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OPERATIONS REPORT

for

LAC DES ISLES MINES LTD.

Horizontal Magnetic Gradient &
Matrix VLF-EM Airborne Survey

Sunday Lake Project
Thunder Bay, ON

File: B486

November 3, 2019

Requested by
Kevin Stevens
Consulting Geologist

Prepared by:
Charles Barrie, M.Sc., P.Geo
VP/Owner
Terraquest Ltd.

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1. INTRODUCTON

1.1. EXECUTIVE SUMMARY

This report describes the specifications and parameters of an airborne geophysical survey carried out for:

LAC DES ISLES MINES LTD.
556 Tenth Ave.
Thunder Bay, ON
P7B 2R2

Attention: Dave Benson, Exploration Manager
Phone: 907-623-8005
Email: davebenson@nap.com

The survey was performed by:

TERRAQUEST LTD.,
301-2900 John Street
Markham ON, Canada
L3R 5G3

Phone: 905-477-2800 ext. 31
Email: cb@terraquest.ca.

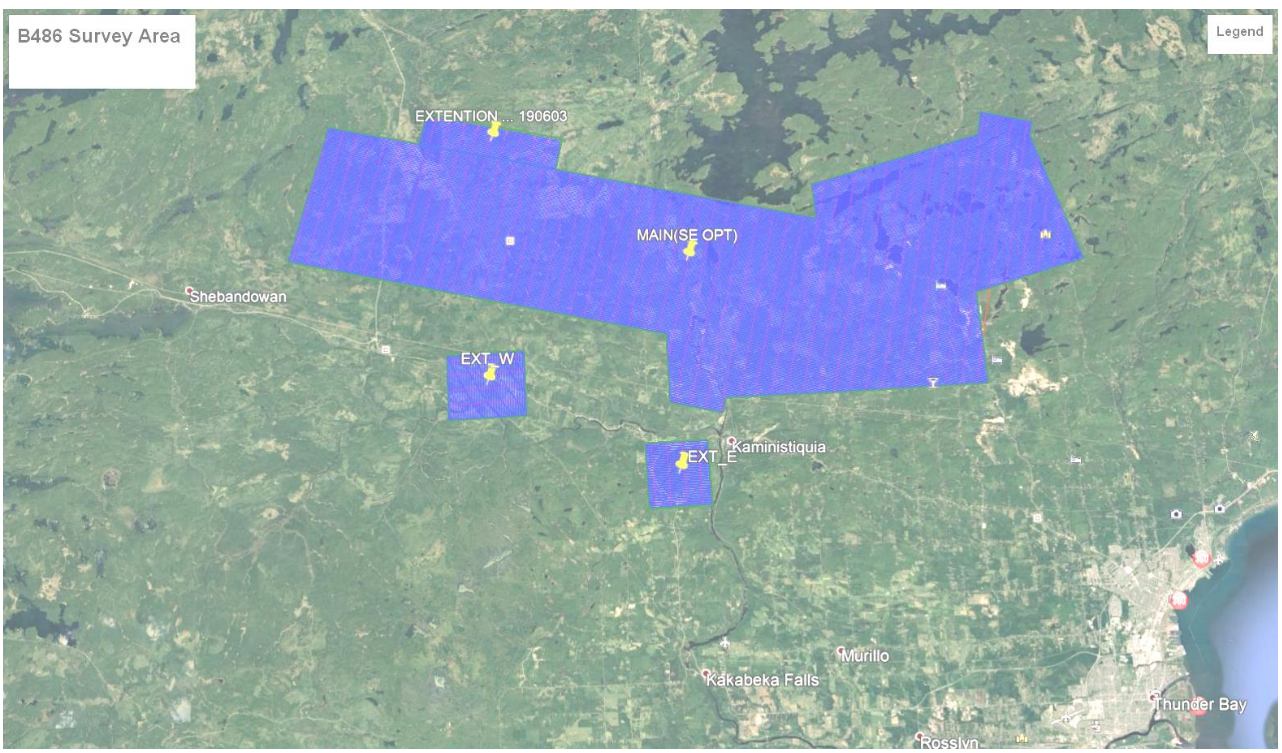
The purpose of this survey is to collect geophysical data that can be used to prospect directly for economic minerals that are characterized by anomalous magnetic or conductive responses. Secondly, the geophysical patterns can be used indirectly for exploration by mapping the geology in detail, including faults, shear zones, folding, alteration zones and other structures. The data are carefully processed and contoured to produce grid files and maps that show distinctive patterns of the geophysical parameters.

To obtain this data, the area was systematically traversed by aircraft carrying geophysical equipment along parallel flight lines. The lines are oriented to intersect the geology and structure so as to provide optimum contour patterns of the geophysical data.

1.2. LOCATION

The Sunday Lake Project is located approximately 28 kilometres northwest of Thunder Bay, Ontario, just north of the village of Kaministiquia located on route 102, and route #17 to Upsala cuts though the western edge of the survey. Route #589 through Lappe can be used to access the eastern part of the survey block

The survey area is irregular in shape with 19 corners with maximum east-west dimension of 54 km and a variable north-south dimension of 10 to 15 km. The centre of the survey is approximately 48°38' N and 89°35' W. Two small non-contiguous blocks are included with this survey, an 8 x 8 km block immediately southwest of Kaministiquia, and a 9x9 km block mid way to Shabaqua Corners along highway 102.



2. SURVEY SPECIFICATIONS

2.1. LINES AND DATA

Parameter	Specification
Aircraft Speed	mean 58.3 m/sec 209.9 km/hr
Magnetic & VLF Sampling Interval	5.8 m (10Hz)
Flight-line Interval all Blocks	100 metres
Flight-line Direction Main Block	105/285 degrees
Flight-Line Direction East Block	090/270 degrees
Flight-Line Direction West Block	000/180 degrees
Control-line Interval all Blocks	1000 metres
Control-line Direction Main Block	015/195 degrees
Control Line Direction East Block	000/180 degrees
Control Line Direction West Block	090/270 degrees
Mean Terrain Clearance Main/East/West Blocks	91.8 / 123.3 / 137.5 metres

2.2. SURVEY KILOMETRAGE

B486: SUNDAY L. PROJECT – UPDATED FLIGHT PLANNING (190427)						
	LINE	**LINE**	**TIE**	**TIE**	**Total NLIN**	**Total LKM**
BLOCK	**NLIN**	**LKM**	**NLIN**	**LKM**		
EAST BLOCK	42	168.4	4	17.1	46	185.5
WEST BLOCK	51	222.4	4	20.1	55	242.4
MAIN BLOCK	245	6211.1	52	630.1	297	6841.3
NORTHERN EXTENSION	23	219.5	9	20.7	32	240.2
Grand Total	**361**	**6821.4**	**69**	**688.0**	**430**	**7509.4**

2.3. SURVEY OUTLINE

The corner coordinates were supplied by the client and used to create the navigation files.

2.4. NAVIGATION SPECIFICATIONS

The satellite navigation system was used to ferry to the survey and to survey along each line. The survey coordinates were supplied by the client and were used to establish the survey boundaries and flight lines. The flight path guidance accuracy is variable depending upon the number and condition (health) of the satellites employed. With WAAS real time correction the accuracy was for the most part better than 3 metres.

The following are the navigation files used for the Sunday Lake Project, B486. These files include survey corner coordinates in WGS84 projection Zone 16N, line spacing, line direction, master line and other navigational parameters for the **Main Block**, **West Block**, **East Block** and the **Northern Extension to the Main Block**

```
0  MAIN_SE          MAIN BLOCK
1  U 273
2     305407    5381662     AREA CORNER 1
2     305492    5386289     AREA CORNER 2
2     280584    5392927     AREA CORNER 3
2     283337    5402605     AREA CORNER 4
2     316119    5393793     AREA CORNER 5
2     316104    5396259     AREA CORNER 6
2     327877    5399254     AREA CORNER 7
2     328230    5400913     AREA CORNER 8
2     331714    5399971     AREA CORNER 9
2     331444    5398923     AREA CORNER 10
2     331759    5397620     AREA CORNER 11
2     333748    5389809     AREA CORNER 12
2     326222    5387886     AREA CORNER 13
2     326220    5381642     AREA CORNER 14
2     316101    5381642     AREA CORNER 15
2     309049    5381739     AREA CORNER 16
2     308771    5380774     AREA CORNER 17
2     305407    5381662     AREA CORNER 18
3     316101    5381642     COR1 WAYPOINT 1
4       245             NUMBER OF LINES
5      100.0            SPACING, m
8        75             MAX CROSS TRACK, m
9   0  0  0             DELTA X/Y/Z
10        1             LOG FPR EVERY 1 SECS
11 0.9996000000    0.0      0.0 K0, X/Y SHIFT
14        0             LINES EXTENDED BEYOND AREA
16       10             FIRST LINE NUMBER
17   316101.0   5381642.0 105.0 MASTER POINT, HEADING
18   316101.0   5381642.0   15.0 TIE LINE MASTER POINT, HEADING
19     1000.0        0    TIE LINE SPACING, LINE EXTENSION, m
20 WGS-84      6378137.0   298.257223563 22      ELLIPSOID
21        0             NO EQUATORIAL CROSSING, N HEMISPHERE
30       20    9600  N  1  8  RS-232 PORT 2 INCOMING FORMAT
31       20    9600  N  1  8  RS-232 PORT OUTGOING FORMAT
38        0             METRIC SYSTEM
41      0.00            SYSTEM LAG, Secs.
```

```
80       0.00             PLANNED ALTITUDE, m
83         0              GPS ALTITUDE FOR VERTICAL BAR
84      0.00       0.00      ALTITUDE COEFFICIENT, OFFSET
85        100              MAX VERTICAL BAR SCALE
102  UTM                   UTM X/Y SCALE
```

```
0  EXT_W             WEST BLOCK
1  U 273
2     291049    5381379      AREA CORNER 1
2     291049    5385736      AREA CORNER 2
2     296064    5385736      AREA CORNER 3
2     296064    5381379      AREA CORNER 4
2     291049    5381379      AREA CORNER 5
3     291049    5381379      COR1 WAYPOINT 1
4         51              NUMBER OF LINES
5       100.0             SPACING, m
8         75              MAX CROSS TRACK, m
9   0  0  0                DELTA X/Y/Z
10         1              LOG FPR EVERY 1 SECS
11 0.9996000000      0.0      0.0 K0, X/Y SHIFT
14         0              LINES EXTENDED BEYOND AREA
16        10               FIRST LINE NUMBER
17   291049.0   5381379.0   0.0 MASTER POINT, HEADING
18   291049.0   5381379.0   90.0 TIE LINE MASTER POINT, HEADING
19     1000.0        0      TIE LINE SPACING, LINE EXTENSION, m
20 WGS-84      6378137.0   298.257223563 22      ELLIPSOID
21         0              NO EQUATORIAL CROSSING, N HEMISPHERE
30        20    9600  N  1  8  RS-232 PORT 2 INCOMING FORMAT
31        20    9600  N  1  8  RS-232 PORT OUTGOING FORMAT
38         0              METRIC SYSTEM
41      0.00              SYSTEM LAG, Secs.
80       0.00             PLANNED ALTITUDE, m
83         0              GPS ALTITUDE FOR VERTICAL BAR
84      0.00       0.00      ALTITUDE COEFFICIENT, OFFSET
85        100              MAX VERTICAL BAR SCALE
102  UTM                   UTM X/Y SCALE
```

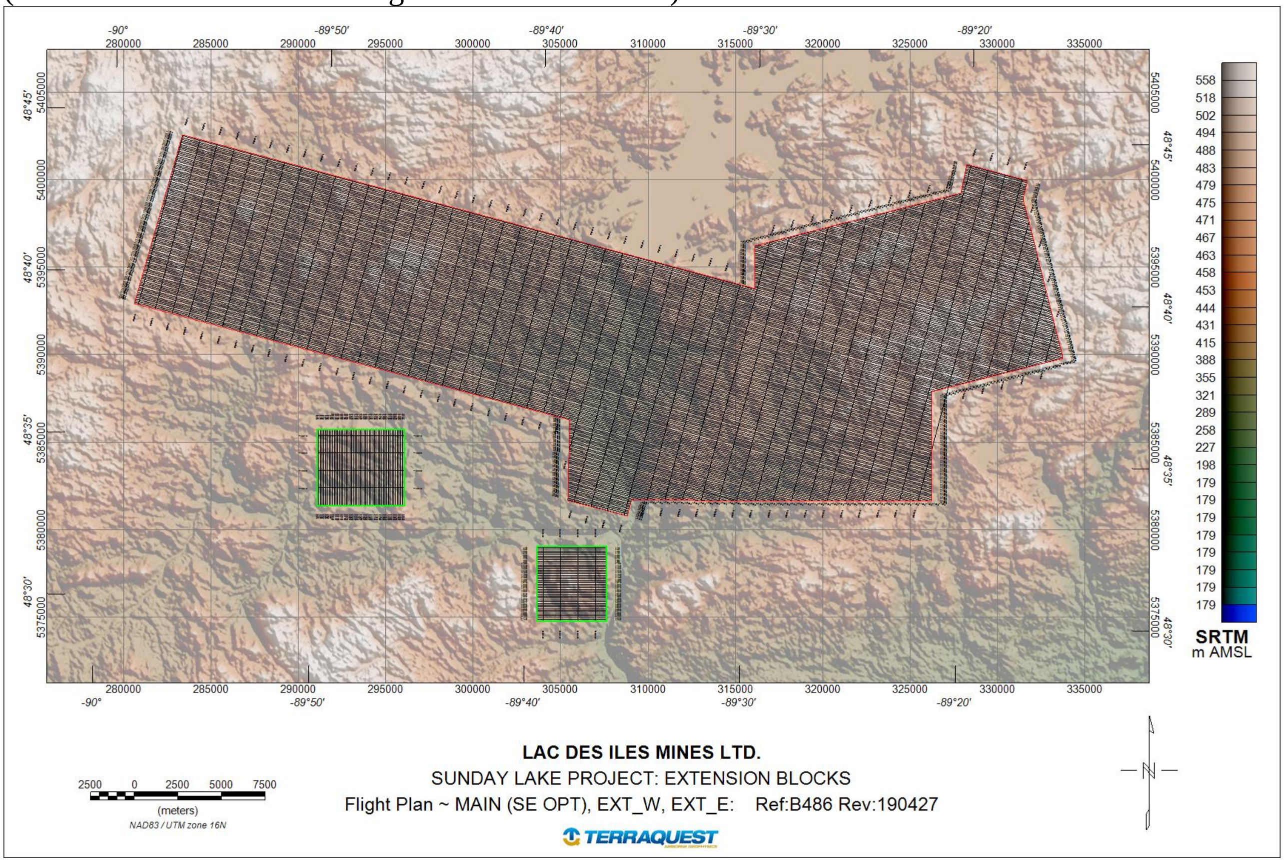
```
0  EXT_E             EAST BLOCK
1  U 273
2     303611    5374769      AREA CORNER 1
2     303611    5379036      AREA CORNER 2
2     307623    5379036      AREA CORNER 3
2     307623    5374769      AREA CORNER 4
2     303611    5374769      AREA CORNER 5
3     303611    5374769      COR1 WAYPOINT 1
4         42              NUMBER OF LINES
5       100.0             SPACING, m
8         75              MAX CROSS TRACK, m
9   0  0  0                DELTA X/Y/Z
10         1              LOG FPR EVERY 1 SECS
11 0.9996000000      0.0      0.0 K0, X/Y SHIFT
14         0              LINES EXTENDED BEYOND AREA
16        10              FIRST LINE NUMBER
17   303611.0   5374769.0   90.0 MASTER POINT, HEADING
18   303000.0   5374769.0   0.0 TIE LINE MASTER POINT, HEADING
19     1000.0        0     TIE LINE SPACING, LINE EXTENSION, m
20 WGS-84      6378137.0   298.257223563 22      ELLIPSOID
21         0              NO EQUATORIAL CROSSING, N HEMISPHERE
30        20    9600  N  1  8  RS-232 PORT 2 INCOMING FORMAT
31        20    9600  N  1  8  RS-232 PORT OUTGOING FORMAT
```

```
38        0              METRIC SYSTEM
41      0.00             SYSTEM LAG, Secs.
80      0.00             PLANNED ALTITUDE, m
83        0              GPS ALTITUDE FOR VERTICAL BAR
84      0.00      0.00      ALTITUDE COEFFICIENT, OFFSET
85       100             MAX VERTICAL BAR SCALE
102  UTM                 UTM X/Y SCALE
```

```
0  MEXT                     NORTHERN EXTENSION TO MAIN BLOCK
1  U 273
2      289496     5400926      AREA CORNER 1
2      290114     5403164      AREA CORNER 2
2      299307     5400702      AREA CORNER 3
2      298747     5398492      AREA CORNER 4
2      289496     5400926      AREA CORNER 5
3      316101     5381642      COR1 WAYPOINT 1
4         23                NUMBER OF LINES
5       100.0               SPACING, m
8         75                MAX CROSS TRACK, m
9   0  0  0                 DELTA X/Y/Z
10         1                LOG FPR EVERY 1 SECS
11 0.9996000000       0.0       0.0 K0, X/Y SHIFT
14         0                LINES EXTENDED BEYOND AREA
16       5010               FIRST LINE NUMBER
17   316101.0   5381642.0 105.0 MASTER POINT, HEADING
18   316101.0   5381642.0 15.0 TIE LINE MASTER POINT, HEADING
19     1000.0        0        TIE LINE SPACING, LINE EXTENSION, m
20 WGS-84      6378137.0   298.257223563 22       ELLIPSOID
21         0                NO EQUATORIAL CROSSING, N HEMISPHERE
30        20   9600  N  1  8  RS-232 PORT 2 INCOMING FORMAT
31        20   9600  N  1  8  RS-232 PORT OUTGOING FORMAT
38         0                METRIC SYSTEM
41       0.00               SYSTEM LAG, Secs.
80       0.00               PLANNED ALTITUDE, m
83         0                GPS ALTITUDE FOR VERTICAL BAR
84       0.00       0.00      ALTITUDE COEFFICIENT, OFFSET
85        100              MAX VERTICAL BAR SCALE
```

2.5. PLANNED NAVIGATIONAL FLIGHT PATH

(Contract version not including the North Extension)



2.6. TOLERANCES - REFLIGHT

1. Traverse Line Interval

Re-flights would take place if the cross-track deviation of the final differentially corrected flight path from the preplanned flight path is greater than 25 metres over a distance greater than 1 kilometre.

2. Terrain Clearance:

Initially a computer-generated drape surface was planned to guide the terrain clearance at 50-70 metres, but once on site it was discovered that the topographic relief disrupted the laminar flow of the unusually strong winds at this time of the year, creating strong low level turbulence. Unfortunately, these conditions impacted the safety of the aircraft and crew, forcing them to increase the terrain clearance. Furthermore, complaints from cottagers and permanent residents plus several communication towers presented concerns for low level flight. Attempts were made to lower the terrain clearance locally, but this resulted in a non-uniform drape surface which negatively impacts data processing (see Data Processing section 7.3). For these reasons, the resulting survey mean terrain clearances are 91.8 metres, 123.3 metres and 137.5 metres for the Main, East and West Blocks respectively.

3. Diurnal Variation:

Diurnal activity during survey data acquisition was limited to less than 3 nT non-linear deviations from a 1-minute chord.

4. GPS Data:

GPS data included at least 4 satellites for navigation and flight path recovery. There were no significant gaps in any of the digital data including GPS and magnetic data.

5. Radio Transmission:

The aircraft pilot makes no radio transmission that interferes with magnetic response.

6. Sample Interval:

A reflight is required if the sample interval along one or more of the survey lines exceeds 10 metres over a cumulative total of 1000 metres.

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3. AIRBORNE GEOPHYSICAL EQUIPMENT

3.1. SURVEY AIRCRAFT

The Cessna U206, registration C-GGLS, owned and operated by Terraquest Ltd. was the survey aircraft for B486. This aircraft is approved by the Canadian Ministry of transport and has a certification for specialty flying that includes airborne geophysical surveys. This aircraft is maintained by a regulatory AMO facility, Enterprise Air Ltd. in Oshawa, ON. Extensive maintenance was performed prior to this survey to significantly reduce the magnetic interference from electrical sources.

The aircraft has been specifically modified with long-range fuel cells to provide up to 7 hours of range, outboard tanks, tundra tires, cargo door, and avionics as well as an array of sensors to carry out airborne geophysical surveys.

3.2. EQUIPMENT OVERVIEW

The primary airborne geophysical equipment includes three high sensitivity cesium vapour magnetometers and a Matrix Total Field frequency specific VLF-EM system. Ancillary support equipment includes a tri-axial fluxgate magnetometer, radar altimeter, barometric altimeter, GPS receiver with a real-time correction service, and a navigation system. The navigation system comprises a left/right indicator for the pilot and a screen showing the survey area, planned flight lines, and the real time flight path. All data were collected and stored by the data acquisition system. The following is a summary of the equipment specifications:

Aircraft	Cessna U206 / C-GGLS
Equipment:	
Magnetometers	Scintrex CS-2&3 Cesium Vapour
3-axis Fluxgate Magnetometer	Billingsley TFM100-LN
VLF-EM (proprietary)	Magenta Matrix Frequency Specific VLF-EM
GPS Receiver	Hemisphere R230 with WAAS real time correction
Radar Altimeter	King KRA 10A
Barometric Altimeter	Sensym LX18001AN
Acquisition	RMS Instruments DAARC 500
Navigation	AgNav Inc. P151 Linav system
Specifications:	
Lateral Sensor separation	13.21 metres
Longitudinal Sensor separation	8.87 metres
FOM	<1.5 nT
Sensitivity	0.001 nT

The 13.75 volts aircraft power is converted to 27.5 volts DC for the geophysical equipment by an ABS power supply.

3.3. EQUIPMENT SPECIFICATIONS

1. Magnetics:

Three high-resolution cesium vapour magnetometers, manufactured by Scintrex, were installed in the tail stinger and two wing tips extensions; the transverse separation was 13.21 metres and the longitudinal separation was 8.87 metres.

Cesium Vapour Magnetometer	(mounted in tail stinger and wing tip extensions)
Manufacturer	Scintrex
Models	CS-2, CS-3
Resolution	0.001 nT counting at 0.1 per second
Sensitivity	+/- 0.005 nT
Dynamic Range	15,000 to 100,000 nT
Fourth Difference	0.02 nT

2. Data Acquisition & Magnetic Compensation System

DAS & Compensation	Combined
Model	DAARC 500
Manufacturer	RMS Instruments
Operating System	QNX 6.3 or greater
Time	104 MHz temperature compensated crystal clock

Front End Magnetic Processing	Resolution 0.32pT; system noise <0.1pT; sample rate 160, 640, 800m or 1280 Hz
Front End - Fluxgate	I/F module; oversampling, self-calibrating 16 bit A/D converter
Compensation	Improvement Ratio (total field) 10-20 typical
Input Serial	8 isolated RS232 channels; ASCII & Binary formats
Input Analog	16 bit, self-calibrating A/D conv.
Input Events	Four latched event inputs
Raw Data Logging	At front end sampling rate, 1 MB buffer
Output/Recording	Rate 10, 20 or 40 Hz; Serial up to 115.2 kbps; Recording media 1 GB Flash; 80 GB Hard Drive; Flash disk via USB; Display
Front Panel Indicators	8 LEDs for mag input; 2 LEDs for Front End status

3. Navigation System

Navigation System	
Model	P151
Manufacturer	AgNav Inc.
Operating System	Linex
Microprocessor	CPU Pentium based
Ports	RS232 for all devices
Graphic Display	Colour Screen
Pilot Display	P202: position, left/right, navigational info

4. Real-Time Correction GPS Receiver

GPS Differential Receiver	
Model	R120
Manufacturer	Hemisphere
Output	NMEA string, PPS
Channels	12 Channel DGPS, internal L-band
Position Update	0.5 second for navigation
Correction Service	Real time correction service WAAS
Sample Rate	Up to 10hz, set at 5 hz

5. Magenta Digital, Frequency Specific VLF-EM System

The Matrix VLF-EM System by Magenta is a newly developed digital, frequency specific VLF-EM system. The sensor consists of 3 orthogonal coils mounted in the tail stinger which are coupled with a receiver-console. The Matrix VLF-EM System measures the total field (the vector sum of all coils). The data are recorded on three VLF frequencies: Cutler Maine NAA frequency 24.0 kHz, La Moure North Dakota NML frequency 25.2 kHz and Seattle, WA NLK frequency 24.8 kHz, which yield outputs of Total Field, Vertical and Planar Ellipticities, azimuth to transmitter and Tilt Angle.

VLF – EM	Source field
Model	Matrix
Manufacturer	Magenta Ltd.
Primary Source	Magnetic field component radiated from government VLF radio transmitters
Parameters Measured	Total Field (Conductivity), Vertical and Planar Ellipticities, Azimuth to Transmitter and Tilt Angle
Frequency Range	Cutler (24.0 kHz), La Moure (25.2 kHz) and Seattle (24.8 kHz)
Gain	Constant gain setting
Filtering	No filtering

6. Tri-Axial Fluxgate Magnetic Sensor

The fluxgate tri-axial magnetometer was mounted in the rear of the aircraft cabin to monitor aircraft manoeuver and magnetic interference. This was used to compensate the high sensitivity data in real time.

Tri-Axial Fluxgate Magnetic Sensor	(for compensation, mounted in mid-section of tail stinger)
Model	TFM100-LN
Manufacturer	Billingsley Magnetics
Description	Low noise miniature triaxial fluxgate magnetometer
Axial Alignment	> Orthogonality > +/- 0.5 degree
Accuracy	< +/- 0.75% of full scale (0.5% typical)
Field Measurement	+/- 100,000 nanotesla
Linearity	< +/- 0.0035% of full scale
Sensitivity	100 microvolt/nanotesla
Noise	< 14 picotesla RMS/–Hz @ 1 Hz

7. Radar Altimeter

Radar Altimeter	
Model	KRA-10A
Manufacturer	King
Serial Number	071-1114-00
Accuracy	5% up to 2,500 feet
Calibrate Accuracy	1%
Output	Analog for pilot, converted to digital for data acquisition

8. Barometric Altimeter

Barometric Altimeter	
Model	LX18001AN
Manufacturer	Sensym Inc.
Source	Coupled to aircraft barometric system

4. BASE STATION EQUIPMENT

4.1. BASE STATION MAGNETOMETER / GPS RECEIVER

The magnetometer was similar to the type used in the aircraft, a cesium magnetometer manufactured by Scintrex. The magnetometer processor was a KMAG manufactured by Kroum VS Instruments and the data logger was a PDA by Archer. The counter was powered by a 10VAC 50/60 Hz to 30VDC 3.0 amp power supply with an internal 12VDC fan. The logging software SDAS-1 was written by Kroum VS Instrument Ltd. specifically for handheld pc hardware. It supports real time graphics with selectable windows (uses two user selectable scales, coarse and fine). Time recorded was taken from the base GPS receiver. Magnetic data was logged at 1Hz. Data collection was by RS232 recording ASCII string and stored on flash card.

Magnetometer Type	Cesium Vapour
Model	CS-3
Manufacturer	Scintrex Ltd.
Sensitivity	0.022 nT / vHz@1Hz
Resolution	0.001 nT
Dynamic Range	15,000 – 120,000 nT
GPS model	GPS 18
GPS manufacturer	Garmin

5. TESTS AND CALIBRATIONS

5.1. MAGNETIC FIGURE OF MERIT

Compensation calibration tests were performed to determine the magnetic influence of aircraft maneuvers and the effectiveness of the aircraft compensation method. The aircraft flew a square pattern in the four survey directions at a high altitude over a magnetically quiet area and performed pitches (± 5°), rolls (± 10°) and yaws (± 5°). The sum of the maximum peak-to-peak residual noise amplitudes in the total compensated signal resulting from the twelve maneuvers is referred to as the FOM. The FOM was flown on May 11, 2019 and the values for this survey were 0.75 nT, 0.91 nT and 0.47 nT for the Left, Right and Tail sensors respectively (see Appendix II).

5.2. MAGNETIC LAG

Evaluation of the magnetic lag factor was accomplished by comparing survey data flown over a series of distinct magnetic anomalies in opposing directions. The measured lag was 0.3 seconds for the wingtip sensors and 0.50 seconds for the tail sensor. The results are presented in the following table:

C-GGLS : LAG TEST

WINGTIP SENSORS (TF1, TF2)

LINE	DIR		Reference Anomaly A	B	C		
S160	160°	FIDUCIAL	62221.2	62206.6	62200.5		
		X	678658.8	678323.5	678180.2		
		Y	5153914.8	5154819.5	5155184.1		
		SPEED (S_1)	68.0	64.6	64.1		
S340	340°	FIDUCIAL	62362.2	62380.2	62387.6		
		X	678642.3	678319.8	678176.0		
		Y	5153938.1	5154855.7	5155223.0		
		SPEED (S_2)	55.8	53.2	53.6		
		DELTA (apparent directional seperation, metres)	**28.6**	**36.4**	**39.1**		
		LAG (secs) *	**0.2**	**0.3**	**0.3**	**AVG LAG**	**0.3**

TAIL SENSOR (TF3)

LINE	DIR		Reference Anomaly A	B	C		
S160	160°	FIDUCIAL	62221.4	62206.8	62200.7		
		X	678663.1	678328.3	678184.9		
		Y	5153901.9	5154807.6	5155172.2		
		SPEED (S_1)	68.0	64.6	64.1		
S340	340°	FIDUCIAL	62362.4	62380.4	62387.8		
		X	678638.6	678316.4	678172.1		
		Y	5153948.6	5154865.7	5155232.9		
		SPEED (S_2)	55.8	53.2	53.6		
		DELTA (apparent directional seperation, metres)	**52.7**	**59.3**	**62.0**		
		LAG (secs) *	**0.4**	**0.5**	**0.5**	**AVG LAG**	**0.5**

** Lag factor calculated as LAG = DELTA/(S1+S2)*

5.3. RADAR CALIBRATION

C-GGLS: RADAR CALIBRATION DATA SUMMARY
Calibration performed: Thunder Bay, ON (01 May 2019, GLS1771)

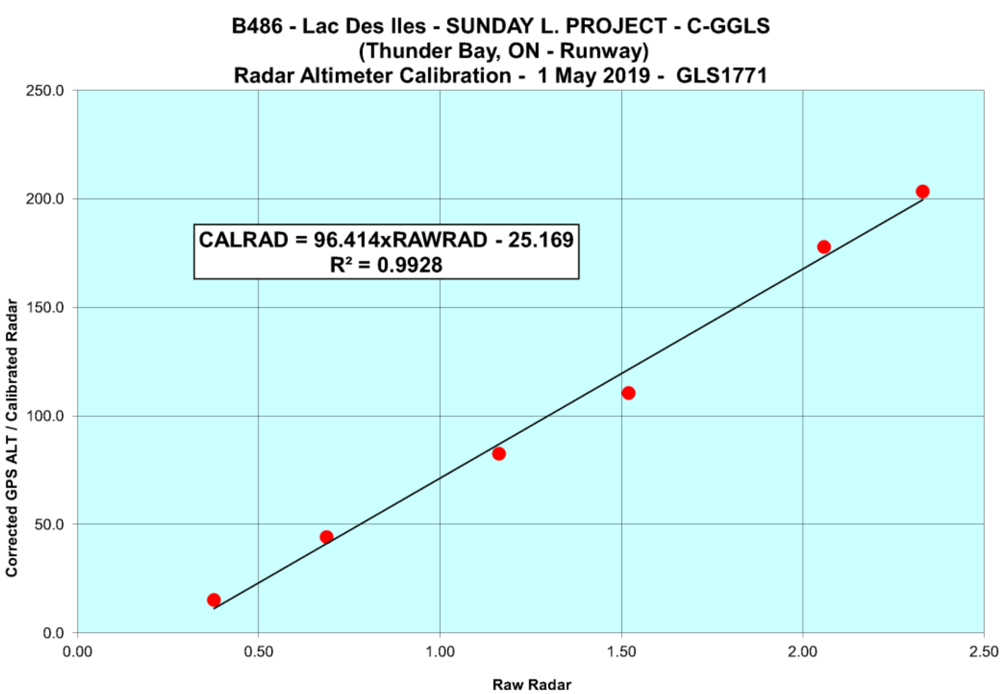
INTERCEPT	-25.1690
SLOPE	96.413882

LINE	RAW RADAR	GPS ALT	CORRECTED GPS ALT	RAW RADAR	CALIBRATED RADAR	ERROR *
Ground Ref		197.0	0.0			
S10100	0.3763	212.1	15.1	0.3763	11.1	-4.0
S10200	0.6871	241.1	44.1	0.6871	41.1	-3.0
S10300	1.1625	279.5	82.5	1.1625	86.9	4.4
S10400	1.5200	307.5	110.5	1.5200	121.4	10.9
S10500	2.0589	374.8	177.8	2.0589	173.3	-4.5
S10600	2.3311	400.4	203.4	2.3311	199.6	-3.8

** Error estimated as (Calibrated Radar) - (Corrected GPS Alt)*

Imperial Units

LINE	GPS_ALT (ft)	CAL_RAD (ft)
S10100	49.5	36.5
S10200	144.7	134.8
S10300	270.7	285.1
S10400	362.5	398.2
S10500	583.3	568.7
S10600	667.3	654.8



6. LOGISTICS

6.1. PERSONNEL

The contractor supplied the following properly qualified and experienced personnel to carry out the survey and to reduce, compile and report on the data:

Survey:	Pilots	Nathanael Walton
		Alexis Desbois
		Xavier Pichot Mez
	Operator	David Salvatori
	Electronics Technologist	James Bursey
	Office QC Processor	Allen Duffy
Office:	Final Processing	Allen Duffy
		John Charlton
		Brian Sargent
	Manager	Charles Barrie

6.2. FLIGHT REPORTING

The aircraft and crew arrived in Thunder Bay airport (CYQT) April 24, 2019, unloaded the airplane, and the crew loaded the survey navigation files. The following day they set up the base station and performed the first FOM to discover some new magnetic noise had entered the system. This was resolved after 15 days of intensive investigation, after which an exceptionally clean FOM was achieved on May 11th.

The survey was flown in 33 flights (1777-1809) from May 13th to June 11th and, in total, consisted of 1 day calibration, 2 scheduled aircraft maintenance days, 17 unscheduled maintenance days, 1.5 mob/demob days, 0.5 set-up days, 16.5 survey production days, 1 day testing, 7.5 standby weather days and 1 day for training. On the 11th day of June the survey was completed and the demob was approved by the client and accomplished.

Significant deviations were made to the aircraft terrain clearance on this survey primarily due to powerful near-surface turbulence created by the topographic effect on consistently strong winds plus complaints from local inhabitants and presence of towers, all affecting the safety criteria of the survey (see Section 2.6.2).

The team made every effort to maintain efficiency while collecting VLF-EM data by flying control lines when VLF transmitters were scheduled to be offline to maximize coverage. Also the survey was flown in an “every-other” line mode and the fill-in lines were planned as much as possible for different days such that VLF-off days would not be on adjacent lines (see section 7.5.1).

During the survey, the pilot maintained daily personal, aircraft and preflight safety reports. The base station and airborne data were monitored throughout the survey and recorded by precise notes of each flight. At the end of each flight day the flight report and data were uploaded to the project geophysicist who performed quality control on the raw and compensated survey data. Additionally, the geophysicist transcribed the operator notes and entered quality control notes into a spreadsheet in excel. From this spreadsheet periodic and summary reports were automatically generated. Detailed Flight and Line Lists in Appendix 9.3 show statistics for all flights each day.

A Summary of flight and production statistics appears below.

All survey personnel crew adopted and worked under the Terraquest Ltd. Health, Safety and Environmental Protection Manual (which include Site Specific Safety Plan and Emergency Response Plan) along with guidelines from the IAGSA safety and security standards.

6.3. BASE OF OPERATIONS

Terraquest's base of operations was at Thunder Bay Airport (CYQT). The base station (combined high sensitivity magnetic and GPS) was set up at a secure location at the airport.

The crew's accommodations were the responsibility and cost of Terraquest. The crew stayed at the Airline Hotel, 698 Arthur Street West, Thunder Bay.

SUMMARY OF FLIGHT AND PRODUCTION

TERRAQUEST

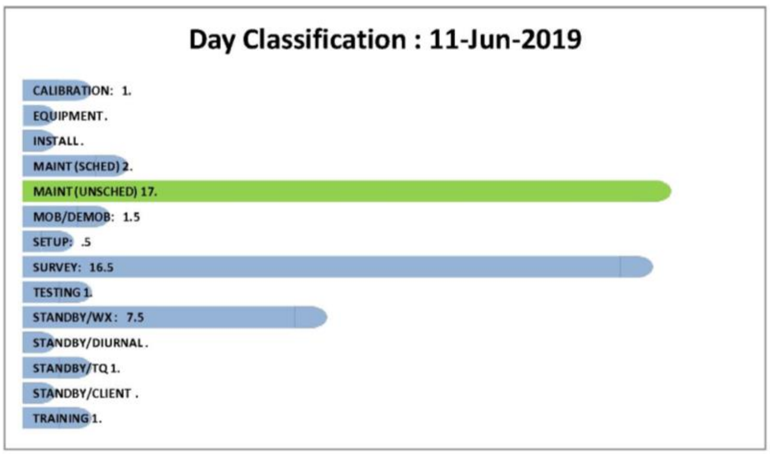
PROJECT REF B486 /LAC DES ILES MINES LTD. /SUNDAY LAKE: SPRING 2019

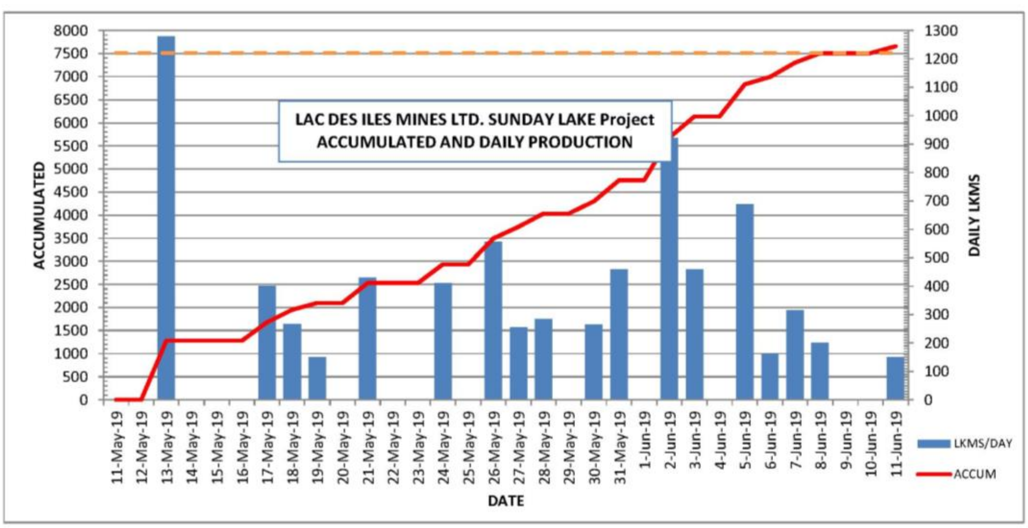
CURRENT STATUS:	11-Jun-19	C-GGLS					
TOTAL DAYS	INSTALL/ SET-UP	HIATUS	OPS DAYS	LKM/DAY	COMPL (%)	TOTAL FLT TIME	TOTAL PRD TIME
49	17		32	234.7	100.00%	93:16:00	35:59:16

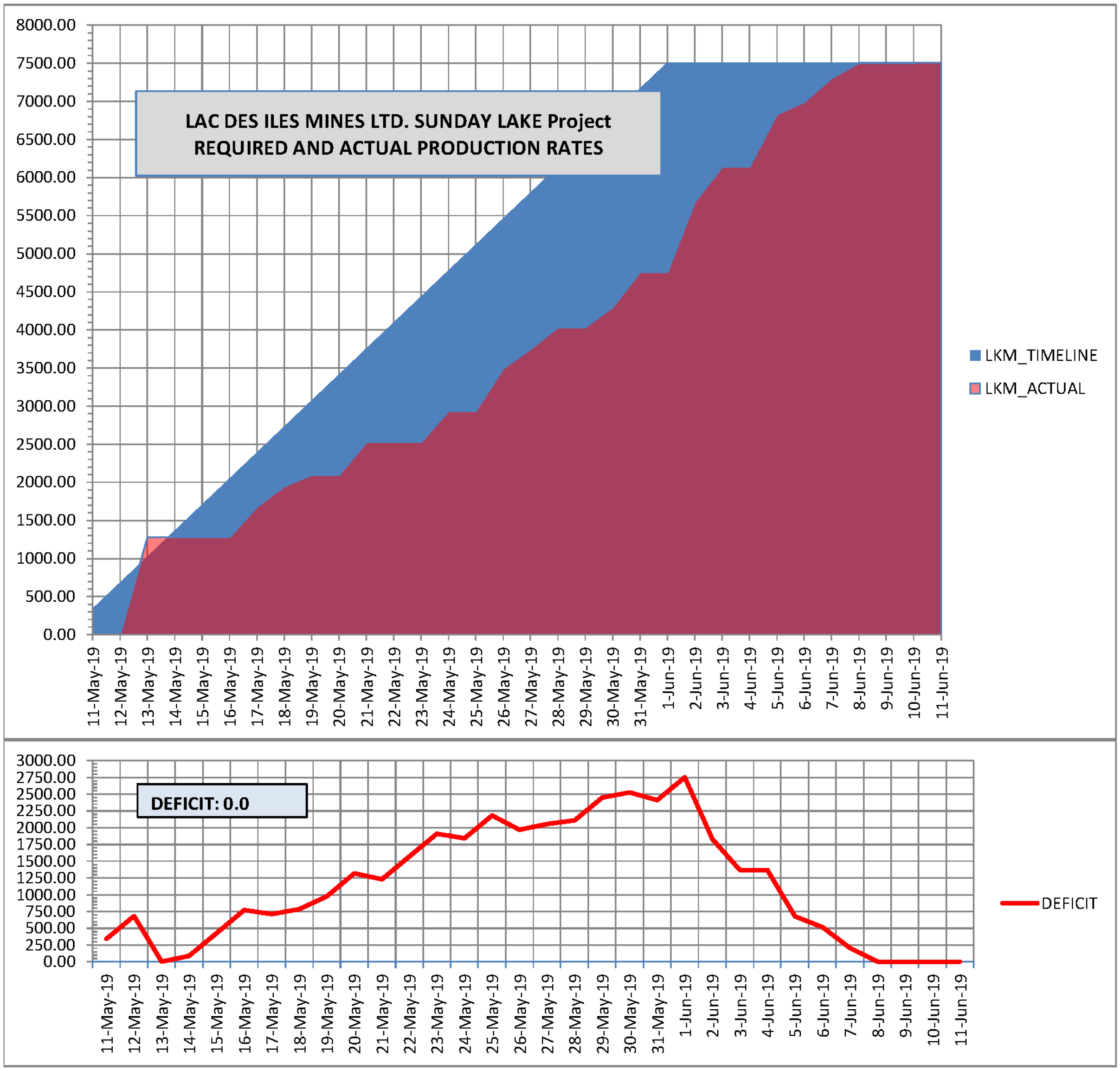
OVERALL PRODUCTION SUMMARY:

	Summary Date		11-Jun-19				
	PLAN		FLOWN				
	NLIN	LKMS	NLIN	LKMS	REMAIN	COMPL (%)	REFLT
TOTAL	430	7509.5	430	7509.5		100.00%	146.71
LINE	361	6821.5	361	6821.5		100.00%	
TIE	69	688.0	69	688.0		100.00%	
BORDER							

C-GGLS	
DAY CLASS SUMMARY	
CALIBRATION	1.0
EQUIPMENT	
INSTALL	
MAINT (SCHED)	2.0
MAINT (UNSCHED)	17.0
MOB/DEMOB	1.5
SETUP	0.5
SURVEY	16.5
TESTING	1.0
STANDBY/WX	7.5
STANDBY/DIURNAL	
STANDBY/TQ	1.0
STANDBY/CLIENT	
TRAINING	1.0
TOTAL	49.0






LAC DES ILES MINES LTD. SUNDAY LAKE Project
REQUIRED AND ACTUAL PRODUCTION RATES
LKM_TIMELINE
LKM_ACTUAL
DEFICIT: 0.0
DEFICIT

7. DATA PROCESSING

7.1. DATA QUALITY CONTROL / PRELIMINARY PLOTS

The field data were examined in the evening after each flight by a geophysicist to inspect the data for quality control and tolerances. All data were approved and checked for continuity and integrity. Magnetic data were corrected for diurnal to produce preliminary plots.

7.2. DIGITAL TERRAIN MODEL

The radar altimeter data were subtracted from the GPS altitude to produce a Digital Terrain Model. The resulting data were microlevelled to remove line-to-line imperfections in the data. The final grids were created using bi-directional Akima spline interpolation at a cell size of 25 metres.

7.3. FINAL MAGNETIC DATA PROCESSING

1. Lag Correction of Total Magnetic Field

The evaluation of the magnetic lag factor was accomplished by acquiring survey data flown in opposite directions over a series of distinct magnetic anomalies. The measured factors were 0.5 seconds for the tail Mag and 0.3 seconds for the wing tips.

2. Diurnal Data and Diurnal Corrections of the Total Magnetic Field

Magnetic data from the Diurnal Base Station were scrutinized for spurious readings (data spikes) and any obvious cultural interference. Any such features were manually removed and the data re-interpolated (Akima spline) to maintain a continuous record. A low-pass filter (60 fid cut-off wavelength) was applied to the edited diurnal record. The resulting data was used to pre-level (diurnally correct) the measured TMI data for the Tie lines prior to implementing Tie-Traverse intersection leveling. Traverse line data were not pre-leveled with Diurnal Base Station to avoid the risk of contaminating the airborne data with any remaining imperfections in the base station record.

3. Total Magnetic Field Tie-Traverse Line Intersection Levelling

As noted in previous sections, environmental conditions combined with absolute navigational obstacles (communication towers, etc) necessitated the aircraft's departure from a controlled drape surface. These conditions resulted in some altitude miss-ties at Tie-Traverse line intersections (i.e. large differences in terrain clearance at intersection points) and, in some cases, reduced line-to-line data continuity (due to varying terrain clearance). Since these would negatively impact the intersection and subsequent leveling procedures, magnetic variability due to terrain clearance was reduced by pre-treating data with a correction based on local vertical magnetic gradient multiplied by terrain clearance deviation. This correction, though relatively mild, enhanced the subsequent leveling procedures.

The lag corrected, pre-treated (altitude correction) data were refined using tie-line levelling. Using the Geosoft Oasis implementation of this procedure, an initial table of tie-traverse line intersection differences is compiled (together with supporting ancillary parameters such as local gradient, etc.) and intersection data is loaded into the processing databases. In a series of iterative levelling passes, outlier intersection values are either disabled or modified to refine and finalize the overall result.

4. The Magnetic Field Micro-Levelling

Minor levelling imperfections may still exist in the gradient enhanced intersection levelled data, most likely due to incomplete removal of diurnal influences in sections of lines between intersection points. These errors are removed by application of mild micro-levelling procedure whereby highly directional filtering identifies and removes residual noise correlated with the line direction.

5. Calculated Vertical Derivative

The first Vertical Derivative was calculated using a 2D FFT operator on the Total Field data grid. Unwanted, high frequency "ringing" in the resulting 1VD grid was minimized by concurrent application of an 8th order Butterworth low pass filter with a cut-off keyed to the line spacing.

6. Analytic Signal

The Analytic Signal, which is derived from the three orthogonal magnetic gradients, has the advantage of producing body centric anomalies - regardless of magnetic inclination - with source edges mapped out by the function's maxima. Additionally, approximate source depth may be estimated by measuring individual anomaly widths at half amplitude.

7. Horizontal Gradients

Terraquest solves the spatial mathematical relationship of the three total field measurements (left, right and tail) by using the accurate location of the three magnetic sensors in space to directly calculate the East-West and North-South gradients, referenced to geographic north, at each point along the survey line.

Both gradients were then median-leveled to remove bias; followed by mild micro-leveling to remove any remaining imperfections. Following this, the transverse and longitudinal gradients were gridded using a bi-directional Akima algorithm and a cell size of 25 metres. The measured transverse and longitudinal gradients provide an improved rendition of the shorter wavelengths in magnetic field than the residual magnetic field measured by the tail sensor alone. This is because the direction and amplitude of the field's total horizontal gradient can be determined using the 2 measured gradients, providing information regarding the behaviour of the magnetic field in-between traverse lines. Thus, it is useful to incorporate the gradient data in the preparation of the residual magnetic field grid

8. Reconstructed Total Field (RTF)

Data grids of the measured horizontal gradients were used to generate the Reconstructed Total Magnetic Field using the 2D FFT process described by J. B. Nelson (Nelson, 1994)*. This product (RTF) has the advantage of being un-affected by magnetic diurnal activity, though longer magnetic spatial wavelengths are not represented due to measurement resolution limitations in the magnetometers. The resulting data units (expressed as pseudo nanoTesla) are not true nT; approximate conversion to true nT may be accomplished by application of scaling factor if required. Using the calculated Reconstructed Total Field data grid, a "RTF" Geosoft database channel is created by performing a grid look-up ("grid sample") for each data point in the production database.

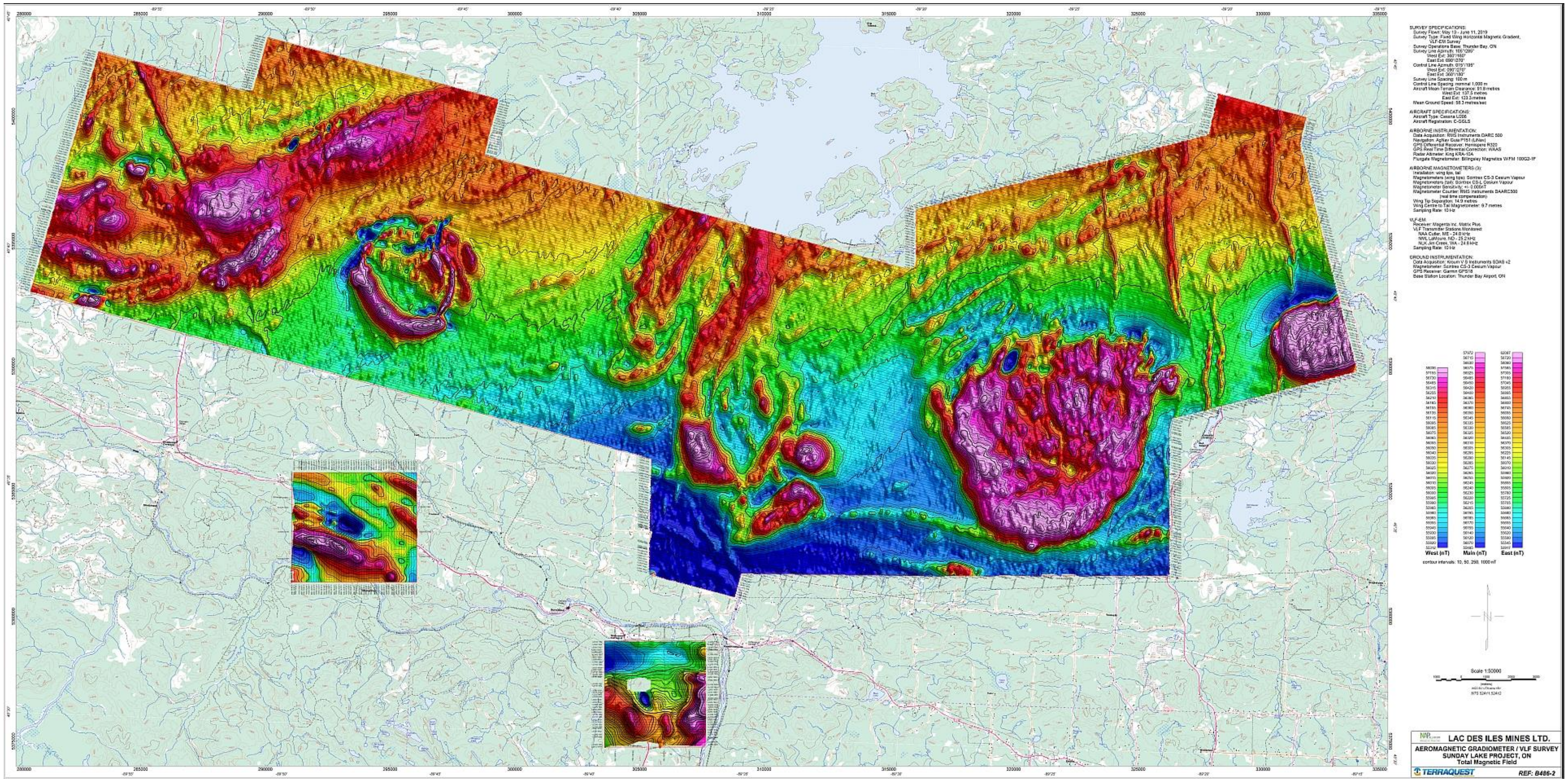
* Reference: Nelson, J.B., 1994, Leveling total-field aeromagnetic data with measured horizontal gradients: Geophysics, 59, 1166-1170

9. Grids

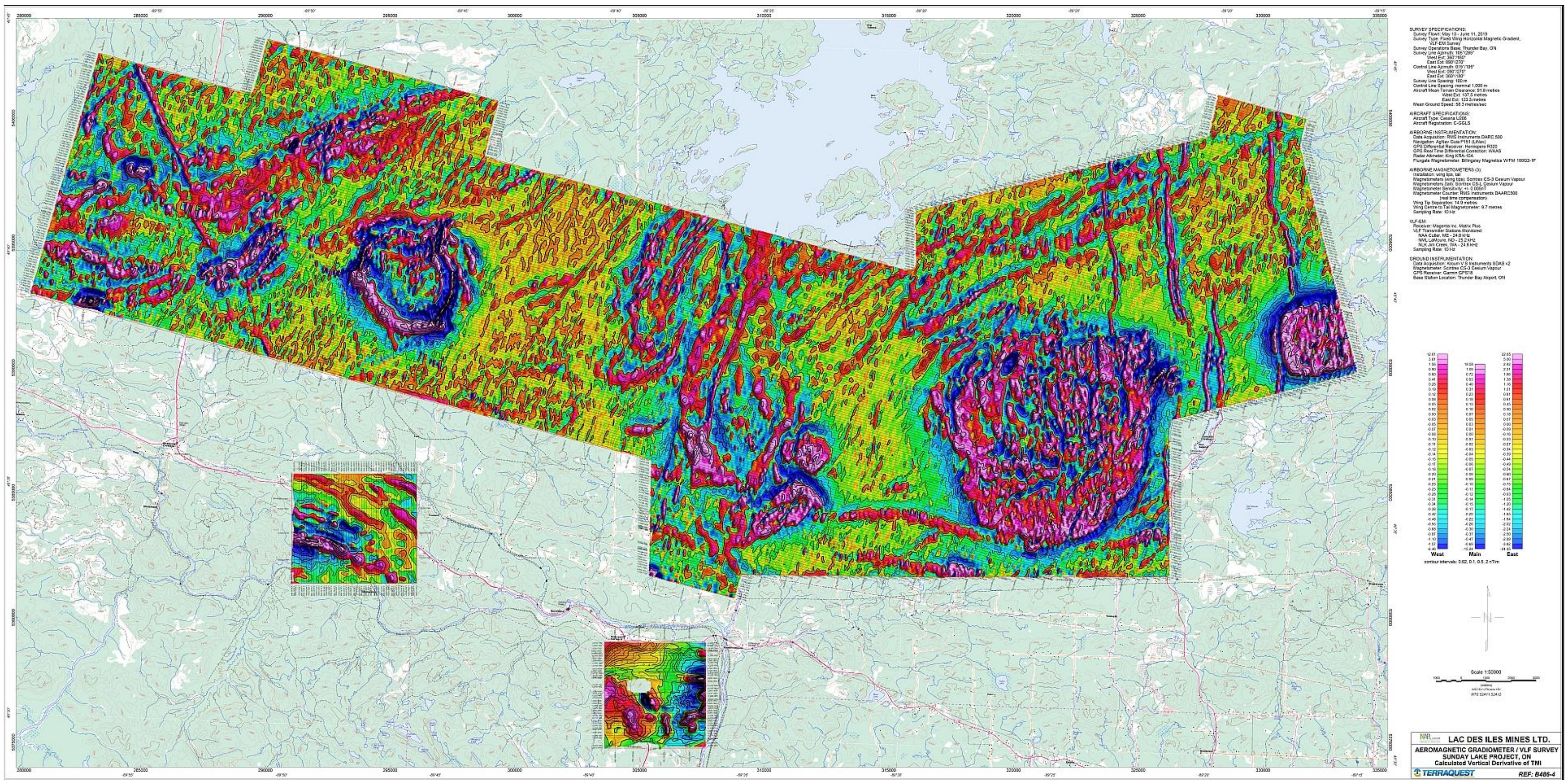
Magnetic data grids were created using bi-directional data interpolation at a cell size of 25 metres.

7.4. MAGNETIC DATA MAPS

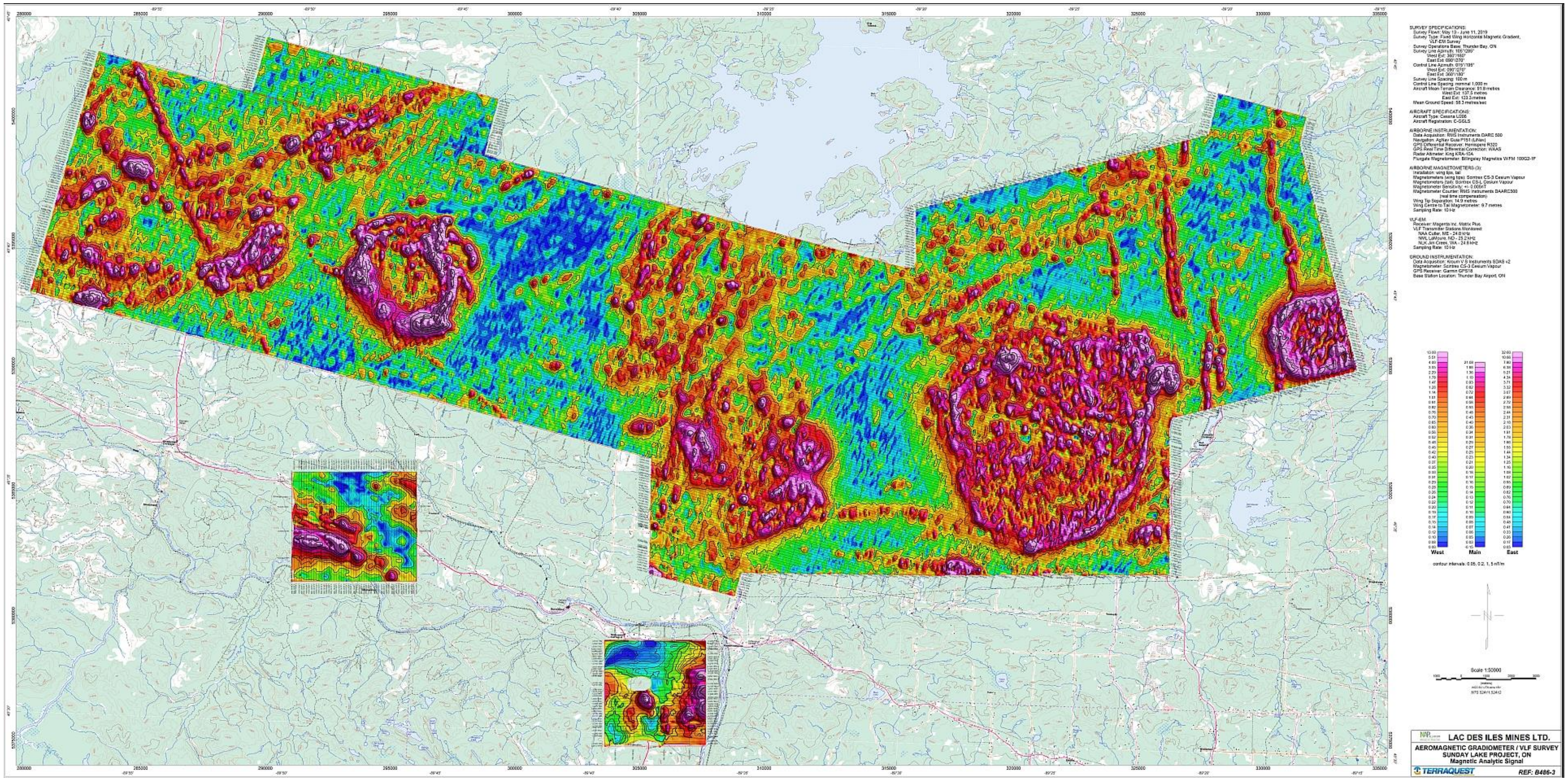
1. Total Magnetic Intensity



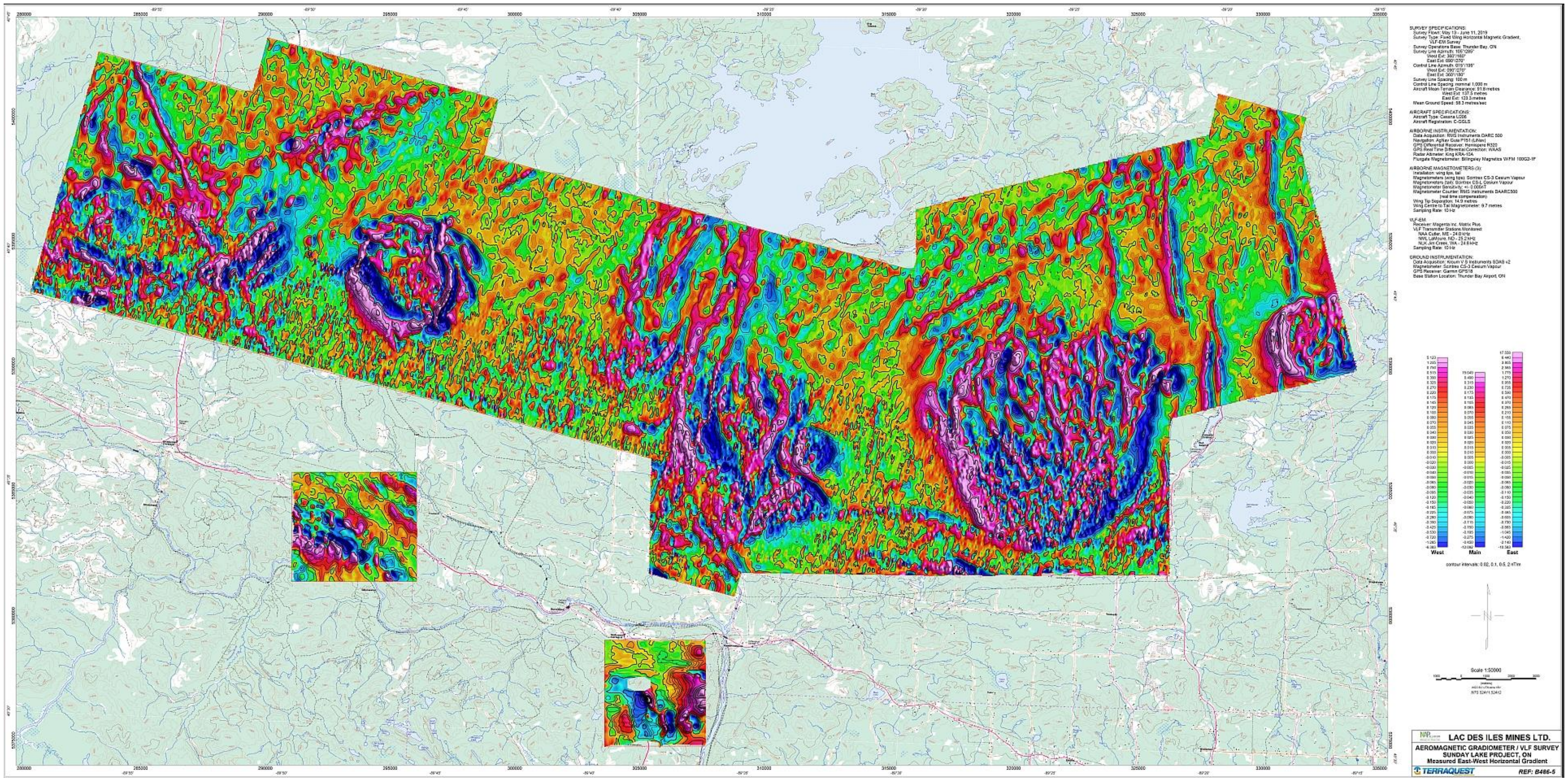
2. Calculated Vertical Derivative



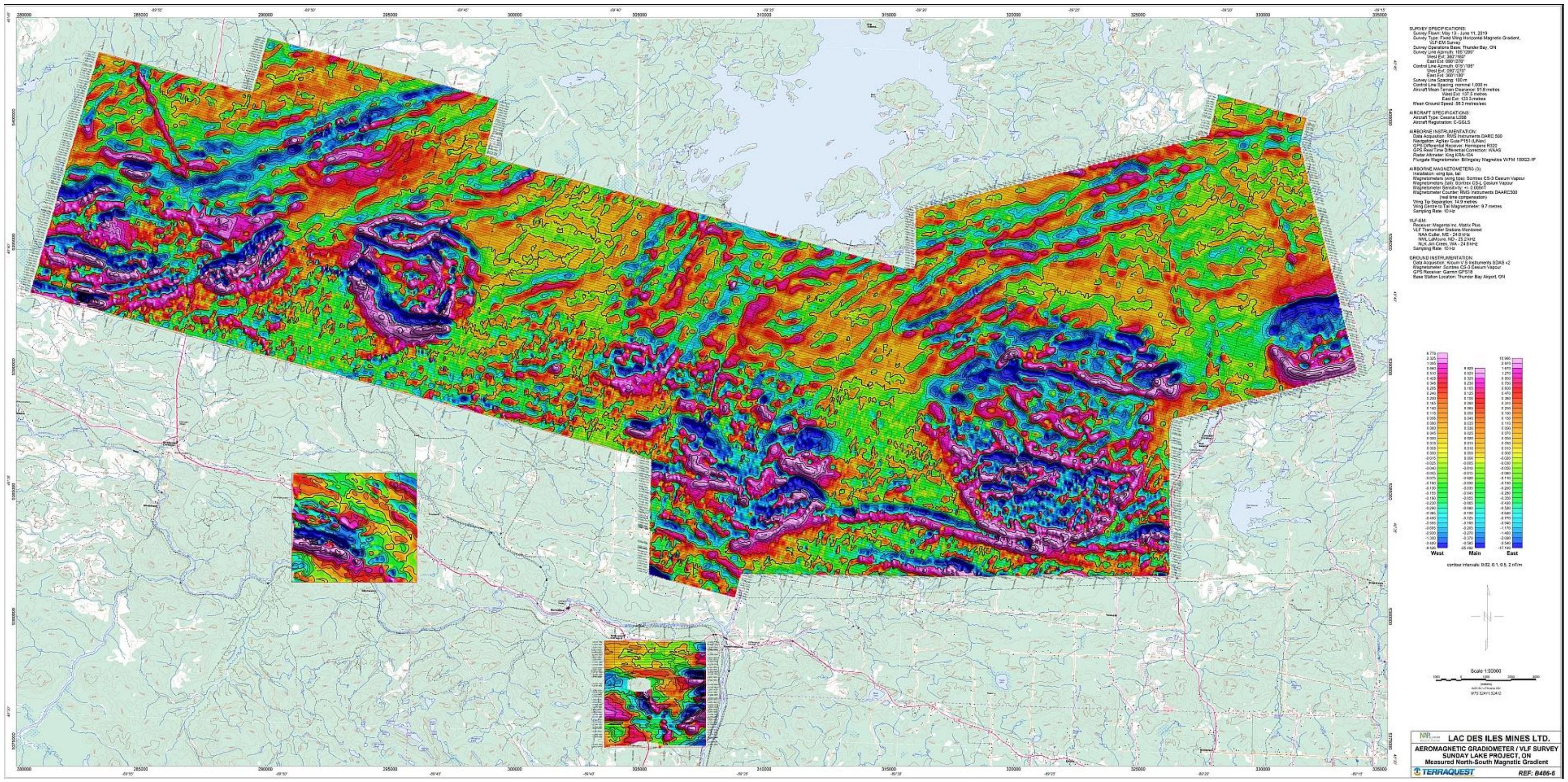
3. Analytic Signal



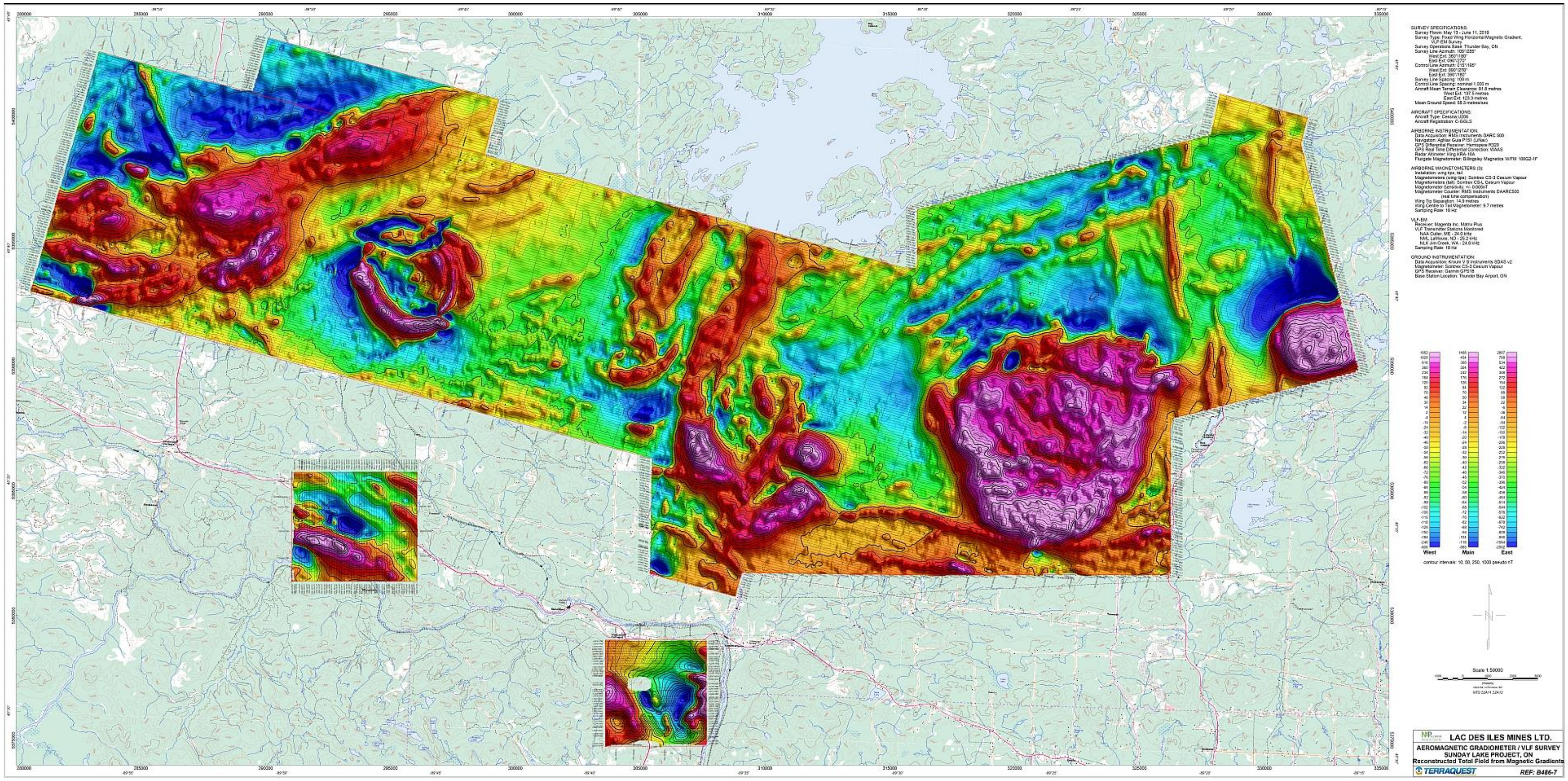
4. Measured Horizontal East-West Gradient



5. Measured Horizontal North-South Gradient



6. Reconstructed Total Field



7.5. FINAL ELECTROMAGNETC DATA PROCESSING

1. Matrix VLF-EM Monitoring

VLF-EM data were captured using a Magenta Inc. Matrix Digital VLF receiver. This instrument is capable of simultaneously monitoring up to four VLF frequencies, recording amplitude (secondary field), transmitter station azimuth (relative to aircraft orientation), vertical and planar ellipticities and field tilt angle. For this project, the following VLF transmitters were monitored:

- Station NAA: Cutler, Maine – 24.0 kHz
- Station NML: La Moure, North Dakota – 25.2 kHz
- Station NLK: Jim Creek, Washington – 24.8 kHz

Transmitter power, distances and azimuths relative to the survey block are illustrated the Figure on the next page. Transmitter stations are nominally shut down for scheduled maintenance as follows: NAA Cutler, Maine on Mondays, NML LaMoure, North Dakota on parts of Wednesdays, and NLK Seattle, Washington progressively throughout Wednesday such that there is generally always some signal. Deviations to this schedule are not uncommon.

The survey was flown in a manner that ensures as much as possible that adjacent lines do not have the same VLF Transmitter-off day (see discussion in section 6.2), this ensures that there no significant gaps in the recorded VLF data since the long wavelength of the VLF signal readily crosses three or more survey lines.

The actual "times-off" of each transmitter signal for each survey line throughout the survey period is documented in the Line Listing in the Appendix 9.3.

2. Matrix VLF-EM Processing

Field Amplitude was processed and presented separately for each of the frequencies. Processing of the raw amplitude data consisted of the following:

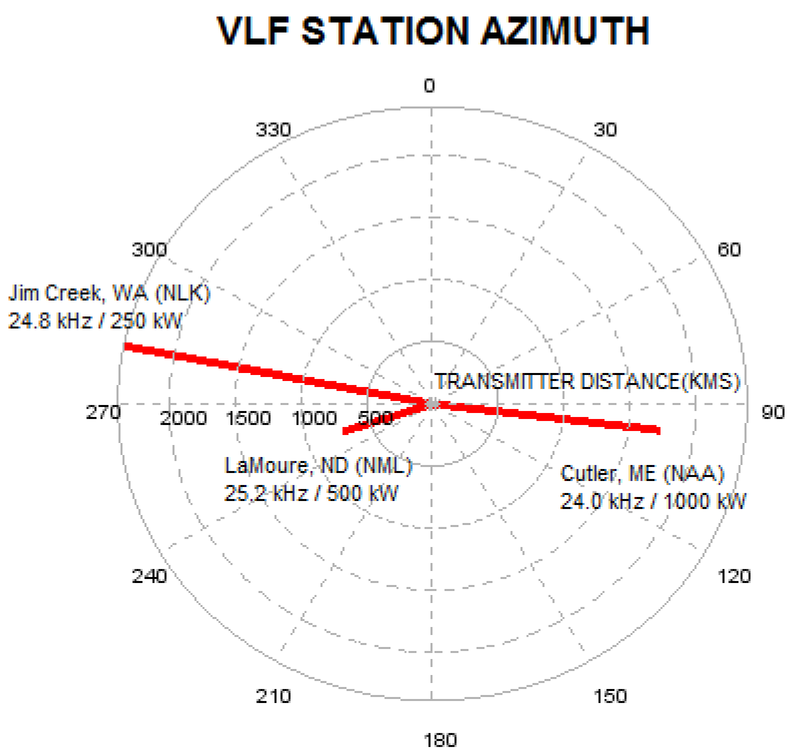
- Mask out any embedded "off-line" data
- Noise reduction filtering using non-linear Naudy filtering (5 pt filter width)
- Lag correction (correction factor = -0.25 sec)
- Initial levelling (mean subtraction)
- Fine levelling (micro-levelling)
- Application of bias offsets such that finalised data ranged positive

The finalised conductivity data for each channel were presented as a series of colour images of total field strength (amplitude). Conductor axes and other VLF anomalous features (topographic effects, conductive lake sediments, etc.) are mapped by "hot" colours (orange –> red -> magenta) as peak centric lineaments.

A High-Pass filter was applied to the final conductivity map in order the enhance the location of the conductor axes and presented as a separate channel in the database and final map.

The orientation and distances of the primary fields are located on the legend of each Matrix VLF-EM Total Field conductivity map. The final grids were created using Minimum Curvature data interpolations at a cell size of 25 m.

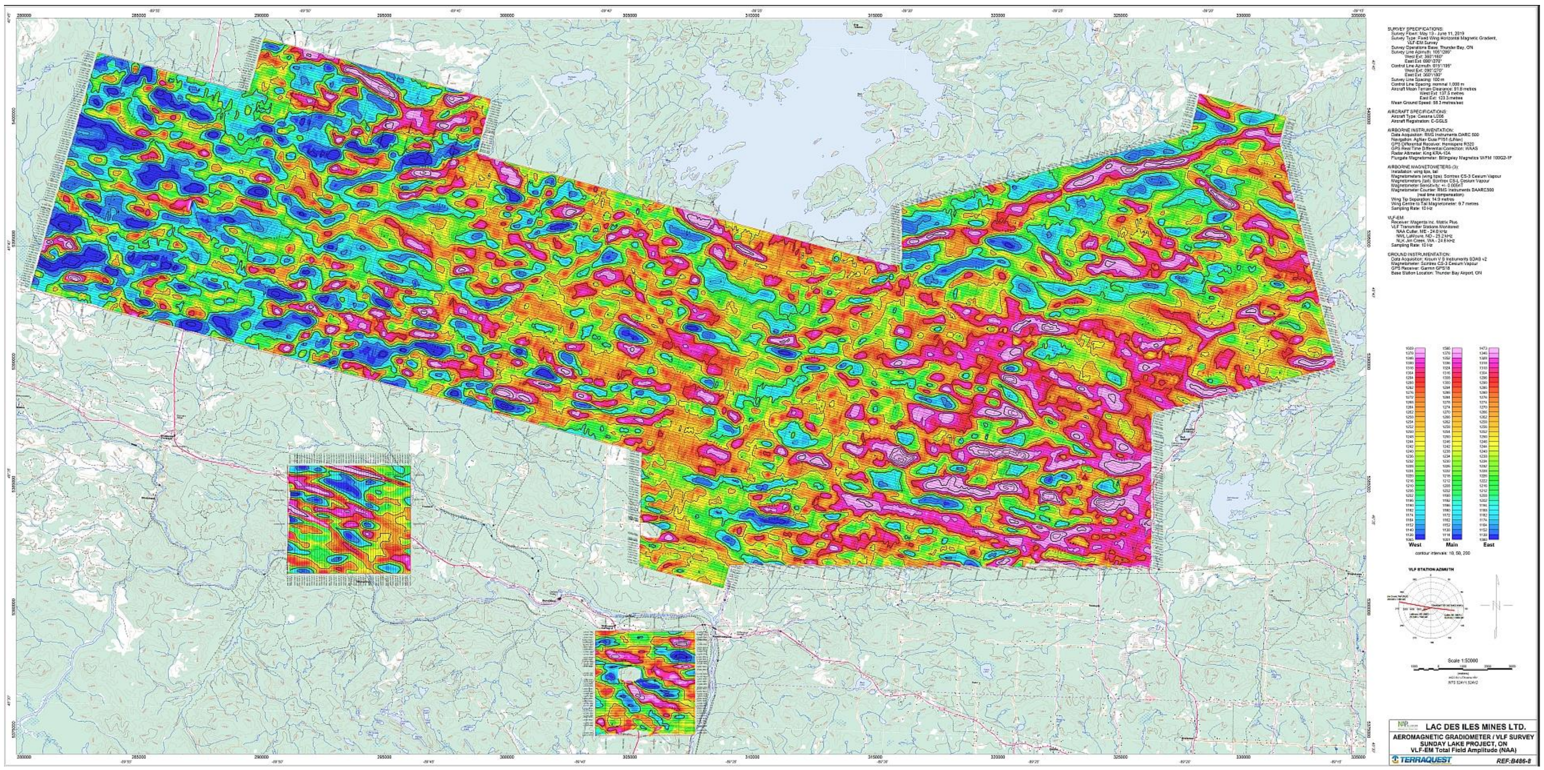
VLF STATION AZIMUTH - B486 Survey



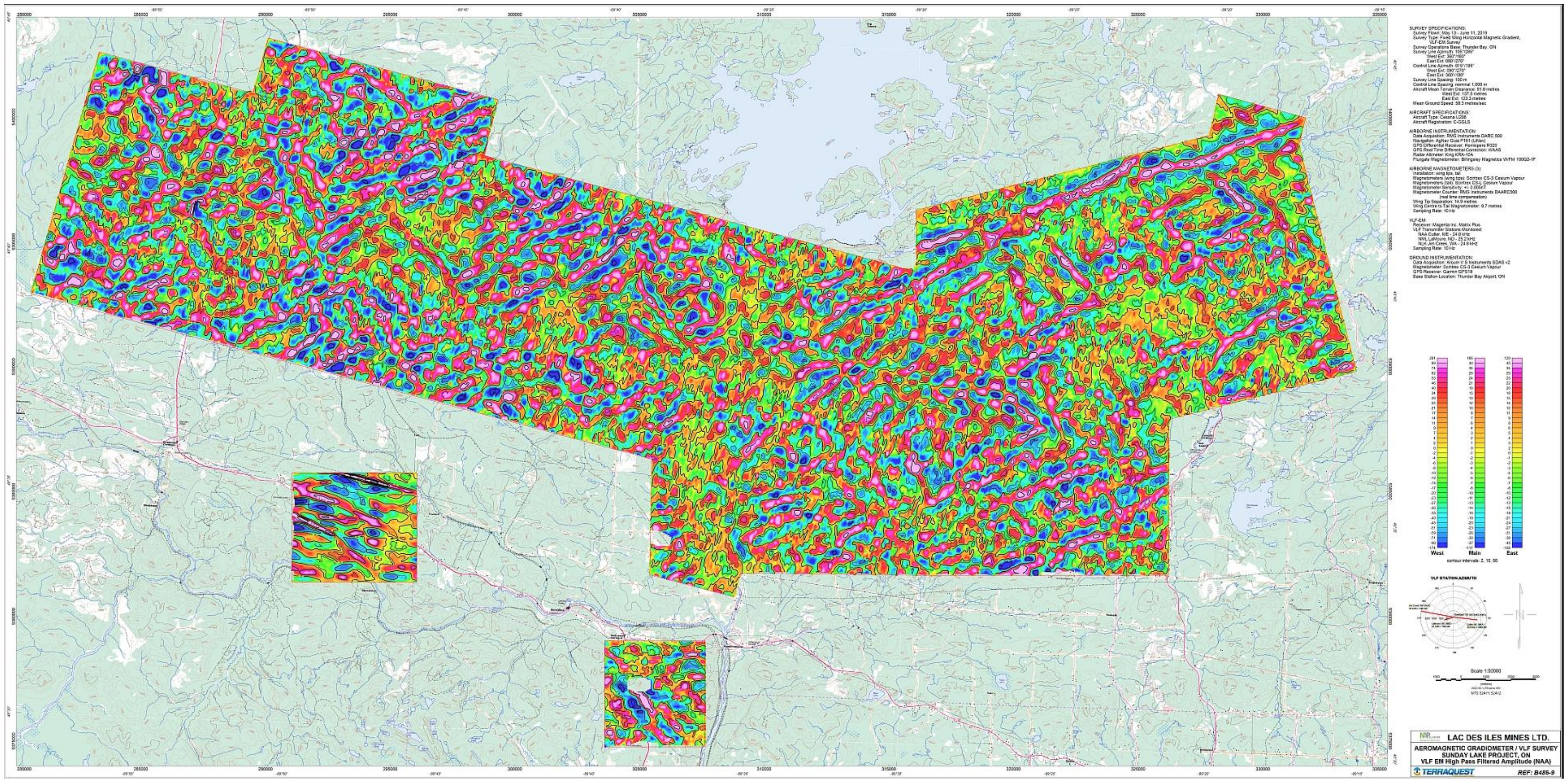
Comment: The Matrix VLF-EM conductivity data in this survey display excellent correlation with magnetic, litholgical and structural trends across the survey area, accordingly this EM data set would be a good candidate for inversion modeling to create resistivity products. Where the conductivity products are successful in mapping structure, resistivity products have the potential to map lithologies independently from magnetic properties.

7.6. VLF-EM DATA MAPS

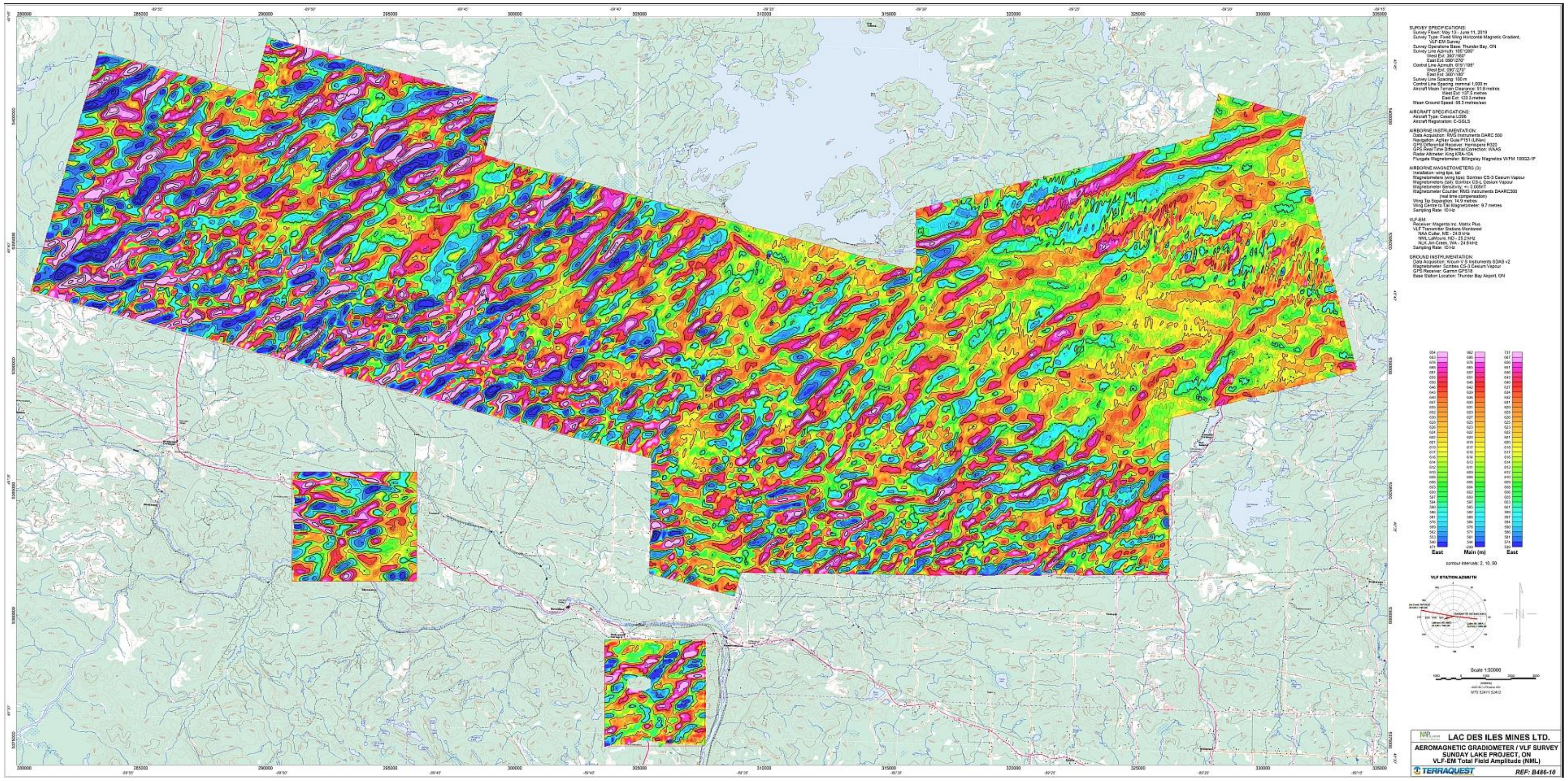
1. Amplitude of the Secondary Total Field Strength (NAA, Cutler, ME)



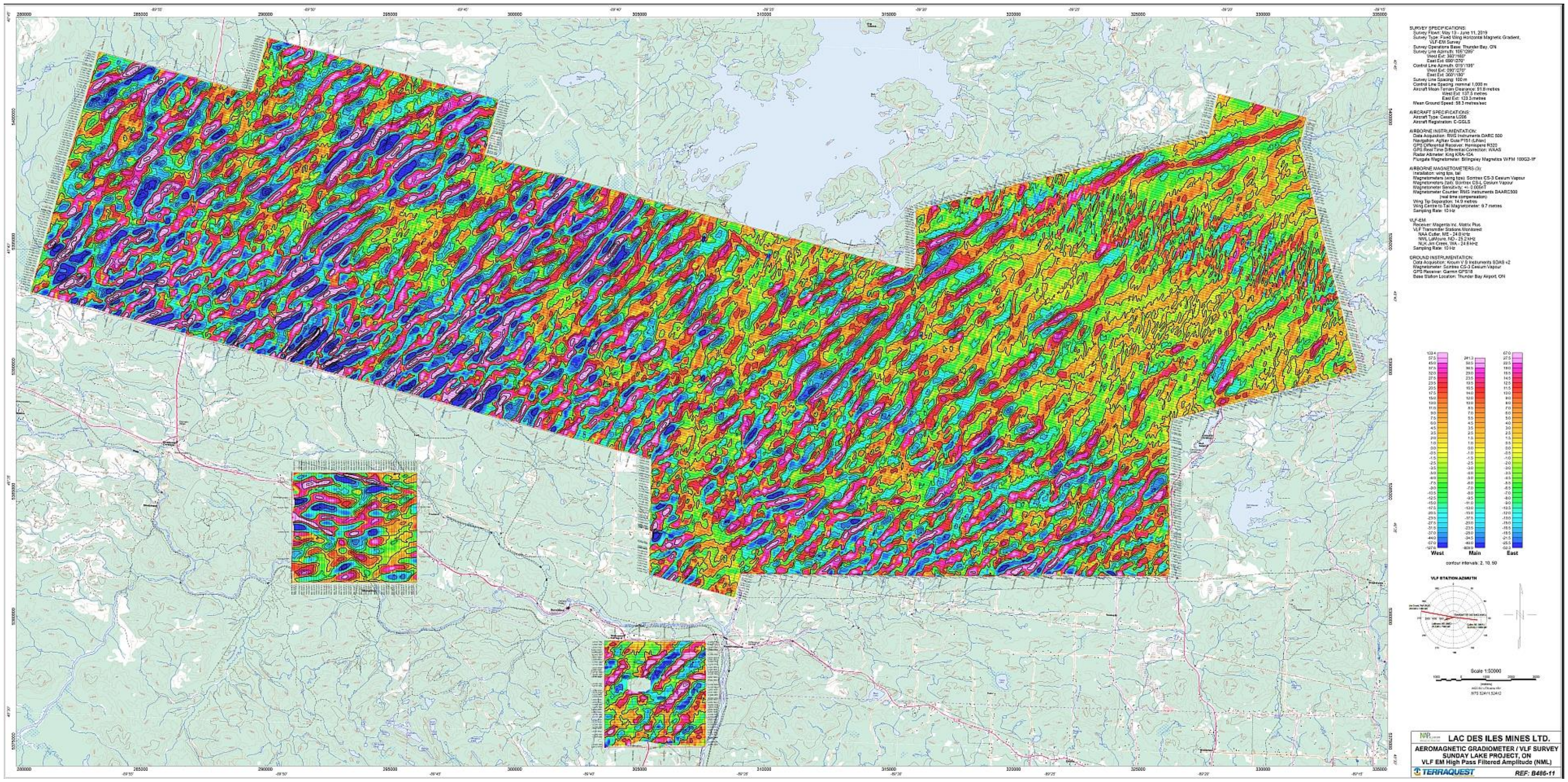
2. High-Pass Filter of the Secondary Total Field Strength (NAA, Cutler, ME)



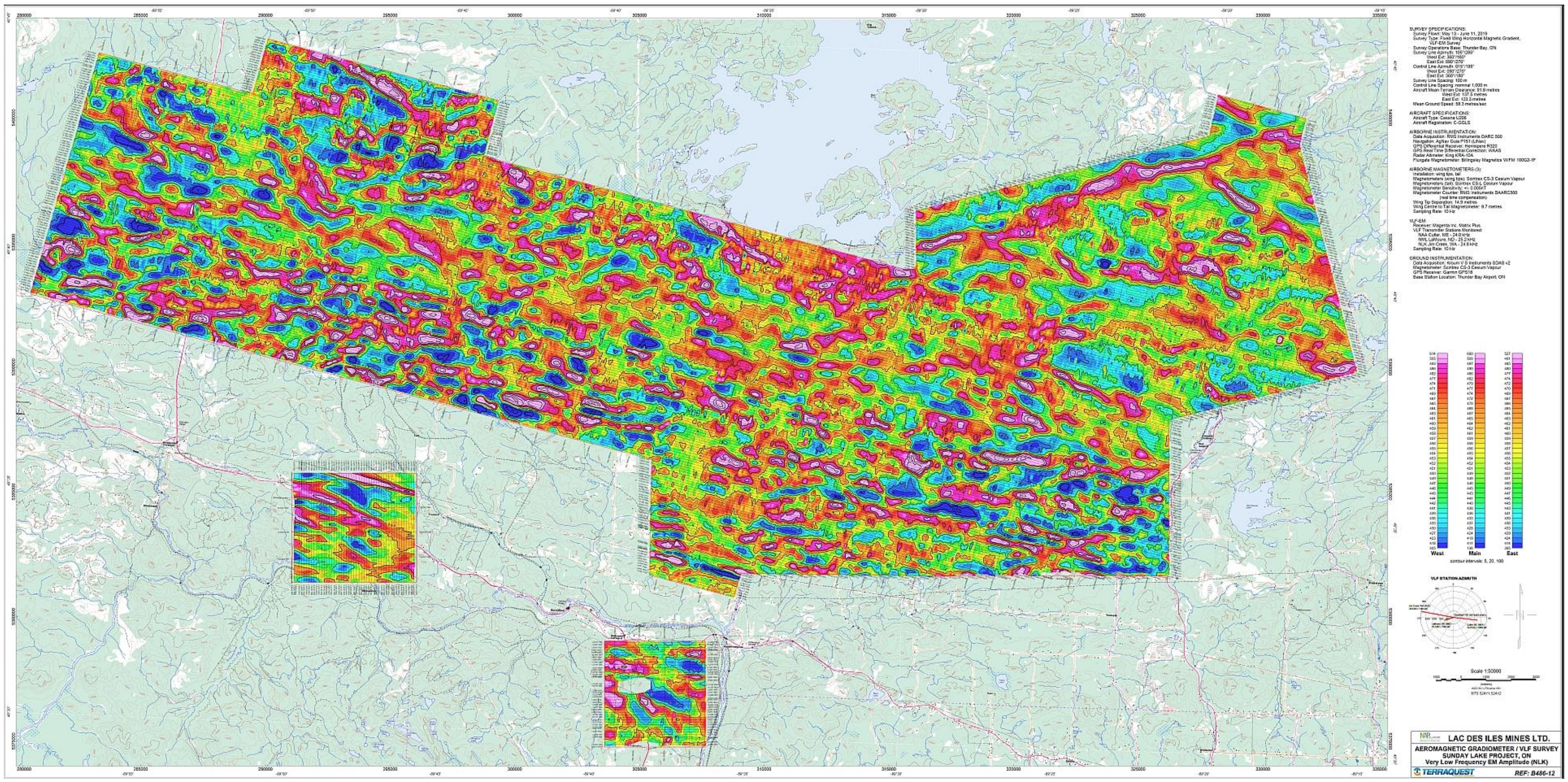
3. Amplitude of the Secondary Total Field Strength (NML, La Moure, ND)



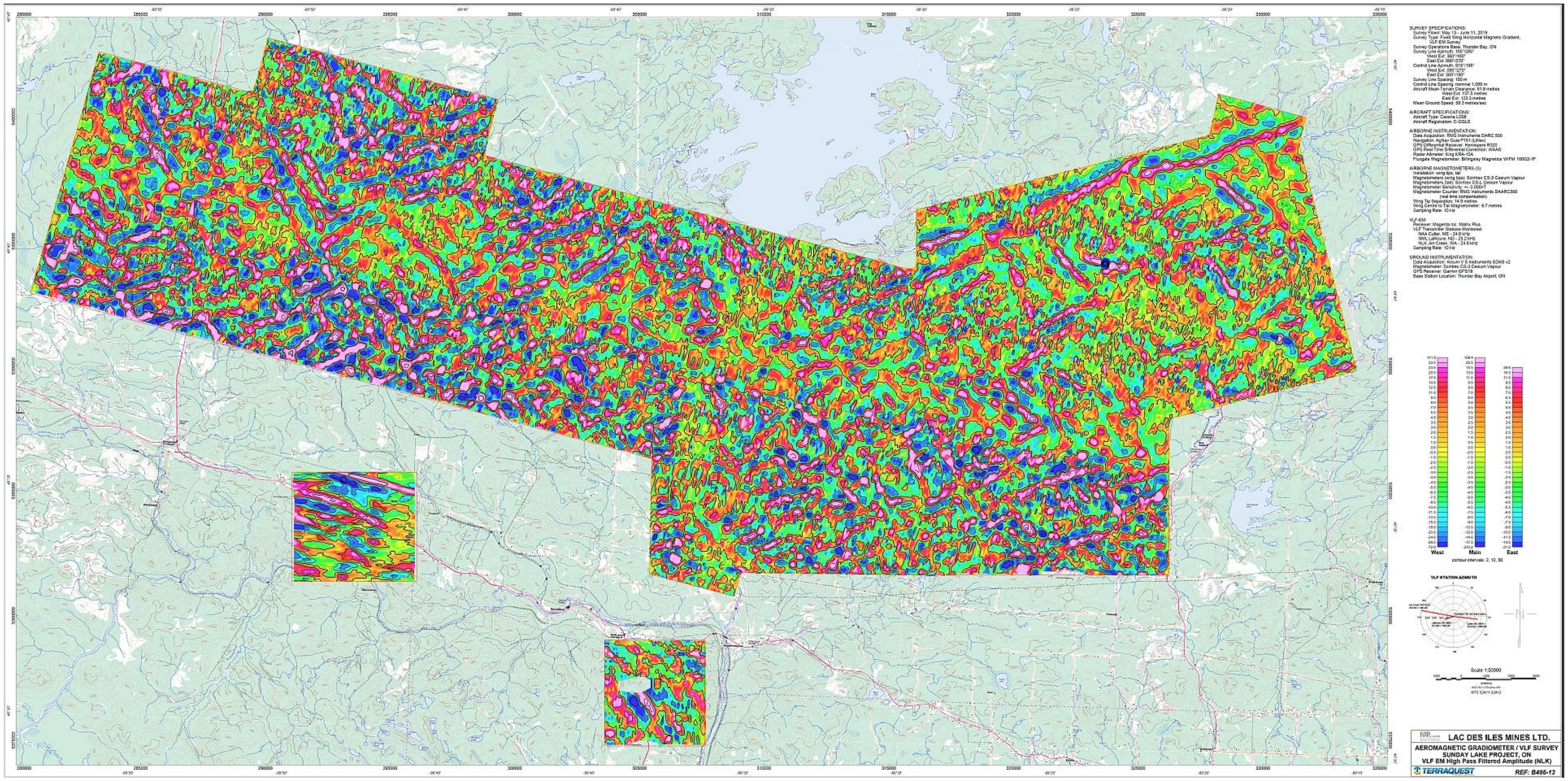
4. High-Pass Filter of the Secondary Total Field Strength (NML, La Moure, ND)



5. Amplitude of the Secondary Total Field Strength (NLK, Jim Creek, WA)



6. High Pass Filter of the Secondary Total Field Strength (NLK, Jim Creek, WA)



7.7. LIST OF FINAL PRODUCTS

A complete list of all final products is listed in the ReadMe file Appendix 9.4. All products including this Report are contained on an Archive DVD.

The following maps were produced in digital format in Low Resolution for the Operations Report, and High Resolution for the Database and Plotted Maps at 1:50,000 scale (2 copies):

1. Digital Terrain Model
2. Total Magnetic Intensity
3. Analytic Signal
4. Calculated Vertical Derivative of Total Magnetic Intensity
5. Measured Magnetic Horizontal Gradient - East-West
6. Measured Magnetic horizontal Gradient - North-South
7. Reconstructed Total Magnetic Field
8. Amplitude of the Secondary Total VLF-EM Field (NAA, Cutler, ME)
9. High Pass Filter of Total VLF-EM Field (NAA, Cutler, ME)
10. Amplitude of the Secondary Total VLF-EM Field (NML, La Moure, ND)
11. High Pass Filter of Total VLF-EM Field (NML, La Moure, ND)
12. Amplitude of the Secondary Total VLF-EM Field (NLK, Jim Creek, WA)
13. High Pass Filter of Total VLF-EM Field (NLK, Jim Creek, WA)

- Digital grid archives in GEOSOFT
- Two copies of all final maps plotted on glossy film
- JPEG format of maps
- Digital Profile Archives in GEOSOFT GDB format (compatible with 4.1 or higher)
- Operations Report in PDF format
- Readme.txt

8. SUMMARY

An airborne, high sensitivity, horizontal magnetic gradient and Matrix VLF-EM survey was performed over the Sunday Lake Project located approximately 28 km north of Thunder Bay, Ontario. The survey was comprised of a **Main Block** and two small **East** and **West Blocks** flown with a mean terrain clearances of respectively 91.8 metres, 123.3 metres and 137.5 metres. The traverse line interval was 100 metres and control line intervals were 1000 metres. The aircraft mean speed was 209.9 km/hr (58.3 m/sec) with a data sample rate of 10 Hz, the equivalent data points are approximately 5.8 metres along the flight lines. The base of operations was at Thunder Bay International Airport (CYQT); a high sensitivity magnetic and a GPS base station was setup at a quiet and secure area at the airport. Throughout the survey this base station recorded the diurnal magnetic activity and was synchronized to the airborne data using GPS time.

The data were subjected to final processing to produce a digital archive and two glossy colour copies of the following maps:

a) **Digital Terrain Model** with Flight Path
b) **Magnetics:** Total Magnetic Intensity of tail sensor, Analytic Signal, Calculated Vertical Derivative, Measured Horizontal Gradients (East-West and North-South), Reconstructed Total Magnetic Field
c) **MATRIX VLF-EM**: Amplitude of the Secondary Total Field from i) NAA, Cutler, ME, ii) NML, La Moure, ND and iii) NLK, Jim Creek, WA, and High-Pass Filter Products from all three frequencies.

The data has been archived as Geosoft database (GDB), GRID, and .JPEG formats; this report is included in the archive report in PDF format.

High resolution horizontal gradient magnetic data have provided a detailed data set which can be used to improve the magnetic mapping. The Matrix VLF-EM conductivity products show good correlation with both magnetic and geologic trends and have been successful in identifying and mapping the structural fabric across the survey area. Based on the merit of this data, additional inversion processing of the EM data is recommended to obtain resistivity products in order to potentially map lithologies independently from their magnetic properties.

Respectfully Submitted,

Charles Barrie, M.Sc., P.Geo.
Vice President
Terraquest Ltd.

9. APPENDICES

9.1. APPENDIX I - CERTIFICATE OF QUALIFICATION

I, Charles Q. Barrie, certify that I:

1) am registered as a Fellow with the Geological Association of Canada, as P. Geo. with the Association of Professional Geoscientists of Ontario and work professionally as a geologist,
2) hold an Honours degree in Geology from McMaster University, Canada, obtained in 1977,
3) hold an M.Sc. in Geology from Dalhousie University, Canada, obtained in 1980,
4) am a member of the Prospectors and Developers Association of Canada,
5) am a member of the Canadian Institute of Mining, Metallurgy and Petroleum,
6) have worked as a geologist for thirty-nine years,
7) am employed by and am a co-owner of Terraquest Ltd., specializing in high sensitivity airborne geophysical surveys for thirty-four years, and
8) have prepared this operations and specifications report pertaining to airborne data collected by Terraquest Ltd.

Markham, Ontario, Canada

Signed

Charles Barrie, M.Sc., P.Geo.
Vice President
Terraquest Ltd.

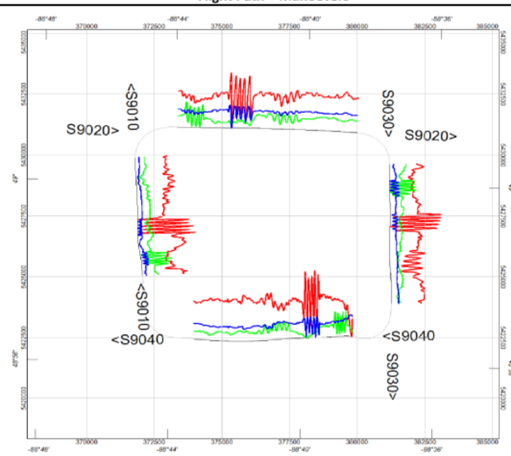
9.2. APPENDIX II - MAGNETIC FIGURE OF MERIT (FOM)

B486-LAC DES ISLES MINES LTD. - Sunday L. Project / 2019

Magnetic Figure of Merit Analysis (SRCDAT:111635, GLS1775

Job Ref:	B486	**Date:**	11-May-19	**Aircraft:**	C-GGLS
Location :	Thunder Bay, ON				

Flight Path + Manoevers



FOM Index : Sensor 1													
	Calculation note: Residual noise was isolated using a 101 pt Hanning high pass convolution filter with a subsequent low-pass filter (1.0 fid cutoff) applied to reduce non-related HF noise. Individual min-max values determined from the maximum consecutive peak-to-trough residual noise amplitude within each manoevre group												
LINE	**DIR**	**TRAV FLG**	**PITCH**		**ROLL**		**YAW**			**P**	**R**	**Y**	**Σ**
			MAX	MIN	MAX	MIN	MAX	MIN					
9010	N	⚐	0.0171	-0.0266	0.0495	-0.0196	0.0029	-0.0570		0.0437	0.0690	0.0599	0.1726
9020	E		0.0104	-0.0411	0.0363	-0.0349	0.0033	-0.0348		0.0515	0.0712	0.0380	0.1607
9030	S	⚐	-0.0152	-0.0606	0.0363	-0.0135	0.0928	0.0314		0.0454	0.0498	0.0614	0.1567
9040	W		0.0290	-0.0468	0.0469	-0.0801	0.0479	-0.0125		0.0757	0.1270	0.0604	0.2631
									Σ	0.2163	0.3171	0.2197	0.7531
						Full FOM Index :				**0.7531**			
						Eq. Traverse FOM Index (Σ Trav x 2) :				**0.6586**			

FOM Index : Sensor 2													
LINE	**DIR**	**TRAV FLG**	**PITCH**		**ROLL**		**YAW**			**P**	**R**	**Y**	**Σ**
			MAX	MIN	MAX	MIN	MAX	MIN					
9010	N	⚐	0.0282	-0.0194	0.0494	-0.0206	0.0208	-0.0570		0.0475	0.0701	0.0778	0.1954
9020	E		0.0081	-0.0527	0.0661	-0.0370	0.0516	-0.0782		0.0608	0.1031	0.1298	0.2937
9030	S	⚐	-0.0102	-0.0562	0.0652	0.0044	0.1039	0.0292		0.0461	0.0608	0.0747	0.1816
9040	W		0.0349	-0.0320	0.0409	-0.0647	0.0566	-0.0097		0.0669	0.1056	0.0663	0.2388
									Σ	0.2214	0.3396	0.3486	0.9096
						Full FOM Index :				**0.9096**			
						Eq. Traverse FOM Index (Σ Trav x 2) :				**0.7541**			

FOM Index : Sensor3													
LINE	**DIR**	**TRAV FLG**	**PITCH**		**ROLL**		**YAW**			**P**	**R**	**Y**	**Σ**
			MAX	MIN	MAX	MIN	MAX	MIN					
9010	N	⚐	0.0213	-0.0237	0.0305	-0.0027	0.0119	-0.0409		0.0450	0.0333	0.0528	0.1310
9020	E		-0.0133	-0.0360	0.0236	-0.0085	0.0142	-0.0409		0.0226	0.0322	0.0551	0.1099
9030	S	⚐	-0.0142	-0.0523	0.0405	0.0195	0.0782	0.0414		0.0381	0.0210	0.0368	0.0958
9040	W		0.0146	-0.0313	0.0009	-0.0433	0.0331	-0.0081		0.0459	0.0442	0.0413	0.1314
									Σ	0.1516	0.1306	0.1859	0.4681
						Full FOM Index :				**0.4681**			
						Eq. Traverse FOM Index (Σ Trav x 2) :				**0.4536**			

9.3. APPENDIX III - FIELD OPERATIONS SUMMARY

1. Survey Diary

AC	DATE	COUNT	CLASS (by half day)		LKMS	ACCUM	COMMENT
C-GGLS	24-Apr-19	1	MOB/DEMOB	MOB/DEMOB			GLS1766,1767: ferry from Oshawa to Thunderbay
C-GGLS	25-Apr-19	2	SETUP	CALIBRATION			Noisy Base station location; out of spec FOM CAL
C-GGLS	26-Apr-19	3	MAINT (UNSCHED)	MAINT (UNSCHED)			Diagnose/Fix noise sources on C-GGLS + fix misc other problems
C-GGLS	27-Apr-19	4	MAINT (UNSCHED)	MAINT (UNSCHED)			Diagnose/Fix noise sources on C-GGLS + fix misc other problems
C-GGLS	28-Apr-19	5	MAINT (UNSCHED)	MAINT (UNSCHED)			Diagnose/Fix noise sources on C-GGLS + fix misc other problems
C-GGLS	29-Apr-19	6	MAINT (UNSCHED)	MAINT (UNSCHED)			Diagnose/Fix noise sources on C-GGLS + fix misc other problems
C-GGLS	30-Apr-19	7	MAINT (UNSCHED)	MAINT (UNSCHED)			Diagnose/Fix noise sources on C-GGLS + fix misc other problems
C-GGLS	1-May-19	8	MAINT (UNSCHED)	MAINT (UNSCHED)			Diagnose/Fix noise sources on C-GGLS + fix misc other problems
C-GGLS	2-May-19	9	MAINT (UNSCHED)	MAINT (UNSCHED)			Diagnose/Fix noise sources on C-GGLS + fix misc other problems
C-GGLS	3-May-19	10	MAINT (UNSCHED)	MAINT (UNSCHED)			Diagnose/Fix noise sources on C-GGLS + fix misc other problems
C-GGLS	4-May-19	11	MAINT (UNSCHED)	MAINT (UNSCHED)			Diagnose/Fix noise sources on C-GGLS + fix misc other problems
C-GGLS	5-May-19	12	MAINT (UNSCHED)	MAINT (UNSCHED)			Diagnose/Fix noise sources on C-GGLS + fix misc other problems
C-GGLS	6-May-19	13	MAINT (UNSCHED)	MAINT (UNSCHED)			Diagnose/Fix noise sources on C-GGLS + fix misc other problems
C-GGLS	7-May-19	14	MAINT (UNSCHED)	MAINT (UNSCHED)			Diagnose/Fix noise sources on C-GGLS + fix misc other problems
C-GGLS	8-May-19	15	MAINT (UNSCHED)	MAINT (UNSCHED)			Diagnose/Fix noise sources on C-GGLS + fix misc other problems
C-GGLS	9-May-19	16	MAINT (UNSCHED)	MAINT (UNSCHED)			Diagnose/Fix noise sources on C-GGLS + fix misc other problems
C-GGLS	10-May-19	17	MAINT (UNSCHED)	MAINT (UNSCHED)			Diagnose/Fix noise sources on C-GGLS + fix misc other problems
C-GGLS	11-May-19	18	MAINT (UNSCHED)	CALIBRATION			Successful FOM (solution matrix 2)
C-GGLS	12-May-19	19	TESTING	TESTING			VLF test flight (verify no interference)
C-GGLS	13-May-19	20	SURVEY	SURVEY	1278.99	1279.0	GLS1777, GLS1778; No diurnal data (Sensor failure)
C-GGLS	14-May-19	21	STANDBY/TQ	STANDBY/TQ			GLS1779(?)
C-GGLS	15-May-19	22	TRAINING	TRAINING			TRAINING: GLS1780, GLS1781, GLS1782
C-GGLS	16-May-19	23	SURVEY	SURVEY			Nate Walton departs for Toronto
C-GGLS	17-May-19	24	SURVEY	SURVEY	400.21	1679.2	GLS1783, GLS1784
C-GGLS	18-May-19	25	SURVEY	SURVEY	267.06	1946.3	GLS1785, GLS1786
C-GGLS	19-May-19	26	MAINT (SCHED)	MAINT (UNSCHED)	149.87	2096.1	
C-GGLS	20-May-19	27	MAINT (UNSCHED)	SURVEY			GLS1787
C-GGLS	21-May-19	28	MAINT (UNSCHED)	SURVEY	430.55	2526.7	GLS1788
C-GGLS	22-May-19	29	STANDBY/WX	STANDBY/WX			
C-GGLS	23-May-19	30	STANDBY/WX	STANDBY/WX			
C-GGLS	24-May-19	31	SURVEY	SURVEY	409.97	2936.6	GLS1789
C-GGLS	25-May-19	32	STANDBY/WX	STANDBY/WX			
C-GGLS	26-May-19	33	SURVEY	SURVEY	557.26	3493.9	GLS1790, GLS1791
C-GGLS	27-May-19	34	SURVEY	SURVEY	255.61	3749.5	GLS1792
C-GGLS	28-May-19	35	SURVEY	SURVEY	285.24	4034.8	GLS1793; ferry to Sioux Lookout for maintenance
C-GGLS	29-May-19	36	MAINT (SCHED)	MAINT (SCHED)			
C-GGLS	30-May-19	37	MAINT (SCHED)	SURVEY	264.87	4299.6	Return from Sioux Lookout; survey flight in afternoon GLS1796
C-GGLS	31-May-19	38	SURVEY	SURVEY	458.58	4758.2	GLS1797, GLS1798
C-GGLS	1-Jun-19	39	STANDBY/WX	STANDBY/WX			
C-GGLS	2-Jun-19	40	SURVEY	SURVEY	922.34	5680.6	GLS1799, GLS1800
C-GGLS	3-Jun-19	41	SURVEY	SURVEY	460.09	6140.6	GLS1801
C-GGLS	4-Jun-19	42	STANDBY/WX	STANDBY/WX			
C-GGLS	5-Jun-19	43	SURVEY	SURVEY	689.25	6829.9	GLS1802, GLS1803
C-GGLS	6-Jun-19	44	SURVEY	STANDBY/WX	161.49	6991.4	GLS1804
C-GGLS	7-Jun-19	45	SURVEY	SURVEY	313.69	7305.1	GLS1805, GLS1806
C-GGLS	8-Jun-19	46	SURVEY	SURVEY	200.45	7505.5	GLS1807, GLS1808
C-GGLS	9-Jun-19	47	STANDBY/WX	STANDBY/WX			
C-GGLS	10-Jun-19	48	STANDBY/WX	STANDBY/WX			
C-GGLS	11-Jun-19	49	SURVEY	MOB/DEMOB	150.72	7656.2	GLS1809 (Antenna Reflights); Survey ends: demob

2. Survey Flight List

	REF:	B486	CLIENT:	LAC DES ILES MINES LTD. ()			PROJECT:	SUNDAY LAKE								MATRIX VLF STATUS		
AC	BLOCK	ITEM	TYP	PLANNED	TOTAL	DATE	FLIGHT	LNUM	LKMS	ACCEPT	STATUS	REJECT LKMS	UTC-START	UTC-END	PROD TIME	NAA	NML	NLK
C-GGLS	MAIN	10	LINE	3.61	3.61	26-May-19	1790	10	3.61	3.61	FULL		14:13:28	14:14:31	0:01:03			
C-GGLS	MAIN	20	LINE	3.60	3.60	28-May-19	1793	20	3.60	3.60	FULL		13:33:59	13:35:01	0:01:02			
C-GGLS	MAIN	30	LINE	3.60	3.60	26-May-19	1790	30	3.60	3.60	FULL		14:16:50	14:17:53	0:01:03			
C-GGLS	MAIN	40	LINE	3.59	3.59	28-May-19	1793	40	3.59	3.59	FULL		13:37:32	13:38:30	0:00:58			
C-GGLS	MAIN	50	LINE	3.59	3.59	26-May-19	1790	50	3.59	3.59	FULL		14:20:17	14:21:20	0:01:02			
C-GGLS	MAIN	60	LINE	3.59	3.59	28-May-19	1793	60	3.59	3.59	FULL		13:40:49	13:41:51	0:01:01			
C-GGLS	MAIN	70	LINE	3.58	3.58	26-May-19	1790	70	3.58	3.58	FULL		14:23:50	14:24:51	0:01:01			
C-GGLS	MAIN	80	LINE	3.58	3.58	28-May-19	1793	80	3.58	3.58	FULL		13:44:32	13:45:33	0:01:01			
C-GGLS	MAIN	90	LINE	3.57	3.57	26-May-19	1790	90	3.57	3.57	FULL		14:27:30	14:28:33	0:01:02			
C-GGLS	MAIN	100	LINE	3.57	3.57	28-May-19	1793	100	3.57	3.57	FULL		13:48:40	13:49:42	0:01:02			
C-GGLS	MAIN	110	LINE	3.57	3.57	26-May-19	1790	110	3.57	3.57	FULL		14:31:08	14:32:08	0:01:00			
C-GGLS	MAIN	120	LINE	3.59	3.59	28-May-19	1793	120	3.59	3.59	FULL		13:52:13	13:53:13	0:01:00			
C-GGLS	MAIN	130	LINE	3.64	3.64	26-May-19	1790	130	3.64	3.64	FULL		14:34:42	14:35:44	0:01:02			
C-GGLS	MAIN	140	LINE	3.69	3.69	28-May-19	1793	140	3.69	3.69	FULL		13:55:52	13:56:56	0:01:04			
C-GGLS	MAIN	150	LINE	3.74	3.74	26-May-19	1790	150	3.74	3.74	FULL		14:38:36	14:39:41	0:01:05			
C-GGLS	MAIN	160	LINE	3.79	3.79	28-May-19	1793	160	3.79	3.79	FULL		13:59:33	14:00:36	0:01:03			
C-GGLS	MAIN	170	LINE	3.84	3.84	26-May-19	1790	170	3.84	3.84	FULL		14:42:28	14:43:31	0:01:04			
C-GGLS	MAIN	180	LINE	4.00	4.00	28-May-19	1793	180	4.00	4.00	FULL		14:03:27	14:04:37	0:01:10			
C-GGLS	MAIN	190	LINE	4.23	4.23	26-May-19	1790	190	4.23	4.23	FULL		14:46:32	14:47:45	0:01:12			
C-GGLS	MAIN	200	LINE	4.47	4.47	28-May-19	1793	200	4.47	4.47	FULL		14:07:32	14:08:48	0:01:16			
C-GGLS	MAIN	210	LINE	4.70	4.70	26-May-19	1790	210	4.70	4.70	FULL		14:50:30	14:51:50	0:01:20			
C-GGLS	MAIN	220	LINE	4.93	4.93	28-May-19	1793	220	4.93	4.93	FULL		14:11:38	14:13:04	0:01:26			
C-GGLS	MAIN	230	LINE	5.16	5.16	26-May-19	1790	230	5.16	5.16	FULL		14:55:10	14:56:40	0:01:30			
C-GGLS	MAIN	240	LINE	5.40	5.40	28-May-19	1793	240	5.40	5.40	FULL		14:16:09	14:17:41	0:01:31			
C-GGLS	MAIN	250	LINE	5.63	5.63	26-May-19	1790	250	5.63	5.63	FULL		14:59:23	15:00:57	0:01:34			
C-GGLS	MAIN	260	LINE	5.87	5.87	28-May-19	1793	260	5.87	5.87	FULL		14:20:58	14:22:41	0:01:43			
C-GGLS	MAIN	270	LINE	6.10	6.10	26-May-19	1790	270	6.10	6.10	FULL		15:03:55	15:05:42	0:01:47			
C-GGLS	MAIN	280	LINE	6.34	6.34	28-May-19	1793	280	6.34	6.34	FULL		14:25:11	14:26:58	0:01:47			
C-GGLS	MAIN	290	LINE	6.57	6.57	26-May-19	1790	290	6.57	6.57	FULL		15:08:48	15:10:38	0:01:50			
C-GGLS	MAIN	300	LINE	6.81	6.81	28-May-19	1793	300	6.81	6.81	FULL		14:29:41	14:31:39	0:01:58			
C-GGLS	MAIN	310	LINE	7.04	7.04	26-May-19	1790	310	7.04	7.04	FULL		15:13:55	15:15:56	0:02:01			
C-GGLS	MAIN	320	LINE	7.28	7.28	28-May-19	1793	320	7.28	7.28	FULL		14:34:28	14:36:28	0:01:59			
C-GGLS	MAIN	330	LINE	7.51	7.51	26-May-19	1790	330	7.51	7.51	FULL		15:19:10	15:21:17	0:02:07			
C-GGLS	MAIN	340	LINE	7.74	7.74	28-May-19	1793	340	7.74	7.74	FULL		14:38:57	14:41:11	0:02:14			
C-GGLS	MAIN	350	LINE	7.98	7.98	26-May-19	1790	350	7.98	7.98	FULL		15:24:08	15:26:20	0:02:12			
C-GGLS	MAIN	360	LINE	8.21	8.21	28-May-19	1793	360	8.21	8.21	FULL		14:44:07	14:46:20	0:02:13			
C-GGLS	MAIN	370	LINE	8.45	8.45	26-May-19	1790	370	8.45	8.45	FULL		15:29:20	15:31:37	0:02:17			
C-GGLS	MAIN	380	LINE	8.68	8.68	28-May-19	1793	380	8.68	8.68	FULL		14:49:22	14:51:56	0:02:34			
C-GGLS	MAIN	390	LINE	8.92	8.92	26-May-19	1790	390	8.92	8.92	FULL		15:34:57	15:37:26	0:02:29			
C-GGLS	MAIN	400	LINE	9.15	9.15	28-May-19	1793	400	9.15	9.15	FULL		14:54:29	14:56:58	0:02:29			
C-GGLS	MAIN	410	LINE	9.39	9.39	26-May-19	1790	410	9.39	9.39	FULL		15:40:26	15:43:04	0:02:39			
C-GGLS	MAIN	420	LINE	9.62	9.62	28-May-19	1793	420	9.62	9.62	FULL		14:59:32	15:02:23	0:02:51		OFFLINE	
C-GGLS	MAIN	430	LINE	9.85	9.85	26-May-19	1790	430	9.85	9.85	FULL		15:45:36	15:48:22	0:02:45			
C-GGLS	MAIN	440	LINE	10.09	10.09	28-May-19	1793	440	10.09	10.09	FULL		15:05:07	15:07:52	0:02:45		OFFLINE	
C-GGLS	MAIN	450	LINE	10.32	10.32	26-May-19	1790	450	10.32	10.32	FULL		15:51:07	15:54:00	0:02:53			
C-GGLS	MAIN	460	LINE	10.56	10.56	28-May-19	1793	460	10.56	10.56	FULL		15:10:36	15:13:42	0:03:05		OFFLINE	
C-GGLS	MAIN	470	LINE	10.79	10.79	26-May-19	1790	470	10.79	10.79	FULL		15:56:50	15:59:50	0:03:00			
C-GGLS	MAIN	480	LINE	11.03	11.03	28-May-19	1793	480	11.03	11.03	FULL		15:16:38	15:19:36	0:02:58		OFFLINE	
C-GGLS	MAIN	490	LINE	11.26	11.26	26-May-19	1791	490	11.26	11.26	FULL		22:04:14	22:07:32	0:03:18			
C-GGLS	MAIN	500	LINE	11.49	11.49	28-May-19	1793	500	11.49	11.49	FULL		15:22:02	15:25:32	0:03:30		OFFLINE	
C-GGLS	MAIN	510	LINE	11.73	11.73	26-May-19	1791	510	11.73	11.73	FULL		22:09:57	22:13:09	0:03:12			
C-GGLS	MAIN	520	LINE	11.96	11.96	28-May-19	1793	520	11.96	11.96	FULL		15:28:19	15:31:31	0:03:12		OFFLINE	
C-GGLS	MAIN	530	LINE	12.20	12.20	26-May-19	1791	530	12.20	12.20	FULL		22:15:45	22:19:18	0:03:33			
C-GGLS	MAIN	540	LINE	12.43	12.43	28-May-19	1793	540	12.43	12.43	FULL		15:33:51	15:37:33	0:03:43		OFFLINE	
C-GGLS	MAIN	550	LINE	12.67	12.67	26-May-19	1791	550	12.67	12.67	FULL		22:21:42	22:25:12	0:03:29			
C-GGLS	MAIN	560	LINE	12.90	12.90	28-May-19	1793	560	12.90	12.90	FULL		15:39:48	15:43:18	0:03:29		OFFLINE	
C-GGLS	MAIN	570	LINE	13.14	13.14	26-May-19	1791	570	13.14	13.14	FULL		22:27:37	22:31:26	0:03:49			
C-GGLS	MAIN	580	LINE	13.37	13.37	28-May-19	1793	580	13.37	13.37	FULL		15:45:53	15:49:50	0:03:56		OFFLINE	
C-GGLS	MAIN	590	LINE	13.61	13.61	26-May-19	1791	590	13.61	13.61	FULL		22:34:01	22:37:46	0:03:46			
C-GGLS	MAIN	600	LINE	13.84	13.84	28-May-19	1793	600	13.84	13.84	FULL		15:52:31	15:56:13	0:03:43		OFFLINE	
C-GGLS	MAIN	610	LINE	14.07	14.07	26-May-19	1791	610	14.07	14.07	FULL		22:40:16	22:44:21	0:04:05			
C-GGLS	MAIN	620	LINE	14.31	14.31	28-May-19	1793	620	14.31	14.31	FULL		15:58:39	16:02:56	0:04:17		OFFLINE	
C-GGLS	MAIN	630	LINE	14.54	14.54	26-May-19	1791	630	14.54	14.54	FULL		22:46:38	22:50:36	0:03:58			
C-GGLS	MAIN	640	LINE	14.78	14.78	28-May-19	1793	640	14.78	14.78	FULL		16:05:42	16:09:40	0:03:58		OFFLINE	
C-GGLS	MAIN	650	LINE	15.01	15.01	26-May-19	1791	650	15.01	15.01	FULL		22:52:53	22:57:15	0:04:22			
C-GGLS	MAIN	660	LINE	15.25	15.25	28-May-19	1793	660	15.25	15.25	FULL		16:12:05	16:16:46	0:04:41		OFFLINE	
C-GGLS	MAIN	670	LINE	15.48	15.48	26-May-19	1791	670	15.48	15.48	FULL		22:59:56	23:04:09	0:04:13			
C-GGLS	MAIN	680	LINE	15.72	15.72	28-May-19	1793	680	15.72	15.72	FULL		16:19:38	16:23:52	0:04:14		OFFLINE	
C-GGLS	MAIN	690	LINE	15.95	15.95	26-May-19	1791	690	15.95	15.95	FULL		23:06:55	23:11:35	0:04:40			
C-GGLS	MAIN	700	LINE	16.18	16.18	30-May-19	1796	700	16.18	16.18	FULL		22:51:57	22:56:24	0:04:26			
C-GGLS	MAIN	710	LINE	16.42	16.42	26-May-19	1791	710	16.42	16.42	FULL		23:14:11	23:18:42	0:04:31			
C-GGLS	MAIN	720	LINE	16.65	16.65	30-May-19	1796	720	16.65	16.65	FULL		22:59:22	23:04:28	0:05:06			
C-GGLS	MAIN	730	LINE	16.89	16.89	26-May-19	1791	730	16.89	16.89	FULL		23:21:13	23:26:06	0:04:53			
C-GGLS	MAIN	740	LINE	17.12	17.12	30-May-19	1796	740	17.12	17.12	FULL		23:07:11	23:11:52	0:04:41			
C-GGLS	MAIN	750	LINE	17.36	17.36	26-May-19	1791	750	11.72		REJECT		23:28:56	23:32:10	0:03:13			
C-GGLS	MAIN					7-Jun-19	1806	751	17.36	17.36	FULL		23:12:35	23:17:11				
C-GGLS	MAIN	760	LINE	17.59	17.59	30-May-19	1796	760	17.59	17.59	FULL		23:14:17	23:19:44	0:05:27			
C-GGLS	MAIN	770	LINE	17.79	17.79	7-Jun-19	1806	770	17.79	17.79	FULL		23:04:48	23:10:22	0:05:34			
C-GGLS	MAIN	780	LINE	17.82	17.82	30-May-19	1796	780	17.82	17.82	FULL		23:22:08	23:27:04	0:04:55			
C-GGLS	MAIN	790	LINE	17.84	17.84	27-May-19	1792	790	17.84	17.84	FULL		18:08:37	18:13:18	0:04:41			
C-GGLS	MAIN	800	LINE	17.87	17.87	30-May-19	1796	800	17.87	17.87	FULL		23:30:03	23:35:35	0:05:33			
C-GGLS	MAIN	810	LINE	17.90	17.90	27-May-19	1792	810	17.90	17.90	FULL		18:16:16	18:21:47	0:05:31			
C-GGLS	MAIN	820	LINE	17.93	17.93	30-May-19	1796	820	17.93	17.93	FULL		23:37:53	23:42:46	0:04:53			
C-GGLS	MAIN	830	LINE	17.96	17.96	27-May-19	1792	830	17.96	17.96	FULL		18:24:53	18:29:32	0:04:38			
C-GGLS	MAIN	840	LINE	17.99	17.99	30-May-19	1796	840	17.99	17.99	FULL		23:45:32	23:51:09	0:05:37			
C-GGLS	MAIN	850	LINE	18.02	18.02	27-May-19	1792	850	18.02	18.02	FULL		18:33:04	18:38:36	0:05:32			
C-GGLS	MAIN	860	LINE	18.04	18.04	30-May-19	1796	860	18.04	18.04	FULL		23:53:03	23:57:55	0:04:52			
C-GGLS	MAIN	870	LINE	18.07	18.07	27-May-19	1792	870	18.07	18.07	FULL		18:41:19	18:46:06	0:04:47			
C-GGLS	MAIN	880	LINE	18.10	18.10	30-May-19	1796	880	18.10	18.10	FULL		24:00:18	24:05:52	0:05:34			
C-GGLS	MAIN	890	LINE	18.13	18.13	27-May-19	1792	890	18.13	18.13	FULL		18:49:43	18:55:16	0:05:33			
C-GGLS	MAIN	900	LINE	18.16	18.16	30-May-19	1796	900	18.16	18.16	FULL		24:07:55	24:12:49	0:04:53			
C-GGLS	MAIN	910	LINE	18.19	18.19	27-May-19	1792	910	18.19	18.19	FULL		19:00:58	19:05:48	0:04:50			
C-GGLS	MAIN	920	LINE	18.22	18.22	30-May-19	1796	920	18.22	18.22	FULL		24:16:01	24:21:37	0:05:36			

	REF:	B486	CLIENT:	LAC DES ILES MINES LTD. ()			PROJECT:	SUNDAY LAKE										
																MATRIX VLF STATUS		
AC	BLOCK	ITEM	TYP	PLANNED	TOTAL	DATE	FLIGHT	LNUM	LKMS	ACCEPT	STATUS	REJECT LKMS	UTC-START	UTC-END	PROD TIME	NAA	NML	NLK
C-GGLS	MAIN	**930**	LINE	18.24	18.24	27-May-19	1792	930	18.24	18.24	FULL		19:09:13	19:14:48	0:05:35			
C-GGLS	MAIN	**940**	LINE	18.14	18.14	30-May-19	1796	940	18.14	18.14	FULL		24:23:34	24:28:26	0:04:52			
C-GGLS	MAIN	**950**	LINE	17.94	17.94	27-May-19	1792	950	17.94	17.94	FULL		19:17:29	19:22:15	0:04:46			
C-GGLS	MAIN	**960**	LINE	17.73	17.73	30-May-19	1796	960	17.73	17.73	FULL		24:31:09	24:36:36	0:05:27			
C-GGLS	MAIN	**970**	LINE	17.52	17.52	27-May-19	1792	970	17.52	17.52	FULL		19:25:44	19:31:07	0:05:24			
C-GGLS	MAIN	**980**	LINE	17.32	17.32	30-May-19	1796	980	17.32	17.32	FULL		24:38:30	24:43:08	0:04:37			
C-GGLS	MAIN	**990**	LINE	17.11	17.11	27-May-19	1792	990	17.11	17.11	FULL		19:33:31	19:38:02	0:04:31			
C-GGLS	MAIN	**1000**	LINE	16.91	16.91	31-May-19	1797	1000	16.91	16.91	FULL		19:23:32	19:28:19	0:04:48			
C-GGLS	MAIN	**1010**	LINE	50.66	50.66	27-May-19	1792	1450	50.66	50.66	FULL		19:51:37	20:06:45	0:15:08			
C-GGLS	MAIN	**1020**	LINE	50.49	50.49	31-May-19	1797	1020	50.49	50.49	FULL		19:40:26	19:54:56	0:14:30			
C-GGLS	MAIN	**1030**	LINE	50.31	50.31	19-May-19	1787	1030	50.31	50.31	FULL		14:52:11	15:05:37	0:13:27	OFFLINE		
C-GGLS	MAIN	**1040**	LINE	50.13	50.13	31-May-19	1798	1040	50.13	50.13	FULL		22:49:30	23:03:54	0:14:24			
C-GGLS	MAIN	**1050**	LINE	49.96	49.96	19-May-19	1787	1050	49.96	49.96	FULL		15:10:31	15:25:24	0:14:53	OFFLINE		
C-GGLS	MAIN	**1060**	LINE	49.78	49.78	31-May-19	1798	1060	49.78	49.78	FULL		23:06:15	23:20:36	0:14:20			
C-GGLS	MAIN	**1070**	LINE	49.60	49.60	19-May-19	1787	1070	49.60	49.60	FULL		15:31:13	15:44:36	0:13:23	OFFLINE		
C-GGLS	MAIN	**1080**	LINE	49.43	49.43	31-May-19	1798	1080	49.43	49.43	FULL		23:22:52	23:36:44	0:13:52			
C-GGLS	MAIN	**1090**	LINE	49.25	49.25	21-May-19	1788	1090	49.25	49.25	FULL		21:14:07	21:30:10	0:16:03			
C-GGLS	MAIN	**1100**	LINE	49.07	49.07	31-May-19	1798	1100	49.07	49.07	FULL		23:39:02	23:53:26	0:14:24			
C-GGLS	MAIN	**1110**	LINE	48.90	48.90	21-May-19	1788	1110	48.90	48.90	FULL		21:32:26	21:45:20	0:12:54		OFFLINE	
C-GGLS	MAIN	**1120**	LINE	48.72	48.72	31-May-19	1798	1120	48.72	48.72	FULL		23:55:19	24:08:47	0:13:27			
C-GGLS	MAIN	**1130**	LINE	48.55	48.55	21-May-19	1788	1130	48.55	48.55	FULL		21:48:13	22:03:41	0:15:27		OFFLINE	
C-GGLS	MAIN	**1140**	LINE	48.37	48.37	31-May-19	1798	1140	48.37	48.37	FULL		24:11:09	24:25:28	0:14:19			
C-GGLS	MAIN	**1150**	LINE	48.19	48.19	21-May-19	1788	1150	48.19	48.19	FULL		22:05:49	22:18:32	0:12:43		OFFLINE	
C-GGLS	MAIN	**1160**	LINE	48.02	48.02	31-May-19	1798	1160	48.02	48.02	FULL		24:27:47	24:40:49	0:13:01			
C-GGLS	MAIN	**1170**	LINE	47.84	47.84	21-May-19	1788	1170	47.84	47.84	FULL		22:21:08	22:36:11	0:15:03		OFFLINE	
C-GGLS	MAIN	**1180**	LINE	47.66	47.66	31-May-19	1798	1180	47.66	47.66	FULL		24:43:08	24:57:14	0:14:06			
C-GGLS	MAIN	**1190**	LINE	47.49	47.49	21-May-19	1788	1190	47.49	47.49	FULL		22:38:23	22:50:46	0:12:23			
C-GGLS	MAIN	**1200**	LINE	47.31	47.31	3-Jun-19	1801	1200	47.31	47.31	FULL		13:05:32	13:18:56	0:13:24	OFFLINE		
C-GGLS	MAIN	**1210**	LINE	47.13	47.13	21-May-19	1788	1210	47.13	47.13	FULL		22:53:33	23:08:19	0:14:47			
C-GGLS	MAIN	**1220**	LINE	46.96	46.96	3-Jun-19	1801	1220	46.96	46.96	FULL		13:20:58	13:34:09	0:13:11	OFFLINE		
C-GGLS	MAIN	**1230**	LINE	46.78	46.78	21-May-19	1788	1230	46.78	46.78	FULL		23:10:37	23:22:41	0:12:03			
C-GGLS	MAIN	**1240**	LINE	46.60	46.60	3-Jun-19	1801	1240	46.60	46.60	FULL		13:36:20	13:49:41	0:13:21	OFFLINE		
C-GGLS	MAIN	**1250**	LINE	46.43	46.43	21-May-19	1788	1250	46.43	46.43	FULL		23:24:59	23:39:33	0:14:34			
C-GGLS	MAIN	**1260**	LINE	46.25	46.25	3-Jun-19	1801	1260	46.25	46.25	FULL		13:51:53	14:04:39	0:12:46	OFFLINE		
C-GGLS	MAIN	**1270**	LINE	46.08	46.08	24-May-19	1789	1270	46.08	46.08	FULL		15:34:29	15:49:17	0:14:47			
C-GGLS	MAIN	**1280**	LINE	45.90	45.90	3-Jun-19	1801	1280	45.90	45.90	FULL		14:07:42	14:20:50	0:13:08	OFFLINE		
C-GGLS	MAIN	**1290**	LINE	45.72	45.72	24-May-19	1789	1290	45.72	45.72	FULL		15:51:20	16:03:03	0:11:44			
C-GGLS	MAIN	**1300**	LINE	45.55	45.55	3-Jun-19	1801	1300	45.55	45.55	FULL		14:23:07	14:35:42	0:12:35	OFFLINE		
C-GGLS	MAIN	**1310**	LINE	45.37	45.37	24-May-19	1789	1310	45.37	45.37	FULL		16:05:20	16:19:49	0:14:29			
C-GGLS	MAIN	**1320**	LINE	45.30	45.30	3-Jun-19	1801	1320	45.30	45.30	FULL		14:38:12	14:51:09	0:12:57	OFFLINE		
C-GGLS	MAIN	**1330**	LINE	45.32	45.32	24-May-19	1789	1330	45.32	45.32	FULL		16:21:47	16:33:19	0:11:32			
C-GGLS	MAIN	**1340**	LINE	45.35	45.35	3-Jun-19	1801	1340	45.35	45.35	FULL		14:53:21	15:05:44	0:12:23	OFFLINE		
C-GGLS	MAIN	**1350**	LINE	45.38	45.38	24-May-19	1789	1350	45.38	45.38	FULL		16:35:56	16:50:32	0:14:37			
C-GGLS	MAIN	**1360**	LINE	45.41	45.41	3-Jun-19	1801	1360	45.41	45.41	FULL		15:08:34	15:21:41	0:13:07	OFFLINE		
C-GGLS	MAIN	**1370**	LINE	45.44	45.44	24-May-19	1789	1370	45.44	45.44	FULL		16:52:28	17:03:56	0:11:28			
C-GGLS	MAIN	**1380**	LINE	45.47	45.47	3-Jun-19	1801	1380	45.47	45.47	FULL		15:23:46	15:36:03	0:12:17	OFFLINE		
C-GGLS	MAIN	**1390**	LINE	45.50	45.50	24-May-19	1789	1390	45.50	45.50	FULL		17:06:18	17:20:54	0:14:36			
C-GGLS	MAIN	**1400**	LINE	45.52	45.52	7-Jun-19	1806	1400	45.52	45.52	FULL		22:39:55	22:52:02	0:12:07			
C-GGLS	MAIN	**1410**	LINE	45.55	45.55	24-May-19	1789	1410	45.55	45.55	FULL		17:23:38	17:35:10	0:11:32			
C-GGLS	MAIN	**1420**	LINE	45.58	45.58	2-Jun-19	1799	1420	45.58	45.58	FULL		13:20:31	13:34:12	0:13:42			
C-GGLS	MAIN	**1430**	LINE	45.61	45.61	24-May-19	1789	1430	45.61	45.61	FULL		17:37:47	17:52:18	0:14:31			
C-GGLS	MAIN	**1440**	LINE	45.64	45.64	2-Jun-19	1799	1440	45.64	45.64	FULL		13:36:19	13:48:11	0:11:52			
C-GGLS	MAIN	**1450**	LINE	45.66	45.66	26-May-19	1790	1450	45.66	45.66	FULL		12:51:12	13:04:09	0:12:56			
C-GGLS	MAIN	**1460**	LINE	45.69	45.69	2-Jun-19	1799	1460	45.69	45.69	FULL		13:50:36	14:04:33	0:13:57			
C-GGLS	MAIN	**1470**	LINE	45.72	45.72	26-May-19	1790	1470	45.72	45.72	FULL		13:06:34	13:19:32	0:12:58			
C-GGLS	MAIN	**1480**	LINE	45.75	45.75	2-Jun-19	1799	1480	45.75	45.75	FULL		14:06:56	14:18:48	0:11:52			
C-GGLS	MAIN					11-Jun-19	1809	1481	11.65	11.65	REFLIGHT		12:55:05	12:58:17				
C-GGLS	MAIN	**1490**	LINE	45.78	45.78	26-May-19	1790	1490	45.78	45.78	FULL		13:21:49	13:34:46	0:12:56			
C-GGLS	MAIN					11-Jun-19	1809	1491	11.65	11.65	REFLIGHT		13:01:24	13:05:05				
C-GGLS	MAIN	**1500**	LINE	45.81	45.81	2-Jun-19	1799	1500	45.81	45.81	FULL		14:21:26	14:35:25	0:13:59			
C-GGLS	MAIN					11-Jun-19	1809	1501	11.65	11.65	REFLIGHT		13:07:58	13:11:11				
C-GGLS	MAIN	**1510**	LINE	45.83	45.83	26-May-19	1790	1510	45.83	45.83	FULL		13:37:32	13:50:45	0:13:13			
C-GGLS	MAIN					11-Jun-19	1809	1511	11.65	11.65	REFLIGHT		13:15:50	13:19:24				
C-GGLS	MAIN	**1520**	LINE	45.86	45.86	2-Jun-19	1799	1520	45.86	45.86	FULL		14:37:29	14:49:19	0:11:50			
C-GGLS	MAIN					11-Jun-19	1809	1521	11.66	11.66	REFLIGHT		13:22:09	13:25:15				
C-GGLS	MAIN	**1530**	LINE	45.89	45.89	26-May-19	1790	1530	45.89	45.89	FULL		13:53:04	14:05:53	0:12:49			
C-GGLS	MAIN					11-Jun-19	1809	1531	11.65	11.65	REFLIGHT		13:30:22	13:33:54				
C-GGLS	MAIN	**1540**	LINE	45.92	45.92	2-Jun-19	1799	1540	45.92	45.92	FULL		14:51:39	15:05:40	0:14:01			
C-GGLS	MAIN					11-Jun-19	1809	1541	11.65	11.65	REFLIGHT		13:36:34	13:39:42				
C-GGLS	MAIN	**1550**	LINE	45.95	45.95	13-May-19	1778	1550	45.95	45.95	FULL		21:23:19	21:39:03	0:15:44	OFFLINE		
C-GGLS	MAIN	**1560**	LINE	45.97	45.97	2-Jun-19	1799	1560	45.97	45.97	FULL		15:07:59	15:19:46	0:11:47			
C-GGLS	MAIN					11-Jun-19	1809	1561	11.65	11.65	REFLIGHT		13:44:00	13:47:26				
C-GGLS	MAIN	**1570**	LINE	46.00	46.00	13-May-19	1778	1570	46.00	46.00	FULL		21:08:19	21:21:57	0:13:37	OFFLINE		CORRUPT
C-GGLS	MAIN	**1580**	LINE	46.03	46.03	2-Jun-19	1800	1580	46.03	46.03	FULL		22:16:05	22:29:58	0:13:53			
C-GGLS	MAIN	**1590**	LINE	46.06	46.06	13-May-19	1778	1590	46.06	46.06	FULL		20:53:52	21:07:04	0:13:12	OFFLINE	CORRUPT	CORRUPT
C-GGLS	MAIN	**1600**	LINE	46.09	46.09	2-Jun-19	1800	1600	46.09	46.09	FULL		22:32:19	22:44:50	0:12:31			
C-GGLS	MAIN	**1610**	LINE	46.12	46.12	13-May-19	1778	1610	46.12	46.12	FULL		20:38:53	20:52:32	0:13:39	OFFLINE	CORRUPT	CORRUPT
C-GGLS	MAIN	**1620**	LINE	46.15	46.15	2-Jun-19	1800	1620	46.15	46.15	FULL		22:47:55	23:01:37	0:13:42			
C-GGLS	MAIN	**1630**	LINE	46.17	46.17	13-May-19	1778	1630	46.17	46.17	FULL		20:24:16	20:37:34	0:13:17	OFFLINE		
C-GGLS	MAIN	**1640**	LINE	46.20	46.20	2-Jun-19	1800	1640	46.20	46.20	FULL		23:04:02	23:16:35	0:12:33			
C-GGLS	MAIN	**1650**	LINE	46.23	46.23	13-May-19	1778	1650	46.23	46.23	FULL		20:07:44	20:21:36	0:13:51	OFFLINE		
C-GGLS	MAIN	**1660**	LINE	46.26	46.26	2-Jun-19	1800	1660	46.26	46.26	FULL		23:19:21	23:32:53	0:13:32			
C-GGLS	MAIN	**1670**	LINE	46.29	46.29	13-May-19	1778	1670	46.29	46.29	FULL		19:53:23	20:06:43	0:13:20	OFFLINE		
C-GGLS	MAIN	**1680**	LINE	46.31	46.31	2-Jun-19	1800	1680	46.31	46.31	FULL		23:35:41	23:48:25	0:12:44			
C-GGLS	MAIN	**1690**	LINE	46.34	46.34	13-May-19	1778	1690	46.34	46.34	FULL		19:38:23	19:52:14	0:13:51	OFFLINE		
C-GGLS	MAIN	**1700**	LINE	46.37	46.37	2-Jun-19	1800	1700	46.37	46.37	FULL		23:50:52	24:04:24	0:13:32			
C-GGLS	MAIN	**1710**	LINE	46.40	46.40	13-May-19	1778	1710	46.40	46.40	FULL		19:23:59	19:37:13	0:13:14	OFFLINE		
C-GGLS	MAIN	**1720**	LINE	46.43	46.43	2-Jun-19	1800	1720	46.43	46.43	FULL		24:06:36	24:19:33	0:12:56			
C-GGLS	MAIN	**1730**	LINE	46.46	46.46	13-May-19	1778	1730	46.46	46.46	FULL		19:08:54	19:22:46	0:13:52	OFFLINE		
C-GGLS	MAIN	**1740**	LINE	46.48	46.48	2-Jun-19	1800	1740	46.48	46.48	FULL		24:21:51	24:35:11	0:13:20			
C-GGLS	MAIN	**1750**	LINE	46.51	46.51	13-May-19	1778	1750	46.51	46.51	FULL		18:54:15	19:07:37	0:13:22	OFFLINE		CORRUPT
C-GGLS	MAIN	**1760**	LINE	46.54	46.54	2-Jun-19	1800	1760	46.54	46.54	FULL		24:37:04	24:50:09	0:13:05			
C-GGLS	MAIN	**1770**	LINE	46.57	46.57	13-May-19	1778	1770	46.57	46.57	FULL		18:38:49	18:52:55	0:14:06	OFFLINE		CORRUPT
C-GGLS	MAIN	**1780**	LINE	46.60	46.60	2-Jun-19	1800	1780	46.60	46.60	FULL		24:52:22	25:05:40	0:13:18			

	REF:	B486	CLIENT:	LAC DES ILES MINES LTD. ()			PROJECT:	SUNDAY LAKE								MATRIX VLF STATUS		
AC	BLOCK	ITEM	TYP	PLANNED	TOTAL	DATE	FLIGHT	LNUM	LKMS	ACCEPT	STATUS	REJECT LKMS	UTC-START	UTC-END	PROD TIME	NAA	NML	NLK
C-GGLS	MAIN	1790	LINE	46.63	46.63	13-May-19	1777	1790	46.63	46.63	FULL		16:14:51	16:27:47	0:12:56	OFFLINE		
C-GGLS	MAIN	1800	LINE	46.65	46.65	2-Jun-19	1800	1800	46.65	46.65	FULL		25:07:42	25:20:51	0:13:09			
C-GGLS	MAIN	1810	LINE	46.68	46.68	13-May-19	1777	1810	46.68	46.68	FULL		15:59:30	16:13:37	0:14:06	OFFLINE		CORRUPT
C-GGLS	MAIN	1820	LINE	46.71	46.71	5-Jun-19	1802	1820	46.71	46.71	FULL		17:39:22	17:52:33	0:13:11			
C-GGLS	MAIN	1830	LINE	46.74	46.74	13-May-19	1777	1830	46.74	46.74	FULL		15:44:56	15:57:51	0:12:55	OFFLINE	CORRUPT	CORRUPT
C-GGLS	MAIN	1840	LINE	46.77	46.77	5-Jun-19	1802	1840	46.77	46.77	FULL		17:55:23	18:08:59	0:13:36			
C-GGLS	MAIN	1850	LINE	46.80	46.80	13-May-19	1777	1850	46.80	46.80	FULL		15:28:25	15:42:32	0:14:07	OFFLINE	CORRUPT	CORRUPT
C-GGLS	MAIN	1860	LINE	46.82	46.82	5-Jun-19	1802	1860	46.82	46.82	FULL		18:10:55	18:24:23	0:13:28			
C-GGLS	MAIN	1870	LINE	46.85	46.85	13-May-19	1777	1870	46.85	46.85	FULL		15:14:09	15:27:09	0:13:00	OFFLINE		
C-GGLS	MAIN	1880	LINE	46.88	46.88	5-Jun-19	1802	1880	46.88	46.88	FULL		18:26:51	18:40:06	0:13:15			
C-GGLS	MAIN	1890	LINE	46.91	46.91	13-May-19	1777	1890	46.91	46.91	FULL		14:58:55	15:12:57	0:14:02	OFFLINE		
C-GGLS	MAIN	1900	LINE	46.94	46.94	5-Jun-19	1802	1900	46.94	46.94	FULL		18:41:49	18:55:25	0:13:35			
C-GGLS	MAIN	1910	LINE	46.97	46.97	13-May-19	1777	1910	46.97	46.97	FULL		14:44:11	14:57:22	0:13:11	OFFLINE		
C-GGLS	MAIN	1920	LINE	46.92	46.92	5-Jun-19	1802	1920	46.92	46.92	FULL		18:57:47	19:11:01	0:13:14			
C-GGLS	MAIN	1930	LINE	46.55	46.55	13-May-19	1777	1930	46.55	46.55	FULL		14:27:44	14:41:17	0:13:32	OFFLINE		
C-GGLS	MAIN	1940	LINE	46.18	46.18	5-Jun-19	1802	1940	46.18	46.18	FULL		19:13:11	19:26:34	0:13:22			
C-GGLS	MAIN	1950	LINE	45.80	45.80	13-May-19	1777	1950	45.80	45.80	FULL		14:13:42	14:26:40	0:12:58	OFFLINE		
C-GGLS	MAIN	1960	LINE	45.43	45.43	5-Jun-19	1802	1960	45.43	45.43	FULL		19:28:57	19:41:53	0:12:56			
C-GGLS	MAIN	1970	LINE	45.06	45.06	13-May-19	1777	1970	45.06	45.06	FULL		13:59:22	14:12:30	0:13:08	OFFLINE		
C-GGLS	MAIN	1980	LINE	44.69	44.69	5-Jun-19	1802	1980	44.69	44.69	FULL		19:44:03	19:56:47	0:12:43			
C-GGLS	MAIN	1990	LINE	44.32	44.32	13-May-19	1777	1990	44.32	44.32	FULL		13:45:41	13:58:10	0:12:30	OFFLINE		
C-GGLS	MAIN	2000	LINE	43.94	43.94	5-Jun-19	1802	2000	43.94	43.94	FULL		19:58:50	20:11:12	0:12:22			
C-GGLS	MAIN	2010	LINE	17.79	17.79	13-May-19	1777	2010	17.79	17.79	FULL		13:32:02	13:37:01	0:04:59	OFFLINE		CORRUPT
C-GGLS	MAIN	2020	LINE	17.39	17.39	5-Jun-19	1802	2020	17.39	17.39	FULL		20:13:39	20:18:51	0:05:12			
C-GGLS	MAIN	2030	LINE	16.99	16.99	13-May-19	1777	2030	16.99	16.99	FULL		13:25:53	13:30:45	0:04:53	OFFLINE		CORRUPT
C-GGLS	MAIN	2040	LINE	16.59	16.59	5-Jun-19	1802	2040	16.59	16.59	FULL		20:21:02	20:25:30	0:04:29			
C-GGLS	MAIN	2050	LINE	16.19	16.19	13-May-19	1777	2050	16.19	16.19	FULL		13:19:41	13:24:10	0:04:29	OFFLINE		CORRUPT
C-GGLS	MAIN	2060	LINE	15.80	15.80	5-Jun-19	1802	2060	15.80	15.80	FULL		20:28:40	20:33:05	0:04:25			
C-GGLS	MAIN	2070	LINE	15.40	15.40	13-May-19	1777	2070	15.40	15.40	FULL		13:13:32	13:18:00	0:04:29	OFFLINE	CORRUPT	CORRUPT
C-GGLS	MAIN	2080	LINE	15.00	15.00	5-Jun-19	1802	2080	15.00	15.00	FULL		20:35:01	20:39:13	0:04:12			
C-GGLS	MAIN	2090	LINE	14.60	14.60	13-May-19	1777	2090	14.60	14.60	FULL		13:08:06	13:12:11	0:04:06	OFFLINE	CORRUPT	CORRUPT
C-GGLS	MAIN	2100	LINE	14.20	14.20	5-Jun-19	1803	2100	14.20	14.20	FULL		23:15:09	23:19:17	0:04:07			
C-GGLS	MAIN	2110	LINE	13.80	13.80	13-May-19	1777	2110	13.80	13.80	FULL		13:02:53	13:06:54	0:04:01	OFFLINE	CORRUPT	CORRUPT
C-GGLS	MAIN	2120	LINE	13.41	13.41	5-Jun-19	1803	2120	13.41	13.41	FULL		23:21:32	23:25:17	0:03:45			
C-GGLS	MAIN	2130	LINE	13.01	13.01	13-May-19	1777	2130	13.01	13.01	FULL		12:57:57	13:01:39	0:03:42	OFFLINE	CORRUPT	CORRUPT
C-GGLS	MAIN	2140	LINE	12.61	12.61	5-Jun-19	1803	2140	12.61	12.61	FULL		23:26:57	23:30:40	0:03:43			
C-GGLS	MAIN	2150	LINE	12.21	12.21	13-May-19	1777	2150	12.21	12.21	FULL		12:53:23	12:56:55	0:03:32	OFFLINE	CORRUPT	CORRUPT
C-GGLS	MAIN	2160	LINE	11.82	11.82	5-Jun-19	1803	2160	11.82	11.82	FULL		23:32:29	23:35:43	0:03:14			
C-GGLS	MAIN	2170	LINE	11.42	11.42	13-May-19	1777	2170	11.42	11.42	FULL		12:48:55	12:52:11	0:03:16	OFFLINE	CORRUPT	CORRUPT
C-GGLS	MAIN	2180	LINE	11.02	11.02	5-Jun-19	1803	2180	11.02	11.02	FULL		23:37:33	23:40:50	0:03:17			
C-GGLS	MAIN	2190	LINE	10.60	10.60	13-May-19	1777	2190	10.60	10.60	FULL		12:44:43	12:47:49	0:03:06	OFFLINE		
C-GGLS	MAIN	2200	LINE	10.18	10.18	5-Jun-19	1803	2200	10.18	10.18	FULL		23:42:48	23:45:37	0:02:49			
C-GGLS	MAIN	2210	LINE	9.76	9.76	13-May-19	1777	2210	9.76	9.76	FULL		12:40:33	12:43:21	0:02:48	OFFLINE		
C-GGLS	MAIN	2220	LINE	9.34	9.34	5-Jun-19	1803	2220	9.34	9.34	FULL		23:47:45	23:50:31	0:02:46			
C-GGLS	MAIN	2230	LINE	8.92	8.92	13-May-19	1777	2230	8.92	8.92	FULL		12:36:52	12:39:29	0:02:37	OFFLINE		
C-GGLS	MAIN	2240	LINE	8.50	8.50	5-Jun-19	1803	2240	8.50	8.50	FULL		23:52:44	23:55:04	0:02:20			
C-GGLS	MAIN	2250	LINE	8.08	8.08	13-May-19	1777	2250	8.08	8.08	FULL		12:33:23	12:35:42	0:02:19	OFFLINE		
C-GGLS	MAIN	2260	LINE	7.66	7.66	5-Jun-19	1803	2260	7.66	7.66	FULL		23:57:20	23:59:37	0:02:18			
C-GGLS	MAIN	2270	LINE	7.24	7.24	13-May-19	1777	2270	7.24	7.24	FULL		12:28:57	12:31:04	0:02:08	OFFLINE		
C-GGLS	MAIN	2280	LINE	6.82	6.82	5-Jun-19	1803	2280	6.82	6.82	FULL		24:01:25	24:03:20	0:01:55			
C-GGLS	MAIN	2290	LINE	6.40	6.40	13-May-19	1777	2290	6.40	6.40	FULL		12:24:40	12:26:31	0:01:51	OFFLINE		
C-GGLS	MAIN					19-May-19	1787	2291	6.40		IGNORE		14:40:28	14:42:21	0:01:53	OFFLINE		
C-GGLS	MAIN	2300	LINE	5.98	5.98	5-Jun-19	1803	2300	5.98	5.98	FULL		24:05:28	24:07:15	0:01:47			
C-GGLS	MAIN	2310	LINE	5.56	5.56	13-May-19	1777	2310	5.56	5.56	FULL		12:20:16	12:21:47	0:01:31	OFFLINE		
C-GGLS	MAIN					19-May-19	1787	2311	5.56		IGNORE		14:36:29	14:38:00	0:01:31	OFFLINE		
C-GGLS	MAIN	2320	LINE	5.14	5.14	5-Jun-19	1803	2320	5.14	5.14	FULL		24:09:42	24:11:05	0:01:23			
C-GGLS	MAIN	2330	LINE	4.72	4.72	13-May-19	1777	2330	4.72	4.72	FULL		12:17:34	12:18:56	0:01:22	OFFLINE		
C-GGLS	MAIN					19-May-19	1787	2331	4.72		IGNORE		14:32:33	14:33:53	0:01:21	OFFLINE		
C-GGLS	MAIN	2340	LINE	4.30	4.30	5-Jun-19	1803	2340	4.30	4.30	FULL		24:13:17	24:14:32	0:01:15			
C-GGLS	MAIN	2350	LINE	3.88	3.88	13-May-19	1777	2350	3.88	3.88	FULL		12:15:04	12:16:06	0:01:02	OFFLINE		
C-GGLS	MAIN					19-May-19	1787	2351	3.88		IGNORE		14:28:35	14:29:39	0:01:03	OFFLINE		
C-GGLS	MAIN	2360	LINE	3.73	3.73	5-Jun-19	1803	2360	3.73	3.73	FULL		24:16:56	24:17:55	0:00:59			
C-GGLS	MAIN	2370	LINE	3.71	3.71	13-May-19	1777	2370	3.71	3.71	FULL		12:12:33	12:13:38	0:01:06	OFFLINE		
C-GGLS	MAIN					19-May-19	1787	2371	3.71		IGNORE		14:24:45	14:25:49	0:01:04	OFFLINE		
C-GGLS	MAIN	2380	LINE	3.68	3.68	5-Jun-19	1803	2380	3.68	3.68	FULL		24:20:14	24:21:18	0:01:04			
C-GGLS	MAIN	2390	LINE	3.65	3.65	13-May-19	1777	2390	3.65	3.65	FULL		12:10:06	12:11:07	0:01:01	OFFLINE		
C-GGLS	MAIN					19-May-19	1787	2391	3.65		IGNORE		14:20:32	14:21:34	0:01:02	OFFLINE		
C-GGLS	MAIN	2400	LINE	3.63	3.63	5-Jun-19	1803	2400	3.63	3.63	FULL		24:23:11	24:24:05	0:00:55			
C-GGLS	MAIN	2410	LINE	3.60	3.60	13-May-19	1777	2410	3.60	3.60	FULL		12:07:42	12:08:45	0:01:03	OFFLINE		
C-GGLS	MAIN					18-May-19	1786	2411	3.60		IGNORE		22:23:55	22:24:52	0:00:57			
C-GGLS	MAIN	2420	LINE	3.57	3.57	5-Jun-19	1803	2420	3.57	3.57	FULL		24:25:47	24:26:51	0:01:04			
C-GGLS	MAIN	2430	LINE	3.55	3.55	13-May-19	1777	2430	3.55	3.55	FULL		12:05:00	12:05:59	0:00:59	OFFLINE		
C-GGLS	MAIN					18-May-19	1786	2431	3.55		IGNORE		22:18:12	22:19:13	0:01:01			
C-GGLS	MAIN	2440	LINE	3.52	3.52	5-Jun-19	1803	2440	3.52	3.52	FULL		24:28:29	24:29:23	0:00:54			
C-GGLS	MAIN	2450	LINE	3.49	3.49	13-May-19	1777	2450	3.49	3.49	FULL		12:02:28	12:03:26	0:00:59	OFFLINE		
C-GGLS	MAIN					18-May-19	1786	2451	3.49		IGNORE		22:13:49	22:14:46	0:00:57			
C-GGLS	MAIN	10010	TIE	10.06	10.06	17-May-19	1783	10010	10.06	10.06	FULL		13:47:52	13:50:51	0:02:59			
C-GGLS	MAIN	10020	TIE	10.06	10.06	17-May-19	1784	10020	10.06	10.06	FULL		21:37:32	21:40:31	0:02:59	OFFLINE		
C-GGLS	MAIN	10030	TIE	10.06	10.06	17-May-19	1783	10030	10.06	10.06	FULL		13:53:31	13:56:17	0:02:46			
C-GGLS	MAIN	10040	TIE	10.06	10.06	17-May-19	1784	10040	10.06	10.06	FULL		21:43:26	21:46:07	0:02:40	OFFLINE		
C-GGLS	MAIN	10050	TIE	10.05	10.05	17-May-19	1783	10050	10.05	10.05	FULL		13:59:28	14:02:22	0:02:55			
C-GGLS	MAIN	10060	TIE	10.05	10.05	17-May-19	1784	10060	10.05	10.05	FULL		21:49:09	21:52:07	0:02:57	OFFLINE		
C-GGLS	MAIN	10070	TIE	10.05	10.05	17-May-19	1783	10070	10.05	10.05	FULL		14:06:52	14:09:37	0:02:45			
C-GGLS	MAIN	10080	TIE	10.05	10.05	17-May-19	1784	10080	10.05	10.05	FULL		21:55:42	21:58:25	0:02:43	OFFLINE		
C-GGLS	MAIN	10090	TIE	10.04	10.04	17-May-19	1783	10090	10.04	10.04	FULL		14:12:18	14:15:15	0:02:57			
C-GGLS	MAIN	10100	TIE	10.04	10.04	17-May-19	1784	10100	10.04	10.04	FULL		22:01:27	22:04:23	0:02:56	OFFLINE		
C-GGLS	MAIN	10110	TIE	10.04	10.04	17-May-19	1783	10110	10.04	10.04	FULL		14:18:28	14:21:13	0:02:44			
C-GGLS	MAIN	10120	TIE	10.04	10.04	17-May-19	1784	10120	10.04	10.04	FULL		22:07:11	22:09:57	0:02:46	OFFLINE		
C-GGLS	MAIN	10130	TIE	10.04	10.04	17-May-19	1783	10130	10.04	10.04	FULL		14:23:57	14:26:53	0:02:56			
C-GGLS	MAIN	10140	TIE	10.03	10.03	17-May-19	1784	10140	10.03	10.03	FULL		22:13:25	22:16:23	0:02:59	OFFLINE		
C-GGLS	MAIN	10150	TIE	10.03	10.03	17-May-19	1783	10150	10.03	10.03	FULL		14:29:34	14:32:19	0:02:45			
C-GGLS	MAIN	10160	TIE	10.03	10.03	17-May-19	1784	10160	10.03	10.03	FULL		22:19:06	22:21:52	0:02:45	OFFLINE		
C-GGLS	MAIN	10170	TIE	10.03	10.03	17-May-19	1783	10170	10.03	10.03	FULL		14:35:23	14:38:18	0:02:56			
C-GGLS	MAIN	10180	TIE	10.03	10.03	18-May-19	1785	10180	10.03	10.03	FULL		14:39:19	14:42:26	0:03:07	OFFLINE		

	REF:	B486	CLIENT:	LAC DES ILES MINES LTD. ()		PROJECT:	SUNDAY LAKE											
																MATRIX VLF STATUS		
AC	BLOCK	ITEM	TYP	PLANNED	TOTAL	DATE	FLIGHT	LNUM	LKMS	ACCEPT	STATUS	REJECT LKMS	UTC-START	UTC-END	PROD TIME	NAA	NML	NLK
C-GGLS	MAIN	**10190**	TIE	10.02	10.02	17-May-19	1783	10190	10.02	10.02	FULL		14:41:18	14:44:03	0:02:45			
C-GGLS	MAIN	**10200**	TIE	10.02	10.02	18-May-19	1785	10200	10.02	10.02	FULL		14:45:37	14:48:14	0:02:37	OFFLINE		
C-GGLS	MAIN	**10210**	TIE	10.02	10.02	17-May-19	1783	10210	10.02	10.02	FULL		14:47:26	14:50:20	0:02:54			
C-GGLS	MAIN	10220	TIE	10.02	10.02	18-May-19	1785	10220	10.02	10.02	FULL		14:51:40	14:54:44	0:03:05	OFFLINE		
C-GGLS	MAIN	10230	TIE	10.02	10.02	17-May-19	1783	10230	10.02	10.02	FULL		14:53:54	14:56:38	0:02:44			
C-GGLS	MAIN	10240	TIE	10.01	10.01	18-May-19	1785	10240	10.01	10.01	FULL		14:58:01	15:00:39	0:02:38	OFFLINE		
C-GGLS	MAIN	10250	TIE	10.01	10.01	17-May-19	1783	10250	10.01	10.01	FULL		14:59:53	15:02:47	0:02:54			
C-GGLS	MAIN	10260	TIE	10.01	10.01	18-May-19	1785	10260	10.01	10.01	FULL		15:03:50	15:06:53	0:03:04	OFFLINE		
C-GGLS	MAIN	10270	TIE	11.82	11.82	17-May-19	1783	10270	11.82	11.82	FULL		15:06:15	15:09:22	0:03:06			
C-GGLS	MAIN	10280	TIE	14.50	14.50	18-May-19	1785	10280	14.50	14.50	FULL		15:10:24	15:14:18	0:03:53	OFFLINE		
C-GGLS	MAIN	10290	TIE	14.49	14.49	17-May-19	1783	10290	14.49	14.49	FULL		15:13:09	15:17:36	0:04:27			
C-GGLS	MAIN	10300	TIE	14.49	14.49	18-May-19	1785	10300	14.49	14.49	FULL		15:17:53	15:22:16	0:04:23	OFFLINE		
C-GGLS	MAIN	10310	TIE	14.48	14.48	17-May-19	1783	10310	14.48	14.48	FULL		15:20:51	15:24:40	0:03:49			
C-GGLS	MAIN	10320	TIE	13.27	13.27	18-May-19	1785	10320	13.27	13.27	FULL		15:26:09	15:29:46	0:03:37	OFFLINE		
C-GGLS	MAIN	10330	TIE	13.01	13.01	17-May-19	1783	10330	13.01	13.01	FULL		15:29:20	15:33:19	0:04:00			
C-GGLS	MAIN	**10340**	TIE	12.76	12.76	18-May-19	1785	10340	12.76	12.76	FULL		15:33:31	15:37:22	0:03:51	OFFLINE		
C-GGLS	MAIN	**10350**	TIE	15.32	15.32	17-May-19	1783	10350	15.32	15.32	FULL		15:38:15	15:42:22	0:04:07			
C-GGLS	MAIN	**10360**	TIE	15.63	15.63	18-May-19	1785	10360	15.63	15.63	FULL		15:42:40	15:46:52	0:04:12	OFFLINE		
C-GGLS	MAIN	**10370**	TIE	15.93	15.93	17-May-19	1783	10370	15.93	15.93	FULL		15:44:56	15:49:43	0:04:46			
C-GGLS	MAIN	**10380**	TIE	16.24	16.24	18-May-19	1785	10380	16.24	16.24	FULL		15:50:36	15:55:30	0:04:54	OFFLINE		
C-GGLS	MAIN	**10390**	TIE	16.53	16.53	17-May-19	1783	10390	16.53	16.53	FULL		15:52:53	15:57:19	0:04:27			
C-GGLS	MAIN	**10400**	TIE	16.83	16.83	18-May-19	1785	10400	16.83	16.83	FULL		15:59:55	16:04:25	0:04:30	OFFLINE		
C-GGLS	MAIN	**10410**	TIE	17.12	17.12	17-May-19	1784	10410	17.12	17.12	FULL		20:34:53	20:39:59	0:05:05	OFFLINE		
C-GGLS	MAIN	**10420**	TIE	17.41	17.41	18-May-19	1785	10420	17.41	17.41	FULL		16:08:31	16:13:48	0:05:17	OFFLINE		
C-GGLS	MAIN	**10430**	TIE	17.70	17.70	17-May-19	1784	10430	17.70	17.70	FULL		20:42:57	20:47:57	0:05:00	OFFLINE		
C-GGLS	MAIN	**10440**	TIE	17.99	17.99	18-May-19	1785	10440	17.99	17.99	FULL		16:17:46	16:22:44	0:04:57	OFFLINE		
C-GGLS	MAIN	**10450**	TIE	19.88	19.88	17-May-19	1784	10450	19.88	19.88	FULL		20:50:53	20:56:46	0:05:53	OFFLINE		
C-GGLS	MAIN	**10460**	TIE	19.61	19.61	18-May-19	1785	10460	19.61	19.61	FULL		16:27:17	16:33:13	0:05:56	OFFLINE		
C-GGLS	MAIN	**10470**	TIE	19.34	19.34	17-May-19	1784	10470	19.34	19.34	FULL		21:00:00	21:05:22	0:05:22	OFFLINE		
C-GGLS	MAIN	**10480**	TIE	12.06	12.06	18-May-19	1785	10480	12.06	12.06	FULL		16:37:21	16:40:30	0:03:09	OFFLINE		
C-GGLS	MAIN	**10490**	TIE	9.22	9.22	17-May-19	1784	10490	9.22	9.22	FULL		21:12:10	21:14:54	0:02:44	OFFLINE		
C-GGLS	MAIN	10500	TIE	6.88	6.88	18-May-19	1785	10500	6.88	6.88	FULL		16:44:31	16:46:39	0:02:08	OFFLINE		
C-GGLS	MAIN	10510	TIE	4.53	4.53	17-May-19	1784	10510	4.53	4.53	FULL		21:19:15	21:20:31	0:01:16	OFFLINE		
C-GGLS	MAIN	10520	TIE	2.19	2.19	18-May-19	1785	10520	2.19	2.19	FULL		16:49:33	16:50:08	0:00:34	OFFLINE		
C-GGLS	EXT_E	3010	LINE	4.01	4.01	27-May-19	1792	1450	4.01	4.01	FULL		20:27:17	20:28:20	0:01:03			
C-GGLS	EXT_E	3020	LINE	4.01	4.01	7-Jun-19	1805	3020	4.01	4.01	FULL		12:59:51	13:00:55	0:01:04			
C-GGLS	EXT_E	3030	LINE	4.01	4.01	27-May-19	1792	1450	4.01	4.01	FULL		20:31:58	20:33:09	0:01:11			
C-GGLS	EXT_E	3040	LINE	4.01	4.01	7-Jun-19	1805	3040	4.01	4.01	FULL		13:03:31	13:04:43	0:01:11			
C-GGLS	EXT_E	3050	LINE	4.01	4.01	5-Jun-19	1803	3050	4.01	4.01	FULL		24:31:20	24:32:35	0:01:15			
C-GGLS	EXT_E	3060	LINE	4.01	4.01	7-Jun-19	1805	3060	4.01	4.01	FULL		13:06:59	13:08:06	0:01:08			
C-GGLS	EXT_E	3070	LINE	4.01	4.01	5-Jun-19	1803	3070	4.01	4.01	FULL		24:35:05	24:36:08	0:01:03			
C-GGLS	EXT_E	3080	LINE	4.01	4.01	7-Jun-19	1805	3080	4.01	4.01	FULL		13:11:21	13:12:39	0:01:18			
C-GGLS	EXT_E	**3090**	LINE	4.01	4.01	5-Jun-19	1803	3090	4.01	4.01	FULL		24:38:32	24:39:52	0:01:19			
C-GGLS	EXT_E	**3100**	LINE	4.01	4.01	7-Jun-19	1805	3100	4.01	4.01	FULL		13:14:38	13:15:48	0:01:09			
C-GGLS	EXT_E	**3110**	LINE	4.01	4.01	5-Jun-19	1803	3110	4.01	4.01	FULL		24:42:12	24:43:15	0:01:04			
C-GGLS	EXT_E	**3120**	LINE	4.01	4.01	7-Jun-19	1805	3120	4.01	4.01	FULL		13:19:23	13:20:35	0:01:12			
C-GGLS	EXT_E	**3130**	LINE	4.01	4.01	5-Jun-19	1803	3130	4.01	4.01	FULL		24:45:42	24:46:58	0:01:17			
C-GGLS	EXT_E	**3140**	LINE	4.01	4.01	7-Jun-19	1805	3140	4.01	4.01	FULL		13:23:06	13:24:13	0:01:07			
C-GGLS	EXT_E	**3150**	LINE	4.01	4.01	5-Jun-19	1803	3150	4.01	4.01	FULL		24:48:59	24:50:01	0:01:02			
C-GGLS	EXT_E					11-Jun-19	1809	3151	4.01	4.01	REFLIGHT		12:02:42	12:03:49				
C-GGLS	EXT_E	**3160**	LINE	4.01	4.01	7-Jun-19	1805	3160	4.01	4.01	FULL		13:27:02	13:28:22	0:01:19			
C-GGLS	EXT_E					11-Jun-19	1809	3161	4.01	4.01	REFLIGHT		12:07:17	12:08:33				
C-GGLS	EXT_E	**3170**	LINE	4.01	4.01	11-Jun-19	1809	3170	4.01	4.01	FULL		12:11:31	12:12:35	0:01:04			
C-GGLS	EXT_E	**3180**	LINE	4.01	4.01	7-Jun-19	1805	3180	4.01	4.01	FULL		13:30:56	13:31:59	0:01:03			
C-GGLS	EXT_E					11-Jun-19	1809	3181	4.01	4.01	REFLIGHT		12:15:36	12:16:48				
C-GGLS	EXT_E	**3190**	LINE	4.01	4.01	6-Jun-19	1804	3190	4.01	4.01	FULL		16:50:05	16:51:13	0:01:09			
C-GGLS	EXT_E					11-Jun-19	1809	3191	4.02	4.02	REFLIGHT		12:19:26	12:20:30				
C-GGLS	EXT_E	**3200**	LINE	4.01	4.01	7-Jun-19	1805	3200	4.01	4.01	FULL		13:35:23	13:36:39	0:01:16			
C-GGLS	EXT_E					11-Jun-19	1809	3201	4.01	4.01	REFLIGHT		12:23:12	12:24:42				
C-GGLS	EXT_E	**3210**	LINE	4.01	4.01	6-Jun-19	1804	3210	4.01	4.01	FULL		16:53:52	16:54:58	0:01:05			
C-GGLS	EXT_E	**3220**	LINE	4.01	4.01	7-Jun-19	1805	3220	4.01	4.01	FULL		13:39:20	13:40:25	0:01:05			
C-GGLS	EXT_E	**3230**	LINE	4.01	4.01	6-Jun-19	1804	3230	4.01	4.01	FULL		16:57:25	16:58:36	0:01:10			
C-GGLS	EXT_E	**3240**	LINE	4.01	4.01	7-Jun-19	1805	3240	4.01	4.01	FULL		13:43:09	13:44:24	0:01:16			
C-GGLS	EXT_E	**3250**	LINE	4.01	4.01	6-Jun-19	1804	3250	4.01	4.01	FULL		17:00:50	17:01:55	0:01:06			
C-GGLS	EXT_E	**3260**	LINE	4.01	4.01	7-Jun-19	1805	3260	4.01	4.01	FULL		13:47:10	13:48:13	0:01:04			
C-GGLS	EXT_E	**3270**	LINE	4.01	4.01	6-Jun-19	1804	3270	4.01	4.01	FULL		17:04:11	17:05:23	0:01:12			
C-GGLS	EXT_E	**3280**	LINE	4.01	4.01	7-Jun-19	1805	3280	4.01	4.01	FULL		13:51:30	13:52:46	0:01:16			
C-GGLS	EXT_E	**3290**	LINE	4.01	4.01	6-Jun-19	1804	3290	4.01	4.01	FULL		17:07:30	17:08:33	0:01:03			
C-GGLS	EXT_E	**3300**	LINE	4.01	4.01	7-Jun-19	1805	3300	4.01	4.01	FULL		13:55:18	13:56:23	0:01:05			
C-GGLS	EXT_E	**3310**	LINE	4.01	4.01	6-Jun-19	1804	3310	4.01	4.01	FULL		17:11:06	17:12:14	0:01:08			
C-GGLS	EXT_E	**3320**	LINE	4.01	4.01	7-Jun-19	1805	3320	4.01	4.01	FULL		13:59:40	14:00:55	0:01:15			
C-GGLS	EXT_E	**3330**	LINE	4.01	4.01	6-Jun-19	1804	3330	4.01	4.01	FULL		17:14:25	17:15:29	0:01:05			
C-GGLS	EXT_E	**3340**	LINE	4.01	4.01	7-Jun-19	1805	3340	4.01	4.01	FULL		14:03:30	14:04:33	0:01:03			
C-GGLS	EXT_E	**3350**	LINE	4.01	4.01	6-Jun-19	1804	3350	4.01	4.01	FULL		17:18:24	17:19:33	0:01:10			
C-GGLS	EXT_E	**3360**	LINE	4.01	4.01	7-Jun-19	1805	3360	4.01	4.01	FULL		14:07:25	14:08:37	0:01:11			
C-GGLS	EXT_E					11-Jun-19	1809	3361	4.01	4.01	REFLIGHT		12:29:39	12:30:45				
C-GGLS	EXT_E	**3370**	LINE	4.01	4.01	6-Jun-19	1804	3370	4.01	4.01	FULL		17:21:59	17:23:03	0:01:04			
C-GGLS	EXT_E	**3380**	LINE	4.01	4.01	7-Jun-19	1805	3380	4.01	4.01	FULL		14:11:08	14:12:09	0:01:01			
C-GGLS	EXT_E	**3390**	LINE	4.01	4.01	6-Jun-19	1804	3390	4.01	4.01	FULL		17:25:14	17:26:23	0:01:09			
C-GGLS	EXT_E	**3400**	LINE	4.01	4.01	7-Jun-19	1805	3400	4.01	4.01	FULL		14:15:27	14:16:01	0:00:34			
C-GGLS	EXT_E					11-Jun-19	1809	3401	4.01	4.01	REFLIGHT		12:33:43	12:34:56				
C-GGLS	EXT_E	**3410**	LINE	4.01	4.01	6-Jun-19	1804	3410	4.01	4.01	FULL		17:28:39	17:29:45	0:01:06			
C-GGLS	EXT_E					11-Jun-19	1809	3411	4.01	4.01	REFLIGHT		12:37:39	12:38:43				
C-GGLS	EXT_E	**3420**	LINE	4.01	4.01	7-Jun-19	1805	3420	4.01	4.01	FULL		14:18:09	14:19:12	0:01:03			
C-GGLS	EXT_E					11-Jun-19	1809	3421	4.01	4.01	REFLIGHT		12:41:45	12:43:11				
C-GGLS	EXT_W	**30020**	TIE	4.27	4.27	18-May-19	1785	30020	4.27	4.27	FULL		17:23:18	17:24:33	0:01:14	OFFLINE		
C-GGLS	EXT_W	**30030**	TIE	4.27	4.27	18-May-19	1785	30030	4.27	4.27	FULL		17:27:08	17:28:20	0:01:12	OFFLINE		
C-GGLS	EXT_W	**30040**	TIE	4.27	4.27	18-May-19	1785	30040	4.27	4.27	FULL		17:31:07	17:32:20	0:01:13	OFFLINE		
C-GGLS	EXT_W	**30050**	TIE	4.27	4.27	18-May-19	1785	30050	4.27	4.27	FULL		17:35:27	17:36:38	0:01:10	OFFLINE		
C-GGLS	EXT_W	**4010**	LINE	4.36	4.36	6-Jun-19	1804	4010	4.36	4.36	FULL		17:39:37	17:40:45	0:01:08			
C-GGLS	EXT_W					11-Jun-19	1809	4011	4.35	4.35	REFLIGHT		11:44:51	11:46:11				
C-GGLS	EXT_W	**4020**	LINE	4.36	4.36	7-Jun-19	1805	4020	4.36	4.36	FULL		14:24:13	14:25:24	0:01:11			
C-GGLS	EXT_W					11-Jun-19	1809	4021	4.35	4.35	REFLIGHT		11:49:08	11:50:28				
C-GGLS	EXT_W	**4030**	LINE	4.36	4.36	6-Jun-19	1804	4030	4.36	4.36	FULL		17:43:13	17:44:27	0:01:15			

	REF:	B486	CLIENT:	LAC DES ILES MINES LTD. ()			PROJECT:	SUNDAY LAKE										
																MATRIX VLF STATUS		
AC	BLOCK	ITEM	TYP	PLANNED	TOTAL	DATE	FLIGHT	LNUM	LKMS	ACCEPT	STATUS	REJECT LKMS	UTC-START	UTC-END	PROD TIME	NAA	NML	NLK
C-GGLS	EXT_W					11-Jun-19	1809	4031	4.35	4.35	REFLIGHT		11:52:59	11:54:11				
C-GGLS	EXT_W	4040	LINE	4.36	4.36	7-Jun-19	1805	4040	4.36	4.36	FULL		14:27:59	14:29:19	0:01:20			
C-GGLS	EXT_W					11-Jun-19	1809	4041	4.35	4.35	REFLIGHT		11:57:10	11:58:26				
C-GGLS	EXT_W	4050	LINE	4.36	4.36	6-Jun-19	1804	4050	4.36	4.36	FULL		17:46:43	17:47:57	0:01:13			
C-GGLS	EXT_W	4060	LINE	4.36	4.36	7-Jun-19	1805	4060	4.36	4.36	FULL		14:31:20	14:32:32	0:01:12			
C-GGLS	EXT_W	4070	LINE	4.36	4.36	6-Jun-19	1804	4070	4.36	4.36	FULL		17:49:38	17:50:51	0:01:13			
C-GGLS	EXT_W	4080	LINE	4.36	4.36	7-Jun-19	1805	4080	4.36	4.36	FULL		14:35:43	14:37:04	0:01:20			
C-GGLS	EXT_W	4090	LINE	4.36	4.36	6-Jun-19	1804	4090	4.36	4.36	FULL		17:52:51	17:54:07	0:01:15			
C-GGLS	EXT_W	4100	LINE	4.36	4.36	7-Jun-19	1805	4100	4.36	4.36	FULL		14:39:07	14:40:17	0:01:10			
C-GGLS	EXT_W	4110	LINE	4.36	4.36	6-Jun-19	1804	4110	4.36	4.36	FULL		17:56:19	17:57:31	0:01:12			
C-GGLS	EXT_W	4120	LINE	4.36	4.36	7-Jun-19	1805	4120	4.36	4.36	FULL		14:43:04	14:44:23	0:01:18			
C-GGLS	EXT_W	4130	LINE	4.36	4.36	6-Jun-19	1804	4130	4.36	4.36	FULL		17:59:35	18:00:49	0:01:14			
C-GGLS	EXT_W	4140	LINE	4.36	4.36	7-Jun-19	1805	4140	4.36	4.36	FULL		14:46:21	14:47:33	0:01:11			
C-GGLS	EXT_W	4150	LINE	4.36	4.36	6-Jun-19	1804	4150	4.36	4.36	FULL		18:03:03	18:04:15	0:01:12			
C-GGLS	EXT_W	4160	LINE	4.36	4.36	7-Jun-19	1805	4160	4.36	4.36	FULL		14:49:52	14:51:13	0:01:20			
C-GGLS	EXT_W	4170	LINE	4.36	4.36	6-Jun-19	1804	4170	4.36	4.36	FULL		18:06:10	18:07:26	0:01:16			
C-GGLS	EXT_W	4180	LINE	4.36	4.36	7-Jun-19	1805	4180	4.36	4.36	FULL		14:53:26	14:54:38	0:01:12			
C-GGLS	EXT_W	4190	LINE	4.36	4.36	6-Jun-19	1804	4190	4.36	4.36	FULL		18:10:22	18:11:38	0:01:16			
C-GGLS	EXT_W	4200	LINE	4.36	4.36	7-Jun-19	1805	4200	4.36	4.36	FULL		14:57:06	14:58:25	0:01:19			
C-GGLS	EXT_W	4210	LINE	4.36	4.36	6-Jun-19	1804	4210	4.36	4.36	FULL		18:13:25	18:14:39	0:01:14			
C-GGLS	EXT_W	4220	LINE	4.36	4.36	7-Jun-19	1805	4220	4.36	4.36	FULL		15:00:56	15:02:07	0:01:11			
C-GGLS	EXT_W	4230	LINE	4.36	4.36	6-Jun-19	1804	4230	4.36	4.36	FULL		18:16:38	18:17:51	0:01:13			
C-GGLS	EXT_W	4240	LINE	4.36	4.36	7-Jun-19	1805	4240	4.36	4.36	FULL		15:04:35	15:05:53	0:01:19			
C-GGLS	EXT_W	4250	LINE	4.36	4.36	6-Jun-19	1804	4250	4.36	4.36	FULL		18:19:45	18:21:01	0:01:16			
C-GGLS	EXT_W	4260	LINE	4.36	4.36	7-Jun-19	1805	4260	4.36	4.36	FULL		15:08:30	15:09:40	0:01:10			
C-GGLS	EXT_W	4270	LINE	4.36	4.36	6-Jun-19	1804	4270	4.36	4.36	FULL		18:22:48	18:24:01	0:01:12			
C-GGLS	EXT_W	4280	LINE	4.36	4.36	7-Jun-19	1805	4280	4.36	4.36	FULL		15:12:22	15:13:44	0:01:22			
C-GGLS	EXT_W	4290	LINE	4.36	4.36	6-Jun-19	1804	4290	4.36	4.36	FULL		18:26:14	18:27:30	0:01:16			
C-GGLS	EXT_W	4300	LINE	4.36	4.36	7-Jun-19	1805	4300	4.36	4.36	FULL		15:16:11	15:17:23	0:01:12			
C-GGLS	EXT_W	4310	LINE	4.36	4.36	6-Jun-19	1804	4310	4.36	4.36	FULL		18:29:46	18:31:02	0:01:16			
C-GGLS	EXT_W	4320	LINE	4.36	4.36	7-Jun-19	1805	4320	4.36	4.36	FULL		15:19:40	15:21:00	0:01:20			
C-GGLS	EXT_W	4330	LINE	4.36	4.36	6-Jun-19	1804	4330	4.36	4.36	FULL		18:33:08	18:34:24	0:01:16			
C-GGLS	EXT_W	4340	LINE	4.36	4.36	7-Jun-19	1805	4340	4.36	4.36	FULL		15:23:04	15:24:15	0:01:10			
C-GGLS	EXT_W	4350	LINE	4.36	4.36	6-Jun-19	1804	4350	4.36	4.36	FULL		18:36:41	18:37:54	0:01:12			
C-GGLS	EXT_W	4360	LINE	4.36	4.36	7-Jun-19	1805	4360	4.36	4.36	FULL		15:26:52	15:28:11	0:01:20			
C-GGLS	EXT_W	4370	LINE	4.36	4.36	6-Jun-19	1804	4370	4.36	4.36	FULL		18:39:51	18:41:06	0:01:15			
C-GGLS	EXT_W	4380	LINE	4.36	4.36	7-Jun-19	1805	4380	4.36	4.36	FULL		15:30:39	15:31:49	0:01:10			
C-GGLS	EXT_W	4390	LINE	4.36	4.36	6-Jun-19	1804	4390	4.36	4.36	FULL		18:42:54	18:44:11	0:01:17			
C-GGLS	EXT_W	4400	LINE	4.36	4.36	7-Jun-19	1805	4400	4.36	4.36	FULL		15:34:16	15:35:36	0:01:21			
C-GGLS	EXT_W	4410	LINE	4.36	4.36	6-Jun-19	1804	4410	4.36	4.36	FULL		18:46:03	18:47:17	0:01:14			
C-GGLS	EXT_W	4420	LINE	4.36	4.36	7-Jun-19	1805	4420	4.36	4.36	FULL		15:38:07	15:39:16	0:01:09			
C-GGLS	EXT_W	4430	LINE	4.36	4.36	6-Jun-19	1804	4430	4.36	4.36	FULL		18:49:08	18:50:23	0:01:15			
C-GGLS	EXT_W	4440	LINE	4.36	4.36	7-Jun-19	1805	4440	4.36	4.36	FULL		15:41:46	15:43:07	0:01:21			
C-GGLS	EXT_W	4450	LINE	4.36	4.36	6-Jun-19	1804	4450	4.36	4.36	FULL		18:52:35	18:53:46	0:01:11			
C-GGLS	EXT_W	4460	LINE	4.36	4.36	7-Jun-19	1805	4460	4.36	4.36	FULL		15:45:27	15:46:36	0:01:09			
C-GGLS	EXT_W	4470	LINE	4.36	4.36	6-Jun-19	1804	4470	4.36	4.36	FULL		18:56:05	18:57:20	0:01:16			
C-GGLS	EXT_W	4480	LINE	4.36	4.36	7-Jun-19	1805	4480	4.36	4.36	FULL		15:48:58	15:50:24	0:01:26			
C-GGLS	EXT_W	4490	LINE	4.36	4.36	6-Jun-19	1804	4490	4.36	4.36	FULL		18:59:36	19:00:48	0:01:12			
C-GGLS	EXT_W	4500	LINE	4.36	4.36	7-Jun-19	1805	4500	4.36	4.36	FULL		15:52:37	15:53:45	0:01:08			
C-GGLS	EXT_W	4510	LINE	4.36	4.36	6-Jun-19	1804	4510	4.36	4.36	FULL		19:03:01	19:04:16	0:01:15			
C-GGLS	EXT_W	40010	TIE	5.02	5.02	18-May-19	1785	40010	5.02	5.02	FULL		17:01:14	17:02:35	0:01:21	OFFLINE		
C-GGLS	EXT_W	40020	TIE	5.02	5.02	18-May-19	1785	40020	5.02	5.02	FULL		17:05:36	17:07:04	0:01:28	OFFLINE		
C-GGLS	EXT_W	40030	TIE	5.02	5.02	18-May-19	1785	40030	5.02	5.02	FULL		17:10:48	17:12:09	0:01:21	OFFLINE		
C-GGLS	EXT_W	40040	TIE	5.02	5.02	18-May-19	1785	40040	5.02	5.02	FULL		17:16:00	17:17:32	0:01:32	OFFLINE		
C-GGLS	MEXT	5010	LINE	9.52	9.52	7-Jun-19	1806	5010	9.52	9.52	FULL		24:03:24	24:05:55	0:02:31			
C-GGLS	MEXT	5020	LINE	9.52	9.52	8-Jun-19	1808	5020	9.52	9.52	FULL		23:42:57	23:45:40	0:02:43			
C-GGLS	MEXT	5030	LINE	9.52	9.52	7-Jun-19	1806	5030	9.52	9.52	FULL		24:08:10	24:11:10	0:03:00			
C-GGLS	MEXT	5040	LINE	9.53	9.53	8-Jun-19	1808	5040	9.53	9.53	FULL		23:48:27	23:51:16	0:02:50			
C-GGLS	MEXT	5050	LINE	9.53	9.53	8-Jun-19	1807	5050	9.53	9.53	FULL		15:06:53	15:09:39	0:02:46			
C-GGLS	MEXT	5060	LINE	9.53	9.53	8-Jun-19	1808	5060	9.53	9.53	FULL		23:53:50	23:56:34	0:02:44			
C-GGLS	MEXT	5070	LINE	9.53	9.53	8-Jun-19	1807	5070	9.53	9.53	FULL		15:11:59	15:14:41	0:02:41			
C-GGLS	MEXT	5080	LINE	9.54	9.54	8-Jun-19	1808	5080	9.54	9.54	FULL		23:59:13	24:01:58	0:02:44			
C-GGLS	MEXT	5090	LINE	9.54	9.54	8-Jun-19	1807	5090	9.54	9.54	FULL		15:16:59	15:19:51	0:02:52			
C-GGLS	MEXT	5100	LINE	9.54	9.54	8-Jun-19	1808	5100	9.54	9.54	FULL		24:04:32	24:07:18	0:02:46			
C-GGLS	MEXT	5110	LINE	9.54	9.54	8-Jun-19	1807	5110	9.54	9.54	FULL		15:22:28	15:25:13	0:02:45			
C-GGLS	MEXT	5120	LINE	9.54	9.54	8-Jun-19	1808	5120	9.54	9.54	FULL		24:10:02	24:12:51	0:02:48			
C-GGLS	MEXT	5130	LINE	9.54	9.54	8-Jun-19	1807	5130	9.54	9.54	FULL		15:27:47	15:30:37	0:02:50			
C-GGLS	MEXT	5140	LINE	9.55	9.55	8-Jun-19	1808	5140	9.55	9.55	FULL		24:15:19	24:18:03	0:02:44			
C-GGLS	MEXT	5150	LINE	9.55	9.55	8-Jun-19	1807	5150	9.55	9.55	FULL		15:33:06	15:35:49	0:02:42			
C-GGLS	MEXT	5160	LINE	9.55	9.55	8-Jun-19	1808	5160	9.55	9.55	FULL		24:20:37	24:23:23	0:02:45			
C-GGLS	MEXT	5170	LINE	9.55	9.55	8-Jun-19	1807	5170	9.55	9.55	FULL		15:39:03	15:41:54	0:02:51			
C-GGLS	MEXT	5180	LINE	9.56	9.56	8-Jun-19	1808	5180	9.56	9.56	FULL		24:25:44	24:28:29	0:02:44			
C-GGLS	MEXT	5190	LINE	9.56	9.56	8-Jun-19	1807	5190	9.56	9.56	FULL		15:44:24	15:47:06	0:02:42			
C-GGLS	MEXT	5200	LINE	9.56	9.56	8-Jun-19	1808	5200	9.56	9.56	FULL		24:30:59	24:33:45	0:02:46			
C-GGLS	MEXT	5210	LINE	9.56	9.56	8-Jun-19	1808	5210	9.56	9.56	FULL		23:33:01	23:35:44	0:02:43			
C-GGLS	MEXT	5220	LINE	9.56	9.56	8-Jun-19	1808	5220	9.56	9.56	FULL		24:35:58	24:38:39	0:02:42			
C-GGLS	MEXT	5230	LINE	9.57	9.57	8-Jun-19	1808	5230	9.57	9.57	FULL		23:38:10	23:41:04	0:02:54			
C-GGLS	MEXT	50010	TIE	2.32	2.32	7-Jun-19	1806	50010	2.32	2.32	FULL		23:27:55	23:28:32	0:00:36			
C-GGLS	MEXT	50020	TIE	2.32	2.32	7-Jun-19	1806	50020	2.32	2.32	FULL		23:30:59	23:31:42	0:00:42			
C-GGLS	MEXT	50030	TIE	2.31	2.31	7-Jun-19	1806	50030	2.31	2.31	FULL		23:34:05	23:34:41	0:00:36			
C-GGLS	MEXT	50040	TIE	2.31	2.31	7-Jun-19	1806	50040	2.31	2.31	FULL		23:37:49	23:38:32	0:00:42			
C-GGLS	MEXT	50050	TIE	2.30	2.30	7-Jun-19	1806	50050	2.30	2.30	FULL		23:40:57	23:41:36	0:00:39			
C-GGLS	MEXT	50060	TIE	2.30	2.30	7-Jun-19	1806	50060	2.30	2.30	FULL		23:44:51	23:45:33	0:00:43			
C-GGLS	MEXT	50070	TIE	2.30	2.30	7-Jun-19	1806	50070	2.30	2.30	FULL		23:48:08	23:48:45	0:00:37			
C-GGLS	MEXT	50080	TIE	2.29	2.29	7-Jun-19	1806	50080	2.29	2.29	FULL		23:51:49	23:52:32	0:00:44			
C-GGLS	MEXT	50090	TIE	2.29	2.29	7-Jun-19	1806	50090	2.29	2.29	FULL		23:55:19	23:55:55	0:00:36			

9.4. APPENDIX IV – README

1. MAIN BLOCK

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TERRAQUEST Data Archive Documentation
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TERRAQUEST reference : B486

Client: Lac des Iles Mines Ltd.
Project: Sunday Lake Project - MAIN BLOCK
Type: Horizontal Gradient Magnetics/MATRIX-VLF
Aircraft Type: Cessna 206
Aircraft ID: C-GGLS
Operations: Summer, 2019
Survey Base: Thunder Bay, ON
Archive Version: 190815
Prepared By: Allen Duffy

1. Data Organisation:

\---B486_MAIN
    +---DATA
    |       B486ARC_MAIN_190815.gdb
    |
    \---GRIDS
            AMP1_FNL.grd
            AMP1_FNL.grd.gi
            AMP1_FNL_HP.grd
            AMP1_FNL_HP.grd.gi
            AMP2_FNL.grd
            AMP2_FNL.grd.gi
            AMP2_FNL_HP.grd
            AMP2_FNL_HP.grd.gi
            AMP3_FNL.grd
            AMP3_FNL.grd.gi
            AMP3_FNL_HP.grd
            AMP3_FNL_HP.grd.gi
            ANSIGFNL.grd
            ANSIGFNL.grd.gi
            HGEWFNL.grd
            HGEWFNL.grd.gi
            HGNSFNL.grd
            HGNSFNL.grd.gi
            MAGFNL.grd
            MAGFNL.grd.gi
            RTF.grd
            RTF.grd.gi
            VDVFNL.grd
            VDVFNL.grd.gi


2.  Database Contents: MAG/VLF (B486ARC_MAIN_190815.gdb) -

    Data sampled at 10Hz ...

    X_UTM_WIN       : UTM Easting - WGS84, UTM Zone 16N (metres)
    Y_UTM_WIN       : UTM Northing - WGS84, UTM Zone 16N (metres)
    DATE            : Flight Date (DD/MM/YYYY format - ASCII)
    Flight          : Flight Number
    FID             : Fiducial (UTC seconds)
    TIME            : UTC TIME (hh:mm:ss.ss format)
    RADAR           : Aircraft clearance (m AGL)
```

```
ALT             : WGS84 Altitude (metres AMSL)
DTMFNL          : Final Digital Terrain Model (m AMSL)
LAT             : Latitude (decimal degrees)
LON             : Longitude (decimal degrees)
DIUEDIT         : Base Station Diurnal data (nT)
VMX             : Fluxgate X component (nT)
VMY             : Fluxgate Y component (nT)
VMZ             : Fluxgate Z component (nT)
TF1UNC          : Raw measured TMI (nT) - Left Wing
TF2UNC          : Raw measured TMI (nT) - Right Wing
TF3UNC          : Raw measured TMI (nT) - Tail
TF1CMP          : Compensated,measured TMI (nT) - Left Wing
TF2CMP          : Compensated,measured TMI (nT) - Right Wing
TF3CMP          : Compensated,measured TMI (nT) - Tail
TF1CMPEDIT      : Compensated,measured TMI - Spikes Removed (nT) - Left Wing
TF2CMPEDIT      : Compensated,measured TMI - Spikes Removed (nT) - Right Wing
TF3CMPEDIT      : Compensated,measured TMI - Spikes Removed (nT) - Tail
MAGFNL          : Final, corrected measured TMI (nT) - Tail
HGEWFNL         : Final, corrected, lagged East-West mag gradient (nT/m)
HGNSFNL         : Final, corrected, lagged North-South mag gradient (nT/m)
SER06_AMP1      : MATRIX/VLF Amplitude - NAA
SER06_AMP2      : MATRIX/VLF Amplitude - NML
SER06_AMP3      : MATRIX/VLF Amplitude - NLK
SER06_DIR1      : MATRIX/VLF Apparent Station Azimuth (referenced to Aircraft) - NAA
SER06_DIR2      : MATRIX/VLF Apparent Station Azimuth (referenced to Aircraft) - NML
SER06_DIR3      : MATRIX/VLF Apparent Station Azimuth (referenced to Aircraft) - NLK
SER06_EP1       : MATRIX/VLF Ellipticity (Planar) - NAA
SER06_EP2       : MATRIX/VLF Ellipticity (Planar) - NML
SER06_EP3       : MATRIX/VLF Ellipticity (Planar) - NLK
SER06_EV1       : MATRIX/VLF Ellipticity (Vertical) - NAA
SER06_EV2       : MATRIX/VLF Ellipticity (Vertical) - NML
SER06_EV3       : MATRIX/VLF Ellipticity (Vertical) - NLK
SER06_TLT1      : MATRIX/VLF Tilt - NAA
SER06_TLT2      : MATRIX/VLF Tilt - NML
SER06_TLT3      : MATRIX/VLF Tilt - NLK
AMP1_FNL        : Final, levelled, lagged Amplitude - NAA
AMP2_FNL        : Final, levelled, lagged Amplitude - NML
AMP3_FNL        : Final, levelled, lagged Amplitude - NLK
AMP1_FNL_HP     : Final, levelled, lagged, High Pass filtered Amplitude - NAA
AMP2_FNL_HP     : Final, levelled, lagged, High Pass filtered Amplitude - NML
AMP3_FNL_HP     : Final, levelled, lagged, High Pass filtered Amplitude - NLK
IP1_LAG_ML      : Processed InPhase - NAA
QD1_LAG_ML      : Processed Quadrature - NAA
IP2_LAG_ML      : Processed InPhase - NML
QD2_LAG_ML      : Processed Quadrature - NML
IP3_LAG_ML      : Processed InPhase - NLK
QD3_LAG_ML      : Processed Quadrature - NLK
```

3. Data Grids

Grids prepared using Bi-Directional (Akima) spline with a 25m grid cell size.

```
DTMFNL.grd             : Digital Terrain Model (m AMSL)
AMP1_FNL.grd           : Final, levelled, lagged Amplitude - NAA
AMP1_FNL_HP.grd        : Final, levelled, lagged, high pass filtered Amplitude - NAA
AMP2_FNL.grd           : Final, levelled, lagged Amplitude - NML
AMP2_FNL_HP.grd        : Final, levelled, lagged, high pass filtered Amplitude - NML
AMP3_FNL.grd           : Final, levelled, lagged Amplitude - NLK
AMP3_FNL_HP.grd        : Final, levelled, lagged, high pass filtered Amplitude - NLK
ANSIGFNL.grd           : Analytic Signal (calculated from MAGFNL)
HGEWFNL.grd            : East-West mag gradient (nT/m)
HGNSFNL.grd            : North-South mag gradient (nT/m)
MAGFNL.grd             : Final, corrected measured Total Magnetic Intensity (nT) - Tail
RTF.grd                : Reconstructed Total Magnetic Field (from measured gradients)
VDVFNL.grd             : Calculated First Vertical Magnetic Derivative (nT/m)
```

2. WEST BLOCK

```
TERRAQUEST Data Archive Documentation
=====================================

TERRAQUEST reference : B486

Client: Lac des Iles Mines Ltd.
Project: Sunday Lake Project - WEST BLOCK
Type: Horizontal Gradient Magnetics/MATRIX-VLF
Aircraft Type: Cessna 206
Aircraft ID: C-GGLS
Operations: Summer, 2019
Survey Base: Thunder Bay, ON
Archive Version: 190816
Prepared By: Allen Duffy

1. Data Organisation:

\---B486_WEST
    +---DATA
    |       B486ARC_WEST_190816.gdb
    |
    \---GRIDS
            AMP1_FNL.grd
            AMP1_FNL.grd.gi
            AMP1_FNL_HP.grd
            AMP1_FNL_HP.grd.gi
            AMP2_FNL.grd
            AMP2_FNL.grd.gi
            AMP2_FNL_HP.grd
            AMP2_FNL_HP.grd.gi
            AMP3_FNL.grd
            AMP3_FNL.grd.gi
            AMP3_FNL_HP.grd
            AMP3_FNL_HP.grd.gi
            ANSIGFNL.grd
            ANSIGFNL.grd.gi
            HGEWFNL.grd
            HGEWFNL.grd.gi
            HGNSFNL.grd
            HGNSFNL.grd.gi
            MAGFNL.grd
            MAGFNL.grd.gi
            RTF.grd
            RTF.grd.gi
            VDVFNL.grd
            VDVFNL.grd.gi


2.  Database Contents: MAG/VLF (B486ARC_WEST_190816.gdb) -

    Data sampled at 10Hz ...

    X_UTM_WIN       : UTM Easting - WGS84, UTM Zone 16N (metres)
    Y_UTM_WIN       : UTM Northing - WGS84, UTM Zone 16N (metres)
    DATE            : Flight Date (DD/MM/YYYY format - ASCII)
    Flight          : Flight Number
    FID             : Fiducial (UTC seconds)
    TIME            : UTC TIME (hh:mm:ss.ss format)
    RADAR           : Aircraft clearance (m AGL)
    ALT             : WGS84 Altitude (metres AMSL)
    DTMFNL          : Final Digital Terrain Model (m AMSL)
    LAT             : Latitude (decimal degrees)
    LON             : Longitude (decimal degrees)
    DIUEDIT         : Base Station Diurnal data (nT)
    VMX             : Fluxgate X component (nT)
    VMY             : Fluxgate Y component (nT)
```

```
VMZ             : Fluxgate Z component (nT)
TF1UNC          : Raw measured TMI (nT) - Left Wing
TF2UNC          : Raw measured TMI (nT) - Right Wing
TF3UNC          : Raw measured TMI (nT) - Tail
TF1CMP          : Compensated,measured TMI (nT) - Left Wing
TF2CMP          : Compensated,measured TMI (nT) - Right Wing
TF3CMP          : Compensated,measured TMI (nT) - Tail
TF1CMPEDIT      : Compensated,measured TMI - Spikes Removed (nT) - Left Wing
TF2CMPEDIT      : Compensated,measured TMI - Spikes Removed (nT) - Right Wing
TF3CMPEDIT      : Compensated,measured TMI - Spikes Removed (nT) - Tail
MAGFNL          : Final, corrected measured TMI (nT) - Tail
HGEWFNL         : Final, corrected, lagged East-West mag gradient (nT/m)
HGNSFNL         : Final, corrected, lagged North-South mag gradient (nT/m)
SER06_AMP1      : MATRIX/VLF Amplitude - NAA
SER06_AMP2      : MATRIX/VLF Amplitude - NML
SER06_AMP3      : MATRIX/VLF Amplitude - NLK
SER06_DIR1      : MATRIX/VLF Apparent Station Azimuth (referenced to Aircraft) - NAA
SER06_DIR2      : MATRIX/VLF Apparent Station Azimuth (referenced to Aircraft) - NML
SER06_DIR3      : MATRIX/VLF Apparent Station Azimuth (referenced to Aircraft) - NLK
SER06_EP1       : MATRIX/VLF Ellipticity (Planar) - NAA
SER06_EP2       : MATRIX/VLF Ellipticity (Planar) - NML
SER06_EP3       : MATRIX/VLF Ellipticity (Planar) - NLK
SER06_EV1       : MATRIX/VLF Ellipticity (Vertical) - NAA
SER06_EV2       : MATRIX/VLF Ellipticity (Vertical) - NML
SER06_EV3       : MATRIX/VLF Ellipticity (Vertical) - NLK
SER06_TLT1      : MATRIX/VLF Tilt - NAA
SER06_TLT2      : MATRIX/VLF Tilt - NML
SER06_TLT3      : MATRIX/VLF Tilt - NLK
AMP1_FNL        : Final, levelled, lagged Amplitude - NAA
AMP2_FNL        : Final, levelled, lagged Amplitude - NML
AMP3_FNL        : Final, levelled, lagged Amplitude - NLK
AMP1_FNL_HP     : Final, levelled, lagged, High Pass filtered Amplitude - NAA
AMP2_FNL_HP     : Final, levelled, lagged, High Pass filtered Amplitude - NML
AMP3_FNL_HP     : Final, levelled, lagged, High Pass filtered Amplitude - NLK
IP1_LAG_ML      : Processed InPhase - NAA
QD1_LAG_ML      : Processed Quadrature - NAA
IP2_LAG_ML      : Processed InPhase - NML
QD2_LAG_ML      : Processed Quadrature - NML
IP3_LAG_ML      : Processed InPhase - NLK
QD3_LAG_ML      : Processed Quadrature - NLK
```

3. Data Grids

Grids prepared using Bi-Directional (Akima) spline with a 25m grid cell size.

```
DTMFNL.grd                 : Digital Terrain Model (m AMSL)
AMP1_FNL.grd               : Final, levelled, lagged Amplitude - NAA
AMP1_FNL_HP.grd            : Final, levelled, lagged, high pass filtered Amplitude - NAA
AMP2_FNL.grd               : Final, levelled, lagged Amplitude - NML
AMP2_FNL_HP.grd            : Final, levelled, lagged, high pass filtered Amplitude - NML
AMP3_FNL.grd               : Final, levelled, lagged Amplitude - NLK
AMP3_FNL_HP.grd            : Final, levelled, lagged, high pass filtered Amplitude - NLK
ANSIGFNL.grd               : Analytic Signal (calculated from MAGFNL)
HGEWFNL.grd                : East-West mag gradient (nT/m)
HGNSFNL.grd                : North-South mag gradient (nT/m)
MAGFNL.grd                 : Final, corrected measured Total Magnetic Intensity (nT) - Tail
RTF.grd                    : Reconstructed Total Magnetic Field (from measured gradients)
VDVFNL.grd                 : Calculated First Vertical Magnetic Derivative (nT/m)
```

3. EAST BLOCK

```
TERRAQUEST Data Archive Documentation
=====================================

TERRAQUEST reference : B486

Client: Lac des Iles Mines Ltd.
Project: Sunday Lake Project - EAST BLOCK
Type: Horizontal Gradient Magnetics/MATRIX-VLF
Aircraft Type: Cessna 206
Aircraft ID: C-GGLS
Operations: Summer, 2019
Survey Base: Thunder Bay, ON
Archive Version: 190816
Prepared By: Allen Duffy

1. Data Organisation:

\---B486_EAST
    +---DATA
    |       B486ARC_EAST_190816.gdb
    |
    \---GRIDS
            AMP1_FNL.grd
            AMP1_FNL.grd.gi
            AMP1_FNL_HP.grd
            AMP1_FNL_HP.grd.gi
            AMP2_FNL.grd
            AMP2_FNL.grd.gi
            AMP2_FNL_HP.grd
            AMP2_FNL_HP.grd.gi
            AMP3_FNL.grd
            AMP3_FNL.grd.gi
            AMP3_FNL_HP.grd
            AMP3_FNL_HP.grd.gi
            ANSIGFNL.grd
            ANSIGFNL.grd.gi
            HGEWFNL.grd
            HGEWFNL.grd.gi
            HGNSFNL.grd
            HGNSFNL.grd.gi
            MAGFNL.grd
            MAGFNL.grd.gi
            RTF.grd
            RTF.grd.gi
            VDVFNL.grd
            VDVFNL.grd.gi


2.  Database Contents: MAG/VLF (B486ARC_EAST_190816.gdb) -

    Data sampled at 10Hz ...

    X_UTM_WIN       : UTM Easting - WGS84, UTM Zone 16N (metres)
    Y_UTM_WIN       : UTM Northing - WGS84, UTM Zone 16N (metres)
    DATE            : Flight Date (DD/MM/YYYY format - ASCII)
    Flight          : Flight Number
    FID             : Fiducial (UTC seconds)
    TIME            : UTC TIME (hh:mm:ss.ss format)
    RADAR           : Aircraft clearance (m AGL)
    ALT             : WGS84 Altitude (metres AMSL)
    DTMFNL          : Final Digital Terrain Model (m AMSL)
    LAT             : Latitude (decimal degrees)
    LON             : Longitude (decimal degrees)
    DIUEDIT         : Base Station Diurnal data (nT)
    VMX             : Fluxgate X component (nT)
    VMY             : Fluxgate Y component (nT)
```

```
VMZ             : Fluxgate Z component (nT)
TF1UNC          : Raw measured TMI (nT) - Left Wing
TF2UNC          : Raw measured TMI (nT) - Right Wing
TF3UNC          : Raw measured TMI (nT) - Tail
TF1CMP          : Compensated,measured TMI (nT) - Left Wing
TF2CMP          : Compensated,measured TMI (nT) - Right Wing
TF3CMP          : Compensated,measured TMI (nT) - Tail
TF1CMPEDIT      : Compensated,measured TMI - Spikes Removed (nT) - Left Wing
TF2CMPEDIT      : Compensated,measured TMI - Spikes Removed (nT) - Right Wing
TF3CMPEDIT      : Compensated,measured TMI - Spikes Removed (nT) - Tail
MAGFNL          : Final, corrected measured TMI (nT) - Tail
HGEWFNL         : Final, corrected, lagged East-West mag gradient (nT/m)
HGNSFNL         : Final, corrected, lagged North-South mag gradient (nT/m)
SER06_AMP1      : MATRIX/VLF Amplitude - NAA
SER06_AMP2      : MATRIX/VLF Amplitude - NML
SER06_AMP3      : MATRIX/VLF Amplitude - NLK
SER06_DIR1      : MATRIX/VLF Apparent Station Azimuth (referenced to Aircraft) - NAA
SER06_DIR2      : MATRIX/VLF Apparent Station Azimuth (referenced to Aircraft) - NML
SER06_DIR3      : MATRIX/VLF Apparent Station Azimuth (referenced to Aircraft) - NLK
SER06_EP1       : MATRIX/VLF Ellipticity (Planar) - NAA
SER06_EP2       : MATRIX/VLF Ellipticity (Planar) - NML
SER06_EP3       : MATRIX/VLF Ellipticity (Planar) - NLK
SER06_EV1       : MATRIX/VLF Ellipticity (Vertical) - NAA
SER06_EV2       : MATRIX/VLF Ellipticity (Vertical) - NML
SER06_EV3       : MATRIX/VLF Ellipticity (Vertical) - NLK
SER06_TLT1      : MATRIX/VLF Tilt - NAA
SER06_TLT2      : MATRIX/VLF Tilt - NML
SER06_TLT3      : MATRIX/VLF Tilt - NLK
AMP1_FNL        : Final, levelled, lagged Amplitude - NAA
AMP2_FNL        : Final, levelled, lagged Amplitude - NML
AMP3_FNL        : Final, levelled, lagged Amplitude - NLK
AMP1_FNL_HP     : Final, levelled, lagged, High Pass filtered Amplitude - NAA
AMP2_FNL_HP     : Final, levelled, lagged, High Pass filtered Amplitude - NML
AMP3_FNL_HP     : Final, levelled, lagged, High Pass filtered Amplitude - NLK
IP1_LAG_ML      : Processed InPhase - NAA
QD1_LAG_ML      : Processed Quadrature - NAA
IP2_LAG_ML      : Processed InPhase - NML
QD2_LAG_ML      : Processed Quadrature - NML
IP3_LAG_ML      : Processed InPhase - NLK
QD3_LAG_ML      : Processed Quadrature - NLK
```

3. Data Grids

Grids prepared using Bi-Directional (Akima) spline with a 25m grid cell size.

```
DTMFNL.grd                : Digital Terrain Model (m AMSL)
AMP1_FNL.grd              : Final, levelled, lagged Amplitude - NAA
AMP1_FNL_HP.grd           : Final, levelled, lagged, high pass filtered Amplitude - NAA
AMP2_FNL.grd              : Final, levelled, lagged Amplitude - NML
AMP2_FNL_HP.grd           : Final, levelled, lagged, high pass filtered Amplitude - NML
AMP3_FNL.grd              : Final, levelled, lagged Amplitude - NLK
AMP3_FNL_HP.grd           : Final, levelled, lagged, high pass filtered Amplitude - NLK
ANSIGFNL.grd              : Analytic Signal (calculated from MAGFNL)
HGEWFNL.grd               : East-West mag gradient (nT/m)
HGNSFNL.grd               : North-South mag gradient (nT/m)
MAGFNL.grd                : Final, corrected measured Total Magnetic Intensity (nT) - Tail
RTF.grd                   : Reconstructed Total Magnetic Field (from measured gradients)
VDVFNL.grd                : Calculated First Vertical Magnetic Derivative (nT/m)
```

Additional Appendices:

The following appendices contains outstanding items required under 'Technical Standards for Reporting Assessment Work' guidelines; namely Section 8. Airborne Geophysical Survey Work.

Appendix A: Property Geology and Exploration History - 8. (vii)

Appendix B: Regional Geology - 8. (viii)

Appendix C: Flight Lines Over Claims – 8. (xv)

Appendix A: Property Exploration History - 8. (vii)

Limited exploration work has been completed on the Shabaqua Granitic Intrusion. Historic logging roads and trails must be used to access the property, and Non-Mining Land Tenure blocks overlap the northern section of the intrusion. 1401385 Ontario Inc. and Transition Metals Corp. currently hold claim cells within the Shabaqua Intrusion.

May 2019: Terraquest Ltd., contracted by North American Palladium, completed a Horizontal Magnetic Gradient & Matrix VLF-EM Airborne Survey that covered an area northwest of Thunder Bay, including the Shabaqua Intrusion.

September 2019: North American Palladium employees completed prospecting work on the property, collecting eight samples for geochemical analysis. Outcrops observed were dominantly felsic intrusive rocks related to the Shabaqua Intrusion, along with Archean metasediments and Nipigon Diabase.

Appendix B: Regional and Local Geology - 8. (viii)

Regional Geology

The claim group is located within the Quetico Subprovince (also termed the Quetico Basin) of the Superior Province in Ontario. Rocks of the Quetico Basin form a 1000 km east-west trending belt averaging 70 km in width - bounded to the north by the Wabigoon and Marmion Terranes and to the south by the Wawa Terrane (Percival, 2017). Turbiditic metasedimentary rocks dominant the Quetico Basin, along with minor iron formation, felsic intrusions, and mafic-ultramafic intrusions. These rocks are interpreted to have formed as an accretionary prism between the converging Wabigoon and Wawa Terranes (Percival, 1988).

Local Geology

The claim group is situated within the Shabaqua Granite Complex, part of a larger suite of granitic intrusions recognized as the Dog Lake Granite Chain (Kuzmich et al., 2012). This Granite Chain is host to six magnetite-bearing granitic intrusions, and can be identified through aeromagnetic surveys. These intrusions, from east to west, are Penasen Lake, White Lily, Barnum Lake, Trout Lake, Silver Falls, and Shabaqua intrusions. Kuzmich et al. (2012) have classified these granitic intrusions as varying from S-type to I-type granites based on petrologic and geochemical data.

The Shabaqua intrusion is the most poorly studied granitic complex within the Dog Lake Granite Chain. Host rocks vary in composition from Monzodiorite to Syenite, and are overlain by Archean metasedimentary rocks of the Quetico Basin and Nipigon Diabase related to the Mid-continent Rift.

References

Kuzmich, B., Hollings, P., Scott, J.F., Campbell, D.A., 2011. Geochemistry and Petrology of the Dog Lake Granite Chain, Quetico Basin, Northwestern Ontario, HBSc. Geology Thesis, Lakehead University.

Percival, J.A., 1988. A regional perspective of the Quetico metasedimentary belt, Superior Province, Canada: Canadian Journal of Earth Sciences, v. 26, p. 677-693.

Percival, J.A. 2007. Geology and metallogeny of the Superior Province, Canada. In: Goodfellow, W.D. (Ed.), Mineral Deposits of Canada: A Synthesis of Major Deposit-Types, District Metallogeny, the Evolution of Geological Provinces, and Exploration Methods: Geological Association of Canada, Mineral Deposits Division, Special Publication No. 5, p. 903-928.

Appendix C: Flight Lines Over Claims – 8. (xv)

The total line-kilometers flown for this survey are 7509.4 km. The total distance flown on NAP claims is 365 km over 7 claims.

N
285,000 mE
300,000 mE
315,000 mE
330,000 mE
5,400,000 mN
5,385,000 mN
5,370,000 mN
DOG LAKE AREA
EAST BAY AREA
Dog Lake
SOPER
GTP BLOCK 1
FOWLER
JACQUES
BLACKWELL
GOLDIE
FORBES
HWY 17
HWY 11
DAWSON ROAD LOTS
HWY 11/17
WARE
GORHAM
LAURIE
HORNE
CONMEE
OLIVER
MCINTYRE
SACKVILLE
ADRIAN
HWY 102
557551
557550
557549
557548
557556
557557
557552
Legend
Survey Outline
NAP Claims within Survey
Other Claims within Survey
Mining Land Tenure
Operational Alienations
Administrative Boundaries
Major Highway
Hydro Line
Natural Gas Line
Elevation Contours
Provincial Park
Water Bodies
2019 VLF Airborne Survey
NAP ALLADIUM
Mining for Clean Air
Scale: 1:75000
Projection: UTM Zone 16 (NAD 83)
0
1.25
2.5
5
kilometres