 73.2 | 200.8 | 9.5 | 34.8 | 0.4 | 24 | 0 |
| LINE 30380 | | FLIGHT 71 | | | | | | | | | | | |
| A | 5903.2 | S | 407660 | 5273950 | 2.9 | 9.9 | 53.1 | 106.7 | 1.4 | 15.3 | 0.3 | 10 | 0 |
| B | 5892.8 | S | 407969 | 5274265 | 1.6 | 12.2 | 1.1 | 67.2 | 5.7 | 9.4 | 0.1 | 0 | 58 |
| C | 5880.3 | S | 408321 | 5274630 | 4.5 | 6.7 | 92.2 | 175.1 | 5.2 | 40.0 | 0.7 | 30 | 0 |
| D | 5871.7 | S | 408591 | 5274887 | 3.3 | 10.6 | 53.6 | 204.0 | 8.5 | 28.8 | 0.3 | 13 | 109 |
| LINE 30390 | | FLIGHT 71 | | | | | | | | | | | |
| A | 5967.3 | S | 407807 | 5274002 | 1.1 | 4.6 | 31.1 | 120.0 | 5.3 | 19.8 | 0.2 | 5 | 0 |
| B | 5975.3 | S | 408055 | 5274255 | 1.0 | 6.5 | 7.3 | 42.4 | 5.8 | 5.9 | --- | --- | 298 |
| C | 5986.6 | S | 408398 | 5274592 | 4.7 | 6.3 | 75.7 | 171.6 | 5.6 | 34.4 | 0.8 | 29 | 12 |
| D | 5996.5 | S | 408704 | 5274893 | 2.9 | 9.3 | 28.3 | 123.0 | 4.4 | 21.5 | 0.3 | 7 | 0 |
| E | 6043.5 | S | 410169 | 5276370 | 1.7 | 5.4 | 1.5 | 32.1 | 1.6 | 5.5 | --- | --- | 0 |
| LINE 30400 | | FLIGHT 71 | | | | | | | | | | | |
| A | 6180.5 | S | 407871 | 5273964 | 0.0 | 5.8 | 18.4 | 85.5 | 6.8 | 14.3 | --- | --- | 0 |
| B | 6173.4 | S? | 408071 | 5274166 | 0.8 | 7.0 | 6.1 | 56.0 | 7.2 | 9.3 | --- | --- | 620 |
| C | 6160.7 | S | 408430 | 5274526 | 4.8 | 11.6 | 77.3 | 196.2 | 9.3 | 34.5 | 0.4 | 14 | 0 |
| D | 6151.2 | S | 408719 | 5274820 | 3.4 | 10.2 | 16.9 | 102.0 | 14.9 | 17.6 | 0.3 | 11 | 0 |
| E | 6101.1 | S | 410247 | 5276333 | 0.0 | 0.1 | 11.6 | 54.7 | 1.2 | 8.2 | --- | --- | 0 |
| LINE 30410 | | FLIGHT 71 | | | | | | | | | | | |
| A | 6261.4 | S | 408499 | 5274492 | 5.1 | 12.6 | 48.5 | 138.6 | 8.5 | 25.5 | 0.4 | 6 | 0 |
| B | 6299.3 | S? | 409716 | 5275698 | 1.2 | 2.8 | 12.7 | 42.0 | 10.0 | 7.1 | --- | --- | 86 |
| C | 6318.0 | S | 410317 | 5276307 | 1.9 | 4.2 | 6.4 | 31.2 | 10.3 | 5.5 | --- | --- | 0 |

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CP = COPLANAR

Note: EM values shown above are local amplitudes

*Estimated Depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or magnetite/overburden effects

# APPENDIX F

# GLOSSARY

# APPENDIX F

# GLOSSARY OF AIRBORNE GEOPHYSICAL TERMS

Note: The definitions given in this glossary refer to the common terminology as used in airborne geophysics.

**altitude attenuation**: the absorption of gamma rays by the atmosphere between the earth and the detector. The number of gamma rays detected by a system decreases as the altitude increases.

**apparent- :** the ***physical parameters*** of the earth measured by a geophysical system are normally expressed as apparent, as in "apparent ***resistivity*"**. This means that the measurement is limited by assumptions made about the geology in calculating the response measured by the geophysical system. Apparent resistivity calculated with ***HEM***, for example, generally assumes that the earth is a ***homogeneous half-space*** – not layered.

**amplitude**: The strength of the total electromagnetic field. In ***frequency domain*** it is most often the sum of the squares of ***in-phase*** and ***quadrature*** components. In multi-component electromagnetic surveys it is generally the sum of the squares of all three directional components.

**analytic signal**: The total amplitude of all the directions of magnetic ***gradient***. Calculated as the sum of the squares.

**anisotropy**: Having different ***physical parameters*** in different directions. This can be caused by layering or fabric in the geology. Note that a unit can be anisotropic, but still **homogeneous**.

**anomaly**: A localized change in the geophysical data characteristic of a discrete source, such as a conductive or magnetic body: something locally different from the **background**.

**B-field**: In time-domain **electromagnetic** surveys, the magnetic field component of the (electromagnetic) **field**. This can be measured directly, although more commonly it is calculated by integrating the time rate of change of the magnetic field **dB/dt**, as measured with a receiver coil.

**background**: The "normal" response in the geophysical data – that response observed over most of the survey area. **Anomalies** are usually measured relative to the background. In airborne gamma-ray spectrometric surveys the term defines the **cosmic**, radon, and aircraft responses in the absence of a signal from the ground.

**base-level**: The measured values in a geophysical system in the absence of any outside signal. All geophysical data are measured relative to the system base level.

**base frequency**: The frequency of the pulse repetition for a ***time-domain electromagnetic*** system. Measured between subsequent positive pulses.

**bird**: A common name for the pod towed beneath or behind an aircraft, carrying the geophysical sensor array.

**bucking**: The process of removing the strong ***signal*** from the ***primary field*** at the ***receiver*** from the data, to measure the ***secondary field***. It can be done electronically or mathematically. This is done in ***frequency-domain EM***, and to measure ***on-time*** in ***time-domain EM***.

**calibration coil**: A wire coil of known size and dipole moment, which is used to generate a field of known ***amplitude*** and ***phase*** in the receiver, for system calibration. Calibration coils can be external, or internal to the system. Internal coils may be called Q-coils.

**coaxial coils**: **[CX]** Coaxial coils in an HEM system are in the vertical plane, with their axes horizontal and collinear in the flight direction. These are most sensitive to vertical conductive objects in the ground, such as thin, steeply dipping conductors perpendicular to the flight direction. Coaxial coils generally give the sharpest anomalies over localized conductors. (See also ***coplanar coils***)

**coil**: A multi-turn wire loop used to transmit or detect electromagnetic fields. Time varying ***electromagnetic*** fields through a coil induce a voltage proportional to the strength of the field and the rate of change over time.

**compensation**: Correction of airborne geophysical data for the changing effect of the aircraft. This process is generally used to correct data in ***fixed-wing time-domain electromagnetic*** surveys (where the transmitter is on the aircraft and the receiver is moving), and magnetic surveys (where the sensor is on the aircraft, turning in the earth's magnetic field.

**component**: In ***frequency domain electromagnetic*** surveys this is one of the two **phase** measurements – ***in-phase or quadrature***. In "multi-component" electromagnetic surveys it is also used to define the measurement in one geometric direction (vertical, horizontal in-line and horizontal transverse – the Z, X and Y components).

**Compton scattering**: gamma ray photons will bounce off electrons as they pass through the earth and atmosphere, reducing their energy and then being detected by ***radiometric*** sensors at lower energy levels. See also ***stripping***.

**conductance**: See ***conductivity thickness***

**conductivity**: [$\sigma$] The facility with which the earth or a geological formation conducts electricity. Conductivity is usually measured in milli-Siemens per metre (mS/m). It is the reciprocal of ***resistivity***.

**conductivity-depth imaging**: see ***conductivity-depth transform***.

**conductivity-depth transform**: A process for converting electromagnetic measurements to an approximation of the conductivity distribution vertically in the earth, assuming a ***layered earth***. (Macnae and Lamontagne, 1987; Wolfgram and Karlik, 1995)

**conductivity thickness**: [**σt**] The product of the ***conductivity***, and thickness of a large, tabular body. (It is also called the “conductivity-thickness product”) In electromagnetic geophysics, the response of a thin plate-like conductor is proportional to the conductivity multiplied by thickness. For example a 10 metre thickness of 20 Siemens/m mineralization will be equivalent to 5 metres of 40 S/m; both have 200 S conductivity thickness. Sometimes referred to as conductance.

**conductor**: Used to describe anything in the ground more conductive than the surrounding geology. Conductors are most often clays or graphite, or hopefully some type of mineralization, but may also be man-made objects, such as fences or pipelines.

**coplanar coils**: **[CP]** In HEM, the coplanar coils lie in the horizontal plane with their axes vertical, and parallel. These coils are most sensitive to massive conductive bodies, horizontal layers, and the ***halfspace***.

**cosmic ray**: High energy sub-atomic particles from outer space that collide with the earth’s atmosphere to produce a shower of gamma rays (and other particles) at high energies.

**counts (per second)**: The number of ***gamma-rays*** detected by a gamma-ray ***spectrometer*****.** The rate depends on the geology, but also on the size and sensitivity of the detector.

**culture**: A term commonly used to denote any man-made object that creates a geophysical anomaly. Includes, but not limited to, power lines, pipelines, fences, and buildings.

**current channelling**: See current gathering.

**current gathering**: The tendency of electrical currents in the ground to channel into a conductive formation. This is particularly noticeable at higher frequencies or early time channels when the formation is long and parallel to the direction of current flow. This tends to enhance anomalies relative to inductive currents (see also ***induction***). Also known as current channelling.

**daughter products**: The radioactive natural sources of gamma-rays decay from the original “parent” element (commonly potassium, uranium, and thorium) to one or more lower-energy “daughter” elements. Some of these lower energy elements are also radioactive and decay further. ***Gamma-ray spectrometry*** surveys may measure the gamma rays given off by the original element or by the decay of the daughter products.

**dB/dt**: As the ***secondary electromagnetic field*** changes with time, the magnetic field [**B**] component induces a voltage in the receiving ***coil***, which is proportional to the rate of change of the magnetic field over time.

**decay**: In ***time-domain electromagnetic*** theory, the weakening over time of the ***eddy currents*** in the ground, and hence the ***secondary field*** after the ***primary field*** electromagnetic pulse is turned off. In ***gamma-ray spectrometry***, the radioactive breakdown of an element, generally potassium, uranium, thorium, or one of their ***daughter*** products.

**decay constant**: see time constant.

**decay series**: In ***gamma-ray spectrometry***, a series of progressively lower energy ***daughter products*** produced by the radioactive breakdown of uranium or thorium.

**depth of exploration**: The maximum depth at which the geophysical system can detect the target. The depth of exploration depends very strongly on the type and size of the target, the contrast of the target with the surrounding geology, the homogeneity of the surrounding geology, and the type of geophysical system. One measure of the maximum depth of exploration for an electromagnetic system is the depth at which it can detect the strongest conductive target – generally a highly conductive horizontal layer.

**differential resistivity**: A process of transforming ***apparent resistivity*** to an approximation of layer resistivity at each depth. The method uses multi-frequency HEM data and approximates the effect of shallow layer ***conductance*** determined from higher frequencies to estimate the deeper conductivities (Huang and Fraser, 1996)

**dipole moment**: [NIA] For a transmitter, the product of the area of a ***coil***, the number of turns of wire, and the current flowing in the coil. At a distance significantly larger than the size of the coil, the magnetic field from a coil will be the same if the dipole moment product is the same. For a receiver coil, this is the product of the area and the number of turns. The sensitivity to a magnetic field (assuming the source is far away) will be the same if the dipole moment is the same.

**diurnal**: The daily variation in a natural field, normally used to describe the natural fluctuations (over hours and days) of the earth's magnetic field.

**dielectric permittivity**: **[$\varepsilon$]** The capacity of a material to store electrical charge, this is most often measured as the relative permittivity [$\varepsilon_r$], or ratio of the material dielectric to that of free space. The effect of high permittivity may be seen in HEM data at high frequencies over highly resistive geology as a reduced or negative ***in-phase***, and higher ***quadrature*** data.

**drape**: To fly a survey following the terrain contours, maintaining a constant altitude above the local ground surface. Also applied to re-processing data collected at varying altitudes above ground to simulate a survey flown at constant altitude.

**drift**:  Long-time variations in the base-level or calibration of an instrument.

**eddy currents**:  The electrical currents induced in the ground, or other conductors, by a time-varying ***electromagnetic field*** (usually the ***primary field***).  Eddy currents are also induced in the aircraft's metal frame and skin; a source of ***noise*** in EM surveys.

**electromagnetic**: **[EM]** Comprised of a time-varying electrical and magnetic field.  Radio waves are common electromagnetic fields.  In geophysics, an electromagnetic system is one which transmits a time-varying ***primary field*** to induce ***eddy currents*** in the ground, and then measures the ***secondary field*** emitted by those eddy currents.

**energy window**:  A broad spectrum of ***gamma-ray*** energies measured by a spectrometric survey.  The energy of each gamma-ray is measured and divided up into numerous discrete energy levels, called windows.

**equivalent** (thorium or uranium):  The amount of radioelement calculated to be present, based on the gamma-rays measured from a **daughter** element.  This assumes that the ***decay series*** is in equilibrium – progressing normally.

**exposure rate**: in radiometric surveys, a calculation of the total exposure rate due to gamma rays at the ground surface.  It is used as a measurement of the concentration of all the **radioelements** at the surface. See also: **natural exposure rate**.

**fiducial, or fid**:  Timing mark on a survey record.  Originally these were timing marks on a profile or film; now the term is generally used to describe 1-second interval timing records in digital data, and on maps or profiles.

**Figure of Merit**: **(FOM)** A sum of the 12 distinct magnetic noise variations measured by each of four flight directions, and executing three aircraft attitude variations (yaw, pitch, and roll) for each direction.  The flight directions are generally parallel and perpendicular to planned survey flight directions.  The FOM is used as a measure of the **manoeuvre noise** before and after **compensation.**

**fixed-wing**:  Aircraft with wings, as opposed to "rotary wing" helicopters.

**footprint**: This is a measure of the area of sensitivity under the aircraft of an airborne geophysical system.  The footprint of an ***electromagnetic*** system is dependent on the altitude of the system, the orientation of the transmitter and receiver and the separation between the receiver and transmitter, and the conductivity of the ground.  The footprint of a ***gamma-ray spectrometer*** depends mostly on the altitude.  For all geophysical systems, the footprint also depends on the strength of the contrasting ***anomaly***.

**frequency domain**: An ***electromagnetic*** system which transmits a ***primary field*** that oscillates smoothly over time (sinusoidal), inducing a similarly varying electrical current in the ground.  These systems generally measure the changes in the ***amplitude*** and ***phase***

of the ***secondary field*** from the ground at different frequencies by measuring the **in-phase** and **quadrature** phase components. See also ***time-domain***.

**full-stream data**: Data collected and recorded continuously at the highest possible sampling rate. Normal data are stacked (see ***stacking***) over some time interval before recording.

**gamma-ray**: A very high-energy photon, emitted from the nucleus of an atom as it undergoes a change in energy levels.

**gamma-ray spectrometry**: Measurement of the number and energy of natural (and sometimes man-made) gamma-rays across a range of photon energies.

**gradient**: In magnetic surveys, the gradient is the change of the magnetic field over a distance, either vertically or horizontally in either of two directions. Gradient data is often measured, or calculated from the total magnetic field data because it changes more quickly over distance than the ***total magnetic field***, and so may provide a more precise measure of the location of a source. See also ***analytic signal***.

***ground effect***: The response from the earth. A common calibration procedure in many geophysical surveys is to fly to altitude high enough to be beyond any measurable response from the ground, and there establish ***base levels*** or ***backgrounds***.

**half-space**: A mathematical model used to describe the earth – as infinite in width, length, and depth below the surface. The most common halfspace models are ***homogeneous*** and ***layered earth***.

**heading error**: A slight change in the magnetic field measured when flying in opposite directions.

**HEM**: Helicopter ElectroMagnetic, This designation is most commonly used for helicopter-borne, ***frequency-domain*** electromagnetic systems. At present, the transmitter and receivers are normally mounted in a ***bird*** carried on a sling line beneath the helicopter.

**herringbone pattern**: A pattern created in geophysical data by an asymmetric system, where the **anomaly** may be extended to either side of the source, in the direction of flight. Appears like fish bones, or like the teeth of a comb, extending either side of centre, each tooth an alternate flight line.

**homogeneous**: This is a geological unit that has the same ***physical parameters*** throughout its volume. This unit will create the same response to an HEM system anywhere, and the HEM system will measure the same apparent ***resistivity*** anywhere. The response may change with system direction (see ***anisotropy***).

**HTEM**: Helicopter Time-domain ElectroMagnetic, This designation is used for the new generation of helicopter-borne, ***time-domain*** electromagnetic systems.

**in-phase**:  the component of the measured ***secondary field*** that has the same phase as the transmitter and the ***primary field***.  The in-phase component is stronger than the ***quadrature*** phase over relatively higher ***conductivity***.

**induction**:  Any time-varying electromagnetic field will induce (cause) electrical currents to flow in any object with non-zero ***conductivity***.  (see ***eddy currents***)

**induction number:** also called the "response parameter", this number combines many of the most significant parameters affecting the ***EM*** response into one parameter against which to compare responses.  For a ***layered earth*** the response parameter is $\mu\omega\sigma h^2$ and for a large, flat, ***conductor*** it is $\mu\omega\sigma t$h, where $\mu$ is the ***magnetic permeability***, $\omega$ is the angular ***frequency***, $\sigma$ is the **conductivity**, t is the thickness (for the flat conductor) and h is the height of the system above the conductor.

**inductive limit**:  When the frequency of an EM system is very high, or the **conductivity** of the target is very high, the response measured will be entirely **in-phase** with no **quadrature** (**phase** angle =0).  The in-phase response will remain constant with further increase in conductivity or frequency.  The system can no longer detect changes in conductivity of the target.

**infinite**:  In geophysical terms, an "infinite' dimension is one much greater than the ***footprint*** of the system, so that the system does not detect changes at the edges of the object.

**International  Geomagnetic Reference Field**: **[IGRF]** An approximation of the smooth magnetic field of the earth, in the absence of variations due to local geology.  Once the IGRF is subtracted from the measured magnetic total field data, any remaining variations are assumed to be due to local geology.  The IGRF also predicts the slow changes of the field up to five years in the future.

**inversion**, or **inverse modeling**:  A process of converting geophysical data to an earth model, which compares theoretical models of the response of the earth to the data measured, and refines the model until the response closely fits the measured data (Huang and Palacky, 1991)

**layered earth**: A common geophysical model which assumes that the earth is horizontally layered – the ***physical parameters*** are constant to ***infinite*** distance horizontally, but change vertically.

**magnetic permeability**: **[$\mu$]**  This is defined as the ratio of magnetic induction to the inducing magnetic field.  The relative magnetic permeability [$\mu_r$] is often quoted, which is the ratio of the rock permeability to the permeability of free space.  In geology and geophysics, the ***magnetic susceptibility*** is more commonly used to describe rocks.

**magnetic susceptibility**: **[k]** A measure of the degree to which a body is magnetized. In SI units this is related to relative ***magnetic permeability*** by $k=\mu_r-1$, and is a dimensionless unit. For most geological material, susceptibility is influenced primarily by the percentage of magnetite. It is most often quoted in units of $10^{-6}$. In HEM data this is most often apparent as a negative ***in-phase*** component over high susceptibility, high ***resistivity*** geology such as diabase dikes.

**manoeuvre noise:** variations in the magnetic field measured caused by changes in the relative positions of the magnetic sensor and magnetic objects or electrical currents in the aircraft. This type of noise is generally corrected by magnetic **compensation**.

**model**: Geophysical theory and applications generally have to assume that the geology of the earth has a form that can be easily defined mathematically, called the model. For example steeply dipping **conductor**s are generally modeled as being **infinite** in horizontal and depth extent, and very thin. The earth is generally modeled as horizontally layered, each layer infinite in extent and uniform in characteristic. These models make the mathematics to describe the response of the (normally very complex) earth practical. As theory advances, and computers become more powerful, the useful models can become more complex.

**natural exposure rate**: in radiometric surveys, a calculation of the total exposure rate due to natural-source gamma rays at the ground surface. It is used as a measurement of the concentration of all the natural **radioelements** at the surface. See also: **exposure rate**.

**noise**: That part of a geophysical measurement that the user does not want. Typically this includes electronic interference from the system, the atmosphere (***sferics***), and man-made sources. This can be a subjective judgment, as it may include the response from geology other than the target of interest. Commonly the term is used to refer to high frequency (short period) interference. See also ***drift***.

**Occam's inversion**: an ***inversion*** process that matches the measured ***electromagnetic*** data to a theoretical model of many, thin layers with constant thickness and varying resistivity (Constable et al, 1987).

**off-time**: In a ***time-domain electromagnetic*** survey, the time after the end of the ***primary field pulse***, and before the start of the next pulse.

**on-time**: In a ***time-domain electromagnetic*** survey, the time during the ***primary field pulse***.

**overburden**: In engineering and mineral exploration terms, this most often means the soil on top of the unweathered bedrock. It may be sand, glacial till, or weathered rock.

**Phase, phase angle**: The angular difference in time between a measured sinusoidal electromagnetic field and a reference – normally the primary field. The phase is calculated from $\tan^{-1}$(***in-phase / quadrature***).

**physical parameters**: These are the characteristics of a geological unit. For electromagnetic surveys, the important parameters are ***conductivity, magnetic permeability*** (or ***susceptibility***) and ***dielectric permittivity***; for magnetic surveys the parameter is magnetic susceptibility, and for gamma ray spectrometric surveys it is the concentration of the major radioactive elements: potassium, uranium, and thorium.

**permittivity**: see ***dielectric permittivity***.

**permeability**: see ***magnetic permeability***.

**primary field**: the EM field emitted by a transmitter. This field induces ***eddy currents*** in (energizes) the conductors in the ground, which then create their own ***secondary* fields**.

**pulse**: In time-domain EM surveys, the short period of intense ***primary*** field transmission. Most measurements (the ***off-time***) are measured after the pulse. **On-time** measurements may be made during the pulse.

**quadrature**: that component of the measured ***secondary field*** that is phase-shifted 90° from the ***primary field***. The quadrature component tends to be stronger than the ***in-phase*** over relatively weaker ***conductivity***.

**Q-coils**: see ***calibration coil***.

**radioelements**: This normally refers to the common, naturally-occurring radioactive elements: potassium (K), uranium (U), and thorium (Th). It can also refer to man-made radioelements, most often cobalt (Co) and cesium (Cs)

**radiometric**: Commonly used to refer to ***gamma ray*** spectrometry.

**radon**: A radioactive daughter product of uranium and thorium, radon is a gas which can leak into the atmosphere, adding to the non-geological background of a gamma-ray spectrometric survey.

**receiver**: the ***signal*** detector of a geophysical system. This term is most often used in active geophysical systems – systems that transmit some kind of signal. In airborne ***electromagnetic*** surveys it is most often a ***coil***. (see also, ***transmitter***)

**resistivity**: **[ρ]** The strength with which the earth or a geological formation resists the flow of electricity, typically the flow induced by the ***primary field*** of the electromagnetic transmitter. Normally expressed in ohm-metres, it is the reciprocal of ***conductivity***.

**resistivity-depth transforms**: similar to ***conductivity depth transforms***, but the calculated ***conductivity*** has been converted to ***resistivity***.

**resistivity section**: an approximate vertical section of the resistivity of the layers in the earth. The resistivities can be derived from the ***apparent resistivity***, the ***differential resistivities***, ***resistivity-depth transforms***, or ***inversions***.

**Response parameter**: another name for the **induction number**.

**secondary field**: The field created by conductors in the ground, as a result of electrical currents induced by the ***primary field*** from the ***electromagnetic*** transmitter. Airborne ***electromagnetic*** systems are designed to create and measure a secondary field.

**Sengpiel section**: a ***resistivity section*** derived using the ***apparent resistivity*** and an approximation of the depth of maximum sensitivity for each frequency.

**sferic**: Lightning, or the ***electromagnetic*** signal from lightning, it is an abbreviation of "atmospheric discharge". These appear to magnetic and electromagnetic sensors as sharp "spikes" in the data. Under some conditions lightning storms can be detected from hundreds of kilometres away. (see ***noise***)

**signal**: That component of a measurement that the user wants to see – the response from the targets, from the earth, etc. (See also ***noise***)

**skin depth**: A measure of the depth of penetration of an electromagnetic field into a material. It is defined as the depth at which the primary field decreases to 1/e of the field at the surface. It is calculated by approximately 503 x √(resistivity/frequency ). Note that depth of penetration is greater at higher ***resistivity*** and/or lower ***frequency***.

**spectrometry**: Measurement across a range of energies, where ***amplitude*** and energy are defined for each measurement. In gamma-ray spectrometry, the number of gamma rays are measured for each energy ***window***, to define the ***spectrum***.

**spectrum**: In ***gamma ray spectrometry***, the continuous range of energy over which gamma rays are measured. In ***time-domain electromagnetic*** surveys, the spectrum is the energy of the **pulse** distributed across an equivalent, continuous range of frequencies.

**spheric**: see ***sferic***.

**stacking**: Summing repeat measurements over time to enhance the repeating ***signal***, and minimize the random ***noise***.

**stripping**: Estimation and correction for the gamma ray photons of higher and lower energy that are observed in a particular ***energy window***. See also ***Compton scattering***.

**susceptibility**: See ***magnetic susceptibility***.

**tau**: [$\tau$] Often used as a name for the ***time constant***.

**TDEM**: ***time domain electromagnetic***.

**thin sheet**: A standard model for electromagnetic geophysical theory. It is usually defined as a thin, flat-lying conductive sheet, ***infinite*** in both horizontal directions. (see also ***vertical plate***)

**tie-line**: A survey line flown across most of the ***traverse lines***, generally perpendicular to them, to assist in measuring ***drift*** and ***diurnal*** variation. In the short time required to fly a tie-line it is assumed that the drift and/or diurnal will be minimal, or at least changing at a constant rate.

**time constant**: The time required for an ***electromagnetic*** field to decay to a value of 1/e of the original value. In ***time-domain*** electromagnetic data, the time constant is proportional to the size and ***conductance*** of a tabular conductive body. Also called the decay constant.

**Time channel**: In ***time-domain electromagnetic*** surveys the decaying ***secondary field*** is measured over a period of time, and the divided up into a series of consecutive discrete measurements over that time.

**time-domain**: ***Electromagnetic*** system which transmits a pulsed, or stepped ***electromagnetic*** field. These systems induce an electrical current (***eddy current***) in the ground that persists after the ***primary field*** is turned off, and measure the change over time of the ***secondary field*** created as the currents ***decay***. See also ***frequency-domain***.

**total energy envelope**: The sum of the squares of the three ***components*** of the ***time-domain electromagnetic secondary field***. Equivalent to the ***amplitude*** of the secondary field.

**transient**: Time-varying. Usually used to describe a very short period pulse of ***electromagnetic*** field.

***transmitter***: The source of the ***signa***l to be measured in a geophysical survey. In airborne ***EM*** it is most often a **coil** carrying a time-varying electrical current, transmitting the ***primary field***. (see also ***receiver***)

**traverse line**: A normal geophysical survey line. Normally parallel traverse lines are flown across the property in spacing of 50 m to 500 m, and generally perpendicular to the target geology.

**vertical plate**: A standard model for electromagnetic geophysical theory. It is usually defined as thin conductive sheet, ***infinite*** in horizontal dimension and depth extent. (see also ***thin shee***t)

**waveform**: The shape of the ***electromagnetic pulse*** from a ***time-domain*** electromagnetic transmitter.

**window**: A discrete portion of a ***gamma-ray spectrum*** or ***time-domain electromagnetic decay***. The continuous energy spectrum or ***full-stream*** data are grouped into windows to reduce the number of samples, and reduce ***noise***.

Version 1.5, November 29, 2005
Greg Hodges,
Chief Geophysicist
Fugro Airborne Surveys, Toronto

**Common Symbols and Acronyms**

**k** Magnetic susceptibility
$\varepsilon$ Dielectric permittivity
**$\mu$, $\mu_r$** Magnetic permeability, relative permeability
**$\rho$, $\rho_a$** Resistivity, apparent resistivity
**$\sigma$,$\sigma_a$** Conductivity, apparent conductivity
**$\sigma$t** Conductivity thickness
$\tau$ Tau, or time constant
**$\Omega$m** ohm-metres, units of resistivity
**AGS** Airborne gamma ray spectrometry.
**CDT** Conductivity-depth transform, conductivity-depth imaging (Macnae and Lamontagne, 1987; Wolfgram and Karlik, 1995)
**CPI, CPQ** Coplanar in-phase, quadrature
**CPS** Counts per second
**CTP** Conductivity thickness product
**CXI, CXQ** Coaxial, in-phase, quadrature
**FOM** Figure of Merit
**fT** femtoteslas, normal unit for measurement of B-Field
**EM** Electromagnetic
**keV** kilo electron volts – a measure of gamma-ray energy
**MeV** mega electron volts – a measure of gamma-ray energy 1MeV = 1000keV
**NIA** dipole moment: turns x current x Area
**nT** nanotesla, a measure of the strength of a magnetic field
nG/h nanoGreys/hour – gamma ray dose rate at ground level
**ppm** parts per million – a measure of secondary field or noise relative to the primary or radioelement concentration.
**pT/s** picoteslas per second: Units of decay of secondary field, dB/dt
**S** siemens – a unit of conductance
**x**: the horizontal component of an EM field parallel to the direction of flight.
**y**: the horizontal component of an EM field perpendicular to the direction of flight.
**z**: the vertical component of an EM field.

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# APPENDIX G

# SYSTEM TESTS & CALIBRATIONS

# APPENDIX G

# SYSTEM TESTS & CALIBRATIONS

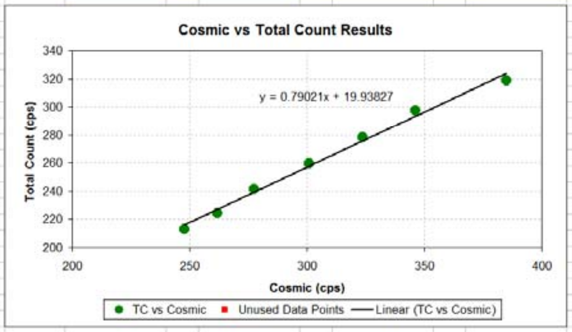
## COSMIC CORRECTION COEFFICENTS

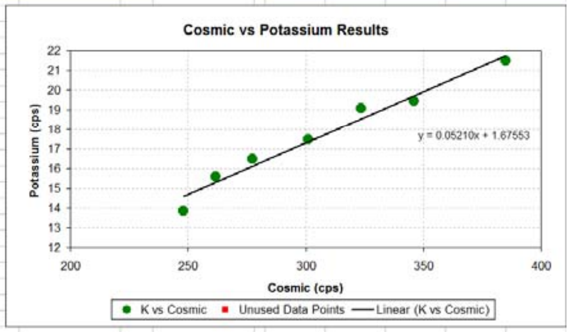
| | | | | | |
|---|---|---|---|---|---|
| Job Number: | 07097 | Heli Registration: | G-JIX | Spec Pack(s) Serial Number: | |
| Date Flown: | | GDB Name: | | Spec Console Type: | - |
| Flight Number: | | Crystal Pack Volume: | - | Spec Console Serial Number: | |

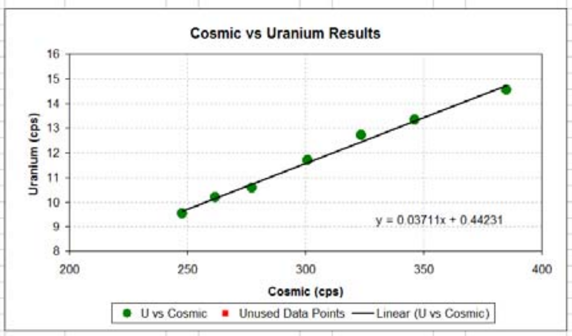
| LINE | AVERAGE TC_DOWN_COS | Use Data Point | AVERAGE K_DOWN_COS | Use Data Point | AVERAGE U_DOWN_COS | Use Data Point | AVERAGE TH_DOWN_COS | Use Data Point | AVERAGE U_UP_COS | Use Data Point | AVERAGE COSMIC_COS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 212.87052 | ☑ | 13.83889 | ☑ | 9.54585 | ☑ | 10.87213 | ☑ | 2.54978 | ☑ | 247.927355 |
| | 224.213994 | ☑ | 15.585967 | ☑ | 10.19494 | ☑ | 11.33448 | ☑ | 2.79222 | ☑ | 261.792165 |
| | 241.543271 | ☑ | 16.478541 | ☑ | 10.57224 | ☑ | 12.18818 | ☑ | 2.83386 | ☑ | 277.445653 |
| | 259.714947 | ☑ | 17.484717 | ☑ | 11.71768 | ☑ | 13.19188 | ☑ | 3.17452 | ☑ | 301.044961 |
| | 278.379222 | ☑ | 19.070171 | ☑ | 12.71238 | ☑ | 14.31633 | ☑ | 3.42947 | ☑ | 323.680599 |
| | 297.360922 | ☑ | 19.443436 | ☑ | 13.34314 | ☑ | 15.04633 | ☑ | 3.74550 | ☑ | 346.121507 |
| | 318.889521 | ☑ | 21.479906 | ☑ | 14.53854 | ☑ | 15.63273 | ☑ | 3.76232 | ☑ | 384.972478 |

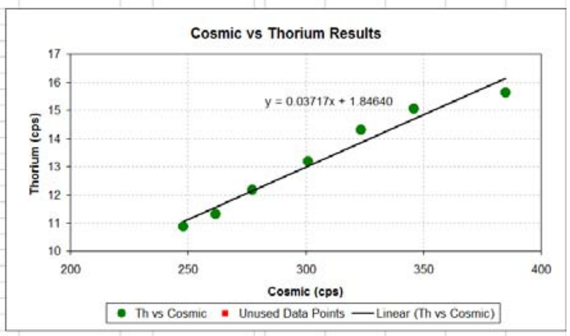
**Summary of Cosmic Correction Coefficents**

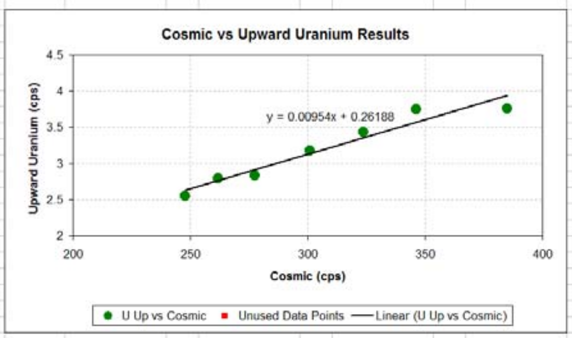
| | Cosmic Stripping (Slope) | Aircraft Background (Intercept) |
|---|---|---|
| TC | 0.79021 | 19.93827 |
| K | 0.05210 | 1.67553 |
| U | 0.03711 | 0.44231 |
| Th | 0.03717 | 1.84640 |
| U Up | 0.00954 | 0.26188 |



# APPENDIX H

# RADIOMETRIC PROCESSING CONTROL FILE

# APPENDIX H

# RADIOMETRIC PROCESSING CONTROL FILE

```
///////////////////////////////////////////////////
// Atlas Control/Workspace File
// # or // for commment
///////////////////////////////////////////////////

CONTROL_BEGIN

  PROGRAM  = AGSCorrection
  VERSION  = 1.4.0

   ### Process or Calibration? ###
       WhatToDo = Process Survey Line

   ### Corrections to apply ###
       CorrectionType = Yes  Filtering
       CorrectionType = Yes  LiveTimeCorrection
       CorrectionType = Yes  CosmicAircraftBGRemove
       CorrectionType = Yes  CalcEffectiveHeight
       CorrectionType = Yes  RadonBGRemove
       CorrectionType = Yes  ComptonStripping
       CorrectionType = Yes  HeightCorrection
       CorrectionType = No   ConvertToConcentration


   ### Main I/O settings ###
       MainChannelIO|TC       = TC_rad    --> TC_rad_Cor
       MainChannelIO|K        = K_rad     --> K_rad_Cor
       MainChannelIO|U        = U_rad     --> U_rad_Cor
       MainChannelIO|Th       = TH_rad    --> TH_rad_Cor
       MainChannelIO|UpU      = U_UP       --> U_UP_Cor
       MainChannelIO|Cosmic   = COSMIC     --> COSMIC_Cor
       MainChannelIO|Spectrum =            -->

   ### Control Channel I/O settings ###
       ControlChannel|RadarAltimeter     = ALTRAD      [metres]
       ControlChannel|Pressure/Barometer = KPA         [kPa]
       ControlChannel|Temperature        = TEMP_EXT


   ### Input for correction ###
       InputForCorrection    = ROIs


   ### Pre-filtering settings ###
       Filtering|TC      = 0
       Filtering|K       = 0
       Filtering|U       = 0
       Filtering|Th      = 0
       Filtering|UpU     = 0
       Filtering|Cosmic  = 9
       Filtering|RadarAltimeter     = 3
```

```
    Filtering|Pressure/Barometer = 3
    Filtering|Temperature        = 3

### Live-time correction settings ###
    LiveTimeChannel             = GR820_LIVE_TIME
    LiveTimeUnits               = milli-seconds
    ApplyLiveTimeCorrToUpU      = Yes

### Cosmic correction settings ###
    CosmicCorrParam|TC      = 0.790208,  19.938274
    CosmicCorrParam|K       = 0.052102,  1.675526
    CosmicCorrParam|U       = 0.037111,  0.442309
    CosmicCorrParam|Th      = 0.037171,  1.846396
    CosmicCorrParam|UpU     = 0.009545,  0.261878
    CosmicCorrParam|SpectrumBackgroundFile    =

### Effective-Height settings ###
    EffectiveHeightOutputChannel = EffectiveHeight
    EffectiveHeightOutputUnits   = metres

### Radon correction settings ###
    RadonCorrMethod                             = UpU
    RadonCorrParam_FilterWidth                  = 51
    RadonCorrParam_UseRadonMeanForFewData        = Yes
    RadonOutputChannel                          = Radon
    RadonCorrParam_UgInUpU(A1) = 0.020000
    RadonCorrParam_ThInUpU(A2) = 0.010000
    RadonCorrParam|TC      = 14,  0.000000
    RadonCorrParam|K       = 0.9,  0.000000
    RadonCorrParam|Th      = 0.08,  0.000000
    RadonCorrParam|UpU     = 0.32,  0.000000

### Special Stripping (Compton Stripping) ###
    ComptonCorrParam_Stripping_Alpha     = 0.235000
    ComptonCorrParam_Stripping_Beta      = 0.404000
    ComptonCorrParam_Stripping_Gamma     = 0.727000
    ComptonCorrParam_AlphaPerMetre       = 0.000490
    ComptonCorrParam_BetaPerMetre        = 0.000650
    ComptonCorrParam_GammaPerMetre       = 0.000690
    ComptonCorrParam_GrastyBackscatter_a = 0.047000
    ComptonCorrParam_GrastyBackscatter_b = 0.003000
    ComptonCorrParam_GrastyBackscatter_g = 0.011000

### Height Correction settings ###
    SurveyHeightDatum     = 60.000000
    AttenuationCorrControl = 0
    HeightCorrParam|TC      = -0.007440, 300.000000
    HeightCorrParam|K       = -0.008698, 300.000000
    HeightCorrParam|U       = -0.007190, 300.000000
    HeightCorrParam|Th      = -0.011436, 300.000000

### Concentration settings ###
   ConcentrationParam|K       = Concentration_K,  0.000000
```

```
      ConcentrationParam|U       = Concentration_U,  0.000000
      ConcentrationParam|Th      = Concentration_Th,  0.000000
      AirAbsorbedDoseRateParam   = DoseRate,  0.000000
      NaturalAirAbsorbedDoseRateParam = NaturalDoseRate,  0.000000,
0.000000, 0.000000

CONTROL_END
```