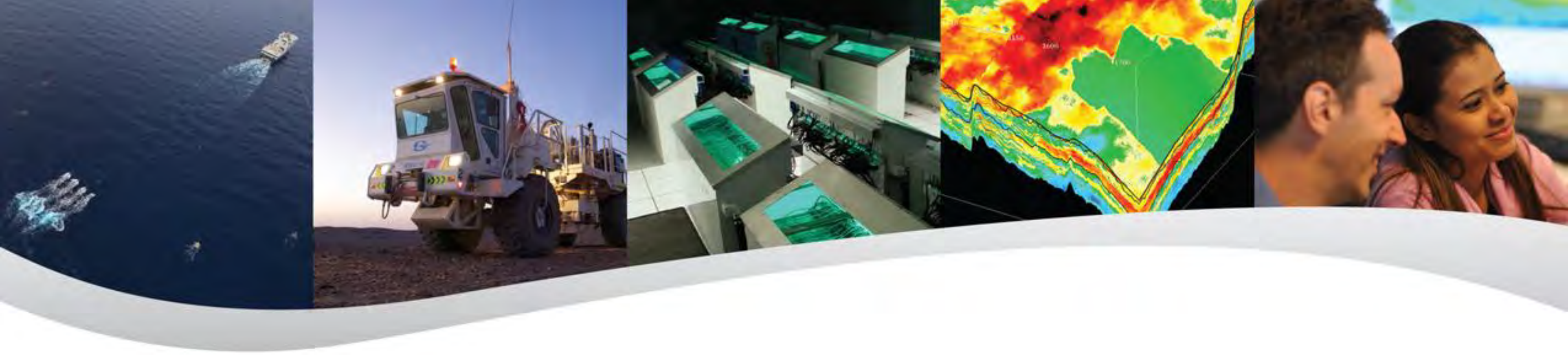

GEOPHYSICAL SURVEY REPORT
AIRBORNE MAGNETIC GRADIOMETER AND DIGHEM SURVEY
AUDEN PROJECT
PROJECT 13052
GTA RESOURCES AND MINING INC.

November 22, 2013

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Introduction

This report describes the logistics, data acquisition, processing and presentation of results of a DIGHEM electromagnetic and magnetic gradiometer airborne geophysical survey carried out for GTA Resources and Mining Inc. over two properties near Hearst, Ontario. Total coverage of the survey block amounted to 2664 km. The survey was flown between October 4 and October 15, 2013.

The purpose of the survey was to map the geology and structure of the area. Data were acquired using a DIGHEM electromagnetic system, supplemented by two high-sensitivity cesium magnetometers. The information from these sensors was processed to produce maps and images that display the magnetic and conductive properties of the survey area. A GPS electronic navigation system ensured accurate positioning of the geophysical data with respect to the base map coordinates.

The survey was performed by CGG Canada Services Ltd., Toronto office. Maps and data in digital format are provided with this report.

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Survey Area Description

Location of the Survey Area

Two blocks near Hearst, Ontario (Figure 1) were flown between October 4th and October 15th, 2013, with Hearst, Ontario as the base of operations. Survey coverage consisted of 2228 km of traverse lines flown with a spacing of 100 m and 436 km of tie lines with a spacing of 500 m for a total of 2664 km.

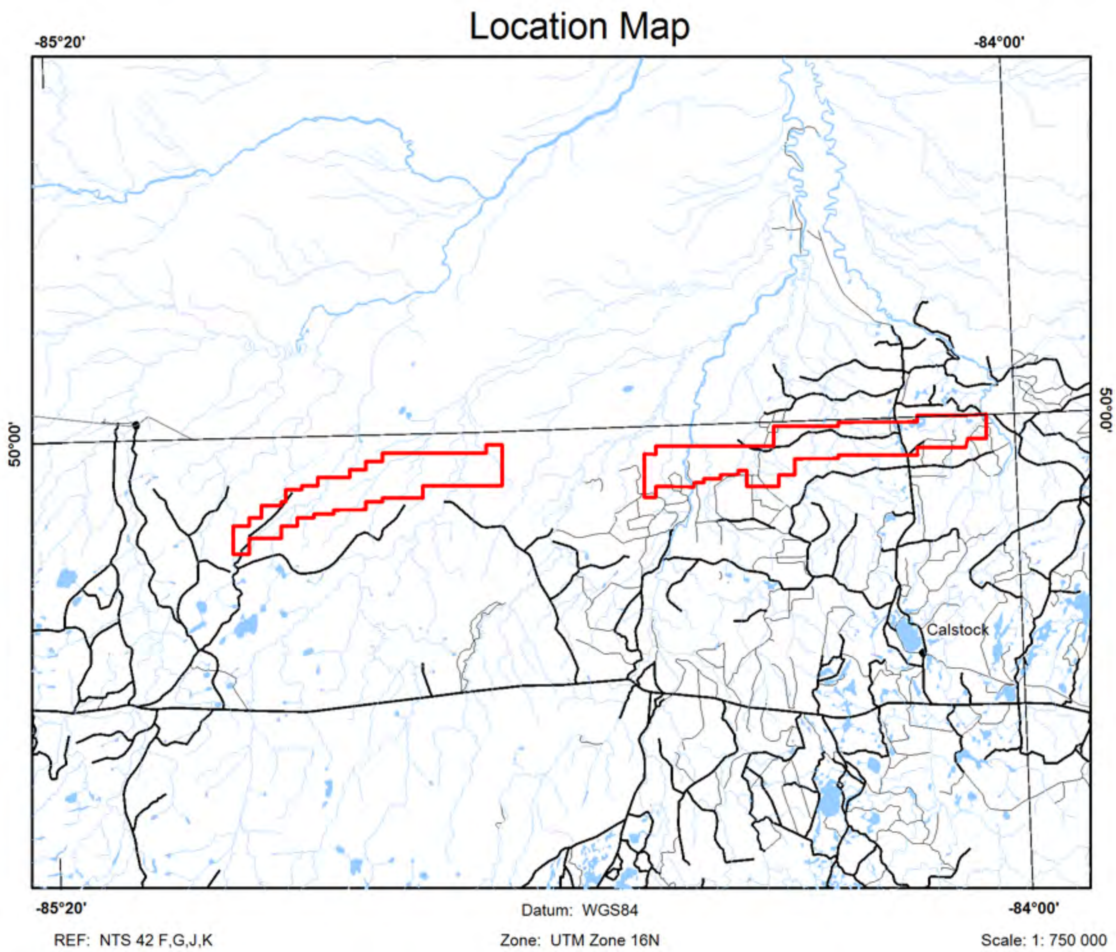


Figure 1 Auden Project - Location Map

Table 1 and Table 2 contain the coordinates of the corner points of the survey blocks.

Block	Corners	X-UTM (E)	Y-UTM (N)
13052	1	637507	5531806
West Area	2	639107	5531794
	3	639107	5532606
	4	640307	5532606
	5	640307	5533806
	6	642307	5533801
	7	642307	5534206
	8	642707	5534206
	9	642707	5535406
	10	644307	5535407
	11	644306	5535804
	12	645907	5535806
	13	645906	5536604
	14	649106	5536607
	15	649106	5537404
	16	650706	5537404
	17	650706	5538204
	18	652306	5538201
	19	652306	5539004
	20	653906	5539004
	21	655467	5539004
	22	657060	5539040
	23	658601	5539041
	24	660201	5539041
	25	661796	5539041
	26	662633	5539041
	27	662634	5539831
	28	664213	5539831
	29	664186	5535772
	30	656304	5535804
	31	656306	5534604
	32	654306	5534604
	33	652306	5534604
	34	652306	5534204
	35	650706	5534204
	36	650706	5533404
	37	647507	5533402
	38	647507	5533006
	39	645507	5533006
	40	645507	5532606
	41	643907	5532606
	42	643907	5531806
	43	642307	5531806

Block	Corners	X-UTM (E)	Y-UTM (N)
13052-1	1	637507	5531806
West Area	2	639107	5531794
	3	639107	5532606
	4	640307	5532606
	5	640307	5533806
	6	642307	5533801

Table 1 West Area Corners NAD83 UTM Zone 16N

Block	Corners	X-UTM (E)	Y-UTM (N)
13052-2	1	678289	5538953
East Area	2	679454	5538894
	3	679457	5539695
	4	681090	5539695
	5	682657	5539695
	6	683376	5539694
	7	684238	5539702
	8	685840	5539702
	9	687439	5539702
	10	688490	5539702
	11	689044	5539702
	12	690097	5539702
	13	690648	5539702
	14	691145	5539701
	15	691145	5540098
	16	691145	5541303
	17	691145	5541699
	18	692746	5541699
	19	694347	5541699
	20	695948	5541698
	21	697544	5541695
	22	697544	5542077
	23	705339	5542137
	24	705397	5542799
	25	707000	5542799
	26	708600	5542799
	27	710200	5542799
	28	712228	5542870
	28	712228	5540498
	29	710365	5540462
	30	710199	5539599
	31	708598	5539599
	32	678289	5538953

Block	Corners	X-UTM (E)	Y-UTM (N)
13052-2	33	706998	5539599
East Area	34	705397	5539599
	35	705405	5538836
	36	704462	5538842
	37	703999	5538845
	38	702864	5538850
	39	700741	5538854
	40	699145	5538854
	41	697554	5538852
	42	697556	5538507
	43	693240	5538436
	44	693242	5536895
	45	691642	5536895
	46	691642	5535695
	47	688442	5535695
	48	688439	5537286
	49	687642	5537282
	50	687641	5536898
	51	685841	5536895
	52	685840	5536492
	53	684239	5536488
	54	684239	5536092
	55	683271	5536081
	56	683194	5535654
	57	680945	5535716
	58	679454	5535716
	59	679456	5534625
	60	678318	5534625
	33	706998	5539599

Table 2 East Area Corners NAD83 UTM Zone 16N

Block	Line Numbers	Line direction	Line Spacing	Line km
1	10010 - 12670	0°/180°	100 m	929 km
West Area	19010 - 19210	90°/270°	500 m	187 km
2	10010 - 11100	0°/180°	100 m	1173 km
East Area	19010 - 19050	90°/270°	500 m	241 km

Table 3 Planned line kilometre summary

During the survey GPS base stations were set up to collect data to allow post processing of the positional data for increased accuracy. The location of the GPS base stations are shown in Table 4.

Status	Location Name	WGS84 Longitude (deg-min-sec)	WGS84 Latitude (deg-min-sec)	Orthometric Height (m)
Primary	Fuel cache	84° 30’ 42.67193” W	49° 45’ 42.89271” N	250.6
Secondary	Fuel cache	84° 30’ 42.41169” W	49° 45’ 42.67143” N	245.6

Table 4 GPS Base Station Location

The location of the Magnetic base stations are shown in Table 5.

Status	Location Name	WGS84 Longitude (deg-min-sec)	WGS84 Latitude (deg-min-sec)
Primary	Fuel cache	84° 30’ 42.41169” W	49° 45’ 42.67143” N
Secondary	Fuel cache	84° 30’ 42.07500” W	49° 45’ 42.90516” N

Table 5 Magnetic Base Station Location

The fuel cache was located on Highway 11 at the intersection with regional road 631.

System Information

Figure 2 DIGHEM System

The DIGHEM system comprises a 30 m cable which tows a 9 m bird containing the EM transmitter and receiver coil pairs (three coplanar and two coaxial), a magnetometer, a laser altimeter and a GPS antenna for flight path recovery. The helicopter has a tail boom mounted GPS antenna for in-flight navigation, radar and barometric altimeters, a video camera and a data acquisition system.

Aircraft and Geophysical On-Board Equipment

Helicopter: AS35- B2

Operator: Questral Helicopters

Registration: C-FZTA

Average Survey Speed: 126 km/h (35m/s)

EM System: DIGHEM, symmetric dipole configuration.

Dipole Moment (Atm^2)	Orientation	Nominal Frequency	Actual Frequency	Coil Separation (m)
211	Coaxial	1,000 Hz	1,117 Hz	7.97
211	Coplanar	400 Hz	389 Hz	7.98
67	Coaxial	5,500 Hz	5,647 Hz	7.92
56	Coplanar	7,200 Hz	7,513 Hz	7.98
15	Coplanar	56,000 Hz	55,940 Hz	6.32

Table 6 DIGHEM Configuration

Digital Acquisition: CGG HeliDAS.

Video: Panasonic WVCD/32 Camera with Axis 241S Video Server. Camera is mounted to the exterior bottom of the helicopter between the forward skid tubes

Magnetometer: -2Scintrex Cesium Vapour (CS-3), mounted on a transverse boom at the tail of the EM bird;

Operating Range: 15,000 to 100,000 nT
Operating Limit: -40°C to 50°C
Accuracy: ±0.002 nT
Measurement Precision: 0.001 nT
Sampling rate: 10.0 Hz

Radar Altimeter: Honeywell Sperry Altimeter System. Radar antennas are mounted to the exterior bottom of the helicopter between the forward skid tubes

Operating Range: 0 – 2500ft
Operating Limit: -55°C to 70°C
0 to 55,000 ft

Accuracy:
± 3% (100 – 500ft above obstacle)
± 4% (500 – 2500ft above obstacle)
Measurement Precision: 1 ft
Sample Rate: 10.0 Hz

Laser Altimeter: Optech G-150 mounted in the EM bird;

Operating Range: 0.2 to 250 m
Operating Limit: -10°C to 45°C
Accuracy:
±5 cm (10°C to 30°C)
±10 cm (-10°C to 45°C)
Measurement Precision: 1 cm
Sample Rate: 10.0 Hz

Aircraft Navigation: NovAtel OEM4 Card with an Aero antenna mounted on the tail of the helicopter;

Operating Limit: -40°C to 85°C
Real-Time Accuracy:
1.2m CEP (L1 WAAS);
Real-Time Measurement Precision: 6 cm RMS
Sample Rate: 2.0 Hz

EM Bird Positional Data: NovAtel OEM4 with Aero Antenna mounted on the EM bird.

Operating Limit: -40°C to 85°C
Real-Time Accuracy:
1.8m CEP (L1);
Real-Time Measurement Precision: 6 cm RMS
Sample Rate: 2.0 Hz

Barometric Altimeter: Motorola MPX4115AP analog pressure sensor mounted in the helicopter

Operating Range: 55 kPa to 108 kPa
Operating Limit: -40°C to 125°C
Accuracy:
± 1.5 kPa (0°C to 85°C)
± 3.0 kPa (-20°C to 0°C, 85°C to 105°C)
± 4.5 kPa (-40°C to -20°C, 105°C to 125°C)
Measurement Precision: 0.01 kPa
Sampling Rate = 10.0 Hz

Temperature: Analog Devices 592 sensor mounted on the camera box

Operating Range: -40°C to + 75°C
Operating Limit: -40°C to + 75°C
Accuracy: ± 1.5°C
Measurement Precision: 0.03°C
Sampling Rate = 10.0 Hz

Base Station Equipment

Primary Magnetometer:	CGG CF1 using Scintrex cesium vapour sensor with Marconi GPS card and antenna for measurement synchronization to GPS. The base station also collects barometric pressure and outside temperature. Magnetometer Operating Range: 15,000 to 100,000 nT Barometric Operating Range: 55kPa to 108 kPa Temperature Operating Range: -40°C to 75°C Sample Rate: 1.0 Hz
GPS Receiver:	NovAtel OEM4 Card with an Aero antenna Real-Time Accuracy: 1.8m CEP (L1) Sample Rate: 1.0 Hz
Secondary Magnetometer:	GEM Systems GSM-19 Operating Range: 20,000 to 120,000 nT Operating Limit: -40°C to 60°C Accuracy: ± 0.2 nT Measurement Precision: 0.01 nT Sample Rate: 0.33 Hz

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 CGG Atlas software. This allowed the field personnel to calculate, display and verify both the positional (flight path) and geophysical data. The initial database was examined as a preliminary assessment of the data acquired for each flight.

In-field processing of CGG 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 and filtering of all geophysical and ancillary data, verification of the digital video, calculation of preliminary resistivity data, and diurnal correction of magnetic data.

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

Navigation

A specialized GPS system provided in-flight navigation control. The system determined the absolute position of the helicopter by monitoring the range information of twelve channels (satellites). The Novatel OEM4 receiver was used for this application. In North America, the OEM4 receiver is WAAS-enabled (Wide Area Augmentation System) providing better real-time positioning.

A Novatel OEM4 GPS base station was used to record pseudo-range, carrier phase, ephemeris, and timing information of all available GPS satellites in view at a one second interval. These data are used to improve the conversion of aircraft raw ranges to differentially corrected aircraft position. The GPS antenna was set-up in a location that allowed for clear sight of the satellites above. The set-up of the antenna also considered surfaces that could cause signal reflection around the antenna that could be a source of error to the received data measurements.

Flight Path

Flight lines did not deviate from the intended flight path by more than 25% of the planned flight path over a distance of more than 1 kilometre. Flight specifications were based on GPS positional data recorded at the helicopter.

Clearance

The survey elevation is defined as the measurement of the helicopter radar altimeter to the tallest obstacle in the helicopter path. An obstacle is any structure or object which will impede the path of the helicopter to the ground and is not limited to and includes tree canopy, towers and power lines.

Survey elevations may vary based on the pilot's judgement of safe flying conditions around man-made structures or in rugged terrain.

Optimum survey elevations for the helicopter and instrumentation during normal survey flying are:

Helicopter	60 metres
Magnetometer	35 metres
DIGHEM EM sensor	35 metres

Survey elevations did not deviate by more than 20% over a distance of 2 km from the contracted elevation.

Flying Speed

The average calculated ground speed was 126 km/h ranging between 61 to 169 km/h. This resulted in a ground sample interval of approximately 1.7 to 4.7 metres at a 10 Hz sampling rate.

Airborne High Sensitivity Magnetometer

To assess the noise quality of the collected airborne magnetic data, CGG monitors the 4th difference results during flight which is verified post flight by the processor. The contracted specification for the collected airborne magnetic data was that the non-normalized 4th difference would not exceed 1.6 nT over a continuous distance of 1 kilometre excluding areas where this specification was exceeded due to natural anomalies.

Magnetic Base Station

Ground magnetic base stations were set-up to measure the total intensity of the earth's magnetic field. The base stations were placed in a magnetically quiet area, away from power lines and moving metallic objects. The contracted specification for the collected ground magnetic data was the non-linear variations in the magnetic data were not to exceed 10 nT per minute.

Electromagnetic Data

The contracted specification for the EM channels was a peak to peak noise envelope not to exceed the specified tolerance (Table 7) continuously over a horizontal distance of 2,000 metres under normal survey conditions.

The effects of spheric pulses were monitored on the EM channels by visual assessment of the data and monitoring of two spheric channels during flight operations. Spheric pulses may occur having strong peaks but narrow widths. Flying was not performed when spheric pulses became sufficiently intense and frequent that digital data processing techniques could not recover useful data.

The acceptable noise limits of the EM channels are stated below:

Frequency	Coil Orientation	Peak to Peak Noise Envelope (ppm)
1,000 Hz	vertical coaxial	5.0
400 Hz	horizontal coplanar	10.0
5,500 Hz	vertical coaxial	10.0
7,200 Hz	horizontal coplanar	20.0
56,000 Hz	horizontal coplanar	40.0

Table 7 EM System Noise Specifications

In-Flight EM System Calibration

Calibration of the system during the survey uses the CGG 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.

Data Processing

Flight Path Recovery

To check the quality of the positional data the speed of the bird is calculated using the differentially corrected x, y and z data. Any sharp changes in the speed are used to flag possible problems with the positional data. Where speed jumps occur, the data are inspected to determine the source of the error. The erroneous data are deleted and splined if less than five seconds in length. If the error is greater than five seconds the raw data are examined and if acceptable, may be shifted and used to replace the bad data. The GPS-Z component is the most common source of error. When it shows problems that cannot be corrected by recalculating the differential correction, the barometric altimeter is used as a guide to assist in making the appropriate correction. The corrected WGS84 longitude and latitude coordinates were transformed to NAD83 using the following parameters.

Datum:	NAD83
Ellipsoid:	GRS80
Projection:	UTM Zone 16N
Central meridian:	87° West
False Easting:	500000 metres
False Northing:	0 metres
Scale factor:	0.9996
WGS84 to Local Conversion:	Molodensky
Dx,Dy,Dz:	0, 0, 0

Recorded video flight path may also be linked to the data and used for verification of the flight path. Fiducial numbers are recorded continuously and are displayed on the margin of each digital image. This procedure ensures accurate correlation of data with respect to visible features on the ground. The fiducials appearing on the video frames and the corresponding fiducials in the digital profile database originate from the data acquisition system and are based on incremental time from start-up. Along with the acquisition system time, UTC time is also recorded in parallel and displayed (Figure 3).

Altitude Data

Radar altimeter data are despiked by applying a 1.5 second median and smoothed using a 1.5 second Hanning filter. The radar altimeter data are then subtracted from the GPS elevation to create a digital elevation model that is gridded and used in conjunction with profiles of the radar altimeter and flight path video to detect any spurious values.

Laser altimeter data are despiked and filtered using an alpha-trim filter. The laser altimeter data are then subtracted from the GPS elevation to create a digital elevation model that is examined in grid format for spurious values. The laser does a better job of piercing the tree canopy than the radar altimeter, and was used in the resistivity/depth calculation.

Figure 3 Flight path video

Magnetic Base Station Diurnal

The raw diurnal data are sampled at 1 Hz and imported into a database. The data are filtered with a 51 second median filter and then a 51 second Hanning filter to remove spikes and smooth short wavelength variations. A non linear variation is then calculated and a flag channel is created to indicate where the variation exceeds the survey tolerance. Acceptable diurnal data are interpolated to a 10 Hz sample rate and the local regional field value of 56754, calculated from the average of the first day's diurnal data, was removed to leave the diurnal variation. This diurnal variation is then ready to be used in the processing of the airborne magnetic data.

Total Magnetic Intensity

The Total Magnetic Field (TMF) data collected in flight were profiled on screen along with a fourth difference channel calculated from the TMF. Spikes were removed manually where indicated by the fourth difference. The despiked data were then corrected for lag by 1.9 seconds. The diurnal variation that was extracted from the filtered ground station data was then removed from the despiked and lagged TMF. After the diurnal was removed, a magnetic value for the centre of the measurement platform was calculated by taking the average of the lagged and diurnally corrected, port and starboard magnetic sensors. The results were then levelled using tie and traverse line intercepts. Manual adjustments were applied to any lines that required levelling, as indicated by shadowed images of the gridded magnetic data. The manually levelled data were then subjected to a microlevelling filter.

Transverse Magnetic Gradient

Transverse magnetic gradient data was calculated from the lag corrected port and starboard magnetometer sensors. The gradient was calculated with respect to the flight line direction with the median removed on a line-by-line basis. The results were then subjected to a microlevelling filter to remove any short wavelength residual line-to-line discrepancies.

Enhanced Total Magnetic Intensity

Bidirectional gridding with the transverse gradient should produce a surface that correctly renders both the measured data and the measured horizontal gradient at each survey line. This can be an advantage when gridding data that include features approaching the line-separation in size and also for rendering features that are not perpendicular to the line direction, particularly those which are sub-parallel to the line direction

Calculated Vertical Magnetic Gradient

The Enhanced Total Magnetic Intensity grid was subjected to a processing algorithm that enhances the response of magnetic bodies in the upper 500 metres and attenuates the response of deeper bodies. The resulting calculated vertical gradient grid provides better definition and resolution of near-surface magnetic units. It also identifies weak magnetic features that may not be quite as evident in the RMI data. Regional magnetic variations and changes in lithology, however, may be better defined on the Total Magnetic Intensity.

Electromagnetic Data

EM data are processed at the recorded sample rate of 10 Hz. Profiles of the data were examined on a flight by flight basis on screen to check in-flight calibrations and high altitude background removal. A lag of 0.9 seconds was applied and then a 0.9 second median and a 0.9 second Hanning filter were used to reduce noise to acceptable levels. Flights were then displayed and corrected for drift. Following that individual lines were displayed and further levelling corrections were applied while referencing the calculated apparent resistivity.

The EM data are examined 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.

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 laser altimeter, is called the pseudo-layer and reflects the difference between the real geology and a homogeneous halfspace. 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. The large dynamic range afforded by the multiple frequencies makes the apparent resistivity parameter an excellent mapping tool.

The preliminary apparent resistivity 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 on the EM data to eliminate or minimize resistivity differences that can be attributed, in part, to changes in operating temperatures. These levelling adjustments are usually very subtle, and do not result in the degradation of discrete anomalies.

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

Electromagnetic Anomalies

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 picks in conjunction with the profile data, the interpreter then classifies the anomalies according to their source and eliminates those that are not substantiated by the data. The final interpreted EM anomalies include bedrock, surficial and cultural conductors, based on the typical HEM anomaly shapes shown in Figure 12. The types of conductors interpreted from the EM data are given below in Table 8.

Interpretation Symbol	Conductor Model
D	Narrow bedrock conductor (“vertical or dipping thin dyke”)
B	Bedrock conductor
S	Conductive cover (“horizontal thin sheet”)
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover (“half space”)
E	Edge of broad conductor (“edge of a half space”)
L	Culture, e.g. power line, metal building or fence
“?”	Indicates some degree of uncertainty as to which is the most appropriate EM source model, but does not question the validity of the EM anomaly

Table 8 EM Anomaly Interpretation

EM anomalies 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 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.

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 in-phase and quadrature difference channel parameters (DIFI and DIFQ) often permit differentiation of bedrock and surficial conductors, even though they may exhibit similar conductance values. For any CGG multi-component helicopter frequency domain EM system (HFEM), the difference channel is a calculated product to assist interpretation of discrete conductor targets.

The difference channel is a parameter used to quantify the difference between the coaxial and coplanar responses. It helps to distinguish which conductivity changes are caused by flat-lying conductors (like swamps) or changes in the layered earth (with a 1:4 ratio between CX and CP), and which anomalies are caused by discrete conductive bodies. The difference between the CP and CX for both in-phase and quadrature EM data is calculated everywhere, weighted to adjust the response for the geometric difference as well as differences in coil separation. For a flat-lying or halfspace (thick, flat-lying) conductor, the difference channel (DIFI or DIFQ) will be near zero, as it will over background areas (a layered earth). For a discrete conductor like a vertical thin dike, the difference channel will have a positive value. In practice the value will be somewhat variable, depending on the shape and thickness of the conductor and the conductivity of the host rock.

Anomalies that occur near the ends of the survey lines (i.e., outside the survey area) should be viewed with caution. Some of the weaker anomalies could be due to aerodynamic noise, i.e., bird bending, which is created by abnormal stresses to which the bird is subjected during the climb and turn of the aircraft between lines. Such aerodynamic noise is usually manifested by an anomaly on the coaxial in-phase channel only, although severe stresses can affect the coplanar in-phase channels as well.

EM anomalies may be grouped into three 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" (bedrock), "D" (vertical or dipping thin dyke) or "T" (vertical or dipping thick dyke) interpretive symbol, all denoting a bedrock source. EM anomalies that do not display the classic anomaly shape of the “thin dyke” model, but are considered to reflect sources at depth are generally given a “B” interpretation. The “T” anomaly is a very specific anomaly type, and is generally not used unless the specific criteria defined in Figure 12 are met.

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" or "H" interpretive symbol. The lack of a difference channel response usually implies a broad or flat-lying conductive source such as overburden. Some of these anomalies could reflect conductive rock units, zones of deep weathering, or the weathered tops of kimberlite pipes, 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.

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.

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 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 third class of anomalies consists of cultural anomalies, which 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.

Digital Elevation

The laser altimeter values are subtracted from the differentially corrected and de-spiked GPS-Z values to produce profiles of the height above mean sea level along the survey lines. These values are gridded to produce contour maps showing approximate elevations within the survey area. Any subtle line-to-line discrepancies are manually removed. After the manual corrections are applied, the digital terrain data are filtered with a microlevelling algorithm.

The accuracy of the elevation calculation is directly dependent on the accuracy of the two input parameters, laser altimeter and GPS-Z. 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 ±5 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 magnetic and resistivity 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. The grid cell size is 20% of the line interval.

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.

Final 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.

Maps

Base maps of the survey area were produced by converting published raster image topographic maps to a bitmap (.bmp) format. 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 some of the final maps. All maps were created using the following parameters:

Projection Description:

Datum:	NAD83
Ellipsoid:	GRS80
Projection:	UTM Zone 16N
Central meridian:	87° West
False Easting:	500000 metres
False Northing:	0 metres
Scale factor:	0.9996
WGS84 to Local Conversion:	Molodensky
Dx,Dy,Dz:	0, 0, 0

Digital maps depicting the survey results have been provided as a PDF and Geosoft MAP at a scale of 1:20,000 as listed in Table 9. Each parameter is plotted on four map sheets.

Final Map Products
EM Anomaly Interpretation
Horizontal Gradient Enhanced Total Magnetic Field
Calculated Vertical Magnetic Gradient
Apparent Resistivity 400 Hz
Apparent Resistivity 7,200 Hz
Apparent Resistivity 56,000 Hz

Table 9 Final Map Products

Digital Archives

Line and grid data in the form of a Geosoft database (*.gdb) and XYZ file and Geosoft grids (*.grd) have been written to DVD. The formats and layouts of these archives are further described in Appendix B (Data Archive Description).

Report

A digital copy of this Geophysical Survey Report in PDF format is included on the DVD.

Flight Path Videos

All survey flights in BIN/BDX format with a viewer.

SURVEY RESULTS

Regional geology of the area indicates that the survey blocks are predominantly underlain by metasediments intersected by numerous mafic dykes. Iron formations cross the blocks in an east-westerly trend along which are known occurrences of gold, iron and copper. North of the survey blocks, the metasediments are replaced by a gneissic unit with the boundary crossing the top of the West Block and north of the East Block. Outside of the survey blocks, the metasediments and the gneiss are intruded by alkalic rocks and there are a few small mafic intrusions within the metasediments. In addition to mineralization along the iron formation, vein-type graphite mineralization has been identified in an alkalic intrusion north of the East Block.

Where the metasediments have been intruded by felsic (granitic) intrusions, one might expect to see little or no change in susceptibility, although the associated resistivity could be slightly higher. Conversely, intermediate or mafic intrusions would likely yield a stronger magnetic signature with a probable decrease in resistivity. However, if the host units contain appreciable amounts of magnetite, the suppression of in-phase responses could yield (overstated) resistivity values that are higher than background, even though they may contain disseminated sulphides.

In any areas where the targets are expected to be associated with highly silicified and non-porous units, these should show as narrow resistive zones. These non-magnetic, non-conductive linear trends may prove to be the more attractive targets in the search for quartz-vein type mineralization. Conversely, increased porosity, alteration, or an increase in sulphide content associated with some shears or faults, could show as more conductive trends.

The electromagnetic anomaly maps that accompany this report show the anomaly locations with the interpreted conductor type, dip, and conductance being indicated by symbols. Direct magnetic correlation is also shown, if it exists. The anomalous EM responses detected by the survey have been assigned a simple colour code on the EM anomaly maps, in order to facilitate source recognition. The thinner (sulphide-type) dyke-like (D) sources have been assigned a red colour, while the thicker (B) bedrock sources are shown in dark blue. Surficial (S) overburden responses or buried thick layers (H) are shown in green and edge effects (E) are shown in grey. Conductor axes have been shown on the map only where bedrock anomalies can be correlated from line to line with a reasonable degree of confidence. The conductance is based on the mid-frequency coaxial responses, so there could be higher conductance values than those shown on the map, particularly in any areas where anomalies suggest an increase in conductivity at depth

Table 10 summarizes the discrete EM anomaly responses interpreted from the survey data with respect to conductance grade and interpretation for the survey area. The anomalies are archived in CSV format on the final archive DVD.

Auden Project

Conductor Grade	Conductor Range Siemens (mhos)	No. of Responses
7	> 100	0
6	50 -100	0
5	20 – 50	1
4	10 – 20	9
3	5 -10	37
2	1 – 5	1366
1	< 1	198
*	indeterminate	55
Total		1666

Conductor Model	Most likely source	No. of Responses
L	Culture	0
D	Thin bedrock conductor	482
/	Dipping thin bedrock conductor	9
\	Dipping thin bedrock conductor	9
T	Thick bedrock conductor	0
B	Discrete bedrock conductor	93
H	Rock unit or thick cover	20
S	Conductive cover	1034
E	Edge of wide conductor	19
Total		1666

Table 10 EM Anomaly Statistics

West Block

Many EM anomalies attributed to bedrock sources have been interpreted from the survey data. These form distinct conductive trends several of which are associated with two highly magnetic zones; M1 and M2 on the interpretation map. Percent magnetite calculated from the 400 Hz data indicates that areas within these magnetic zones range as high as 20 %. The effect of the magnetite on the in-phase has suppressed the conductivity especially for the southern-most band M1 which has resulted in fewer EM anomalies in these areas. In other areas, the suppression has resulted in the anomalies being classified as 'S' or 'S?". These anomalies can be identified from the other surficial anomalies by their linear trend on strike with the bedrock anomalies and/or their association with magnetic dykes (shown as a dashed green line) and should be considered for ground follow-up in addition to the bedrock anomalies. In this survey block, the bedrock anomalies are primarily associated with highly conductive zones at depth as indicated by the 400 Hz data; outlined in dark blue. The zones are also evident on the other frequencies but with more moderate conductivity. For most of the thin, dyke-like anomalies dip could not be identified with confidence except for the southern end of M2 which indicates a dip to the south.

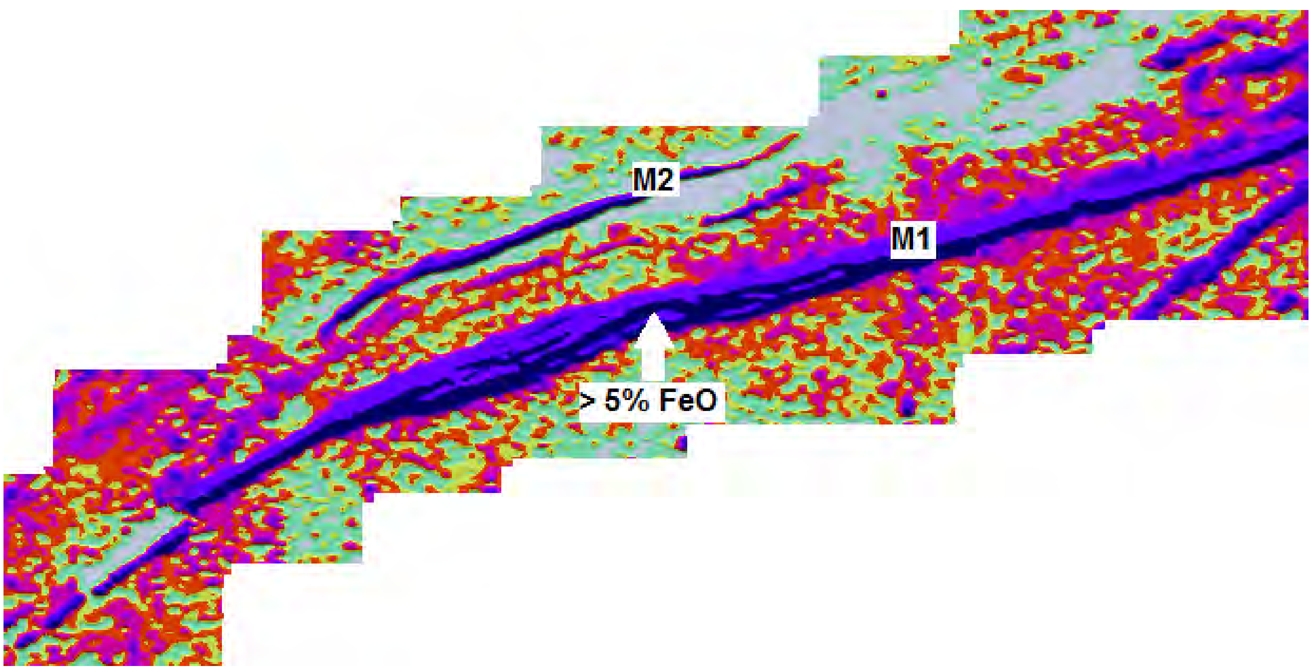


Figure 4 Heightened levels of percent magnetite in the West Block

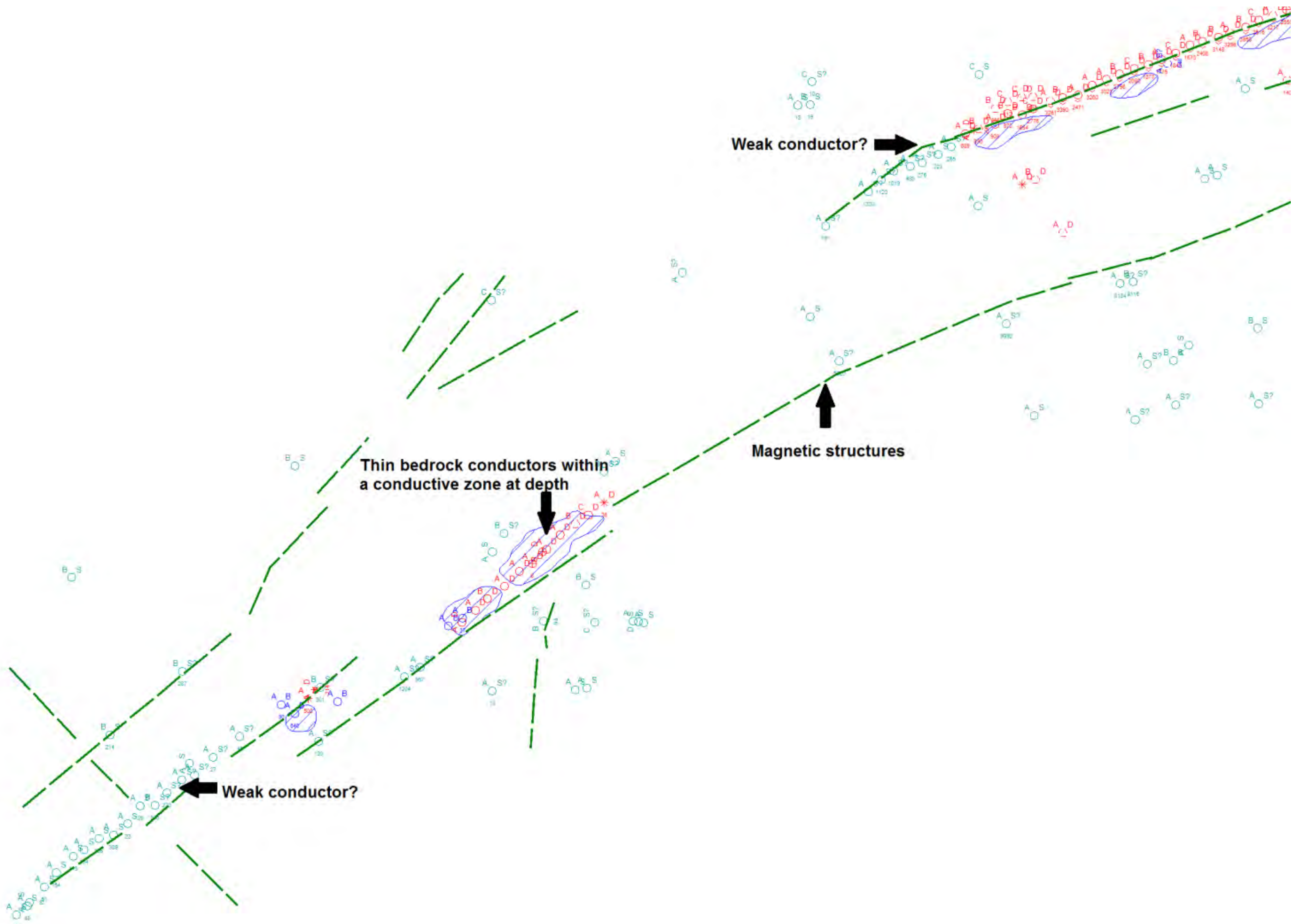


Figure 5 Bedrock and possible weak conductors along magnetic structures

East Block

In general, the East Block is more conductive than the West Block with the highest values located in the eastern half of the block and in a small region at the west end. The small region in the west is highly conductive at surface, lessening with depth with the exception of the eastern tip of the region which indicates a conductive zone at depth. This area is also associated with a magnetic zone (M3) which appears to be a continuation of M1 in the West Bock. Magnetite is associated with the magnetic zone but with values lower than in the West Block. The eastern end of M3 is intersected by a negative magnetic linear (M4) indicating possible remanent magnetization. This feature is coincident with a sinusoidal conductive zone that is highly conductive at surface. This zone does not extend the full length of M4 and, with its different pattern, may not be associated. In the eastern half of the block, is a resistive linear that is present in all the frequencies. This feature is coincident with a highway that is located on the top of an esker. Small lakes have formed on either side of the esker and are evident in the 56,000 Hz and 7,200 Hz data as conductive zones. Broader conductive zones do not appear to be related to drainage systems as they are apparent in the 400 Hz data as more moderately conductive zones. Crossing the esker is a magnetic zone (M5) that appears to be formed by the intersection of three magnetic linears and is controlled to the south by a possible fault (shown as a dashed red line).

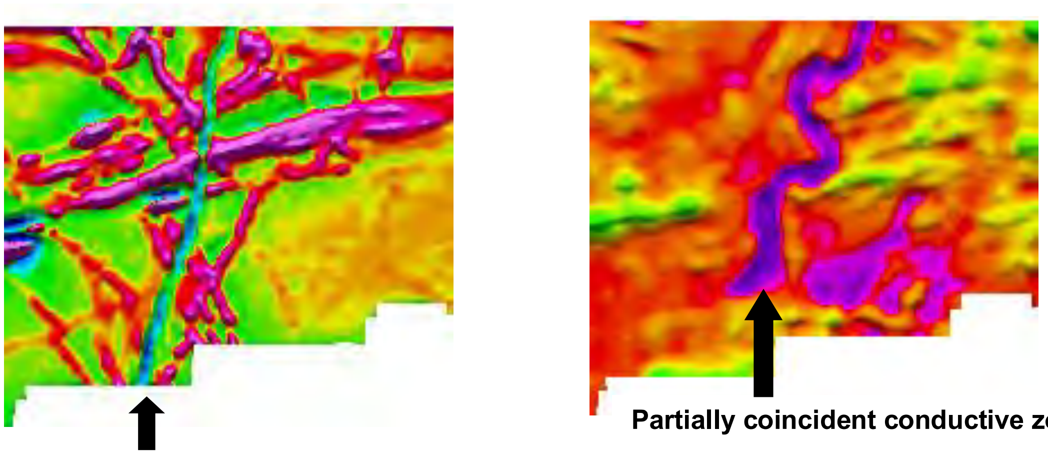


Figure 6 Remanent magnetization with concurrent conductive zone

In addition to the conductive zones at depth (400 Hz), conductive zones from the 7,200 Hz are shown on the interpretation map in blue with the majority of the bedrock anomalies being associated with the conductive zones. Bedrock anomalies in the western half of the block tend be thin, dyke-like anomalies associated with magnetic structures whereas, bedrock anomalies in the eastern half of the block appear to be associated with thicker sources. While some of these anomalies appear directly associated with magnetic structures others are located near or adjacent to magnetic structures. Weakly conductive anomalies and anomalies suppressed by magnetite have been classified as ‘S’ or ‘S?’. As in the West Block, these anomalies can be separated from the other surficial anomalies by their linear trend especially those associated with magnetic structures, and should be considered with the bedrock anomalies for further exploration.

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 airborne survey over the Auden Project, near Hearst, Ontario. The various maps included with this report display the magnetic and conductive properties of the survey area.

In general, the resistivity patterns show moderately good agreement with the magnetic data. This suggests that many of the resistivity lows are probably related to bedrock features, rather than conductive overburden. There are some areas, however, where contour patterns appear to be strongly influenced by conductive surficial material. In addition to identifying several moderate conductors, the survey was also successful in locating a few weak conductors that may warrant additional work.

It is recommended that the survey results be assessed and fully evaluated in conjunction with all other available geophysical, geological and geochemical information. In particular, structural analysis of the data should be undertaken and areas of interest should be selected. It is important that careful examination of these areas be carried out on the ground in order to eliminate possible man-made sources of the EM anomalies. An attempt should be made to determine the geophysical “signatures” over any known zones of mineralization in the survey areas or their vicinity.

The anomalous resistivity and magnetic targets defined by the survey should be subjected to further investigation using appropriate surface exploration techniques. Any inferred contacts and structural breaks are considered to be of particular interest as they may have influenced or controlled mineral deposition within the survey area. Anomalies that are currently considered to be of moderately low priority may require upgrading if follow-up results are favourable, or if they occur in areas of favourable geology.

It is also recommended that image processing of existing geophysical data be considered, in order to extract the maximum amount of information from the survey results. Current software and imaging techniques often 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,

CGG

R13052

Appendix A List of Personnel

List of Personnel:

The following personnel were involved in the acquisition, processing, interpretation and presentation of data, relating to a DIGHEM airborne geophysical survey carried out for GTA Resources and Mining Inc. over the Auden Project near Hearst, Ontario.

Duane Griffith	Manager, Geophysical Services
Brett Robinson	Project Manager
Chris Sawyer	Flight Planner
Gary Ellis	Electronics Technician
Logan Streun	Electronics Technician
Shauna-Lee Hewitt	Field Data Processor
Rene Blanchette	Pilot (Questral Helicopters)
Elizabeth Bowslaugh	Supervisor, Data Processing and Interpretation
Sean Plener	Geophysicist

All personnel were employees of CGG, except where indicated.

Appendix B Data Archive Description

Data Archive Description:

Survey Details:

Survey Area Name:	Auden Project
Project number:	13052
Client:	GTA Resources and Mining Inc.
Survey Company Name:	CGG
Flown Dates:	October 4 to October 15, 2013
Archive Creation Date:	November 22, 2013

Geodetic Information for map products:

Datum:	NAD83
Ellipsoid:	GRS80
Projection:	UTM Zone 16N
Central meridian:	87° West
False Easting:	500000 metres
False Northing:	0 metres
Scale factor:	0.9996
WGS84 to Local Conversion:	Molodensky
Dx,Dy,Dz:	0, 0, 0

Grid Archive:

Geosoft Grids:

File	Description	Units
mag_hge	Horizontal Gradient Enhanced Total Magnetic Field	nT
cvg	Calculated Vertical Magnetic Gradient	nT/m
mhg_trans	Measured transverse horizontal magnetic gradient	nT/m
res56k	Apparent Resistivity 56,000 Hz	ohm·m
res7200	Apparent Resistivity 7,200 Hz	ohm·m
res400	Apparent Resistivity 400 Hz	ohm·m
con56k	Apparent Conductivity 56,000 Hz	mS
con7200	Apparent Conductivity 7,200 Hz	mS
con400	Apparent Conductivity 400 Hz	mS

kmz:

File	Description	Units
mag	Horizontal Gradient Enhanced Total Magnetic Field	nT
cvg	Calculated Vertical Magnetic Gradient	nT/m
mhg_trans	Measured transverse horizontal magnetic gradient	nT/m
res56k	Apparent Resistivity 56,000 Hz	ohm·m
res7200	Apparent Resistivity 7,200 Hz	ohm·m
res400	Apparent Resistivity 400 Hz	ohm·m

Disclaimer: Google Earth Accuracy
CGG provides images of geophysical data in .KML or .KMZ format for viewing in Google Earth as a convenient product to our clients. It is important to recognize that the horizontal and vertical positional accuracy of Google Earth is not sufficient for close location of targets for drilling, verifying outcrop, etc. CGG makes no warranty as to the accuracy of apparent positioning of CGG data when converted and displayed in Google Earth.

Linedata Archive:

Geosoft Database Layout:

Field	Variable	Description	Units
1	X	Easting NAD83	m
2	Y	Northing NAD83	m
3	fid	fiducial	-
4	longitude	Longitude WGS84	degrees
5	latitude	Latitude WGS84	degrees
6	flight	Flight number	-
7	date	Flight date	ddmmyy
8	altrad_heli	Helicopter height above surface from radar altimeter	m
9	altrad_bird	Bird height above surface from radar altimeter	m
10	altlas_bird	Bird height above surface from laser altimeter	m
11	gpsz	Helicopter height above geoid	m
12	dem	Digital elevation model (above geoid)	m
13	diurnal	Measured ground magnetic intensity	nT
14	diurnal_cor	Diurnal correction – base removed	nT
15	magport _raw	Total magnetic field, port sensor – spike rejected	nT
16	magstar_raw	Total magnetic field, starboard sensor – spike rejected	nT
17	magport_lag	Total magnetic field, port sensor - corrected for lag	nT
18	magstar_lag	Total magnetic field, starboard sensor - corrected for lag	nT
19	mag_ave_diu	Total magnetic field, average of port and starboard sensors – diurnal variation removed	nT
20	mag_tmf	Total magnetic field	nT
21	transgrad	Measured transverse horizontal magnetic gradient	nT/m
22	cpi400_filt	Coplanar inphase 400 Hz – spherics rejected	ppm
23	cpq400_filt	Coplanar quadrature 400 Hz – spherics rejected	ppm
24	cxi1000_filt	Coaxial inphase 1000 Hz – spherics rejected	ppm
25	cxq1000_filt	Coaxial quadrature 1000 Hz – spherics rejected	ppm
26	cxi5500_filt	Coaxial inphase 5500 Hz – spherics rejected	ppm
27	cxq5500_filt	Coaxial quadrature 5500 Hz – spherics rejected	ppm
28	cpi7200_filt	Coplanar inphase 7200 Hz – spherics rejected	ppm
29	cpq7200_filt	Coplanar quadrature 7200 Hz – spherics rejected	ppm
30	cpi56k_filt	Coplanar inphase 56 kHz – spherics rejected	ppm
31	cpq56k_filt	Coplanar quadrature 56 kHz – spherics rejected	ppm
32	cpi400	Coplanar inphase 400 Hz – levelled	ppm
33	cpq400	Coplanar quadrature 400 Hz – levelled	ppm
34	cxi1000	Coaxial inphase 1000 Hz – levelled	ppm
35	cxq1000	Coaxial quadrature 1000 Hz – levelled	ppm

36	cxi5500	Coaxial inphase 5500 Hz – levelled	ppm
37	cxq5500	Coaxial quadrature 5500 Hz – levelled	ppm
38	cpi7200	Coplanar inphase 7200 Hz – levelled	ppm
39	cpq7200	Coplanar quadrature 7200 Hz – levelled	ppm
40	cpi56k	Coplanar inphase 56 kHz – levelled	ppm
41	cpq56k	Coplanar quadrature 56 kHz – levelled	ppm
42	res56k	Apparent Resistivity 56,000 Hz	ohm·m
43	res7200	Apparent Resistivity 7,200 Hz	ohm·m
44	res400	Apparent Resistivity 400 Hz	ohm·m
45	dep56k	Apparent Depth 56,000 Hz	m
46	dep7200	Apparent Depth 7,200 Hz	m
47	dep400	Apparent Depth 400 Hz	m
48	con56k	Apparent Conductivity 56,000 Hz	mS
49	con7200	Apparent Conductivity 7,200 Hz	mS
50	con400	Apparent Conductivity 400 Hz	mS
51	cppl	Coplanar powerline monitor	
52	cpsp	Coplanar spherics monitor	
53	cxsp	Coaxial spherics monitor	
54	difi	Difference channel – cxi5500/cpi7200	
55	difq	Difference channel – cxq5500/cpq7200	

Note – The null values in the GDB and XYZ archives are displayed as *.

Anomaly Archive:

Anomaly CSV Layout :

Field	Variable	Description	Units
1	easting	Easting NAD83	m
2	northing	Northing NAD83	m
3	fid	Fiducial	-
4	flt	Flight number	-
5	mhos	Conductance (see report for model used)	seimens
6	depth	Depth (see report for model used)	m
7	mag	Mag correlation, local amplitude	nT
8	cxi1	In-phase coaxial 5,500 Hz, local amplitude	ppm
9	cxq1	Quadrature coaxial 5,500 Hz, local amplitude	ppm
10	cpi1	In-phase coplanar 7,200 Hz, local amplitude	ppm
11	cpq1	Quadrature coplanar 7,200 Hz, local amplitude	ppm
12	cpi2	In-phase coplanar 400 Hz, local amplitude	ppm
13	cpq2	Quadrature coplanar 400 Hz, local amplitude	ppm
14	let	Anomaly Identifier	-
15	sym	Anomaly interpretation symbol	-
16	grd	Anomaly Grade	-

Georeferenced vector plot of EM anomalies in DXF13 format.

13052_Anomaly.dxf

Maps:

PDF and Geosoft MAP files of final maps at a scale of 1:20,000. One map set consists of four sheets.

File	Description	Units
aem	Interpretation	-
mag	Horizontal Gradient Enhanced Total Magnetic Field	nT
cvg	Calculated Vertical Magnetic Gradient	nT/m
res56k	Apparent Resistivity 56,000 Hz	ohm·m
res7200	Apparent Resistivity 7200 Hz	ohm·m
res400	Apparent Resistivity 400 Hz	ohm·m
con7200	Apparent Conductivity 7,200 Hz	mS
con400	Apparent Conductivity 400 Hz	mS

Report:

This geophysical survey report and the anomaly listing for Project #13052 in PDF format:

R13052.pdf
R13052_Anomaly.pdf

Video:

Digital video in BIN/BDX format for all survey flights including a viewer.

CGGSurveyReplay

Appendix C Map Product Grids

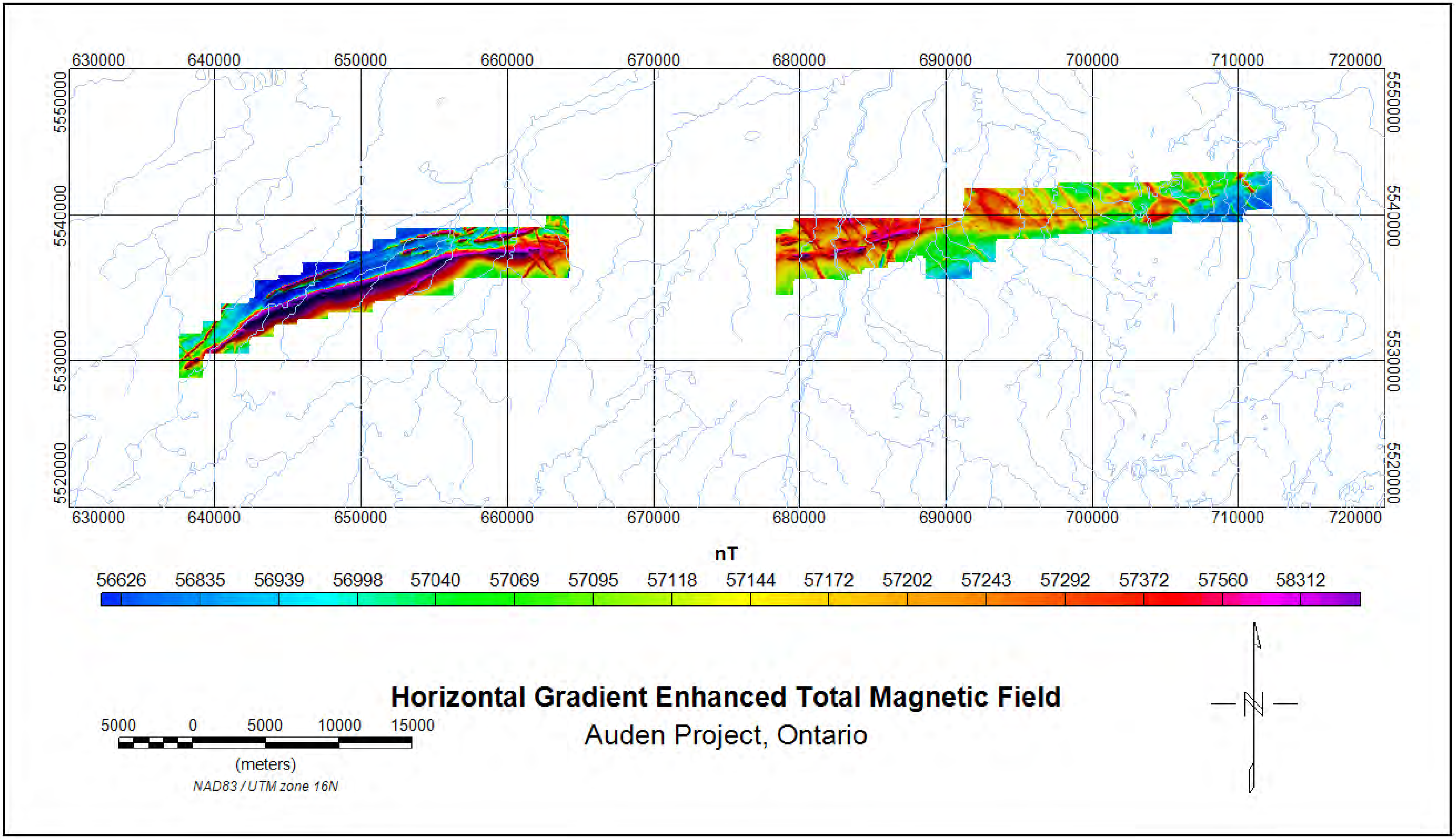


Figure 7 Auden Property; Horizontal Gradient Enhanced Total Magnetic Field

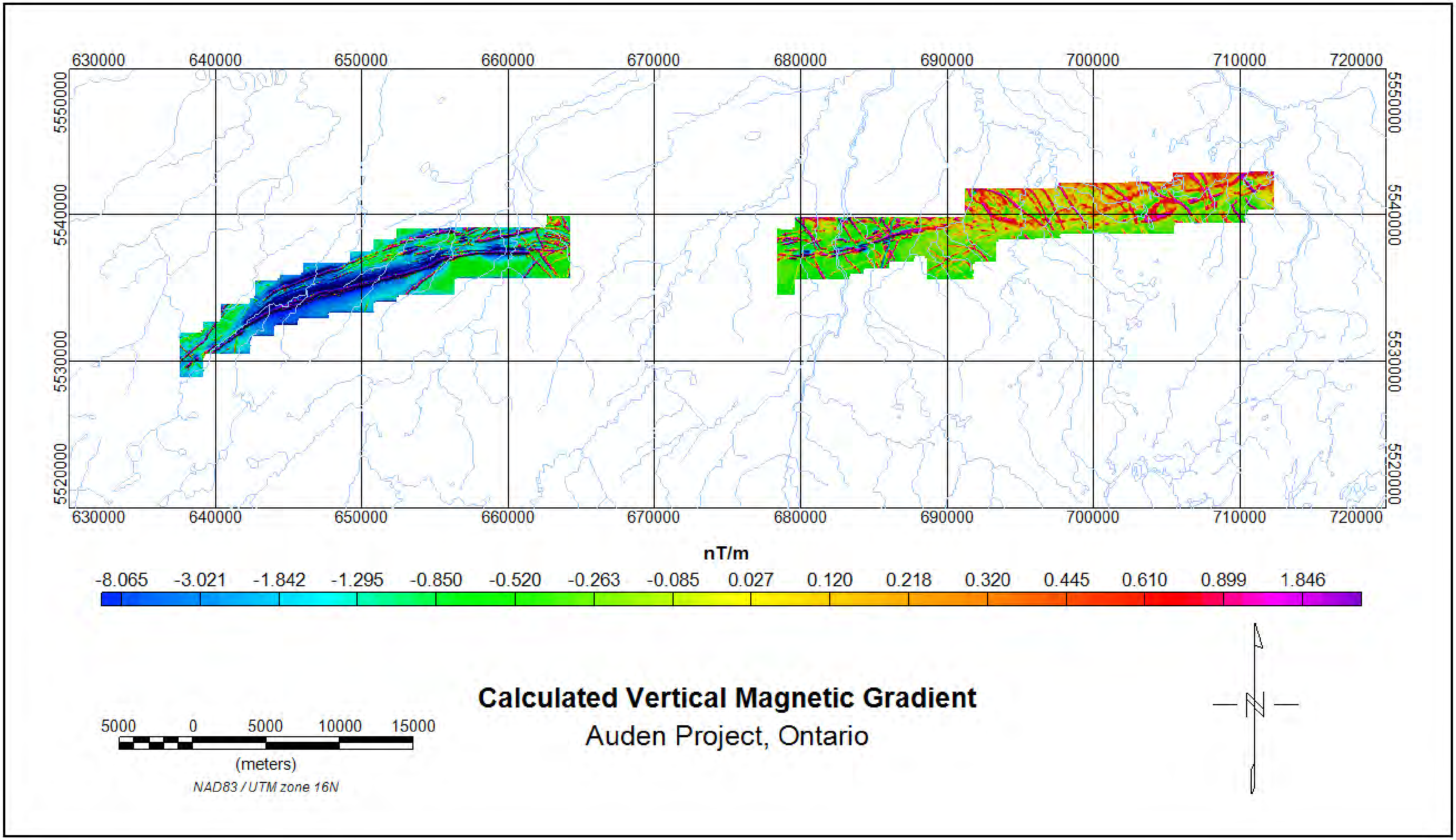


Figure 8 Auden Property; Calculated Vertical Magnetic Gradient

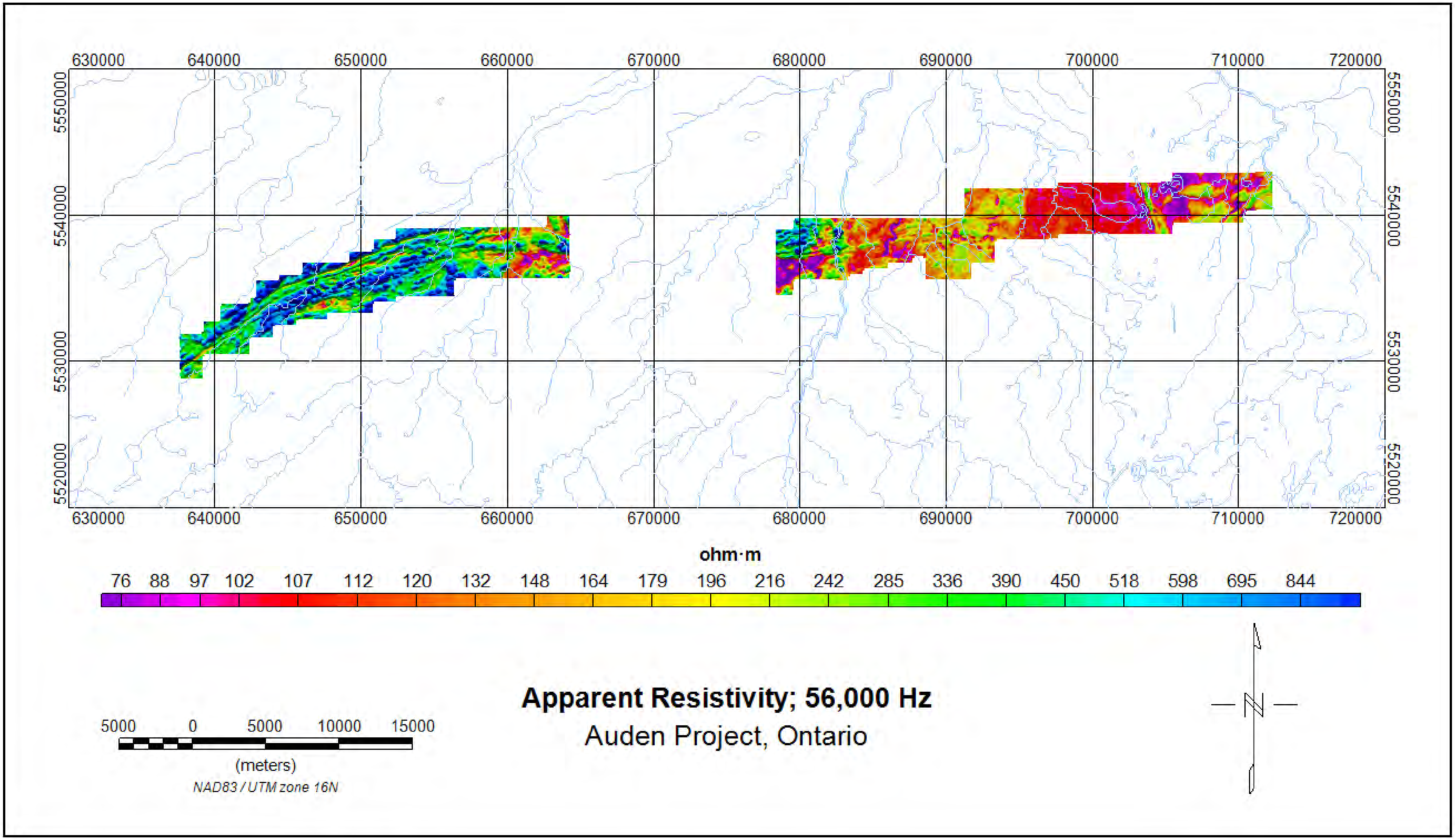


Figure 9 Auden Property; Apparent Resistivitiy 56,000 Hz

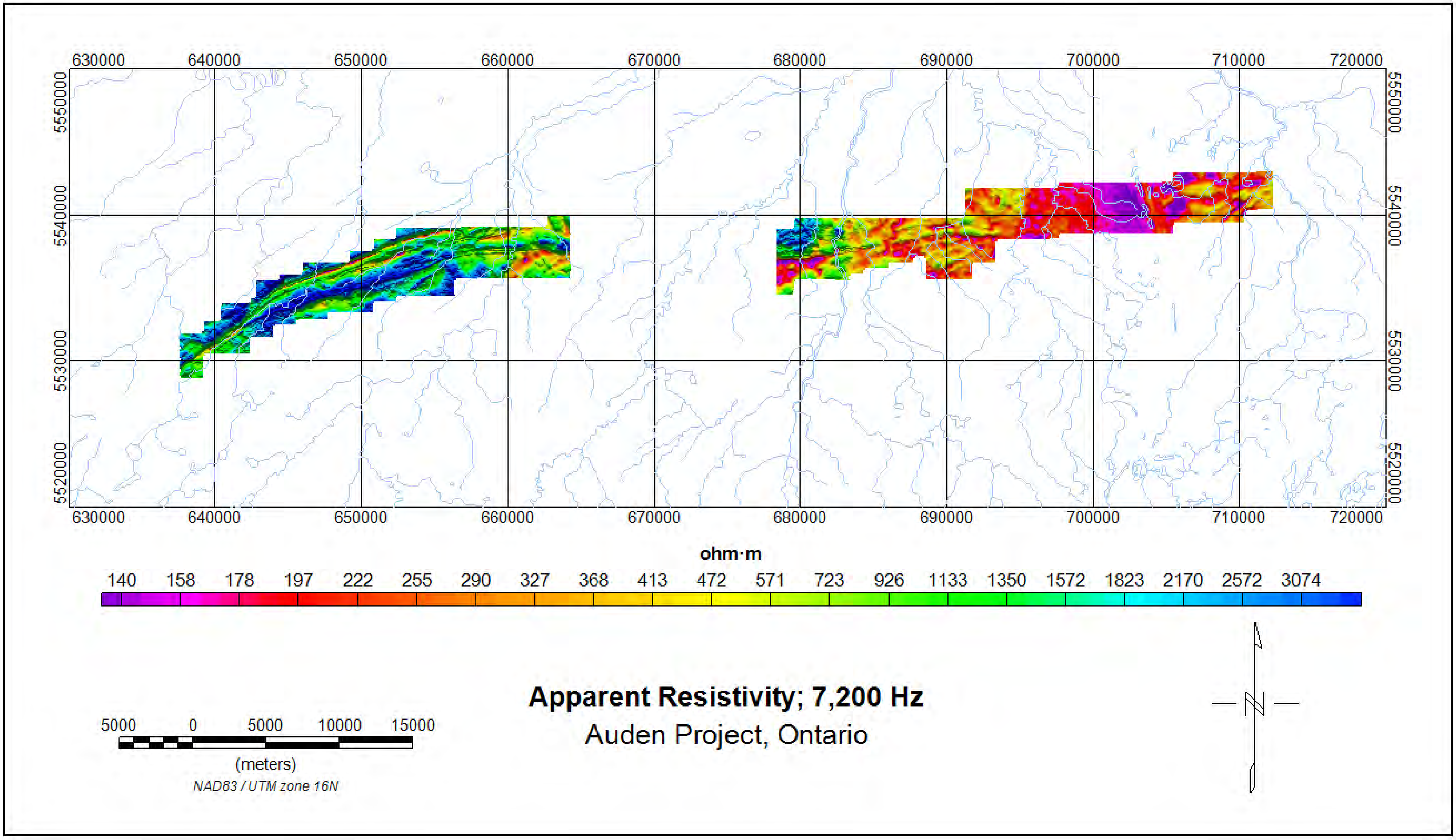


Figure 10 Auden Property; Apparent Resistivity 7,200 Hz

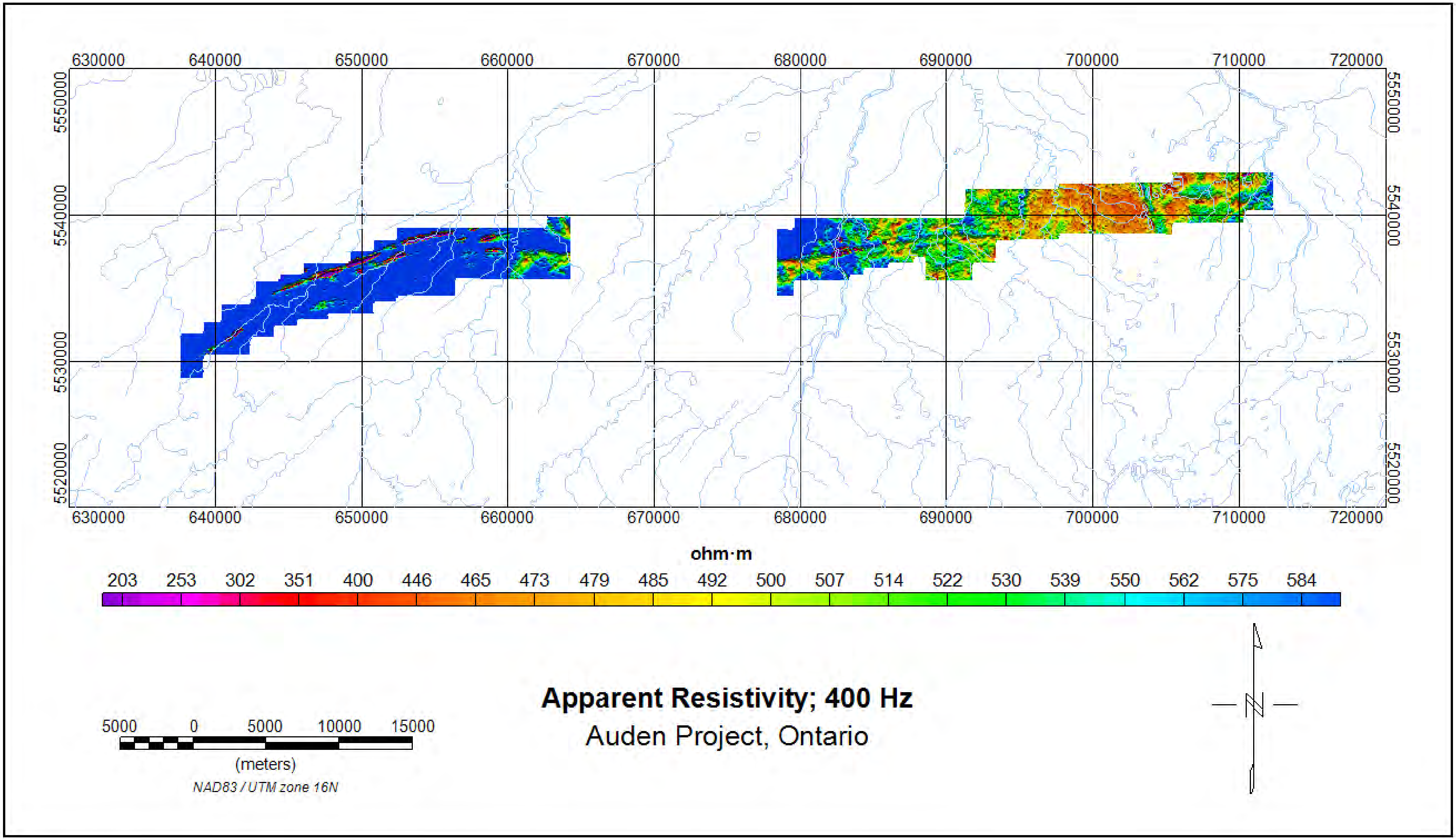


Figure 11 Auden Property; Apparent Resistivity 400 Hz

Appendix D Background Information

Electromagnetics

CGG 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.

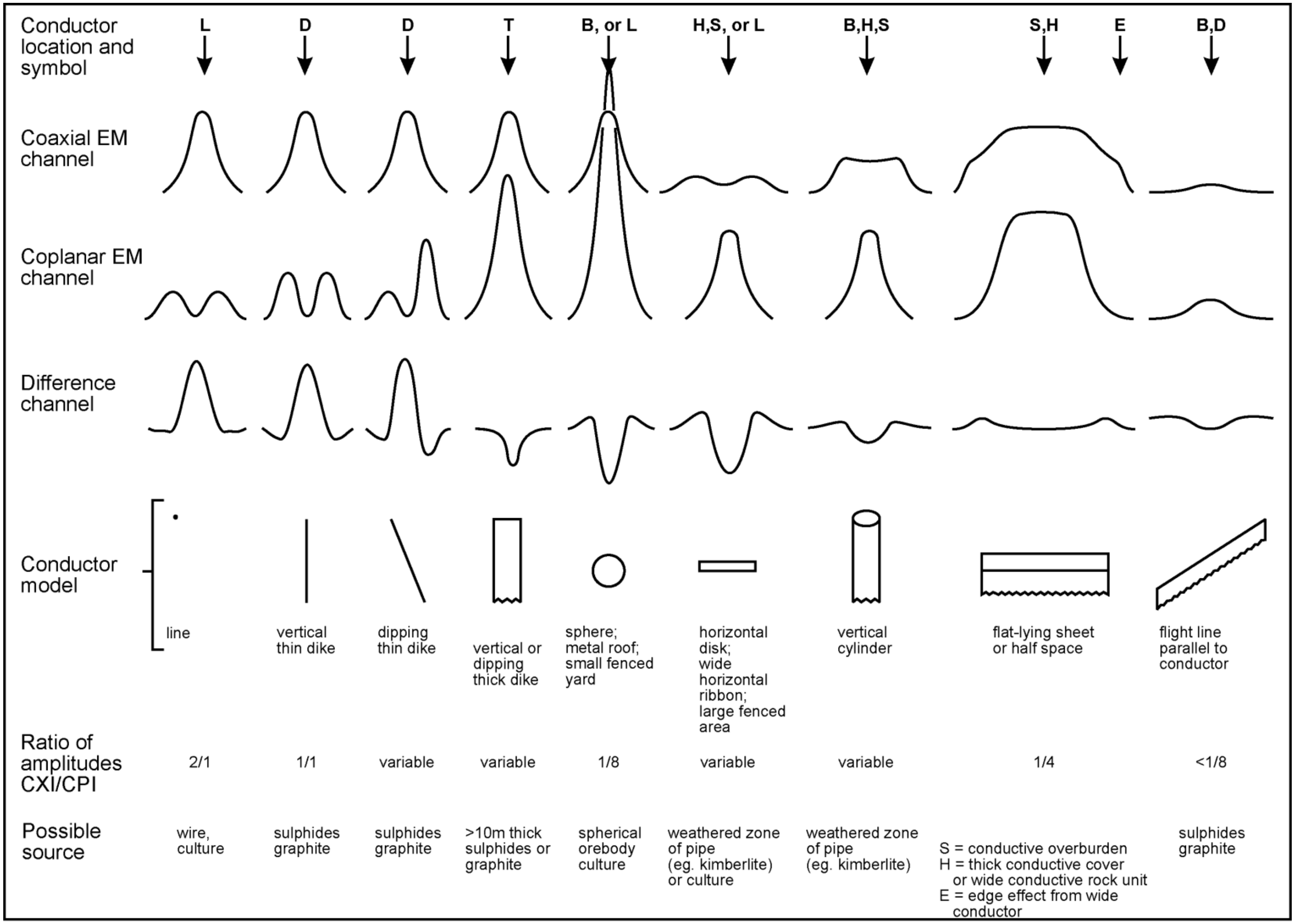
The conductive earth (half-space) model is suitable for broad conductors. Resistivity contour maps result from the use of this model. A later section entitled **Resistivity Mapping** describes the method further, including the effect of using it on anomalies caused by discrete conductors such as sulphide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

Geometric Interpretation

The geophysical interpreter attempts to determine the geometric shape and dip of the conductor. Figure 12 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 11. The conductance in siemens (mhos) is the reciprocal of resistance in ohms.



Typical HEM anomaly shapes

Figure 12 EM Anomaly Shapes

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.

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

Table 11 EM Anomaly Grades

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 11) 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. In areas where anomalies are crowded, the letter identifiers and interpretive symbols may be obliterated. The EM grade symbols, however, will always be discernible, and the obliterated information can be obtained from the anomaly listing on the final data archive.

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 often presented on the EM map by means of a 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 map provides an interpretation of conductors in terms of length, strike and dip, geometric shape, conductance, 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 for resistivity calculations. 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 thin when the thickness is likely to be less than 3 m, and thick 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 subparallel 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)[1]. 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 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

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

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, CGG 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 which 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 ¼% 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[2] 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.

[2] Magnetic susceptibility and permeability are two measures of the same physical property. Permeability is generally given as relative permeability, μ_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 5×10^5 for magnetite, in 10^{-6} units (Telford et al, 1986).

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.

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.

Table 12 below shows the effects of varying permittivity over a resistive (10,000 ohm-m) half space, at frequencies of 56,000 Hz (DIGHEM) and 102,000 Hz (RESOLVE).

Apparent Resistivity Calculations

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

Table 12 Effects of Permittivity on In-phase/Quadrature/Resistivity

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.[3] When the flight crosses the cultural line at a high angle of

[3] See

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.

Figure 12 presented earlier.

[4] 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 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.

[4] 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.

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.

Appendix E Glossary

CGG GLOSSARY OF AIRBORNE GEOPHYSICAL TERMS

accelerometer: an instrument that measures both acceleration (due to motion) and acceleration due to ***gravity***.

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.

AGG: Airborne ***gravity gradiometer.***

AGS: Airborne ***gamma-ray spectrometry***.

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**.

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.

attitude: the orientation of a geophysical system relative to the earth. Some surveys assume the instrument attitudes are constant, and other surveys measure the attitude and correct the data for the changes in response because of attitude.

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.

base magnetometer: A stationary magnetometer used to record the ***diurnal*** variations in the earth's magnetic field; to be used to correct the survey magnetic data.

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: a procedure to ensure a geophysical instrument is measuring accurately and repeatably. Most often applied in ***EM*** and ***gamma-ray spectrometry***.

calibration coil: A wire coil of known size and dipole moment, which is used to generate a field of known ***amplitude*** and ***phase*** or ***decay constant*** 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: [σ] 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.

continuation: mathematical procedure applied to ***potential field*** geophysical data to approximate data collected at a different altitude. Data can be continued upward to a higher altitude or downward to a lower altitude.

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, into 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: **[ε]** The capacity of a material to store electrical charge, this is most often measured as the relative permittivity [ε_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.

dose rate: see **exposure rate**.

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. Sometimes called "dose rate".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.

flight: a continuous interval of survey data collection, generally between stops at base to refuel.

flight-line: a single line of data across the survey area. Surveys are generally comprised of many parallel flight lines to cover the survey area, with wider-spaced ***tie lines*** perpendicular. Flight lines are generally separated by ***turn-arounds*** when the aircraft is outside the survey area.

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 harmonic ***primary field*** that oscillates over time (e.g. 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.

GGI: gravity gradiometer instrument. An airborne gravity gradiometer (AGG) consists of a GGI mounted in an inertial platform together with a temperature control system.

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 can be 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***.

gradiometer, gradiometry: instrument and measurement of the gradient, or change in a field with location usually for ***gravity*** or ***magnetic*** surveys. Used to provide higher resolution of ***targets***, better ***interpretation*** of ***target*** geometry, independence from drift and absolute field and, for ***gravity***, accelerations of the aircraft.

gravity: Survey collecting measurements of the earth’s gravitational field strength. Denser objects in the earth create stronger gravitational pull above them.

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***).

HFEM: Helicopter Frequency-domain ElectroMagnetic, This designation is used for helicopter-borne, **frequency-*domain*** electromagnetic systems. Formerly most often called HEM.

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 $\mu\omega\sigma th$, where μ is the ***magnetic permeability***, ω is the angular ***frequency***, σ 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.

lead-in: approach to a ***flight line*** outside of survey area to establish proper track and stabilize instrumentations. The lead-in for a helicopter survey is generally shorter than required for fixed-wing.

line source, or line current: a long narrow object that creates an ***anomaly*** on an ***EM*** survey. Generally man-made objects like fences, power lines, and pipelines (***culture***).

mag: common abbreviation for ***magnetic.***

magnetic: ("**mag**") a survey measuring the strength of the earth's magnetic field, to identify geology and targets by their effect on the field.

magnetic permeability: **[μ]** This is defined as the ratio of magnetic induction to the inducing magnetic field. The relative magnetic permeability [μ_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**.

natural source: any geophysical technique for which the source of the energy is from nature, not from a man-made object. Most commonly applied to natural source ***electromagnetic*** surveys.

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***.

potential field: A field that obeys Laplace's Equation. Most commonly used to describe ***gravity*** and ***magnetic*** measurements.

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***.

spec: common abbreviation for *gamma-ray spectrometry*.

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***.

stinger: A boom mounted on an aircraft to carry a geophysical sensor (usually ***magnetic***). The boom moves the sensor farther from the aircraft, which might otherwise be a source of ***noise*** in the survey data.

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: [τ] Often used as a name for the ***decay 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. Also called a **flight line**.

turn-arounds: The time the aircraft is turning between one ***traverse*** or ***tie line*** and the next. Turn-arounds are generally outside the survey area, and the data collected during this time generally are not useable, because of aircraft ***manoeuvre noise***.

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***.

zero, or zero level: The ***base level*** of an instrument, with no ***ground effect*** or ***drift***. Also, the act of measuring and setting the zero level.

Common Symbols and Acronyms

k	Magnetic susceptibility
ε	Dielectric permittivity
μ, μ_r	Magnetic permeability, relative permeability
ρ, ρ_a	Resistivity, apparent resistivity
σ,σ_a	Conductivity, apparent conductivity
σt	Conductivity thickness
τ	Tau, or time constant
Ωm	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, common unit for measurement of B-Field in time-domain EM
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
nT/s	nanoteslas/second; standard unit of measurement of secondary field dB/dt in time domain EM.
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	picoteslas: standard unit of measurement of B-Field in time-domain EM
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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EM Anomaly List : JOB 13052, Auden Project, Ontario

CX=COAXIAL,CP=COPLANAR			Note: EM amplitudes are local for types B,D,T and are absolute for all others		Estimated depth may be unreliable because the strongest 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)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
LINE 10010		**FLIGHT 10003**										
A	7944.4	S	637573.9,5529340.3	4.7	35.6	27.9	144.2	-2.2	11.7	1.0	0.0	36.7
LINE 10020		**FLIGHT 10003**										
A	8177.9	S	637651.9,5529403.8	5.3	30.4	23.5	126.8	-1.2	9.9	1.0	0.0	48.5
LINE 10030		**FLIGHT 10004**										
A	1289.5	S	637774.6,5529540.4	4.3	26.6	21.6	105.2	-2.4	8.2	1.0	0.0	50.8
LINE 10040		**FLIGHT 10004**										
A	1478.8	S	637859.3,5529642.4	6.4	29.0	28.0	124.7	-3.8	8.5	1.0	0.0	153.8
LINE 10050		**FLIGHT 10004**										
A	1578.0	S	637979.1,5529758.5	4.5	24.4	23.8	98.9	-2.1	7.1	1.0	0.0	114.8
B	1633.8	S	637968.4,5531751.9	3.4	26.6	17.2	104.5	-3.4	5.7	1.0	0.0	---
LINE 10060		**FLIGHT 10004**										
A	1754.3	S	638056.4,5529806.1	5.4	22.7	22.6	97.5	-4.8	5.1	1.0	0.0	133.7
LINE 10070		**FLIGHT 10004**										
A	1863.1	S	638164.4,5529885.7	5.7	22.0	19.7	83.4	-3.3	5.4	1.0	0.0	108.0
LINE 10080		**FLIGHT 10004**										
A	2028.3	S	638267.8,5529913.0	7.8	31.6	23.5	114.5	-7.5	7.7	1.0	0.0	388.8
B	2009.2	S	638244.1,5530628.4	4.9	32.4	16.2	127.7	-6.3	7.4	1.0	0.0	213.8
LINE 10090		**FLIGHT 10004**										
A	2134.8	S	638368.7,5529990.5	5.0	25.6	24.6	100.9	0.2	7.5	1.0	0.0	23.1
LINE 10100		**FLIGHT 10004**										
A	2296.8	S	638457.5,5530119.5	6.5	27.4	27.2	110.9	-3.2	8.3	1.0	0.0	39.2
LINE 10110		**FLIGHT 10004**										
A	2376.3	S?	638553.4,5528982.8	4.8	36.4	26.4	141.3	-2.5	11.4	1.0	0.0	11.3
B	2407.8	S?	638565.3,5530124.0	6.3	30.5	37.7	129.1	-4.9	9.3	1.0	0.0	513.0
LINE 10120		**FLIGHT 10004**										
A	2715.2	S?	638648.5,5530210.8	7.5	31.3	45.4	129.0	-5.8	10.0	1.0	0.0	219.5

EM Anomaly List : JOB 13052, Auden Project, Ontario

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
LINE 10130		**FLIGHT 10004**										
A	2842.4	S?	638755.9,5530304.1	7.5	28.3	43.7	108.7	-3.2	10.2	1.0	0.0	---
B	2864.5	S?	638760.3,5531080.1	2.4	34.7	19.5	139.8	-8.2	8.5	1.0	0.0	286.7
LINE 10140		**FLIGHT 10004**										
A	2982.6	S?	638846.3,5530339.5	7.8	34.2	43.6	130.2	-2.8	11.2	1.0	0.0	---
LINE 10150		**FLIGHT 10004**										
A	3111.0	S?	638980.0,5530466.2	7.5	34.0	37.8	119.2	-2.6	11.0	1.0	0.0	27.2
LINE 10170		**FLIGHT 10004**										
A	3388.1	S?	639168.3,5530616.5	9.0	34.4	49.0	133.2	0.1	11.4	1.0	0.0	47.8
LINE 10200		**FLIGHT 10004**										
A	3940.2	B	639465.5,5530842.5	7.5	5.4	20.8	23.2	2.8	3.7	1.8	24.4	90.1
LINE 10210		**FLIGHT 10004**										
A	4016.2	B	639562.5,5530779.3	5.8	2.6	44.2	16.1	6.5	12.2	2.2	26.7	640.1
B	4072.1	S	639564.5,5532550.3	0.9	33.9	17.2	128.1	-4.4	8.8	1.0	0.0	---
LINE 10220		**FLIGHT 10004**										
A	4186.4	D	639659.9,5530886.2	2.5	2.3	0.0	2.8	0.5	4.5	---	---	499.8
LINE 10230		**FLIGHT 10004**										
A	4251.5	S?	639732.4,5530579.8	2.7	27.2	20.8	93.8	-2.5	9.0	1.0	0.0	130.0
B	4265.8	S?	639747.9,5530965.3	7.1	36.2	43.7	128.8	-7.5	14.2	1.0	0.0	301.2
LINE 10240		**FLIGHT 10004**										
A	4425.0	B	639867.9,5530863.1	4.1	2.5	0.9	2.7	2.3	1.1	1.6	25.3	---
LINE 10290		**FLIGHT 10004**										
A	4970.1	S?	640347.4,5531041.8	-2.1	35.3	11.5	135.6	-26.8	11.6	1.0	0.0	1203.7
LINE 10300		**FLIGHT 10004**										
A	5343.1	S?	640459.5,5531111.7	1.6	36.4	21.6	143.4	-11.9	13.0	1.0	0.0	957.4
LINE 10320		**FLIGHT 10004**										
A	5655.2	B	640661.5,5531406.5	8.0	6.4	9.0	0.0	2.0	1.1	1.6	25.9	---

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Label Fid		Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
LINE 10330		**FLIGHT 10004**										
A	5770.2	B	640760.6,5531460.9	10.7	6.3	6.6	5.6	8.9	2.4	2.6	29.1	37.4
LINE 10340		**FLIGHT 10004**										
A	5974.2	D	640854.1,5531515.2	11.7	4.8	14.1	3.0	12.7	3.0	4.2	24.9	---
LINE 10350		**FLIGHT 10004**										
A	6072.5	S?	640973.5,5530939.9	2.1	35.3	21.1	140.6	-3.9	8.9	1.0	0.0	10.1
B	6091.7	D	640940.0,5531599.4	15.2	6.0	19.2	6.5	7.5	3.7	4.8	22.2	---
C	6150.9	S?	640967.8,5533734.5	0.7	34.8	11.2	143.4	-5.3	6.5	1.0	0.0	---
LINE 10360		**FLIGHT 10004**										
A	6278.8	D	641063.0,5531688.4	11.8	8.3	0.0	10.7	0.0	5.5	2.1	22.5	---
B	6267.8	S?	641059.7,5532068.4	6.6	30.7	38.3	136.6	-0.3	9.0	1.0	0.0	---
LINE 10370		**FLIGHT 10004**										
A	6572.6	D	641168.5,5531795.0	9.4	3.8	2.6	11.8	4.3	0.5	4.0	30.1	---
LINE 10380		**FLIGHT 10004**										
A	6747.8	D	641262.3,5531849.5	13.2	3.6	12.9	2.6	13.7	6.5	7.8	26.3	5.8
LINE 10390		**FLIGHT 10004**										
A	6885.1	D	641362.3,5531951.8	10.1	5.1	13.9	17.5	12.2	6.6	3.0	29.9	---
LINE 10400		**FLIGHT 10004**										
A	7053.9	D	641460.1,5532056.5	9.6	4.3	20.6	11.2	2.8	6.4	3.6	29.2	---
LINE 10410		**FLIGHT 10004**										
A	7165.6	S	641568.5,5530950.3	-0.7	31.9	16.5	125.8	-2.1	10.4	1.0	0.0	---
B	7199.5	D	641568.9,5532135.6	4.0	4.6	7.3	1.7	1.6	4.3	0.8	21.7	---
LINE 10420		**FLIGHT 10004**										
A	7393.1	S	641652.9,5530962.6	2.8	30.3	21.1	129.0	-4.3	9.0	1.0	0.0	---
B	7372.7	S	641643.5,5531697.7	2.5	33.6	23.5	129.7	-3.8	8.5	1.0	0.0	---
C	7359.0	D	641662.2,5532198.3	7.1	3.7	0.0	5.8	1.3	0.0	2.6	27.3	---
LINE 10430		**FLIGHT 10004**										
A	7511.6	D	641774.2,5532288.6	2.8	1.6	0.6	0.0	0.7	1.4	---	---	25.6

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
B	7517.4	S?	641775.2,5532509.8	2.2	21.4	18.7	68.4	-3.1	7.2	1.0	0.0	---
LINE 10440		**FLIGHT 10004**										
A	7647.4	S	641854.4,5532583.3	2.7	20.6	16.1	72.2	-4.5	5.3	1.0	0.0	---
LINE 10450		**FLIGHT 10004**										
A	7786.7	S	641981.7,5531439.7	3.0	31.1	19.5	109.6	-2.7	6.3	1.0	0.0	---
LINE 10460		**FLIGHT 10004**										
A	8128.9	S	642059.1,5531427.3	2.4	30.6	18.1	109.0	-3.7	9.1	1.0	0.0	---
LINE 10571		**FLIGHT 10027**										
A	6582.8	S	643159.6,5535130.4	-0.5	29.8	8.3	119.4	-4.8	7.8	1.0	0.0	18.3
LINE 10581		**FLIGHT 10027**										
A	6236.4	S	643248.6,5533615.6	4.2	25.6	21.8	109.7	-2.5	8.3	1.0	0.0	---
B	6193.2	S	643249.0,5535131.9	0.1	28.3	8.8	114.8	-3.7	8.2	1.0	0.0	19.2
C	6188.2	S?	643260.5,5535296.5	0.0	32.6	9.5	131.0	-5.6	8.7	1.0	0.0	10.0
LINE 10591		**FLIGHT 10027**										
A	6096.4	S?	643357.6,5534266.8	6.3	27.9	16.2	111.7	-3.4	8.5	1.0	0.0	191.1
LINE 10601		**FLIGHT 10027**										
A	5923.7	S?	643453.5,5533301.0	-20.8	19.3	-80.5	89.3	-128.1	4.9	1.0	0.0	5920.1
LINE 10621		**FLIGHT 10027**										
A	5565.9	S?	643662.3,5534512.0	4.8	24.9	18.2	99.4	-10.2	9.5	1.0	0.0	1330.3
LINE 10631		**FLIGHT 10027**										
A	5458.2	S?	643755.0,5534596.4	8.2	26.9	16.3	103.5	-14.6	9.1	1.0	0.0	1120.3
LINE 10641		**FLIGHT 10027**										
A	5236.1	S?	643843.9,5534659.2	6.7	32.7	22.1	136.8	-18.0	12.0	1.0	0.0	1018.5
LINE 10650		**FLIGHT 10004**										
A	11701.3	S?	643962.5,5534692.6	7.3	27.3	36.4	102.2	-3.6	12.7	1.0	0.0	489.0
LINE 10660		**FLIGHT 10004**										
A	11803.4	S?	644047.3,5534716.7	5.7	25.1	32.3	89.0	-1.6	10.9	1.0	0.0	276.5

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Label Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
LINE 10670	**FLIGHT 10004**										
A 11984.6	S	644163.5,5534776.4	7.0	29.2	37.1	112.9	-4.2	12.4	1.0	0.0	223.4
LINE 10680	**FLIGHT 10004**										
A 12089.0	S?	644255.8,5534832.2	7.3	31.6	32.3	103.5	-2.3	9.4	1.0	0.0	264.7
LINE 10690	**FLIGHT 10018**										
A 2765.7	D	644355.7,5534925.4	6.3	6.9	4.6	12.8	4.5	2.6	1.0	26.2	688.8
LINE 10700	**FLIGHT 10018**										
A 2890.9	S	644448.3,5534409.5	5.4	29.0	24.4	112.9	-1.9	9.7	1.0	0.0	---
B 2875.9	D	644452.3,5534961.5	2.1	4.7	2.6	5.5	3.9	1.6	0.7	13.7	889.9
C 2865.0	S	644455.8,5535349.5	0.5	25.0	11.0	99.0	-0.5	8.6	1.0	0.0	---
LINE 10710	**FLIGHT 10018**										
A 3061.8	D	644570.7,5534991.7	10.9	8.4	0.4	1.4	3.6	3.7	1.8	19.7	909.2
B 3064.8	D	644572.4,5535106.5	2.0	3.5	0.0	15.5	0.0	2.0	0.8	26.2	664.9
LINE 10720	**FLIGHT 10018**										
A 3206.6	S?	644647.6,5533567.9	-24.2	20.0	-122.7	84.1	-192.4	6.3	1.0	0.0	9992.3
B 3165.8	D	644660.3,5535070.5	6.4	7.2	0.0	6.4	0.0	2.9	1.0	18.4	871.9
C 3163.5	D	644658.6,5535155.6	4.9	6.8	0.0	7.3	0.0	2.1	0.7	19.1	413.4
LINE 10730	**FLIGHT 10018**										
A 3341.5	D	644762.8,5534562.9	0.9	2.5	3.6	11.5	2.7	2.3	---	---	---
B 3354.2	D	644762.1,5535059.1	9.9	9.5	1.7	10.4	1.2	4.5	1.4	17.8	1654.3
C 3357.6	D	644761.1,5535186.6	5.3	6.9	0.0	17.5	4.6	0.0	0.8	21.1	---
LINE 10741	**FLIGHT 10027**										
A 5037.9	S	644848.3,5532910.5	1.3	25.4	9.8	98.2	-3.4	8.0	1.0	0.0	---
B 5087.2	D	644857.1,5534597.9	3.0	7.2	2.1	9.4	5.7	2.0	0.4	16.5	---
C 5101.7	D	644839.3,5535103.3	7.6	8.8	2.6	22.3	0.0	3.4	1.0	21.0	2775.6
D 5104.2	D	644841.6,5535191.2	2.7	7.6	0.0	18.4	0.1	0.3	0.6	13.9	208.8
LINE 10750	**FLIGHT 10018**										
A 3926.4	/	644965.3,5535161.7	1.7	7.5	3.4	23.2	0.2	2.3	0.5	6.5	3261.3

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LINE 10760		**FLIGHT 10018**										
A	4055.9	D	645054.0,5534218.2	5.2	14.8	2.4	19.9	4.3	0.0	0.4	0.0	---
B	4029.2	\	645051.0,5535185.1	12.9	8.3	15.1	41.8	0.0	4.3	2.4	21.3	3390.3
LINE 10771		**FLIGHT 10027**										
A	4738.4	\	645163.0,5535202.4	6.9	3.6	0.0	10.7	0.0	2.5	2.5	35.7	2470.8
LINE 10780		**FLIGHT 10018**										
A	4328.2	\	645261.9,5535271.9	10.5	8.1	10.7	39.7	0.3	0.3	1.8	24.7	3259.7
LINE 10790		**FLIGHT 10018**										
A	4522.7	/	645363.4,5535316.0	7.9	4.6	7.2	31.7	0.0	4.3	2.3	34.7	3021.0
LINE 10800		**FLIGHT 10018**										
A	4652.5	S?	645464.0,5533855.4	-36.8	26.2	-140.4	106.1	-219.0	8.2	1.0	0.0	8184.5
B	4606.3	\	645460.1,5535350.9	13.2	10.2	17.6	31.6	0.0	1.3	1.9	21.2	2796.1
LINE 10810		**FLIGHT 10018**										
A	4747.5	S?	645570.7,5532878.8	2.5	32.9	17.6	122.2	-1.4	10.4	1.0	0.0	---
B	4773.1	S?	645556.7,5533867.2	-28.2	20.9	-114.2	80.2	-174.7	3.8	1.0	0.0	8115.8
C	4812.3	/	645565.3,5535392.3	12.8	6.7	12.5	27.7	0.0	0.2	3.1	21.1	2080.3
LINE 10820		**FLIGHT 10018**										
A	4954.6	S?	645656.9,5533278.1	5.8	33.3	29.0	116.0	-1.9	9.8	1.0	0.0	---
B	4894.0	\	645664.1,5535422.0	20.0	14.0	19.8	34.0	0.0	1.6	2.5	17.4	1870.3
LINE 10830		**FLIGHT 10018**										
A	5224.0	/	645761.1,5535453.4	8.0	6.8	5.0	27.6	0.0	6.2	1.5	26.0	1774.8
LINE 10840		**FLIGHT 10018**										
A	5380.8	S?	645859.1,5532986.4	-0.1	40.8	19.7	166.5	-1.2	10.7	1.0	0.0	---
B	5369.9	S	645842.6,5533304.0	1.8	36.1	24.3	144.6	-1.0	10.8	1.0	0.0	---
C	5303.2	\	645859.2,5535501.9	10.1	6.5	7.0	35.7	0.0	1.2	2.2	32.7	1848.9
LINE 10850		**FLIGHT 10018**										
A	5509.8	/	645962.2,5535558.7	7.2	7.0	1.8	24.6	0.0	2.1	1.2	24.5	1669.9
B	5527.8	D	645963.0,5536240.0	8.0	3.3	1.2	0.0	0.0	4.8	3.6	37.3	38.8

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LINE 10861		**FLIGHT 10027**										
A	4577.7	S	646066.4,5534602.9	0.4	29.3	10.3	121.8	-2.4	7.9	1.0	0.0	---
B	4607.6	/	646052.4,5535586.9	18.6	16.9	0.0	39.8	0.0	3.8	1.8	14.4	2408.3
C	4628.0	D	646053.4,5536286.5	12.0	8.1	20.9	3.1	10.9	6.0	2.2	18.4	65.9
LINE 10870		**FLIGHT 10018**										
A	6045.1	S	646157.9,5534630.0	-0.3	25.0	9.1	90.4	-3.1	7.6	1.0	0.0	---
B	6071.3	/	646165.0,5535615.0	9.3	7.9	8.8	29.2	0.0	2.6	1.5	21.6	3148.0
LINE 10880		**FLIGHT 10018**										
A	6187.3	\	646249.7,5535648.0	7.8	10.1	5.2	24.3	7.2	5.9	0.9	18.6	3296.3
LINE 10890		**FLIGHT 10018**										
A	6380.1	S	646358.2,5535247.1	6.9	28.8	20.6	97.2	-2.1	8.5	1.0	0.0	---
B	6391.6	/	646362.0,5535688.3	11.6	12.0	10.7	43.6	1.6	5.6	1.3	14.2	3958.4
LINE 10900		**FLIGHT 10018**										
A	6586.3	S?	646454.8,5532993.2	3.1	31.2	17.6	112.7	-0.2	8.9	1.0	0.0	---
B	6571.0	S	646447.1,5533534.4	8.7	45.2	43.6	166.1	-1.4	14.4	1.0	0.0	---
C	6505.1	\	646451.9,5535739.0	8.9	5.6	7.2	37.0	0.0	2.6	2.2	26.6	3516.1
LINE 10910		**FLIGHT 10018**										
A	6723.7	/	646555.7,5535771.7	3.5	4.1	5.7	52.6	0.0	2.8	0.8	36.4	3216.6
LINE 10920		**FLIGHT 10018**										
A	6832.8	D	646660.0,5535309.0	4.0	5.5	0.0	21.3	0.0	1.3	0.7	26.9	139.5
B	6818.2	\	646654.7,5535810.4	13.8	4.7	10.9	29.7	9.1	14.8	5.7	24.7	2558.7
C	6794.0	D	646638.0,5536626.2	4.5	10.1	0.0	9.9	0.0	1.5	0.5	2.6	24.3
LINE 10930		**FLIGHT 10018**										
A	7185.3	D	646759.3,5535853.5	9.3	12.8	16.4	51.7	0.0	14.9	0.9	9.0	2363.8
LINE 10940		**FLIGHT 10018**										
A	7373.2	S	646863.5,5533122.2	1.5	26.8	10.8	93.9	-0.9	7.8	1.0	0.0	---
B	7313.6	S	646855.3,5535076.7	4.1	33.6	20.7	116.9	-2.2	9.0	1.0	0.0	---
C	7289.8	D	646869.4,5535865.0	6.7	5.5	10.1	45.3	0.0	4.0	1.4	24.5	2125.5

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
LINE 10950		**FLIGHT 10018**										
A	7449.7	S	646960.7,5533551.8	6.4	47.1	37.7	167.9	-2.8	15.4	1.0	0.0	---
B	7455.8	S	646955.4,5533781.2	8.6	47.5	50.8	170.6	-1.3	14.7	1.0	0.0	---
C	7488.9	S	646978.4,5535052.9	2.2	25.7	18.9	102.5	-1.8	8.9	1.0	0.0	---
D	7497.3	D	646965.1,5535375.1	7.9	12.8	0.0	10.5	0.0	0.7	0.7	8.6	97.7
E	7511.1	D	646964.1,5535878.9	14.0	8.9	14.9	26.0	0.0	9.3	2.5	15.1	2113.2
F	7513.2	D	646968.9,5535961.0	9.2	7.0	9.0	0.0	0.0	6.5	1.8	22.7	---
LINE 10960		**FLIGHT 10018**										
A	7666.6	S	647055.1,5534007.6	7.8	46.2	38.2	174.3	-0.5	13.4	1.0	0.0	---
B	7623.3	D	647055.8,5535401.9	9.7	19.4	0.0	9.6	1.2	1.7	0.6	3.8	112.3
C	7608.3	D	647044.4,5535892.4	12.3	4.2	7.7	15.7	0.0	2.7	5.5	28.4	2218.0
D	7605.7	D	647040.8,5535976.9	7.3	7.2	31.3	3.3	1.5	6.1	1.2	21.1	85.6
LINE 10970		**FLIGHT 10018**										
A	7780.4	S	647153.6,5534054.3	8.3	42.1	39.7	153.7	0.2	13.6	1.0	0.0	---
B	7828.7	D	647150.0,5535945.1	13.4	3.5	15.9	15.8	1.2	11.8	8.4	27.3	2331.4
LINE 10980		**FLIGHT 10018**										
A	7976.6	S	647265.7,5534100.6	8.7	42.8	40.5	159.2	-1.5	13.7	1.0	0.0	---
B	7954.4	S?	647246.0,5534858.1	-1.3	32.4	15.9	117.1	-2.0	8.6	1.0	0.0	---
C	7920.8	D	647244.5,5535997.0	21.3	9.8	24.2	25.9	21.5	16.4	4.4	15.9	2156.8
LINE 10991		**FLIGHT 10027**										
A	4400.8	S	647362.9,5534120.3	8.8	58.1	54.9	229.6	-4.2	18.4	1.0	0.0	---
B	4378.5	S	647355.5,5534895.3	5.8	47.5	29.0	178.2	-4.2	13.9	1.0	0.0	---
C	4367.9	S?	647352.1,5535249.9	2.3	30.9	10.6	118.7	-3.3	9.1	1.0	0.0	---
D	4355.5	S	647356.2,5535672.4	4.8	33.0	24.1	128.1	-2.4	11.0	1.0	0.0	---
E	4346.8	D	647355.1,5535966.7	0.0	7.6	65.2	35.7	43.6	29.3	0.3	5.8	1355.0
F	4344.9	D	647354.7,5536036.1	26.6	9.7	18.8	19.2	19.7	29.3	6.5	16.6	2530.8
LINE 11000		**FLIGHT 10018**										
A	8298.5	S	647458.5,5534086.0	9.8	41.8	43.1	160.8	-2.4	12.7	1.0	0.0	---

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Label Fid		**Interp**	**XUTM (m), YUTM (m)**	**CXI5500Hz Real (ppm)**	**CXQ5500Hz Quad (ppm)**	**CPI7200Hz Real (ppm)**	**CPQ7200Hz Quad (ppm)**	**CPI400Hz Real (ppm)**	**CPQ400Hz Quad (ppm)**	**Conductance (siemens)**	**Depth (metres)**	**Magnetic Corr. (nT)**
B	8275.8	S?	647451.1,5534889.0	2.9	39.1	18.0	128.3	-5.3	10.2	1.0	0.0	---
C	8252.7	S?	647440.3,5535687.9	5.3	28.3	22.1	99.8	-0.0	9.7	1.0	0.0	---
D	8244.2	D	647443.6,5535968.8	8.0	10.9	0.0	20.4	29.5	0.8	0.9	13.1	722.3
E	8240.9	D	647446.5,5536080.6	3.9	1.4	11.7	7.9	5.8	20.2	2.0	32.6	2340.2
LINE 11010		**FLIGHT 10018**										
A	8397.3	S	647557.0,5533704.0	10.3	34.0	40.2	123.3	-3.0	12.7	1.0	0.0	---
B	8457.3	D	647564.9,5535993.9	12.8	6.0	6.3	1.6	3.5	1.2	3.6	23.4	558.8
C	8461.0	D	647565.1,5536131.9	20.0	7.5	21.3	33.4	0.0	20.1	5.7	19.2	1814.3
LINE 11020		**FLIGHT 10014**										
A	7618.0	S?	647648.9,5534716.6	-8.8	25.2	-33.6	96.6	-68.5	6.7	1.0	0.0	6047.1
B	7624.0	S?	647653.5,5534929.9	2.4	26.7	9.0	91.5	-4.4	8.1	1.0	0.0	---
C	7645.7	S?	647667.7,5535762.5	6.1	27.4	23.2	100.7	1.8	12.3	1.0	0.0	---
D	7652.5	D	647671.6,5536035.1	21.7	9.6	16.6	12.6	45.7	3.2	4.7	18.7	694.4
E	7655.5	D	647669.7,5536155.0	29.9	5.6	31.5	34.1	0.0	11.2	17.7	16.0	2019.8
LINE 11030		**FLIGHT 10014**										
A	7520.7	S	647765.8,5533418.6	4.5	30.1	12.2	113.0	-3.8	8.2	1.0	0.0	---
B	7510.1	S	647760.0,5533753.1	8.1	36.8	26.2	136.5	-2.3	9.3	1.0	0.0	---
C	7499.7	S	647770.5,5534079.5	8.4	47.1	40.1	190.5	-5.2	15.6	1.0	0.0	---
D	7463.9	S	647741.8,5535229.5	6.8	34.1	19.4	117.8	-0.9	8.1	1.0	0.0	---
E	7451.8	D	647740.4,5535585.3	4.3	12.5	0.9	51.3	0.0	3.4	0.4	9.0	29.3
F	7445.9	S?	647746.2,5535767.8	7.0	44.3	29.4	161.1	2.8	15.0	1.0	0.0	---
G	7437.2	D	647750.7,5536044.3	23.9	13.2	16.1	16.3	44.2	5.3	3.6	15.3	605.8
H	7433.7	D	647749.3,5536161.7	27.8	6.7	33.8	42.2	0.0	29.8	12.1	18.0	1813.8
LINE 11040		**FLIGHT 10014**										
A	7284.9	S	647858.5,5534040.4	9.3	42.4	44.0	164.4	-3.5	12.6	1.0	0.0	---
B	7337.0	D	647851.6,5536067.5	17.9	11.3	8.9	18.7	31.8	2.4	2.8	14.4	396.5
C	7340.3	D	647853.1,5536201.0	31.7	8.8	32.4	40.5	0.0	22.4	10.2	11.7	1598.4

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
LINE 11050		**FLIGHT 10014**										
A	7151.1	S	647956.8,5535225.0	4.6	31.0	17.5	115.4	-4.7	8.3	1.0	0.0	---
B	7140.4	D	647956.5,5535561.6	9.4	6.8	0.0	28.6	0.0	5.3	1.9	29.7	---
C	7137.9	D	647953.4,5535645.8	5.5	9.4	0.0	24.4	0.0	4.5	0.6	17.8	224.5
D	7124.7	D	647960.4,5536079.1	5.8	8.1	1.5	13.3	0.0	0.0	0.8	20.4	281.0
E	7120.2	D	647964.4,5536222.9	21.4	9.8	24.7	43.3	2.2	19.3	4.4	16.9	1213.4
LINE 11060		**FLIGHT 10014**										
A	5932.0	S	648057.5,5535239.8	3.5	35.1	19.6	139.3	-2.7	9.5	1.0	0.0	---
B	5925.1	S	648061.0,5535454.5	6.7	44.1	34.4	156.0	-3.6	11.8	1.0	0.0	---
C	5921.1	D	648051.2,5535579.6	3.7	3.6	0.0	3.6	0.0	3.1	1.0	38.7	---
D	5918.1	D	648052.1,5535665.1	2.4	4.6	0.0	21.4	0.0	3.9	0.7	21.5	216.3
E	5915.7	D	648051.2,5535739.0	4.6	10.0	1.1	16.6	0.0	1.8	0.5	11.4	---
F	5904.0	D	648049.4,5536100.4	7.8	11.5	0.0	22.5	5.7	0.0	0.8	16.7	334.8
G	5899.7	D	648045.6,5536227.0	13.6	8.0	12.1	28.1	0.0	12.5	2.8	20.0	1059.2
LINE 11070		**FLIGHT 10014**										
A	5778.6	S?	648161.6,5534626.1	-2.5	21.9	4.9	80.9	-13.1	5.0	1.0	0.0	1421.9
B	5801.6	S?	648143.0,5535499.2	5.3	30.3	32.8	119.5	-1.7	9.2	1.0	0.0	---
C	5806.5	D	648135.3,5535682.4	4.3	7.0	0.0	17.0	0.5	2.2	0.6	18.6	269.0
D	5808.9	D?	648139.2,5535773.8	4.4	10.5	0.0	17.1	0.0	2.3	0.4	7.2	---
E	5818.6	D	648155.5,5536131.2	9.0	9.4	2.1	1.8	15.2	0.1	1.2	17.1	327.5
F	5822.0	D	648161.5,5536264.6	14.2	6.9	20.1	28.2	0.0	15.9	3.6	20.6	538.2
LINE 11080		**FLIGHT 10014**										
A	5621.9	S	648249.1,5535510.8	5.1	34.7	26.0	134.3	-3.1	10.3	1.0	0.0	---
B	5615.2	D	648242.8,5535727.7	3.3	4.8	0.0	12.2	0.0	1.5	0.6	26.3	307.6
C	5608.7	D	648249.5,5535936.4	0.0	5.7	0.0	16.7	0.0	1.2	0.3	10.3	---
D	5602.0	D	648252.0,5536149.5	5.8	6.7	1.9	13.2	2.5	1.3	0.9	28.6	236.3
E	5597.2	D	648256.8,5536303.9	24.4	8.2	20.5	47.2	0.0	3.7	7.2	19.5	229.2

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LINE 11090		**FLIGHT 10014**										
A	5474.3	S?	648358.8,5534681.6	-4.8	21.0	3.9	79.2	-12.8	4.2	1.0	0.0	1808.8
B	5513.1	D	648353.9,5536190.0	3.2	4.0	0.0	1.1	2.2	0.0	0.7	28.3	187.5
C	5516.7	D	648355.8,5536335.8	15.1	7.9	9.5	11.8	0.0	8.9	3.3	12.3	210.1
LINE 11100		**FLIGHT 10014**										
A	5352.0	S	648442.2,5534165.3	6.2	36.4	27.1	129.8	-4.4	10.0	1.0	0.0	---
B	5335.2	S?	648449.0,5534688.9	-5.6	28.5	2.5	110.2	-23.3	8.4	1.0	0.0	2033.9
C	5300.7	D	648436.8,5535810.5	2.4	5.1	0.0	13.1	0.0	1.5	0.7	15.8	223.3
D	5287.0	D	648448.8,5536251.9	2.5	0.9	0.0	5.1	1.7	9.6	---	---	208.0
E	5283.6	D	648444.3,5536365.0	21.5	10.3	0.0	24.9	0.0	1.2	4.2	17.1	242.9
LINE 11110		**FLIGHT 10014**										
A	5151.9	S	648542.9,5534100.8	6.4	44.2	33.1	157.5	-1.8	12.4	1.0	0.0	---
B	5197.2	D	648554.4,5535865.8	3.3	1.3	3.4	0.0	0.0	0.5	1.8	30.9	76.8
C	5208.1	D	648551.9,5536297.5	6.3	13.8	25.8	31.6	3.2	3.0	0.5	7.9	223.5
D	5211.1	D	648555.2,5536419.0	9.5	7.8	0.1	8.5	0.0	7.7	1.6	28.0	178.5
LINE 11120		**FLIGHT 10014**										
A	5055.7	S?	648648.2,5533885.7	7.2	43.5	38.8	166.9	-1.7	11.7	1.0	0.0	---
B	5021.1	S	648641.3,5535031.3	-5.7	20.9	0.7	74.5	-15.2	5.7	1.0	0.0	---
C	4995.0	D	648648.6,5535900.2	1.3	4.3	0.0	3.7	1.1	1.0	0.6	16.5	255.4
D	4989.1	S	648655.2,5536087.4	4.8	29.0	23.9	108.6	-1.8	9.2	1.0	0.0	---
E	4981.5	D	648644.8,5536337.8	1.6	3.3	2.2	2.3	1.6	0.0	0.7	23.1	107.8
F	4976.7	D	648646.0,5536490.1	11.0	12.4	3.9	49.5	4.4	3.9	1.2	14.6	110.8
LINE 11130		**FLIGHT 10014**										
A	4895.7	D	648759.2,5536002.0	0.0	2.3	0.7	8.5	1.1	1.3	---	---	74.3
B	4910.6	D	648781.2,5536577.1	4.9	6.6	2.6	23.4	0.0	0.2	0.8	19.1	115.9
LINE 11140		**FLIGHT 10014**										
A	4590.3	S	648855.9,5534222.5	5.4	39.0	31.6	149.5	-2.5	11.4	1.0	0.0	---
B	4573.5	S?	648852.4,5534788.5	-6.7	29.2	-34.0	103.9	-68.4	8.3	1.0	0.0	3366.5

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C	4531.6	D	648851.5,5536196.2	2.4	6.5	3.8	9.0	3.1	1.4	0.6	9.6	---
D	4520.2	D	648840.2,5536586.0	2.2	2.4	1.2	19.0	1.3	1.6	---	---	180.9
LINE 11150		**FLIGHT 10014**										
A	4453.6	D	648970.6,5536517.3	7.8	12.9	3.3	41.6	1.3	1.6	0.7	5.4	30.2
B	4456.9	D	648969.0,5536652.0	12.0	2.5	10.6	25.0	6.8	2.5	5.4	24.0	185.1
LINE 11160		**FLIGHT 10014**										
A	4239.3	S	649058.5,5535762.4	6.5	39.8	14.8	129.8	-3.7	8.8	1.0	0.0	---
B	4231.0	S?	649063.5,5536044.6	10.9	35.1	31.5	130.2	-4.4	9.0	1.0	0.0	105.8
C	4216.3	D	649047.7,5536525.5	3.9	12.2	1.7	38.5	0.0	2.6	0.3	7.3	37.3
D	4211.4	D	649048.6,5536684.2	17.9	2.9	24.0	24.6	9.3	8.6	8.6	19.8	236.2
LINE 11170		**FLIGHT 10014**										
A	4053.3	S	649145.3,5534802.0	-5.0	21.2	2.8	78.9	-13.4	5.7	1.0	0.0	---
B	4098.9	D	649173.3,5536550.2	7.2	8.9	5.4	45.4	0.7	3.1	0.9	14.9	21.4
C	4103.3	D	649165.7,5536711.7	10.7	2.7	22.6	17.2	6.3	2.1	4.3	22.1	185.7
LINE 11180		**FLIGHT 10014**										
A	3904.6	S?	649254.3,5534916.6	-19.2	35.2	-71.6	127.6	-128.8	8.6	1.0	0.0	6024.2
B	3873.5	S	649261.1,5535811.5	4.9	33.7	19.1	132.7	-3.2	9.4	1.0	0.0	---
C	3846.7	D	649247.1,5536599.0	11.1	10.2	0.0	50.2	0.0	0.2	1.5	21.5	13.0
D	3840.7	D	649246.1,5536755.4	26.2	7.7	82.3	88.5	5.5	19.4	8.8	25.2	289.9
E	3816.2	S?	649257.2,5537437.4	4.1	31.1	15.8	118.6	-2.6	9.6	1.0	0.0	12.4
LINE 11190		**FLIGHT 10014**										
A	3647.3	S	649366.8,5533572.6	6.3	39.8	22.5	131.2	-3.1	11.5	1.0	0.0	---
B	3713.9	S	649359.9,5536066.7	10.5	35.0	31.4	107.9	-2.7	10.4	1.0	0.0	---
C	3729.6	D	649368.0,5536672.1	5.9	9.1	0.0	16.2	8.1	0.0	0.7	10.8	45.1
D	3732.6	D	649358.9,5536784.7	14.1	4.6	30.3	26.8	6.7	4.7	6.2	27.0	343.9
LINE 11201		**FLIGHT 10014**										
A	3437.1	S	649451.1,5533590.5	4.6	38.0	21.8	135.4	-1.8	11.9	1.0	0.0	6.1
B	3407.6	S	649462.3,5534565.2	3.3	34.3	22.7	135.6	-2.9	9.4	1.0	0.0	---

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C	3390.0	S?	649458.9,5535129.9	-34.8	27.6	-110.1	115.1	-171.2	7.5	1.0	0.0	7885.5
D	3378.2	S	649460.9,5535521.3	1.2	22.2	10.6	85.4	-1.1	5.1	1.0	0.0	---
E	3361.0	S	649457.7,5536075.9	12.8	35.4	39.7	129.7	-1.2	11.7	1.0	0.0	---
F	3352.8	S	649458.8,5536346.9	7.1	32.2	29.5	118.1	-1.5	10.0	1.0	0.0	6.1
LINE 11202		**FLIGHT 10027**										
A	4172.9	S	649468.6,5536353.6	9.1	33.7	26.9	108.5	-0.7	11.9	1.0	0.0	---
B	4181.1	D	649460.1,5536664.8	3.9	4.8	0.0	20.9	1.0	0.2	0.8	28.7	51.0
C	4185.4	D	649459.7,5536828.1	15.0	3.6	27.3	19.2	0.7	9.1	9.9	25.9	230.7
LINE 11211		**FLIGHT 10027**										
A	4018.3	S	649557.4,5534381.3	3.4	33.9	21.3	137.3	-0.2	10.4	1.0	0.0	---
B	4002.0	S?	649553.9,5534958.0	-6.4	21.9	1.5	86.5	-15.6	7.3	1.0	0.0	1634.9
C	3976.2	S	649560.1,5535891.9	11.1	43.7	44.6	163.6	-1.4	13.3	1.0	0.0	---
D	3970.0	D	649552.5,5536113.3	2.6	2.0	8.2	10.1	0.0	2.2	---	---	---
E	3962.3	S	649551.4,5536379.9	7.5	32.9	29.2	110.4	-0.2	10.7	1.0	0.0	---
F	3952.3	D	649550.5,5536726.4	0.6	3.3	0.0	5.2	8.0	0.1	0.5	18.6	61.2
G	3947.8	D	649548.4,5536887.0	9.6	3.4	0.0	0.0	1.7	0.5	4.9	28.5	166.1
LINE 11220		**FLIGHT 10014**										
A	3069.4	S	649666.3,5533668.3	4.9	39.9	23.8	162.8	-2.4	11.0	1.0	0.0	---
B	3004.2	S	649660.8,5535674.9	1.9	26.8	11.9	91.0	-2.2	7.3	1.0	0.0	---
C	2996.7	S	649654.8,5535908.4	9.3	30.4	30.0	112.0	-1.7	8.8	1.0	0.0	---
D	2989.0	D	649641.6,5536146.0	22.4	7.0	13.1	32.6	0.0	10.7	7.7	17.5	---
E	2969.4	D	649651.8,5536769.9	0.0	3.5	0.0	0.2	1.3	1.0	0.4	15.6	64.6
F	2964.5	D	649651.6,5536916.3	18.8	13.4	32.6	48.0	3.7	13.1	2.4	14.9	115.2
LINE 11231		**FLIGHT 10027**										
A	3778.1	S	649738.1,5533722.5	3.9	38.2	21.4	142.4	-2.6	11.1	1.0	0.0	---
B	3841.8	S	649763.7,5535938.5	12.7	39.1	28.9	118.7	-1.7	10.7	1.0	0.0	---
C	3848.2	D	649766.8,5536176.6	28.6	10.9	0.0	21.0	0.0	9.8	6.3	9.2	---
D	3851.4	D	649769.7,5536295.8	9.5	10.9	0.0	5.3	0.0	1.5	1.1	12.3	---

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E	3864.3	D	649755.4,5536786.3	4.4	8.2	0.0	3.3	0.0	2.0	0.5	10.0	106.6
F	3868.9	D	649750.9,5536962.0	11.1	5.1	24.1	10.2	0.4	0.0	3.6	24.4	96.4
LINE 11241		**FLIGHT 10027**										
A	3478.6	S?	649856.4,5535212.0	-18.5	28.1	-64.1	108.7	-113.6	7.1	1.0	0.0	8800.2
B	3455.3	S?	649854.8,5535949.5	14.3	47.4	33.4	149.6	-1.8	12.8	1.0	0.0	---
C	3447.8	D	649855.4,5536190.2	24.8	10.8	6.9	32.4	2.9	9.2	5.0	12.8	---
D	3439.3	S	649854.4,5536481.3	8.7	37.4	40.6	145.0	-1.5	11.5	1.0	0.0	---
E	3429.9	D	649845.6,5536812.1	3.3	5.6	0.0	3.7	0.0	1.1	0.5	24.5	99.3
F	3425.6	D	649848.9,5536964.2	9.1	6.4	23.0	31.3	0.0	7.4	1.9	26.1	73.6
LINE 11250		**FLIGHT 10014**										
A	2424.6	S	649959.3,5534118.5	4.8	37.7	26.8	143.0	-2.5	10.4	1.0	0.0	---
B	2474.7	S?	649959.4,5535946.0	13.5	42.8	33.9	132.8	-2.1	12.1	1.0	0.0	---
C	2482.0	D	649963.2,5536209.6	6.1	4.9	3.3	0.9	1.3	0.1	1.4	31.0	---
D	2485.4	D	649960.7,5536336.8	3.3	4.3	0.0	1.3	0.2	0.3	0.7	30.8	---
E	2499.1	D	649948.5,5536844.3	8.5	10.2	0.6	7.4	0.0	0.0	1.0	14.7	95.9
F	2504.0	D	649955.1,5537027.3	12.4	4.3	22.7	31.6	0.0	0.2	5.5	23.0	107.3
LINE 11260		**FLIGHT 10014**										
A	2174.6	S	650069.2,5533721.4	3.9	29.6	18.6	131.6	-3.2	8.1	1.0	0.0	---
B	2122.6	S?	650039.7,5535417.9	-1.3	31.0	7.1	132.9	-11.4	6.6	1.0	0.0	---
C	2105.0	S	650067.4,5535970.8	10.9	45.5	44.8	180.3	-3.0	13.1	1.0	0.0	---
D	2096.5	D	650056.9,5536234.2	0.0	4.2	0.6	5.2	0.9	3.5	0.4	11.3	---
E	2091.5	D	650060.0,5536384.4	3.4	4.5	0.0	1.2	0.4	0.5	0.7	29.6	---
F	2068.8	D	650051.7,5537061.0	16.2	9.2	14.7	23.7	0.0	1.0	3.0	16.4	65.8
LINE 11270		**FLIGHT 10014**										
A	1964.9	D	650170.9,5536240.8	5.7	7.5	5.2	11.3	5.1	2.1	0.8	19.3	5.1
B	1969.4	D	650168.7,5536406.4	10.1	15.9	0.0	7.6	0.0	1.8	0.8	8.0	---
C	1974.0	S?	650168.1,5536580.6	12.3	43.3	43.0	147.6	-0.8	12.6	1.0	0.0	34.5
D	1989.1	D	650158.3,5537123.0	9.1	4.2	13.9	23.8	0.2	8.0	3.4	30.2	87.9

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LINE 11280		**FLIGHT 10014**										
A	1755.3	D	650260.5,5536277.8	2.1	5.8	2.2	0.0	0.0	1.2	0.6	9.1	5.7
B	1751.1	D	650254.1,5536419.7	3.0	5.4	0.4	0.0	1.5	0.8	0.8	9.1	---
C	1744.9	S	650261.4,5536632.5	13.9	43.1	44.5	147.9	-3.4	9.7	1.0	0.0	12.2
D	1735.7	B?	650269.4,5536950.7	2.1	6.4	1.5	32.9	0.8	0.7	0.6	19.3	33.3
E	1730.1	D	650265.1,5537146.6	7.5	5.5	9.7	23.6	0.0	1.3	1.7	29.5	96.9
LINE 11290		**FLIGHT 10014**										
A	1634.8	D	650364.7,5536451.6	7.2	5.5	0.1	0.3	2.0	1.1	1.6	21.4	---
B	1640.1	S	650357.6,5536661.5	14.4	40.3	41.9	136.3	-2.1	9.5	1.0	0.0	21.6
C	1648.0	B?	650356.9,5536975.5	5.8	13.2	2.1	33.1	0.8	1.9	0.5	5.9	55.3
D	1652.9	D	650351.5,5537178.4	12.6	5.6	11.3	22.3	11.6	0.0	3.9	23.9	67.9
LINE 11300		**FLIGHT 10014**										
A	1478.1	S	650447.6,5534161.9	4.2	31.7	19.9	120.6	-1.6	8.1	1.0	0.0	---
B	1417.1	S	650458.4,5536215.8	8.0	33.6	26.7	132.8	-4.0	7.9	1.0	0.0	---
C	1408.7	D	650468.4,5536471.8	21.2	17.4	0.0	2.4	0.0	3.5	2.1	9.4	6.4
D	1403.0	S?	650456.2,5536650.6	16.9	64.2	54.3	220.7	-2.0	15.9	1.0	0.0	52.5
E	1383.6	D	650475.9,5537234.2	28.5	23.2	22.2	97.6	5.9	5.5	2.4	11.0	71.4
LINE 11310		**FLIGHT 10014**										
A	1283.0	D	650554.1,5536483.0	16.4	11.7	6.2	4.7	3.5	1.6	2.3	13.8	8.9
B	1298.3	D	650562.1,5537075.5	3.5	2.5	0.0	0.0	1.2	0.0	1.4	33.5	59.3
C	1302.6	D	650555.0,5537249.9	32.3	18.9	33.5	63.5	0.0	11.8	3.7	11.5	56.2
LINE 11321		**FLIGHT 10027**										
A	3310.1	D	650659.6,5536504.6	11.9	9.9	3.7	4.6	5.4	0.0	1.7	15.5	7.5
B	3327.6	D	650668.9,5537131.2	2.3	7.0	0.0	0.0	1.5	1.2	0.5	11.8	78.7
C	3332.8	D	650670.1,5537312.9	8.5	6.8	14.7	40.9	1.9	0.4	1.6	27.9	19.5
LINE 11330		**FLIGHT 10013**										
A	5243.1	S	650769.4,5534282.4	2.1	34.4	13.7	136.5	-2.0	10.2	1.0	0.0	---
B	5303.7	D	650744.9,5536523.9	12.4	9.6	1.8	0.0	4.4	0.0	1.9	16.1	---

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C	5310.1	S	650749.9,5536759.7	13.1	42.6	49.1	155.8	0.0	15.3	1.0	0.0	19.4
D	5320.2	D	650764.0,5537150.5	5.0	7.6	2.8	9.5	1.5	0.4	0.7	17.7	96.6
E	5324.8	D	650774.3,5537334.4	13.7	7.8	15.2	23.9	15.0	0.0	2.9	18.8	25.3
LINE 11340		**FLIGHT 10013**										
A	4982.5	S?	650849.7,5536079.5	1.2	28.3	14.5	114.7	-0.9	7.9	1.0	0.0	---
B	4967.6	D	650844.7,5536560.1	19.2	13.1	0.0	8.1	0.0	6.5	2.6	11.5	---
C	4964.1	D	650842.4,5536675.8	5.5	11.9	3.1	15.0	2.3	2.3	0.5	6.5	---
D	4947.3	D	650857.9,5537210.2	2.4	6.5	0.8	3.8	0.0	0.0	0.6	13.1	51.0
E	4943.0	D	650860.1,5537350.5	11.9	6.7	15.9	17.5	0.0	8.2	2.8	20.3	62.8
LINE 11350		**FLIGHT 10013**										
A	4799.4	S	650960.7,5535977.3	1.8	25.6	12.9	99.5	-2.8	8.1	1.0	0.0	---
B	4814.8	D	650966.3,5536578.2	7.8	5.0	0.9	3.5	2.6	1.6	2.1	28.0	---
C	4831.0	D	650974.7,5537231.3	2.7	6.6	0.0	4.4	1.2	0.0	0.6	5.0	39.8
D	4835.4	D	650969.9,5537404.1	11.8	6.2	11.7	15.2	0.0	2.7	3.0	16.6	87.8
LINE 11360		**FLIGHT 10013**										
A	4597.2	D	651050.8,5537267.0	1.4	5.0	0.0	5.3	1.9	0.9	0.5	4.6	14.6
B	4591.8	D	651073.3,5537437.4	1.0	0.7	0.6	0.3	0.0	1.9	---	---	39.5
LINE 11370		**FLIGHT 10013**										
A	4460.6	D	651167.5,5536685.2	6.6	2.4	4.1	0.0	1.9	0.2	2.6	19.1	---
B	4481.3	D	651154.7,5537510.0	6.4	4.6	1.7	11.6	0.0	1.5	1.6	29.2	7.5
LINE 11380		**FLIGHT 10013**										
A	4258.9	D	651262.2,5536693.3	5.0	1.6	5.6	0.0	1.8	0.0	2.4	19.7	---
B	4233.4	D	651243.5,5537499.7	4.5	6.1	2.4	0.3	3.9	0.8	0.7	22.4	18.5
LINE 11390		**FLIGHT 10013**										
A	4120.6	D	651353.7,5536729.2	10.3	2.4	0.1	1.9	0.0	1.8	4.5	22.6	---
B	4142.2	D	651337.5,5537538.7	0.8	2.9	0.9	1.8	1.4	0.5	---	---	94.0
C	4147.7	D	651350.6,5537759.8	1.3	1.9	3.4	3.1	0.0	1.3	---	---	---

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LINE 11400		**FLIGHT 10013**										
A	3758.3	D	651456.8,5536755.9	9.2	2.8	1.4	16.6	0.0	5.0	3.5	17.8	---
B	3754.8	D	651455.9,5536868.9	3.7	4.7	2.8	4.0	2.5	0.6	0.7	23.9	134.5
C	3731.5	D	651453.3,5537619.1	3.5	5.7	0.0	2.6	2.1	0.0	0.5	21.5	192.8
D	3726.3	D	651455.7,5537787.7	9.6	8.7	8.1	14.2	0.0	1.3	1.4	18.4	---
LINE 11410		**FLIGHT 10013**										
A	3603.8	D	651588.9,5536667.6	1.8	7.4	0.1	2.5	1.5	0.0	0.5	5.6	---
B	3608.1	D	651582.0,5536817.5	16.0	7.0	1.7	6.5	0.0	3.1	4.3	10.9	25.5
C	3630.9	D	651568.0,5537669.0	3.3	5.6	0.0	9.0	2.6	0.1	0.5	20.7	205.4
D	3634.9	D	651565.9,5537829.7	7.2	8.4	4.7	10.9	5.5	0.0	1.0	15.1	---
LINE 11420		**FLIGHT 10013**										
A	3383.6	D	651669.6,5536856.5	21.9	11.9	6.4	7.7	4.8	5.2	3.6	13.0	33.2
B	3380.5	D	651665.7,5536955.5	3.7	5.6	35.9	2.0	3.5	7.0	0.6	23.5	81.9
C	3369.8	S	651660.9,5537296.2	5.2	31.4	19.2	116.7	-3.3	8.5	1.0	0.0	---
D	3357.3	D	651662.2,5537696.7	6.1	14.3	3.3	9.1	0.0	2.4	0.5	4.9	197.8
E	3353.5	D	651651.8,5537830.8	7.9	8.8	6.1	10.7	0.0	1.3	1.1	18.9	49.7
LINE 11430		**FLIGHT 10013**										
A	3239.4	S	651760.2,5536722.6	8.7	41.5	35.7	147.3	1.8	12.4	1.0	0.0	---
B	3244.1	D	651760.3,5536898.0	18.5	7.5	12.7	8.9	5.2	0.0	5.0	16.5	20.7
C	3247.0	D	651764.4,5537011.8	1.5	2.7	0.0	0.0	4.3	5.4	---	---	37.5
D	3266.7	D	651759.4,5537743.4	6.2	7.4	0.8	6.9	0.3	1.2	0.9	20.7	258.2
E	3270.3	D	651765.0,5537874.5	6.4	7.7	4.5	12.7	0.0	0.6	0.9	20.1	99.9
LINE 11440		**FLIGHT 10013**										
A	3040.4	S?	651861.1,5536745.9	8.2	38.8	31.2	137.9	2.5	12.5	1.0	0.0	---
B	3034.6	D	651868.6,5536932.7	11.1	4.1	0.0	9.2	0.0	5.1	4.8	24.7	31.3
C	3031.4	D	651863.9,5537026.5	6.9	3.6	25.9	9.2	0.9	6.0	2.6	33.3	53.4
D	3007.2	D	651843.6,5537770.6	2.1	2.3	0.6	0.0	0.5	1.1	---	---	291.3
E	3002.7	D	651877.5,5537900.3	4.8	3.8	4.7	6.2	2.1	0.4	1.4	30.7	85.4

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LINE 11450		**FLIGHT 10013**										
A	2894.5	D	651974.4,5536988.6	16.2	9.6	9.3	13.2	0.0	1.1	2.9	12.6	60.1
B	2918.1	D	651951.9,5537927.5	12.4	12.7	11.3	52.2	4.6	0.8	1.4	10.5	111.8
LINE 11460		**FLIGHT 10013**										
A	2524.5	D	652039.7,5536991.5	17.2	7.7	6.0	3.0	0.0	3.9	4.3	12.1	67.2
B	2497.2	D	652046.4,5537831.8	4.1	11.7	0.0	0.0	2.2	0.9	0.4	7.7	174.5
C	2493.6	D	652046.8,5537946.4	12.0	16.4	15.1	50.3	0.0	7.1	1.0	14.3	96.8
LINE 11470		**FLIGHT 10013**										
A	2399.7	D	652162.9,5537038.5	15.3	7.0	5.0	19.5	7.5	4.6	4.0	18.1	25.0
B	2401.6	D	652168.8,5537114.6	5.6	7.7	30.8	19.5	1.4	3.1	0.8	16.7	31.0
C	2407.2	B	652171.5,5537331.7	1.9	4.7	3.4	28.0	0.0	2.3	0.6	12.4	5.6
D	2420.6	D	652150.0,5537852.3	7.0	12.9	0.0	10.1	0.0	6.1	0.6	6.3	240.6
E	2423.3	D	652147.9,5537958.7	10.3	8.9	9.2	16.3	5.8	0.0	1.6	17.3	83.9
LINE 11480		**FLIGHT 10013**										
A	2177.5	D	652243.1,5537060.7	11.8	7.9	32.7	26.8	0.2	4.2	2.2	23.6	---
B	2175.1	D	652241.0,5537138.1	7.1	7.1	39.4	26.8	2.1	4.3	1.2	24.6	35.8
C	2152.8	D	652256.1,5537882.1	4.0	4.5	0.0	2.6	1.6	1.7	0.8	25.6	237.2
D	2149.7	D	652262.4,5537988.0	6.2	7.5	0.0	15.4	5.2	1.6	0.9	18.2	90.6
LINE 11490		**FLIGHT 10013**										
A	2018.2	D	652370.5,5537188.6	4.5	4.3	15.2	17.2	3.2	3.3	1.1	26.7	21.4
B	2020.0	D	652369.5,5537260.3	5.6	1.2	15.0	11.8	4.3	7.2	3.0	30.5	42.4
C	2036.6	D	652358.9,5537895.1	3.3	4.4	0.0	4.0	0.0	3.2	0.7	24.0	248.1
D	2039.2	D	652359.5,5537993.9	3.0	4.4	0.0	11.8	0.4	1.7	0.6	20.8	84.0
LINE 11500		**FLIGHT 10013**										
A	1806.3	D	652452.4,5537211.0	13.8	9.4	92.3	22.3	26.5	28.0	2.3	22.3	41.6
B	1804.0	D	652451.0,5537281.1	40.7	6.7	92.3	22.3	26.6	40.7	23.9	14.9	98.0
C	1798.1	S	652455.0,5537460.2	6.9	44.5	35.5	168.3	0.8	13.2	1.0	0.0	---
D	1780.1	D	652448.1,5538014.6	9.0	10.6	0.0	21.1	0.0	3.2	1.1	16.8	50.0

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LINE 11510		**FLIGHT 10013**										
A	1645.1	D	652565.6,5537265.9	4.1	3.3	33.4	0.6	4.2	3.3	1.3	34.7	108.6
B	1648.1	D	652564.1,5537385.9	4.1	7.5	0.0	14.3	6.0	0.0	0.5	12.0	144.5
LINE 11520		**FLIGHT 10013**										
A	1277.6	D	652641.6,5537291.0	8.5	9.4	52.9	18.5	6.7	14.5	1.1	14.2	152.3
B	1273.8	D	652642.6,5537422.6	4.3	5.5	0.0	3.3	4.5	3.6	0.8	24.7	188.9
C	1253.2	D	652633.8,5538106.7	3.2	3.7	0.0	2.6	0.0	6.8	0.8	35.8	261.6
D	1250.3	D	652646.0,5538199.4	14.4	12.4	5.6	55.5	1.3	10.7	1.8	18.5	250.9
E	1231.4	S	652643.9,5538796.8	0.8	41.7	11.2	171.4	-3.4	10.1	1.0	0.0	---
LINE 11530		**FLIGHT 10013**										
A	1071.1	S	652764.1,5534854.6	1.4	23.6	11.9	103.3	-3.4	5.8	1.0	0.0	---
B	1084.2	S	652767.2,5535321.2	1.7	34.4	13.3	136.7	-4.5	10.2	1.0	0.0	---
C	1121.6	S	652764.1,5536729.4	0.5	24.3	8.9	92.0	-2.1	5.3	1.0	0.0	---
D	1137.9	B	652762.8,5537363.3	21.7	6.1	72.8	44.8	5.4	6.0	8.8	13.8	342.8
E	1157.5	D	652759.9,5538119.4	4.9	4.9	0.2	4.8	0.0	5.8	1.0	26.6	318.2
F	1160.1	D	652763.6,5538219.7	10.9	4.3	0.0	7.2	0.0	5.8	4.4	28.2	171.5
LINE 11540		**FLIGHT 10013**										
A	918.1	D	652844.7,5537256.6	4.8	8.9	0.2	2.5	0.6	1.0	0.5	13.4	85.6
B	914.3	D	652848.7,5537395.7	13.0	10.0	9.8	13.2	0.0	7.3	1.9	16.1	864.8
C	892.8	D	652847.2,5538134.1	5.4	5.4	40.2	18.0	5.0	4.8	1.1	33.9	362.2
D	890.4	D	652841.7,5538225.4	17.3	12.1	4.3	27.1	0.0	6.7	2.4	16.5	211.2
LINE 11550		**FLIGHT 10013**										
A	772.5	D	652959.2,5537493.5	5.5	3.2	1.7	1.2	6.5	0.0	2.1	29.7	517.8
B	787.8	D	652966.0,5538165.7	2.2	1.6	10.6	1.0	3.4	2.1	---	---	327.9
C	790.1	D	652963.8,5538264.2	8.6	7.3	8.6	22.0	0.0	2.5	1.5	20.0	161.2
LINE 11560		**FLIGHT 10013**										
A	617.4	S	653059.7,5535268.4	1.9	30.0	16.3	126.8	-2.6	8.0	1.0	0.0	---
B	585.0	S	653050.0,5536401.7	3.7	26.5	12.7	105.2	-2.5	6.1	1.0	0.0	---

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C	553.0	D	653056.9,5537512.8	6.1	4.3	0.2	0.0	1.0	0.6	1.7	31.4	971.3	
D	531.4	D	653058.1,5538238.5	4.3	4.2	50.8	15.5	1.1	6.7	1.0	36.8	371.7	
E	528.6	D	653057.8,5538328.1	15.1	6.1	52.3	15.5	3.8	6.7	4.7	27.3	90.3	
LINE 11570		**FLIGHT 10013**											
A	403.7	S	653160.6,5537261.1	5.8	32.8	26.7	120.0	-2.1	9.6	1.0	0.0	---	
B	411.4	D	653162.8,5537560.2	11.1	10.1	0.0	9.1	0.0	2.3	1.5	10.7	821.9	
C	429.1	D	653164.0,5538254.8	5.0	0.5	0.0	2.1	2.4	0.0	3.4	29.5	467.2	
D	432.1	D	653168.0,5538367.8	11.9	4.7	15.4	23.5	1.7	4.1	4.5	28.0	181.4	
LINE 11580		**FLIGHT 10012**											
A	3057.8	D	653241.4,5538267.7	5.9	0.6	12.5	2.8	5.4	3.4	3.9	26.3	517.0	
B	3052.0	D	653242.4,5538432.0	11.5	11.9	9.0	21.7	1.7	2.0	1.3	17.8	53.5	
LINE 11583		**FLIGHT 10027**											
A	3002.7	S	653244.8,5536871.3	-0.2	22.4	8.2	98.9	-2.6	7.0	1.0	0.0	---	
B	2990.6	S	653238.8,5537284.9	7.9	42.7	36.4	171.6	-2.0	12.7	1.0	0.0	---	
C	2981.4	D	653248.2,5537591.6	6.8	8.1	4.0	18.6	0.0	0.7	1.0	14.5	263.7	
LINE 11590		**FLIGHT 10012**											
A	2898.2	S?	653359.9,5536130.8	-3.0	25.6	-10.7	90.2	-31.8	6.8	1.0	0.0	2925.9	
B	2907.8	S?	653358.1,5536501.2	2.3	26.9	10.1	100.8	-3.2	6.3	1.0	0.0	---	
C	2931.1	S	653357.0,5537373.6	7.4	34.1	23.9	111.4	-4.0	9.6	1.0	0.0	---	
D	2936.8	D	653360.1,5537601.0	6.4	9.0	0.7	14.5	0.0	0.4	0.8	16.8	609.4	
E	2954.3	D	653365.6,5538295.3	14.5	3.8	33.7	5.8	4.3	16.3	8.6	26.6	750.4	
F	2956.9	D	653372.8,5538393.3	14.1	3.0	33.7	11.9	10.1	10.7	11.3	29.4	192.9	
LINE 11600		**FLIGHT 10012**											
A	2708.3	S	653454.9,5537436.6	5.0	27.4	20.8	91.7	-2.2	7.4	1.0	0.0	---	
B	2702.8	D	653436.2,5537623.5	3.0	4.0	1.6	5.7	1.1	1.5	0.7	32.4	466.2	
C	2681.6	D	653455.8,5538308.4	15.1	8.7	49.7	12.9	6.6	14.8	2.9	19.8	548.2	
D	2678.6	D	653456.8,5538403.8	17.1	5.0	49.7	16.7	4.4	0.8	7.6	26.7	114.2	

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LINE 11610		**FLIGHT 10012**										
A	2511.5	S	653566.6,5535544.9	1.5	44.4	17.8	180.8	-2.8	11.8	1.0	0.0	---
B	2561.7	S?	653563.7,5537437.3	6.0	41.7	20.6	114.8	-3.3	9.1	1.0	0.0	---
C	2565.0	D	653562.7,5537566.9	1.6	4.5	1.4	0.0	0.0	1.0	0.6	20.6	26.7
D	2584.8	D	653563.3,5538322.8	7.5	8.6	27.7	10.0	4.7	7.4	1.0	21.7	465.7
E	2587.7	D	653570.6,5538433.3	13.3	5.4	1.5	3.5	0.8	0.0	4.4	22.3	132.9
LINE 11620		**FLIGHT 10012**										
A	2200.7	S?	653650.3,5537447.1	6.4	43.0	25.6	154.1	-4.4	11.7	1.0	0.0	---
B	2196.6	D	653640.9,5537584.4	0.0	3.9	0.3	1.4	0.7	0.7	0.4	17.4	---
C	2169.3	D	653661.0,5538457.6	11.1	8.9	2.4	7.7	0.0	1.3	1.8	20.5	230.4
D	2160.1	S	653644.9,5538720.6	1.5	24.3	11.5	88.4	-2.1	7.1	1.0	0.0	---
LINE 11631		**FLIGHT 10027**										
A	2842.7	S?	653757.4,5537465.0	3.3	37.7	29.1	151.3	-5.5	10.9	1.0	0.0	---
B	2845.0	D	653753.0,5537550.5	4.2	9.0	0.0	11.5	0.0	1.6	0.5	14.1	---
C	2871.3	D	653746.0,5538478.0	10.5	5.3	11.8	18.1	0.0	8.7	3.1	29.0	488.1
LINE 11640		**FLIGHT 10012**										
A	1886.4	S	653857.1,5535975.2	1.8	32.8	15.2	124.4	-3.2	7.8	1.0	0.0	---
B	1838.3	D	653846.8,5537572.0	7.3	9.1	0.0	5.7	8.4	0.0	0.9	15.8	---
C	1811.1	D	653865.6,5538502.0	4.8	2.3	16.2	0.0	2.7	5.3	1.9	28.8	619.0
D	1808.9	D	653861.4,5538570.8	4.9	3.5	16.2	6.5	0.0	5.3	1.5	41.0	308.0
LINE 11650		**FLIGHT 10012**										
A	1702.7	D	653950.9,5537579.1	2.6	5.9	0.1	5.4	1.4	0.6	0.7	14.2	---
B	1726.5	D	653949.4,5538502.0	6.4	3.1	17.6	1.7	5.5	5.0	2.8	38.0	676.4
C	1729.3	D	653947.8,5538604.0	0.0	1.4	6.6	10.3	0.0	0.7	---	---	180.8
LINE 11660		**FLIGHT 10012**										
A	1472.1	D	654062.6,5537708.9	3.0	10.3	0.7	17.5	0.7	0.8	0.5	6.3	---
B	1467.3	S?	654056.5,5537869.9	-0.6	22.0	6.2	99.6	-10.2	5.5	1.0	0.0	163.8
C	1448.9	D	654052.7,5538494.2	11.2	3.8	22.4	1.2	5.1	6.3	5.5	28.4	752.5

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D	1445.7	D	654059.5,5538604.3	5.7	5.3	2.3	6.3	1.9	2.0	1.2	24.2	251.7
LINE 11670		**FLIGHT 10012**										
A	1262.6	S	654161.7,5534732.9	2.9	37.1	21.1	150.0	-3.5	10.7	1.0	0.0	---
B	1357.1	D	654160.0,5538472.1	6.1	0.3	0.0	0.0	2.9	0.2	4.6	31.6	541.0
C	1360.4	D	654159.9,5538607.9	11.6	2.4	22.6	22.0	2.4	0.4	5.2	22.1	395.3
LINE 11680		**FLIGHT 10011**										
A	12642.7	S?	654249.4,5536816.0	-2.8	30.2	1.7	123.8	-15.5	8.7	1.0	0.0	---
B	12614.8	S?	654248.7,5537709.7	2.7	21.6	14.3	83.2	-2.2	6.5	1.0	0.0	---
C	12589.0	D	654242.5,5538487.4	4.9	1.5	0.0	22.5	7.2	1.8	2.4	26.2	444.8
D	12584.2	D	654266.8,5538630.8	3.7	3.1	1.4	6.9	0.3	0.6	1.2	38.5	340.3
LINE 11690		**FLIGHT 10011**										
A	12498.5	B	654366.3,5538605.6	19.6	10.2	44.4	54.5	0.2	10.2	3.7	15.5	428.0
LINE 11700		**FLIGHT 10011**										
A	12207.6	D	654470.4,5538644.6	5.8	5.3	4.1	10.8	4.4	2.1	1.2	30.8	210.4
LINE 11710		**FLIGHT 10011**										
A	12096.4	S	654544.8,5537212.8	4.3	31.6	17.3	125.1	-5.1	9.2	1.0	0.0	---
B	12116.3	S	654573.3,5537939.0	5.5	33.0	24.1	124.0	-2.1	10.5	1.0	0.0	---
C	12134.9	D	654552.7,5538653.2	4.6	3.7	4.1	8.9	0.0	2.8	1.3	37.5	305.2
LINE 11721		**FLIGHT 10027**										
A	2596.7	S	654650.7,5537250.6	5.6	29.8	25.5	124.0	-2.4	9.4	1.0	0.0	---
B	2574.8	S	654650.3,5537939.7	4.6	31.7	25.2	132.3	-3.7	8.5	1.0	0.0	---
C	2550.8	D	654652.1,5538710.8	0.0	10.4	12.2	14.3	12.1	7.1	0.2	0.0	569.6
LINE 11730		**FLIGHT 10011**										
A	11748.9	S	654744.2,5537881.0	4.8	28.5	22.0	104.7	-3.6	7.5	1.0	0.0	---
B	11769.2	D	654760.1,5538709.1	12.2	4.7	25.4	7.3	12.7	4.9	4.7	25.0	741.2
C	11772.2	D	654760.2,5538830.6	8.1	4.1	0.0	0.0	1.5	0.0	2.8	26.5	87.4
LINE 11740		**FLIGHT 10011**										
A	11486.6	D	654856.1,5538685.2	4.0	4.6	7.3	5.7	7.9	2.8	0.8	30.2	678.3

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B	11482.2	D	654855.4,5538829.3	5.8	3.6	5.2	0.0	1.2	0.0	2.0	33.6	126.1
LINE 11750		**FLIGHT 10011**										
A	11417.0	D	654957.6,5538697.1	7.7	7.8	13.0	8.4	12.8	3.2	1.2	19.4	631.2
B	11420.4	D	654957.3,5538831.5	1.1	2.5	0.4	0.0	1.0	0.0	---	---	194.7
LINE 11760		**FLIGHT 10011**										
A	11119.5	D	655058.0,5538693.0	8.2	1.9	10.8	2.4	2.3	6.1	3.8	24.6	571.8
B	11115.0	D	655056.1,5538835.8	5.6	3.0	0.0	4.1	1.6	1.1	2.2	35.4	209.9
LINE 11770		**FLIGHT 10011**										
A	11045.7	D	655162.4,5538705.3	17.8	4.2	36.5	11.4	11.8	13.3	10.6	21.4	625.3
B	11049.3	D	655160.5,5538838.2	14.7	9.6	0.0	4.3	0.0	0.2	2.5	12.7	131.5
LINE 11780		**FLIGHT 10011**										
A	10643.3	S	655252.4,5537862.7	6.2	30.3	21.5	109.4	-2.2	5.6	1.0	0.0	---
B	10616.7	D	655244.1,5538725.1	0.6	2.0	2.3	11.3	7.1	8.0	---	---	472.0
C	10612.7	D	655245.4,5538852.2	13.0	12.0	5.9	21.9	4.8	1.0	1.6	14.4	197.0
LINE 11790		**FLIGHT 10011**										
A	10548.7	D	655364.0,5538864.6	4.8	4.2	0.3	1.8	0.0	2.4	1.2	34.8	345.6
B	10550.6	D	655360.2,5538940.7	3.5	7.7	0.0	10.6	0.0	2.4	0.4	10.9	---
LINE 11800		**FLIGHT 10011**										
A	10245.0	D	655443.2,5538809.1	3.0	3.1	0.0	2.1	3.9	3.2	0.9	36.5	591.0
B	10239.6	D	655441.4,5538951.7	3.1	5.5	0.0	7.3	0.3	0.7	0.5	14.3	32.4
LINE 11810		**FLIGHT 10011**										
A	10168.3	D	655563.5,5538811.9	3.8	4.3	8.2	3.8	0.0	2.4	0.8	30.2	617.0
B	10172.3	D	655569.1,5538960.9	1.0	1.5	0.0	2.5	0.0	0.6	---	---	---
LINE 11820		**FLIGHT 10011**										
A	9869.7	D	655664.4,5538791.7	6.9	6.1	12.5	21.7	1.5	2.0	1.3	28.5	661.4
B	9864.0	D	655662.6,5538975.3	3.6	7.2	0.0	25.3	1.0	0.5	0.5	12.7	---
LINE 11830		**FLIGHT 10011**										
A	9778.3	S	655743.7,5538254.9	2.8	29.3	18.9	101.3	-1.7	7.4	1.0	0.0	---

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B	9793.6	D	655745.6,5538820.9	9.7	5.1	10.2	0.0	0.5	5.7	2.8	27.9	659.5
C	9797.2	D	655752.3,5538962.6	2.9	7.2	0.0	26.1	0.0	0.8	0.6	9.4	13.0
LINE 11840		**FLIGHT 10011**										
A	9365.6	S	655859.8,5538316.2	2.0	23.6	17.2	96.2	-2.9	7.1	1.0	0.0	---
B	9350.8	D	655849.8,5538810.2	4.3	3.3	1.2	1.2	9.9	1.2	1.4	37.4	493.6
C	9347.3	D	655853.2,5538928.0	13.9	10.7	15.4	18.2	6.6	4.8	2.0	10.8	682.3
LINE 11850		**FLIGHT 10011**										
A	9283.4	D	655958.8,5538822.4	4.3	5.1	42.3	3.4	16.4	13.4	0.8	29.2	530.9
B	9285.8	D	655961.6,5538917.7	20.3	11.6	9.6	26.6	0.0	13.4	3.3	9.6	882.5
LINE 11860		**FLIGHT 10011**										
A	9012.7	D	656057.5,5538042.2	2.8	2.6	0.0	6.8	2.5	1.9	---	---	42.7
B	8990.2	D	656040.6,5538791.3	3.3	3.4	2.7	15.5	0.8	0.1	0.9	37.7	374.5
C	8986.6	D	656048.1,5538912.8	8.6	3.0	16.4	19.3	5.0	16.5	4.8	32.1	593.4
LINE 11870		**FLIGHT 10011**										
A	8892.6	D	656169.8,5538108.8	1.6	4.7	0.0	3.5	0.0	1.5	0.6	13.7	47.3
B	8910.7	D	656170.1,5538813.4	1.6	2.7	0.2	7.4	0.9	2.5	---	---	381.2
C	8914.7	D	656168.0,5538961.6	6.4	6.4	4.3	25.8	0.0	0.2	1.1	21.1	---
LINE 11880		**FLIGHT 10011**										
A	8634.8	D	656260.5,5538123.3	3.1	4.5	0.0	1.2	1.7	0.0	0.6	24.0	37.2
B	8608.6	D	656241.7,5538945.3	5.2	7.4	0.6	14.1	0.6	3.5	0.7	7.0	6.9
LINE 11890		**FLIGHT 10011**										
A	8518.3	D	656345.9,5538157.6	4.7	4.7	0.0	2.5	1.9	0.9	1.0	18.3	39.2
LINE 11900		**FLIGHT 10011**										
A	8323.0	D	656461.7,5538181.0	7.9	7.6	0.0	3.5	3.5	1.7	1.3	18.9	41.8
LINE 11910		**FLIGHT 10011**										
A	8204.8	D	656557.3,5538198.6	12.6	10.0	0.0	13.7	0.1	1.1	1.9	11.8	138.9
LINE 11921		**FLIGHT 10027**										
A	2415.1	D	656655.7,5538220.2	12.2	9.6	0.0	13.3	0.0	3.8	1.9	9.3	403.5

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B	2422.8	S?	656656.5,5538510.5	7.9	34.4	30.8	110.2	-3.3	11.3	1.0	0.0	---
LINE 11931		**FLIGHT 10027**										
A	2044.6	D	656737.7,5538245.9	13.7	7.3	0.0	7.6	0.0	2.8	3.2	21.0	918.1
B	2030.5	D	656741.0,5538732.9	2.9	1.9	0.0	3.8	2.7	1.4	---	---	194.4
LINE 11940		**FLIGHT 10011**										
A	7096.3	D	656867.6,5538272.8	15.8	12.1	12.9	28.9	0.0	3.5	2.1	9.2	1637.3
B	7084.1	S	656844.8,5538657.7	5.9	44.1	34.6	176.0	-3.3	12.5	1.0	0.0	144.5
LINE 11950		**FLIGHT 10011**										
A	6961.2	S?	656960.7,5537199.4	6.2	38.9	35.2	136.0	-3.4	11.4	1.0	0.0	391.6
B	6989.7	D	656957.7,5538291.4	12.6	7.0	5.9	5.5	4.3	2.4	2.9	12.1	567.1
LINE 11960		**FLIGHT 10011**										
A	6789.4	D	657047.4,5538322.5	9.8	8.1	6.2	10.9	0.0	3.1	1.6	12.5	768.3
B	6766.3	S?	657047.9,5539042.5	5.2	30.3	20.7	108.2	-6.7	8.7	1.0	0.0	159.6
LINE 11970		**FLIGHT 10011**										
A	6680.4	D	657172.6,5538337.6	3.5	5.0	2.4	0.0	1.4	0.7	0.6	20.3	23.3
B	6698.3	S?	657167.4,5539041.7	5.6	27.4	28.3	101.7	-3.1	9.6	1.0	0.0	53.4
LINE 11980		**FLIGHT 10011**										
A	6487.9	S	657258.9,5537650.6	3.8	34.3	23.3	137.7	-5.5	9.2	1.0	0.0	---
B	6467.3	D	657243.3,5538332.4	2.9	6.9	0.2	4.4	1.4	0.7	0.6	9.6	---
C	6446.3	D	657261.8,5538958.7	6.0	12.9	0.0	23.8	0.0	4.5	0.5	3.9	427.3
D	6443.6	D	657253.1,5539046.4	9.3	13.9	2.3	56.1	1.4	7.2	0.8	14.2	48.1
LINE 11990		**FLIGHT 10011**										
A	6350.6	D	657357.0,5538349.1	3.5	7.4	0.0	7.1	2.6	1.9	0.4	5.3	96.0
B	6367.4	D	657352.1,5538997.5	3.2	6.2	1.8	29.9	0.0	4.8	0.5	19.2	477.2
C	6369.5	D	657347.9,5539077.6	16.4	15.3	0.0	29.7	0.0	4.8	1.7	9.5	239.4
LINE 12000		**FLIGHT 10011**										
A	6204.4	S	657456.5,5536468.3	3.5	38.0	21.0	147.7	-4.3	9.4	1.0	0.0	---
B	6174.6	S?	657469.5,5537478.3	6.3	37.1	28.4	131.6	-2.7	10.8	1.0	0.0	---

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C	6165.1	S	657458.2,5537797.9	3.9	28.6	17.5	94.8	-1.5	7.6	1.0	0.0	---
D	6147.9	D	657450.7,5538370.5	2.5	6.4	0.1	8.7	2.1	0.0	0.6	10.9	---
E	6125.0	B?	657453.9,5539100.4	6.7	3.0	4.3	4.1	0.0	5.2	3.1	34.3	442.6
LINE 12020		**FLIGHT 10011**										
A	5756.6	S	657670.0,5536689.1	2.5	38.2	18.6	153.5	-2.3	10.9	1.0	0.0	---
B	5708.5	D	657649.8,5538213.6	1.5	4.9	0.0	7.7	0.9	0.9	0.6	13.0	381.0
C	5704.8	D	657649.5,5538327.9	3.7	8.0	0.4	13.6	2.0	1.1	0.4	10.8	---
D	5693.6	S	657646.8,5538677.2	3.9	23.9	15.5	86.9	-1.6	5.2	1.0	0.0	---
LINE 12030		**FLIGHT 10011**										
A	5596.2	S?	657780.5,5538148.1	6.1	38.8	22.6	126.7	-4.9	10.3	1.0	0.0	242.6
LINE 12041		**FLIGHT 10027**										
A	1911.8	S	657873.0,5538124.6	8.6	36.2	31.2	130.4	-0.7	10.3	1.0	0.0	97.3
B	1916.0	D	657866.5,5538268.8	4.1	7.4	0.0	3.9	0.5	1.2	0.5	14.8	456.2
LINE 12050		**FLIGHT 10011**										
A	5282.7	S	657969.3,5538115.1	10.5	33.3	33.2	116.9	-0.4	11.3	1.0	0.0	75.6
B	5287.4	D	657965.4,5538294.1	10.9	6.5	0.0	5.8	6.5	0.2	2.5	18.9	253.7
LINE 12060		**FLIGHT 10011**										
A	5120.3	S	658041.6,5536969.0	6.4	39.5	24.4	135.5	-2.3	9.3	1.0	0.0	---
B	5085.0	S	658061.4,5538129.6	9.8	31.0	37.5	120.7	-1.6	11.6	1.0	0.0	115.9
C	5078.8	D	658056.1,5538327.0	8.3	4.4	4.4	3.6	4.7	2.4	2.7	31.2	127.6
LINE 12070		**FLIGHT 10011**										
A	4973.7	D	658172.7,5538334.1	9.1	6.2	9.3	9.1	0.5	3.8	2.0	18.0	52.3
LINE 12080		**FLIGHT 10011**										
A	4762.4	D	658249.5,5538356.1	14.7	8.8	13.6	11.1	1.5	3.9	2.8	17.6	17.9
LINE 12090		**FLIGHT 10011**										
A	4631.6	D	658335.2,5537534.0	10.2	5.1	0.0	5.5	0.0	3.0	3.1	22.6	---
LINE 12092		**FLIGHT 10027**										
A	1708.1	D	658347.5,5538257.6	4.7	5.8	0.0	4.5	0.3	0.0	0.8	24.9	504.4

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B	1704.3	D	658346.3,5538375.6	11.2	6.8	5.1	21.8	3.9	2.6	2.5	20.5	62.3
LINE 12101		**FLIGHT 10027**										
A	1588.5	D	658462.1,5537520.8	13.0	4.4	13.1	14.9	0.0	4.5	5.7	21.3	---
B	1609.2	D	658450.8,5538278.2	3.5	5.8	0.0	2.2	3.9	4.6	0.5	15.4	547.8
C	1612.6	D	658455.4,5538409.5	8.6	2.7	3.1	8.8	0.0	0.7	3.3	17.2	117.0
LINE 12110		**FLIGHT 10011**										
A	4175.9	S	658560.7,5537276.3	10.2	42.9	44.2	143.9	-3.0	14.8	1.0	0.0	421.2
B	4182.6	D	658558.7,5537534.4	1.7	1.1	9.2	5.0	0.7	2.2	---	---	---
C	4205.6	D	658563.0,5538433.6	15.2	5.7	17.2	19.7	9.4	1.5	5.2	17.8	124.1
LINE 12120		**FLIGHT 10011**										
A	4018.8	D	658660.1,5537553.2	2.7	1.0	0.0	4.8	0.0	2.8	---	---	102.7
B	3994.2	D	658652.7,5538303.4	5.0	3.3	1.6	6.0	0.3	1.4	1.7	42.9	595.7
C	3987.7	D	658659.8,5538506.9	9.0	8.6	11.1	27.8	0.0	0.7	1.4	21.0	---
LINE 12131		**FLIGHT 10011**										
A	3838.1	S	658757.5,5536601.9	4.1	28.7	26.7	115.9	-2.9	10.5	1.0	0.0	---
B	3863.1	D	658762.6,5537557.3	11.7	0.4	5.3	10.0	0.0	5.5	10.1	18.8	---
C	3888.0	D	658756.9,5538520.5	18.3	7.2	14.5	11.7	1.5	6.3	5.2	11.0	---
D	3901.3	S?	658769.2,5539026.0	8.3	35.6	39.5	124.2	-1.1	11.0	1.0	0.0	---
LINE 12140		**FLIGHT 10008**										
A	964.0	D	658852.4,5537560.3	14.1	3.6	0.0	6.9	0.0	3.8	8.9	21.5	---
B	946.3	S?	658861.0,5538189.9	13.2	48.3	51.5	164.7	-1.4	13.4	1.0	0.0	---
C	936.4	D	658862.3,5538540.0	7.6	6.1	20.3	17.4	7.7	1.1	1.6	29.3	14.2
LINE 12143		**FLIGHT 10011**										
A	3700.5	S	658851.8,5537286.8	11.8	43.4	50.8	169.1	-1.5	13.9	1.0	0.0	572.8
LINE 12150		**FLIGHT 10008**										
A	819.6	D	658964.3,5537562.8	18.8	5.5	0.0	11.2	0.0	5.8	8.0	21.0	---
B	844.4	D	658950.4,5538563.6	11.2	7.5	11.5	10.8	0.0	0.0	2.2	21.1	---

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LINE 12160		**FLIGHT 10006**										
A	12479.6	S	659054.8,5536751.0	8.8	39.9	35.0	147.0	-2.6	10.8	1.0	0.0	---
B	12455.6	D	659054.3,5537576.7	21.8	4.7	0.0	4.0	0.0	9.3	13.0	13.7	---
C	12426.3	D	659036.5,5538537.9	4.8	1.7	1.8	5.2	2.2	0.6	2.2	28.2	67.2
D	12418.0	S	659066.1,5538802.0	14.7	43.6	43.3	139.6	-2.8	11.1	1.0	0.0	9.4
LINE 12170		**FLIGHT 10006**										
A	12283.1	S	659159.6,5536892.1	8.7	42.1	40.3	150.9	-3.6	12.5	1.0	0.0	---
B	12292.2	S	659153.7,5537234.2	12.6	37.3	45.0	133.9	-2.5	10.1	1.0	0.0	---
C	12301.2	D	659153.5,5537573.9	34.9	8.3	0.0	7.0	9.6	8.4	13.2	9.2	---
D	12321.5	S	659146.5,5538333.3	13.9	42.9	73.1	163.8	-1.1	15.5	1.0	0.0	155.9
LINE 12180		**FLIGHT 10006**										
A	12146.3	D	659251.3,5537579.5	22.3	7.2	0.0	8.1	9.4	2.1	7.2	13.6	---
B	12118.2	S	659258.9,5538520.7	19.6	49.2	76.4	179.6	-1.7	19.2	1.0	0.0	686.6
LINE 12191		**FLIGHT 10027**										
A	1379.6	S	659361.3,5537281.0	14.7	48.8	66.5	180.4	-2.8	13.5	1.0	0.0	248.8
B	1371.2	D	659356.2,5537573.0	17.9	8.1	12.1	5.9	0.0	2.9	4.3	17.8	---
C	1333.5	S	659344.0,5538882.0	12.8	42.7	43.2	151.1	-2.1	11.4	1.0	0.0	21.7
LINE 12201		**FLIGHT 10027**										
A	1225.4	D	659455.7,5537572.8	15.6	6.5	12.5	5.5	0.0	5.0	4.6	20.6	---
B	1248.9	D	659470.2,5538493.3	2.2	1.7	4.4	0.0	1.2	0.4	---	---	885.5
C	1254.1	D	659474.9,5538688.9	4.2	3.3	0.0	3.9	0.0	3.3	1.3	35.0	---
D	1259.0	S	659474.7,5538880.5	15.6	43.6	50.2	150.9	-1.3	12.6	1.0	0.0	---
LINE 12210		**FLIGHT 10006**										
A	11067.1	D	659555.9,5537568.0	10.9	6.6	6.8	7.0	0.0	3.2	2.5	22.0	---
B	11086.6	D	659553.2,5538297.2	1.9	4.5	0.0	6.8	0.6	0.6	0.7	14.4	---
C	11097.8	D	659557.9,5538718.0	5.3	2.1	0.6	0.2	0.0	0.4	2.2	20.3	---
LINE 12220		**FLIGHT 10006**										
A	10905.1	D	659646.5,5537565.1	6.2	4.8	0.0	2.0	3.3	0.0	1.5	23.7	---

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B	10878.1	S?	659653.8,5538415.1	16.4	39.0	67.1	134.5	-1.9	14.1	1.0	0.0	242.0
C	10867.7	D	659631.4,5538745.0	4.3	5.1	0.0	3.9	0.6	0.2	0.8	17.5	---
LINE 12230		**FLIGHT 10006**										
A	10727.7	D	659755.5,5537576.1	5.7	6.1	0.0	1.4	1.3	1.5	1.0	17.1	---
LINE 12240		**FLIGHT 10006**										
A	10563.3	D	659842.1,5537561.3	7.8	11.0	4.5	13.7	0.9	0.0	0.8	9.1	---
LINE 12250		**FLIGHT 10006**										
A	10410.5	D	659953.1,5537556.1	9.9	10.7	0.0	11.5	0.1	1.6	1.2	10.7	---
B	10438.2	D	659969.7,5538594.6	3.3	1.7	0.0	12.5	0.4	2.0	1.6	28.8	973.4
LINE 12260		**FLIGHT 10006**										
A	10249.0	D	660055.1,5537553.1	7.8	9.3	0.0	5.5	3.4	0.5	1.0	7.3	---
LINE 12270		**FLIGHT 10006**										
A	10089.6	D	660161.9,5537541.5	7.5	11.4	0.0	16.9	0.0	0.7	0.8	5.5	---
LINE 12280		**FLIGHT 10006**										
A	9806.4	S	660250.4,5536181.9	13.7	43.3	69.7	162.9	-2.0	14.9	1.0	0.0	---
B	9766.5	D	660258.6,5537550.3	5.3	5.4	0.0	6.6	3.1	1.0	1.0	23.3	---
LINE 12290		**FLIGHT 10006**										
A	9616.1	D	660342.1,5537561.7	5.0	3.6	1.6	0.0	2.0	0.7	1.5	32.5	---
LINE 12300		**FLIGHT 10006**										
A	9459.8	D	660438.7,5537539.1	1.2	1.6	0.2	0.0	0.4	2.8	---	---	23.8
B	9425.6	D	660446.0,5538692.9	2.8	2.8	0.0	5.2	0.1	0.1	---	---	329.1
LINE 12310		**FLIGHT 10006**										
A	9344.4	D	660555.8,5538709.1	1.2	1.0	0.1	0.1	0.9	0.1	---	---	431.5
LINE 12330		**FLIGHT 10006**										
A	8989.3	D	660770.3,5537548.3	6.1	5.4	0.0	12.6	0.8	1.6	1.3	27.4	---
LINE 12340		**FLIGHT 10006**										
A	8829.0	D	660847.6,5537542.9	4.8	4.3	6.3	2.3	3.1	0.6	1.2	32.8	---
B	8792.5	D	660868.3,5538791.0	3.2	1.0	0.0	1.3	0.3	3.1	1.9	26.2	620.3

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
LINE 12350		**FLIGHT 10006**										
A	8679.0	D	660968.3,5537559.6	14.9	11.8	5.3	8.6	0.0	3.4	2.0	9.3	---
B	8713.0	D	660953.2,5538803.2	3.7	1.2	0.6	0.0	3.4	0.0	2.0	27.0	689.7
LINE 12360		**FLIGHT 10006**										
A	8385.0	S	661044.8,5536559.4	20.6	61.1	94.1	222.3	-3.3	20.3	1.0	0.0	---
B	8376.4	S	661050.5,5536859.2	33.9	58.3	141.2	204.3	-2.4	22.7	1.1	0.0	---
C	8365.2	S	661046.7,5537249.1	19.4	53.7	74.0	189.1	-3.0	16.8	1.0	0.0	56.2
D	8356.1	D	661059.0,5537564.1	18.2	19.1	10.2	19.9	0.0	1.9	1.5	8.3	---
E	8320.4	D	661039.8,5538811.2	4.5	1.5	0.0	0.6	2.0	0.0	2.2	20.9	565.3
LINE 12370		**FLIGHT 10006**										
A	8198.3	B	661153.8,5536913.1	11.4	10.6	13.9	38.8	10.1	9.6	1.5	15.5	---
B	8206.5	S	661156.9,5537212.6	23.2	63.0	101.6	233.1	-1.8	21.8	1.0	0.0	---
C	8215.8	D	661160.2,5537550.5	3.0	3.2	0.0	1.2	2.5	1.4	0.8	41.6	---
D	8250.8	D	661157.3,5538838.3	1.5	0.5	0.0	1.2	0.3	1.1	---	---	432.2
LINE 12380		**FLIGHT 10006**										
A	8074.5	S?	661247.6,5536909.1	31.2	61.9	138.4	211.2	-1.9	24.9	1.0	0.0	---
LINE 12390		**FLIGHT 10006**										
A	7884.5	B?	661349.5,5536794.1	6.1	8.3	6.3	13.7	0.5	2.5	0.8	15.0	---
LINE 12420		**FLIGHT 10006**										
A	7451.4	S?	661650.2,5537518.5	14.5	51.7	54.7	179.7	-2.5	11.8	1.0	0.0	164.3
B	7417.4	S	661662.3,5538706.2	6.8	30.3	33.4	116.4	-2.1	9.4	1.0	0.0	---
LINE 12430		**FLIGHT 10006**										
A	7280.8	S	661761.0,5536098.0	4.9	34.7	25.9	130.6	-2.9	11.0	1.0	0.0	---
LINE 12440		**FLIGHT 10006**										
A	7173.4	S	661850.7,5537302.8	21.2	50.0	78.4	177.5	-1.9	15.6	1.0	0.0	---
LINE 12460		**FLIGHT 10006**										
A	6721.1	S	662052.2,5537760.8	10.9	41.7	40.3	153.6	-3.2	10.7	1.0	0.0	---

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Label Fid		Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
LINE 12500		**FLIGHT 10006**										
A	6144.8	S	662465.4,5536672.6	10.1	44.1	40.1	162.1	-3.2	12.8	1.0	0.0	---
B	6122.1	S	662456.4,5537499.6	24.4	57.6	106.0	200.3	-0.0	18.8	1.0	0.0	49.8
LINE 12530		**FLIGHT 10006**										
A	5591.7	S	662759.3,5536063.2	8.5	47.2	42.5	174.8	-1.4	15.5	1.0	0.0	---
B	5624.5	S	662768.5,5537299.2	20.2	54.2	87.9	189.7	-1.6	16.9	1.0	0.0	21.2
C	5636.8	D	662763.7,5537772.3	1.9	5.5	0.0	4.4	2.2	1.1	0.6	14.8	9.7
LINE 12540		**FLIGHT 10006**										
A	5358.1	S	662844.1,5536223.2	10.4	50.1	51.8	191.6	-2.3	14.6	1.0	0.0	---
B	5345.4	S	662858.9,5536663.0	11.1	53.7	52.8	200.5	-2.5	15.5	1.0	0.0	7.9
C	5326.1	S	662854.9,5537324.9	18.7	55.8	85.2	203.6	-1.4	16.8	1.0	0.0	16.7
D	5312.8	D	662852.8,5537777.6	3.4	8.2	0.0	5.4	1.1	2.0	0.4	15.8	---
E	5279.7	S	662859.7,5538901.5	11.5	55.6	51.5	211.1	-1.8	16.5	1.0	0.0	---
LINE 12550		**FLIGHT 10006**										
A	5082.8	S	662968.4,5535871.1	7.6	43.1	32.6	160.1	-2.7	11.7	1.0	0.0	---
LINE 12560		**FLIGHT 10006**										
A	5002.5	S	663046.5,5535852.3	7.9	35.2	30.9	137.7	-1.9	10.5	1.0	0.0	---
B	4984.7	S	663054.5,5536494.0	16.0	61.4	67.0	203.7	-2.4	17.2	1.0	0.0	---
C	4960.6	S	663058.6,5537360.7	14.2	48.4	54.7	169.1	-1.4	14.1	1.0	0.0	26.8
D	4933.8	S?	663061.5,5538312.9	3.7	32.0	16.5	128.2	-5.8	9.5	1.0	0.0	---
LINE 12570		**FLIGHT 10006**										
A	4734.9	S	663170.5,5536366.9	11.5	49.9	65.4	188.6	1.3	17.8	1.0	0.0	---
B	4740.8	S	663169.1,5536594.3	17.6	56.0	70.3	194.0	-2.1	16.0	1.0	0.0	---
C	4760.8	S	663161.2,5537380.6	13.2	44.2	44.1	146.8	-3.9	14.1	1.0	0.0	46.6
LINE 12580		**FLIGHT 10006**										
A	4636.6	S	663258.1,5536540.5	17.1	55.0	77.5	191.4	-2.2	17.3	1.0	0.0	---
B	4580.7	S	663244.2,5538486.8	4.0	43.5	24.7	163.5	-6.1	11.4	1.0	0.0	183.2
C	4542.1	S	663240.1,5539740.5	6.2	39.4	29.8	136.8	-3.6	11.4	1.0	0.0	---

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LINE 12590		**FLIGHT 10006**										
A	4404.1	S	663364.5,5537306.8	11.8	45.8	52.6	169.8	-3.4	14.4	1.0	0.0	5.4
B	4423.7	S?	663357.2,5538066.8	3.5	32.9	18.6	128.4	-5.6	9.6	1.0	0.0	105.9
C	4442.3	S	663353.2,5538804.4	9.7	45.1	42.5	164.6	-2.3	14.6	1.0	0.0	---
LINE 12600		**FLIGHT 10006**										
A	4288.2	S	663468.0,5536125.5	10.1	45.2	46.4	164.5	-1.0	16.4	1.0	0.0	---
B	4268.2	S	663458.8,5536821.6	22.3	68.6	98.0	247.2	-1.4	21.5	1.0	0.0	---
LINE 12610		**FLIGHT 10006**										
A	4021.1	S	663567.1,5536121.1	12.9	55.7	58.8	215.1	-2.6	17.4	1.0	0.0	---
B	4076.5	S	663556.8,5538263.1	2.5	28.9	17.6	112.0	-1.7	8.2	1.0	0.0	---
C	4087.3	S	663557.5,5538680.2	10.9	46.8	49.6	175.9	-2.7	14.7	1.0	0.0	39.0
LINE 12620		**FLIGHT 10006**										
A	3771.9	S	663650.4,5536052.6	10.9	45.4	52.7	178.7	-2.1	14.8	1.0	0.0	---
B	3750.9	S	663645.7,5536789.8	21.6	64.3	91.0	228.8	-0.8	20.7	1.0	0.0	---
C	3698.8	S	663652.8,5538611.9	14.2	57.3	58.3	222.9	-2.5	17.7	1.0	0.0	18.3
D	3671.0	S	663663.3,5539559.3	10.3	59.6	61.6	229.6	-2.8	17.5	1.0	0.0	---
E	3661.6	S?	663643.5,5539882.9	9.8	56.1	63.0	215.8	4.8	20.3	1.0	0.0	56.4
LINE 12630		**FLIGHT 10006**										
A	3509.8	S	663761.1,5536061.5	10.0	42.5	57.2	167.2	-2.6	14.3	1.0	0.0	---
B	3525.1	S	663772.9,5536670.6	16.7	62.6	78.3	220.7	-1.9	20.1	1.0	0.0	---
C	3574.0	S	663758.7,5538584.5	16.2	55.5	67.0	200.1	-3.1	19.0	1.0	0.0	13.7
LINE 12640		**FLIGHT 10006**										
A	3395.6	S	663840.8,5537248.2	17.0	57.2	71.1	202.3	-1.2	18.5	1.0	0.0	11.3
B	3391.7	D	663844.7,5537386.4	6.9	9.1	7.1	0.0	0.6	0.6	0.9	20.2	---
C	3358.9	S	663845.7,5538549.6	15.6	56.6	75.6	212.9	-1.4	19.4	1.0	0.0	25.9
D	3346.0	S	663851.1,5539005.7	14.7	62.8	75.3	225.8	-2.8	20.0	1.0	0.0	---
E	3335.9	S	663844.5,5539362.1	14.5	69.2	85.3	264.2	-2.5	22.3	1.0	0.0	23.2

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LINE 12650		**FLIGHT 10006**										
A	3165.9	S	663961.3,5535960.7	8.8	41.4	29.5	138.4	-2.4	12.5	1.0	0.0	9.3
B	3184.2	S	663963.3,5536702.2	16.9	59.4	69.2	205.2	-0.9	18.5	1.0	0.0	---
C	3201.7	D	663964.3,5537376.9	11.7	4.6	0.0	10.4	0.0	2.7	4.4	27.1	13.5
D	3229.6	S	663962.6,5538471.0	14.5	50.0	57.5	176.8	-2.7	15.2	1.0	0.0	7.2
E	3241.7	S	663969.1,5538956.4	17.9	75.7	113.9	283.3	-2.5	26.0	1.0	0.0	65.7
F	3249.7	S	663959.7,5539265.7	12.0	59.2	74.9	230.8	-2.9	19.7	1.0	0.0	---
LINE 12660		**FLIGHT 10006**										
A	3093.9	S?	664061.3,5536035.1	6.9	32.9	26.4	110.2	-3.1	9.4	1.0	0.0	17.5
B	3057.9	D	664049.7,5537346.1	7.0	1.2	11.5	0.0	10.5	0.0	3.9	35.4	53.4
C	3009.8	S	664060.7,5539073.4	15.4	77.9	81.3	302.8	-2.3	24.7	1.0	0.0	59.8
LINE 12670		**FLIGHT 10006**										
A	2844.3	S	664165.2,5536845.4	20.4	57.6	79.9	204.9	-1.1	19.3	1.0	0.0	---
B	2857.1	D	664160.1,5537311.4	11.8	6.2	5.9	25.8	0.0	1.1	3.1	30.5	108.5
C	2894.0	S	664169.7,5538708.9	23.1	67.2	97.0	245.2	-2.0	21.4	1.0	0.0	46.2
LINE 20010		**FLIGHT 10005**										
A	667.5	S	678316.9,5534819.9	10.0	40.0	52.8	148.5	-2.7	11.4	1.0	0.0	---
B	775.6	S	678319.1,5538747.8	0.0	23.1	11.5	95.1	-3.1	3.1	1.0	0.0	---
LINE 20020		**FLIGHT 10005**										
A	954.8	S	678420.0,5535077.3	15.9	42.1	74.7	168.1	-3.4	12.7	1.0	0.0	---
B	906.4	S	678420.7,5536819.6	27.2	38.3	105.0	132.1	-1.2	16.1	1.1	0.0	---
LINE 20030		**FLIGHT 10005**										
A	1111.7	S	678522.8,5537313.2	5.2	28.6	19.5	105.8	-4.4	5.2	1.0	0.0	57.6
LINE 20040		**FLIGHT 10005**										
A	1340.2	S	678620.8,5534844.6	9.1	45.3	54.5	184.4	-1.7	12.6	1.0	0.0	---
B	1330.4	S	678619.5,5535200.1	25.9	48.7	90.5	166.8	-2.6	14.8	1.0	0.0	---
C	1284.9	S	678604.7,5536828.0	27.9	47.5	119.9	173.6	0.1	16.4	1.0	0.0	---
D	1262.4	S	678618.7,5537658.9	2.5	24.6	21.6	109.1	-2.6	4.2	1.0	0.0	---

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LINE 20050		**FLIGHT 10005**											
A	1434.0	S	678726.6,5535258.5	24.5	57.6	104.4	208.7	-4.0	16.8	1.0	0.0	---	
B	1477.2	S	678724.2,5536779.7	33.3	53.3	130.8	166.6	-1.0	19.7	1.1	0.0	---	
C	1482.9	E	678736.1,5536983.6	18.1	35.2	44.3	104.7	-0.7	7.1	1.0	0.0	7.8	
LINE 20060		**FLIGHT 10005**											
A	1712.8	S	678813.0,5535250.5	21.9	52.9	87.0	187.6	-1.7	15.9	1.0	0.0	---	
B	1664.8	E	678810.6,5537000.9	15.7	41.3	44.5	121.5	-2.6	9.4	1.0	0.0	11.4	
C	1645.4	S?	678819.8,5537720.3	2.0	24.0	21.2	101.5	-5.3	5.0	1.0	0.0	---	
LINE 20070		**FLIGHT 10005**											
A	1822.1	S	678922.4,5535426.7	24.7	52.1	106.7	180.1	-2.7	18.4	1.0	0.0	---	
B	1859.8	S	678929.0,5536813.4	36.3	67.4	157.1	221.7	-3.2	25.9	1.1	0.0	---	
C	1863.0	E	678933.4,5536926.8	33.0	52.7	99.2	186.0	-3.1	18.0	1.0	0.0	---	
D	1874.0	S	678923.1,5537319.6	4.0	28.8	19.5	105.4	-3.4	8.0	1.0	0.0	31.8	
E	1884.4	S	678915.4,5537693.5	2.2	27.9	18.4	106.6	-2.8	5.4	1.0	0.0	---	
F	1895.2	S?	678914.4,5538082.6	-0.4	23.0	11.7	92.8	-5.6	4.6	1.0	0.0	32.9	
LINE 20080		**FLIGHT 10005**											
A	2226.8	S	679021.9,5536225.9	33.7	73.6	127.9	269.8	-2.7	22.9	1.0	0.0	---	
B	2207.3	E	679019.9,5536936.5	33.5	55.5	106.6	198.6	-1.7	20.6	1.0	0.0	9.9	
C	2195.8	S	679016.6,5537364.8	5.3	27.6	19.2	92.9	-3.4	6.6	1.0	0.0	---	
D	2188.4	S?	679016.1,5537636.6	2.4	32.0	18.4	119.0	-5.1	7.2	1.0	0.0	13.6	
LINE 20090		**FLIGHT 10005**											
A	2497.0	S	679127.8,5535482.6	27.4	64.0	125.2	224.3	-1.5	22.0	1.0	0.0	---	
B	2517.1	S	679121.1,5536176.3	30.4	67.1	121.0	228.1	-2.3	23.4	1.0	0.0	---	
C	2534.6	S	679128.8,5536813.1	41.1	71.4	165.3	224.9	-0.7	27.9	1.1	0.0	---	
LINE 20100		**FLIGHT 10005**											
A	2761.3	S	679219.2,5535468.5	25.4	70.6	121.1	245.8	-3.1	22.2	1.0	0.0	---	
B	2750.8	S	679221.9,5535847.4	34.8	67.3	149.2	234.5	-0.5	25.3	1.0	0.0	---	
C	2741.4	S	679222.5,5536176.4	28.3	75.0	133.7	265.1	-3.5	24.3	1.0	0.0	---	

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D	2722.5	S	679205.2,5536866.2	38.8	67.9	168.2	225.6	-0.4	27.5	1.1	0.0	---
LINE 20110		**FLIGHT 10005**										
A	2870.3	S	679326.6,5535578.4	21.1	51.0	79.7	178.3	-2.9	16.6	1.0	0.0	---
B	2878.7	S	679322.0,5535872.6	32.5	65.3	142.4	224.9	-2.3	25.4	1.0	0.0	---
C	2887.8	S	679337.7,5536185.8	28.6	73.1	129.3	255.0	-1.2	24.4	1.0	0.0	---
D	2908.0	S	679333.0,5536874.7	41.6	84.7	185.4	287.4	-0.3	35.0	1.1	0.0	---
E	2911.9	E	679331.3,5537006.1	28.5	51.6	69.4	167.3	-5.0	17.9	1.0	0.0	190.8
LINE 20120		**FLIGHT 10005**										
A	3091.6	S	679409.8,5536843.4	38.6	70.9	163.4	235.9	-1.0	29.8	1.1	0.0	---
B	3087.4	E	679415.4,5537006.0	24.4	42.0	53.4	129.2	-6.3	12.8	1.0	0.0	310.0
C	3077.6	D	679414.3,5537367.7	2.4	7.6	0.0	4.4	0.0	1.2	0.5	8.0	---
LINE 20130		**FLIGHT 10005**										
A	3231.1	S	679526.9,5535877.2	25.4	62.5	133.4	217.2	-1.6	22.7	1.0	0.0	---
B	3256.8	S	679527.4,5536814.6	36.9	79.3	170.2	274.1	-0.7	30.9	1.1	0.0	---
C	3262.6	E	679525.5,5537023.4	17.1	38.8	41.6	128.7	-5.7	10.8	1.0	0.0	258.5
D	3268.8	D	679531.7,5537242.5	2.4	4.7	0.0	3.0	0.0	2.4	0.7	14.5	234.7
LINE 20141		**FLIGHT 10026**										
A	12384.3	S	679623.3,5535904.0	23.0	50.4	102.8	171.4	-2.9	19.7	1.0	0.0	6.0
B	12368.6	S	679620.8,5536457.1	28.8	73.2	131.8	255.3	-3.3	27.6	1.0	0.0	---
C	12357.1	S	679618.8,5536868.5	26.9	58.7	112.3	198.4	-2.4	23.0	1.0	0.0	---
D	12354.0	E	679610.3,5536988.6	17.9	36.8	43.7	100.4	-4.4	11.6	1.0	0.0	107.6
E	12347.4	D	679615.9,5537219.8	6.3	5.5	3.6	19.2	0.0	2.3	1.3	28.6	448.6
LINE 20151		**FLIGHT 10026**										
A	12098.1	S	679702.2,5535882.7	21.4	46.5	71.5	143.5	-2.9	14.9	1.0	0.0	---
B	12114.7	S	679727.4,5536459.7	31.0	71.2	142.3	249.3	-2.1	26.2	1.0	0.0	---
C	12127.0	S	679715.0,5536897.3	21.5	57.8	95.3	208.4	-2.4	21.6	1.0	0.0	---
D	12135.4	D	679705.7,5537195.7	4.8	6.1	0.0	4.4	5.6	0.0	0.8	22.3	530.9
E	12152.8	S	679735.3,5537844.5	0.9	22.5	11.5	85.4	-2.7	5.6	1.0	0.0	---

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LINE 20161		**FLIGHT 10026**										
A	12030.5	S	679807.7,5535973.2	17.8	48.4	84.5	183.6	-1.8	16.0	1.0	0.0	---
B	12011.4	S	679815.0,5536647.5	32.7	68.2	143.1	230.1	-1.6	27.3	1.0	0.0	---
C	11995.4	D	679813.1,5537196.2	3.6	5.4	0.0	6.2	3.9	0.0	0.6	24.7	285.0
D	11932.7	S	679814.3,5539307.2	0.8	24.6	15.7	97.6	-2.9	8.3	1.0	0.0	---
LINE 20171		**FLIGHT 10026**										
A	11781.7	S	679923.9,5536768.2	39.3	71.6	170.4	232.3	-0.1	30.9	1.1	0.0	---
B	11793.1	D	679917.5,5537207.1	2.2	2.7	0.0	5.6	0.9	1.5	---	---	153.9
LINE 20182		**FLIGHT 10026**										
A	11663.2	S	680014.8,5536843.1	33.3	70.2	155.7	239.6	-2.7	30.6	1.1	0.0	---
B	11652.7	D	680012.5,5537217.1	7.3	5.3	0.0	9.3	0.0	2.8	1.7	23.5	244.0
C	11595.9	S	680022.2,5539156.7	1.2	31.8	13.7	120.4	-3.9	8.6	1.0	0.0	---
D	11584.0	S	680013.4,5539553.1	1.8	36.6	20.3	148.0	-4.2	11.0	1.0	0.0	---
LINE 20190		**FLIGHT 10005**										
A	4451.1	S	680142.4,5536025.6	12.3	47.7	45.2	156.6	-2.1	12.7	1.0	0.0	---
B	4470.1	S	680120.8,5536683.6	32.2	62.3	141.8	216.2	-2.3	25.2	1.0	0.0	---
C	4475.8	S	680108.4,5536880.7	25.5	56.9	126.6	209.9	-3.2	21.4	1.0	0.0	---
D	4479.5	D	680113.6,5537008.6	4.6	7.4	1.5	0.0	0.0	1.2	0.6	19.0	38.6
E	4485.1	D	680119.1,5537200.7	5.6	4.6	4.2	14.9	3.0	4.3	1.4	33.4	566.2
LINE 20200		**FLIGHT 10005**										
A	4864.1	S	680213.6,5536025.0	9.6	31.7	30.3	96.8	-3.5	9.6	1.0	0.0	---
B	4856.8	S	680225.9,5536307.2	21.4	49.9	82.6	165.3	-3.1	18.2	1.0	0.0	---
C	4847.8	S	680222.7,5536664.0	28.4	45.6	100.7	141.4	-4.4	18.6	1.0	0.0	---
D	4831.2	D	680211.4,5537289.5	0.0	5.5	5.7	11.7	0.0	1.2	0.3	0.0	1532.9
LINE 20210		**FLIGHT 10005**										
A	4950.4	S	680328.5,5536334.7	21.5	46.6	78.2	156.0	-3.0	15.8	1.0	0.0	---
B	4959.5	S	680311.2,5536663.2	25.5	40.9	95.3	130.3	-3.8	18.8	1.0	0.1	---
C	4970.7	D	680310.7,5537047.8	4.9	3.6	0.0	2.0	2.1	3.4	1.5	33.3	---

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D	4977.2	D	680320.5,5537272.0	4.5	2.8	7.3	6.0	4.4	2.0	1.6	24.7	2161.6
LINE 20220		**FLIGHT 10005**										
A	5194.1	S	680413.7,5536358.7	19.9	42.5	83.6	142.9	-2.1	16.3	1.0	0.0	---
B	5184.3	S	680413.3,5536711.4	24.3	43.5	104.9	139.4	-4.6	19.2	1.0	0.0	---
C	5174.9	D	680414.3,5537053.3	5.0	1.4	0.0	5.8	0.0	3.2	2.5	29.4	---
D	5169.4	D	680413.8,5537262.3	3.5	3.3	0.0	5.4	0.0	5.3	1.0	36.4	2680.0
LINE 20230		**FLIGHT 10005**										
A	5299.5	S	680518.6,5536294.0	21.3	43.0	66.9	133.9	-3.6	13.7	1.0	0.0	---
LINE 20240		**FLIGHT 10005**										
A	5534.3	D	680629.9,5537094.3	5.2	0.3	2.8	6.0	1.3	2.9	3.9	30.9	164.7
B	5527.6	B	680625.1,5537334.4	0.0	8.4	5.0	24.1	2.1	4.3	0.3	0.0	153.1
C	5502.2	S?	680608.1,5538212.2	2.6	29.3	11.3	92.1	-6.4	6.5	1.0	0.0	10.0
LINE 20250		**FLIGHT 10005**										
A	5656.1	S	680712.0,5536331.1	23.6	53.5	120.9	194.4	-3.8	21.2	1.0	0.0	---
B	5686.4	B	680714.3,5537362.6	6.1	6.5	16.7	22.2	5.5	6.5	1.0	20.7	126.2
LINE 20260		**FLIGHT 10005**										
A	6027.2	S	680818.9,5537390.7	14.0	40.4	60.5	149.7	-3.7	14.4	1.0	0.0	74.1
B	6015.8	S	680808.9,5537808.1	9.0	35.7	42.4	140.5	-3.1	12.0	1.0	0.0	---
LINE 20270		**FLIGHT 10005**										
A	6144.2	D	680916.0,5536074.4	3.8	8.7	3.4	10.7	4.4	2.5	0.4	7.2	---
B	6183.3	S	680920.9,5537415.7	17.2	46.1	67.9	170.8	-3.0	13.6	1.0	0.0	37.0
C	6195.3	S	680916.2,5537830.8	8.6	40.2	47.3	155.3	-5.8	11.6	1.0	0.0	31.2
D	6215.3	S?	680909.5,5538519.3	6.4	34.2	23.0	102.7	-5.6	7.8	1.0	0.0	---
LINE 20280		**FLIGHT 10005**										
A	6403.3	S	681015.0,5536106.7	24.4	63.2	95.9	221.6	-2.0	21.3	1.0	0.0	---
B	6367.1	S	681013.6,5537457.4	15.9	52.3	73.9	185.0	-2.7	13.6	1.0	0.0	20.9
C	6360.2	S	681014.9,5537717.7	11.7	49.3	66.5	193.9	-3.9	16.1	1.0	0.0	---
D	6346.4	S?	681023.9,5538241.1	4.7	36.7	25.5	121.6	-9.2	10.6	1.0	0.0	98.2

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E	6318.6	S	681008.5,5539286.7	1.6	28.0	10.9	81.6	-4.2	7.6	1.0	0.0	---
LINE 20290		**FLIGHT 10005**										
A	6488.5	S	681131.9,5536106.1	31.8	66.1	135.6	238.9	-2.9	24.1	1.0	0.0	20.9
B	6506.9	S	681123.0,5536768.2	28.1	50.2	114.1	170.3	-4.4	20.2	1.0	0.0	---
C	6526.2	S	681126.8,5537477.1	15.0	49.5	57.4	168.6	-1.9	14.3	1.0	0.0	10.2
D	6533.0	S	681127.9,5537734.1	14.2	47.0	60.4	179.2	-2.0	13.9	1.0	0.0	---
E	6548.2	S	681121.2,5538300.5	10.7	38.0	45.2	129.8	-1.8	11.1	1.0	0.0	---
F	6574.4	S	681120.0,5539257.9	3.2	24.1	13.9	81.9	-3.1	6.7	1.0	0.0	---
LINE 20300		**FLIGHT 10005**										
A	6742.6	S	681207.6,5535884.6	24.4	63.3	123.7	240.9	-0.9	21.0	1.0	0.0	---
B	6736.3	S	681217.9,5536116.6	30.0	65.6	147.4	241.1	-3.3	23.9	1.0	0.0	115.5
C	6700.0	S	681210.1,5537469.1	16.5	50.8	52.3	179.9	-3.5	14.1	1.0	0.0	---
D	6691.9	S	681223.3,5537777.6	11.2	46.1	40.6	155.2	-5.5	11.6	1.0	0.0	73.7
E	6681.5	S	681220.8,5538179.2	12.9	57.5	72.3	209.8	-3.0	17.5	1.0	0.0	---
F	6670.2	S?	681210.8,5538613.7	4.7	31.7	17.6	94.4	-2.1	6.6	1.0	0.0	---
LINE 20310		**FLIGHT 10005**										
A	6817.4	S	681324.0,5536119.9	22.3	55.9	116.0	212.2	-2.4	20.0	1.0	0.0	29.0
B	6879.3	S	681322.7,5538332.0	20.7	64.4	66.0	215.4	-5.9	16.1	1.0	0.0	44.5
LINE 20320		**FLIGHT 10005**										
A	7022.1	S	681412.1,5537850.5	16.0	43.8	57.3	167.0	-2.7	14.2	1.0	0.0	---
B	7010.0	S	681412.0,5538304.9	16.7	47.6	58.1	169.5	-2.6	13.9	1.0	0.0	15.0
LINE 20330		**FLIGHT 10005**										
A	7177.8	S	681518.8,5537015.8	29.1	53.2	117.3	192.3	-1.6	22.3	1.0	0.0	---
B	7185.0	S	681522.3,5537266.1	18.0	46.3	63.4	169.9	-3.9	14.7	1.0	0.0	240.0
LINE 20340		**FLIGHT 10018**										
A	9533.8	S	681619.6,5537068.3	22.5	48.3	90.7	160.3	-2.4	19.9	1.0	0.0	---
LINE 20350		**FLIGHT 10018**										
A	9727.5	E	681705.5,5537291.4	16.1	39.9	38.2	128.6	-6.4	12.0	1.0	0.0	203.2

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B	9696.7	S	681713.9,5538446.0	8.1	37.5	43.8	155.3	-2.4	12.4	1.0	0.0	---
C	9682.2	S	681714.6,5538995.9	10.3	45.7	50.4	173.8	-2.7	13.2	1.0	0.0	---
LINE 20360		**FLIGHT 10018**										
A	9862.3	S	681815.8,5537009.2	19.9	47.5	82.0	170.6	-2.6	17.4	1.0	0.0	12.4
B	9868.1	E	681815.4,5537237.1	14.7	36.9	50.1	138.8	-0.1	13.7	1.0	0.0	74.4
C	9886.8	D	681819.1,5537960.8	2.5	4.7	0.3	0.0	4.2	1.4	0.7	14.0	---
D	9913.9	S	681824.5,5539010.1	10.8	33.2	46.2	121.9	-1.8	11.2	1.0	0.0	---
LINE 20370		**FLIGHT 10018**										
A	10067.0	S	681914.5,5537079.7	20.8	45.4	80.3	166.4	-1.0	18.8	1.0	0.0	64.7
B	10061.4	E	681916.0,5537292.9	11.2	33.5	35.4	113.1	-1.7	11.1	1.0	0.0	45.7
C	10043.2	D	681920.6,5537970.5	3.0	2.3	2.6	0.0	0.0	1.0	---	---	13.3
D	10015.1	S	681908.3,5539009.8	11.2	40.3	45.9	137.8	-2.1	10.8	1.0	0.0	---
LINE 20380		**FLIGHT 10018**										
A	10202.9	S?	682020.8,5537113.8	17.8	43.1	74.7	153.4	1.7	17.4	1.0	0.0	100.6
B	10226.2	D	682013.2,5537991.9	3.6	2.0	2.8	0.0	3.1	0.8	1.6	28.1	29.1
C	10271.6	S	682025.3,5539727.8	13.8	45.5	47.1	164.5	-1.6	15.3	1.0	0.0	22.5
LINE 20390		**FLIGHT 10018**										
A	10447.8	S?	682123.1,5535646.1	5.5	40.5	27.2	157.4	-0.9	9.4	1.0	0.0	---
B	10402.0	D	682121.5,5537227.3	6.5	2.0	4.6	2.0	1.4	1.5	2.9	23.2	321.4
C	10380.5	D	682108.4,5538016.4	1.8	1.3	0.5	0.0	0.6	0.5	---	---	33.9
D	10351.0	D	682121.2,5539099.4	1.2	6.2	0.3	13.7	0.0	1.8	0.5	7.3	11.9
LINE 20400		**FLIGHT 10018**										
A	10675.7	S	682216.6,5536455.0	11.7	39.6	51.7	149.4	-1.9	12.8	1.0	0.0	---
B	10697.5	D	682229.3,5537276.4	13.5	1.4	14.0	0.0	14.3	3.7	8.7	18.4	354.2
C	10702.6	D	682231.5,5537473.8	16.8	9.6	0.0	3.1	0.0	7.4	3.1	13.5	199.6
D	10705.3	D	682228.4,5537577.4	8.7	7.9	0.0	20.4	0.0	6.6	1.4	18.8	437.8
LINE 20410		**FLIGHT 10018**										
A	10921.2	S	682341.9,5536387.1	8.6	37.9	45.0	134.2	-1.6	12.9	1.0	0.0	---

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Label Fid		**Interp**	**XUTM (m), YUTM (m)**	**CXI5500Hz Real (ppm)**	**CXQ5500Hz Quad (ppm)**	**CPI7200Hz Real (ppm)**	**CPQ7200Hz Quad (ppm)**	**CPI400Hz Real (ppm)**	**CPQ400Hz Quad (ppm)**	**Conductance (siemens)**	**Depth (metres)**	**Magnetic Corr. (nT)**
B	10894.8	D	682312.7,5537287.3	15.9	4.3	38.5	0.0	27.7	14.8	8.6	18.1	117.6
C	10889.0	D	682313.5,5537490.1	22.5	9.9	37.2	2.8	16.7	10.0	4.8	9.8	338.5
D	10886.2	D	682309.3,5537592.2	12.8	3.7	37.6	11.2	16.7	9.3	7.2	23.4	354.7
E	10872.9	D	682304.3,5538055.8	4.2	6.8	3.1	19.8	4.6	1.4	0.6	20.8	17.3
F	10829.3	S	682324.8,5539590.3	13.2	39.0	71.9	156.7	-2.0	14.4	1.0	0.0	37.7
LINE 20420		**FLIGHT 10018**										
A	11045.0	D	682420.3,5537328.4	2.2	6.4	19.0	10.6	5.3	5.2	0.6	8.5	---
B	11050.1	D	682420.3,5537511.2	19.0	2.4	1.8	0.5	14.8	2.2	10.8	8.7	681.1
C	11053.5	D	682417.5,5537629.4	25.8	9.1	11.4	8.1	10.7	1.9	6.8	9.2	59.5
D	11061.6	D	682412.1,5537932.3	2.6	8.6	0.0	8.0	0.0	2.1	0.5	4.9	---
E	11072.7	D	682424.3,5538305.6	4.9	7.3	6.6	26.5	1.2	2.1	0.7	17.3	167.4
LINE 20430		**FLIGHT 10018**										
A	11254.6	S	682518.3,5536710.6	7.5	50.4	27.6	182.3	-4.3	13.3	1.0	0.0	---
B	11241.2	D	682513.3,5537210.9	9.0	23.7	2.8	62.2	0.8	1.6	0.5	3.7	99.9
C	11238.1	D	682510.7,5537324.4	16.6	31.8	2.8	24.5	8.9	7.6	0.8	3.3	---
D	11231.8	D	682511.3,5537540.1	34.4	9.9	62.9	0.0	47.7	3.3	9.9	6.5	575.1
E	11229.1	D	682507.8,5537637.1	50.5	20.5	65.3	29.9	43.1	8.2	7.0	7.0	397.2
F	11209.5	D	682503.3,5538314.9	19.7	11.2	27.2	47.8	7.1	9.9	3.3	14.7	239.2
G	11182.9	S	682518.9,5539271.3	5.7	30.7	27.0	118.2	-3.2	10.4	1.0	0.0	---
LINE 20440		**FLIGHT 10018**										
A	11358.7	S	682616.2,5536420.4	5.8	48.9	28.3	177.2	-0.2	16.3	1.0	0.0	---
B	11365.7	D	682615.3,5536666.3	3.1	6.3	0.5	0.3	2.4	1.2	0.4	14.7	---
C	11383.7	D	682631.0,5537332.6	8.4	4.1	1.2	0.4	1.6	2.5	3.0	31.1	18.3
D	11389.8	D	682625.9,5537559.5	10.7	6.9	1.8	21.2	6.2	7.5	2.3	24.5	670.8
E	11391.8	D	682626.0,5537636.5	8.0	7.6	18.3	17.9	7.5	7.5	1.3	17.9	166.6
F	11411.6	D	682609.9,5538336.0	7.8	6.1	10.7	5.9	0.5	3.7	1.6	26.3	243.4
LINE 20450		**FLIGHT 10018**										
A	11579.0	D	682725.0,5537337.1	7.1	3.7	9.8	7.7	2.1	2.7	2.5	33.5	10.6

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
B	11572.8	D	682716.1,5537565.2	6.8	2.6	3.1	0.0	5.0	1.9	2.6	20.5	698.5
C	11551.0	D	682713.5,5538332.1	11.0	13.3	10.3	13.6	3.7	5.1	1.1	7.7	283.5
D	11529.6	S	682715.1,5539061.4	4.9	35.3	18.1	133.7	-3.0	10.3	1.0	0.0	---
LINE 20460		**FLIGHT 10018**										
A	11731.2	D	682818.6,5537353.9	2.0	1.2	4.6	0.0	2.0	1.2	---	---	45.2
B	11737.4	D	682823.2,5537584.5	2.8	1.9	3.6	9.5	0.0	2.3	---	---	553.1
C	11756.5	D	682816.5,5538308.5	4.9	3.0	5.6	0.0	0.0	1.4	1.7	22.2	250.6
D	11774.8	S	682818.3,5538983.7	5.7	39.3	24.1	157.6	-1.3	12.4	1.0	0.0	---
E	11790.6	D	682820.2,5539568.9	3.7	3.0	1.4	0.0	1.4	1.0	1.3	22.0	149.8
LINE 20470		**FLIGHT 10018**										
A	11962.3	S	682915.4,5536069.0	11.7	63.6	46.5	223.8	-4.3	18.1	1.0	0.0	---
B	11925.5	D	682911.9,5537379.3	14.6	6.0	14.1	14.9	3.1	1.5	4.6	25.4	66.4
C	11917.4	D	682912.1,5537664.6	6.0	2.8	9.7	14.4	5.0	1.0	2.1	31.9	220.5
D	11905.6	D	682923.2,5538104.2	5.3	2.6	3.7	0.0	0.0	0.4	2.0	19.1	26.2
E	11900.2	D	682920.7,5538295.5	5.3	3.4	0.0	5.3	0.7	2.4	1.8	35.9	158.5
F	11864.5	S?	682919.4,5539533.8	18.3	70.4	73.2	254.6	-3.8	21.7	1.0	0.0	77.5
LINE 20480		**FLIGHT 10018**										
A	12030.9	S	683011.1,5535987.9	9.1	51.4	42.4	187.2	-3.7	15.3	1.0	0.0	---
B	12069.2	D	683024.4,5537407.9	15.2	4.4	11.6	3.9	6.9	6.2	7.5	24.8	89.6
C	12076.7	D	683028.4,5537683.6	3.2	5.6	4.2	10.8	1.1	1.2	0.5	26.7	329.5
LINE 20490		**FLIGHT 10018**										
A	12304.2	S	683108.4,5535752.1	7.6	58.4	39.5	225.0	-1.7	16.8	1.0	0.0	---
B	12256.8	D	683100.2,5537415.1	19.3	8.7	6.5	11.3	5.8	5.5	4.4	15.4	102.7
C	12247.8	D	683122.1,5537733.3	1.1	4.2	0.0	2.6	0.5	1.7	0.5	14.1	314.1
D	12195.0	S?	683102.7,5539520.9	15.7	48.8	51.5	157.9	-4.1	13.3	1.0	0.0	84.2
LINE 20500		**FLIGHT 10019**										
A	770.2	D	683216.4,5537444.3	9.9	4.3	1.5	20.4	0.0	4.7	3.7	36.3	134.2
B	778.0	D	683219.8,5537744.5	7.9	6.8	6.7	11.7	1.1	1.1	1.4	32.4	202.5

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
C	786.9	S	683220.3,5538080.8	13.0	62.5	66.8	251.9	-2.2	16.3	1.0	0.0	---
D	798.8	S	683222.1,5538533.9	12.2	59.6	67.5	231.2	-5.2	16.5	1.0	0.0	---
LINE 20510		**FLIGHT 10019**										
A	942.9	D	683321.8,5537465.0	4.6	2.2	2.1	5.9	1.1	1.6	1.8	28.1	136.7
B	888.3	S?	683317.0,5539506.7	15.6	60.6	72.0	223.0	-4.3	14.2	1.0	0.0	---
LINE 20520		**FLIGHT 10019**										
A	1079.9	D	683426.2,5537486.9	6.4	2.6	1.9	2.4	4.3	1.9	2.4	27.3	107.0
B	1129.6	S?	683430.7,5539462.0	14.0	48.7	60.1	184.8	-6.6	15.4	1.0	0.0	186.2
LINE 20530		**FLIGHT 10019**										
A	1250.5	D	683521.3,5537786.4	2.6	2.2	0.0	1.8	0.0	1.5	---	---	315.0
B	1212.3	S	683514.9,5539181.6	10.9	49.2	56.6	176.0	-2.4	12.5	1.0	0.0	---
C	1204.8	S?	683523.4,5539456.4	15.2	44.8	54.3	154.2	-2.6	12.6	1.0	0.0	102.5
LINE 20540		**FLIGHT 10019**										
A	1359.6	S	683613.1,5536360.1	17.0	53.9	83.8	205.0	-3.6	16.2	1.0	0.0	44.8
B	1392.1	D	683622.3,5537642.4	3.2	2.6	2.7	1.2	2.4	1.5	1.3	29.1	285.1
C	1418.0	S	683619.4,5538632.4	17.8	65.4	83.8	249.9	-2.0	18.7	1.0	0.0	---
D	1426.6	S	683620.4,5538951.3	8.9	57.0	48.4	225.3	-2.9	16.0	1.0	0.0	---
LINE 20550		**FLIGHT 10019**										
A	1562.1	D	683715.0,5537677.8	4.6	2.2	5.3	13.7	4.0	1.8	1.9	34.7	201.8
B	1542.4	S	683718.5,5538370.1	19.8	62.4	85.7	230.5	-1.8	19.0	1.0	0.0	---
C	1509.1	S	683701.9,5539590.8	5.7	47.9	52.7	188.7	-1.2	12.6	1.0	0.0	---
LINE 20560		**FLIGHT 10019**										
A	1894.6	S	683820.4,5538575.0	13.1	52.9	70.1	198.2	-1.1	17.5	1.0	0.0	---
LINE 20570		**FLIGHT 10019**										
A	2010.6	S	683924.4,5538957.8	11.5	52.8	59.4	201.6	-2.9	15.3	1.0	0.0	---
LINE 20580		**FLIGHT 10019**										
A	2192.8	D	684028.4,5537710.9	3.5	5.1	11.9	8.7	0.3	2.2	0.6	25.4	687.6

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LINE 20590		**FLIGHT 10019**										
A	2376.5	D	684117.6,5537269.4	7.2	4.4	5.6	12.8	3.9	1.6	2.1	33.8	---
B	2365.0	D	684110.4,5537674.4	11.2	4.6	10.9	15.5	12.3	10.1	4.2	34.0	3380.4
C	2360.5	D	684112.6,5537836.1	8.6	6.6	9.1	0.0	8.5	0.0	1.7	25.5	---
LINE 20600		**FLIGHT 10019**										
A	2514.3	D	684224.8,5537711.0	4.5	5.6	0.8	7.0	1.7	5.2	0.8	23.4	2139.4
B	2517.9	D	684219.6,5537850.2	5.3	6.4	0.9	0.0	0.2	0.7	0.9	21.8	---
LINE 20610		**FLIGHT 10019**										
A	2678.8	D	684310.9,5537711.2	3.1	3.4	3.8	0.0	2.2	1.0	0.8	38.7	1137.3
B	2674.4	D	684311.0,5537861.5	3.6	2.4	0.3	0.0	0.9	0.6	1.5	28.1	---
C	2626.8	S	684313.4,5539513.6	10.3	64.6	66.6	261.0	-2.3	18.3	1.0	0.0	37.8
LINE 20620		**FLIGHT 10019**										
A	2854.1	S?	684425.3,5539578.1	16.6	45.1	57.7	143.3	-2.2	13.5	1.0	0.0	11.9
LINE 20630		**FLIGHT 10019**										
A	2924.7	S?	684524.2,5539561.3	18.3	48.6	64.0	164.4	-1.2	13.7	1.0	0.0	15.4
LINE 20640		**FLIGHT 10019**										
A	3284.8	D	684615.7,5538401.1	1.4	1.8	9.1	10.9	0.0	3.1	---	---	176.5
B	3314.0	S?	684619.6,5539556.2	20.3	59.4	69.3	189.3	-3.7	17.4	1.0	0.0	18.4
LINE 20650		**FLIGHT 10019**										
A	3443.0	S	684730.4,5537232.9	13.3	44.6	66.1	153.8	-2.1	15.4	1.0	0.0	---
B	3410.3	D	684707.5,5538426.3	0.0	7.1	0.0	4.9	2.9	0.0	0.3	0.0	160.2
C	3380.8	S?	684731.1,5539490.6	23.5	72.3	88.3	258.0	-3.2	20.8	1.0	0.0	26.7
LINE 20660		**FLIGHT 10019**										
A	3595.3	S	684826.1,5537066.6	16.6	52.0	82.5	182.3	-2.2	18.9	1.0	0.0	---
B	3632.2	D	684819.7,5538490.9	4.5	4.9	5.1	11.2	4.2	0.5	0.9	36.7	107.7
C	3638.3	D	684826.9,5538725.4	1.1	0.0	2.3	2.5	0.0	0.6	---	---	168.1
D	3657.5	S?	684822.1,5539464.7	18.6	58.4	71.8	205.3	-3.1	17.0	1.0	0.0	25.4

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LINE 20670		**FLIGHT 10019**										
A	3763.0	D	684914.5,5538495.1	0.8	2.3	0.0	0.6	2.9	1.7	---	---	---
B	3756.1	D	684903.9,5538743.7	3.3	2.4	0.0	0.0	0.0	1.9	1.3	31.9	476.1
LINE 20680		**FLIGHT 10019**										
A	3976.6	D	685012.9,5538523.1	1.8	2.3	1.2	4.3	1.7	0.1	---	---	---
B	3983.6	D	685009.9,5538797.9	5.8	5.4	6.4	8.0	1.1	0.8	1.2	30.2	779.9
LINE 20690		**FLIGHT 10019**										
A	4097.0	D	685111.7,5538588.1	2.8	2.7	0.0	9.2	1.0	0.3	---	---	81.1
B	4072.4	S	685143.5,5539370.6	13.4	50.8	66.6	177.4	-4.6	18.5	1.0	0.0	13.5
C	4064.0	S	685128.8,5539581.8	13.4	49.1	61.1	165.4	-1.7	15.2	1.0	0.0	---
LINE 20700		**FLIGHT 10019**										
A	4424.3	D	685217.3,5538651.3	4.7	3.6	1.1	7.8	0.0	1.8	1.4	39.7	70.9
LINE 20710		**FLIGHT 10019**										
A	4546.9	D	685315.1,5538710.8	2.8	5.3	3.4	3.1	0.0	1.2	0.7	17.2	72.5
B	4527.6	S	685296.7,5539374.3	17.7	63.7	96.3	228.9	-3.7	22.1	1.0	0.0	---
LINE 20720		**FLIGHT 10019**										
A	4724.1	D	685415.1,5538739.2	4.3	2.5	1.7	5.4	0.0	1.5	1.6	30.0	46.3
LINE 20730		**FLIGHT 10019**										
A	4884.4	S	685512.4,5537214.5	18.7	52.7	86.2	188.6	-2.3	19.2	1.0	0.0	33.3
B	4847.0	S	685512.5,5538494.2	17.0	65.3	82.9	236.1	-3.3	21.7	1.0	0.0	---
C	4826.3	S	685511.7,5539186.6	24.0	63.3	103.7	203.4	-2.3	20.7	1.0	0.0	---
LINE 20740		**FLIGHT 10019**										
A	4977.9	S	685619.0,5537272.6	23.2	51.1	105.3	166.3	-2.2	19.4	1.0	0.0	19.0
B	4999.6	D	685614.9,5538113.0	9.9	5.3	11.9	9.0	4.5	4.8	2.8	31.6	424.3
LINE 20750		**FLIGHT 10019**										
A	5159.5	S	685712.9,5537357.0	27.5	54.5	129.5	185.9	-2.0	21.9	1.0	0.0	---
B	5138.0	D	685727.0,5538131.8	16.7	6.5	5.2	3.1	5.0	4.0	5.1	18.9	448.5

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LINE 20761		**FLIGHT 10026**										
A	10660.3	S?	685813.1,5537919.8	25.8	75.9	140.2	273.7	-3.0	27.8	1.0	0.0	---
B	10653.5	D	685803.9,5538159.6	2.2	0.5	0.0	3.2	2.6	1.4	---	---	190.7
LINE 20771		**FLIGHT 10026**										
A	10476.8	S	685930.7,5537708.6	25.6	65.6	130.8	234.4	-1.3	24.4	1.0	0.0	---
B	10511.4	D	685918.9,5538940.4	0.3	1.6	1.4	0.0	1.7	0.1	---	---	91.9
LINE 20780		**FLIGHT 10019**										
A	5724.1	S	686019.5,5538287.7	29.6	74.9	124.7	267.4	-2.9	27.0	1.0	0.0	---
B	5743.1	D	686020.5,5538981.0	4.5	4.0	2.8	9.3	0.9	1.6	1.1	36.0	121.8
LINE 20790		**FLIGHT 10019**										
A	5859.5	S	686120.6,5538361.2	33.6	56.4	107.7	201.2	-3.6	21.6	1.0	0.0	---
LINE 20800		**FLIGHT 10019**										
A	5960.9	S?	686203.9,5536851.7	8.6	48.4	54.0	184.4	-3.6	14.2	1.0	0.0	---
B	5973.8	S	686225.7,5537325.3	24.1	68.0	114.5	233.9	-0.8	23.8	1.0	0.0	---
C	5985.7	S	686230.2,5537773.1	24.1	59.7	104.2	200.1	-0.9	21.7	1.0	0.0	---
D	6000.7	S	686225.9,5538345.4	27.4	63.3	122.2	225.0	-3.3	22.4	1.0	0.0	---
E	6018.8	D	686210.1,5539060.3	8.5	3.9	6.8	12.3	1.2	2.8	3.2	36.5	22.8
LINE 20810		**FLIGHT 10019**										
A	6143.3	S	686317.7,5538282.6	29.6	69.9	136.8	263.2	-2.4	24.9	1.0	0.0	15.7
B	6127.1	S?	686306.0,5538826.6	45.8	97.8	171.7	338.7	-2.8	34.8	1.0	0.0	---
C	6119.6	D	686310.0,5539086.0	4.9	2.9	10.3	12.5	0.1	1.5	1.7	33.6	36.6
D	6111.7	S	686312.0,5539358.9	30.2	88.5	150.2	324.8	-0.3	32.2	1.0	0.0	---
LINE 20820		**FLIGHT 10019**										
A	6279.9	E	686428.3,5538289.5	21.9	59.1	83.8	204.2	-2.2	18.0	1.0	0.0	7.5
B	6292.4	S	686427.3,5538759.7	28.0	58.0	121.4	209.2	-6.0	22.3	1.0	0.0	120.3
C	6302.9	D	686429.6,5539159.6	2.8	1.8	2.3	8.9	1.0	1.0	---	---	31.7
LINE 20830		**FLIGHT 10019**										
A	6458.9	S	686512.2,5537318.7	27.0	52.4	122.6	170.9	0.0	21.3	1.0	0.0	---

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
B	6437.5	S	686503.5,5538034.4	20.9	60.5	94.5	210.5	-2.1	21.1	1.0	0.0	15.6
C	6428.0	D	686507.7,5538351.3	5.5	8.5	1.3	18.6	1.6	1.8	0.7	12.1	---
D	6414.3	S?	686516.6,5538803.0	22.0	55.9	87.1	194.9	-5.3	19.0	1.0	0.0	43.5
E	6398.4	D	686516.5,5539346.5	9.0	13.8	30.3	42.7	2.6	3.4	0.8	11.0	75.9
LINE 20840		**FLIGHT 10019**										
A	6547.6	S	686624.3,5537304.3	33.4	76.0	151.4	267.2	-0.5	27.8	1.0	0.0	---
B	6565.1	S	686610.6,5537923.4	26.4	68.1	116.8	237.8	-2.9	23.7	1.0	0.0	---
C	6586.3	S	686613.5,5538708.2	18.3	51.1	74.7	169.4	-5.8	16.5	1.0	0.0	432.3
D	6602.5	B?	686623.3,5539314.1	15.9	23.5	65.7	83.2	5.9	9.9	1.0	3.0	137.4
LINE 20850		**FLIGHT 10019**										
A	6703.2	S?	686715.5,5538706.5	18.6	56.0	83.8	205.9	-6.8	19.0	1.0	0.0	378.3
B	6678.7	S	686726.0,5539505.1	30.1	71.3	153.9	259.9	-0.7	29.4	1.0	0.0	---
C	6672.7	S	686721.6,5539687.5	27.0	58.3	125.1	206.7	-2.4	23.7	1.0	0.0	---
LINE 20860		**FLIGHT 10019**										
A	6958.0	S	686816.5,5537312.6	28.5	70.3	143.6	257.7	-0.6	26.2	1.0	0.0	6.8
B	6981.1	S	686816.8,5538175.2	15.0	46.8	58.8	157.1	-2.7	14.7	1.0	0.0	---
LINE 20870		**FLIGHT 10019**										
A	7108.0	S	686912.4,5538947.9	20.6	48.3	74.6	160.1	-1.3	17.7	1.0	0.0	---
LINE 20880		**FLIGHT 10019**										
A	7228.7	S	687019.1,5537041.6	22.4	51.8	92.6	176.7	-1.2	17.7	1.0	0.0	---
B	7245.3	S	687025.6,5537655.6	24.0	51.0	99.0	166.8	-2.1	19.4	1.0	0.0	---
C	7254.8	S	687022.7,5538003.0	19.1	45.0	91.9	150.4	-2.8	17.4	1.0	0.0	---
D	7274.4	S?	687028.5,5538749.0	14.0	45.1	65.1	161.5	-3.5	14.6	1.0	0.0	225.9
E	7298.5	S	687009.2,5539676.7	26.5	57.0	107.6	191.2	-2.5	22.5	1.0	0.0	---
LINE 20890		**FLIGHT 10019**										
A	7413.3	S	687105.0,5537706.2	25.9	54.5	120.4	193.9	-2.4	21.0	1.0	0.0	---
B	7406.6	S	687098.2,5537940.5	25.8	58.5	120.3	202.6	-1.2	23.4	1.0	0.0	---
C	7356.1	S	687112.0,5539706.2	21.1	59.6	103.5	220.3	-1.9	21.0	1.0	0.0	---

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Label	**Fid**	**Interp**	**XUTM (m), YUTM (m)**	**CXI5500Hz Real (ppm)**	**CXQ5500Hz Quad (ppm)**	**CPI7200Hz Real (ppm)**	**CPQ7200Hz Quad (ppm)**	**CPI400Hz Real (ppm)**	**CPQ400Hz Quad (ppm)**	**Conductance (siemens)**	**Depth (metres)**	**Magnetic Corr. (nT)**
LINE 20900		**FLIGHT 10019**										
A	7516.0	S	687217.3,5538013.9	29.7	62.9	138.7	231.8	-1.2	24.9	1.0	0.0	---
B	7555.4	S	687219.5,5539536.5	22.1	53.9	86.2	179.7	-2.2	18.9	1.0	0.0	17.8
LINE 20910		**FLIGHT 10019**										
A	7673.8	S	687319.1,5538076.2	27.9	65.9	127.3	248.3	-0.3	24.1	1.0	0.0	---
B	7634.0	S	687306.1,5539476.8	17.6	46.8	75.0	168.0	-3.9	15.1	1.0	0.0	49.1
LINE 20920		**FLIGHT 10019**										
A	7798.9	S	687399.7,5538101.5	21.5	52.7	92.6	194.1	-2.0	19.0	1.0	0.0	---
B	7809.4	S?	687405.1,5538509.5	15.1	47.1	55.1	166.2	-4.1	14.4	1.0	0.0	---
C	7835.9	S	687414.9,5539537.0	19.2	51.4	74.9	173.4	-2.4	17.4	1.0	0.0	28.6
LINE 20930		**FLIGHT 10019**										
A	7940.5	S	687505.9,5538129.6	20.2	52.3	89.2	185.3	-1.8	19.8	1.0	0.0	---
B	7928.5	S?	687507.2,5538553.5	16.4	40.1	52.5	131.2	-4.8	12.5	1.0	0.0	23.5
C	7895.7	S	687523.3,5539634.0	20.0	62.1	93.1	219.8	-1.4	21.2	1.0	0.0	---
LINE 20940		**FLIGHT 10019**										
A	8201.1	S	687622.1,5536975.1	22.0	53.7	106.1	197.4	-1.3	20.5	1.0	0.0	---
B	8242.7	S	687625.2,5538580.7	22.1	63.7	89.4	228.5	-3.9	19.7	1.0	0.0	---
C	8256.1	S?	687615.4,5539095.2	15.0	51.9	66.9	199.1	-3.7	15.0	1.0	0.0	20.4
LINE 20950		**FLIGHT 10019**										
A	8364.3	S	687713.8,5538594.6	18.7	46.3	74.1	170.8	-2.6	15.4	1.0	0.0	---
LINE 21020		**FLIGHT 10019**										
A	9335.1	S	688417.0,5537296.7	19.2	69.6	91.4	255.4	-1.2	22.2	1.0	0.0	---
B	9343.7	S	688420.0,5537601.9	16.6	53.6	67.0	196.4	-2.4	15.4	1.0	0.0	---
C	9359.6	S	688433.2,5538183.0	15.1	34.4	68.5	122.2	-1.0	13.7	1.0	0.0	---
LINE 21030		**FLIGHT 10019**										
A	9545.5	S	688513.6,5536702.1	19.3	59.7	93.6	218.9	-1.2	19.1	1.0	0.0	---
B	9503.4	S	688509.7,5538210.9	16.8	41.4	77.1	137.5	-0.6	15.7	1.0	0.0	---

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LINE 21040		**FLIGHT 10019**										
A	9677.3	S	688638.8,5537708.1	16.3	66.6	93.4	229.8	-1.1	20.7	1.0	0.0	27.2
B	9690.1	S	688619.2,5538192.2	20.6	46.8	79.1	166.2	-1.7	17.1	1.0	0.0	---
LINE 21050		**FLIGHT 10019**										
A	9813.3	S	688716.6,5538874.3	15.1	49.6	61.7	170.6	-2.0	16.0	1.0	0.0	9.7
B	9804.0	B	688710.6,5539204.4	8.1	6.0	6.5	10.6	7.5	2.2	1.7	29.0	---
LINE 21060		**FLIGHT 10019**										
A	10046.2	B	688819.5,5539167.7	7.0	5.3	7.4	19.1	0.4	1.5	1.6	33.4	27.3
LINE 21070		**FLIGHT 10019**										
A	10137.3	B	688932.9,5538632.5	8.3	9.9	7.3	22.5	3.4	1.0	1.0	16.3	---
B	10121.3	D	688915.3,5539191.1	4.3	3.5	0.0	2.9	6.8	0.6	1.2	44.7	21.3
LINE 21080		**FLIGHT 10019**										
A	10274.5	H	689022.6,5535863.1	35.1	68.2	150.7	231.3	-0.3	29.5	1.3	1.2	---
B	10319.7	S	689032.6,5537606.8	19.5	56.6	97.3	205.5	-2.1	22.1	1.0	0.0	---
LINE 21090		**FLIGHT 10019**										
A	10518.7	H	689116.0,5535908.4	31.2	56.6	128.3	185.7	-1.0	24.9	1.2	0.0	---
B	10430.1	H	689104.7,5539102.3	30.3	58.5	141.1	192.8	-1.4	27.4	1.1	0.0	81.1
LINE 21100		**FLIGHT 10020**										
A	1958.3	H	689216.5,5535888.0	34.7	82.4	155.1	285.5	-0.8	32.2	1.2	0.0	---
B	1992.7	S	689215.4,5537221.9	17.8	65.6	71.2	233.6	-3.1	18.2	1.0	0.0	41.9
C	2013.4	S	689227.6,5538022.5	19.4	58.3	75.9	201.5	-3.1	17.5	1.0	0.0	---
D	2022.0	S	689231.5,5538361.3	21.3	60.3	87.2	208.9	-0.9	18.1	1.0	0.0	---
E	2038.9	H	689221.0,5539040.1	34.3	60.2	143.0	200.4	-1.9	25.3	1.0	0.0	55.3
LINE 21110		**FLIGHT 10020**										
A	2179.0	S	689313.2,5537788.7	19.1	57.5	85.6	190.4	-1.2	20.8	1.0	0.0	---
B	2171.5	S	689307.1,5538052.6	20.6	49.9	71.0	158.2	-1.3	17.4	1.0	0.0	---
C	2141.3	H	689312.0,5539075.5	27.3	47.8	115.9	147.3	-1.4	21.3	1.1	0.0	45.1

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LINE 21120		**FLIGHT 10020**										
A	2383.2	H	689429.8,5539160.6	26.9	45.3	97.1	132.5	-1.2	20.3	1.2	0.0	46.2
LINE 21130		**FLIGHT 10020**										
A	2520.7	S	689513.4,5538001.9	28.3	78.6	131.6	277.5	-1.1	23.9	1.0	0.0	---
B	2483.8	H	689511.4,5539163.8	30.6	63.3	126.3	202.1	-0.4	23.5	1.4	5.5	53.8
LINE 21150		**FLIGHT 10020**										
A	2947.8	S?	689701.7,5535651.7	25.2	70.2	112.5	259.4	-2.1	23.7	1.0	0.1	---
B	2929.8	H	689710.5,5536193.8	26.6	64.9	114.4	233.3	-1.5	23.2	1.1	0.0	---
C	2850.4	S	689708.1,5538662.2	16.7	50.8	75.5	177.5	-1.9	14.7	1.0	0.0	---
D	2840.2	E	689710.2,5538976.2	17.8	42.2	59.3	141.0	-0.7	12.2	1.0	0.0	---
E	2828.8	H	689711.3,5539313.8	28.0	65.9	117.7	230.1	-1.9	24.0	1.0	0.0	85.0
F	2819.5	S	689713.0,5539596.0	19.2	63.1	80.5	219.4	-3.3	19.1	1.0	0.0	---
LINE 21160		**FLIGHT 10020**										
A	3197.3	S	689826.5,5537675.3	20.3	57.2	94.4	213.5	-2.1	19.0	1.0	0.0	---
B	3240.1	H	689833.4,5539338.5	26.7	54.6	108.1	189.6	-1.6	22.6	1.0	0.0	71.2
LINE 21170		**FLIGHT 10020**										
A	3377.5	S	689910.7,5537709.6	17.2	51.6	86.4	192.2	-1.8	18.5	1.0	0.0	---
B	3348.2	S	689904.2,5538609.5	15.9	41.8	88.3	167.1	-1.0	18.0	1.0	0.0	---
C	3322.2	H	689914.6,5539399.3	25.6	61.3	108.8	231.9	-1.5	21.7	1.1	0.0	---
LINE 21180		**FLIGHT 10020**										
A	3517.1	H	690014.8,5536391.0	20.7	43.3	91.2	146.4	-2.4	18.0	1.0	0.0	---
B	3587.0	D	690025.4,5539101.6	1.2	1.9	2.7	3.4	1.0	0.5	---	---	28.7
C	3591.0	D	690022.6,5539263.6	4.0	3.7	0.7	0.9	0.0	0.5	1.1	37.8	17.9
LINE 21190		**FLIGHT 10020**										
A	3766.3	H	690110.0,5536386.8	25.6	53.4	113.7	188.3	-1.6	23.2	1.0	0.0	---
B	3684.3	S	690110.2,5538938.9	9.5	41.5	48.3	160.0	-2.4	13.4	1.0	0.0	---
C	3679.2	D	690106.8,5539101.1	2.7	2.9	0.6	3.6	0.9	0.8	---	---	21.1
D	3673.5	D	690110.1,5539272.6	6.0	6.0	3.8	7.5	8.5	2.3	1.1	27.1	7.2

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LINE 21200		**FLIGHT 10020**										
A	3850.4	S	690227.1,5535764.3	18.7	42.5	86.6	154.3	-2.4	19.8	1.0	0.0	---
B	3868.7	H	690223.6,5536454.2	19.5	41.6	91.7	143.4	-1.1	16.6	1.3	0.0	---
C	3886.3	S	690220.8,5537130.4	12.1	47.2	66.8	183.4	-1.6	14.8	1.0	0.0	27.1
D	3918.8	S	690225.3,5538380.0	25.1	61.2	91.3	215.1	-1.7	21.8	1.0	0.0	---
E	3937.8	D	690231.1,5539120.0	2.5	0.8	2.1	1.8	0.2	3.4	---	---	12.4
F	3940.9	D	690230.2,5539241.6	4.0	3.3	3.7	11.2	4.3	0.3	1.2	43.4	21.0
LINE 21210		**FLIGHT 10020**										
A	4074.2	S	690321.0,5537923.0	17.3	48.5	93.4	189.7	-2.0	16.9	1.0	0.0	16.1
B	4035.2	D	690308.5,5539095.8	6.2	9.4	7.1	29.1	1.8	3.4	0.7	24.6	---
C	4031.7	D	690315.6,5539204.5	0.6	3.4	0.0	0.0	0.0	1.0	0.5	17.8	18.2
D	4019.5	S	690304.3,5539544.8	13.9	74.0	69.0	278.2	-4.5	20.1	1.0	0.0	---
E	4012.1	S?	690302.1,5539742.5	10.1	74.1	58.5	284.8	-3.0	18.7	1.0	0.0	---
LINE 21220		**FLIGHT 10026**										
A	10190.8	S	690424.6,5536608.7	20.1	53.7	84.7	197.3	-1.5	19.2	1.0	0.0	---
B	10112.6	S	690408.0,5539164.1	22.5	51.2	94.4	174.0	-1.6	20.3	1.0	0.0	---
LINE 21230		**FLIGHT 10026**										
A	9929.6	H	690517.4,5535844.2	19.2	39.1	84.8	127.4	-1.4	17.6	1.2	0.0	---
B	9973.1	S	690530.0,5537324.8	16.6	46.0	74.7	163.5	-2.6	16.0	1.0	0.0	29.1
C	9978.8	D	690530.0,5537501.1	2.0	1.8	0.9	0.3	0.9	1.3	---	---	---
D	10006.3	D	690535.5,5538458.8	3.5	5.2	4.6	3.9	0.0	1.8	0.6	29.5	---
E	10009.9	D	690530.5,5538582.9	3.2	4.2	0.0	15.0	0.0	1.6	0.7	36.2	8.7
LINE 21240		**FLIGHT 10026**										
A	9774.1	S	690616.9,5538858.7	18.1	60.8	92.6	223.9	-3.1	21.5	1.0	0.0	---
B	9752.0	S	690606.6,5539617.7	11.6	44.6	55.2	167.3	-3.4	15.2	1.0	0.0	19.4
LINE 21250		**FLIGHT 10026**										
A	9584.6	H	690724.4,5536080.6	20.1	46.6	81.6	152.7	-2.4	16.8	1.0	0.0	12.8
B	9601.9	H	690717.3,5536686.2	17.6	46.7	79.4	161.5	-1.9	18.7	1.0	0.0	---

EM Anomaly List : JOB 13052, Auden Project, Ontario

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
C	9656.4	E	690719.0,5538649.2	26.0	59.6	90.9	180.6	-2.0	19.9	1.0	0.0	16.8
LINE 21260		**FLIGHT 10020**										
A	6036.7	E	690835.9,5538598.0	24.5	55.8	87.5	182.7	-3.1	17.3	1.0	0.0	15.0
LINE 21270		**FLIGHT 10020**										
A	6185.0	B?	690911.5,5538021.4	2.4	5.0	3.7	18.8	3.1	3.6	0.7	20.9	---
B	6177.6	D	690910.5,5538248.6	2.1	2.6	2.4	2.9	1.6	0.2	---	---	---
C	6173.8	D	690914.4,5538373.0	2.5	5.7	2.4	0.0	0.1	0.8	0.7	19.0	---
D	6167.5	E	690907.9,5538570.7	26.3	65.5	96.4	233.5	-2.0	21.5	1.0	0.0	---
E	6147.4	S	690909.4,5539217.2	11.5	52.6	69.3	201.3	-2.5	16.6	1.0	0.0	---
F	6132.3	S?	690908.8,5539707.0	8.1	48.1	46.5	184.0	-3.0	14.0	1.0	0.0	---
LINE 21280		**FLIGHT 10026**										
A	9427.4	S	691022.3,5538278.9	29.3	53.2	120.7	171.4	-0.6	23.4	1.0	0.0	---
LINE 21290		**FLIGHT 10020**										
A	6587.1	D	691117.0,5538264.8	1.0	3.7	3.8	2.0	0.3	0.3	0.6	25.9	---
B	6581.9	D	691122.2,5538424.9	1.0	4.0	1.7	0.2	2.0	1.8	0.5	24.7	---
C	6548.0	S	691121.0,5539473.2	7.0	43.9	33.5	153.8	-3.9	13.6	1.0	0.0	7.3
LINE 21300		**FLIGHT 10020**										
A	6797.1	B	691218.5,5538308.7	10.3	12.3	8.6	50.9	4.0	5.8	1.1	14.3	8.6
B	6873.9	S	691217.4,5541278.6	17.9	67.4	91.7	251.6	-2.4	23.2	1.0	0.0	---
LINE 21310		**FLIGHT 10020**										
A	7095.0	S	691316.1,5537068.7	19.2	50.7	74.6	184.0	-2.2	18.8	1.0	0.0	---
B	7054.1	B?	691311.1,5538310.5	4.4	7.3	8.4	31.0	4.9	3.5	0.6	19.1	5.1
C	7044.9	D	691321.6,5538581.3	3.4	3.9	2.7	11.9	1.0	2.7	0.8	44.2	---
D	6961.7	S	691318.8,5541168.5	12.8	51.4	65.8	189.7	-1.5	16.5	1.0	0.0	---
E	6953.0	S?	691318.3,5541432.4	17.5	54.9	67.1	197.6	-1.6	16.0	1.0	0.0	---
LINE 21320		**FLIGHT 10020**										
A	7337.5	H	691427.9,5535963.5	24.4	56.2	113.9	196.5	0.6	23.3	1.7	8.3	---
B	7402.7	B?	691421.3,5538334.3	9.0	12.6	8.7	38.5	7.9	4.5	0.9	15.5	---

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
C	7408.5	S?	691421.5,5538545.9	21.6	49.9	90.0	188.8	-1.6	17.8	1.0	0.0	---
D	7485.1	S	691407.6,5541459.9	18.2	53.1	72.9	191.2	-1.7	17.0	1.0	0.0	16.0
LINE 21330		**FLIGHT 10020**										
A	7669.9	S	691522.7,5537991.6	21.5	52.6	87.5	186.7	0.3	18.9	1.0	0.0	---
B	7634.8	S	691505.5,5539116.2	12.1	46.1	52.8	164.4	-3.3	14.0	1.0	0.0	22.0
C	7557.5	S	691510.8,5541490.1	19.5	52.4	78.5	198.4	-1.7	18.0	1.0	0.0	---
LINE 21350		**FLIGHT 10020**										
A	8119.7	S?	691713.2,5538430.0	27.5	48.5	105.1	163.1	-2.3	19.1	1.0	0.0	---
LINE 21360		**FLIGHT 10020**										
A	8450.9	S?	691833.1,5538160.5	26.8	51.5	116.2	178.0	-1.3	20.8	1.0	0.0	---
B	8457.2	S	691830.7,5538398.6	26.8	47.3	118.9	168.1	-1.4	21.8	1.0	0.0	---
C	8473.7	S	691821.6,5539031.8	11.3	47.4	59.6	185.6	-1.2	15.4	1.0	0.0	---
LINE 21370		**FLIGHT 10020**										
A	8713.9	S	691909.5,5538154.0	27.5	54.0	116.6	195.9	-0.6	22.9	1.0	0.0	---
B	8706.3	S?	691905.3,5538407.3	30.1	62.0	132.8	227.9	-0.7	24.5	1.0	1.4	7.4
C	8621.6	S	691908.1,5541198.1	16.3	46.7	78.7	172.5	-3.4	15.4	1.0	0.0	---
LINE 21390		**FLIGHT 10020**										
A	9090.3	E	692117.3,5538496.5	20.1	42.3	68.5	150.5	-1.9	15.3	1.0	0.0	10.9
B	8995.2	S	692125.6,5541599.8	22.9	63.9	104.7	234.1	-2.4	22.7	1.0	0.0	---
LINE 21400		**FLIGHT 10020**										
A	9230.9	S	692214.5,5538186.2	24.7	46.4	99.5	166.7	-1.6	20.2	1.0	0.0	---
B	9236.8	S	692210.9,5538415.1	21.9	43.2	92.9	153.9	-2.2	20.0	1.0	0.0	12.1
C	9257.4	S	692217.1,5539222.6	12.5	50.5	65.0	192.9	-2.3	17.3	1.0	0.0	---
LINE 21410		**FLIGHT 10020**										
A	9515.2	H	692303.4,5537693.3	28.0	49.9	126.4	176.4	-1.6	23.4	1.1	0.0	---
B	9499.6	S	692311.7,5538196.7	25.0	48.8	105.5	174.9	-1.6	20.9	1.0	0.0	---
C	9493.0	S?	692311.7,5538419.4	24.0	47.8	95.7	167.9	-0.9	18.9	1.0	0.0	7.4
D	9466.7	S	692321.9,5539303.9	13.8	48.3	63.2	187.0	-2.2	15.1	1.0	0.0	---

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LINE 21420		**FLIGHT 10020**										
A	9783.8	S	692428.5,5538356.7	23.0	49.2	108.6	174.5	-1.8	21.4	1.0	0.0	---
LINE 21440		**FLIGHT 10020**										
A	10174.0	S	692624.5,5538438.1	22.0	44.7	109.8	159.9	-1.8	19.9	1.0	0.0	---
LINE 21450		**FLIGHT 10020**										
A	10407.1	S	692713.4,5538512.9	27.0	54.7	117.5	195.5	-2.2	21.4	1.0	0.0	8.2
B	10395.5	S	692714.9,5538899.9	18.7	70.2	83.7	262.0	-4.1	21.7	1.0	0.0	16.9
C	10371.0	S	692717.0,5539737.2	25.0	63.3	103.2	226.6	-2.5	21.6	1.0	0.0	---
D	10315.4	S	692713.3,5541577.5	22.0	72.9	109.5	269.9	-3.5	25.5	1.0	0.0	28.6
LINE 21460		**FLIGHT 10026**										
A	9101.6	S	692822.2,5537100.4	25.0	59.3	105.8	210.7	-0.3	23.6	1.0	0.0	---
B	9120.0	S	692813.8,5537731.7	24.4	59.6	104.1	220.9	-2.4	23.9	1.0	0.0	---
C	9142.9	S	692818.5,5538526.3	25.6	61.2	123.2	223.5	-3.7	24.8	1.0	0.0	5.3
D	9154.5	S	692812.7,5538941.9	18.9	59.9	96.9	209.1	-1.6	20.3	1.0	0.0	7.5
E	9176.8	S	692813.7,5539719.3	24.8	58.2	100.0	188.2	-2.5	21.6	1.0	0.0	---
F	9231.5	S	692812.4,5541679.6	21.3	70.7	105.5	261.0	-4.3	25.5	1.0	0.0	97.3
LINE 21470		**FLIGHT 10026**										
A	9029.6	S	692906.4,5537130.6	27.3	63.8	116.7	230.4	-2.6	26.7	1.0	0.0	---
B	9010.8	S	692911.8,5537749.9	22.8	53.7	99.6	197.5	-0.5	20.7	1.0	0.0	---
C	8971.8	S	692915.6,5539025.3	32.5	83.1	151.9	303.1	-2.7	30.6	1.0	0.0	5.9
D	8964.6	S	692917.9,5539263.8	27.1	69.2	121.0	251.1	-2.4	23.2	1.0	0.0	---
E	8949.7	S	692907.5,5539745.8	26.8	76.8	114.5	282.7	-3.3	25.7	1.0	0.0	---
LINE 21480		**FLIGHT 10020**										
A	11394.9	S	693020.4,5538381.6	26.9	50.1	120.2	171.9	-1.4	23.3	1.0	0.0	---
B	11409.7	S	693028.7,5538958.4	21.9	52.2	108.3	181.5	-2.0	20.9	1.0	0.0	---
C	11429.9	S	693018.6,5539726.3	25.2	60.6	93.0	213.7	-1.6	23.4	1.0	0.0	---
LINE 21490		**FLIGHT 10020**										
A	11695.7	S	693117.0,5537092.0	31.9	65.7	140.9	215.9	-2.0	27.5	1.0	0.0	---

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B	11657.3	S	693114.0,5538329.1	32.1	64.9	129.0	177.8	-3.4	26.2	1.1	0.0	6.6
C	11633.5	S	693105.8,5539061.2	22.8	71.3	109.9	262.2	-3.6	23.2	1.0	0.0	55.3
D	11623.5	S	693117.6,5539384.1	27.6	68.4	130.4	257.1	-1.5	22.6	1.0	0.0	---
E	11610.9	S	693115.0,5539769.3	27.4	97.2	127.5	366.2	-2.9	28.7	1.0	0.0	44.4
LINE 21500		**FLIGHT 10020**										
A	11769.2	S	693212.5,5537096.7	37.4	71.2	166.4	249.8	-2.4	31.2	1.1	0.0	---
B	11776.2	S	693220.6,5537351.0	40.8	81.3	174.3	289.5	-1.3	34.8	1.0	0.0	---
C	11839.1	S	693216.3,5539739.7	21.9	55.7	93.9	199.7	-1.0	21.0	1.0	0.0	46.5
LINE 21510		**FLIGHT 10020**										
A	12047.0	S	693320.4,5538551.6	21.6	47.9	79.5	166.9	-2.3	18.8	1.0	0.0	---
B	12021.7	S	693322.8,5539346.3	25.9	60.3	111.0	213.0	-1.7	23.3	1.0	0.0	---
C	12008.3	S	693312.3,5539772.1	19.6	66.5	105.8	259.3	-2.4	23.3	1.0	0.0	61.3
LINE 21520		**FLIGHT 10020**										
A	12250.9	S	693427.1,5539364.3	26.3	68.0	116.9	237.2	-2.7	27.5	1.0	0.0	---
B	12264.9	S	693426.2,5539907.2	24.6	63.0	94.6	226.9	-2.6	22.3	1.0	0.0	7.4
C	12285.2	S	693418.5,5540696.8	19.5	64.9	96.3	244.6	-3.6	21.9	1.0	0.0	20.6
D	12310.2	S	693414.8,5541639.0	13.3	47.2	64.6	179.3	-2.4	16.0	1.0	0.0	---
LINE 21530		**FLIGHT 10020**										
A	12465.5	S	693504.7,5538445.4	23.8	52.4	94.4	178.0	-0.9	21.6	1.0	0.0	---
B	12420.5	S	693495.3,5539909.7	19.4	41.7	63.1	134.5	-3.7	15.3	1.0	0.0	---
C	12384.0	S	693515.8,5541032.4	21.0	65.9	117.2	253.4	-2.2	23.8	1.0	0.0	---
D	12367.5	S	693518.4,5541519.2	16.7	51.8	61.1	188.1	-3.2	16.7	1.0	0.0	---
LINE 21560		**FLIGHT 10022**										
A	533.4	S?	693822.5,5538896.6	20.9	93.3	114.1	351.5	-2.8	28.8	1.0	0.0	---
B	543.2	S	693816.2,5539266.3	25.6	79.1	115.9	296.3	-2.2	24.6	1.0	0.0	---
C	557.8	S?	693817.1,5539836.7	20.5	85.7	105.3	330.1	-2.8	26.5	1.0	0.0	33.6
D	595.8	S?	693812.1,5541298.5	11.7	55.6	53.1	214.1	-4.3	16.8	1.0	0.0	94.4

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LINE 21570		**FLIGHT 10022**										
A	770.6	S?	693918.0,5538394.6	41.2	94.8	164.0	348.4	-2.6	35.3	1.0	0.0	---
B	759.3	S	693913.1,5538755.7	20.9	62.6	90.3	236.0	-2.9	20.1	1.0	0.0	---
C	724.6	S	693897.5,5539892.5	18.3	71.8	88.2	273.1	-2.0	22.5	1.0	0.0	---
D	698.7	S?	693907.0,5540715.3	9.8	64.9	51.2	261.9	-2.5	17.1	1.0	0.0	21.1
E	680.0	S?	693922.1,5541294.6	11.6	104.1	59.8	408.9	-6.4	26.6	1.0	0.0	35.8
F	669.4	S?	693897.0,5541638.6	12.3	86.3	65.6	336.5	-4.9	22.3	1.0	0.0	---
LINE 21580		**FLIGHT 10022**										
A	853.6	S?	694020.6,5539318.1	23.2	69.1	102.3	248.8	-2.9	24.2	1.0	0.0	---
B	873.1	S?	694018.9,5540122.6	16.6	68.7	87.4	277.7	-3.0	23.2	1.0	0.1	---
LINE 21590		**FLIGHT 10022**										
A	1060.5	S	694111.5,5538938.5	20.4	61.6	101.9	238.9	-1.2	23.4	1.0	0.0	5.9
B	1049.0	S	694109.9,5539282.7	25.7	90.3	116.2	338.9	-3.4	30.5	1.0	0.0	---
C	1038.9	S	694108.5,5539590.9	19.6	70.9	91.9	266.3	-3.3	23.3	1.0	0.0	77.6
D	994.8	S?	694117.0,5541038.3	9.5	53.1	53.6	205.4	-3.0	16.3	1.0	0.0	64.1
E	976.3	S	694115.8,5541637.5	12.4	66.0	73.3	268.5	-2.1	21.2	1.0	0.0	---
LINE 21610		**FLIGHT 10022**										
A	1404.4	S	694302.2,5538601.4	22.4	67.8	100.3	254.1	-2.3	20.9	1.0	0.0	---
B	1395.1	S	694311.1,5538857.5	26.4	92.9	110.2	340.2	-3.4	27.2	1.0	0.0	---
C	1384.5	S	694307.0,5539143.2	25.5	97.1	121.0	358.2	-2.1	28.3	1.0	0.0	---
D	1375.7	S	694321.2,5539382.5	23.4	115.5	117.2	437.3	-3.9	33.5	1.0	0.0	26.6
E	1342.2	S	694332.1,5540373.1	26.0	100.5	124.6	393.0	-2.1	27.9	1.0	0.0	---
F	1331.1	S	694310.1,5540706.7	14.7	83.3	79.2	323.0	-2.8	20.4	1.0	0.1	---
G	1322.7	S	694310.0,5540951.5	15.0	83.0	79.2	323.9	-4.3	19.3	1.0	0.0	91.8
H	1312.2	S	694320.0,5541261.3	14.9	77.0	85.9	294.2	-4.5	19.0	1.0	0.0	---
I	1302.1	S	694311.2,5541572.1	13.9	77.3	79.7	297.6	-1.7	17.8	1.0	0.0	---
J	1295.8	S?	694331.7,5541743.3	22.2	98.3	79.4	335.7	-3.0	21.1	1.0	0.0	17.9

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LINE 21620		**FLIGHT 10026**										
A	8611.2	S	694430.4,5538612.3	19.9	37.7	71.2	126.4	-1.3	18.2	1.0	0.0	---
B	8645.0	S	694411.4,5539742.6	18.9	61.4	83.7	219.6	-3.1	21.4	1.0	0.0	14.1
LINE 21630		**FLIGHT 10026**										
A	8528.7	S	694509.0,5539217.3	19.4	55.4	91.3	200.6	-3.3	22.0	1.0	0.0	---
B	8518.5	S	694515.0,5539559.6	22.5	61.9	95.3	218.3	-2.2	23.2	1.0	0.0	44.4
C	8500.3	S	694513.8,5540165.5	15.1	54.0	68.5	196.0	-3.8	17.0	1.0	0.0	---
D	8456.2	S	694510.0,5541635.6	14.7	59.6	71.0	211.8	-2.0	20.3	1.0	0.0	---
LINE 21650		**FLIGHT 10026**										
A	8229.5	S	694713.8,5539118.8	25.8	69.1	112.1	251.3	-2.1	26.0	1.0	0.0	5.6
B	8189.0	S	694727.8,5540457.0	10.3	58.3	52.1	223.0	-3.8	19.3	1.0	0.0	44.7
C	8177.4	S	694723.8,5540824.8	13.2	53.2	57.4	199.7	-2.4	17.6	1.0	0.0	---
D	8167.7	S	694710.4,5541139.8	10.9	54.6	48.2	205.7	-1.9	18.7	1.0	0.0	9.3
E	8150.5	S	694706.5,5541689.2	12.5	59.0	66.7	220.4	-0.8	20.2	1.0	0.0	---
LINE 21670		**FLIGHT 10026**										
A	7711.2	S	694922.0,5540811.6	10.3	44.7	56.9	158.5	-2.8	17.3	1.0	0.0	---
LINE 21680		**FLIGHT 10026**										
A	7630.6	S	695032.7,5541610.8	17.3	57.7	81.3	216.6	-3.9	20.5	1.0	0.0	12.8
LINE 21690		**FLIGHT 10026**										
A	7481.1	S	695116.2,5538631.7	25.4	45.4	112.1	167.6	-2.2	21.7	1.0	0.0	5.2
B	7453.3	S	695122.8,5539544.9	30.3	72.9	136.1	257.2	-1.9	28.4	1.0	0.0	19.7
C	7443.5	S	695121.0,5539874.5	17.1	55.4	74.3	199.5	-2.3	18.8	1.0	0.0	---
LINE 21700		**FLIGHT 10026**										
A	7254.0	S	695220.4,5539219.8	24.2	54.0	99.3	182.3	-3.5	21.4	1.0	0.0	14.3
B	7263.3	S	695204.9,5539560.9	26.4	51.8	117.2	181.4	-2.2	24.0	1.0	0.0	33.8
LINE 21710		**FLIGHT 10026**										
A	7114.2	S	695315.2,5540551.5	19.0	49.5	80.6	168.5	-2.3	18.1	1.0	0.0	---

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
LINE 21720		**FLIGHT 10026**										
A	6984.6	S	695423.2,5540144.6	19.1	52.1	97.3	187.8	-4.1	19.8	1.0	0.0	---
B	6994.7	S	695423.3,5540524.0	22.7	60.5	112.1	224.0	-2.0	25.5	1.0	0.0	---
LINE 21730		**FLIGHT 10026**										
A	6815.4	S	695510.0,5540669.4	25.4	60.7	117.3	221.3	-2.2	24.4	1.0	0.0	8.8
LINE 21740		**FLIGHT 10026**										
A	6711.0	S	695627.6,5541316.2	27.9	63.2	132.1	227.0	-3.4	24.5	1.0	0.0	---
B	6720.6	S	695639.0,5541663.2	21.0	55.8	102.3	207.1	-2.4	20.9	1.0	0.0	46.3
LINE 21750		**FLIGHT 10026**										
A	6394.6	S	695716.7,5538966.8	25.8	74.8	115.9	273.4	-3.0	26.4	1.0	0.0	---
B	6363.7	S	695722.5,5540012.7	28.7	73.8	121.2	258.9	-2.4	24.5	1.0	0.0	---
C	6351.6	S	695719.0,5540424.4	32.3	85.4	148.2	310.3	-4.0	32.5	1.0	0.0	---
D	6342.5	S	695710.4,5540738.4	36.1	82.6	157.7	293.6	-2.9	32.9	1.0	0.3	---
LINE 21760		**FLIGHT 10026**										
A	6207.9	S	695814.4,5539709.7	28.2	66.7	128.1	242.4	-4.4	27.3	1.0	0.0	51.7
B	6220.1	S	695813.5,5540161.6	30.1	70.8	127.9	260.1	-3.7	26.9	1.0	0.0	---
C	6257.7	S	695827.6,5541547.7	26.1	69.0	125.6	254.0	-2.8	27.8	1.0	0.0	12.2
LINE 21770		**FLIGHT 10026**										
A	6018.8	S	695909.6,5541653.2	29.1	71.9	126.3	260.2	-3.6	27.1	1.0	0.0	---
LINE 21780		**FLIGHT 10026**										
A	5889.3	S	696035.8,5539134.2	39.1	100.5	181.2	353.5	-4.0	35.8	1.0	0.0	10.3
LINE 21790		**FLIGHT 10026**										
A	5788.6	S	696111.7,5539351.0	31.8	75.2	143.3	265.4	-2.8	29.9	1.0	0.0	24.9
B	5778.3	S	696107.8,5539679.7	31.0	76.9	147.5	273.4	-2.5	31.3	1.0	0.0	---
LINE 21800		**FLIGHT 10026**										
A	5600.1	S	696231.0,5539119.2	28.9	62.3	123.7	208.8	-3.4	25.6	1.0	0.0	---
B	5655.0	S	696225.7,5541111.2	32.3	75.0	140.8	262.7	-3.6	27.5	1.0	0.0	---

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LINE 21810		**FLIGHT 10026**										
A	5509.3	S	696308.1,5539121.9	30.0	83.4	140.8	300.1	-4.5	29.6	1.0	0.0	---
B	5487.6	S	696311.2,5539856.3	34.8	77.8	152.9	273.5	-3.4	30.1	1.0	0.0	---
C	5478.5	S	696311.2,5540163.8	30.2	74.9	132.6	254.5	-3.5	26.3	1.0	0.0	24.3
D	5453.0	S	696306.5,5541053.0	32.5	81.9	149.3	293.2	-2.6	31.3	1.0	0.0	---
E	5441.6	S	696297.4,5541445.6	30.4	67.7	135.4	238.4	-2.5	26.4	1.0	0.0	---
LINE 21820		**FLIGHT 10026**										
A	5340.8	S	696428.8,5540334.5	28.6	69.7	116.5	241.6	-3.3	25.0	1.0	0.0	---
B	5363.0	S	696425.3,5541127.1	32.4	68.2	132.0	228.1	-2.1	27.4	1.0	0.0	---
LINE 21830		**FLIGHT 10026**										
A	5027.5	S	696515.2,5539808.9	31.3	88.9	144.9	313.0	-3.3	30.4	1.0	0.0	---
B	5002.9	S	696515.6,5540602.9	33.6	90.8	152.6	323.8	-2.6	30.5	1.0	0.0	---
C	4969.8	S?	696508.0,5541701.9	28.4	60.4	121.2	209.5	-2.3	23.7	1.0	0.0	57.9
LINE 21850		**FLIGHT 10026**										
A	4687.4	S?	696722.0,5540862.7	30.8	106.1	147.3	390.4	-3.8	37.7	1.0	0.0	---
B	4663.7	S	696705.6,5541632.1	29.2	79.8	125.8	292.4	-2.8	30.1	1.0	0.0	---
LINE 21860		**FLIGHT 10026**										
A	4599.2	S?	696816.8,5541399.7	34.5	89.4	151.6	322.5	-1.6	33.5	1.0	0.0	---
LINE 21870		**FLIGHT 10026**										
A	4439.1	S	696912.9,5539298.6	19.9	50.2	88.5	174.1	-4.3	18.4	1.0	0.0	---
B	4374.5	S	696911.7,5541415.7	28.9	68.9	122.5	247.6	-1.8	27.6	1.0	0.0	---
C	4367.8	S	696906.2,5541624.9	32.7	72.9	132.1	260.4	-2.8	29.9	1.0	0.0	---
LINE 21880		**FLIGHT 10026**										
A	4301.4	S	697023.1,5541180.2	30.0	73.2	131.7	267.5	-2.1	28.9	1.0	0.0	---
LINE 21890		**FLIGHT 10026**										
A	4111.6	S	697110.7,5540409.4	26.5	72.8	120.5	277.6	-3.2	29.3	1.0	0.0	---
LINE 21910		**FLIGHT 10026**										
A	3627.4	S	697309.5,5541505.5	32.6	66.0	141.2	221.3	-2.7	28.9	1.0	1.8	---

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LINE 21920		**FLIGHT 10026**										
A	3505.9	S?	697429.1,5539470.7	23.2	73.4	115.1	272.7	-4.7	27.1	1.0	0.0	28.1
B	3515.1	S?	697424.5,5539814.6	29.2	67.9	129.8	241.3	-2.5	27.6	1.0	0.0	---
C	3558.7	S	697428.3,5541450.8	29.0	57.3	120.1	197.8	-2.8	24.1	1.0	0.0	---
LINE 21932		**FLIGHT 10029**										
A	2435.9	S	697530.7,5538987.3	20.1	56.2	90.4	195.1	-1.9	21.2	1.0	0.0	7.4
B	2463.3	S	697528.4,5539998.6	28.5	75.7	126.8	275.7	-3.5	27.0	1.0	0.0	---
C	2501.6	S	697526.9,5541397.7	28.9	59.0	119.0	210.7	-2.2	25.5	1.0	0.0	---
LINE 21950		**FLIGHT 10026**										
A	3065.6	S	697715.8,5540456.9	25.2	58.8	118.5	214.7	-1.7	23.3	1.0	0.0	---
B	3044.2	S	697717.1,5541164.9	29.5	63.7	127.5	230.9	-2.1	25.4	1.0	0.0	---
C	3027.3	S?	697714.4,5541722.8	29.8	67.0	130.4	250.7	-1.9	27.7	1.0	0.0	57.0
LINE 21970		**FLIGHT 10026**										
A	2570.7	S	697916.0,5540739.7	31.1	80.0	145.9	287.9	-2.8	31.1	1.0	0.2	---
B	2558.3	S	697912.8,5541121.2	30.5	72.8	133.5	265.5	-3.7	27.1	1.0	0.0	---
C	2551.6	S	697907.9,5541333.4	30.1	69.3	129.3	249.4	-3.6	26.8	1.0	0.0	31.7
D	2530.8	S?	697917.7,5542037.4	34.1	90.6	151.4	328.1	-2.7	32.9	1.0	0.0	---
LINE 21980		**FLIGHT 10026**										
A	2424.6	S	698015.9,5540299.8	24.4	58.5	100.7	198.9	-1.5	23.4	1.0	0.0	30.8
B	2463.9	S	698030.7,5541761.0	29.1	63.2	122.3	213.6	-0.8	25.7	1.0	0.0	---
LINE 21990		**FLIGHT 10026**										
A	2311.5	S	698113.4,5539504.2	22.3	63.3	97.2	232.8	-2.2	22.0	1.0	0.0	11.0
B	2300.5	S?	698113.3,5539859.3	30.7	94.3	138.3	349.1	-2.8	32.4	1.0	0.1	---
C	2290.6	S	698099.7,5540167.3	30.2	88.6	141.0	326.6	-2.4	31.8	1.0	0.0	18.4
D	2245.1	S	698113.3,5541633.3	34.6	89.2	155.9	323.0	-2.5	34.6	1.0	0.0	---
E	2234.8	S	698111.4,5541975.5	28.3	71.1	124.7	254.3	-0.8	26.8	1.0	0.0	---
LINE 22000		**FLIGHT 10026**										
A	2162.9	S	698228.2,5541758.7	31.1	70.1	127.6	238.1	-3.7	27.8	1.0	0.0	---

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LINE 22010	**FLIGHT 10026**										
A 2020.9	S	698305.1,5538998.4	28.2	74.7	133.9	274.4	-3.0	26.1	1.0	0.0	---
B 2011.4	S	698307.5,5539302.9	28.4	75.1	130.7	272.9	-0.4	26.8	1.0	0.0	---
C 1982.6	S	698315.0,5540233.9	25.2	70.2	119.3	255.6	-1.4	24.1	1.0	0.0	20.7
D 1971.6	S	698316.8,5540585.0	32.3	82.9	139.0	298.0	-3.0	29.7	1.0	0.0	---
E 1953.9	S	698303.1,5541140.9	36.1	92.8	158.9	331.5	-2.4	31.9	1.0	0.0	---
F 1926.5	S?	698315.4,5542013.2	30.0	78.1	137.6	284.9	-2.5	26.3	1.0	0.0	---
LINE 22021	**FLIGHT 10028**										
A 4739.7	S	698424.9,5541221.2	37.9	64.1	134.3	217.3	-2.5	29.6	1.0	0.0	12.1
LINE 22031	**FLIGHT 10028**										
A 4540.8	S	698507.2,5541253.9	40.2	88.3	166.8	301.5	-0.7	31.1	1.0	0.0	10.8
B 4520.4	S	698508.6,5541945.3	30.3	78.4	142.2	284.8	-1.2	28.2	1.0	0.0	---
LINE 22041	**FLIGHT 10028**										
A 4371.5	S	698626.4,5538862.4	26.2	60.3	123.6	216.9	-1.2	24.0	1.0	0.0	---
B 4378.3	S	698633.1,5539106.1	30.2	72.1	133.3	250.3	-2.8	26.7	1.0	0.0	---
C 4383.2	S	698627.9,5539286.4	31.2	78.0	141.5	280.5	-3.9	30.0	1.0	0.0	---
D 4394.4	S	698619.4,5539690.6	29.7	85.4	138.5	301.4	-3.1	31.1	1.0	0.0	47.0
E 4431.6	S	698616.9,5541029.7	31.8	77.4	146.4	268.0	-2.7	29.7	1.0	0.0	13.4
F 4437.2	S	698620.6,5541236.4	35.2	77.5	147.8	263.3	-2.4	29.6	1.0	0.0	---
G 4459.9	S?	698621.6,5542103.5	33.4	74.8	145.1	259.1	-2.3	31.4	1.0	0.0	---
LINE 22051	**FLIGHT 10028**										
A 4296.6	S	698718.7,5539149.6	30.5	78.2	138.5	265.7	-1.8	29.7	1.0	0.0	---
B 4286.2	S	698708.4,5539480.0	30.1	80.7	140.7	289.7	-2.8	30.4	1.0	0.0	---
C 4259.0	S?	698704.9,5540325.3	25.2	73.2	119.9	260.9	-5.1	27.2	1.0	0.0	63.0
D 4245.4	S	698712.2,5540750.7	33.1	70.4	137.7	261.8	-2.3	28.9	1.0	0.0	---
LINE 22061	**FLIGHT 10028**										
A 4053.8	S	698830.4,5539071.0	27.8	81.2	139.4	269.5	-2.5	30.2	1.0	0.0	---
B 4063.0	S	698814.1,5539390.9	26.6	68.2	125.4	226.6	-1.4	26.6	1.0	0.0	---

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C	4099.2	S	698828.5,5540689.7	26.3	72.9	122.8	259.4	-2.4	27.7	1.0	0.0	---
D	4107.2	S	698820.9,5540966.0	32.2	74.0	139.3	264.8	-3.1	28.8	1.0	0.0	---
E	4136.0	S	698825.0,5541959.5	29.8	61.8	125.7	207.2	-1.7	27.4	1.0	0.0	---
LINE 22071		**FLIGHT 10028**										
A	3977.5	S	698905.3,5538923.6	27.5	58.6	118.4	193.4	-2.5	24.6	1.0	0.0	---
B	3928.6	S	698909.2,5540540.5	24.1	59.8	105.3	204.0	-0.9	22.9	1.0	0.0	---
C	3883.6	S	698922.0,5542062.6	32.3	87.4	159.4	310.3	-1.8	34.8	1.0	0.0	---
LINE 22080		**FLIGHT 10022**										
A	3597.3	S	699018.1,5538977.4	29.9	65.4	123.0	224.7	-1.5	27.2	1.0	0.0	---
B	3666.1	S	699006.6,5541623.6	29.3	84.2	140.7	303.7	-2.6	32.1	1.0	0.0	---
LINE 22091		**FLIGHT 10022**										
A	3514.2	S	699121.1,5539310.7	26.5	67.1	127.7	238.4	-3.1	27.5	1.0	0.0	---
B	3500.2	S	699105.7,5539752.2	27.6	69.8	122.1	245.7	-2.7	27.7	1.0	0.0	76.6
C	3479.5	S	699106.8,5540409.0	26.4	67.8	120.3	239.2	-2.4	26.9	1.0	0.0	6.5
LINE 22092		**FLIGHT 10028**										
A	3809.2	S	699125.3,5541603.2	33.6	73.3	132.0	257.2	-2.0	28.5	1.0	0.0	---
LINE 22101		**FLIGHT 10028**										
A	3650.9	S	699203.4,5539692.5	24.2	61.8	109.3	212.3	-1.7	23.2	1.0	0.0	90.6
B	3624.0	S	699206.3,5540525.7	30.3	92.4	147.5	327.4	-2.8	32.3	1.0	0.0	16.0
C	3611.9	S?	699212.8,5540902.2	32.4	95.4	159.6	341.8	-3.1	34.6	1.0	0.0	---
D	3603.2	S?	699220.0,5541169.8	30.6	97.9	154.6	354.6	-3.4	35.2	1.0	0.0	---
E	3584.6	S?	699199.7,5541739.0	30.6	103.9	149.3	373.5	-3.3	35.6	1.0	0.0	---
LINE 22110		**FLIGHT 10022**										
A	3185.7	S	699310.8,5539252.6	29.8	70.6	131.5	258.6	-3.4	25.4	1.0	0.0	---
LINE 22120		**FLIGHT 10022**										
A	2970.8	S	699433.0,5539200.3	26.4	62.3	118.5	212.1	-3.2	26.3	1.0	0.0	21.6
B	3009.2	S	699431.8,5540731.3	25.8	66.4	118.6	226.4	-2.2	26.6	1.0	0.0	7.0

EM Anomaly List : JOB 13052, Auden Project, Ontario

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
LINE 22130		**FLIGHT 10022**										
A	2708.4	S	699515.8,5540050.4	29.2	77.4	128.6	278.5	-3.0	28.6	1.0	0.0	6.9
B	2662.6	S	699524.6,5541425.9	30.9	88.6	156.6	321.8	-3.4	31.5	1.0	0.0	---
C	2645.8	S	699510.6,5541905.4	36.6	105.4	173.5	381.5	-3.3	37.4	1.0	0.0	---
D	2641.8	S	699510.0,5542024.6	36.4	100.9	169.4	356.0	-2.1	35.7	1.0	0.0	14.5
LINE 22140		**FLIGHT 10022**										
A	2504.1	S	699640.6,5539039.0	24.0	57.9	101.1	187.5	-2.4	24.0	1.0	0.0	12.1
B	2564.1	S	699622.0,5541418.4	26.6	64.3	122.8	215.1	-0.6	27.0	1.0	0.0	---
C	2574.5	S	699614.8,5541834.5	31.7	66.3	129.8	220.3	-1.5	29.8	1.0	0.0	---
LINE 22150		**FLIGHT 10022**										
A	2418.2	S?	699717.7,5539524.4	27.7	85.0	136.6	308.7	-3.2	31.1	1.0	0.0	---
B	2408.2	S?	699724.6,5539825.8	25.8	77.7	129.6	282.2	-2.3	27.3	1.0	0.0	---
C	2397.3	S?	699720.6,5540158.5	22.7	72.1	124.0	257.7	-3.1	25.7	1.0	0.0	24.6
D	2389.4	S?	699716.4,5540398.2	26.1	77.3	135.5	281.3	-2.8	28.0	1.0	0.0	---
E	2378.0	S?	699708.0,5540759.9	30.5	86.9	147.4	312.7	-2.8	30.1	1.0	0.0	---
F	2352.5	S	699707.7,5541561.2	28.3	78.4	141.6	275.9	-3.1	29.7	1.0	0.0	---
G	2347.6	S	699706.2,5541701.7	29.0	75.3	142.5	271.2	-1.9	29.1	1.0	0.0	---
H	2336.6	S?	699711.1,5542025.5	37.6	101.0	180.3	361.3	-1.9	39.6	1.0	0.0	20.5
LINE 22160		**FLIGHT 10022**										
A	2236.1	S	699823.2,5540954.2	27.7	67.2	125.8	236.1	-1.3	27.7	1.0	0.0	---
B	2253.0	S	699832.5,5541643.7	30.5	65.7	131.3	221.5	-2.4	29.6	1.0	0.0	---
LINE 22170		**FLIGHT 10022**										
A	2111.0	S	699919.6,5539153.7	29.4	76.1	140.0	270.6	-1.9	30.6	1.0	0.0	37.5
B	2101.5	S?	699924.6,5539434.9	31.3	89.9	156.3	322.2	-2.9	33.6	1.0	0.0	---
C	2091.3	S	699905.7,5539753.0	27.5	81.3	135.0	285.5	-1.5	27.3	1.0	0.0	---
D	2072.2	S?	699918.8,5540361.4	30.1	84.4	141.3	308.1	-3.0	31.1	1.0	0.0	9.6
E	2063.6	S	699919.5,5540633.8	30.3	73.9	136.5	258.5	-1.8	29.7	1.0	0.0	---
F	2034.6	S	699922.6,5541553.9	30.2	80.9	148.5	280.6	-1.6	29.6	1.0	0.0	---

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
G	2022.4	S?	699917.4,5541928.8	38.0	101.5	178.0	353.7	-2.8	38.5	1.0	0.0	7.3
LINE 22180		**FLIGHT 10022**										
A	1860.9	S	700018.7,5538893.9	35.3	75.1	156.1	261.2	-0.6	31.1	1.0	0.0	---
B	1883.5	S	700022.4,5539865.8	30.2	88.6	143.4	317.3	-2.8	32.2	1.0	0.0	---
C	1889.5	S?	700020.4,5540098.2	32.0	93.8	153.3	339.4	-4.6	34.9	1.0	0.0	9.7
D	1899.1	S	700018.2,5540450.3	28.3	70.0	129.8	252.6	-2.9	27.4	1.0	0.0	6.6
E	1938.3	S	700030.5,5542027.0	30.1	65.4	128.1	201.6	-1.7	28.5	1.0	0.0	---
LINE 22190		**FLIGHT 10017**										
A	12552.3	S	700132.6,5540271.6	29.9	78.7	143.4	282.2	-3.2	29.5	1.0	0.0	13.6
LINE 22200		**FLIGHT 10017**										
A	12362.5	S	700228.1,5539193.6	27.8	58.9	120.3	198.5	-2.6	25.1	1.0	0.0	10.5
B	12400.5	S	700214.2,5540500.8	28.5	65.1	129.1	220.9	-2.3	27.5	1.0	0.0	---
LINE 22210		**FLIGHT 10017**										
A	12210.4	S	700304.2,5541517.5	30.5	63.9	136.1	226.1	-3.3	27.5	1.0	0.0	---
B	12204.3	S	700309.1,5541725.6	27.1	54.3	121.7	185.6	-0.8	23.2	1.0	0.0	23.3
C	12198.4	S	700306.1,5541912.8	26.6	46.0	109.3	147.9	-2.8	21.8	1.0	0.0	---
D	12193.1	S?	700284.0,5542084.1	25.2	45.9	108.9	141.4	-1.4	22.7	1.1	0.0	---
LINE 22240		**FLIGHT 10017**										
A	11748.5	S	700617.4,5539053.5	23.2	42.6	95.8	131.1	-2.5	19.8	1.0	0.0	---
B	11807.4	S	700630.2,5541146.9	31.5	62.3	136.7	218.5	-3.0	25.6	1.0	0.0	---
LINE 22260		**FLIGHT 10017**										
A	11322.5	S	700825.5,5541417.6	32.1	65.5	138.7	224.3	-2.9	28.9	1.0	0.3	---
LINE 22270		**FLIGHT 10017**										
A	11137.8	S	700912.3,5541035.2	34.5	68.7	141.4	227.1	-2.4	29.4	1.0	0.0	---
B	11114.4	S	700901.9,5541925.8	31.7	62.2	132.8	213.3	-2.4	28.1	1.0	0.0	5.3
LINE 22300		**FLIGHT 10017**										
A	10711.2	S	701224.6,5539904.9	29.7	64.2	128.0	228.1	-2.4	26.6	1.0	0.0	---
B	10729.7	S	701227.7,5540582.9	33.7	67.3	144.9	231.0	-2.9	30.4	1.0	0.0	19.7

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Label Fid		Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
LINE 22310		**FLIGHT 10017**										
A	10568.5	S?	701319.2,5541088.0	33.0	63.4	141.9	214.8	-2.7	28.4	1.0	0.0	24.4
B	10562.7	S	701315.4,5541292.2	32.7	60.4	137.1	203.3	-1.7	28.2	1.0	0.0	---
C	10542.2	S	701296.5,5542007.1	27.6	51.8	121.7	173.8	-3.2	24.1	1.0	0.0	---
LINE 22320		**FLIGHT 10017**										
A	10409.3	S	701409.4,5539217.7	33.1	69.6	144.2	243.6	-1.5	28.9	1.0	0.0	---
B	10415.1	S	701418.6,5539423.7	32.5	73.1	145.8	256.5	-3.3	31.2	1.0	0.0	11.4
LINE 22340		**FLIGHT 10017**										
A	9962.4	S?	701609.4,5538815.0	31.9	65.8	139.4	228.5	-1.0	27.4	1.0	0.0	---
B	10018.7	S	701625.0,5540887.5	34.2	66.7	148.7	230.6	-3.2	30.4	1.0	0.0	72.6
LINE 22380		**FLIGHT 10017**										
A	9367.4	S	702031.2,5539112.2	36.5	76.5	160.2	264.7	-0.0	33.4	1.0	0.0	---
LINE 22390		**FLIGHT 10017**										
A	9268.8	S	702101.6,5540076.5	35.2	70.1	150.1	230.8	-0.9	30.1	1.0	0.0	---
LINE 22410		**FLIGHT 10017**										
A	8833.3	S	702317.0,5539264.8	31.3	63.9	137.5	215.2	-1.5	28.0	1.0	0.0	---
B	8758.4	S?	702320.9,5542129.1	27.8	52.2	124.2	179.1	-1.8	24.1	1.0	0.0	---
LINE 22430		**FLIGHT 10017**										
A	8516.4	S	702516.9,5540204.9	33.3	63.5	143.6	223.8	-3.3	31.3	1.0	2.2	14.8
B	8507.8	S	702520.6,5540530.1	35.3	67.4	146.5	232.7	-1.4	32.4	1.0	0.0	---
LINE 22450		**FLIGHT 10017**										
A	8248.7	S	702706.0,5539521.1	30.0	62.2	134.2	212.2	-1.1	29.0	1.0	0.0	12.8
B	8201.7	S	702726.1,5541377.6	32.2	55.3	137.1	179.9	-1.7	28.4	1.1	0.0	39.2
LINE 22460		**FLIGHT 10017**										
A	8029.9	S?	702819.1,5538868.7	31.6	61.5	132.1	213.3	-2.0	28.5	1.0	0.0	---
LINE 22470		**FLIGHT 10017**										
A	7940.7	S	702927.8,5539869.3	36.7	73.7	154.7	254.6	-1.1	31.7	1.0	0.0	5.3
B	7899.3	S	702920.1,5541384.7	30.6	59.6	133.1	208.1	-2.6	27.4	1.0	0.0	31.8

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
LINE 22480		**FLIGHT 10017**										
A	7633.2	S	703028.1,5540781.6	30.9	53.3	124.5	173.1	-1.1	26.4	1.1	0.0	---
LINE 22490		**FLIGHT 10017**										
A	7487.1	S	703119.3,5539966.4	37.3	69.9	152.6	240.0	-1.3	30.9	1.0	0.0	---
B	7466.3	S	703104.8,5540757.3	33.2	63.3	137.8	215.9	-1.4	27.6	1.0	0.0	---
C	7431.5	S	703125.9,5542071.3	40.0	66.7	182.3	226.3	-0.2	30.6	1.2	0.0	---
LINE 22500		**FLIGHT 10017**										
A	7283.0	S	703229.3,5538913.7	29.2	52.7	125.2	184.3	-1.8	25.6	1.0	0.0	12.5
B	7317.4	S	703216.6,5540146.4	36.1	60.9	145.3	203.1	-1.1	29.9	1.1	0.0	---
C	7363.7	S	703222.3,5541801.9	46.0	85.7	205.5	305.7	-0.7	36.3	1.1	0.0	---
D	7370.1	S	703211.1,5542025.9	35.8	66.3	161.8	241.3	-1.7	30.6	1.1	0.0	---
LINE 22510		**FLIGHT 10017**										
A	7222.3	S	703312.9,5538849.4	30.3	58.6	136.3	208.1	-1.5	28.4	1.0	0.0	---
B	7154.9	S?	703327.4,5541386.5	50.7	95.6	228.0	327.6	-0.6	41.0	1.2	0.0	---
C	7150.3	S	703320.5,5541559.8	42.6	83.3	193.0	296.8	-0.8	37.6	1.1	0.0	42.9
LINE 22520		**FLIGHT 10017**										
A	7016.4	B	703428.3,5539978.8	13.3	25.1	84.3	59.6	1.4	8.6	0.7	2.6	---
B	7037.8	S	703426.4,5540751.5	29.9	59.8	138.0	202.6	-1.5	27.0	1.0	0.0	---
C	7056.5	S	703414.6,5541403.9	29.6	52.5	130.3	184.2	-1.8	24.7	1.1	0.0	---
LINE 22530		**FLIGHT 10017**										
A	6660.3	S	703532.1,5539048.4	29.7	59.0	129.2	197.5	-2.0	28.3	1.0	0.0	---
B	6680.5	S	703524.7,5539775.1	28.5	50.0	125.4	175.9	-1.6	24.6	1.1	0.0	66.3
C	6686.8	B	703524.2,5540016.0	25.6	30.9	131.2	104.7	3.0	21.4	1.5	0.0	---
D	6703.4	S	703521.2,5540623.7	37.6	61.7	150.6	201.3	-3.0	29.9	1.1	0.0	---
LINE 22541		**FLIGHT 10028**										
A	3291.6	B	703635.0,5540123.4	32.3	57.8	155.4	253.8	1.0	27.3	1.1	0.0	17.8
B	3303.0	B	703622.1,5540524.4	36.7	87.1	34.6	305.4	30.9	29.4	0.9	0.0	---
C	3347.9	S	703612.2,5542010.0	15.8	32.2	71.4	115.2	-2.5	17.1	1.0	3.7	---

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LINE 22550		**FLIGHT 10017**										
A	5556.2	S	703725.7,5540186.2	24.7	44.2	105.9	145.3	-2.9	20.0	1.0	0.0	22.2
LINE 22560		**FLIGHT 10017**										
A	5424.3	S	703806.5,5540181.6	25.7	52.0	95.8	169.0	-2.5	20.8	1.0	0.0	21.2
B	5372.9	S	703819.2,5542067.6	25.1	46.1	106.0	168.7	-1.8	22.0	1.0	0.9	65.0
LINE 22571		**FLIGHT 10028**										
A	3167.2	B	703914.7,5539515.8	30.1	96.5	245.2	184.2	2.8	42.2	0.6	0.0	54.5
B	3150.9	S	703911.6,5540103.5	18.0	43.7	82.1	157.3	-2.4	18.1	1.0	1.2	19.6
C	3119.5	B?	703923.3,5541192.0	3.7	6.5	4.6	44.6	3.6	3.0	0.5	30.0	---
D	3110.9	B	703927.5,5541472.9	1.4	2.3	6.1	81.4	6.5	8.2	---	---	---
E	3103.8	B	703907.0,5541701.9	13.2	40.2	6.8	97.8	0.0	2.2	0.5	0.0	47.7
F	3095.5	S	703928.0,5541947.5	35.3	65.2	141.5	230.4	-1.5	32.2	1.0	0.0	52.8
G	3088.8	S?	703914.9,5542135.5	24.6	42.4	103.6	156.1	-2.7	22.2	1.0	0.0	---
LINE 22580		**FLIGHT 10017**										
A	5150.6	B	704012.7,5539178.7	13.4	13.6	14.1	54.7	2.1	1.1	1.4	15.5	---
B	5145.4	B	704009.0,5539375.6	10.3	13.9	9.7	54.4	2.1	0.7	1.0	12.5	---
C	5106.3	S	704023.4,5540829.6	21.1	51.4	94.7	182.0	-1.2	21.3	1.0	0.0	---
LINE 22590		**FLIGHT 10017**										
A	4929.6	S	704122.1,5539215.4	36.6	64.2	150.4	224.0	-0.1	29.4	1.1	0.0	---
B	4961.3	S?	704121.7,5540304.3	26.1	63.6	107.2	226.8	-2.8	23.9	1.0	0.0	8.2
LINE 22600		**FLIGHT 10017**										
A	4823.9	S	704204.6,5540269.5	30.3	73.1	134.5	267.1	-1.2	28.6	1.0	0.0	---
B	4795.4	S	704211.2,5541335.8	30.3	56.0	122.0	188.6	0.3	23.8	1.0	0.0	30.1
LINE 22610		**FLIGHT 10017**										
A	4559.0	S	704335.1,5541393.4	34.8	69.5	168.1	249.5	-0.8	30.5	1.1	0.0	115.6
LINE 22620		**FLIGHT 10017**										
A	4363.1	S	704415.0,5541293.8	34.1	68.5	153.1	244.3	-1.1	29.0	1.0	0.0	81.1

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LINE 22630		**FLIGHT 10017**										
A	4207.4	S	704527.5,5539404.3	16.4	34.0	74.7	115.2	-2.8	16.2	1.0	2.6	---
LINE 22640		**FLIGHT 10017**										
A	4081.2	S	704609.6,5540704.8	22.9	52.0	97.2	186.2	-0.1	19.4	1.0	0.0	---
LINE 22650		**FLIGHT 10017**										
A	3979.8	B?	704728.3,5541809.0	13.5	18.4	13.7	60.8	4.2	2.8	1.0	1.3	10.2
LINE 22660		**FLIGHT 10017**										
A	3820.0	S	704805.6,5539449.4	20.0	46.2	86.9	154.4	-1.3	20.1	1.0	2.9	---
B	3793.3	S	704817.0,5540436.4	27.0	57.0	117.3	203.5	-0.9	24.4	1.0	0.0	---
C	3760.9	B	704820.8,5541639.0	1.6	3.9	3.9	44.9	0.0	0.8	0.7	29.7	---
D	3757.3	B	704821.0,5541778.9	6.6	7.2	19.8	13.6	1.4	4.4	1.1	28.5	---
E	3750.7	B?	704815.1,5542034.4	8.6	3.8	11.9	16.4	1.3	2.0	3.4	33.6	22.5
LINE 22670		**FLIGHT 10017**										
A	3501.4	B	704922.0,5541561.5	9.3	10.9	11.3	38.9	6.0	4.7	1.1	14.3	---
B	3513.9	B	704922.0,5542022.7	6.9	6.7	18.2	80.1	17.1	13.1	1.2	25.9	20.6
LINE 22680		**FLIGHT 10017**										
A	3295.1	B?	705005.6,5541592.4	4.2	5.2	5.9	45.9	1.6	5.5	0.8	29.7	---
B	3283.8	B	705011.4,5542023.4	25.3	14.0	77.6	61.9	0.6	9.5	3.7	9.1	13.0
LINE 22690		**FLIGHT 10017**										
A	3180.0	S	705120.8,5540679.1	27.6	58.1	128.2	199.5	-2.2	25.3	1.0	0.0	---
B	3211.0	B	705121.6,5541808.6	6.6	8.7	3.2	25.7	2.7	7.6	0.8	21.0	---
C	3216.1	B	705122.2,5541993.2	15.8	12.2	7.4	35.9	10.9	3.5	2.1	16.7	14.7
D	3221.8	S?	705116.8,5542202.4	34.3	82.3	146.1	287.1	-2.5	31.7	1.0	0.0	---
LINE 22700		**FLIGHT 10017**										
A	3025.3	S	705208.0,5540459.1	35.3	76.2	161.5	267.1	-0.6	33.1	1.0	0.0	---
B	3016.5	S	705210.3,5540788.9	28.1	67.3	129.3	244.7	-1.6	25.9	1.0	0.0	18.1
C	2988.9	B	705213.0,5541843.7	21.1	16.2	59.0	60.9	0.9	5.5	2.3	6.5	---

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
LINE 22710		**FLIGHT 10017**										
A	2837.9	S	705329.7,5539216.3	25.8	61.6	120.1	219.5	-1.8	27.0	1.0	0.0	---
B	2901.6	S	705316.8,5541485.7	27.7	50.9	110.7	165.5	-1.4	24.9	1.0	0.0	---
C	2911.9	B	705317.9,5541847.0	35.6	29.5	136.9	121.2	2.5	12.8	2.5	0.0	---
LINE 22720		**FLIGHT 10017**										
A	2689.2	B?	705408.8,5541791.4	24.5	23.6	25.4	79.5	24.3	6.4	1.8	0.9	---
B	2680.7	S	705413.2,5542126.2	27.4	63.9	108.7	214.7	-2.1	24.3	1.0	0.0	---
LINE 22730		**FLIGHT 10017**										
A	2567.7	S	705519.5,5541472.0	40.1	93.5	193.4	339.1	-1.1	37.1	1.0	0.0	---
B	2575.7	B?	705515.2,5541764.9	14.1	17.5	14.9	53.3	0.0	0.8	1.2	8.7	---
C	2594.0	S	705526.2,5542446.3	31.1	67.4	134.4	242.4	-0.9	26.9	1.0	0.0	19.1
LINE 22740		**FLIGHT 10017**										
A	2247.8	S	705612.1,5541083.3	36.8	67.3	158.8	229.8	-1.0	29.5	1.1	0.0	---
B	2230.3	S	705612.2,5541746.4	34.8	77.9	141.5	270.1	-1.0	26.7	1.0	0.0	---
C	2212.8	B?	705623.8,5542431.3	14.4	16.2	9.6	51.4	7.7	7.5	1.3	3.4	10.6
LINE 22750		**FLIGHT 10017**										
A	2100.0	S	705722.7,5541132.7	33.4	60.1	141.9	200.9	-2.2	26.5	1.1	0.0	---
B	2132.7	D	705721.9,5542342.3	9.9	9.9	0.0	4.6	2.8	3.3	1.3	16.5	17.4
C	2136.0	B	705722.9,5542467.8	23.1	21.9	51.3	56.9	1.4	2.7	1.9	4.8	---
LINE 22760		**FLIGHT 10017**										
A	1957.9	S	705813.2,5541322.8	25.9	57.3	114.2	208.4	-1.8	23.3	1.0	0.0	---
B	1932.0	D	705814.6,5542328.5	6.3	7.6	2.0	23.6	3.0	1.2	0.9	15.7	---
C	1929.3	D	705806.2,5542436.5	4.9	4.8	6.0	0.0	4.0	2.5	1.1	23.9	9.8
LINE 22770		**FLIGHT 10017**										
A	1837.3	S	705918.7,5541928.5	32.7	83.9	133.7	293.7	-2.2	28.2	1.0	0.0	7.1
LINE 22780		**FLIGHT 10017**										
A	1646.1	B?	706029.0,5542266.2	12.9	13.3	12.6	26.4	10.9	3.5	1.4	14.2	---
B	1642.2	B	706025.3,5542418.3	15.1	21.3	15.6	77.7	9.3	4.0	1.0	4.6	---

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
C	1639.5	D	706026.6,5542528.3	4.5	2.7	4.5	0.0	3.9	0.1	1.6	26.9	9.8
D	1634.4	S?	706015.3,5542730.0	41.3	62.0	156.3	206.1	-1.1	28.3	1.1	0.0	---
LINE 22790		**FLIGHT 10017**										
A	1515.4	S	706125.4,5540616.2	35.9	61.6	148.4	205.8	-1.7	27.5	1.1	0.0	140.1
B	1560.3	B	706112.3,5542255.4	48.9	46.3	243.8	170.3	3.6	29.1	2.4	0.0	---
C	1567.2	B?	706095.7,5542501.2	9.4	9.0	10.1	27.6	4.1	4.9	1.4	21.8	7.9
LINE 22800		**FLIGHT 10017**										
A	1418.8	S	706229.1,5539919.5	20.4	52.9	92.2	191.7	-0.0	19.6	1.0	0.0	---
B	1409.9	S	706231.5,5540272.0	30.3	63.9	132.3	220.5	-3.0	24.9	1.0	0.0	---
C	1359.0	S	706216.0,5542253.2	39.4	73.6	178.2	250.9	-1.0	33.2	1.1	0.0	---
LINE 22810		**FLIGHT 10017**										
A	1198.6	S	706322.0,5539690.0	20.4	76.8	104.8	288.9	-2.6	24.9	1.0	0.0	---
B	1221.6	S	706322.1,5540498.5	30.2	65.3	134.8	233.2	-0.6	25.3	1.0	0.0	96.2
C	1254.7	S	706316.6,5541749.5	15.0	55.2	74.8	206.8	-2.9	19.7	1.0	0.0	16.5
LINE 22830		**FLIGHT 10010**										
A	6038.4	S	706512.5,5540013.0	31.7	73.4	136.4	264.1	-2.8	26.4	1.0	0.0	66.2
LINE 22840		**FLIGHT 10010**										
A	5821.7	S	706620.3,5540000.5	22.0	52.3	94.8	173.2	-2.8	18.9	1.0	0.0	101.4
LINE 22860		**FLIGHT 10010**										
A	5507.4	S	706804.2,5539659.3	12.7	33.3	53.7	111.5	-2.3	13.4	1.0	0.0	---
LINE 22870		**FLIGHT 10010**										
A	5407.4	S?	706915.0,5541033.5	28.8	59.8	125.6	210.4	-1.5	26.9	1.0	0.0	152.6
LINE 22890		**FLIGHT 10010**										
A	4967.4	B	707114.6,5541060.2	5.0	4.2	5.3	10.5	3.5	2.2	1.3	35.8	74.6
B	4914.7	S?	707118.8,5542770.1	16.9	45.4	77.4	163.4	-1.6	18.3	1.0	0.0	---
LINE 22900		**FLIGHT 10010**										
A	4803.0	B	707213.4,5541087.1	5.5	3.0	8.7	25.0	1.2	2.1	1.9	23.3	50.7

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
LINE 22910		**FLIGHT 10010**										
A	4683.9	S	707305.9,5540332.1	14.1	48.0	65.8	174.6	-0.8	15.5	1.0	0.0	10.3
LINE 22940		**FLIGHT 10010**										
A	4241.0	S	707613.3,5542652.7	25.9	54.0	110.4	179.5	-1.2	23.2	1.0	0.0	---
LINE 22960		**FLIGHT 10010**										
A	3880.0	S	707825.9,5540624.6	20.7	58.8	93.4	203.5	-1.3	22.1	1.0	0.0	42.5
LINE 22970		**FLIGHT 10010**										
A	3742.1	S	707901.1,5541678.4	11.6	48.6	58.6	182.6	-1.6	16.9	1.0	0.0	---
LINE 22990		**FLIGHT 10010**										
A	3274.2	S	708114.4,5542087.1	20.6	56.3	90.7	205.7	-3.4	20.3	1.0	0.0	---
B	3253.7	S	708123.1,5542712.6	38.3	81.4	169.1	278.9	0.0	33.9	1.0	0.0	---
LINE 23000		**FLIGHT 10010**										
A	3149.1	S	708222.4,5540809.7	28.9	66.3	122.7	229.2	-3.1	26.0	1.0	0.0	117.6
LINE 23010		**FLIGHT 10010**										
A	3025.9	S	708317.8,5540773.3	22.6	75.1	113.1	275.1	-1.3	25.7	1.0	0.0	74.0
B	3014.7	S	708312.4,5541134.6	31.5	81.1	139.7	291.4	-2.6	31.3	1.0	0.0	---
C	2979.9	S	708316.2,5542250.2	36.6	76.6	156.5	265.9	0.0	29.7	1.0	0.0	---
LINE 23020		**FLIGHT 10010**										
A	2812.6	S?	708400.7,5539557.6	17.5	67.7	83.8	250.1	-1.4	23.1	1.0	0.0	---
LINE 23030		**FLIGHT 10010**										
A	2703.4	S	708506.0,5541151.6	24.3	62.0	115.2	211.4	-1.6	25.8	1.0	0.0	---
B	2673.0	S	708520.2,5542149.5	30.7	74.4	148.1	261.6	-2.0	29.5	1.0	0.0	8.7
LINE 23050		**FLIGHT 10010**										
A	2404.0	S	708719.2,5541320.8	26.6	68.0	124.6	242.0	-3.1	24.5	1.0	0.0	---
LINE 23060		**FLIGHT 10010**										
A	2267.9	S	708825.4,5542343.8	26.3	63.2	116.2	211.6	-2.5	24.0	1.0	0.0	---
LINE 23070		**FLIGHT 10010**										
A	2136.1	S?	708911.9,5539640.5	24.2	53.9	117.8	184.2	-2.2	21.5	1.0	0.0	66.5

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B	2068.8	S	708908.4,5541916.0	21.6	61.0	101.6	217.9	-1.0	23.0	1.0	0.0	---
C	2059.0	S	708908.1,5542226.7	34.0	82.6	156.6	295.9	-2.4	33.7	1.0	0.0	7.8
LINE 23080		**FLIGHT 10010**										
A	1869.9	B?	709021.9,5539772.1	6.2	7.4	12.3	50.2	6.4	5.1	0.9	21.7	24.8
B	1903.0	S	709034.5,5541013.3	21.8	53.9	100.5	178.3	-0.2	21.2	1.0	0.0	---
LINE 23090		**FLIGHT 10010**										
A	1653.2	S	709108.4,5539870.9	32.3	69.0	154.0	248.7	-0.6	27.8	1.0	0.0	---
B	1617.5	S	709119.3,5541042.4	25.7	61.9	125.7	233.1	-2.0	23.6	1.0	0.0	5.7
C	1575.6	S	709105.8,5542347.0	25.3	64.3	117.7	230.9	-2.1	26.0	1.0	0.0	---
LINE 23100		**FLIGHT 10010**										
A	1415.3	B?	709230.4,5540001.9	6.7	7.1	6.7	48.9	1.2	3.3	1.1	20.2	---
B	1441.8	S	709217.6,5541049.2	28.3	61.2	121.0	212.0	-1.9	23.0	1.0	0.0	---
C	1449.8	S	709223.9,5541369.3	24.6	68.7	120.8	259.1	-2.2	24.6	1.0	0.0	5.7
LINE 23110		**FLIGHT 10010**										
A	1326.0	S?	709315.7,5540090.9	26.8	52.5	106.0	198.5	-3.0	20.3	1.0	0.0	---
B	1311.6	S	709316.5,5540562.4	20.4	53.4	91.4	194.7	-2.4	19.0	1.0	0.0	40.4
C	1294.9	S	709314.9,5541085.7	23.6	69.3	120.2	261.4	-3.5	25.7	1.0	0.0	---
D	1286.6	S	709312.4,5541355.4	21.3	67.5	111.3	252.7	-2.1	23.3	1.0	0.0	9.0
E	1268.8	S	709313.2,5541937.3	26.4	60.8	120.0	211.9	-3.3	25.0	1.0	0.0	---
F	1259.7	S	709317.1,5542243.9	23.8	56.1	105.6	195.5	-1.6	21.6	1.0	0.0	12.9
LINE 23120		**FLIGHT 10010**										
A	1093.6	B?	709417.3,5540152.5	14.7	14.4	7.8	40.8	10.1	6.9	1.5	7.1	---
B	1104.3	S?	709418.2,5540575.5	23.3	52.4	99.5	199.4	-4.2	19.9	1.0	0.0	128.7
C	1135.0	S	709424.0,5541780.1	31.9	77.3	141.9	282.6	-1.9	29.9	1.0	0.0	---
D	1144.2	S	709417.0,5542101.3	25.7	69.0	115.2	255.6	-1.1	26.3	1.0	0.0	38.1
LINE 23130		**FLIGHT 10010**										
A	997.5	S?	709521.6,5540214.5	24.5	34.0	97.9	119.0	-2.8	16.3	1.1	0.0	41.8
B	980.8	S	709518.4,5540715.4	29.9	77.4	144.0	274.0	-1.8	30.2	1.0	0.0	---

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C	961.8	S	709519.4,5541312.1	16.4	59.5	77.6	231.1	-3.0	19.2	1.0	0.0	---
D	953.5	S	709514.3,5541586.2	27.9	70.6	126.3	265.7	-1.3	25.3	1.0	0.0	---
E	943.3	S	709510.9,5541911.5	27.2	54.3	114.0	195.3	-1.6	22.6	1.0	0.0	---
F	925.9	S	709526.3,5542402.7	20.8	48.9	94.3	174.9	-2.2	20.9	1.0	0.0	7.7
G	912.0	S?	709538.0,5542751.5	16.3	62.6	86.0	238.1	-2.1	21.7	1.0	0.0	---
LINE 23140		**FLIGHT 10010**										
A	772.9	B?	709614.1,5540271.7	13.4	8.8	9.1	38.7	4.7	4.3	2.4	14.3	65.1
LINE 23150		**FLIGHT 10010**										
A	670.4	S?	709706.3,5540322.2	27.4	41.1	124.6	151.7	-2.7	19.5	1.1	0.0	---
B	654.1	S	709712.4,5540773.6	29.7	67.7	145.1	238.4	-1.8	29.8	1.0	0.0	8.6
C	644.8	S	709704.6,5541044.9	20.9	76.9	115.4	290.1	-4.2	28.2	1.0	0.0	---
LINE 23160		**FLIGHT 10010**										
A	457.8	E	709823.0,5540446.4	31.8	50.6	136.0	169.3	-2.8	24.8	1.1	0.0	---
B	468.7	S	709822.4,5540874.5	31.7	59.2	132.4	200.7	-2.6	24.8	1.0	0.0	---
C	510.1	B	709836.7,5542485.4	0.5	3.7	1.5	8.6	3.4	2.7	0.5	20.8	108.0
D	517.1	S?	709830.6,5542758.7	24.7	72.3	116.2	269.9	-3.1	27.0	1.0	0.0	---
LINE 23171		**FLIGHT 10028**										
A	2742.5	S	709925.0,5539852.6	16.5	54.4	85.9	206.2	-3.1	20.5	1.0	0.0	72.7
B	2761.3	B	709925.4,5540476.2	0.2	2.5	5.8	33.9	3.2	2.3	---	---	6.6
C	2768.4	B	709925.1,5540705.5	12.2	12.9	4.9	18.6	2.0	1.2	1.3	15.4	---
D	2774.0	E	709923.4,5540879.4	37.5	56.1	128.9	193.7	-1.9	23.8	1.0	0.0	---
E	2798.7	S	709934.1,5541664.0	24.4	52.7	103.8	190.6	-2.4	22.3	1.0	0.0	---
F	2833.1	S?	709907.4,5542811.5	21.9	60.1	95.9	220.0	-2.8	22.5	1.0	0.0	---
LINE 23181		**FLIGHT 10028**										
A	2652.9	S	709999.6,5539973.6	19.7	45.6	88.3	171.8	-2.0	18.0	1.0	0.0	---
B	2633.1	B	710000.8,5540652.2	3.7	3.7	4.1	14.4	3.2	1.4	0.9	40.4	---
C	2627.3	B	710009.7,5540837.6	5.0	3.9	9.6	36.1	3.5	1.9	1.4	38.2	---
D	2596.2	S?	709997.0,5541778.7	29.6	65.6	142.2	239.1	-2.2	29.8	1.0	0.0	5.0

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
E	2585.4	S?	710013.2,5542125.9	28.7	68.7	122.9	250.8	-1.9	28.9	1.0	0.0	---
LINE 23191		**FLIGHT 10028**										
A	2428.7	B?	710134.1,5539974.8	10.1	14.5	10.2	50.3	2.6	2.8	0.9	5.1	14.6
B	2450.3	S?	710121.9,5540759.0	29.8	45.5	123.5	147.0	-2.9	22.3	1.1	0.0	---
C	2476.7	S	710119.3,5541735.9	25.1	51.0	97.0	176.3	-2.7	22.0	1.0	0.0	---
LINE 23201		**FLIGHT 10028**										
A	2170.8	B?	710200.1,5539985.2	6.6	7.1	7.1	28.9	2.6	2.9	1.1	22.8	12.1
B	2165.3	S?	710204.7,5540167.9	31.3	65.0	135.4	236.5	-2.7	25.9	1.0	0.0	---
C	2146.0	B?	710206.0,5540791.9	13.9	15.6	14.6	48.8	0.5	1.2	1.3	13.9	---
D	2114.4	S	710210.6,5541734.3	23.3	63.5	95.5	247.9	-0.6	25.2	1.0	0.0	13.4
E	2104.2	B?	710215.8,5542063.2	3.2	3.6	2.6	20.6	2.1	3.6	0.8	39.1	---
LINE 23210		**FLIGHT 10009**										
A	3930.0	S?	710316.4,5542071.0	32.0	54.1	129.5	183.9	-2.5	27.5	1.1	0.0	---
LINE 23212		**FLIGHT 10028**										
A	1964.8	B?	710325.2,5540811.2	4.0	6.1	7.0	42.0	7.8	7.2	0.6	24.0	---
B	2002.2	B?	710326.0,5542144.2	2.1	5.2	3.6	32.0	0.2	2.8	0.6	13.7	---
LINE 23220		**FLIGHT 10009**										
A	3788.3	B?	710424.4,5540893.1	15.8	13.8	9.3	38.2	2.3	3.2	1.8	13.3	113.5
B	3824.3	S	710424.6,5542190.8	31.0	57.2	119.6	189.6	-2.6	25.9	1.0	0.0	181.7
LINE 23231		**FLIGHT 10028**										
A	1863.0	B?	710511.5,5540889.4	23.6	43.8	20.7	164.4	22.5	15.4	0.9	0.0	14.6
LINE 23240		**FLIGHT 10009**										
A	3384.7	B?	710611.7,5541010.5	4.8	8.0	1.5	32.0	0.4	4.4	0.6	15.4	---
B	3411.4	B	710631.6,5542040.1	4.6	15.0	4.8	42.4	4.1	5.0	0.3	0.0	64.7
LINE 23250		**FLIGHT 10009**										
A	3308.3	S	710709.6,5540714.7	11.3	39.2	49.9	142.0	-2.2	12.4	1.0	1.0	---
B	3294.6	S	710719.4,5541145.5	18.1	43.9	90.8	165.5	-3.1	16.6	1.0	0.0	---
C	3270.5	S	710720.2,5541942.0	33.5	65.5	144.9	226.1	-3.6	26.5	1.0	0.0	26.2

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D	3244.1	S?	710716.4,5542810.0	20.6	53.5	97.9	206.9	0.1	20.4	1.0	0.0	34.7
LINE 23260		**FLIGHT 10009**										
A	3156.1	S	710826.0,5542174.8	37.3	66.9	154.1	227.2	-0.5	31.2	1.1	0.0	---
LINE 23290		**FLIGHT 10009**										
A	2751.5	S	711119.0,5540827.7	13.0	38.3	63.8	142.5	-0.4	13.1	1.0	0.0	---
B	2716.6	S	711121.0,5541963.8	27.6	70.3	126.4	257.9	-3.0	25.6	1.0	0.0	56.5
C	2697.5	S	711105.9,5542558.7	27.6	77.2	127.8	294.4	-1.5	29.1	1.0	0.0	---
D	2686.5	S?	711120.8,5542881.4	17.6	66.1	91.5	232.7	-1.5	20.9	1.0	0.0	---
LINE 23300		**FLIGHT 10009**										
A	2618.5	S	711215.5,5542745.7	23.7	50.8	87.8	178.6	-2.1	19.4	1.0	0.0	17.8
LINE 23311		**FLIGHT 10028**										
A	1708.1	S	711327.4,5541782.9	17.0	52.2	80.3	205.0	-3.5	17.7	1.0	0.0	45.4
B	1717.1	S	711322.9,5542091.4	29.1	62.0	134.2	234.5	-3.8	24.9	1.0	0.0	21.4
LINE 23320		**FLIGHT 10009**										
A	2307.3	S	711436.4,5541423.4	12.7	43.5	59.3	163.1	-2.1	14.5	1.0	0.0	---
B	2322.0	S	711427.2,5541994.3	22.0	54.9	98.2	205.6	-3.5	19.9	1.0	0.0	30.7
C	2332.4	B?	711425.1,5542396.4	5.0	7.7	2.8	17.1	0.0	0.9	0.7	19.0	---
LINE 23330		**FLIGHT 10009**										
A	2043.7	S	711524.7,5540860.8	13.3	46.3	65.6	179.1	-1.3	15.1	1.0	0.0	---
B	1997.6	B?	711509.8,5542413.5	3.1	5.6	3.6	15.2	0.0	2.3	0.5	19.3	---
C	1983.1	S?	711517.4,5542862.9	17.7	53.9	79.7	208.8	-2.0	18.3	1.0	0.0	33.7
LINE 23350		**FLIGHT 10009**										
A	1774.2	S	711706.9,5541292.8	15.8	54.3	73.7	207.5	-2.9	16.2	1.0	0.0	---
B	1761.2	S	711706.7,5541720.5	10.7	46.0	56.2	174.5	-4.1	14.4	1.0	0.0	15.0
C	1750.5	S	711713.9,5542066.1	14.5	50.8	77.0	191.1	-4.2	15.4	1.0	0.0	---
D	1736.8	B?	711712.1,5542470.3	4.1	10.7	2.9	42.1	2.6	4.0	0.4	3.4	---
E	1730.3	B?	711713.4,5542640.8	2.8	10.1	21.3	59.7	3.1	1.2	0.5	0.0	---

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LINE 23360		**FLIGHT 10009**										
A	1604.0	S	711823.2,5540960.0	11.3	38.8	51.6	136.0	-3.1	12.0	1.0	0.0	---
LINE 23371		**FLIGHT 10009**										
A	1495.9	S?	711936.7,5541576.3	14.0	53.2	68.3	200.1	-5.6	15.2	1.0	0.0	---
LINE 23372		**FLIGHT 10028**										
A	1550.7	S	711911.2,5542205.8	10.9	36.2	54.6	139.5	-3.1	10.2	1.0	0.0	---
B	1540.5	S	711916.3,5542537.6	16.8	39.6	79.3	143.1	-1.4	15.0	1.0	0.0	---
LINE 23381		**FLIGHT 10028**										
A	1415.3	S	712010.8,5540846.3	14.0	50.4	65.0	195.2	-2.5	14.8	1.0	0.0	---
B	1462.7	B	712030.9,5542536.3	1.2	3.4	1.1	11.7	4.2	4.3	0.6	28.8	---
LINE 23391		**FLIGHT 10028**										
A	1327.6	S	712106.8,5541073.8	15.8	49.0	69.2	180.0	-3.6	15.0	1.0	0.0	14.4
B	1309.3	S	712100.0,5541683.1	10.6	44.1	50.6	169.5	-2.9	12.6	1.0	0.0	---
C	1287.2	S	712118.2,5542400.9	11.2	35.0	52.8	137.7	-2.9	11.5	1.0	1.2	---
LINE 23401		**FLIGHT 10028**										
A	1149.4	S	712202.2,5540692.2	13.1	36.1	58.0	131.7	-3.0	11.4	1.0	0.0	---
B	1156.6	S	712205.7,5540930.3	16.3	48.6	68.7	181.6	-3.5	16.0	1.0	0.0	8.5
C	1167.4	S	712210.4,5541282.2	13.2	48.6	65.5	186.0	-2.7	15.8	1.0	0.0	---
LINE 19010		**FLIGHT 10002**										
A	2061.5	S	663823.3,5539435.7	15.4	60.1	67.5	229.9	-3.8	15.9	1.0	0.0	113.0
LINE 19020		**FLIGHT 10002**										
A	2413.9	S	658240.2,5538940.7	5.1	28.5	26.6	122.4	-4.0	7.8	1.0	0.0	---
B	2261.7	B	663975.4,5538950.2	6.7	19.5	10.0	65.8	5.7	8.3	0.4	0.0	94.6
LINE 19030		**FLIGHT 10003**										
A	154.0	B	653327.8,5538423.2	0.9	1.8	13.4	13.8	3.4	4.9	---	---	166.1
B	314.6	B	658581.5,5538415.7	7.1	7.5	16.8	7.5	1.7	3.3	1.1	24.1	76.7
LINE 19040		**FLIGHT 10003**										
A	917.0	S	652111.6,5537942.4	6.3	35.2	51.0	146.6	-5.3	13.3	1.0	0.0	---

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B	622.3	S?	662527.1,5537936.8	1.2	33.1	15.8	131.1	-6.1	10.0	1.0	0.0	32.1
C	583.0	S	663922.8,5537947.3	2.0	26.3	8.9	99.7	-4.5	8.3	1.0	0.0	---
LINE 19050		**FLIGHT 10003**										
A	1243.0	D	652825.9,5537418.0	3.0	2.8	8.1	19.8	0.7	0.4	---	---	7.6
B	1249.3	S?	653039.6,5537418.8	5.4	37.4	44.9	131.9	-4.9	12.7	1.0	0.0	132.6
C	1529.8	S	662427.0,5537438.2	24.3	67.9	127.9	254.1	-2.3	24.5	1.0	0.0	---
LINE 19060		**FLIGHT 10003**										
A	2214.4	B	649785.8,5536935.8	9.7	8.4	20.7	21.7	3.3	7.1	1.5	19.1	17.8
B	2199.0	B	650300.6,5536933.6	0.8	3.4	1.3	14.5	2.3	1.7	0.6	21.9	12.0
C	2160.6	D	651621.1,5536935.3	2.7	0.4	0.0	0.0	1.5	4.1	---	---	60.9
D	2155.1	D	651814.5,5536927.6	4.8	4.6	2.8	6.4	1.1	1.0	1.1	28.1	---
E	1948.7	S	659137.6,5536936.5	6.3	36.1	39.7	148.2	-3.4	9.4	1.0	0.0	---
F	1892.8	B	661132.2,5536939.1	24.4	20.3	0.0	19.1	13.6	10.0	2.2	3.7	16.3
LINE 19070		**FLIGHT 10003**										
A	2472.5	B?	648639.4,5536417.3	0.2	2.9	0.0	12.7	0.0	1.9	---	---	144.5
B	2718.4	S	656923.5,5536423.2	2.6	35.1	18.7	113.6	-4.0	6.7	1.0	0.0	---
C	2851.7	S	661365.9,5536424.9	7.0	48.9	53.3	173.0	-2.9	13.1	1.0	0.0	---
D	2884.7	S	662438.4,5536423.1	8.9	41.1	47.3	156.2	-3.9	13.1	1.0	0.0	---
LINE 19080		**FLIGHT 10003**										
A	3638.2	D	647123.5,5535942.5	6.5	5.9	5.4	10.1	6.8	0.0	1.2	25.1	1527.6
B	3572.2	S	649556.6,5535946.7	4.6	25.6	37.2	111.8	-2.7	9.9	1.0	0.0	---
C	3559.2	S	650031.8,5535947.6	2.4	26.5	30.0	120.0	-5.2	11.1	1.0	0.0	---
D	3324.1	S	658784.4,5535938.7	2.5	20.6	12.8	78.5	-2.4	5.7	1.0	0.0	---
E	3271.1	S	660739.0,5535939.3	14.1	52.8	67.9	200.2	-5.7	17.8	1.0	0.0	---
F	3202.2	S	663236.8,5535936.5	3.7	32.4	25.2	132.1	-3.8	11.1	1.0	0.0	62.9
G	3189.5	S	663708.5,5535945.5	6.6	31.8	36.2	134.8	-1.9	11.0	1.0	0.0	14.8
LINE 19090		**FLIGHT 10003**										
A	3881.1	B?	645799.1,5535429.3	0.3	4.0	3.2	17.0	1.5	6.1	0.4	14.9	547.7

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B	3914.2	S	646916.3,5535423.5	-1.5	22.7	23.1	106.9	-4.5	9.2	1.0	0.0	44.2
C	3930.1	S	647443.3,5535429.9	0.2	28.0	21.2	121.6	-3.8	9.4	1.0	0.0	---
D	3949.8	S	648094.7,5535426.0	1.9	28.2	22.9	108.5	-4.0	10.4	1.0	0.0	---
LINE 19100		**FLIGHT 10003**										
A	4732.8	D	644419.2,5534951.4	0.8	0.6	0.6	0.0	0.3	2.2	---	---	350.1
B	4650.0	S	647310.1,5534933.0	1.3	24.8	21.4	111.6	-2.7	9.0	1.0	0.0	---
LINE 19120		**FLIGHT 10003**										
A	5493.2	S?	642333.5,5533932.6	4.3	26.0	18.2	98.0	-4.7	7.5	1.0	0.0	---
B	5355.6	S	647348.8,5533930.6	15.5	38.2	53.6	151.4	-1.2	13.7	1.0	0.0	---
C	5340.5	S	647890.9,5533923.8	6.4	34.4	36.4	136.4	-2.4	10.6	1.0	0.0	---
LINE 19130		**FLIGHT 10003**										
A	5886.9	S	645954.6,5533412.7	1.5	30.9	24.0	122.2	-7.1	9.9	1.0	0.0	---
B	5993.2	S	649680.2,5533424.9	0.0	19.3	10.1	76.8	-3.8	8.7	1.0	0.0	5.8
LINE 19161		**FLIGHT 10027**										
A	7474.1	S	640976.2,5531934.5	10.5	35.3	40.1	125.2	-1.0	10.8	1.0	0.0	---
B	7463.2	D	641333.5,5531936.4	22.0	8.3	27.6	16.5	8.8	5.4	5.9	17.3	---
LINE 19172		**FLIGHT 10027**										
A	8111.7	D	640759.7,5531432.2	7.9	9.1	4.2	3.1	1.9	2.2	1.0	20.9	---
B	8091.5	S?	641340.6,5531440.0	1.1	52.9	6.8	186.8	-18.2	14.5	1.0	0.0	93.9
C	8078.3	S?	641705.1,5531430.8	7.1	64.5	28.0	224.6	-5.3	17.6	1.0	0.0	---
D	8067.5	S	642021.0,5531437.7	2.8	42.6	25.3	165.1	-4.2	15.0	1.0	0.0	---
LINE 19180		**FLIGHT 10003**										
A	7313.6	D	639708.1,5530948.5	0.8	2.0	0.0	0.8	1.3	0.9	---	---	213.6
LINE 19190		**FLIGHT 10003**										
A	7497.5	S	638811.7,5530422.9	8.4	33.3	42.7	140.8	-2.0	12.5	1.0	0.0	---
LINE 19210		**FLIGHT 10003**										
A	7737.0	S	637665.8,5529430.4	6.2	34.9	26.5	150.1	-4.8	11.6	1.0	0.0	19.0

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LINE 29010		**FLIGHT 10001**										
A	1539.4	S	705650.0,5542575.3	33.2	64.4	144.3	216.5	-4.7	27.0	1.0	0.0	---
LINE 29020		**FLIGHT 10001**										
A	1821.1	S	697696.8,5542055.4	23.2	48.4	92.6	149.9	-4.5	20.3	1.0	0.0	---
B	1858.1	S	699080.1,5542079.6	29.5	60.8	122.6	207.6	-4.5	25.6	1.0	0.0	---
C	1888.6	S	700211.2,5542062.8	30.5	57.3	127.2	189.9	-5.2	25.2	1.0	0.0	---
D	1967.2	S	703127.7,5542067.0	20.4	23.4	78.5	74.0	-3.3	14.5	1.1	0.0	---
E	2015.4	B	705002.7,5542058.3	8.4	10.6	15.6	46.0	4.8	5.5	1.0	16.3	---
F	2041.2	S	705982.1,5542067.8	28.8	75.4	121.9	267.7	-4.0	29.5	1.0	0.0	12.4
G	2063.9	S	706842.7,5542062.7	16.9	47.4	74.7	169.6	-3.0	16.8	1.0	0.0	---
H	2126.8	S	709240.1,5542051.6	26.2	58.6	114.7	194.2	0.3	22.5	1.0	0.0	20.6
I	2143.6	S	709886.3,5542075.4	23.6	66.2	117.6	235.8	-2.0	27.3	1.0	0.0	---
J	2163.3	S	710621.2,5542052.5	31.9	67.4	147.3	226.6	-3.6	29.0	1.0	0.0	97.3
K	2182.2	S	711344.0,5542080.4	23.0	54.4	112.5	190.4	-5.1	23.3	1.0	0.0	31.2
LINE 29030		**FLIGHT 10001**										
A	3042.0	S	692149.2,5541577.6	20.7	61.5	100.2	216.0	-3.2	22.6	1.0	0.0	35.1
B	3020.1	S	692938.8,5541574.5	13.1	55.3	75.2	203.7	-6.2	19.5	1.0	0.0	17.8
C	2957.4	S	695165.3,5541571.3	15.3	58.9	82.7	217.3	-5.6	20.3	1.0	0.0	49.0
D	2914.5	S	696649.6,5541583.6	27.5	66.0	118.8	226.2	-1.6	25.3	1.0	0.0	22.2
E	2865.8	S	698331.4,5541573.2	31.0	75.2	138.7	256.6	-2.9	28.3	1.0	0.0	5.0
F	2856.6	S	698646.6,5541588.9	31.2	75.2	137.0	257.4	-2.6	28.3	1.0	0.0	9.6
G	2796.8	S	700722.9,5541584.2	28.4	56.0	122.5	185.7	-1.5	24.7	1.0	0.0	---
H	2756.8	S	702108.8,5541570.7	32.8	61.8	139.2	205.9	-0.9	31.7	1.0	0.0	---
I	2706.5	B?	703890.7,5541585.3	10.3	2.1	13.5	25.3	2.2	0.7	4.9	17.2	---
J	2677.4	S?	704928.3,5541577.1	43.3	65.9	175.6	206.6	-0.6	32.5	1.2	0.0	9.6
K	2616.7	S	707104.3,5541565.5	10.8	47.1	60.5	172.7	-4.0	17.0	1.0	0.0	---
LINE 29040		**FLIGHT 10001**										
A	3237.9	S?	693445.3,5541069.9	24.4	65.1	137.2	239.8	-3.5	25.6	1.0	0.0	7.7

EM Anomaly List : JOB 13052, Auden Project, Ontario

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
B	3263.5	S	694372.0,5541058.7	10.4	42.2	53.8	154.9	-3.8	14.5	1.0	0.0	---
C	3284.4	S	695137.0,5541056.7	13.5	49.0	69.7	179.0	-3.7	18.8	1.0	0.0	---
D	3315.9	S	696290.1,5541079.5	31.6	77.1	143.4	266.4	-3.5	30.1	1.0	0.0	---
E	3356.1	S	697785.9,5541060.6	26.1	63.1	125.1	217.0	-2.1	26.1	1.0	0.0	9.4
F	3621.2	S	707629.2,5541059.3	21.2	54.8	104.0	190.8	-2.4	24.5	1.0	0.0	9.5
G	3702.3	S?	710664.2,5541074.7	19.7	41.4	81.8	148.3	-1.8	16.0	1.0	0.0	---
LINE 29050		**FLIGHT 10001**										
A	4484.6	S	694649.5,5540589.8	7.8	42.0	49.6	161.6	-1.2	13.4	1.0	0.0	77.0
B	4466.3	S	695317.2,5540560.7	13.5	34.9	67.1	123.7	-3.8	14.1	1.0	0.0	---
C	4386.8	S	698118.3,5540584.0	22.6	60.5	106.9	209.8	-5.4	22.0	1.0	0.0	---
D	4351.4	S	699312.1,5540580.5	27.5	68.4	126.1	240.6	-3.6	25.8	1.0	0.0	9.6
E	4316.7	S	700518.8,5540564.0	30.3	66.7	136.3	233.8	-4.3	29.9	1.0	0.0	---
F	4296.5	S	701213.4,5540586.6	36.0	74.9	157.1	264.1	-1.7	33.1	1.0	0.0	---
G	4260.0	S	702484.2,5540573.0	34.0	66.7	146.4	229.8	-0.5	30.7	1.0	0.0	31.8
H	4230.9	S?	703561.0,5540585.1	30.6	50.1	131.2	166.3	-0.3	24.1	1.1	0.0	---
I	4186.8	S	705081.3,5540583.9	31.1	62.3	138.1	215.3	-2.0	25.9	1.0	0.0	---
J	4022.2	S	710916.7,5540580.9	16.1	41.2	74.9	144.2	-3.9	12.8	1.0	0.0	11.8
LINE 29060		**FLIGHT 10001**										
A	4679.0	S	692005.9,5540078.8	15.4	48.9	77.2	177.8	-3.4	15.4	1.0	0.0	10.2
B	4713.6	S	693282.2,5540068.6	14.1	49.3	66.5	178.3	-5.7	16.9	1.0	0.0	---
C	4781.5	S	695797.3,5540050.9	22.8	61.8	111.1	216.1	-4.4	25.3	1.0	0.0	---
D	4800.9	S	696519.9,5540080.1	24.9	65.5	113.2	237.5	-6.2	25.3	1.0	0.0	33.9
E	4817.8	S	697148.4,5540080.7	18.9	57.5	95.0	204.7	-5.1	20.0	1.0	0.0	---
F	4827.5	S	697508.6,5540075.4	20.7	48.2	93.7	171.2	-3.5	17.0	1.0	0.0	26.1
G	4976.9	S	703171.4,5540065.9	32.8	53.9	132.6	181.5	-3.3	26.4	1.1	0.0	---
H	4986.2	B	703534.0,5540063.4	13.4	16.9	85.7	64.9	2.8	7.7	1.1	1.0	---
I	5163.1	S?	710205.3,5540065.9	23.2	51.0	125.1	182.5	-1.2	19.9	1.0	0.0	7.3

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
LINE 29070		**FLIGHT 10001**										
A	6135.1	S	680012.6,5539585.3	2.2	26.7	15.9	106.6	-3.8	5.3	1.0	0.0	10.1
B	5987.8	S?	685426.0,5539566.9	20.7	40.3	71.8	158.5	-2.5	14.5	1.0	0.0	85.7
C	5977.3	S	685802.8,5539580.6	19.1	52.3	90.9	185.5	-4.7	19.8	1.0	0.0	---
D	5951.2	S	686726.8,5539569.2	31.5	66.0	134.3	212.9	-2.5	26.3	1.0	0.0	---
E	5909.2	S	688219.6,5539590.8	9.1	37.7	52.0	132.4	-0.1	13.0	1.0	0.0	---
F	5694.7	S	695962.6,5539584.7	21.5	55.0	101.4	176.7	-1.5	21.7	1.0	0.0	20.0
G	5657.0	S	697333.8,5539576.0	19.2	50.5	89.6	174.1	-2.6	18.9	1.0	0.0	11.7
H	5518.0	S	702342.1,5539573.1	28.8	62.0	140.7	211.7	-3.7	30.3	1.0	0.0	---
I	5471.9	B	703917.4,5539576.8	2.3	8.1	10.6	50.0	3.7	2.8	0.5	0.0	43.2
J	5436.3	S	705074.2,5539572.9	28.6	57.9	123.7	207.7	-2.7	25.7	1.0	0.0	---
LINE 29080		**FLIGHT 10001**										
A	6264.6	S	680727.8,5539058.6	2.6	30.5	11.9	113.2	-3.2	6.2	1.0	0.0	15.4
B	6290.5	S	681666.7,5539073.4	8.7	39.7	39.5	149.9	-4.1	8.6	1.0	0.0	---
C	6298.1	S?	681940.4,5539074.2	11.4	47.6	59.8	199.4	-3.3	14.6	1.0	0.0	---
D	6320.0	S	682735.0,5539062.6	2.8	23.3	15.3	91.0	-2.8	8.5	1.0	0.0	---
E	6332.1	S	683138.9,5539062.5	15.9	48.1	72.4	175.5	-2.3	14.0	1.0	0.0	---
F	6352.8	S	683889.1,5539078.4	11.1	42.7	44.6	153.4	-3.3	12.3	1.0	0.0	---
G	6414.7	S?	686174.9,5539071.4	29.2	61.0	111.9	196.6	-4.2	23.3	1.0	0.0	---
H	6534.9	S	690623.7,5539037.0	19.1	53.5	77.2	188.4	-4.4	16.2	1.0	0.0	---
I	6553.1	S	691299.4,5539073.7	10.7	42.6	47.5	160.5	-4.5	12.1	1.0	0.0	---
J	6599.9	S?	692983.5,5539067.6	29.7	72.9	139.5	265.0	-4.4	26.9	1.0	0.0	---
K	6616.0	S?	693565.2,5539068.2	23.9	64.4	89.0	218.4	-4.5	20.8	1.0	0.0	---
L	6670.4	S	695423.6,5539057.2	30.5	63.0	125.9	222.1	-2.9	24.8	1.0	0.0	---
M	6729.9	S	697539.6,5539051.4	19.9	53.3	87.8	188.6	-2.2	20.6	1.0	0.0	---
LINE 29090		**FLIGHT 10001**										
A	7653.8	S	683748.6,5538589.7	13.2	47.3	64.4	167.4	-0.1	17.5	1.0	0.0	---
B	7576.5	S	686496.3,5538571.9	28.6	57.8	87.1	166.1	-4.4	17.6	1.0	0.0	11.5

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Label	Fid	Interp	XUTM (m), YUTM (m)	CXI5500Hz Real (ppm)	CXQ5500Hz Quad (ppm)	CPI7200Hz Real (ppm)	CPQ7200Hz Quad (ppm)	CPI400Hz Real (ppm)	CPQ400Hz Quad (ppm)	Conductance (siemens)	Depth (metres)	Magnetic Corr. (nT)
C	7458.0	S	690753.2,5538562.8	24.3	50.3	120.4	170.9	-2.8	22.5	1.0	0.0	---
D	7347.9	S	694694.2,5538588.8	27.4	66.1	114.1	220.7	-2.9	27.2	1.0	0.0	---
LINE 29100		**FLIGHT 10001**										
A	7983.2	S	681271.7,5538066.3	10.5	44.7	66.4	175.2	-0.6	13.2	1.0	0.0	---
B	8004.9	S	682015.2,5538063.7	8.8	30.9	54.8	126.6	-2.0	12.8	1.0	0.0	---
C	8112.3	B	685775.1,5538060.2	3.4	7.7	3.2	8.7	0.1	2.2	0.4	5.9	69.0
D	8153.4	S	687260.6,5538070.6	31.0	78.4	151.8	287.7	-1.7	31.7	1.0	0.0	---
E	8161.3	S?	687525.4,5538074.2	25.5	63.6	91.5	214.1	-3.6	21.2	1.0	0.0	---
F	8199.2	S	688841.6,5538072.0	16.1	49.1	68.6	170.9	-3.5	16.8	1.0	0.0	---
LINE 29110		**FLIGHT 10001**										
A	8871.2	B	682466.6,5537566.2	1.3	1.2	34.7	3.1	18.2	1.1	---	---	---
B	8777.3	S?	685885.7,5537578.5	35.3	67.4	150.4	243.7	-5.5	26.8	1.0	0.0	---
C	8705.2	S	688544.9,5537581.1	14.3	49.2	75.7	186.8	-3.6	17.2	1.0	0.0	---
D	8594.9	S	692233.9,5537574.2	24.1	51.3	112.1	180.9	-2.2	22.3	1.0	0.0	---
LINE 29120		**FLIGHT 10001**										
A	9316.6	S	687044.3,5537063.7	22.9	52.7	97.1	180.6	-3.6	19.7	1.0	0.0	---
LINE 29121		**FLIGHT 10001**										
A	9444.4	S	691510.7,5537082.0	12.3	41.1	60.0	137.7	-2.6	11.2	1.0	0.0	---
LINE 29130		**FLIGHT 10001**										
A	9967.5	S	678936.9,5536570.1	47.7	93.7	200.6	349.3	-3.0	36.6	1.1	0.0	---
B	9949.2	S	679625.7,5536569.3	33.6	60.8	127.4	219.6	-1.6	24.6	1.0	0.0	---
C	9908.0	S	681158.6,5536582.0	29.1	54.8	86.6	175.6	-4.5	17.1	1.0	0.0	---
LINE 29140		**FLIGHT 10001**										
A	10128.8	S	680863.0,5536067.6	16.6	50.3	63.8	180.0	-0.8	15.4	1.0	0.0	---
B	10138.2	S?	681201.5,5536070.1	39.5	76.1	166.8	259.7	-6.4	27.4	1.1	0.0	137.2
LINE 29150		**FLIGHT 10001**										
A	10892.9	S?	678491.8,5535585.2	26.7	49.2	113.2	176.8	-3.4	21.5	1.0	0.0	---
B	10873.0	S	679173.2,5535565.0	28.8	62.9	127.6	236.5	-1.9	24.3	1.0	0.0	---

Anomalies Summary

Conductor Grade	No. of Responses
7	0
6	0
5	1
4	9
3	37
2	1366
1	198
0	55
Total	1666
Conductor Model	**No. of Responses**
L	0
D	482
/	9
\	9
T	0
B	93
H	20
S	1034
E	19
M	0
Total	1666