MAP NO.	ASSESSMENT REPORT	X	DOCUMENT NO.:	092636
	PROSPECTUS		MINING DISTRICT:	Whitehorse
	CONFIDENTIAL	X	TYPE OF WORK:	Geochemical, airborne geophysics
105 K 3	OPEN FILE			

REPORT FILED UNDER: Orequest Consultants Ltd

DATE PERFORMED: 26 March-13 April, 1988 DATE FILED: 19 December, 1988

LOCATION: LAT.: 63 00'N, AREA: Faro

LONG.: 133 00'W VALUE $: 119 200.00

CLAIM NAME & NO.: RAN 721-54, 801-834, 881-914, 961-994 (YB12101-16, YB09383-400, YB12161-94 YB12231-64,YB12311-44);WALK 1-20(YB20492-511); RUN 1-12(YB20512-23); KOKO 1-22 (YB20724-45)

WORK DONE BY: J.L. Lebel & W. Raven

WORK DONE FOR: Norman Resources Ltd and Gigi Resources Ltd

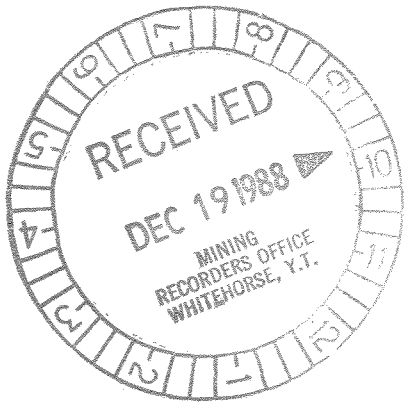
DATE TO GOOD STANDING		REMARKS: Adjoins #88 GREW CREEK NORMAN/GIGI Group
		In 1988, a LANDSAT image analysis, airborne VLF-EM-magneto-
		meter survey, soil and humus sampling and 1:10 000 scale mapping
		were carried out. Gold geochemical values were <10 ppb but
		the geophysics indicated faults and geology similar to GREW CK.

119,200

Airborne 39
59 000

REPORT ON
GREW CREEK PROPERTY
YUKON TERRITORY
FOR
NORMAN RESOURCES LTD.
AND
GIGI RESOURCES LTD.

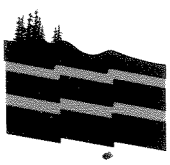




J.L. LeBel, P.Eng.
W. Raven, B.Sc.
December 12, 1988

092636

OREQUEST



OREQUEST CONSULTANTS LTD. 404 - 595 Howe Street, Vancouver, B.C., Canada, V6C 2T5 Telephone: (604) 688-6788

This report has been examined by the Geological Evaluation Unit under Section 53 (4) Yukon Quartz Mining Act and is allowed as representation work in the amount of $ 119 200.00 .

for Regional Manager, Exploration and Geological Services for Commissioner of Yukon Territory.

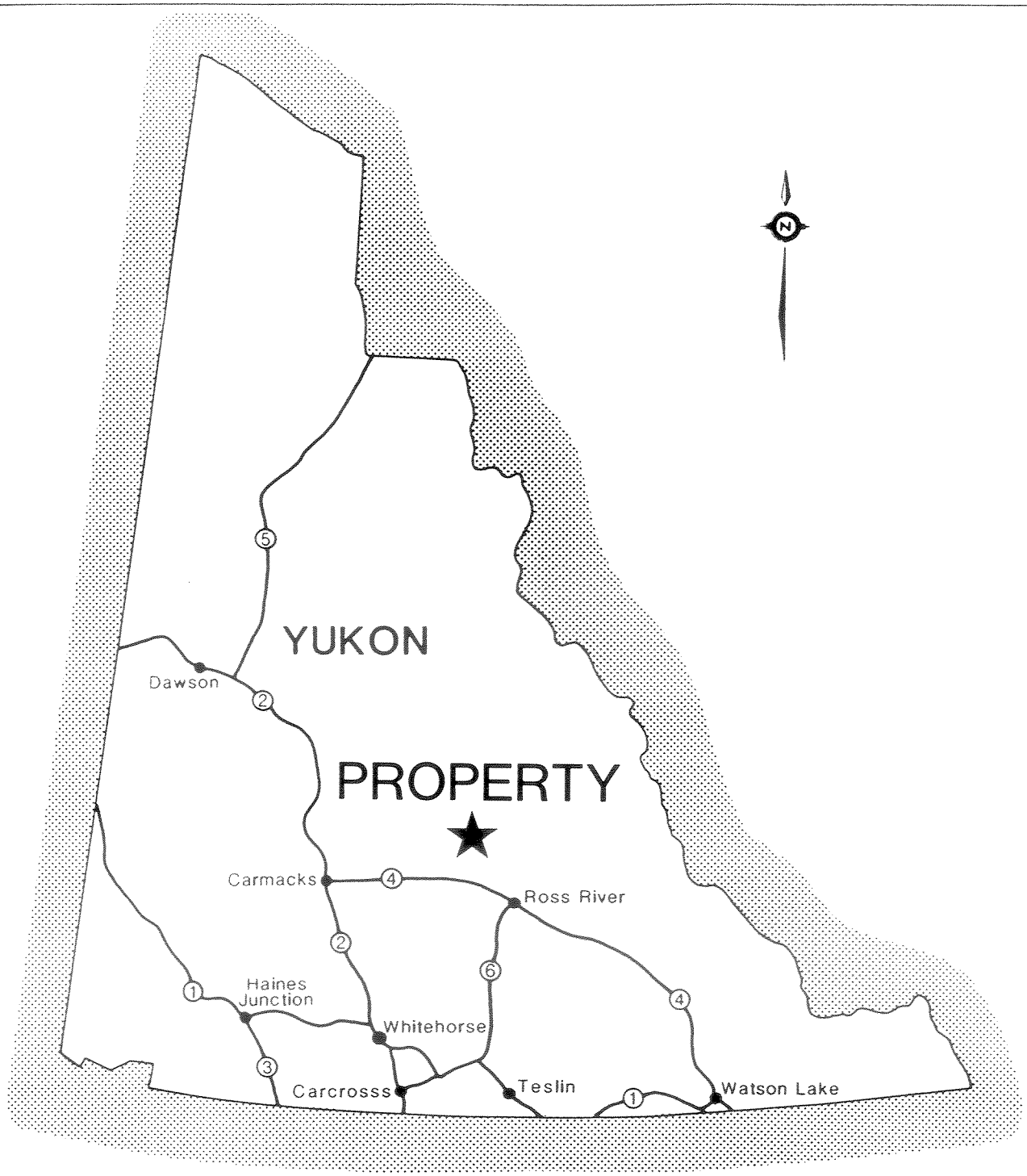
SUMMARY

Norman Resources Ltd. and Gigi Resources Ltd. have acquired an interest in the Grew Creek property located in the Yukon near Faro along strike from gold mineralization recently discovered by Noranda Exploration Co. Ltd. and Golden Nevada Resources Ltd.

The property has been explored by landsat imagery, airborne geophysics, geochemistry, geological mapping and prospecting. Evaluation of the results indicates that the property has geological and structural characteristics similar to the Noranda/Golden Nevada property 30km to the southwest.

An area in the center of the property with favorable structural and geological characteristics, as indicated by airborne geophysics, is nominated for follow-up by an induced polarization geophysical survey to detect disseminated sulphides typically associated with gold mineralization and reverse circulation drilling to sample the permissive geology which is obscured by overburden. Cost of the work is estimated at $150,000.

A. Ibarra



0 100 200 300

kilometres

OREQUEST

NORMAN RESOURCES LTD.

Figure 1

GREW CREEK PROJECT

LOCATION MAP

Yukon

October 1988 Drafting: BJM

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J.L. LeBel, P.Eng.	
W. Raven, B.Sc.	
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$119 200.00

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INTRODUCTION

This report presents the results of an exploration program carried out on the Norman Resources Ltd. and Gigi Resources Ltd., Grew Creek property located near Faro in the Yukon. The property is close to the Grew Creek deposit which is currently under exploration and development by a joint venture between Noranda Exploration Co. Ltd. and Golden Nevada Resources Ltd.

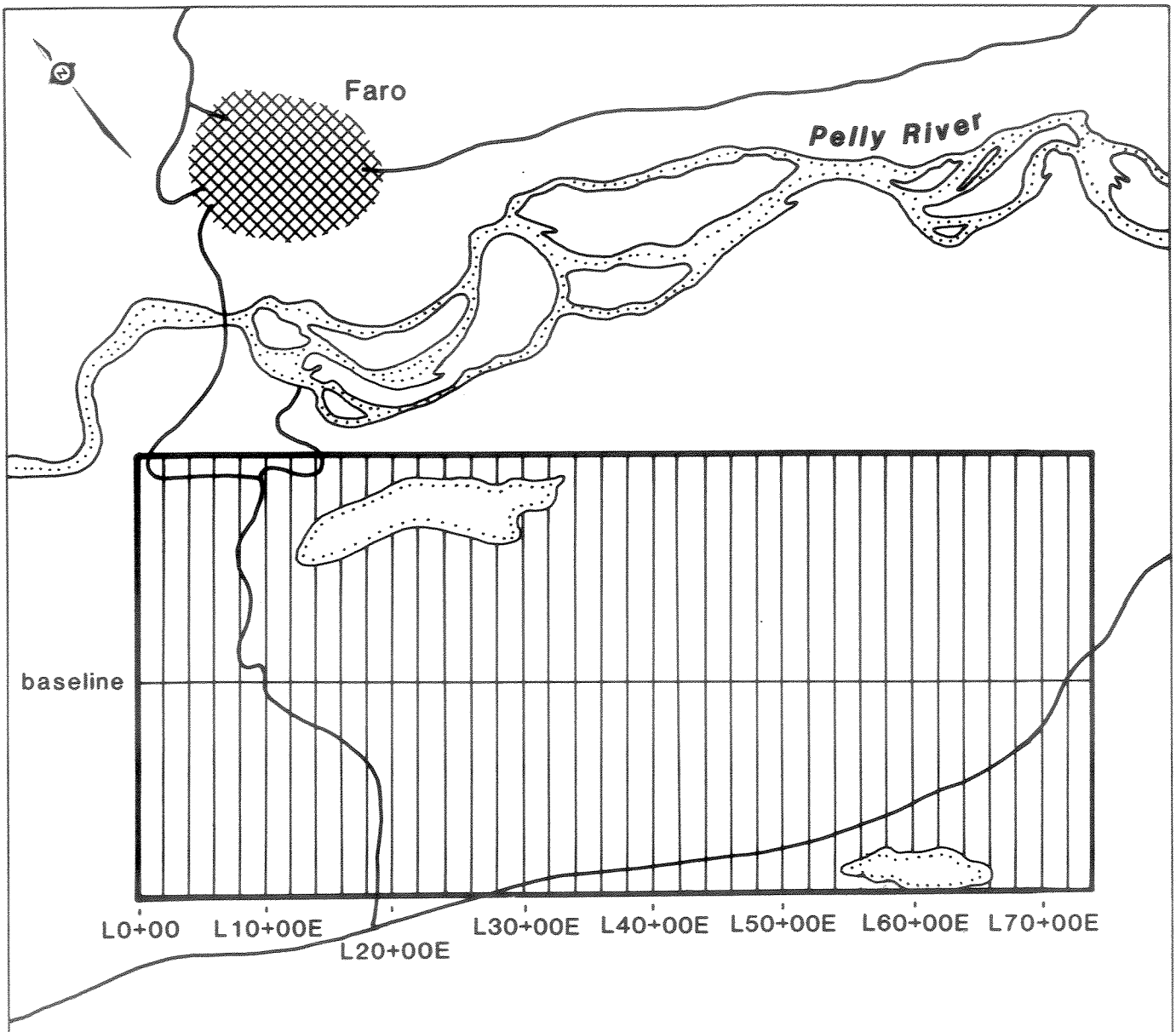
The exploration program consisted of interpretation of landsat imagery, airborne geophysical surveys, soil and humus geochemical surveys and prospecting and mapping. The base map for the work was a 1:10,000 scale orthophoto topographic map.

The work was done during March to October 1988 by and/or under the supervision of OreQuest Consultants Ltd. Overall supervision of the program was provided by Prime Exploration Ltd.

LOCATION and ACCESS

The Grew Creek property is situated in the south-central part of the Yukon on NTS map 105K3 approximately 200 km northeast of the city of Whitehorse (Figure 1). The center of the property is approximately 5 km south of the community of Faro (Figure 2).

Access to the property by road from Whitehorse and/or Watson Lake is via the Robert Campbell Highway which passes through the southwestern corner of the claims. The road to Faro passes through the northwestern part of the property. Other lesser roads off these main roads provide access into the center of the



0 1 2 3

kilometres



OREQUEST

GIGI/NORMAN RESOURCES LTD.

Figure 2

GREW CREEK PROJECT

GRID LOCATION and PROPERTY BOUNDARY

Yukon

June 1988 Drafting: BJM

property.

Faro and Ross River, about 55 km to the southeast, are serviced daily by scheduled, commuter type flights from Whitehorse. Facilities in Faro and Ross River supply basic goods and services.

CLAIM STATUS

The property consists of 190 claims the status of which is as follows:

Claim	Tag No.	No. of Claims	Expiry Date
Ran 721-754 (incl.)	YB12101-YB12116 YB09383-YB09400	34	November 25, 1988
Ran 801-834 (incl.)	YB12161-YB12194	34	November 26, 1988
Ran 881-914 (incl.)	YB12231-YB12264	34	November 26, 1988
Ran 961-994 (incl.)	YB12311-YB12344	34	November 26, 1988
Walk 1-20 (incl.)	YB20492-YB20511	20	July 19, 1989
Run 1-12 (incl.)	YB20512-YB20523	12	July 19, 1989
Koko 1-22 (incl.)	YB20724-YB20745	22	August 3, 1989
		190	

The claims are owned by Prime Capital Corporation. The joint venture between Norman Resources Ltd. and Gigi Resources Ltd. can earn a 50% interest in the property by fulfilling certain monetary and work commitments.

REGIONAL GEOLOGY and MINERALIZATION

The property lies in the Tintina Trench, which is a zone of major transcurrent faulting with dextral displacement of some 450 km. Timing of the fault movement is believed to have occurred in the Late Cretaceous with block faulting that created the trench, a graben structure, occurring during the Late Miocene or Pliocene.

RUN 12 | RUN 10 | RUN 8 | RUN 6 | RUN 4 | RUN 2

RUN 11 | RUN 9 | RUN 7 | RUN 5 | RUN 3 | RUN 1

WALK 20 | WALK 18 | WALK 16 | WALK 14 | WALK 12 | WALK 10 | WALK 8 | WALK 6 | WALK 4 | WALK 2

WALK 19 | WALK 17 | WALK 15 | WALK 13 | WALK 11 | WALK 9 | WALK 7 | WALK 5 | WALK 3 | WALK 1

RAN 994 | RAN 992 | RAN 990 | RAN 988 | RAN 986 | RAN 984 | RAN 982 | RAN 980 | RAN 978 | RAN 976 | RAN 974 | RAN 972 | RAN 970 | RAN 968 | RAN 966 | RAN 964 | RAN 962

RAN 993 | RAN 991 | RAN 989 | RAN 987 | RAN 985 | RAN 983 | RAN 981 | RAN 979 | RAN 977 | RAN 975 | RAN 973 | RAN 971 | RAN 969 | RAN 967 | RAN 965 | RAN 963 | RAN 961

RAN 914 | RAN 912 | RAN 910 | RAN 908 | RAN 906 | RAN 904 | RAN 902 | RAN 900 | RAN 898 | RAN 896 | RAN 894 | RAN 892 | RAN 890 | RAN 888 | RAN 886 | RAN 884 | RAN 882

RAN 913 | RAN 911 | RAN 909 | RAN 907 | RAN 905 | RAN 903 | RAN 901 | RAN 899 | RAN 897 | RAN 895 | RAN 893 | RAN 891 | RAN 889 | RAN 887 | RAN 885 | RAN 883 | RAN 881

RAN 834 | RAN 832 | RAN 830 | RAN 828 | RAN 826 | RAN 824 | RAN 822 | RAN 820 | RAN 818 | RAN 816 | RAN 814 | RAN 812 | RAN 810 | RAN 808 | RAN 806 | RAN 804 | RAN 802

RAN 833 | RAN 831 | RAN 829 | RAN 827 | RAN 825 | RAN 823 | RAN 821 | RAN 819 | RAN 817 | RAN 815 | RAN 813 | RAN 811 | RAN 809 | RAN 807 | RAN 805 | RAN 803 | RAN 801

RAN 754 | RAN 752 | RAN 750 | RAN 748 | RAN 746 | RAN 744 | RAN 742 | RAN 740 | RAN 738 | RAN 736 | RAN 734 | RAN 732 | RAN 730 | RAN 728 | RAN 726 | RAN 724 | RAN 722

RAN 753 | RAN 751 | RAN 749 | RAN 747 | RAN 745 | RAN 743 | RAN 741 | RAN 739 | RAN 737 | RAN 735 | RAN 733 | RAN 731 | RAN 729 | RAN 727 | RAN 725 | RAN 723 | RAN 721

KOKO 22 | KOKO 20 | KOKO 18 | KOKO 16 | KOKO 14 | KOKO 12 | KOKO 10 | KOKO 8 | KOKO 6 | KOKO 4 | KOKO 2

KOKO 21 | KOKO 19 | KOKO 17 | KOKO 15 | KOKO 13 | KOKO 11 | KOKO 9 | KOKO 7 | KOKO 5 | KOKO 3 | KOKO 1

scale 1:20,000

0 500 1000

metres

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Figure 3

GREW CREEK PROJECT

CLAIM MAP

Yukon

October 1988 Drafting: BJM

In the area, the Tintina Fault juxtaposes Kechika Group Cambro-Ordovician shales, phyllites and limestones of the Pelly-Cassiar against rocks of the Anvil Allochthon. Rocks in the Anvil Allochthon consist of basalt flows, tuffs, and breccias with chert, siliceous tuff, and limestone also present. During the mid Cretaceous felsic intrusive activity injected quartz monzonites, granites, and granodiorites on both sides of the Tintina Fault.

The bottom of the trench is occupied by volcanic and clastic sedimentary rocks of Cretaceous and Tertiary age. The Tertiary sediments consists of chert-quartz conglomerates, chert sandstone, siltstone and shale. Tertiary volcanics, the host to the Grew Creek deposit, compositionally range from basaltic to rhyolitic and include grey green basalt, laminated ash flow tuffs and flows, and white weathering flow banded rhyolitic quartz-feldspar porphyry. The rhyolitic volcanics host the Grew Creek deposit.

The Grew Creek deposit is bounded by 2 major fault zones, the Buttle Creek fault to the southwest and the Danger Creek fault to the northeast with the Grew Creek fault in the center. These faults, together with the Lapie River fault and the Vangora Creek fault are the 5 main faults found between the Ross River and Faro area.

The most important mineralization in the area is the Grew Creek deposit currently under exploration and development by a joint venture between Golden Nevada Resources Ltd. and Noranda Exploration Co. Ltd. This deposit lies some 30 km southeast of the Norman property. The Grew Creek deposit consists of two zones, the Main Zone on which most of the work has been concentrated and the Tarn

NORMAN RESOURCES LTD. PROPERTY

Faro

Ross River

TERTIARY

rhyolitic to basaltic volcanic flows and tuffs with sandstone, siltstone, and conglomerate

MID CRETACEOUS

diorite, granodiorite, and granite

PENNSYLVANIAN AND PERMIAN

Anvil Allochthonous Assemblage: basalt, chert, and siliceous tuff, limestone, serpentinite

Nisutlin Allochthonous Assemblage: schists, phyllites, conglomerates

DEVONIAN TO CAMBRIAN

shales, slates, limestones

fault

scale 1:250,000

0 10 20

kilometres

OREQUEST

NORMAN RESOURCES LTD.

Figure 4

GREW CREEK PROJECT

REGIONAL GEOLOGY

Yukon

October 1988 Drafting: BJM

Zone. The Main Zone is hosted by Tertiary volcanics and is characterized by quartz-chalcedony vein stockworks and pervasive silicification typical of epithermal hot spring gold deposits. The zone occurs in felsic tuffs on the flank of a magnetic anomaly that reflects more mafic phases of the volcanics. The zone is structurally complex with both growth or boundary faults like the Grew Creek Fault and cross-cutting faults responsible for its development and location. Diamond drilling in the Main Zone has returned very impressive grades, for example 0.34 oz/t Au and 4.4 oz/t Ag over 103.3 ft in hole 87-29 including a 55.1 ft section of 0.55 oz/t Au and 7.6 oz/t Ag. The Tarn Zone consists of subeconomic gold bearing quartz-fluorite veinlets within a sericite alteration zone which may be indicative of a deeper gold bearing system.

Other mineralization in the area includes the Faro, Grum and Vangorda Pb-Zn-Ag deposits at Faro and the Ketza gold deposit recently put into production by Canamax Resources Ltd.

HISTORY and PREVIOUS WORK

There is no documentation of work on the property prior to its staking in 1987. It is probable that the area was examined in the 1960's following the discovery of the Faro and Vangorda Pb-Zn-Ag deposit and during the 1970's when the Grum Pb-Zn-Ag deposit was found at Faro. Also it is probable that the area has received consideration recently following the discovery and development of the Ketza deposit by Canamax Resources. The scope and extent of any previous work, however, was probably limited because the property is almost entirely covered by overburden.

1988 EXPLORATION PROGRAM

The 1988 exploration program consisted of interpretation of landsat imagery, airborne geophysics, soil and humus geochemistry and geological mapping and prospecting. The base maps for the work was a 1:10,000 scale orthophoto Topographic map prepared by McElhanney Geosurveys Ltd. Control for the sampling, mapping and prospecting was provided by flagged lines tied to a chainsaw cut base line.

Landsat Imagery

Data for the landsat interpretation consists of 7-band scene No. 58-17 taken by the Landsat-5 satellite on September 25, 1984. The digital information was compiled and processed by BC Research and the interpretation was done by V. Campbell and Associates.

The basic procedure consisted of combining the various Landsat bands using different colour to create images which display useful lineament information, in this case, bands 1, 2 and 3 (normal colour) and bands 2, 3 and 4 (false colour infrared). Interpretations was done on 8x10 enlargements of colour photographs of the image monitor screen. Interpreted lineaments were then transferred by hand to 1:50,000 scale topographic maps and the 1:10,000 scale property base maps.

Airborne Geophysics

The airborne geophysical survey was conducted by Aerodat Ltd. using an Aerospatial A-Star 350B helicopter. Equipment used included the Aerodat 3-frequency 2-coil orientation electromagnetic system, a Herz Totem 2A, 2-frequency

very low frequency electromagnetic system, a Scintrex cesium vapour total field magnetometer and auxiliary equipment. Flight path navigation was controlled by a Motorola Mini Ranger radar navigation system supplemented by visual methods and a Panasonic VHS tracking camera.

The survey was flown along lines spaced at 100 m intervals and compiled on a 1:10,000 scale orthophoto base map.

Various products created from the survey include: flight path maps, total field magnetic contours, calculated vertical magnetic gradient contours, calculated apparent resistivity contours, total field VLF-EM contours, electromagnetic profiles, electromagnetic anomalies and an interpretation map.

Linecutting

A chainsaw cut baseline trending northwest - southeast at an azimuth of 135 was established across the length of the property starting at L0+00 and extending to L74+00S. The baseline is picketed at 25 metre intervals with a total of 7.4 km of cut line.

Flag and compass grid lines were constructed perpendicular to the baseline at an azimuth of 045 with a 200 m spacing between lines. Stations are located at 25 metre intervals along these crosslines east and west of the baseline to the property boundary with a total of 117.66 km of line flagged.

Staking

The claim post positions have been determined on the ground and the metal tags with the claim record number have been affixed to all posts. No fractions were observed during the course of the field work.

The Norman/Gigi property was enlarged by the staking of additional claims to the northeast and southwest of the original boundaries. The Walk and Run claims, totalling 36 units, extend the Norman ground northeast to the Pelly River while the Koko claims, 22 units, are a southwest expansion over an area of intrusive rocks intruding limestones, shale and slate and may potentially host skarn type mineral deposits. None of the Phase I work was conducted on the new claims, just the original Ran claims were examined. The claim record number metal tags have not yet been received for the new claims.

Geochemical Sampling

Soil or humus samples were collected at 25 m intervals over the entire grid area. Soil was taken over humus in hopes that the overburden depth was not so great as to prevent an accurate representation of underlying bedrock mineralization. The depth of overburden is hard to estimate and is probably not as deep as that on the southern end of the Grew Creek belt but many hills show till at heights of 50 m above valley bottoms. Overburden depth may have masked any possible bedrock mineralization and thus hindered the sampling program.

A total of 4,672 soil and humus samples were collected of which 1,927 soil and 331 humus samples were sent for analysis for a total of 2,258 samples. This is essentially half the number taken which results in a 50 metre spacing between

samples. They were analyzed for gold by fire assay and silver by geochemical methods.

Prospecting and Mapping

Prior to any detailed mapping and prospecting, the entire property was examined from the air in an effort to locate any areas of outcrop. Once areas were found, they were then examined on the ground. Virtually all outcrop located, lies along the northeast corner of the grid or just off the southwest property boundary, with overall outcrop estimated at much less than 1%.

PROPERTY GEOLOGY

Exposure off the southwestern boundary based on government maps consists of felsic intrusive rocks in limestones, shales and slates. Rocks found along the northwest claim boundary are comprised of mafic tuffs and cherty looking rhyolites and felsic tuffs.

The rocks off the southwest claims as mapped by the G.S.C. consist of mid Cretaceous felsic intrusive rock of diorite, granodiorite, and granitic affinities. Progressing southwesterly, these are bounded by Cambro - Ordivician thinly interlaminated calcareous shale and silty limestone abutted against Ordivician to Devonian graphitic, black siliceous and pyritic slate. This area is now part of the Norman property as covered by the newly staked Koko claims and has potential to host skarn type mineralization.

Outcrop in the extreme northeast corner of the claims is fairly good over a very small area and consists mostly of rhyolitic volcanics with minor variations

and small pods of sedimentary material. For the most part, the rhyolites are extremely fine grained and milky white in colour with some pale green variations likely caused by the addition of sericite as an alteration. Some possible flow banding was also present and was confirmed in a thin section of sample #10704. Intense fracturing was quite prevalent, especially along a ridge of hills with two dominant trends, those being northwesterly and westerly with near vertical dips. Limonite or rusty staining was pronounced only on the fracture system and did not penetrate outside the fractures. Near the central part of the rhyolitic exposures were some minor pods of intercalated sedimentary material as determined by thin section analysis. Three samples, #10707, 10708 and 10710, were sent for thin section analysis and were respectively identified as brecciated cherty tuffite (or an altered flow - laminated glass or welded tuff) and a laminated, calcareous cherty tuffite.

One small exposure of green mafic volcanics was observed west of the main rhyolitic exposures and was tentatively identified as a carbonate, sericite altered andesite or basalt. On the east end of the rhyolite area lies an intermediate to mafic looking bedded crystal tuff which is a distinct unit in some places and intercalated with the rhyolites in other spots. This crystal tuff becomes a distinct unit on the southeast part of the property where it is the only rock type exposed just along the edge of the property along Buttle Creek.

Just off the northeast part of the claims lies an area of highly fractured and sheared metasediments containing silica and carbonate alteration. The sediments consisted mostly of shales with minor traces of pyrite.

All of the above units are in an area that has been mapped as the Pennsylvanian and Permian Anvil Allochthonous Assemblage. It is possible that these units are of Tertiary age but due to the lack of outcrop, there simply is not enough exposure to determine any kind of stratigraphic relationships.

The results of samples sent for analysis were quite low and disappointing. The highest gold value from the rhyolitic volcanics was only 10 ppb with most at <5 ppb. The intermediate to mafic tuffs did not return any better values. The best assay obtained was that of 100 ppb from sample #10611 which was a sheared up shale off the northeast corner of the property.

PROPERTY GEOCHEMISTRY

The results of the soil and humus geochemical survey are completely non-anomalous. It is possible that the blanket of overburden covering most of the property has masked geochemical responses from the bedrock.

PROPERTY GEOPHYSICS and LANDSAT

The airborne EM survey detected a large number of anomalies as summarized on Figure 6. Most of the anomalies are wide and weak, indicative of broad poor conductors probably caused by overburden. There is a band of anomalies along the southern part of the property which are generally narrower and more peaked which define a series of multiple conductors. The conductors probably reflect Ordovician shales which occur in this area.

Aerodat Ltd. has grouped the conductors into six broad zones labelled XXII to XXVII.

Group XXII conductors roughly parallel the center of the property along a northwest-southeast trend. They consist of weak to moderate strength EM conductors found immediately west of a long magnetic trend. There is no outcrop near these anomalies but they are believed to be underlain by Tertiary volcanics. Several cross faults pass through or near this group of conductors.

The group XXIII conductors are found just at the southern end of the property and also further south, off property. This group consists of weak EM anomalies found east of the central magnetic trend.

Conductor group XXIV, is found along the eastern claim boundary of the Norman property close to Johnson Lake, and may reflect a geologic contact between Tertiary volcanics and rocks of the Anvil Allochthonous assemblage.

Group XXV conductors are found in the central part of the property and consist of sharp EM anomalies that indicate thin, steeply dipping sources. A cross fault passes through this group.

The group XXVI conductors are defined by intermediate quality EM anomalies quite close to the highway to Ross River. The group is close to a well defined magnetic anomaly with a cross fault trending north-south at the south end of the group.

Conductor group XXVII lies along the western claim boundary of the property and consists of an extensive group of mostly moderate quality conductors parallelling the dominant magnetic trends. These conductors are believed to mark

the area of mid Cretaceous intrusive rocks which intrude shales, limestones and slates.

The total magnetic field on the Norman/Gigi property varies over a relatively restricted range from about 58,100 gammas to 58,350 gammas.

The most intense magnetic activity occurs along the southern edge of the property where a number of erratic highs and lows are present. The magnetic texture developed, here, is fundamentally different from the more subdued and linear magnetic fabric present in the rest of the area and is indicative of a unique lithology, probably Ordovician shale since the area also hosts a number of EM conductors.

The front edge of the Ordovician shale creates a profound arcuate lineament in the magnetic survey and the landsat survey as well as in the topography just south of the property. Although curved, as opposed to straight, this lineament may represent a portion of the Tintina Fault.

Most of the property is underlain by a number of subtle to moderate linear highs varying in amplitude from several gammas to 100 gammas with intervening lows. The causes of the anomalies and their significance is unknown at this time.

The Grew Creek deposit occurs in an area of magnetic low between the arms of a Y-shaped linear high. The linear high presumably reflects a more mafic phase of the felsic volcanics that actually host the deposit.

The linear highs on the Norman/Gigi property are part of a belt of linear highs which can be traced from the Grew Creek deposit. They at least indicate that the favorable stratigraphy that hosts the Grew Creek deposit is present in the area and may be important with respect to gold emplacement.

Offsets in the highs indicate a number of cross faults. Cross faults are present in the vicinity of the Grew Creek deposit and they are believed to be important in the genesis of the deposit. There is no indication of transform faults in the results like the Grew and Danger Creek faults that probably play a role in the Grew Creek deposit as well.

There are several landsat lineaments on the property along and in the vicinity of the road to Faro. They appear as vegetation lineaments on the orthophoto base map. There is a major curvalinear landsat lineament just south of the property. This major feature marks the front of the Ordovician sediments and may be related to the Tintina fault.

CONCLUSIONS

The Grew Creek property under option to Norman Resources Ltd. and Gigi Resources Ltd. is located in the Yukon in the same area as the Grew Creek deposit under exploration and development by Noranda Exploration and Golden Nevada Resources.

Although the property is almost entirely covered by overburden it occurs in the same structural and geological environment as the known mineralization. There is no mineralization on the property but the property has a number of

features such as growth or boundary faults, cross-faults and inferred and geophysically indicated geology similar to those associated with the known mineralization at Grew Creek.

RECOMMENDATIONS

Exploration on the property should be continued by way of an induced polarization geophysical survey and reverse circulation drilling.

The IP survey should concentrate in 2 target areas, at the south and north ends of the property over magnetic highs with interpreted cross faults. Approximately 30 km of coverage on lines spaces at 200 m is required. The dipole dipole electrode array with an electroded spacing of 50 m expanded through 4 separations to provide good depth of penetration and reasonable resolution of narrow targets is recommended.

The reverse circulation drilling would test the favorable Tertiary volcanic stratigraphy in a series of fences initially concentrated in the vicinity of the IP survey coverage.

Cost of the survey, as detailed below is estimated at $150,000.

BUDGET ESTIMATE

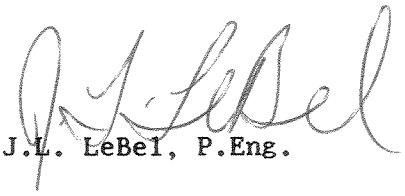
Phase II: Geophysical Reverse Circulation Drilling

Mob/Demob	$ 7,500
Line Cutting 35 km @ $250/km	8,700
IP Survey 30 km @ $800/km	24,000
Reverse Circulation Drilling - 3895 ft @ $15/ft	49,425
Geologist - 15 days @ $350/day	5,250
Technician - 15 days @ $200/day	3,000
Vehicle - 15 days @ $75/day	1,125
Room & Board - 30 mandays @ $100/manday	3,000
Analyses	5,000
Freight and Miscellaneous	1,000
Report	10,000
Contingency (10%)	12,000
Subtotal	$130,000
Management 15%	20,000
Total	**$150,000**

CERTIFICATE of QUALIFICATIONS

I, J. L. LeBel, of 2684 Violet Street, North Vancouver, British Columbia hereby certify:

1. I am a graduate of the Queens University (1971) and the University of Manitoba (1973) and hold a BSc. degree in geological engineering and a MSc. degree in geophysics.
2. I am a Professional Engineer registered with the Association of Professional Engineers of British Columbia, Vancouver, British Columbia.
3. I have been employed in mining exploration with various companies since 1972.
4. The information contained in this report was obtained from the documents listed in the bibliography.
5. I own no direct, indirect and do not expect to receive any contingent interests in the subject property or shares or securities of Norman Resources Ltd. nor in Gigi Resources Ltd.
6. I consent to and authorize the use of the attached report and my name in the Company's Prospectus, Statement of Material Facts or other public document.



J.L. LeBel, P.Eng.

DATED at Vancouver, British Columbia, this 12th day of December, 1988.

CERTIFICATE of QUALIFICATIONS

I, Wesley D.T. Raven, of 21 West 60th Ave., Vancouver, British Columbia hereby certify:

1. I am a graduate of the University of British Columbia (1983) and hold a BSc. degree in geology.
2. I am presently employed as a consulting geologist with OreQuest Consultants Ltd. of 404-595 Howe Street, Vancouver, British Columbia.
3. I have been employed as an exploration geologist on a full time basis since 1983.
4. The information contained in this report was obtained during onsite property supervision personally conducted by myself in 1988.
5. I have no interest, direct or indirect, in the property nor in the securities of Norman Resources Ltd. nor in Gigi Resources Ltd.
6. I consent to and authorize the use of the attached report and my name in the Company's Prospectus, Statement of Material Facts or other public document.

Wesley D.T. Raven

Wesley D.T. Raven,
Consulting Geologist

DATED at Vancouver, British Columbia, this 12th day of December, 1988.

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_____
1987B: News Release November 5

_____
1987C: News Release November 17

_____
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_____
1988B: News Release January 8

_____
1988C: News Release April 12

_____
1988D: News Release May 25

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_____
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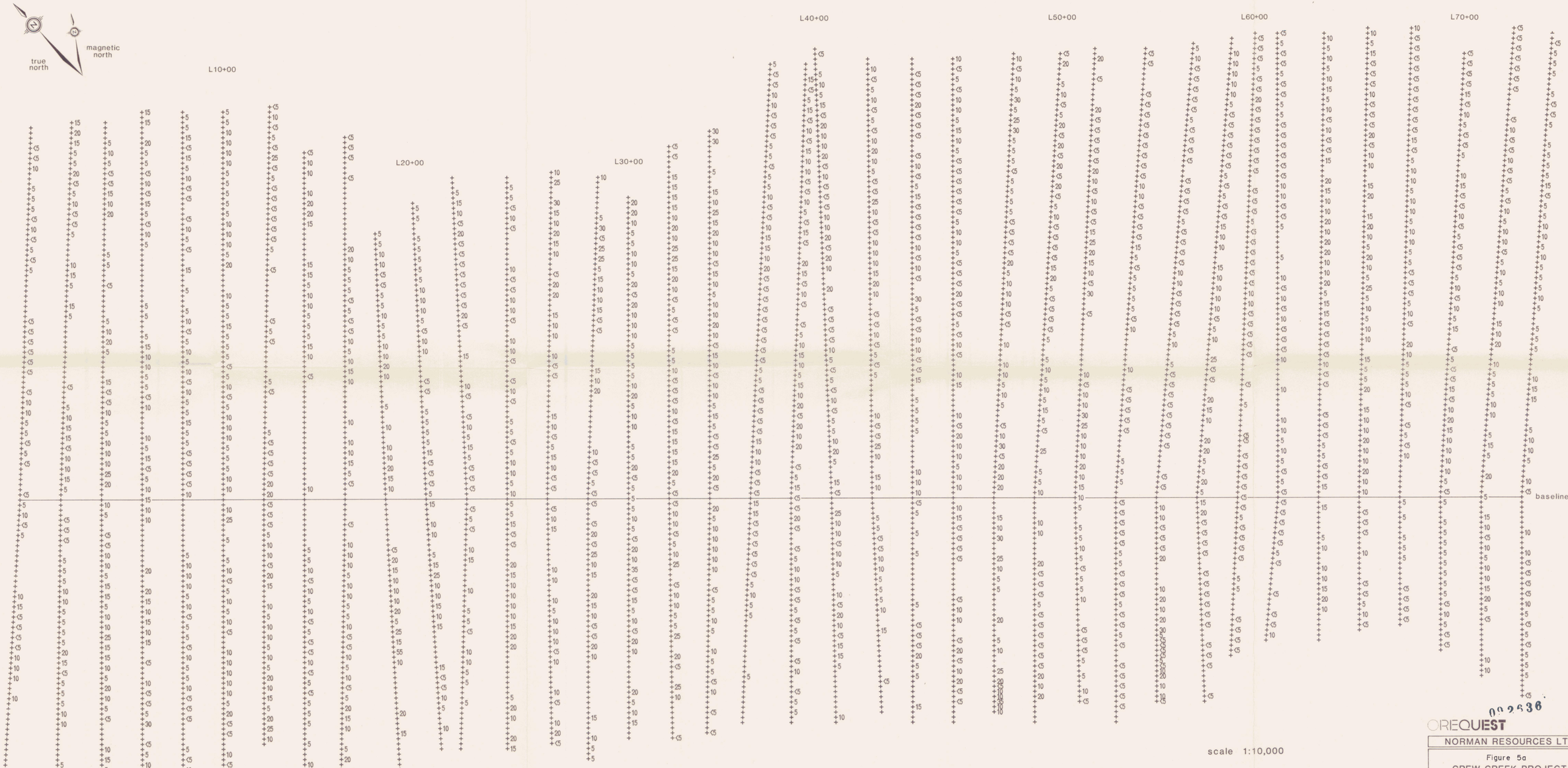

scale 1:10,000

0 500 1000

metres

09 2536

OREQUEST

NORMAN RESOURCES LTD.

Figure 5a

GREW CREEK PROJECT

SOIL GEOCHEMISTRY GOLD (ppb)

Yukon

62

December 1988



scale 1:10,000

0 500 1000

metres

OREQUEST

NORMAN RESOURCES LTD.

Figure 5b

GREW CREEK PROJECT

HUMUS GEOCHEMISTRY GOLD (ppb)

Yukon

63

December 1988



true north
magnetic north
outcrop
assumed geological contact
fault
rock sample with sample number
float sample with sample number
strike of bedding with dip
strike of bedding with vertical dip
strike of quartz vein with vertical dip
well defined landsat lineament
moderately well defined landsat lineament
magnetic trend
AEM anomaly
XVII AEM anomalous zone
TERTIARY
Tv unsubdivided rhyolitic to basaltic volcanic flows and tuffs
MID CRETACEOUS
Kg resistant, grey weathering, locally foliated, biotite ± hornblende diorite, granodiorite and granite
PENNSYLVANIAN AND PERMIAN
CPa Anvil Allochthonous Assemblage: basalt tuff and breccia, chert and siliceous tuff, limestone, and serpentinite
CAMBRO-ORDOVICIAN
uЄOc buff, orange and orange-brown weathering, thinly interlaminated calcareous shale and silty limestone
NORMAN RESOURCES LTD. PROPERTY BOUNDARY
XXIVb
XXIVc
XXIVa
CPa
Tv
XXIIf
XXIIe
XXIId
XXIIc
XXIIb
XXIIIe
XXIIa
XXVa
Kg
XXVI
XXVIIb
XXVIIc
XXVIIa
XXVIId
uЄOc
0 100 200 300 400 500 600 700 800 900 1000
metres
OREQUEST
NORMAN RESOURCES LTD.
Figure 6
092636
GREW CREEK PROJECT
COMPILATION MAP
Yukon
64
December 1988
Drafting: BJM

true north

magnetic north

L0+00 L2+00S L4+00S L6+00S L8+00S L10+00S L12+00S L14+00S L16+00S L18+00S L20+00S L22+00S L24+00S L26+00S L28+00S L30+00S L32+00S L34+00S L36+00S L38+00S L40+00S L42+00S L44+00S L46+00S L48+00S L50+00S L52+00S L54+00S L56+00S L58+00S L60+00S L62+00S L64+00S L66+00S L68+00S L70+00S L72+00S L74+00S

baseline

PELLY RIVER

1:10000

0 100 200 300 400 500 600 700 800 900 1000
metres

OREQUEST

NORMAN RESOURCES LTD.

Figure 7

GREW CREEK PROJECT

GRID MAP (65)

Yukon 092G36

December 1988 Drafting: BJM

APPENDIX A

ANALYTICAL RESULTS

VANGEOCHEM LAB LIMITED

MAIN OFFICE AND LABORATORY
1988 Triumph Street
Vancouver, B.C. V5L 1K5
(604)251-5656 FAX:254-5717

BRANCH OFFICE
1630 PANDORA ST.
VANCOUVER, B.C. V5L 1L6
(604) 251-5656

GEOCHEMICAL ANALYTICAL REPORT

NORMAN

CLIENT: OREQUEST CONSULTANTS LTD.
ADDRESS: 404-595 Howe St.
: Vancouver, B.C.
: V6C 2T5

DATE: Aug 05 1988
REPORT#: 880825 GA
JOB#: 880825

PROJECT#: 6256
SAMPLES ARRIVED: July 29 1988
REPORT COMPLETED: Aug 05 1988
ANALYSED FOR: Ag Au (FA/AAS)

INVOICE#: 880825 NA
TOTAL SAMPLES: 18
SAMPLE TYPE: Rock
REJECTS: SAVED

SAMPLES FROM: Ross River, Yukon
COPY SENT TO: Ross River & Vancouver Office

PREPARED FOR: Mr. Wes Raven

ANALYSED BY: VGC Staff

SIGNED: _____

GENERAL REMARK: Invoice sent to Vancouver Office

VANGEOCHEM LAB LIMITED

MAIN OFFICE AND LABORATORY
1988 Triumph Street
Vancouver, B.C. V5L 1K5
(604)251-5656 FAX:254-5717

BRANCH OFFICE
1630 PANDORA ST.
VANCOUVER, B.C. V5L 1L6
(604) 251-5656

REPORT NUMBER: 880825 GA JOB NUMBER: 880825 **OREQUEST CONSULTANTS LTD.** PAGE 1 OF 1

SAMPLE #	Ag ppm	Au ppb
10701	nd	nd
10702	nd	nd
10703	.4	nd
10704	nd	nd
10705	.3	10
10706	nd	nd
10707	nd	nd
10708	nd	nd
10709	nd	nd
10710	nd	nd
10711	nd	nd
10712	nd	nd
10713	nd	nd
10714	nd	nd
10715	nd	nd
10716	nd	nd
10717	nd	nd
10718	nd	nd

DETECTION LIMIT 0.1 5

nd = none detected -- = not analysed is = insufficient sample

VGC

VANGEOCHEM LAB LIMITED

MAIN OFFICE AND LABORATORY
1988 Triumph Street
Vancouver, B.C. V5L 1K5
(604)251-5656 FAX:254-5717

BRANCH OFFICE
1630 PANDORA ST.
VANCOUVER, B.C. V5L 1L6
(604) 251-5656

GEOCHEMICAL ANALYTICAL REPORT

CLIENT: OREQUEST CONSULTANTS LTD.
ADDRESS: 404-595 Howe St.
: Vancouver, B.C.
: V6C 2T5

DATE: Aug 05 1988
REPORT#: 880820 GA
JOB#: 880820

PROJECT#: 6256
SAMPLES ARRIVED: July 28 1988
REPORT COMPLETED: Aug 05 1988
ANALYSED FOR: Ag Au (FA/AAS) ICP

INVOICE#: 880820 NA
TOTAL SAMPLES: 6
SAMPLE TYPE: Rock
REJECTS: DISCARDED

SAMPLES FROM: Ross River, Yukon
COPY SENT TO: Vancouver Office

PREPARED FOR: Mr. Wes Raven

ANALYSED BY: VGC Staff

SIGNED: _____

GENERAL REMARK: Invoice sent to Vancouver Office

VANGEOCHEM LAB LIMITED

MAIN OFFICE AND LABORATORY
1988 Triumph Street
Vancouver, B.C. V5L 1K5
(604)251-5656 FAX:254-5717

BRANCH OFFICE
1630 PANDORA ST.
VANCOUVER, B.C. V5L 1L6
(604) 251-5656

REPORT NUMBER: 880820 GA JOB NUMBER: 880820 OREQUEST CONSULTANTS LTD. PAGE 1 OF 1

SAMPLE #	Ag ppm	Au ppb
10719	nd	nd
10720	nd	nd
10721	nd	nd
10722	nd	5
10723	nd	nd
10724	nd	nd

DETECTION LIMIT 0.1 5

nd = none detected -- = not analysed is = insufficient sample

VGC

VANGEOCHEM LAB LIMITED

MAIN OFFICE AND LABORATORY
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(604)251-5656 FAX:254-5717

BRANCH OFFICE
1630 PANDORA ST.
VANCOUVER, B.C. V5L 1L6
(604) 251-5656

GEOCHEMICAL ANALYTICAL REPORT

CLIENT: OREQUEST CONSULTANTS LTD.
ADDRESS: 404-595 Howe St.
: Vancouver, B.C.
: V6C 2T5

DATE: July 07 1988
REPORT#: 880633 GA
JOB#: 880633

PROJECT#: 969
SAMPLES ARRIVED: June 28 1988
REPORT COMPLETED: July 07 1988
ANALYSED FOR: Au (FA/AAS) Hg ICP

INVOICE#: 880633 NA
TOTAL SAMPLES: 76
SAMPLE TYPE: 76 Rock
REJECTS: SAVED

SAMPLES FROM: Ross River, Yukon
COPY SENT TO: All copies sent to Ross River, Yukon office.

PREPARED FOR: Mr. Wesley Raven

ANALYSED BY: VGC Staff

SIGNED: _____

GENERAL REMARK: Invoice sent to Vancouver office.

VANGEOCHEM LAB LIMITED

MAIN OFFICE AND LABORATORY
1988 Triumph Street
Vancouver, B.C. V5L 1K5
(604)251-5656 FAX:254-5717

BRANCH OFFICE
1630 PANDORA ST.
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(604) 251-5656

REPORT NUMBER: 880633 GA JOB NUMBER: 880633 OREQUEST CONSULTANTS LTD.

SAMPLE #	Au ppb	Hg ppb
10501	nd	5
10502	nd	5
10503	nd	5
10504	nd	10
10505	nd	nd
10506	nd	10
10507	10	5
10508	60	5
10509	5	10
10510	nd	nd
10511	10	10
10512	5	nd
10513	10	nd
10514	5	nd
10551	nd	nd
10552	250	80
10553	10	10
10554	nd	10
10555	nd	nd
10556	nd	nd
10557	nd	nd
10558	50	nd
10559	nd	10
10560	5	700
10561	nd	5
10562	30	nd
10563	nd	10
10564	nd	25
10565	nd	nd
10566	5	nd
10567	nd	nd
10568	nd	nd
10569	nd	nd
10570	nd	40
10571	nd	nd
10572	nd	35
10573	nd	195
10574	nd	nd
10575	nd	5
DETECTION LIMIT	5	5

nd = none detected -- = not analysed is = insufficient sample

VANGEOCHEM LAB LIMITED

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1988 Triumph Street
Vancouver, B.C. V5L 1K5
(604)251-5656 FAX:254-5717

BRANCH OFFICE
1630 PANDORA ST.
VANCOUVER, B.C. V5L 1L6
(604) 251-5656

SAMPLE #	Au ppb	Hg ppb
10576	nd	10
10577	nd	15
10578	5	20
10579	nd	20
10580	10	nd
10581	nd	nd
10582	nd	20
10583	nd	nd
10584	nd	40
10585	nd	10
10586	nd	5
10587	nd	nd
10588	nd	nd
10589	nd	15
10590	nd	nd
10601	20	5
10602	nd	10
10603	5	nd
10604	nd	nd
10605	5	nd
10606	10	nd
10607	nd	20
10608	nd	5
10609	nd	nd
10610	15	nd
10611	100	nd
10612	nd	5
10613	15	45
10614	5	10
10615	5	10
10616	nd	15
10617	nd	40
10618	nd	nd
10619	nd	5
10620	nd	5
10621	nd	nd
10622	nd	15
DETECTION LIMIT	5	5

nd = none detected -- = not analysed is = insufficient sample

VANGEOCHEM LAB LIMITED

MAIN OFFICE: 1988 TRIUMPH STREET, VANCOUVER B.C. V5L 1K5 PH:(604)251-5656 TELEX:04-352578
BRANCH OFFICE: 1630 PANDORA STREET. VANCOUVER B.C. V5L 1L6 PH:(604)251-7282 FAX:(604)254-5717

ICAP GEOCHEMICAL ANALYSIS

A .5 GRAM SAMPLE IS DIGESTED WITH 5 ML OF 3:1:3 HCL TO HNO3 TO H2O AT 95 DEG. C FOR 90 MINUTES AND IS DILUTED TO 10 ML WITH WATER.
THIS LEACH IS PARTIAL FOR SN,MN,FE,CA,P,CR,MG,BA,PB,AL,NA,K,W,PT AND SR. AU AND PD DETECTION IS 3 PPM.
IS= INSUFFICIENT SAMPLE, ND= NOT DETECTED, -= NOT ANALYZED

COMPANY: OREQUEST
ATTENTION: W RAVEN
PROJECT: 969

REPORT#: 880633 PA
JOB#: 880633
INVOICE#: 880633 NA

DATE RECEIVED: 88/06/28
DATE COMPLETED: 88/07/11
COPY SENT TO:

ANALYST

SAMPLE NAME	AG PPM	AL %	AS PPM	AU PPM	BA PPM	BI PPM	CA %	CD PPM	CO PPM	CR PPM	CU PPM	FE %	K %	MG %	MN PPM	MO PPM	NA %	NI PPM	P %	PB PPM	PD PPM	PT PPM	SB PPM	SN PPM	SR PPM	U PPM	W PPM	ZN PPM
10501	3.5	.20	23	ND	61	ND	.07	.8	4	50	22	1.92	.02	.03	406	2	.03	9	.04	3987	ND	ND	ND	ND	4	ND	ND	122
10502	1.7	.40	27	ND	30	ND	.06	.2	4	74	19	1.67	.02	.03	241	6	.03	3	.01	816	ND	ND	ND	ND	2	ND	ND	106
10503	.4	.44	26	ND	100	ND	.13	.3	4	58	19	1.76	.03	.14	484	3	.04	4	.01	378	ND	ND	ND	3	8	ND	ND	85
10504	.8	.32	26	ND	24	ND	.03	.3	4	54	18	1.76	.02	.01	272	1	.04	1	.01	303	ND	ND	ND	2	2	ND	ND	116
10505	.2	.52	24	ND	88	ND	.11	.5	4	92	17	1.92	.03	.03	372	5	.04	2	.02	117	ND	ND	ND	ND	5	ND	ND	107
10506	.1	1.70	22	ND	947	ND	.56	.2	8	26	15	1.11	.06	.26	274	ND	.01	4	.02	134	ND	ND	ND	ND	373	ND	ND	30
10507	6.3	2.58	3	ND	72	19	1.77	.5	45	66	71	4.94	.12	1.41	3587	2	.05	47	.26	66	ND	ND	ND	23	128	ND	ND	80
10508	11.1	2.50	ND	ND	1554	ND	.30	7.5	8	85	67	9.30	.05	.76	8451	20	.01	81	.01	6546	ND	ND	ND	3	13	ND	ND	1063
10509	.1	.15	24	ND	52	ND	33.89	.1	1	15	10	.55	.22	.64	387	ND	.01	2	.01	93	ND	ND	ND	ND	619	ND	ND	16
10510	.1	1.11	20	ND	72	ND	6.37	.3	7	57	18	1.37	.20	.93	380	ND	.01	12	.24	63	ND	ND	ND	ND	84	ND	ND	28
10511	.1	2.20	11	ND	149	ND	12.32	.3	11	46	19	1.89	.24	1.43	397	1	.01	16	.05	46	ND	ND	ND	ND	170	ND	ND	65
10512	.1	.48	22	ND	29	ND	33.95	.1	1	29	8	.60	.19	.38	585	ND	.01	2	.01	29	ND	ND	ND	ND	568	ND	ND	9
10513	.1	.70	27	ND	23	ND	.75	.4	11	136	22	1.45	.06	.70	143	ND	.01	12	.01	28	ND	ND	ND	ND	16	ND	ND	56
10514	.1	.41	25	ND	35	ND	.16	.4	4	100	9	1.73	.04	.06	283	5	.05	2	.01	73	ND	ND	ND	2	6	ND	ND	64
10551	.1	.04	33	ND	13	ND	1.03	.3	4	67	7	.32	.07	.61	89	ND	.01	5	.01	35	ND	ND	ND	1	16	ND	ND	5
10552	.1	1.03	543	ND	15	ND	2.11	.1	28	13	23	10.53	.12	1.18	1238	3	.01	1	.29	37	ND	ND	ND	ND	107	ND	ND	155
10553	.1	.30	27	ND	149	ND	3.87	.4	6	58	12	.96	.17	2.31	227	3	.01	14	.04	18	ND	ND	ND	ND	83	ND	ND	27
10554	.1	.02	35	ND	12	ND	.34	.1	4	85	5	.24	.03	.22	43	1	.01	6	.01	22	ND	ND	ND	1	4	ND	ND	4
10555	.1	1.33	15	ND	103	ND	34.07	.1	5	18	11	1.13	.20	1.11	214	ND	.01	9	.05	45	ND	ND	ND	ND	435	ND	ND	53
10556	.1	.46	21	ND	76	ND	4.57	.5	5	98	33	1.79	.17	2.18	393	4	.01	13	.07	3	ND	ND	ND	ND	66	ND	ND	41
10557	.1	1.48	24	ND	36	ND	.20	.6	7	98	121	1.82	.02	.85	68	5	.01	35	.04	31	ND	ND	ND	ND	8	ND	ND	50
10558	.1	.22	56	ND	212	ND	.04	.1	6	51	38	7.50	.01	.04	181	ND	.01	72	.05	19	ND	ND	ND	ND	3	ND	ND	11
10559	.1	.02	32	ND	17	ND	2.33	.1	3	136	4	.55	.13	1.35	256	7	.01	9	.02	7	ND	ND	ND	ND	22	ND	ND	8
10560	39.1	.04	206	ND	1261	ND	3.97	15.6	4	79	1065	.13	.17	.06	65	1	.01	11	.01	15	ND	ND	303	ND	534	ND	ND	800
10561	.1	.05	25	ND	71	ND	4.70	.4	3	96	13	1.41	.19	2.17	290	3	.01	9	.02	1	ND	ND	ND	ND	72	ND	ND	25
10562	.1	.16	59	ND	131	ND	.08	.8	7	223	95	1.83	.01	.02	47	26	.01	92	.10	18	ND	ND	ND	ND	10	ND	ND	66
10563	35.5	.03	173	ND	583	ND	13.23	8.6	1	48	1202	.17	.22	4.19	226	1	.01	13	.02	13	ND	ND	189	ND	386	ND	ND	485
10564	33.5	.07	183	ND	216	ND	9.58	7.4	2	96	1105	.34	.22	2.95	202	10	.01	33	.05	5	ND	ND	84	15	325	ND	ND	347
10565	.1	.60	31	ND	29	ND	.28	.8	10	165	65	1.47	.03	.51	191	9	.01	48	.07	23	ND	ND	ND	ND	6	ND	ND	71
10566	.1	1.06	15	ND	89	ND	1.20	.5	18	116	167	3.11	.08	1.16	435	5	.01	55	.10	15	ND	ND	ND	ND	29	ND	ND	40
10567	.1	2.02	7	ND	42	ND	2.12	.6	74	124	374	4.25	.12	1.37	385	4	.01	219	.29	11	ND	ND	ND	ND	36	ND	ND	47
10568	.1	.27	40	ND	42	ND	.93	.5	19	80	137	2.77	.07	.39	1913	1	.01	62	.04	10	ND	ND	ND	ND	21	ND	ND	50
10569	.1	1.12	13	ND	172	ND	1.72	.3	17	155	93	3.20	.11	.86	1503	7	.01	41	.13	9	ND	ND	ND	ND	40	ND	ND	60
10570	.1	.81	31	ND	84	ND	1.63	.3	24	97	87	3.80	.10	.81	1779	1	.01	48	.11	5	ND	ND	ND	ND	45	ND	ND	63
10571	58.5	.03	10	ND	79	ND	3.12	51.1	6	149	16	2.41	.15	1.12	360	11	.07	16	.01	17794	ND	ND	ND	ND	77	ND	ND	11218
10572	.1	.08	31	ND	86	ND	34.43	.1	3	38	30	1.66	.15	.34	43	23	.01	36	.01	224	ND	ND	ND	ND	122	ND	ND	197
10573	12.1	.01	48	ND	34	ND	7.19	3.1	3	129	882	.34	.22	.32	161	4	.01	6	.01	71	ND	ND	390	ND	199	ND	ND	189
10574	>100	.01	5	ND	4	118	.16	6.5	5	123	497	.20	.02	.01	22	2	.01	4	.01	38544	ND	ND	567	ND	10	ND	ND	60
10575	.1	.01	ND	ND	123	ND	12.23	.2	6	46	7	4.47	.22	4.41	576	ND	.01	29	.01	473	ND	ND	ND	ND	159	ND	ND	65
DETECTION LIMIT	.1	.01	3	3	1	3	.01	.1	1	1	1	.01	.01	.01	1	1	.01	1	.01	2	3	5	2	2	1	5	3	1

CLIENT: OREQUEST JOB#: 880633 PROJECT: 969 REPORT: 880633 PA

SAMPLE NAME	AG PPM	AL %	AS PPM	AU PPM	BA PPM	BI PPM	CA %	CD PPM	CO PPM	CR PPM	CU PPM	FE %	K %	MG %	MN PPM	MO PPM	NA %	NI PPM	P %	PB PPM	PD PPM	PT PPM	SB PPM	SN PPM	SR PPM	U PPM	W PPM	ZN PPM
10576	30.7	.02	38	ND	778	ND	3.15	13.6	4	150	528	.38	.16	.13	96	8	.01	17	.01	591	ND	ND	356	ND	38	ND	ND	117
10577	.4	.22	25	ND	132	ND	.06	.6	5	219	65	1.58	.01	.01	43	10	.01	13	.03	71	ND	ND	ND	ND	3	ND	ND	50
10578	.1	.13	34	ND	575	ND	8.91	20.5	10	115	53	3.02	.22	.51	549	53	.01	247	.05	46	ND	ND	ND	ND	51	ND	ND	1327
10579	.1	.05	24	ND	593	ND	17.64	2.1	2	59	140	.76	.25	.78	402	4	.01	41	.07	349	ND	ND	ND	ND	158	ND	ND	277
10580	>100	.02	1768	ND	244	ND	4.59	86.1	2	152	7989	.24	.17	1.87	126	10	.01	23	.02	139	ND	ND	6828	ND	316	ND	ND	1758
10581	>100	.03	515	ND	322	ND	8.05	45.1	2	71	8337	.20	.22	.68	106	2	.01	20	.01	42	ND	ND	4518	17	655	ND	ND	1666
10582	1.2	.58	30	ND	39	ND	.16	.6	5	113	109	1.36	.02	.24	255	4	.01	7	.03	34	ND	ND	8	ND	6	ND	ND	69
10583	.8	2.50	7	ND	318	ND	.60	.5	19	82	71	3.49	.06	.96	561	ND	.01	8	.05	54	ND	ND	ND	ND	29	ND	ND	74
10584	1.2	.98	26	ND	69	ND	8.69	.4	8	77	73	1.16	.22	.32	343	3	.01	12	.03	26	ND	ND	11	ND	223	ND	ND	36
10585	.1	1.45	19	ND	23	ND	1.70	.3	9	88	43	2.12	.10	1.08	880	ND	.01	39	.08	19	ND	ND	ND	ND	34	ND	ND	63
10586	.3	1.76	16	ND	49	ND	.83	.3	16	73	29	2.52	.07	1.13	672	2	.01	3	.05	18	ND	ND	ND	ND	22	ND	ND	52
10587	.3	.26	31	ND	18	37	.14	.2	4	77	20	.41	.02	.13	179	ND	.01	3	.03	62	ND	ND	ND	1	2	ND	ND	16
10588	.6	1.47	13	ND	144	ND	.17	.6	13	84	114	2.95	.03	1.20	544	1	.01	12	.05	44	ND	ND	ND	5	6	ND	ND	138
10589	.6	.08	32	ND	8	ND	.30	.3	13	210	65	.66	.02	.08	105	10	.01	24	.01	15	ND	ND	ND	ND	4	ND	ND	8
10590	.8	1.29	18	ND	98	3	.71	.4	24	72	54	2.24	.05	1.08	295	ND	.01	29	.04	10	ND	ND	ND	6	6	ND	ND	35
10601	.1	.07	29	ND	78	ND	.98	.1	3	117	9	.83	.06	.60	123	ND	.01	11	.01	25	ND	ND	ND	ND	27	ND	ND	15
10602	.1	.12	20	ND	165	ND	34.87	.1	1	19	8	.66	.17	.63	540	ND	.01	5	.03	4	ND	ND	ND	ND	420	ND	ND	11
10603	.1	2.50	8	ND	395	ND	1.31	1.1	7	56	26	2.59	.08	2.11	132	ND	.01	24	.06	15	ND	ND	ND	ND	28	ND	ND	136
10604	.1	5.25	ND	ND	311	ND	6.79	.4	12	64	19	1.77	.22	1.82	227	ND	.01	19	.05	40	ND	ND	7	ND	221	ND	ND	50
10605	.1	7.44	ND	ND	1096	ND	2.07	.5	23	88	27	3.62	.16	4.29	178	ND	.01	23	.07	29	ND	ND	22	ND	121	ND	ND	127
10606	76.5	.08	454	ND	1087	ND	10.14	18.3	1	58	2762	.12	.24	.30	73	ND	.01	11	.01	29	ND	ND	820	ND	712	ND	ND	725
10607	.1	.19	24	ND	66	ND	.06	1.2	24	174	70	2.45	.01	.03	596	6	.01	60	.01	4	ND	ND	ND	ND	5	ND	ND	137
10608	.1	1.08	18	ND	76	ND	1.54	.5	12	133	74	1.95	.10	.93	834	3	.01	39	.10	19	ND	ND	ND	ND	32	ND	ND	77
10609	.1	2.18	8	ND	209	ND	10.78	.3	16	81	101	2.57	.26	.76	1322	3	.01	23	.20	12	ND	ND	ND	ND	242	ND	ND	42
10610	.1	.29	30	ND	38	ND	.30	.4	15	100	108	1.43	.02	.17	957	ND	.01	33	.03	7	ND	ND	ND	ND	9	ND	ND	30
10611	.1	.20	43	ND	70	ND	.34	.1	5	148	53	1.77	.03	.02	265	5	.01	14	.04	9	ND	ND	ND	ND	11	ND	ND	22
10612	.1	.14	31	ND	38	ND	.08	2.5	7	163	31	.53	.01	.02	179	ND	.01	21	.05	21	ND	ND	ND	ND	21	ND	ND	132
10613	.1	.20	27	ND	127	ND	.17	2.2	76	127	8937	1.60	.02	.01	1175	7	.01	60	.02	1	ND	ND	ND	ND	12	ND	ND	292
10614	.1	.19	33	ND	279	ND	.07	1.2	6	90	84	1.37	.01	.01	203	1	.01	25	.13	12	ND	ND	ND	ND	15	ND	ND	100
10615	.1	.10	29	ND	729	ND	.52	.6	7	122	42	1.12	.04	.30	117	1	.01	17	.03	17	ND	ND	ND	ND	55	ND	ND	62
10616	.1	.08	31	ND	674	ND	1.08	1.1	5	160	37	.75	.08	.56	96	5	.01	14	.02	105	ND	ND	ND	ND	88	ND	ND	70
10617	.1	.16	23	ND	750	ND	3.97	.5	4	101	24	.88	.17	2.31	216	4	.01	13	.07	24	ND	ND	ND	ND	84	ND	ND	108
10618	.1	.08	24	ND	625	ND	4.83	.6	6	50	3	1.08	.19	2.83	206	1	.01	43	.03	6	ND	ND	ND	ND	111	ND	ND	135
10619	.1	1.67	17	ND	44	ND	.64	.3	15	73	13	2.74	.05	1.31	669	ND	.01	4	.04	9	ND	ND	ND	ND	11	ND	ND	49
10620	.1	.45	29	ND	92	ND	.35	.2	6	101	11	.64	.03	.20	203	5	.01	7	.02	36	ND	ND	ND	ND	7	ND	ND	20
10621	.1	.46	28	ND	35	ND	.11	.3	4	59	12	1.20	.01	.15	174	1	.01	2	.07	23	ND	ND	ND	1	4	ND	ND	26
10622	.1	1.93	11	ND	39	ND	.61	.6	13	121	31	2.97	.04	1.38	616	5	.01	31	.06	14	ND	ND	ND	ND	11	ND	ND	63
DETECTION LIMIT	.1	.01	3	3	1	3	.01	.1	1	1	1	.01	.01	.01	1	1	.01	1	.01	2	3	5	2	2	1	5	3	1

ANOMALOUS RESULTS:
FURTHER ANALYSES
BY ALTERNATE
METHODS SUGGESTED

VGC

VANGEOCHEM LAB LIMITED

MAIN OFFICE AND LABORATORY
1988 Triumph Street
Vancouver, B.C. V5L 1K5
(604)251-5656 FAX:254-5717

BRANCH OFFICE
1630 PANDORA ST.
VANCOUVER, B.C. V5L 1L6
(604) 251-5656

GEOCHEMICAL ANALYTICAL REPORT

CLIENT: OREQUEST CONSULTANTS LTD.
ADDRESS: 404-595 Howe St.
: Vancouver, B.C.
: V6C 2T5

DATE: Aug 12 1988
REPORT#: 880805 GA
JOB#: 880805

PROJECT#: 9256
SAMPLES ARRIVED: July 2
REPORT COMPLETED: Aug 12 1988
ANALYSED FOR: Au Ag

INVOICE#: 880805 NA
TOTAL SAMPLES: 538
SAMPLE TYPE: Soil Pulp
REJECTS: DISCARDED

SAMPLES FROM: Ross River, Yukon
COPY SENT TO: Ross River & Vancouver Office

PREPARED FOR: Mr. George Cavey

ANALYSED BY: VGC Staff

SIGNED:

GENERAL REMARK: Invoice sent to Ross River

VANGEOCHEM LAB LIMITED

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VANCOUVER, B.C. V5L 1L6
(604) 251-5656

REPORT NUMBER: 880805 GA JOB NUMBER: 880805 **OREQUEST CONSULTANTS LTD.**

SAMPLE #	Au ppb	Ag ppm
310000300252	nd	nd
310000301752	nd	nd
310000302252	5	nd
310000302752	nd	nd
310000303252	5	nd
310000303752	5	nd
310000304252	10	nd
310000304752	10	nd
310000305252	nd	nd
310000306252	nd	nd
310000306752	nd	nd
310000307252	nd	.5
310000307752	nd	nd
310000308252	nd	nd
310000308752	nd	nd
310000311252	5	nd
310000311752	nd	nd
310000312252	5	nd
310000312752	nd	nd
310000313252	10	nd
310000313752	nd	nd
310000314252	5	nd
310000314752	5	nd
310000315252	5	nd
310000316252	10	nd
310000316752	nd	nd
310000317252	nd	nd
310000317752	5	nd
310000300254	5	.2
310000300754	10	nd
310000301254	nd	nd
310000301754	5	nd
310000304754	10	.1
310000305254	15	nd
310000305754	nd	nd
310000306254	nd	nd
310000306754	nd	nd
310000307254	nd	.2
310000307754	10	nd
DETECTION LIMIT	5	0.1

nd = none detected -- = not analysed is = insufficient sample

VANGEOCHEM LAB LIMITED

MAIN OFFICE
1521 PEMBERTON AVE.
NORTH VANCOUVER, B.C. V7P 2S3
(604) 986-5211 TELEX: 04-352578

BRANCH OFFICE
1630 PANDORA ST.
VANCOUVER, B.C. V5L 1L6
(604) 251-5656

SAMPLE #	Au ppb	Ag ppm
310000308254	10	nd
310000308754	10	nd
310000309754	10	nd
310000311254	nd	nd
310200300502	5	nd
310200301002	15	nd
310200301502	10	nd
310200302002	10	nd
310200302502	nd	nd
310200303002	15	.1
310200303502	15	nd
310200304002	10	nd
310200304502	5	nd
310200305502	nd	nd
310200309002	5	nd
310200309502	15	nd
310200310502	5	nd
310200311002	15	nd
310200311502	10	nd
310200313002	5	nd
310200313502	nd	nd
310200314002	nd	nd
310200314502	10	.1
310200315002	5	nd
310200315502	nd	nd
310200316002	20	.3
310200316502	5	nd
310200317002	5	nd
310200317502	15	nd
310200318002	20	nd
310200318502	15	nd
310200301004	nd	nd
310200301504	nd	nd
310200302004	nd	nd
310200303004	5	.2
310200303504	5	.2
310200304004	5	.1
310200304504	10	.1
310200305004	10	nd
DETECTION LIMIT	5	0.1

nd = none detected -- = not analysed is = insufficient sample

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SAMPLE #	Au ppb	Ag ppm
310200305504	5	nd
310200306004	5	nd
310200306504	5	nd
310200307004	5	.1
310200307504	20	.3
310200308004	15	.1
310200308504	nd	nd
310200309004	5	nd
310200309504	5	nd
310200310004	5	nd
310200310504	10	nd
310200311004	10	nd
310200313004	5	nd
310200313504	5	nd
310200314004	10	nd
310400300252	10	nd
310400300752	20	nd
310400301252	25	nd
310400301752	10	nd
310400302252	10	nd
310400302752	10	nd
310400303252	5	nd
310400303752	5	nd
310400304252	10	nd
310400304752	nd	nd
310400305252	nd	nd
310400305752	15	nd
310400307252	5	nd
310400307752	20	nd
310400308252	10	nd
310400308752	5	nd
310400310502	nd	nd
310400311502	5	nd
310400312002	5	nd
310400313002	10	nd
310400314002	20	nd
310400314502	10	nd
310400315002	15	nd
310400315502	nd	nd
DETECTION LIMIT	5	0.1

nd = none detected -- = not analysed is = insufficient sample

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(604) 251-5656

SAMPLE #	Au ppb	Ag ppm
310400316002	nd	nd
310400316502	5	nd
310400317002	10	nd
310400317502	5	nd
310400300254	10	nd
310400300754	5	nd
310400301754	nd	nd
310400302254	nd	nd
310400302754	10	nd
310400303254	10	nd
310400303754	5	nd
310400304254	15	nd
310400304754	15	nd
310400305254	5	nd
310400305754	10	nd
310400306254	10	nd
310400306754	25	nd
310400307254	15	nd
310400307754	15	nd
310400308254	10	nd
310400308754	5	nd
310400309254	20	nd
310400309754	10	nd
310400310254	5	nd
310400310754	nd	nd
310400312254	10	nd
310400312754	15	nd
310400313254	5	nd
310400313754	10	nd
310600300002	15	nd
310600300502	10	nd
310600301002	5	nd
310600301502	nd	nd
310600302002	15	nd
310600302502	5	nd
310600303002	10	nd
310600304502	10	nd
310600305002	nd	nd
310600305502	5	nd
DETECTION LIMIT	5	0.1

nd = none detected -- = not analysed is = insufficient sample

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BRANCH OFFICE
1630 PANDORA ST.
VANCOUVER, B.C. V5L 1L6
(604) 251-5656

SAMPLE #	Au ppb	Ag ppm
310600306002	5	.1
310600306502	10	nd
310600307002	10	nd
310600307502	15	nd
310600308002	5	nd
310600308502	10	nd
310600309002	5	nd
310600309502	5	nd
310600312002	10	nd
310600312502	5	nd
310600313002	10	nd
310600313502	nd	nd
310600314002	5	nd
310600314502	15	nd
310600315002	nd	nd
310600315502	10	nd
310600316002	nd	nd
310600316502	5	nd
310600317002	5	nd
310600317502	20	nd
310600318502	15	.1
310600319002	15	.2
310600300504	10	nd
310600301004	10	nd
310600304504	20	.3
310600305004	15	nd
310600305504	10	nd
310600306004	15	nd
310600306504	10	nd
310600307004	15	nd
310600307504	nd	nd
310600308004	nd	nd
310600309004	10	nd
310600309504	nd	nd
310600310004	nd	nd
310600310504	5	nd
310600311004	30	nd
310600312004	nd	nd
310600312504	5	nd
DETECTION LIMIT	5	0.1

nd = none detected -- = not analysed is = insufficient sample

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BRANCH OFFICE
1630 PANDORA ST.
VANCOUVER, B.C. V5L 1L6
(604) 251-5656

SAMPLE #	Au ppb	Ag ppm
310600313004	10	nd
310600313504	nd	nd
310600314004	10	nd
310600314504	10	nd
310800300252	10	nd
310800300752	nd	nd
310800301252	nd	nd
310800301752	nd	nd
310800302252	nd	nd
310800302752	5	nd
310800303252	5	nd
310800303752	15	nd
310800304252	5	nd
310800304752	5	nd
310800305252	10	nd
310800305752	nd	nd
310800306252	10	nd
310800306752	5	nd
310800307252	10	nd
310800307752	5	nd
310800308252	nd	nd
310800308752	10	nd
310800309252	5	nd
310800309752	15	nd
310800310252	5	nd
310800311252	15	nd
310800312252	nd	nd
310800312752	5	nd
310800313252	10	nd
310800313752	nd	nd
310800314752	nd	nd
310800315252	nd	.1
310800315752	10	nd
310800316252	5	nd
310800316752	15	nd
310800317252	nd	.1
310800317752	15	.1
310800318252	5	nd
310800318752	5	nd
DETECTION LIMIT	5	0.1

nd = none detected -- = not analysed is = insufficient sample

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1988 Triumph Street
Vancouver, B.C. V5L 1K5
(604)251-5656 FAX:254-5717

BRANCH OFFICE
1630 PANDORA ST.
VANCOUVER, B.C. V5L 1L6
(604) 251-5656

SAMPLE #	Au ppb	Ag ppm
310800300254	5	nd
310800300754	10	nd
310800302754	5	nd
310800303254	10	nd
310800303754	10	.2
310800304254	10	nd
310800304754	5	nd
310800305254	10	nd
310800305754	nd	nd
310800306254	5	nd
310800306754	5	nd
310800307254	nd	nd
310800307754	10	nd
310800308254	5	nd
310800308754	5	nd
310800309254	10	nd
310800309754	nd	nd
310800310254	nd	nd
310800310754	nd	nd
310800312254	5	nd
310800312754	nd	nd
310800313254	10	nd
310800313754	5	nd
310800314254	5	nd
311000300502	10	nd
311000301002	10	nd
311000301502	5	nd
311000302002	5	nd
311000302502	5	nd
311000303002	10	nd
311000303502	10	nd
311000304002	10	nd
311000304502	5	nd
311000305002	nd	nd
311000305502	10	nd
311000306002	5	nd
311000306502	nd	nd
311000307002	5	nd
311000307502	5	nd
DETECTION LIMIT	5	0.1

nd = none detected -- = not analysed is = insufficient sample

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BRANCH OFFICE
1630 PANDORA ST.
VANCOUVER, B.C. V5L 1L6
(604) 251-5656

SAMPLE #	Au ppb	Ag ppm
311000308002	5	nd
311000308502	15	nd
311000309002	5	nd
311000309502	5	.1
311000310002	10	nd
311000311502	20	nd
311000312002	5	nd
311000312502	10	nd
311000313002	10	nd
311000313502	10	nd
311000314002	5	nd
311000314502	5	nd
311000315002	5	.1
311000315502	5	nd
311000316002	5	.1
311000316502	10	nd
311000317002	10	nd
311000317502	10	nd
311000318002	10	nd
311000318502	5	.1
311000319002	5	nd
311000300004	nd	nd
311000300504	10	nd
311000301004	25	nd
311000302004	5	nd
311000302504	5	nd
311000303004	5	nd
311000303504	10	nd
311000304004	nd	nd
311000304504	5	nd
311000305004	10	nd
311000305504	5	nd
311000306004	10	nd
311000306504	nd	nd
311000307504	10	nd
311000308004	10	nd
311000308504	10	nd
311000309004	10	nd
311000309504	10	nd
DETECTION LIMIT	5	0.1

nd = none detected -- = not analysed is = insufficient sample

VGC

VANGEOCHEM LAB LIMITED

MAIN OFFICE AND LABORATORY
1988 Triumph Street
Vancouver, B.C. V5L 1K5 S3
(604)251-5656 FAX:254-5717'8

BRANCH OFFICE
1630 PANDORA ST.
VANCOUVER, B.C. V5L 1L6
(604) 251-5656

SAMPLE #	Au ppb	Ag ppm
311000310004	5	nd
311000310504	20	nd
311000311004	nd	nd
311000311504	nd	nd
311000312504	10	nd
311000313004	nd	nd
311000313504	nd	nd
311200300252	20	.2
311200300752	20	nd
311200301252	nd	nd
311200301752	nd	nd
311200302252	nd	nd
311200302752	nd	nd
311200303252	5	nd
311200305252	nd	nd
311200305752	5	nd
311200307752	nd	nd
311200308252	5	nd
311200308752	nd	nd
311200311252	nd	nd
311200312252	5	nd
311200312752	nd	nd
311200313252	nd	nd
311200313752	nd	nd
311200314252	nd	nd
311200314752	nd	nd
311200315252	nd	.1
311200315752	5	nd
311200316252	nd	nd
311200316752	25	nd
311200317252	nd	nd
311200317752	5	.1
311200318252	nd	nd
311200318752	10	.2
311200319252	nd	nd
311200300254	nd	nd
311200300754	nd	nd
311200301254	nd	nd
311200301754	5	.1
DETECTION LIMIT	5	0.1

nd = none detected -- = not analysed is = insufficient sample

VGC

VANGEOCHEM LAB LIMITED

MAIN OFFICE AND LABORATORY
1988 Triumph Street
Vancouver, B.C. V5L 1K5
(604)251-5656 FAX:254-5717

BRANCH OFFICE
1630 PANDORA ST.
VANCOUVER, B.C. V5L 1L6
(604) 251-5656

SAMPLE #	Au ppb	Ag ppm
311200302254	10	nd
311200302754	10	nd
311200303254	nd	.4
311200303754	20	.3
311200304254	15	.2
311200305254	10	nd
311200305754	5	nd
311200306254	10	.6
311200306754	10	.4
311200307254	5	.2
311200307754	10	nd
311200308254	5	nd
311200308754	20	.3
311200309254	10	nd
311200309754	15	.1
311200310254	5	.1
311200310754	20	nd
311200311254	25	nd
311200311754	10	.5
311400300502	10	nd
311400304502	10	nd
311400305002	5	.1
311400306002	nd	nd
311400306502	nd	.1
311400307002	10	nd
311400307502	15	nd
311400308002	5	nd
311400308502	5	.1
311400309002	5	.1
311400309502	10	nd
311400310002	10	nd
311400310502	5	nd
311400311002	15	nd
311400311502	15	nd
311400313502	15	.2
311400314002	20	nd
311400314502	20	nd
311400315002	10	.1
311400316002	10	.3
DETECTION LIMIT	5	0.1

nd = none detected -- = not analysed is = insufficient sample

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VANCOUVER, B.C. V5L 1L6
(604) 251-5656

SAMPLE #	Au ppb	Ag ppm
311400316502	10	nd
311400317002	nd	.1
311400302504	5	.3
311400303004	5	.3
311400303504	10	.1
311400304004	nd	.1
311400304504	10	nd
311400305004	5	nd
311400305504	10	nd
311400306004	nd	nd
311400306504	5	nd
311400307004	nd	.1
311400307504	nd	.1
311400308004	10	.1
311400308504	nd	.1
311400309004	5	nd
311400309504	nd	nd
311400310004	5	.1
311400310504	5	nd
311400311004	5	nd
311400312004	5	nd
311400313004	10	nd
311400313504	10	nd
311600300752	nd	nd
311600301252	5	nd
311600301752	15	nd
311600302252	10	nd
311600302752	10	nd
311600303752	10	.1
311600305752	10	.1
311600306252	15	nd
311600306752	10	.1
311600307252	5	.1
311600307752	10	.1
311600308252	nd	nd
311600308752	nd	.1
311600309252	5	nd
311600309752	nd	nd
311600310252	5	nd
DETECTION LIMIT	5	0.1

nd = none detected -- = not analysed is = insufficient sample

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SAMPLE #	Au ppb	Ag ppm
311600310752	5	nd
311600311252	5	nd
311600311752	10	nd
311600312252	20	nd
311600315752	nd	nd
311600316252	5	nd
311600316752	nd	nd
311600317252	nd	nd
311600317752	nd	nd
311600301254	nd	nd
311600302254	10	nd
311600302754	10	nd
311600303254	10	nd
311600303754	5	nd
311600304254	10	nd
311600304754	10	nd
311600305254	5	nd
311600305754	5	nd
311600306254	10	nd
311600306754	nd	nd
311600307254	nd	nd
311600307754	10	nd
311600308254	5	nd
311600308754	10	nd
311600309254	nd	nd
311600309754	5	nd
311600310254	20	nd
311600310754	15	nd
311600311254	10	nd
311600312254	5	nd
311600312754	20	nd
311800300502	10	nd
311800301002	15	nd
311800301502	20	nd
311800302002	10	.1
311800302502	10	nd
311800303502	10	nd
311800304502	5	nd
311800306002	10	nd
DETECTION LIMIT	5	0.1

nd = none detected -- = not analysed is = insufficient sample

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SAMPLE #	Au ppb	Ag ppm
311800306502	20	nd
311800307002	10	.1
311800307502	10	.1
311800308002	5	nd
311800308502	5	nd
311800309002	10	.1
311800309502	5	.1
311800310002	5	nd
311800310502	nd	nd
311800311002	nd	nd
311800311502	10	nd
311800312002	10	nd
311800312502	5	nd
311800313002	5	nd
311800302504	nd	nd
311800303004	20	.2
311800303504	15	.1
311800304004	10	nd
311800304504	10	nd
311800305004	10	nd
311800305504	20	nd
311800306004	5	nd
311800306504	25	nd
311800307004	15	nd
311800307504	55	nd
311800308004	10	nd
311800310504	20	nd
311800311504	15	nd
312000300252	5	nd
312000300752	nd	nd
312000301252	nd	nd
312000301752	nd	.1
312000302252	15	.2
312000302752	5	nd
312000303252	5	nd
312000303752	5	nd
312000304252	5	.2
312000305252	nd	.1
312000305752	nd	nd
DETECTION LIMIT	5	0.1

nd = none detected -- = not analysed is = insufficient sample

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SAMPLE #	Au ppb	Ag ppm
312000307252	10	.2
312000307752	10	.1
312000308252	nd	.2
312000308752	5	nd
312000309252	10	nd
312000309752	10	nd
312000310252	10	.2
312000310752	5	nd
312000311252	5	.2
312000311752	5	.2
312000312252	5	nd
312000312752	5	nd
312000313752	5	nd
312000314252	5	nd
312000300254	15	nd
312000301254	10	nd
312000301754	10	nd
312000302754	5	.1
312000303254	15	.3
312000303754	25	nd
312000304254	10	nd
312000304754	10	nd
312000305254	15	nd
312000305754	10	.2
312000306254	15	nd
312000308254	15	nd
312000308754	nd	nd
312000309254	nd	nd
312000309754	10	nd
312000310254	5	nd
312000311254	10	nd

DETECTION LIMIT	5	0.1

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(604) 251-5656

GEOCHEMICAL ANALYTICAL REPORT

CLIENT: OREQUEST CONSULTANTS LTD.
ADDRESS: 404-595 Howe St.
: Vancouver, B.C.
: V6C 2T5

DATE: Sept. 01 1988
REPORT#: 880943 GA
JOB#: 880943

PROJECT#: 6256 Norman Ga.
SAMPLES ARRIVED: Aug 11 1988
REPORT COMPLETED: Sept. 01 1988
ANALYSED FOR: Ag Au

INVOICE#: 880943 NA
TOTAL SAMPLES: 324
SAMPLE TYPE: Soil & Humus
REJECTS: DISCARDED

SAMPLES FROM: Smithers, B. C.
COPY SENT TO: Smithers & Vancovuer Office

PREPARED FOR: Mr. George Cavey

ANALYSED BY: VGC Staff

SIGNED: _____

GENERAL REMARK: Invoice sent to Vancovuer Office

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BRANCH OFFICE
1630 PANDORA ST.
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(604) 251-5656

REPORT NUMBER: 880943 GA JOB NUMBER: 880943 **OREQUEST CONSULTANTS LTD.**

SAMPLE #	Ag ppm	Au ppb
32 0000 3 0075 2	nd	35
32 0000 3 0015 2	nd	25
32 0000 3 0575 2	nd	15
32 0000 3 0975 2	nd	10
32 0000 3 1075 2	nd	20
32 0000 3 1575 2	.2	15
32 0000 3 1775 2	nd	15
32 0000 3 1825 2	.2	10
32 0000 3 0925 4	.3	10
32 0000 3 1025 4	nd	10
32 0000 3 1075 4	nd	20
32 0000 3 1175 4	nd	20
32 0000 3 1275 4	.2	10
32 0000 3 1325 4	.2	20
32 0000 3 1375 4	.3	15
32 0000 3 1425 4	.2	15
32 0000 3 1525 4	.1	10
32 0200 3 0500 2	nd	15
32 0200 3 0600 2	.4	10
32 0200 3 1200 2	.8	10
32 0200 3 1250 2	1.1	20
32 0200 3 0250 4	.9	15
32 0200 3 1150 4	.7	15
32 0200 3 1250 4	.8	30
32 0200 3 1450 4	.4	10
32 0200 3 1500 4	.3	20
32 0400 3 0625 2	.7	15
32 0400 3 1000 2	.3	10
32 0400 3 1250 2	.3	10
32 0400 3 0125 4	.2	10
32 0400 3 1125 4	.1	20
32 0400 3 1175 4	.1	20
32 0400 3 1425 4	nd	15
32 0600 3 0350 2	nd	15
32 0600 3 0400 2	nd	15
32 0600 3 1000 2	nd	15
32 0600 3 1100 2	nd	20
32 0600 3 1150 2	nd	10
32 0600 3 1800 2	nd	10
DETECTION LIMIT	0.1	5

nd = none detected -- = not analysed is = insufficient sample

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(604) 251-5656

SAMPLE #	Ag ppm	Au ppb
32 0600 3 0150 4	nd	25
32 0600 3 0250 4	nd	5
32 0600 3 0300 4	nd	25
32 0600 3 0350 4	nd	20
32 0600 3 0400 4	.1	10
32 0600 3 0850 4	nd	20
32 0800 3 1075 2	nd	20
32 0800 3 1425 2	nd	20
32 0800 3 0125 4	nd	10
32 0800 3 0175 4	nd	10
32 0800 3 0225 4	.2	10
32 0800 3 1125 4	.2	30
32 0800 3 1175 4	.1	5
32 1000 3 1050 2	.4	10
32 1000 3 1100 2	.3	20
32 1000 3 0150 4	nd	20
32 1000 3 0700 4	.1	10
32 1000 3 1200 4	nd	20
32 1200 3 0475 4	nd	15
32 1400 3 0000 2	nd	10
32 1400 3 0100 2	nd	25
32 1400 3 1200 2	.3	15
32 1400 3 1250 2	nd	10
32 1400 3 1300 2	nd	10
32 1400 3 0050 4	nd	20
32 1400 3 0100 4	nd	20
32 1400 3 0150 4	nd	30
32 1400 3 0200 4	nd	15
32 1400 3 1150 4	.1	20
32 1400 3 1250 4	nd	20
32 1600 3 0325 2	nd	5
32 1600 3 0425 2	nd	30
32 1600 3 0175 4	.3	20
32 1600 3 1175 4	nd	35
32 1600 3 1325 4	.1	25
32 1800 3 0300 2	.2	5
32 1800 3 0400 2	.1	30
32 1800 3 0500 2	.2	25
32 1800 3 0550 2	nd	20
DETECTION LIMIT	0.1	5

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SAMPLE #	Ag ppm	Au ppb
32 1800 3 0150 4	..	15
32 1800 3 0200 4	.2	15
32 1800 3 0950 4	nd	20
32 1800 3 1000 4	nd	15
32 1800 3 1100 4	nd	25
32 1800 3 1200 4	.2	15
32 1800 3 1250 4	.1	5
32 1800 3 1300 4	nd	10
32 1800 3 1350 4	.1	20
32 2000 3 0475 2	.5	30
32 2000 3 0625 2	nd	20
32 2000 3 0675 2	.1	30
32 2000 3 1325 2	nd	15
32 2000 3 0225 4	nd	15
32 2000 3 0775 4	.2	nd
32 2000 3 1175 4	.1	25
32 2000 3 1225 4	.2	15
32 2200 3 0600 2	.1	20
32 2200 3 0650 2	.2	30
32 2200 3 1550 2	.1	35
32 2200 3 0500 4	nd	25
32 2200 3 0700 4	nd	20
32 2200 3 1050 4	.2	20
32 2200 3 1100 4	.1	20
32 2200 3 1150 4	.1	35
32 2200 3 1200 4	nd	10
32 2400 3 0625 2	.1	10
32 2400 3 1225 2	nd	15
32 2400 3 1275 2	.1	5
32 2400 3 1575 2	.2	20
32 2400 3 0275 4	nd	15
32 2400 3 0975 4	nd	10
32 2400 3 1125 4	.1	30
32 2600 3 0750 2	.1	20
32 2600 3 0950 2	nd	20
32 2600 3 1150 2	.1	25
32 2600 3 1500 2	.5	15
32 2600 3 0200 4	nd	25
32 2600 3 0250 4	.1	20
DETECTION LIMIT	0.1	5

nd = none detected -- = not analysed is = insufficient sample

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SAMPLE #	Ag ppm	Au ppb
32 2600 3 0300 4	.4	10
32 2600 3 0450 4	nd	10
32 2600 3 0850 4	nd	20
32 2600 3 0900 4	nd	15
32 2600 3 1050 4	.1	30
32 2800 3 0275 2	nd	25
32 2800 3 0325 2	nd	10
32 2800 3 0375 2	nd	15
32 2800 3 0425 2	nd	10
32 2800 3 0475 2	nd	5
32 2800 3 0675 2	nd	15
32 2800 3 0725 2	nd	20
32 2800 3 0775 2	nd	30
32 2800 3 1425 2	nd	20
32 2800 3 1475 2	nd	15
32 2800 3 0075 4	nd	20
32 2800 3 0425 4	nd	25
32 2800 3 0825 4	nd	20
32 2800 3 0875 4	nd	25
32 2800 3 0975 4	nd	20
32 2800 3 1025 4	.2	20
32 2800 3 1125 4	nd	20
32 3000 3 0300 2	nd	20
32 3000 3 0800 4	nd	10
32 3000 3 0900 4	nd	20
32 3000 3 0950 4	nd	20
32 3200 3 1625 2	nd	35
32 3200 3 0375 4	nd	35
32 3200 3 0725 4	nd	20
32 3200 3 0875 4	nd	20
32 3200 3 1025 4	nd	15
32 3200 3 1075 4	nd	30
32 3200 3 1125 4	nd	10
32 3400 3 1550 2	nd	10
32 3400 3 1650 2	nd	30
32 3400 3 1700 2	nd	15
32 3400 3 0400 4	.4	nd
32 3400 3 0700 4	.1	20
32 3400 3 1000 4	.1	10
DETECTION LIMIT	0.1	5

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SAMPLE #	Ag ppm	Au ppb
32 3400 3 1100 4	nd	25
32 3600 3 0625 4	nd	5
32 3600 3 0675 4	nd	15
32 3600 3 0725 4	nd	20
32 3600 3 0775 4	nd	20
32 3600 3 0825 4	nd	20
32 3800 3 0200 2	nd	20
32 3800 3 0900 2	nd	30
32 3800 3 1200 2	nd	10
32 3800 3 2100 2	nd	25
32 3800 3 0200 4	nd	20
32 3800 3 0750 4	nd	20
32 4000 3 0125 2	nd	5
32 4000 3 0975 2	.1	20
32 4000 3 1075 2	nd	5
32 4000 3 2125 2	nd	20
32 4000 3 0025 4	nd	25
32 4000 3 0925 4	.2	25
32 4000 3 1025 4	nd	25
32 4200 3 0000 2	nd	20
32 4200 3 0450 2	nd	20
32 4200 3 0500 2	nd	20
32 4200 3 0550 2	nd	20
32 4200 3 0950 2	nd	20
32 4200 3 1150 2	nd	10
32 4200 3 1700 2	nd	20
32 4200 3 0050 4	nd	10
32 4200 3 0600 4	nd	10
32 4200 3 0650 4	nd	15
32 4200 3 0700 4	nd	20
32 4200 3 0750 4	nd	10
32 4200 3 0800 4	nd	15
32 4200 3 0850 4	nd	15
32 4200 3 0950 4	nd	20
32 4200 3 1000 4	nd	10
32 4200 3 1050 4	nd	5
32 4400 3 0175 2	nd	15
32 4400 3 0225 2	nd	15
32 4400 3 0275 2	nd	10
DETECTION LIMIT	0.1	5

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SAMPLE #	Ag ppm	Au ppb
32 4400 3 0525 2	nd	25
32 4400 3 0975 2	nd	30
32 4400 3 0125 4	nd	30
32 4400 3 0375 4	nd	nd
32 4400 3 0425 4	nd	20
32 4400 3 0475 4	nd	20
32 4400 3 0575 4	nd	20
32 4400 3 0775 4	nd	20
32 4400 3 0975 4	nd	10
32 4400 3 1075 4	nd	20
32 4600 3 0450 2	nd	30
32 4600 3 0650 2	nd	25
32 4600 3 0350 4	nd	25
32 4600 3 0400 4	nd	25
32 4600 3 0450 4	nd	30
32 4600 3 0650 4	nd	20
32 4600 3 1050 4	.2	30
32 4600 3 1100 4	.3	25
32 4800 3 0025 2	.2	30
32 4800 3 0375 2	.3	25
32 4800 3 0625 2	nd	10
32 4800 3 2025 2	nd	10
32 4800 3 2175 2	nd	25
32 4800 3 0025 4	nd	30
32 4800 3 0225 4	nd	30
32 4800 3 0625 4	nd	20
32 5000 3 0200 2	nd	20
32 5000 3 2050 2	nd	30
32 5000 3 2100 2	nd	25
32 5000 3 0150 4	nd	20
32 5000 3 0200 4	nd	20
32 5000 3 0300 4	nd	30
32 5000 3 0400 4	nd	20
32 5000 3 0950 4	nd	5
32 5000 3 1050 4	nd	15
32 5200 3 0175 2	nd	15
32 5200 3 2025 2	nd	15
32 5200 3 2125 2	nd	15
32 5200 3 0625 4	nd	30
DETECTION LIMIT	0.1	5

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SAMPLE #	Ag ppm	Au ppb
32 5200 3 0875 4	.1	5
32 5400 3 0250 2	nd	5
32 5400 3 0600 2	.1	10
32 5400 3 2050 2	nd	15
32 5400 3 2100 2	.2	20
32 5400 3 0500 4	.1	20
32 5400 3 0800 4	.1	15
32 5400 3 0900 4	nd	10
32 5600 3 0175 2	nd	nd
32 5600 3 0475 2	nd	10
32 5600 3 0525 2	.1	nd
32 5600 3 0575 2	.1	nd
32 5600 3 0625 2	.1	10
32 5600 3 1575 2	.1	nd
32 5800 3 0250 2	.3	5
32 5800 3 0350 2	nd	nd
32 5800 3 0400 2	.1	10
32 5800 3 0550 2	nd	nd
32 5800 3 0600 2	.1	10
32 5800 3 0650 2	.1	nd
32 5800 3 0700 2	.3	nd
32 5800 3 2250 2	.1	5
32 5800 3 0850 4	.1	10
32 5800 3 0900 4	nd	nd
32 5800 3 1000 4	.6	10
32 6000 3 0225 2	.2	10
32 6000 3 0275 2	.1	nd
32 6000 3 0375 2	.1	5
32 6000 3 0425 2	.2	5
32 6000 3 0625 2	.1	15
32 6000 3 0675 2	nd	10
32 6000 3 1075 2	nd	10
32 6000 3 1125 2	nd	15
32 6000 3 1525 2	.1	10
32 6000 3 1575 2	.1	nd
32 6000 3 0575 4	nd	nd
32 6200 3 0250 2	nd	nd
32 6200 3 0450 2	nd	10
32 6200 3 0500 2	nd	5
DETECTION LIMIT	0.1	5

nd = none detected -- = not analysed is = insufficient sample

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SAMPLE #	Ag ppm	Au ppb
32 6200 3 0600 1	nd	nd
32 6200 3 0650 2	nd	15
32 6200 3 1100 2	nd	nd
32 6200 3 1150 2	.1	10
32 6200 3 1200 2	.1	10
32 6200 3 1300 2	.1	nd
32 6200 3 1600 2	nd	nd
32 6200 3 0200 4	nd	nd
32 6200 3 0250 4	nd	nd
32 6200 3 0500 4	nd	10
32 6400 3 0475 2	nd	5
32 6400 3 1475 2	nd	5
32 6400 3 1525 2	nd	nd
32 6400 3 1575 2	nd	nd
32 6400 3 0125 4	nd	15
32 6600 3 0600 2	nd	5
32 6600 3 0700 2	nd	10
32 6800 3 0075 2	nd	10
32 6800 3 0125 2	nd	10
32 6800 3 0375 2	nd	nd
32 6800 3 0425 2	nd	nd
32 6800 3 0775 2	nd	nd
32 6800 3 1425 2	nd	5
32 6800 3 1775 2	nd	5
32 7000 3 0150 2	nd	nd
32 7000 3 0300 2	.1	10
32 7000 3 0800 2	nd	5
32 7200 3 0125 2	nd	15
32 7200 3 0175 2	nd	15
32 7200 3 0225 2	nd	5
32 7200 3 0325 2	.1	10
32 7200 3 0375 2	nd	15
32 7200 3 1725 2	.1	10
32 7200 3 0075 4	nd	15
32 7200 3 0125 4	nd	10
32 7200 3 0225 4	nd	nd
32 7200 3 0675 4	nd	nd
32 7200 3 0725 4	.1	nd
32 7200 3 0825 4	nd	5
DETECTION LIMIT	0.1	5

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BRANCH OFFICE
1630 PANDORA ST
VANCOUVER, B.C. V5L 1L6
(604) 251-5656

SAMPLE #	Ag ppm	Au ppb
32 7400 3 0000 2	.1	nd
32 7400 3 0050 2	.2	5
32 7400 3 0400 2	.1	5
32 7400 3 0450 2	nd	nd
32 7400 3 0900 2	nd	nd
32 7400 3 1150 2	nd	nd
32 7400 3 1650 2	.1	nd
32 7400 3 0000 4	.1	nd
32 7400 3 0200 4	.1	nd
32 7400 3 0450 4	.2	nd
32 7400 3 0800 4	nd	5
32 7400 3 0950 4	.3	nd

DETECTION LIMIT 0.1 5

nd = none detected -- = not analysed is = insufficient sample

VGC VANGEOCHEM LAB LIMITED

MAIN OFFICE
1988 TRIUMPH ST.
VANCOUVER, B.C. V5L 1K5
● (604) 251-5656
● FAX (604) 254-5717

BRANCH OFFICES
PASADENA, NFLD.
BATHURST, N.B.
MISSISSAUGA, ONT.
RENO, NEVADA, U.S.A.

GEOCHEMICAL ANALYTICAL REPORT

CLIENT: OREQUEST CONSULTANTS LTD.
ADDRESS: 404 - 595 Howe St.
: Vancouver, B.C.
: V6C 2T5

DATE: Nov 25 1988
REPORT#: 881807 GA
JOB#: 881807

PROJECT#: NORMAN
SAMPLES ARRIVED: Nov 16 1988
REPORT COMPLETED: Nov 25 1988
ANALYSED FOR: Au

INVOICE#: 881807 NA
TOTAL SAMPLES: 841
SAMPLE TYPE: SOILS
REJECTS: DISCARDED

SAMPLES FROM: OREQUEST CONSULTANTS LTD.
COPY SENT TO: WES RAVEN & GEORGE CAVEY

PREPARED FOR: MR. WESLEY RAVEN

ANALYSED BY: VGC Staff

SIGNED: _____

GENERAL REMARK: None

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BATHURST, N.B.
MISSISSAUGA, ONT.
RENO, NEVADA, U.S.A.

REPORT NUMBER: 881807 GA JOB NUMBER: 881807 **OREQUEST CONSULTANTS LTD.**

SAMPLE #	Au ppb
31 4800 3 50 2	20
31 4800 3 100 2	20
31 4800 3 150 2	20
31 4800 3 200 2	nd
31 4800 3 250 2	30
31 4800 3 300 2	10
31 4800 3 350 2	nd
31 4800 3 450 2	5
31 4800 3 500 2	10
31 4800 3 550 2	5
31 4800 3 600 2	10
31 4800 3 650 2	10
31 4800 3 750 2	10
31 4800 3 850 2	nd
31 4800 3 900 2	nd
31 4800 3 950 2	10
31 4800 3 1000 2	10
31 4800 3 1050 2	10
31 4800 3 1100 2	5
31 4800 3 1150 2	20
31 4800 3 1200 2	nd
31 4800 3 1250 2	nd
31 4800 3 1300 2	nd
31 4800 3 1350 2	nd
31 4800 3 1400 2	5
31 4800 3 1450 2	5
31 4800 3 1500 2	5
31 4800 3 1550 2	5
31 4800 3 1600 2	nd
31 4800 3 1650 2	5
31 4800 3 1700 2	5
31 4800 3 1750 2	5
31 4800 3 1800 2	30
31 4800 3 1850 2	25
31 4800 3 1900 2	5
31 4800 3 1950 2	30
31 4800 3 2000 2	5
31 4800 3 2050 2	10
31 4800 3 2100 2	nd
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

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SAMPLE #	Au ppb
31 4800 3 2150 2	10
31 4800 3 2200 2	10
31 4800 3 100 4	15
31 4800 3 150 4	10
31 4800 3 200 4	30
31 4800 3 300 4	25
31 4800 3 350 4	10
31 4800 3 400 4	5
31 4800 3 450 4	5
31 4800 3 550 4	25
31 4800 3 600 4	20
31 4800 3 650 4	20
31 4800 3 700 4	5
31 4800 3 750 4	10
31 4800 3 850 4	25
31 4800 3 900 4	20
31 4800 3 950 4	10
31 4800 3 1000 4	35
31 4800 3 1050 4	10
31 5000 3 25 2	10
31 5000 3 75 2	5
31 5000 3 125 2	5
31 5000 3 175 2	10
31 5000 3 225 2	25
31 5000 3 275 2	10
31 5000 3 325 2	nd
31 5000 3 375 2	5
31 5000 3 425 2	15
31 5000 3 475 2	5
31 5000 3 525 2	10
31 5000 3 575 2	5
31 5000 3 625 2	10
31 5000 3 675 2	5
31 5000 3 775 2	5
31 5000 3 825 2	nd
31 5000 3 875 2	nd
31 5000 3 925 2	nd
31 5000 3 975 2	nd
31 5000 3 1025 2	5
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

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SAMPLE #	Au ppb
31 5000 3 1075 2	20
31 5000 3 1125 2	15
31 5000 3 1175 2	nd
31 5000 3 1225 2	nd
31 5000 3 1275 2	nd
31 5000 3 1325 2	nd
31 5000 3 1375 2	10
31 5000 3 1425 2	5
31 5000 3 1475 2	nd
31 5000 3 1525 2	20
31 5000 3 1575 2	nd
31 5000 3 1625 2	20
31 5000 3 1675 2	nd
31 5000 3 1725 2	20
31 5000 3 1775 2	nd
31 5000 3 1825 2	20
31 5000 3 1875 2	5
31 5000 3 1925 2	nd
31 5000 3 1975 2	10
31 5000 3 2025 2	5
31 5000 3 2125 2	20
31 5000 3 2175 2	nd
31 5000 3 25 4	nd
31 5000 3 75 4	10
31 5000 3 125 4	10
31 5000 3 175 4	10
31 5000 3 225 4	20
31 5000 3 275 4	20
31 5000 3 325 4	20
31 5000 3 375 4	nd
31 5000 3 425 4	nd
31 5000 3 475 4	nd
31 5000 3 525 4	5
31 5000 3 575 4	nd
31 5000 3 625 4	nd
31 5000 3 675 4	nd
31 5000 3 725 4	nd
31 5000 3 775 4	nd
31 5000 3 825 4	nd
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

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SAMPLE #	Au ppb
31 5000 3 875 4	20
31 5000 3 925 4	10
31 5000 3 975 4	20
31 5000 3 1025 4	20
31 5200 3 000 2	10
31 5200 3 50 2	15
31 5200 3 100 2	10
31 5200 3 150 2	20
31 5200 3 200 2	10
31 5200 3 250 2	10
31 5200 3 300 2	10
31 5200 3 350 2	25
31 5200 3 400 2	30
31 5200 3 450 2	10
31 5200 3 500 2	10
31 5200 3 550 2	nd
31 5200 3 600 2	10
31 5200 3 900 2	nd
31 5200 3 1000 2	30
31 5200 3 1050 2	nd
31 5200 3 1100 2	10
31 5200 3 1150 2	15
31 5200 3 1200 2	20
31 5200 3 1250 2	25
31 5200 3 1300 2	15
31 5200 3 1350 2	nd
31 5200 3 1400 2	nd
31 5200 3 1450 2	10
31 5200 3 1500 2	nd
31 5200 3 1550 2	10
31 5200 3 1600 2	20
31 5200 3 1650 2	nd
31 5200 3 1700 2	nd
31 5200 3 1750 2	nd
31 5200 3 1800 2	nd
31 5200 3 1850 2	nd
31 5200 3 1900 2	20
31 5200 3 2050 2	nd
31 5200 3 2100 2	20
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

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SAMPLE #	Au ppb
31 5200 3 2150 2	20
31 5200 3 000 4	10
31 5200 3 050 4	5
31 5200 3 150 4	5
31 5200 3 200 4	5
31 5200 3 250 4	10
31 5200 3 300 4	5
31 5200 3 350 4	nd
31 5200 3 400 4	5
31 5200 3 450 4	5
31 5200 3 500 4	10
31 5200 3 650 4	nd
31 5200 3 700 4	nd
31 5200 3 750 4	nd
31 5200 3 800 4	5
31 5200 3 850 4	10
31 5200 3 950 4	10
31 5200 3 1000 4	nd
31 5200 3 1050 4	nd
31 5400 3 25 2	20
31 5400 3 75 2	5
31 5400 3 125 2	5
31 5400 3 175 2	5
31 5400 3 225 2	5
31 5400 3 275 2	5
31 5400 3 325 2	nd
31 5400 3 375 2	nd
31 5400 3 425 2	nd
31 5400 3 475 2	nd
31 5400 3 525 2	nd
31 5400 3 575 2	10
31 5400 3 625 2	10
31 5400 3 825 2	10
31 5400 3 875 2	nd
31 5400 3 925 2	5
31 5400 3 975 2	5
31 5400 3 1025 2	5
31 5400 3 1075 2	5
31 5400 3 1125 2	nd
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

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SAMPLE #	Au ppb
31 5400 3 1175 2	5
31 5400 3 1225 2	15
31 5400 3 1275 2	nd
31 5400 3 1325 2	nd
31 5400 3 1375 2	nd
31 5400 3 1425 2	nd
31 5400 3 1475 2	10
31 5400 3 1525 2	10
31 5400 3 1575 2	nd
31 5400 3 1625 2	nd
31 5400 3 1675 2	nd
31 5400 3 1725 2	nd
31 5400 3 1775 2	nd
31 5400 3 1825 2	nd
31 5400 3 1875 2	nd
31 5400 3 1925 2	nd
31 5400 3 1975 2	nd
31 5400 3 2025 2	nd
31 5400 3 2075 2	nd
31 5400 3 2125 2	nd
31 5400 3 2175 2	nd
31 5400 3 25 4	nd
31 5400 3 75 4	nd
31 5400 3 125 4	nd
31 5400 3 175 4	nd
31 5400 3 225 4	nd
31 5400 3 275 4	5
31 5400 3 325 4	5
31 5400 3 375 4	nd
31 5400 3 425 4	nd
31 5400 3 475 4	nd
31 5400 3 525 4	5
31 5400 3 575 4	nd
31 5400 3 625 4	nd
31 5400 3 675 4	5
31 5400 3 725 4	nd
31 5400 3 775 4	5
31 5400 3 825 4	nd
31 5400 3 875 4	nd
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

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SAMPLE #	Au ppb
31 5400 3 925 4	nd
31 5400 3 975 4	nd
31 5400 3 1025 4	nd
31 5600 3 050 2	nd
31 5600 3 100 2	nd
31 5600 3 150 2	nd
31 5600 3 200 2	nd
31 5600 3 250 2	nd
31 5600 3 300 2	nd
31 5600 3 350 2	nd
31 5600 3 400 2	nd
31 5600 3 450 2	nd
31 5600 3 500 2	nd
31 5600 3 550 2	nd
31 5600 3 600 2	nd
31 5600 3 650 2	5
31 5600 3 750 2	10
31 5600 3 800 2	5
31 5600 3 850 2	nd
31 5600 3 900 2	nd
31 5600 3 950 2	nd
31 5600 3 1000 2	nd
31 5600 3 1050 2	10
31 5600 3 1100 2	10
31 5600 3 1150 2	nd
31 5600 3 1200 2	nd
31 5600 3 1250 2	nd
31 5600 3 1300 2	nd
31 5600 3 1350 2	5
31 5600 3 1400 2	nd
31 5600 3 1450 2	nd
31 5600 3 1500 2	nd
31 5600 3 1550 2	nd
31 5600 3 1600 2	5
31 5600 3 1650 2	nd
31 5600 3 1700 2	nd
31 5600 3 1750 2	nd
31 5600 3 1800 2	nd
31 5600 3 1850 2	5
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

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SAMPLE #	Au ppb
31 5600 3 1900 2	nd
31 5600 3 1950 2	nd
31 5600 3 2000 2	nd
31 5600 3 2050 2	nd
31 5600 3 2100 2	nd
31 5600 3 2150 2	10
31 5600 3 2200 2	5
31 5600 3 000 4	15
31 5600 3 050 4	10
31 5600 3 100 4	10
31 5600 3 150 4	nd
31 5600 3 200 4	nd
31 5600 3 250 4	nd
31 5600 3 300 4	20
31 5600 3 450 4	10
31 5600 3 500 4	20
31 5600 3 550 4	10
31 5600 3 600 4	20
31 5600 3 650 4	30
31 5600 3 675 4	5
31 5600 3 700 4	nd
31 5600 3 725 4	nd
31 5600 3 750 4	nd
31 5600 3 775 4	nd
31 5600 3 800 4	5
31 5600 3 825 4	nd
31 5600 3 850 4	10
31 5600 3 875 4	20
31 5600 3 900 4	5
31 5600 3 925 4	10
31 5600 3 950 4	10
31 5600 3 975 4	10
31 5600 3 1000 4	nd
31 5800 3 25 2	5
31 5800 3 75 2	20
31 5800 3 125 2	5
31 5800 3 175 2	5
31 5800 3 225 2	20
31 5800 3 275 2	20
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

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SAMPLE #	Au ppb
31 5800 3 325 2	30
31 5800 3 375 2	10
31 5800 3 425 2	15
31 5800 3 475 2	20
31 5800 3 525 2	20
31 5800 3 575 2	nd
31 5800 3 625 2	nd
31 5800 3 675 2	25
31 5800 3 725 2	20
31 5800 3 775 2	10
31 5800 3 825 2	5
31 5800 3 875 2	nd
31 5800 3 925 2	10
31 5800 3 975 2	10
31 5800 3 1025 2	10
31 5800 3 1075 2	10
31 5800 3 1125 2	15
31 5800 3 1175 2	10
31 5800 3 1225 2	10
31 5800 3 1275 2	10
31 5800 3 1325 2	15
31 5800 3 1375 2	nd
31 5800 3 1425 2	nd
31 5800 3 1475 2	5
31 5800 3 1525 2	nd
31 5800 3 1575 2	5
31 5800 3 1625 2	nd
31 5800 3 1675 2	nd
31 5800 3 1725 2	nd
31 5800 3 1775 2	nd
31 5800 3 1825 2	nd
31 5800 3 1875 2	nd
31 5800 3 1925 2	5
31 5800 3 1975 2	10
31 5800 3 2025 2	10
31 5800 3 2075 2	10
31 5800 3 2125 2	10
31 5800 3 2175 2	10
31 5800 3 2225 2	10
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

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SAMPLE #	Au ppb
31 5800 3 25 4	15
31 5800 3 75 4	20
31 5800 3 125 4	nd
31 5800 3 175 4	nd
31 5800 3 225 4	nd
31 5800 3 275 4	nd
31 5800 3 325 4	nd
31 5800 3 375 4	nd
31 5800 3 425 4	nd
31 5800 3 475 4	nd
31 5800 3 525 4	nd
31 5800 3 575 4	nd
31 5800 3 625 4	nd
31 5800 3 675 4	nd
31 5800 3 725 4	nd
31 5800 3 775 4	nd
31 5800 3 825 4	nd
31 5800 3 875 4	nd
31 5800 3 925 4	nd
31 5800 3 975 4	nd
31 6000 3 000 2	nd
31 6000 3 050 2	nd
31 6000 3 100 2	nd
31 6000 3 150 2	nd
31 6000 3 200 2	nd
31 6000 3 250 2	nd
31 6000 3 300 2	nd
31 6000 3 350 2	nd
31 6000 3 400 2	nd
31 6000 3 450 2	5
31 6000 3 500 2	15
31 6000 3 550 2	nd
31 6000 3 600 2	nd
31 6000 3 650 2	20
31 6000 3 700 2	nd
31 6000 3 750 2	nd
31 6000 3 800 2	nd
31 6000 3 850 2	nd
31 6000 3 900 2	nd
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

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MISSISSAUGA, ONT.
RENO, NEVADA, U.S.A.

SAMPLE #	Au ppb
31 6000 3 950 2	10
31 6000 3 1000 2	10
31 6000 3 1050 2	nd
31 6000 3 1100 2	nd
31 6000 3 1150 2	nd
31 6000 3 1200 2	nd
31 6000 3 1250 2	nd
31 6000 3 1300 2	nd
31 6000 3 1350 2	5
31 6000 3 1400 2	nd
31 6000 3 1450 2	nd
31 6000 3 1500 2	nd
31 6000 3 1550 2	nd
31 6000 3 1600 2	nd
31 6000 3 1650 2	nd
31 6000 3 1700 2	nd
31 6000 3 1750 2	nd
31 6000 3 1800 2	nd
31 6000 3 1850 2	nd
31 6000 3 1900 2	nd
31 6000 3 1950 2	20
31 6000 3 2000 2	nd
31 6000 3 2050 2	nd
31 6000 3 2100 2	5
31 6000 3 2150 2	nd
31 6000 3 2200 2	nd
31 6000 3 2250 2	nd
31 6000 3 000 4	nd
31 6000 3 050 4	nd
31 6000 3 100 4	5
31 6000 3 150 4	nd
31 6000 3 200 4	nd
31 6000 3 250 4	nd
31 6000 3 300 4	nd
31 6000 3 350 4	10
31 6000 3 400 4	5
31 6000 3 450 4	5
31 6000 3 550 4	20
31 6000 3 600 4	nd
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

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RENO, NEVADA, U.S.A.

SAMPLE #	Au ppb
31 6000 3 650 4	nd
31 6000 3 700 4	nd
31 6000 3 750 4	nd
31 6200 3 25 2	nd
31 6200 3 75 2	5
31 6200 3 125 2	nd
31 6200 3 175 2	5
31 6200 3 225 2	10
31 6200 3 275 2	5
31 6200 3 325 2	10
31 6200 3 375 2	10
31 6200 3 425 2	10
31 6200 3 475 2	nd
31 6200 3 525 2	10
31 6200 3 575 2	nd
31 6200 3 625 2	nd
31 6200 3 675 2	10
31 6200 3 725 2	nd
31 6200 3 775 2	nd
31 6200 3 825 2	nd
31 6200 3 875 2	10
31 6200 3 925 2	nd
31 6200 3 975 2	10
31 6200 3 1025 2	nd
31 6200 3 1075 2	10
31 6200 3 1125 2	nd
31 6200 3 1175 2	5
31 6200 3 1225 2	nd
31 6200 3 1275 2	5
31 6200 3 1325 2	5
31 6200 3 1375 2	nd
31 6200 3 1425 2	nd
31 6200 3 1475 2	10
31 6200 3 1525 2	10
31 6200 3 1575 2	nd
31 6200 3 1625 2	nd
31 6200 3 1675 2	nd
31 6200 3 1725 2	nd
31 6200 3 1775 2	nd
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

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SAMPLE #	Au ppb
31 6200 3 1825 2	nd
31 6200 3 1875 2	nd
31 6200 3 1875A 2	5
31 6200 3 1925 2	5
31 6200 3 1975 2	nd
31 6200 3 2025 2	nd
31 6200 3 2075 2	5
31 6200 3 2125 2	nd
31 6200 3 2175 2	nd
31 6200 3 2225 2	5
31 6200 3 2275 2	nd
31 6200 3 25 4	nd
31 6200 3 75 4	nd
31 6200 3 125 4	nd
31 6200 3 175 4	nd
31 6200 3 225 4	nd
31 6200 3 275 4	5
31 6200 3 325 4	nd
31 6200 3 475 4	nd
31 6200 3 525 4	nd
31 6200 3 575 4	nd
31 6200 3 625 4	nd
31 6200 3 675 4	10
31 6400 3 50 2	15
31 6400 3 100 2	nd
31 6400 3 150 2	nd
31 6400 3 200 2	5
31 6400 3 250 2	5
31 6400 3 300 2	nd
31 6400 3 350 2	nd
31 6400 3 400 2	nd
31 6400 3 450 2	nd
31 6400 3 500 2	nd
31 6400 3 550 2	nd
31 6400 3 600 2	nd
31 6400 3 650 2	10
31 6400 3 700 2	nd
31 6400 3 750 2	nd
31 6400 3 800 2	nd
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

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SAMPLE #	Au ppb
31 6400 3 850 2	nd
31 6400 3 900 2	15
31 6400 3 950 2	15
31 6400 3 1000 2	5
31 6400 3 1050 2	20
31 6400 3 1100 2	10
31 6400 3 1150 2	10
31 6400 3 1200 2	20
31 6400 3 1250 2	20
31 6400 3 1300 2	10
31 6400 3 1350 2	20
31 6400 3 1400 2	10
31 6400 3 1450 2	10
31 6400 3 1500 2	15
31 6400 3 1550 2	20
31 6400 3 1650 2	15
31 6400 3 1700 2	nd
31 6400 3 1750 2	nd
31 6400 3 1800 2	10
31 6400 3 1850 2	nd
31 6400 3 1900 2	10
31 6400 3 1950 2	5
31 6400 3 2000 2	15
31 6400 3 2050 2	10
31 6400 3 2100 2	5
31 6400 3 2150 2	10
31 6400 3 2200 2	5
31 6400 3 2250 2	10
31 6400 3 50 4	15
31 6400 3 200 4	5
31 6400 3 250 4	10
31 6400 3 350 4	10
31 6400 3 400 4	10
31 6400 3 450 4	15
31 6400 3 500 4	20
31 6400 3 550 4	10
31 6400 3 600 4	20
31 6600 3 25 2	10
31 6600 3 75 2	10
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

VGC VANGEOCHEM LAB LIMITED

MAIN OFFICE
1988 TRIUMPH ST.
VANCOUVER, B.C. V5L 1K5
● (604) 251-5656
● FAX (604) 254-5717

BRANCH OFFICES
PASADENA, NFLD.
BATHURST, N.B.
MISSISSAUGA, ONT.
RENO, NEVADA, U.S.A.

SAMPLE #	Au ppb
31 6600 3 125 2	20
31 6600 3 175 2	10
31 6600 3 225 2	10
31 6600 3 275 2	20
31 6600 3 325 2	10
31 6600 3 375 2	10
31 6600 3 425 2	15
31 6600 3 475 2	10
31 6600 3 525 2	20
31 6600 3 575 2	5
31 6600 3 625 2	5
31 6600 3 675 2	15
31 6600 3 725 2	20
31 6600 3 775 2	10
31 6600 3 825 2	10
31 6600 3 875 2	5
31 6600 3 925 2	10
31 6600 3 975 2	5
31 6600 3 1025 2	25
31 6600 3 1075 2	5
31 6600 3 1125 2	10
31 6600 3 1175 2	20
31 6600 3 1225 2	5
31 6600 3 1275 2	10
31 6600 3 1325 2	20
31 6600 3 1375 2	15
31 6600 3 1425 2	35
31 6600 3 1475 2	20
31 6600 3 1525 2	15
31 6600 3 1575 2	10
31 6600 3 1625 2	10
31 6600 3 1675 2	10
31 6600 3 1725 2	nd
31 6600 3 1775 2	20
31 6600 3 1825 2	nd
31 6600 3 1875 2	nd
31 6600 3 1925 2	nd
31 6600 3 1975 2	10
31 6600 3 2025 2	nd
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

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BRANCH OFFICES
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BATHURST, N.B.
MISSISSAUGA, ONT.
RENO, NEVADA, U.S.A.

SAMPLE #	Au ppb
31 6600 3 2075 2	nd
31 6600 3 2125 2	nd
31 6600 3 2175 2	15
31 6600 3 2225 2	5
31 6600 3 2275 2	10
31 6600 3 75 4	nd
31 6600 3 125 4	nd
31 6600 3 175 4	nd
31 6600 3 275 4	10
31 6600 3 375 4	10
31 6600 3 425 4	nd
31 6600 3 475 4	nd
31 6600 3 525 4	5
31 6600 3 575 4	10
31 6600 3 625 4	nd
31 6800 3 50 2	5
31 6800 3 100 2	nd
31 6800 3 150 2	20
31 6800 3 200 2	10
31 6800 3 250 2	nd
31 6800 3 300 2	5
31 6800 3 350 2	nd
31 6800 3 400 2	10
31 6800 3 450 2	nd
31 6800 3 500 2	10
31 6800 3 550 2	5
31 6800 3 600 2	5
31 6800 3 650 2	5
31 6800 3 700 2	10
31 6800 3 750 2	20
31 6800 3 800 2	20
31 6800 3 850 2	nd
31 6800 3 900 2	10
31 6800 3 950 2	5
31 6800 3 1000 2	nd
31 6800 3 1050 2	nd
31 6800 3 1100 2	nd
31 6800 3 1150 2	5
31 6800 3 1200 2	5
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

VGC VANGEOCHEM LAB LIMITED

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BRANCH OFFICES
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BATHURST, N.B.
MISSISSAUGA, ONT.
RENO, NEVADA, U.S.A.

SAMPLE #	Au ppb
31 6800 3 1250 2	10
31 6800 3 1300 2	10
31 6800 3 1350 2	5
31 6800 3 1400 2	10
31 6800 3 1450 2	10
31 6800 3 1500 2	5
31 6800 3 1550 2	10
31 6800 3 1600 2	10
31 6800 3 1650 2	5
31 6800 3 1700 2	nd
31 6800 3 1750 2	15
31 6800 3 1800 2	nd
31 6800 3 1850 2	nd
31 6800 3 1900 2	nd
31 6800 3 1950 2	nd
31 6800 3 2000 2	nd
31 6800 3 2050 2	nd
31 6800 3 2100 2	nd
31 6800 3 2150 2	nd
31 6800 3 2200 2	nd
31 6800 3 2250 2	nd
31 6800 3 2300 2	10
31 6800 3 25 4	5
31 6800 3 50 4	10
31 6800 3 100 4	5
31 6800 3 200 4	5
31 6800 3 250 4	5
31 6800 3 300 4	5
31 6800 3 350 4	nd
31 6800 3 400 4	nd
31 6800 3 450 4	nd
31 6800 3 500 4	nd
31 6800 3 550 4	nd
31 6800 3 600 4	nd
31 7000 3 25 2	nd
31 7000 3 75 2	5
31 7000 3 125 2	10
31 7000 3 175 2	10
31 7000 3 225 2	10
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

VGC VANGEOCHEM LAB LIMITED

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BRANCH OFFICES
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BATHURST, N.B.
MISSISSAUGA, ONT.
RENO, NEVADA, U.S.A.

SAMPLE #	Au ppb
31 7000 3 275 2	10
31 7000 3 325 2	15
31 7000 3 375 2	20
31 7000 3 425 2	10
31 7000 3 475 2	nd
31 7000 3 525 2	15
31 7000 3 575 2	nd
31 7000 3 625 2	nd
31 7000 3 675 2	5
31 7000 3 725 2	nd
31 7000 3 825 2	15
31 7000 3 875 2	5
31 7000 3 925 2	10
31 7000 3 975 2	nd
31 7000 3 1025 2	10
31 7000 3 1075 2	5
31 7000 3 1125 2	nd
31 7000 3 1175 2	nd
31 7000 3 1225 2	nd
31 7000 3 1275 2	5
31 7000 3 1325 2	nd
31 7000 3 1375 2	10
31 7000 3 1425 2	nd
31 7000 3 1475 2	nd
31 7000 3 1525 2	15
31 7000 3 1575 2	10
31 7000 3 1625 2	10
31 7000 3 1675 2	5
31 7000 3 1725 2	nd
31 7000 3 1775 2	nd
31 7000 3 1825 2	5
31 7000 3 1875 2	10
31 7000 3 1925 2	nd
31 7000 3 1975 2	15
31 7000 3 2025 2	nd
31 7000 3 2075 2	nd
31 7000 3 2125 2	nd
31 7000 3 2175 2	nd
31 7000 3 25 4	5
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

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● FAX (604) 254-5717

BRANCH OFFICES
PASADENA, NFLD.
BATHURST, N.B.
MISSISSAUGA, ONT.
RENO, NEVADA, U.S.A.

SAMPLE #	Au ppb
31 7000 3 125 4	5
31 7000 3 175 4	5
31 7000 3 225 4	5
31 7000 3 275 4	5
31 7000 3 325 4	5
31 7000 3 375 4	5
31 7000 3 425 4	5
31 7000 3 475 4	5
31 7000 3 525 4	nd
31 7000 3 575 4	10
31 7000 3 625 4	5
31 7000 3 675 4	nd
31 7000 3 725 4	nd
31 7200 3 000 2	5
31 7200 3 050 2	10
31 7200 3 100 2	20
31 7200 3 150 2	10
31 7200 3 200 2	5
31 7200 3 250 2	15
31 7200 3 300 2	5
31 7200 3 350 2	10
31 7200 3 400 2	10
31 7200 3 450 2	10
31 7200 3 500 2	5
31 7200 3 550 2	5
31 7200 3 600 2	5
31 7200 3 650 2	10
31 7200 3 750 2	20
31 7200 3 800 2	10
31 7200 3 850 2	15
31 7200 3 900 2	5
31 7200 3 950 2	10
31 7200 3 1000 2	10
31 7200 3 1050 2	5
31 7200 3 1100 2	10
31 7200 3 1150 2	5
31 7200 3 1200 2	nd
31 7200 3 1250 2	10
31 7200 3 1300 2	10
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

VGC VANGEOCHEM LAB LIMITED

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VANCOUVER, B.C. V5L 1K5
● (604) 251-5656
● FAX (604) 254-5717

BRANCH OFFICES
PASADENA, NFLD.
BATHURST, N.B.
MISSISSAUGA, ONT.
RENO, NEVADA, U.S.A.

SAMPLE #	Au ppb
31 7200 3 1350 2	5
31 7200 3 1400 2	10
31 7200 3 1450 2	nd
31 7200 3 1500 2	5
31 7200 3 1550 2	nd
31 7200 3 1600 2	nd
31 7200 3 1650 2	10
31 7200 3 1700 2	nd
31 7200 3 1750 2	nd
31 7200 3 1800 2	10
31 7200 3 1850 2	nd
31 7200 3 2000 2	nd
31 7200 3 2050 2	nd
31 7200 3 2100 2	nd
31 7200 3 2150 2	nd
31 7200 3 2200 2	nd
31 7200 3 2250 2	nd
31 7200 3 2300 2	nd
31 7200 3 BL 00	nd
31 7200 3 50 4	5
31 7200 3 100 4	15
31 7200 3 150 4	10
31 7200 3 200 4	nd
31 7200 3 250 4	10
31 7200 3 300 4	5
31 7200 3 350 4	10
31 7200 3 400 4	10
31 7200 3 450 4	15
31 7200 3 500 4	20
31 7200 3 550 4	5
31 7200 3 600 4	nd
31 7200 3 650 4	5
31 7200 3 700 4	5
31 7200 3 750 4	15
31 7200 3 800 4	10
31 7200 3 850 4	10
31 7400 3 25 2	nd
31 7400 3 75 2	10
31 7400 3 125 2	5
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

VGC VANGEOCHEM LAB LIMITED

MAIN OFFICE
1988 TRIUMPH ST.
VANCOUVER, B.C. V5L 1K5
● (604) 251-5656
● FAX (604) 254-5717

BRANCH OFFICES
PASADENA, NFLD.
BATHURST, N.B.
MISSISSAUGA, ONT.
RENO, NEVADA, U.S.A.

SAMPLE #	Au ppb
31 7400 3 175 2	5
31 7400 3 225 2	10
31 7400 3 275 2	10
31 7400 3 325 2	5
31 7400 3 375 2	20
31 7400 3 425 2	20
31 7400 3 475 2	15
31 7400 3 525 2	15
31 7400 3 575 2	10
31 7400 3 725 2	5
31 7400 3 775 2	5
31 7400 3 825 2	5
31 7400 3 875 2	5
31 7400 3 925 2	5
31 7400 3 975 2	10
31 7400 3 1025 2	5
31 7400 3 1075 2	5
31 7400 3 1125 2	5
31 7400 3 1175 2	10
31 7400 3 1225 2	5
31 7400 3 1275 2	10
31 7400 3 1325 2	10
31 7400 3 1375 2	5
31 7400 3 1425 2	5
31 7400 3 1475 2	nd
31 7400 3 1525 2	15
31 7400 3 1575 2	5
31 7400 3 1625 2	5
31 7400 3 1675 2	5
31 7400 3 1725 2	5
31 7400 3 1775 2	5
31 7400 3 1825 2	5
31 7400 3 1875 2	nd
31 7400 3 1925 2	nd
31 7400 3 1975 2	5
31 7400 3 2025 2	15
31 7400 3 2075 2	5
31 7400 3 2125 2	5
31 7400 3 2175 2	5
DETECTION LIMIT	5

nd = none detected -- = not analysed is = insufficient sample

VGC VANGEOCHEM LAB LIMITED

MAIN OFFICE
1988 TRIUMPH ST.
VANCOUVER, B.C. V5L 1K5
● (604) 251-5656
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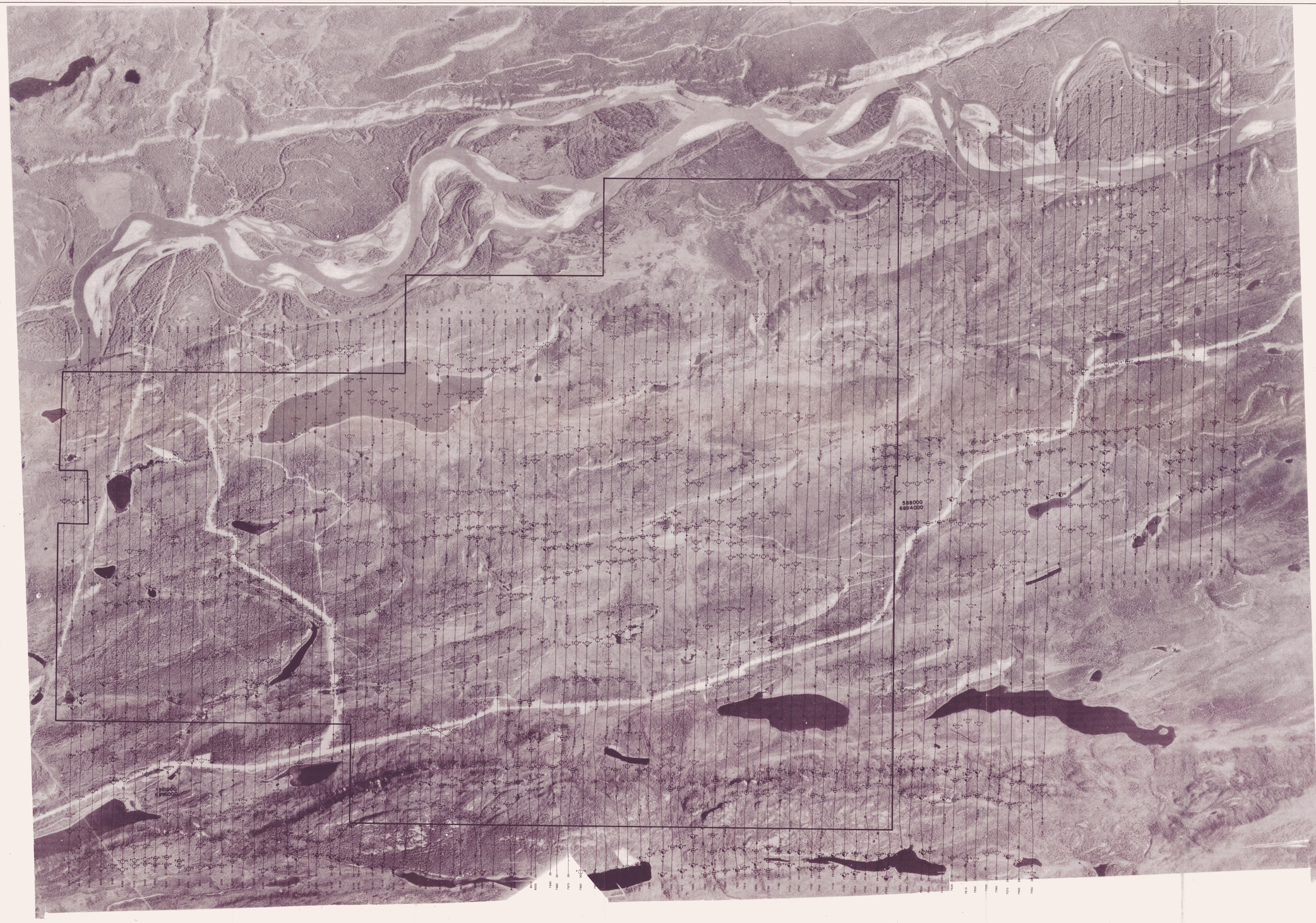
BRANCH OFFICES
PASADENA, NFLD.
BATHURST, N.B.
MISSISSAUGA, ONT.
RENO, NEVADA, U.S.A.

SAMPLE #	Au ppb
31 7400 3 2225 2	nd
31 7400 3 2275 2	nd
31 7400 3 25 4	5
31 7400 3 125 4	nd
31 7400 3 175 4	10
31 7400 3 225 4	nd
31 7400 3 275 4	10
31 7400 3 325 4	nd
31 7400 3 375 4	nd
31 7400 3 425 4	nd
31 7400 3 475 4	nd
31 7400 3 525 4	10
31 7400 3 575 4	5
31 7400 3 625 4	nd
31 7400 3 675 4	5
31 7400 3 725 4	nd
31 7400 3 775 4	5
31 7400 3 825 4	5
31 7400 3 875 4	5
31 7400 3 925 4	5
31 7400 3 975 4	nd
31 7600 3 2500 2	15

DETECTION LIMIT 5
nd = none detected -- = not analysed is = insufficient sample

APPENDIX B

AERODAT AIRBORNE GEOPHYSICAL SURVEY



Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

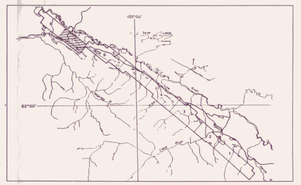
Average terrain clearance 60m
Average line spacing 100m

EM Anomalies

Conductivity Thickness (mhos)

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 8
- 8 - 15
- 15 - 30
- > 30

EM Anomaly A, 4600 Hz inphase amplitude 7 ppm, Conductivity thickness 1-2 mhos (see code).



PRIME EXPLORATIONS LTD

ELECTROMAGNETIC SURVEY
NORMAN RESOURCES LTD.
PELLY RIVER
YUKON TERRITORY

092636

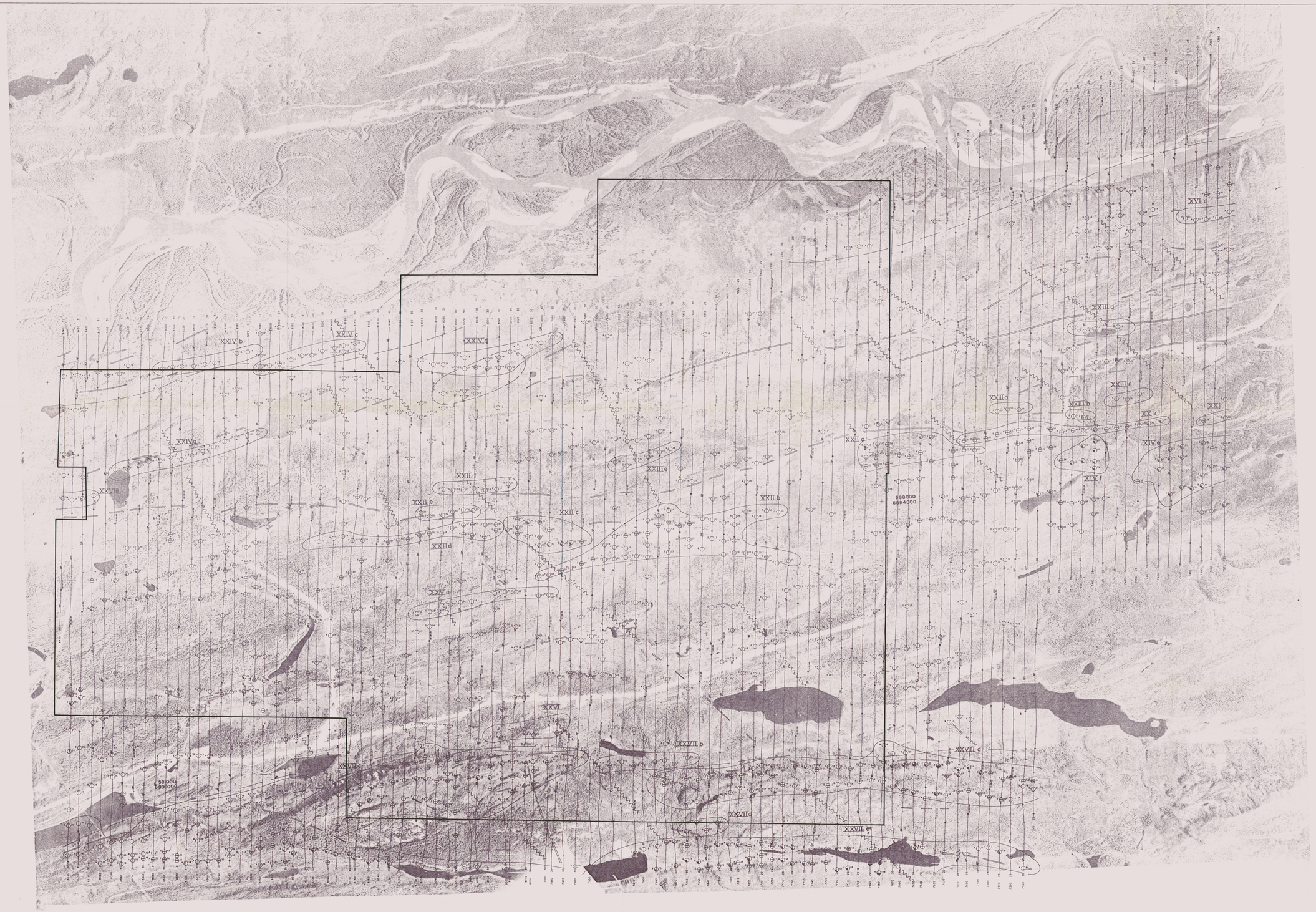
SCALE 1:10,000

0 330 660 1320 1/2 MILE
0 100 200 500 1 KILOMETRE

AERODAT LIMITED

(66)

DATE:	MARCH/APRIL 1988
NTS No:	105 K/3
MAP No:	2 J8815-7



Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 100m

EM Anomalies

Conductivity Thickness (mhos)

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 8
- 8 - 15
- 15 - 30
- > 30

EM Anomaly Ai 4500 m
Increase amplitude 7 cm
Conductivity thickness 1-2 mhos (see code)

INTERPRETATION LEGEND

Conductive Bedrock (conductor axis)

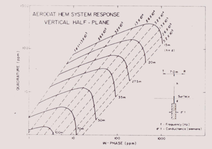
Conductive Bedrock (conductor axis)

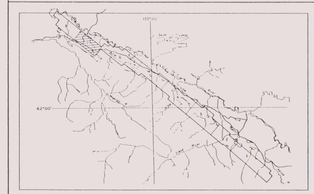
Fault

Conductive Zone

Magnetic trend

Contact





PRIME EXPLORATIONS LTD

INTERPRETATION

PELLY RIVER

YUKON TERRITORY

092636

SCALE 1:10,000

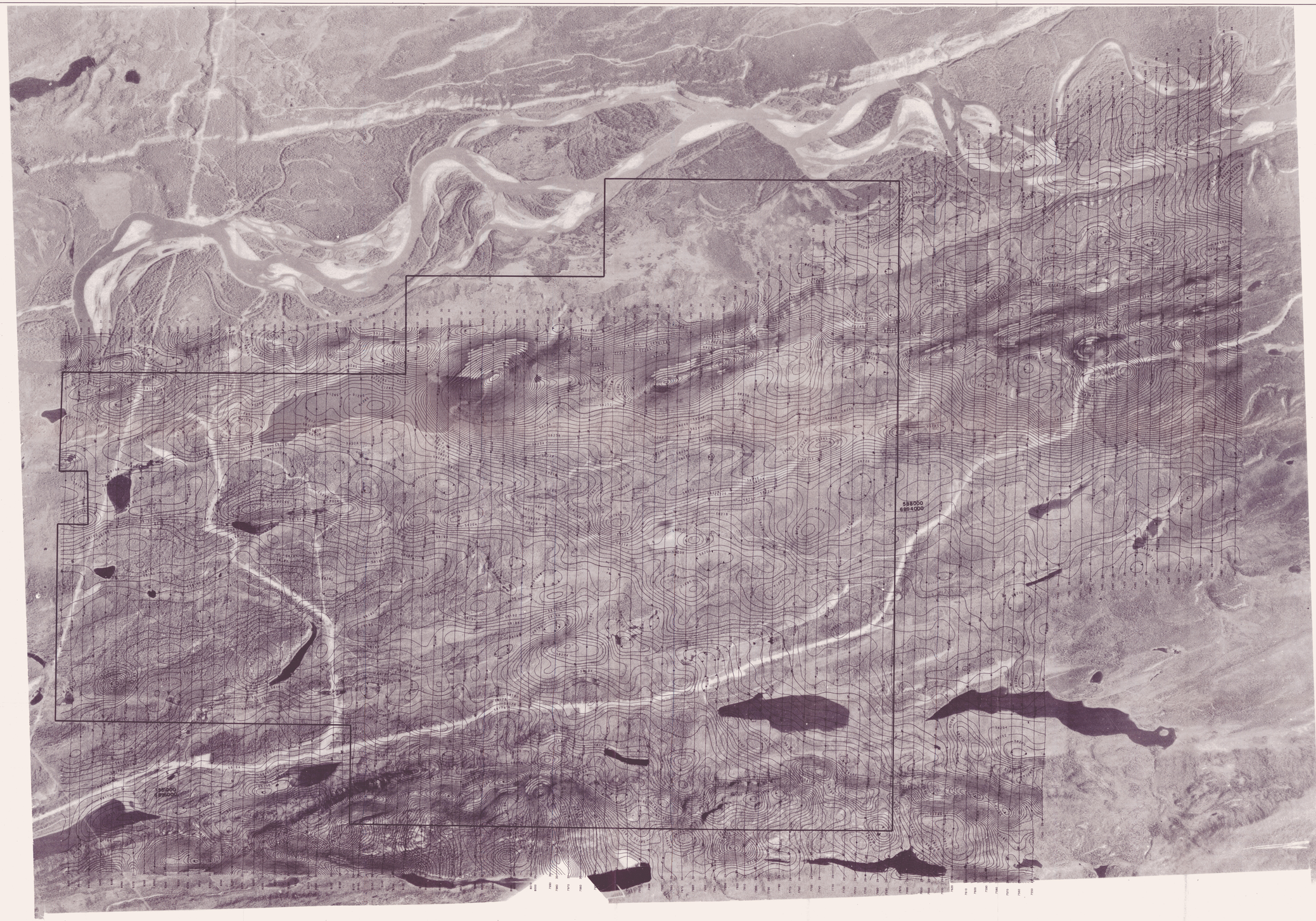
0 330 660 1320 1/2 MILE

0 100 200 500 1 KILOMETRE

AERODAT LIMITED

(67)

DATE:	MARCH/APRIL 1988
NTS No:	105 K/3
MAP No:	3 J8815-7



Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 100m

Magnetics

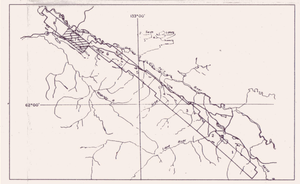
Total Field Magnetic Intensity Contours in nT.

Cesium high sensitivity magnetometer.

Sensor elevation 45m

Map contours are multiples of those listed below

———	2 nT
———	10 nT
———	50 nT
———	250 nT



PRIME EXPLORATIONS LTD

TOTAL FIELD MAGNETIC CONTOURS
NORMAN RESOURCES LTD.
PELLY RIVER
YUKON TERRITORY

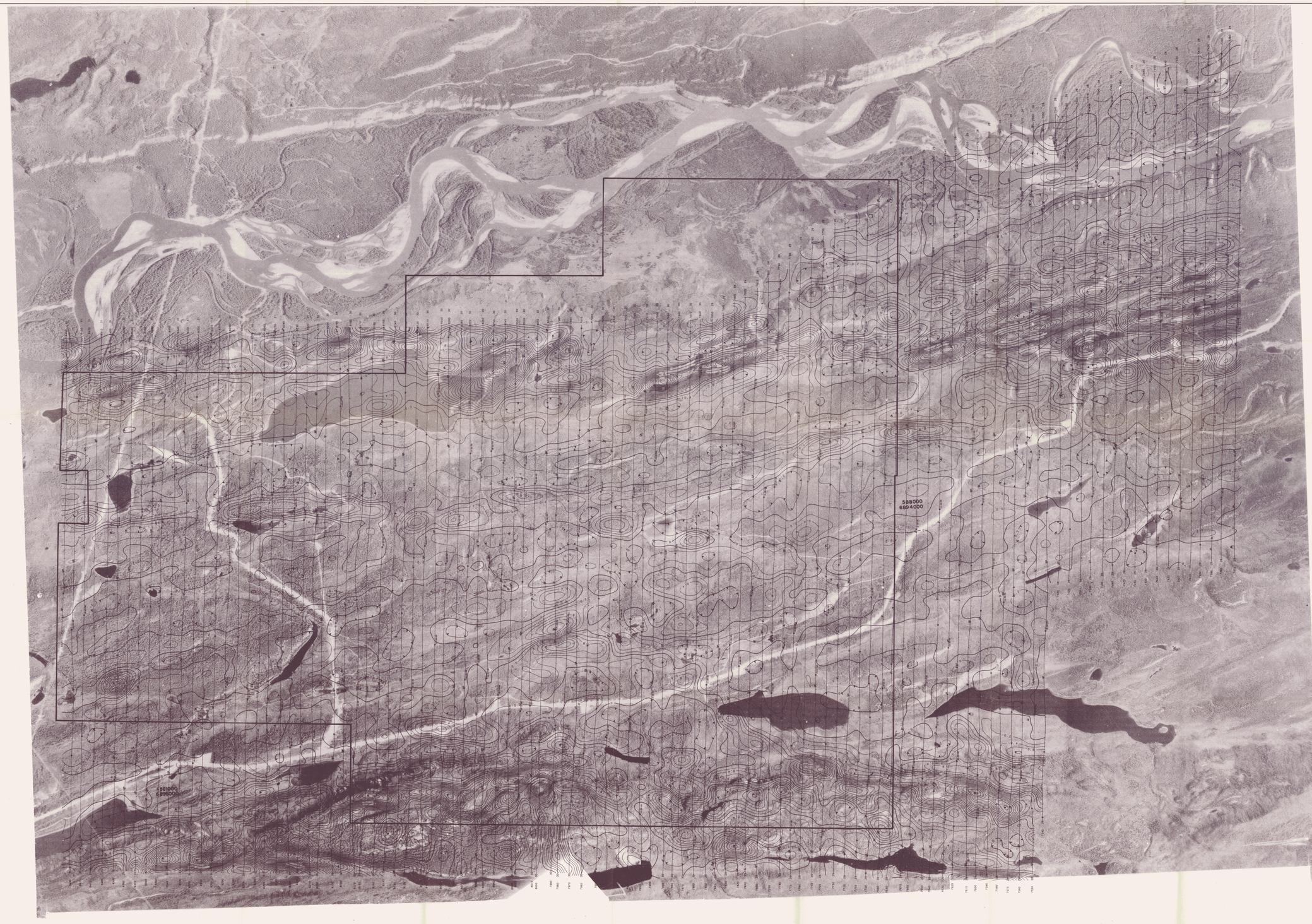
092G/6

SCALE 1:10,000

1/2 MILE
KILOMETRE

AERODAT LIMITED (68)

DATE:	MARCH/APRIL 1988
NTS No:	105 K/3
MAP No:	4
	J8815-7



Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 100m

Vertical Gradient

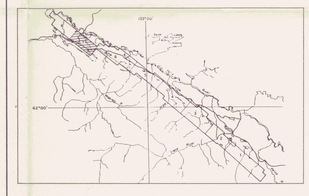
Vertical Magnetic Gradient calculated from the total field magnetic intensity in nT/m.

Cesium high sensitivity magnetometer.

Sensor elevation 45m

Map contours are multiples of those listed below

- 0.2 nT/m
- 1 nT/m
- 5 nT/m
- 25 nT/m



PRIME EXPLORATIONS LTD

CALCULATED VERTICAL MAGNETIC GRADIENT

NORMAN RESOURCES LTD.

PELLY RIVER

YUKON TERRITORY

092G36

SCALE 1:10,000

0 330 660 1320 1/2 MILE

0 .5 1 2 KILOMETRE

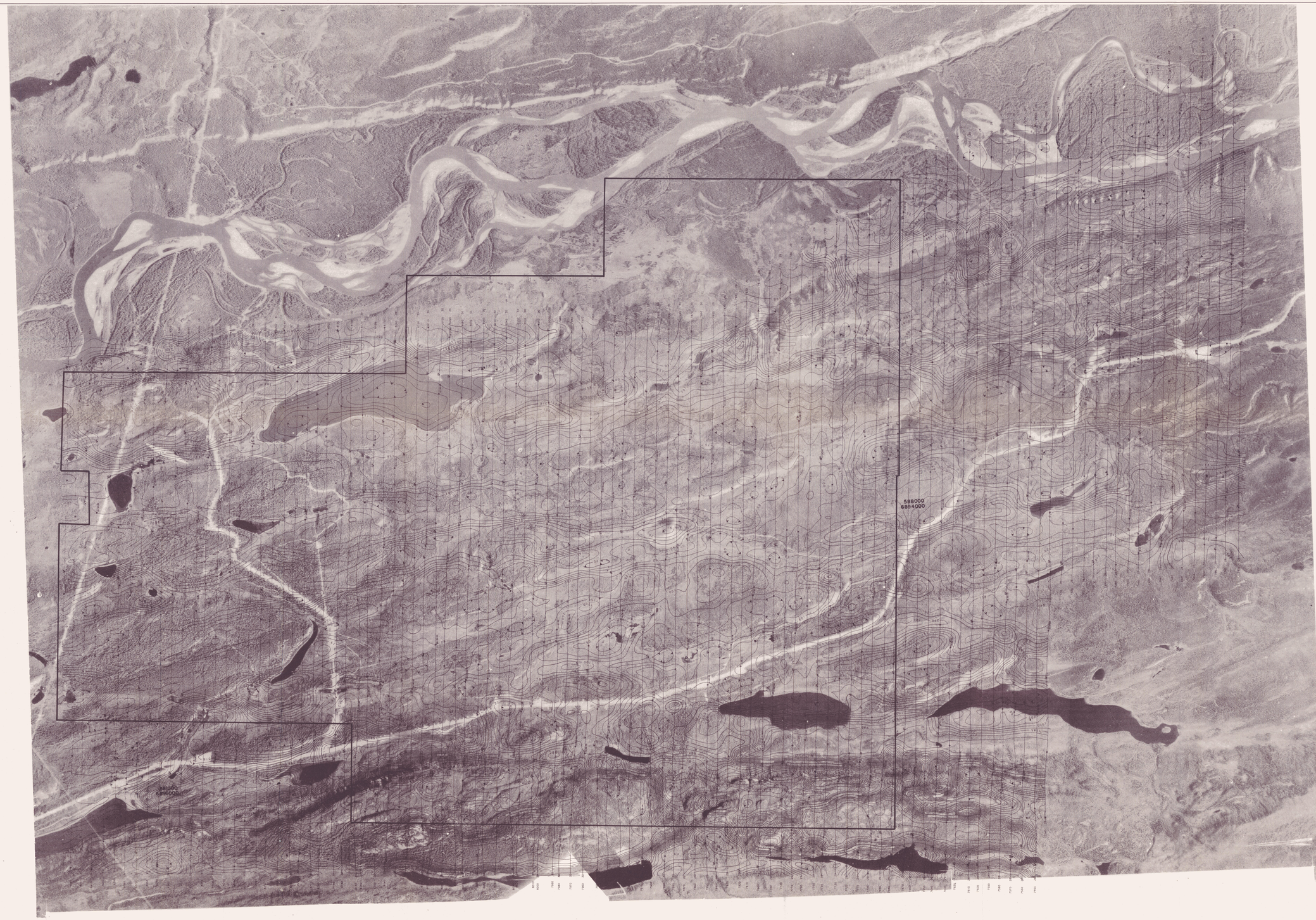
AERODAT LIMITED (69)

DATE: MARCH/APRIL 1988

NTS No: 105 K/3

MAP No: 5

JB815-7



Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 100m

Apparent Resistivity

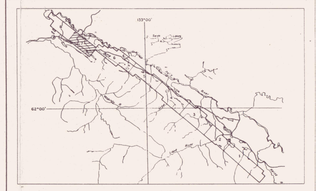
Calculated from 4600 Hz coaxial EM response assuming a 200 m conductive layer.

Contouring in ohm-m at logarithmic intervals.

Sensor elevation 30m

Map contours are multiples of those listed below.

0.5 log(ohm-m)
2.5 log(ohm-m)
2.5 log(ohm-m)



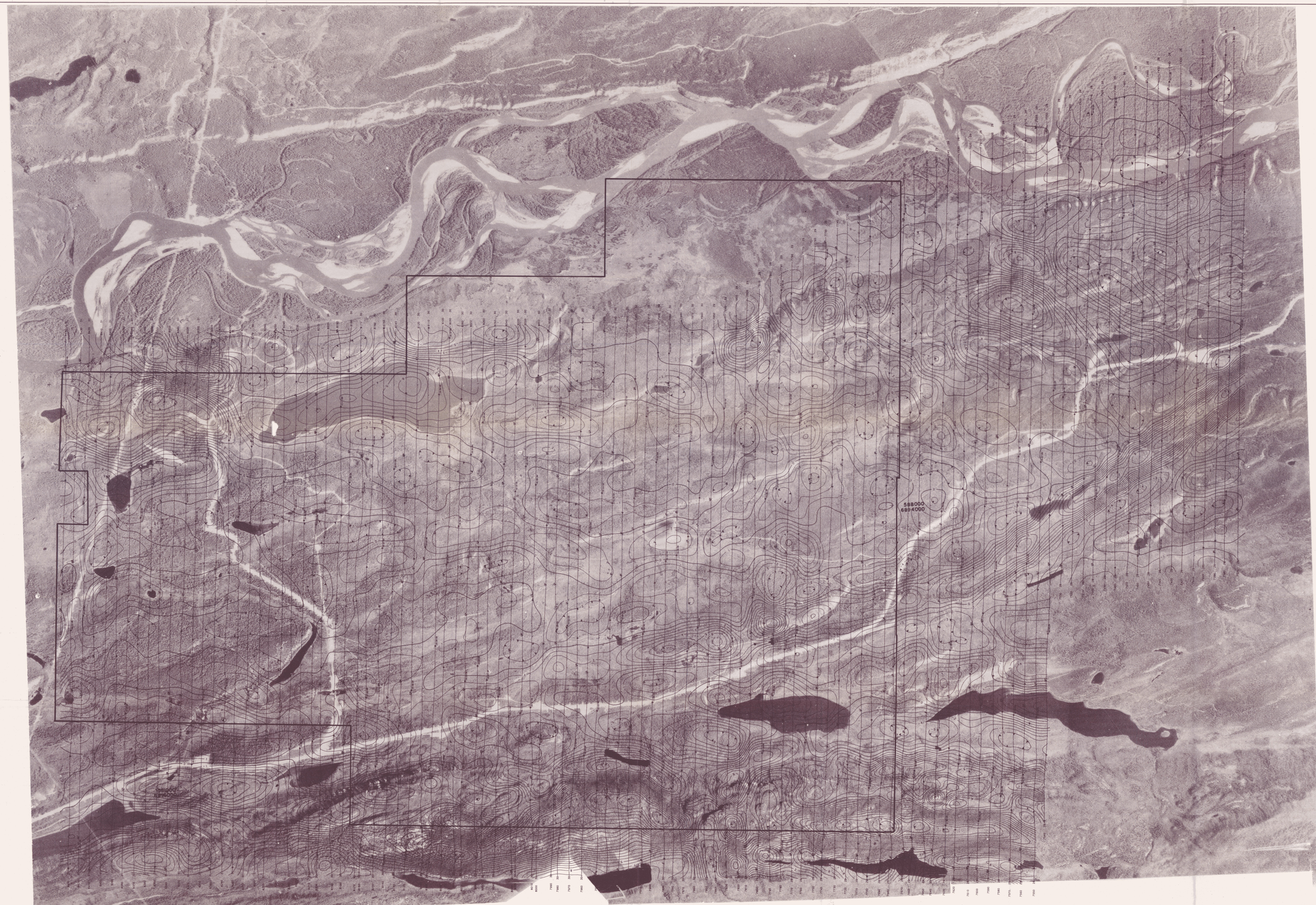
PRIME EXPLORATIONS LTD

APPARENT RESISTIVITY CONTOURS
NORMAN RESOURCES LTD.
PELLY RIVER
YUKON TERRITORY

092G36

SCALE 1:50,000

AERODAT LIMITED	DATE: MARCH/APRIL 1988
	NTS No: 105 K/3
(7D)	MAP No: 6
	J8815-7



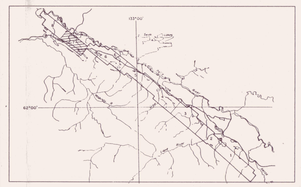
Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 100m

VLF-EM

Fraser Filtered VLF-EM
Conductor axes correspond to positive peaks.
Station: NLK
Jim Creek, Washington
24.8 KHZ
Station: NAA
Cutler, Maine
24.0 KHZ
Sensor elevation 45m
Map contours are multiples of those listed below
1
5
25



PRIME EXPLORATIONS LTD

FRASER FILTERED VLF-EM CONTOURS
NORMAN RESOURCES LTD
PELLY RIVER
YUKON TERRITORY

092G36

SCALE 1:10,000
0 330 660 1320 1/2 MILE
0 250 500 1000 KILOMETRE

AERODAT LIMITED

DATE: MARCH/APRIL 1988
NTS No: 105 K/3
MAP No: 7
J8815-7

APPENDIX C

PETROGRAPHIC STUDY

Harris
EXPLORATION
SERVICES

MINERALOGY AND GEOCHEMISTRY

534 ELLIS STREET, NORTH VANCOUVER, B.C., CANADA V7H 2G6 TELEPHONE (604) 929-5867

Report for: Wes Raven,
Orequest Consultants Ltd.,
404-595 Howe St.,
Vancouver, B.C.
V6C 2T5

Job # 88-106

August 18th, 1988

Samples:

12 rock samples for sectioning and petrographic examination.

All samples were prepared as standard thin sections. Samples and corresponding slide numbers are listed below:

Sample	Slide
10501	88-322X
10503	88-323X
10505	88-324X
10518	88-325X
10526	88-326X
10530	88-327X
10531	88-328X
10704	88-329X
10707	88-330X
10708	88-331X
10710	88-332X
10714	88-333X

Summary:

The suite is made up mainly of two distinct groups of rocks.

Samples 10501, 10503, 10505, 10526, 10530 and 10531 are all sparsely porphyritic, K-poor rhyolites, having phenocrysts of quartz and Na-sanidine in groundmasses dominated by spherulitic glass. They are devoid of mafics.

Feldspars (and glass) are notably fresh throughout. One sample (10503) shows strong pervasive carbonatization of the groundmass. Another (10526) contains traces of fine-grained biotite. All show minor veinlets and pockety impregnations of limonite.

These rocks are homogenous and non-fragmental, and are presumably flows.

Samples 10704, 10707, 10708 and 10710 are also probably a related group, though they show rather more variation. They are very fine-grained, often minutely laminated rocks which are thought to be bedded ash or vitroclastic dust tuffs of rhyolitic affinities. The first three are all more or less brecciated, the fragments being close-packed without matrix. Welded tuff features are recognized in 10704, and others of the group may also be of this origin. Alternatively they are disrupted, cherty and/or calcareous and/or sericitic tuffites. Sample 10710 is not brecciated, but shows intense crenulate deformation, and appears mildly metamorphosed.

Minor veinlet development in these rocks typically includes K-feldspar. No obvious hydrothermal alteration is observed.

Sample 10714 is also a tuff, but of a different type. It contains abundant crystal clasts of Na and K-feldspars, but very little quartz. It also contains some chlorite and epidote, suggesting affinities less felsic than rhyolite.

The remaining sample, 10518, is of quite a different type. It is a phyllitic metasediment (siltstone) with biotite and andalusite porphyroblasts.

Individual petrographic descriptions are attached.

J.F. Harris Ph.D.

Sample 10704 (Slide 88-329X)
PARTIALLY IGNIMBRITIC PYROCLASTIC FLOW-BRECCIA

Estimated mode

Crystal clasts	
Quartz	3
Feldspars	7
Vitric clasts	40
Cryptocrystalline matrix	49
Limonite	1

The heterogenous fabric displayed on the stained cut-off block can be seen on careful examination, to consists of a mixture of pumiceous and dense glassy fragments, partly representing deformed and disrupted bands, with interstitial areas which show a delicate, paper-thin lamination. This is interpreted as characteristic of a flow-banded, partially welded tuff of rhyolitic composition.

In thin section these features are confirmed. The mineralogy is largely indeterminate, being predominantly glass - as shards or comminuted dust - and including siliceous, sodic and potassic segregations.

Small crystal clasts of albite, sub-potassic sanidine and quartz, 0.05 - 0.5mm in size, are scattered throughout a cryptocrystalline/felsitic, ashy matrix, with diffuse, sub-parallel streaks of locally disrupted, more compact glass. The crystal clasts typically show strain polarization, and are sometimes fragmented and show partial assimilation by the matrix.

Locally the matrix consists of foliaceous aggregates of compressed shards, which show divergence around the phenocrysts - a typical texture of ignimbrites.

The rock is cut by hairline fractures filled by limonite. Limonite also occurs as scattered tiny flecks and pockets.

Sample 10707 (Slide 88-330X)

BRECCIATED CHERTY TUFFITE

Estimated mode

Breccia fragments	
Quartz	45
Plagioclase	40
Sericite	5
Matrix/cement	
K-feldspar	5
Chlorite	4
Carbonate	1
Opaques	trace

This sample is a breccia of tightly packed, angular/elongate fragments, 0.5 - 15.0mm in size.

The brecciated rock consists of felsitic plagioclase, of grain size 10 - 50 microns, intergrown in delicately foliated, micro-lenticular fashion with abundant, tiny flattened lenticles of cherty silica and, sometimes, with parallel wisps and flecks of minutely fine-grained sericite. Small, individual crystals of plagioclase and quartz, to 0.1mm in size, are occasionally seen.

The chert often concentrates as compact laminae or irregular/lenticular segregations, 0.2 - 2.0mm thick. These are strongly strain-polarized and show diffuse, feathery texture under the microscope.

This rock type is clearly a fine-grained, cherty tuff or volcanic sediment.

The brecciation appears to represent the disruption and partial dislocation of a layered sequence. The tightly compacted fragments are partly jumbled and partly semi-matching. They are cemented, via thin coatings and small interstitial pockets, by a phase (of hydrothermal origin?) which appears to consist of intergrown fine-grained K-feldspar and spherulitic chlorite, with minor carbonate. The same phase locally penetrates the fragments via incipient fractures, with carbonate also forming minor pervasive replacement flecks.

Sample 10708 (Slide 88-331X)
BRECCIATED SERICITIC TUFFITE(?)

Estimated mode

Felsite	48
Quartz	5
K-feldspar	2
Sericite	44
Limonite	1

This is a minutely fine-grained rock of indefinite character. It appears to be a homo-lithic breccia composed of foliated sericitic felsite and/or chert. It is probably of related type to 10707.

It consists of varying proportions of minutely fine-grained sericite in diffuse or laminar intergrowth with cryptocrystalline felsite - locally showing a feathery texture reminiscent of some forms of chert or glass. It shows local contortions or lensy heterogeneities, especially in sericite-poor areas, and sometimes has a tuffaceous aspect. Definite clasts are not recognizable, however, and the nature of the rock remains uncertain.

It is most likely a sericitic (argillaceous) tuffite, but could be an altered flow-laminated glass or welded tuff. It does not have the aspect of a normal sediment.

It shows partial fragmentation, on the scale 0.5 - 5.0mm, and consists of sub-angular, sometimes elongate blocks - tightly packed, without apparent matrix. These sometimes dislocation. Some areas of the slide appear to be essentially unbrecciated.

The rock is cut by a network of irregular fractures filled by quartz and K-feldspar. These appear to be a late-stage development, cross-cutting the earlier partial brecciation.

Sample 10710 (Slide 88-332X)
METAMORPHOSED, DEFORMED, CALCAREOUS CHERTY TUFFITE

Estimated mode

Plagioclase	10
Felsite	45
Chert	12
Carbonate	24
Biotite(?)	3
Epidote	5
Opaques	trace
K-feldspar	1

This is a fine-grained, delicately laminated rock, showing intense crenulate deformation and local shear dislocation.

It is composed predominantly of a cryptocrystalline felsitic matrix with diffusely intergrown chert. The contorted, varved fabric (banding on the scale 0.05 - 0.5mm) is defined by diffuse, wispy micritic carbonate.

The felsite - which is, in part, quite strongly potassic (see stained cut-off block) - is host to relatively numerous, tiny, subhedral to rounded crystals and crystal clumps of plagioclase, as grains 0.05 - 0.5mm in size - partly assimilated into the groundmass by recrystallization.

Much of the carbonate has an overall brown colouration which may be due to the growth of incipient, minutely fine-grained biotite (or could be merely ferruginous staining).

The possibility that it is biotite (of metamorphic origin) is supported by the fact that the diffuse carbonate is also host to abundant tiny disseminated granules of epidote - clearly of granoblastic origin.

The rock is cut by a sparse network of hairline fractures filled by K-spar, carbonate or epidote.

It appears to be a laminated, calcareous cherty tuffite.

Sample 10714 (Slide 88-333X)

CRYSTAL TUFF

Estimated mode

Clasts		
	Plagioclase	23
	K-feldspar	7
	Quartz	1
	Chlorite	3
	Epidote	1
Matrix		
	Felsite	40
	Chert	5
	Carbonate	13
	Biotite	3
	Chlorite	2
	Epidote	2
	Opaques	trace

This rock exhibits clear characteristics of a bedded crystal tuff - as can readily be seen from the stained cut-off block.

Crystal clasts are individual, equant, sub-rounded grains. They are predominantly plagioclase, but clasts of K-feldspar and of chlorite are also prominent. Quartz is notably rare - suggesting that the rock is a derivative of latite-andesite vulcanism.

A few crystals of a high relief, high birefringent mineral which appears to be epidote, are also seen as clasts. The presence of chlorite clasts (often with intergrown flecks of carbonate) and epidote suggests pre-depositional alteration of original mafics - though the feldspars are notably fresh.

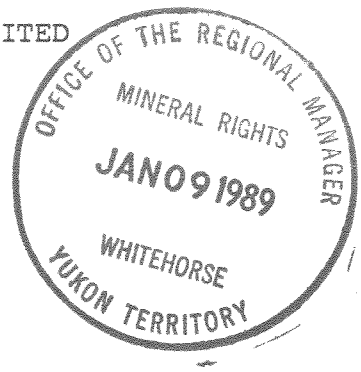
The clasts are set in a fine-grained felsitic matrix which shows abundant, wispy intercalations of diffuse greenish-brown material. This seems to be an intergrowth of micritic carbonate with minutely fine-grained biotite and chlorite, and probably represents original compositional layering. Tiny epidote granules - of probable diagenetic or metamorphic origin - are often associated with the micaceous carbonate wisps. Minutely fine-grained, feathery-textured lenses and gradations within the felsite may be chert.

The wispy laminations in the matrix show compaction-type divergence around and between the coarser clasts, defining a rather irregular, lumpy foliation.

The rock may be mildly metamorphosed, though primary textures are perfectly preserved.

REPORT ON
COMBINED HELICOPTER-BORNE MAGNETIC, ELECTROMAGNETIC AND VLF SURVEY
PELLY RIVER AREA
YUKON TERRITORY

FOR
PRIME EXPLORATIONS LIMITED
BY
AERODAT LIMITED





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APPENDIX I - General Interpretive Considerations
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LIST OF MAPS

(Scale 1:10,000)

MAPS: (As listed under Appendix "B" of the Agreement)

1. PHOTOMOSAIC BASE MAP;
supplied by Prime Explorations showing registration crosses.

2. FLIGHT LINE MAP;
showing all flight lines, anomalies and fiducials with the photomosaic base map.

3. AIRBORNE ELECTROMAGNETIC SURVEY INTERPRETATION MAP;
showing flight lines, fiducials, conductor axes and anomaly peaks along with inphase amplitudes and conductivity thickness ranges for the 4600 Hz coaxial coil system with the photomosaic base map.

4. TOTAL FIELD MAGNETIC CONTOURS;
showing magnetic values contoured at 2 nanoTesla intervals, flight lines and fiducials with the photomosaic base map.

5. VERTICAL MAGNETIC GRADIENT CONTOURS;
showing magnetic gradient values contoured at 0.2 nanoTeslas per metre with the photomosaic base map.

6. APPARENT RESISTIVITY CONTOURS;
showing contoured resistivity values, flight lines and fiducials with the photomosaic base map.

7. FRASER FILTERED VLF-EM CONTOURS;
showing VLF-EM values contoured at 1.0% intervals, flight lines and fiducials with the photomosaic base map.

1. INTRODUCTION

This report describes an airborne geophysical survey carried out on behalf of Prime Explorations Limited by Aerodat Limited. Equipment operated during the survey included a three frequency electromagnetic system, a high sensitivity cesium vapour magnetometer, a two frequency VLF-EM system, a video tracking camera, a radar altimeter, and an electronic positioning system. Electromagnetic, magnetic, and altimeter data were recorded both in digital and analog forms. Positioning data was stored in digital form, encoded on VHS format video tape and recorded at regular intervals in UTM coordinates, as well as being marked on the flight path mosaic by the operator while in flight.

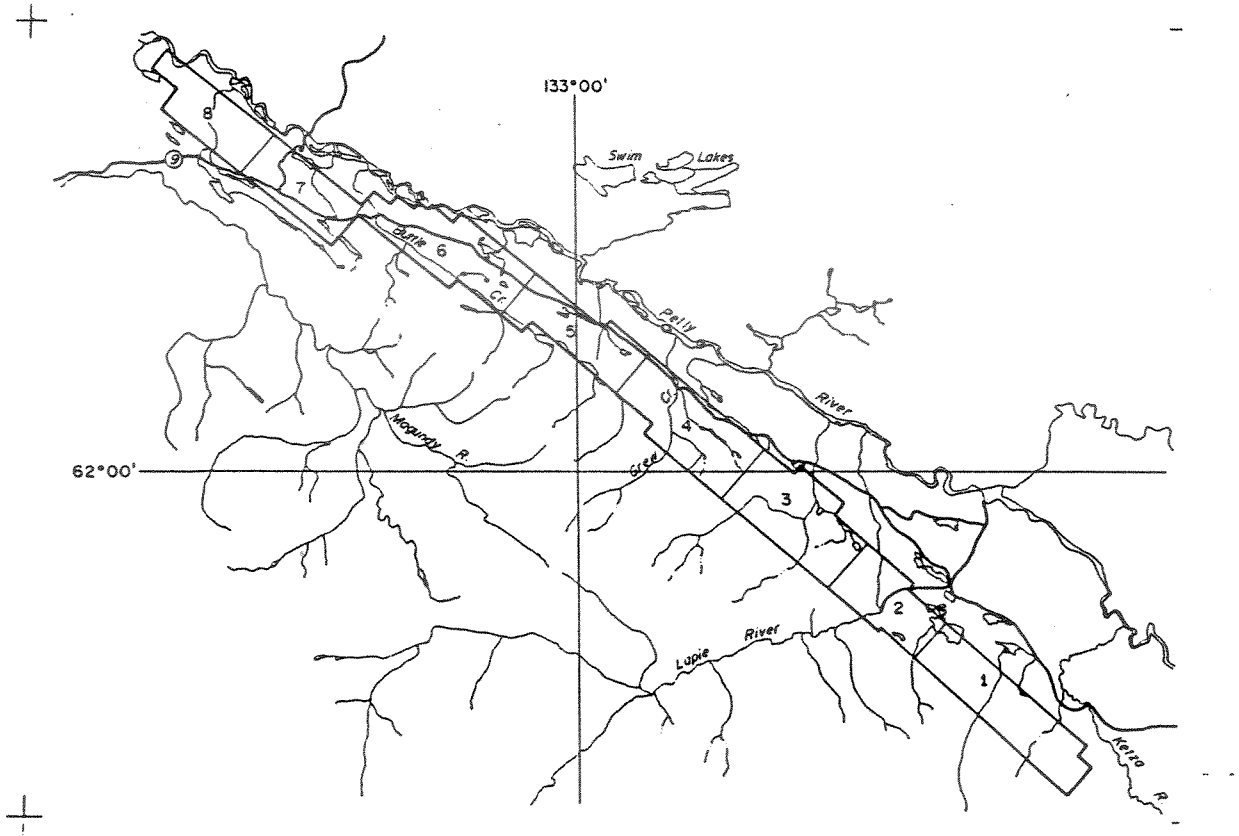
The survey area, comprising a block of ground in the Pelly River area of the Yukon Territory and situated approximately 10 kilometres south of Ross River, was flown during the period of March 26 to April 13, 1988. Thirty five flights were required to complete the survey flying with flight lines oriented in a north-east-southwest direction and flown at a nominal spacing of 100 metres. Coverage and data quality were considered to be well within the specifications described in the service contract.

The purpose of the survey was to record airborne geophysical data over and around ground that is of interest to Prime Explorations Limited.

A total of 4900 line kilometres of the recorded data were compiled in map form. The maps are presented as part of this report according to specifications laid out by Prime Explorations Limited.

2. SURVEY AREA LOCATION

The survey area is depicted on the index map shown below. It is centred at geographic latitude 62 degrees 0 minutes north, longitude 133 degrees 00 minutes west, approximately 10 kilometres south of Ross River, Yukon Territory (NTS Reference Maps Nos. 105 F/15,16, K/2,3,4,5). The survey area is accessed by highway and air.



3. AIRCRAFT AND EQUIPMENT

3.1 Aircraft

An Aerospatiale A-Star 350D helicopter, (C-GBBX), owned and operated by Ranger Helicopters Limited, was used for the survey. Installation of the geophysical and ancillary equipment was carried out by Aerodat. The survey aircraft was flown at a mean terrain clearance of 60 metres.

3.2 Equipment

3.2.1 Electromagnetic System

The electromagnetic system was an Aerodat 3-frequency system. Two vertical coaxial coil pairs were operated at 935 Hz and 4600 Hz and a horizontal coplanar coil pair at 4175 Hz. The transmitter-receiver separation was 7 metres. Inphase and quadrature signals were measured simultaneously for the 3 frequencies with a time constant of 0.1 seconds. The electromagnetic bird was towed 30 metres below the transmitter.

3.2.2 VLF-EM System

The VLF-EM System was a Herz Totem 2A. This instrument measures the total field and quadrature components of two selected transmitters, preferably oriented at right angles to one another. The sensor was

towed in a bird 12 metres below the helicopter. The transmitters monitored were NLK, Jim Creek, Washington broadcasting at 24.8 kHz and Cutler, Maine broadcasting at 24.0 kHz for the Line stations and NSS, Annapolis, Maryland broadcasting at 21.4 kHz for the Orthogonal station.

3.2.3 Magnetometer

The magnetometer employed a Scintrex Model VIW-2321 H8 cesium, optically pumped magnetometer sensor. The sensitivity of this instrument was 0.1 nanoTeslas at a 0.2 second sampling rate. The sensor was towed in a bird 12 metres below the helicopter.

3.2.4 Magnetic Base Station

An IFG-GSM 8B proton precession magnetometer was operated at the base of operations to record diurnal variations of the earth's magnetic field. The clock of the base station was synchronized with that of the airborne system to facilitate later correlation.

3.2.5 Radar Altimeter

A King Air KRA-10A radar altimeter was used to record terrain clearance. The output from the instrument is a

linear function of altitude for maximum accuracy.

3.2.6 Tracking Camera

A Panasonic video tracking camera was used to record flight path on VHS video tape. The camera was operated in continuous mode and the fiducial numbers and time marks for cross reference to the analog and digital data were encoded on the video tape.

3.2.7 Analog Recorder

An RMS dot-matrix recorder was used to display the data during the survey. In addition to manual and time fiducials, the following data were recorded:

Channel	Input	Scale
CXI1	Low Frequency Coaxial Inphase	2 ppm/mm
CXQ1	Low Frequency Coaxial Quadrature	2 ppm/mm
CXI2	High Frequency Coaxial Inphase	2 ppm/mm
CXQ2	High Frequency Coaxial Quadrature	2 ppm/mm
CPI1	Mid Frequency Coplanar Inphase	8 ppm/mm

Channel	Input	Scale
CPQ1	Mid Frequency Coplanar Quadrature	8 ppm/mm
PWRL	Power Line	60 Hz
VLT	VLF-EM Total Field, Line	2.5%/mm
VLQ	VLF-EM Quadrature, Line	2.5%/mm
VOT	VLF-EM Total Field, Ortho	2.5%/mm
VOQ	VLF-EM Quadrature, Ortho	2.5%/mm
ALT	Altimeter	10 ft./mm
MAGF	Magnetometer, Fine	2.5 nT/mm
MAGC	Magnetometer, Coarse	25 nT/mm

3.2.8 Digital Recorder

A DGR 33 data system recorded the survey on magnetic tape. Information recorded was as follows:

Equipment	Recording Interval
EM system	0.1 seconds
VLF-EM	0.5 seconds
Magnetometer	0.2 seconds
Altimeter	1.0 seconds

3.2.9 Radar Positioning System

A Motorola Mini-Ranger III radar navigation system was used for both navigation and flight path recovery. Transponders sited at fixed locations were interrogated several times per second and the ranges from these points to the helicopter measured to a high degree of accuracy. A navigational computer triangulates the position of the helicopter and provides the pilot with navigation information. The range/range data was recorded on magnetic tape for subsequent flight path determination.

4. DATA PRESENTATION

4.1 Base Map

A photomosaic base at a scale of 1:10,000 was prepared from a map, supplied by Prime, on a screened mylar base.

4.2 Flight Path Map

The flight path was derived from the Mini-Ranger radar positioning system. The distance from the helicopter to two established reference locations was measured several times per second and the position of the helicopter calculated by triangulation. It is estimated that the flight path is generally accurate to about 10 metres with respect to the photomosaic detail of the base map. The flight path map showing all flight lines, is presented on a Cronaflex copy of the photomosaic base map, with time markers and navigator's manual fiducials for cross reference to both the analog and digital data.

4.3 Airborne Electromagnetic Survey Interpretation Map

The electromagnetic data were recorded digitally at a sample rate of 10 per second with a time constant of 0.1 seconds. A two stage digital filtering process was carried out to reject major sferic events and to reduce system noise.

Local sferic activity can produce sharp, large amplitude events that cannot be removed by conventional filtering procedures. Smoothing or stacking will reduce their amplitude but leave a broader residual response that can be confused with geological phenomena. To avoid this possibility, a computer algorithm searches out and rejects the major sferic events.

The signal to noise ratio was further enhanced by the application of a low pass digital filter. It has zero phase shift which prevents any lag or peak displacement from occurring, and it suppresses only variations with a wavelength less than about 0.25 seconds. This low effective time constant permits maximum profile shape resolution.

Following the filtering process, a base level correction was made. The correction applied is a linear function of time that ensures the corrected amplitude of the various inphase and quadrature components is zero when no conductive or permeable source is present. The filtered and levelled data were used in the interpretation of the electromagnetics.

An interpretation map was prepared showing peak locations of anomalies and conductivity thickness ranges along with the

Inphase amplitudes (computed from the 4600 Hz coaxial response) and conductor axes. The anomalous responses of the three coil configurations along with the interpreted conductor axes were plotted on a Cronaflex copy of the photomosaic base map.

4.4 Total Field Magnetic Contours

The aeromagnetic data were corrected for diurnal variations by adjustment with the digitally recorded base station magnetic values. No correction for regional variation was applied. The corrected profile data were interpolated onto a regular grid at a 25 metre true scale interval using a cubic spline technique. The grid provided the basis for threading the presented contours at a 1 nanoTesla interval.

The contoured aeromagnetic data have been presented on a Cronaflex copy of the photomosaic base map.

4.5 Vertical Magnetic Gradient Contours

The vertical gradient was computed from the total field magnetic data to obtain values in nanoTeslas/metre.

The gridded data were compiled at a 25 metre true scale interval and contoured at an interval of 0.1 nanoTesla per

metre and presented with flight path on a Cronaflex copy of the photomosaic base map.

4.6 Apparent Resistivity Contours

The electromagnetic information was processed to yield a map of the apparent resistivity of the ground. The approach taken in computing apparent resistivity was to assume a model of a 200 metre thick conductive layer (i.e., effectively a half space) over a resistive bedrock. The computer then generated, from nomograms for this model, the resistivity that would be consistent with the bird elevation and recorded amplitude for the 4600 hz coaxial frequency pair used. The apparent resistivity profile data were interpolated onto a regular grid at a 25 metres true scale interval using an Akima spline technique.

The contoured apparent resistivity data were presented on a Cronaflex copy of the photomosaic base map with the flight path.

4.7 VLF-EM Total Field Contours

The VLF-EM signals from NLK, Jim Creek, Washington broadcasting at 24.8 kHz. and Cutler, Maine broadcasting at 24.0

kHz. for the Line station and NSS, Annapolis, Maryland broadcasting at 21.4 kHz. for the Orthogonal station were compiled in contour form and presented on Cronaflex copies of the photomosaic base map.

5. INTERPRETATION

5.1 Geology

No geological information was provided by the client to Aerodat Limited. The limited geological information included in this paragraph is based on G.S.C. Economic Geology Report No.1 "Geology and Economic Minerals of Canada", edited by R.J.W.Douglas (Department of Energy, Mines and Resources, 1970).

The survey area is underlain by sedimentary rocks with volcanic assemblages. In Pelly Mountains, the Lower Cambrian Group is characterized by basal sandstones or quartzites, a middle shale, and an upper limestone unit. Limestones are massive, pure, and pelletoid. Andesitic tuff and breccia are interbedded with graptolitic siltstones overlain by sandy and silty dolomites. Quartzose sediments occur in predominantly volcanic assemblage. They were derived from the erosion of Lower Cambrian and earlier quartzose sediments. A major northwest-southeast oriented thrust fault, approximately paralleling Pelly River, crosses the entire survey area.

Although most of the gold deposits in the general area are of placer type, hydrothermal gold deposits may be present. They

are believed to be related to felsic volcanics and occur in association with major structural features.

5.2 Magnetics

The magnetic data from the high sensitivity cesium magnetometer provided virtually continuous magnetic reading when recording at two-tenth second intervals. The system is also noise free for all practical purposes. The sensitivity of 0.1 nT allows for the mapping of very small inflections in the magnetic field, resulting in a contour map that is comparable in quality to ground data.

The total magnetic field in the survey area varies over a narrow range of values, from approximately 57,920 nT to in excess of 58,950 nT. Several magnetic units of large lateral extent are indicated to exist in the survey area.

The highest magnetic values were observed in the central east part of the area; intermediate and low values occur throughout the area. The data indicates the presence of a central structural feature, such as a thrust fault or a contact, to occur along the long axis of the block.

The geologic units to the northeast of this feature, are characterized by generally low and quiet magnetic field. In contrast, geologic units to the southwest of this feature display higher magnetic field and frequent variations. This is true in the eastern two thirds of the area. However, near the mid portion of sheet 6, there is a gradual change in the magnetic character. The southern, more magnetic, unit either pinches out, or leaves the area toward the west. Consequently, the northwestern portion of the block is characterized by a relatively flat and univentful patterns, except for the magnetic anomalies associated with the central structure. There are indications of an increased magnetic field along both northeast and southwest survey boundaries, but these are quite vague in order to be stated firmly.

The central portion of the block in the vicinity of the proposed structure, is associated with a series of shorter strike length magnetic units (typically of the order of 2 to 4 kilometres as opposed to the total length of the block which is close to 77 kilometres). These units are characterized by higher amplitudes and often appear to terminate in a fashion reminiscent of folding. (It is not clear at this time, whether these "fold" like patterns are not merely coincidental.) They are expressions of the magnetic units that may have been

thrust faulted along the above mentioned structural feature, and as such they represent targets of primary interest. Surprisingly, some of these pronounced anomalies have negative amplitudes as if they reflected intrusives(?) with large remanent field component. Their origin and/or exploration significance are not clear at this time.

Both the total magnetic field and the calculated magnetic vertical gradient patterns show numerous offsets, interruptions, and terminations which are interpreted to be mainly indicative of faulting. Such inferred faults strike predominantly in the north-southerly directions. (These inferred structures are shown on the interpretation map.) Occasional movements across the inferred faults are apparent on both contour maps (i.e., total field and calculated vertical gradient).

In spite of the fact that the calculated vertical gradient map portrays the individual magnetic anomalies and the inferred structural features far better than the total field map, their identification remains in some instances difficult. This is particularly true about the area of sheet 4. Although numerous disruptions of the magnetic patterns can be easily recognized, their line to line correlation is quite questionable. The

precise location of the central structural feature cannot be guessed from the magnetic data alone. It is, therefore, recommended to carry out detail structural analysis based on the comparison of the present data with known and assumed geology, as well as with other geophysical and geochemical data.

5.3 Apparent Resistivity

The apparent resistivity values vary over a broad range of values, from less than 2 ohm-m to in excess of 2,500 ohm-m, the upper limit of the system. Low and intermediate resistivity values were calculated over several extensive units, as well as in the case of several lakes. As expected, high lying ground is more resistive than low lying ground, except where there are bedrock conductors which produce zones of low resistivity. Although the man made sources occur in the area, they did not disturb the resistivity patterns.

Character of the resistivity response appears to vary along the axis of the survey area, from east to west. In the east (sheets 1 to 3), the southern geologic unit is more resistive than the northern one. It displays resistivities typically of the order of 2,500+ ohm-m. In comparison, the northern unit is characterized by resistivities of the order of 100 ohm-m or

less. In the east part of sheet 4 and the west part of sheet 3, resistivities drop below the 100 ohm-m level only occasionally. Further west, resistivities display similar values as in the east, i.e., low values in the northern unit, high values in the southern unit. Only in the area of sheets 7 and 8 the southern unit displays low resitivities.

Although the absolute values of the resistivity and the distribution of low and high values vary frequently when going from the southeast toward the northwest, the central portion of the survey block appears to be characterized by a pronounced change of resistivity. It is speculated that this change is related to the central structural feature (thrust fault?). Should this prove to be the case, the position of the fault could be established from the resistivity data, based on the results of ground surveying.

The present resistivity data correlates well with the magnetics as well as with the structural interpretation inferred from the magnetics. This in turn is believed to indicate good correlation with the geology and appears to offer a geologic interpretation tool. As mentioned earlier, resistivity data supports the interpretation of the structural features. Wherever possible, interpretations of the offsets,

disruptions, and terminations of the magnetic patterns as structural features, were supplemented by similar interpretations of resistivity data.

Narrow conductive zones which occur throughout the survey area reflect bedrock conductors. They show general correlation with the magnetics, either direct or indirect. In the latter case, the similarity of strike directions and strike lengths is regarded to provide proof of the general correlation betwe-en the magnetic and conductive sources. This, however, does not necessarily mean that the two sources are identical.

5.4 Total Field VLF-EM

The NLK, Seattle, Washington, and NAA, Cutler, Maine, trans-mitters were monitored during the survey. These transmitters occur at azimuths of 151 degrees, and 84 degrees, re-spectively, and hence, will preferentially energize conductors striking within +/-30 degrees of these azimuths. Due to the irregular operation of the individual transmitters, the NLK transmitter was monitored on all flights except on flights 18, 19, and 20 for which NAA was used.

Two types of VLF-EM responses were observed during the present survey: Responses associated with conductive features,

such as bedrock conductors and large scale conductive horizons, e.g., faults, and those associated with abrupt changes of ground resistivity. The former responses are of direct exploration interest as they are indicative of conductive features; the latter responses may be of indirect interest as they may be associated with significant resistivity boundaries, and in turn indicate geologic units.

In general, the well defined linear VLF-EM anomalies located along the central part of the survey area separate the less pronounced northern part from a more active southern portion of the area. (This is in general agreement with the resistivity data which indicated that the northern part is more conductive than the southern part.) The location of these linear centrally located VLF-EM anomalies correlates relatively well with the magnetic anomalies which are believed to reflect the thrust fault. In fact, the VLF-EM data may provide better information on the location of the fault than the magnetics.

It is, therefore, somewhat disappointing to note the departure between the expected location of the fault (as derived from the magnetic and resistivity data) and the main VLF-EM anomaly trend west of mid portion of sheet 6. Here, the VLF-

EM anomalies make a significant departure to the west. Closer examination of the records suggests that this trend is most likely due to a cultural source, such as a power or pipe line. In evaluating the VLF-EM anomalies for the structural purposes, caution must be exercised not to confuse the geologic and man made sources. The best test would still be a thorough ground check prior to follow-up geophysical surveying.

West of the mid section of sheet 7, the strong VLF-EM trend disappears and the VLF-EM patterns again display similar character as in the central and eastern parts of the area. Again, the presence of a possible structure is indicated by moderately developed VLF-EM anomalies.

In general, there is good correaltion between the VLF-EM, and magnetic and resistivity data which all seem to be mutually supporting each other with great success. Similar to the magnetic and resistivity patterns, the VLF-EM contours show frequent offsets, terminations, and interruptions which are interpreted to indicate structural features, such as faults. These features were incorporated in the interpretation map, wherever possible, to supplement structural interpretations inferred from the other two data sets.

5.5 Electromagnetics

The electromagnetic data was checked by a line-to-line examination of the analog records. Record quality was generally very good with only minor, insignificant noise activity. This was readily removed from the traces by an appropriate smoothing filter. The electromagnetic anomalies were selected by Aerodat's proprietary software according to a "vertical thin sheet" model. These automatic selections were examined by the writer and necessary edits were instituted. At the same time, the anomaly axes were assigned based on the similarity of the EM response taking into account the general magnetic trend.

Most of the EM anomalies that have been selected within the central portion of the survey block (i.e., along its long axis), fall into the low quality category, ranging in conductance up to approximately 8 mho. Higher conductance anomalies occur along the southwest boundary where conductances higher than 30 mho were calculated in several instances, and along the northeast boundary where conductances up to 15 mho were calculated. In some instances the EM anomalies are associated with the margins of broad zones of elevated EM responses, which suggests that they are due to "edge effects", i.e., due to abrupt resistivity changes along

the edges of conductive zones. Because mineralization may occur at or near geologic contacts which sometimes have characteristics similar to the edge effects, the edge effect EM anomalies should be viewed as secondary exploration targets. They should be investigated on the ground, depending on their relationship to other geophysical, geologic, and geochemical features, and provided they fit a suitable geologic model.

Because gold mineralization itself does not give rise to geophysical responses, the exploration program has to rely on other types of information, such as magnetics, resistivity, VLF-EM, and electromagnetics, as well as on structural inferences. Main emphasis in describing the individual conductors is therefore placed on those EM anomalies which occur close to the proposed thrust fault crossing the survey area along its long axis. Only the EM anomalies of bedrock and possible bedrock origin are discussed in the following paragraphs. Other anomalies presented on the interpretation map are considered to be low priority targets and are not recommended for follow-up work at this time. They may be re-assessed subject to the results of further ground follow-up work.

The individual EM anomalies were grouped into thirty six major groups that were numbered through I to XXXVI. The numbering order serves merely as a descriptive tool. No priority significance is attached to this order.

SHEET 1

Conductors Ia to Ie. These weak to moderate quality conductors occur along, or in the vicinity of, the central series of magnetic anomalies which are believed to reflect a major structural feature, possibly a thrust fault. It is possible that these conductive groups represent a single conductive horizon which has been broken into numerous smaller sub groups by a number of crosscutting secondary features which were identified from the magnetic, resistivity, and VLF-EM data. Those conductors which are located close to these faults appear to be more attractive than the rest because such structural features may have served as conduits of hydrothermal fluids. Ground follow-up of these conductors is recommended.

Conductors IIa to IIf. Paralleling conductors I but located further to the east is a series of weak conductors which appear to be associated with an intermittent magnetic horizon.

Only those displaying characteristics of "vertical thin sheet" were included in these groups. Structural features (i.e., faults) noted previously with conductors I are also apparent and significant in conjunction with conductors II. Because it is not clear at this time whether the associated magnetic horizon relates to the central thrust fault, the group II conductors should be treated with the same significance as conductors I. Their selective follow-up is recommended, particularly for those located close to the inferred structural features.

Conductors IIIa to IIId. These conductors are located along the eastern contact indicated as a pronounced change in the magnetic character. They mostly display characteristics of the edge effect anomalies and as such constitute secondary targets.

Conductors IVa to IVc. The EM anomalies within these groupings reflect a suite of well defined, weak to moderate bedrock conductors which are apparently associated with a relatively continuous but weak magnetic horizon paralleling the central magnetic feature. Those EM anomalies which are located close to the inferred breaks (faults?) constitute attractive exploration targets and should be followed on the

ground. Potentially, these groupings may be equally significant as conductors I and should be treated as such.

Conductors IVd. Conductors within this grouping display strikes similar to those in group IVb and may be considered to constitute their extensions. In the southeast, they appear to terminate at an east-west oriented fault, in the west, they extend into area of sheet 2. The departure of conductors IVd from the weak magnetic horizon related to conductor groups IVa to IVc may be incidental. Alternatively, it may signify different origin of groups IVa to IVc and IVd. Further work is needed to answer this question.

Conductors Va to Ve. Generally thin near vertical bedrock conductors are indicated by the EM anomalies within these groupings. There is a distinct possibilty that these conductors are related to a series of intermittent magnetic anomalies rougly paralleling the central high. However, this relationship is not clear at the present time. Probably more significant is the presence of several crosscutting structures which are recognized as extensions of the earlier mentioned features. The EM anomalies located in the vicinity of such features should be investigated on the ground. Should they

prove to constitute attractive exploration targets, other anomalies within these grouping should be also investigated.

Conductors VIa to VIc. The EM anomalies within these groupings reflect the strongest bedrock conductors within the survey area. They are located along the southwest survey boundary, probably in different geologic units than those in the central part of the area. The nature and/or exploration significance of these conductors is not clear and/or known at this time. It is guessed that they may be of graphitic or sulphidic origin and as such be formnational conductors. Their follow-up is not recommended at this time.

SHEET 2

Conductors IIe and IIg. One part of group IIe occurs west of a north-southerly oriented fault inferred from the magnetics. It occurs in conjunction with a curved magnetic feature (a fold?) which makes it relatively attractive. The north branch of the grouping is formed by a linear conductive horizon which continues to the west, toward a series of well defined magnetic anomalies. In the east, this horizon terminates at the aforementioned fault. However, group IIg may constitute an extension of this horizon.

Conductors IVc and IVd. While conductors IVc were in the area of sheet 1 associated with a weak magnetic trend paralleling the central magnetic high, in the area of sheet 2 these conductors depart from this weak magnetic trend toward the west. They parallel the group IVd conductors which are located mostly to the east of a weak but relatively well defined magnetic trend. Both groups have produced prominent resistivity lows and the EM responses indicate generally thin sheet like targets. Selective follow-up work is recommended, particularly near the sheet 1/sheet 2 boundary where a north-south oriented fault (?) has been recognized. Should other structural features be located, ground investigation of the EM anomalies in their vicinity should be undertaken.

Conductors Ve. Immediately adjacent to the group IVd conductors, these weak EM anomalies occur to the west of the magnetic trend which borders group IVd conductors. The conductances of conductors Ve are lower than those within group IVd, being defined mostly by the quadrature channels. Ground follow-up may be considered for those EM anomnalies which are located at or near an inferred north-south oriented fault.

Conductors VIc to VIf. Mostly intermediate quality EM anomalies of these groupings reflect thin bedrock conductors.

They are located along the survey boundary, possibly in association with a different geologic unit. It is not clear at this time whether they are interesting for the present exploration program. Their follow up should be considered only in those cases, when the conductors are located at or near the inferred structural features. Otherwise, the follow-up should be postponed pending evaluation of other data.

Conductors VIIa to VIIc. The EM anomalies within these grouping are closely related to an extensive magnetic complex located in the central portion of sheet 2, mainly within an extensive lake. The conductors are weak, mostly defined on the quadrature channels only. The follow-up is recommended for those conductors which occur near the inferred north-southerly oriented structure situated at the west end of VIIa and VIIc and the east end of VIIb.

Conductors VIIIa to VIIIe. With the exception of group VIIIe, the remaining conductor groups occur east of the central magnetic high, in a magnetically quiet zone. Practically all these EM anomalies are poorly defined and, with the possible exception of those located near the inferred structural features, considered to be low priority targets.

Ground follow-up may be considered for the group VIIIe conductors provided they occur in favourable geologic setting.

Conductors IX. These generally higher conductance conductors are confined to a triangular area limited by a north-south oriented structure (fault?) from the east and by a weak but well distinguished magnetic horizon from the southwest. Although associated with broad EM responses, these anomalies are believed to reflect thin, steeply dipping conductors. Their follow-up is warranted.

Conductors Xa. The weak and moderate EM anomalies of this grouping are partly associated with the same weak but well distinguished magnetic anomaly noted in conjunction with group IX. Conductors Xa extend further northwest into the area of sheet 3 where they appear to terminate at a north-south oriented structural feature (fault?) inferred from the magnetics, resistivity, and VLF-EM. Those conductors related to the magnetic anomaly and those occurring close to the western fault should be followed-up on the ground.

SHEET 3

Conductors VIf to VIj. These groups located along the south-west border of the survey area contain EM anomalies of

generally higher quality. They are believed to occur within a geologic unit other than the unit underlying the central portion of the area, as suggested by their grouping and location with respect to the magnetic and other geophysical patterns. At the present time, these conductors are considered to be low priority targets but their status should be updated following the assessment of the ground surveying results.

Conductors VIIIe to VIIIg. These groups consist of mostly intermediate quality EM anomalies associated with broad responses and as such they constitute lower priority targets. Selective ground follow-up may be considered provided other geophysical and geologic information provides sufficient grounds to believe that attractive exploration targets exists within these groupings.

Conductors Xa to Xc. The EM anomalies which constitute these conductor groupings vary in quality from weak at the respective southeast and northwest ends, to moderate to high quality in the northwestern part of group Xb. In group Xa, some of the weaker responses may be due to conductive lake bottom sediments. All three groups occur adjacent to the conductor groups VIf and VIg containing a large number of conductors, and although there are suggestions that the two groupings

(i.e., X and VI) may reflect similar conductive horizons, e.g., through merging directions in the central-west portion of group Xb, it is proposed that conductors Xa to Xc occur in a different geologic unit than conductors VI. Selective ground follow-up is recommended for those anomalies which occur near the inferred structures and/or in association with magnetic anomalies.

Conductors XIa to XIc. Located just adjacent to the central magnetic high on its east side, these weak EM anomalies reflect poor quality linear conductors of thin sheet type. At places, there are indications of offsets due to faulting(?). Such locations should be subject to ground follow-up.

Conductors XIIa and XIIb. Conductor groups XIIa and XIIb are located east of the central magnetic high, approximately at the same distnce as groups VIII. They appear to be related to a poorly defined magnetic horizon paralleling the central anomaly which distinguishes them from groups VIII. The west part of group XIIb appears to be a continuation of similarly striking group XIIa. Whereas the former group is nearly coincident with the aforementioned magnetic horizon, group XIIIa occurs approximately 400 metres west of it. Although the definition of the group XIIb anomalies is

relatively poor (partly due to the presence of a lake), their location between the magnetic horizon mentioned earlier and an east-westerly oriented magnetic trend makes them relatively attractive. Ground follow-up is recommended.

Conductors XIIIa to XIIId. The EM anomalies within these groupings reflect mostly thin, low conductance conductors. They are associated with the central magnetic horizon believed to reflect a major structure (a thrust fault?) and as such they may be important. Ground follow-up is recommended, particularly near the inferred structures.

SHEET 4

Conductors VIj. The EM anomalies within this grouping display the same characteristics as the EM anomalies located within other groups VI in the area of sheets 1 to 3. They are strong, numerous, and appear to occur within a different geologic environment. At the present time, they are not considered priority targets.

Conductors XIVa to XIVc. These groups form a broad conductive trend which is confined to a similarly shaped but poorly defined magnetic low bordered from the east by a zone

of elevated magnetics. The EM anomalies are weak, relatively poorly defined, and mostly non-magnetic. Their follow-up may be considered in cases when the conductors occur near structural features.

Conductors XVa and XVb. Being located between groups VIj and XIVa and XIVb, these anomalies reflect thin, weak to moderate conductors which may occur along the contact with the western unit. At the present time they are considered low priority targets.

Conductors XVIa to XVIe. These conductor groupings reflect low to moderate conductance conductors which occur along the central magnetic anomaly. They are interpreted to be indicative of the structural feature (thrust fault?) associated with this magnetic trend. Note also that group XVIa correlates with a small lake and as such it may be indicative of conductive lake bottom sediments rather than of a geologic structure. At places, there are obvious breaks which correlate with structural features inferred from the magnetics, resistivity, and VLF-EM data. It is these places which should be preferentially subject to ground follow-up. Groups XVId and XVIe are located approximately 400 to 700 metres further to the east. It is possible that they reflect different

conductive horizon than groups XVIa to XVIc. Further work is required to answer this question.

Conductors XVII. The EM anomalies of this grouping form an extensive elongated group which follows a series of "broken" magnetic anomalies in the east. In the west, the group is bordered by a series of intermittent but continuous magnetic anomalies which further northwest approach conductors XVIc. It should be noted that the group follows a valley containing a highway and a several small lakes, and consequently, targets for follow up should be selected with great care in order to elliminate unnecessary follow-up of cultural and near surface sources.

Conductors XVIIIa and XVIIIb. Moderate strength thin conductors are indicated by these EM anomalies. They are located close to the east survey boundary and may be of low exploration interest. Both groups terminate at inferred structures, and XVIIIa appears to be indirectly associated with magnetic anomalies. Ground follow-up should be considered provided other supporting information exists.

SHEET 5

Conductors XIVc. Located along the west survey boundary, these weak EM anomalies reflect conductors which occur in a separate geologic unit. (See description of the group for sheet 4.) They appear to constitute low priority targets.

Conductors XVIc. These generally weak EM anomalies reflect a suite of low conductance, thin conductors that occur along the central magnetic horizon interpreted to reflect a thrust fault. Note that in the northwest portion of the group, the EM anomalies correlate with a highway, and that part of the EM response may be due to cultural sources. Ground follow-up is recommended for those anomalies and conductors which are located near inferred structural breaks.

Conductors XVIIIc to XVIIIe. These groupings consist of weak and moderate EM anomalies which are located in the southeast portion of the sheet. Groups XVIIIc and XVIIId are located west of an elongated linear magnetic trend, group XVIIIe is a separate grouping of moderate quality conductors. The central part of group XVIIId correlates with a well defined, shorter strike length magnetic anomaly. Also, XVIIIc and XVIIId appear to be confined between two ap-

proximately north-south oriented faults. The same faults may be important for group XVIIIe. Ground follow-up work should be carried out over group XVIIIe and considered over the central portion of group XVIIId, and for those anomalies which terminate at structural features.

Conductors XIXa to XIXd. These grouping are located in the eastern portion of the sheet. They do not appear to reflect a single conductive horizon; they were labelled XIXa to XIXd merely for the sake of convenience. Whereas XIXa, XIXb, and XIXd are non-magnetic, XIXc may be related to a weak magnetic trend bordering groups XVIIIc and XVIIId. These conductor groups do not constitute attractive exploration targets. Also, other similar character conductor groups occur between XIXb and XIXd, and just west of XIXd. Ground follow-up is not recommended at this time.

Conductors XXa. These weak EM anomalies reflect poorly defined conductors which are associated with a magnetic horizon that may constitute the continuation of the central magnetic trend. There is considerable uncertainty as to where the magnetic trend continues further northwest as indicated by the general departure of the geophysical trends toward the west. The group XXa conductors do not appear to constitute

attractive exploration targets but future work should be decided upon after evaluating structural trends in this part of the area, and their exploration significance.

Conductors XXXIVa and XXXIVb. These weak conductors appear to be marginal, or secondary, to the group XIVc conductors. They may occur in the same geologic unit, or its extensions, but it is quite likely that these groups are separate from XIVc. Ground follow up may be considered due to the association of these conductors with structural features. Group XXXIVb may be more attractive than XXXIVa as it occurs in an area of pronounced change of geologic strike. Note also, that conductors with similar characteristics were located approximately 250 metres to the north of XXXIVb and some 1,500 metres to the northwest. Should the results of ground work prove encouraging, these last two conductive groupings should be also considered for follow-up.

Conductors XXXVa to XXXVd. These weak anomalies reflect thin, sheet like conductors which parallel, and occur in association with, a well defined magnetic trend in the central portion of the sheet. Whether or not this trend reflects the thrust fault, is not clear at this time. Though the conductors may be relatively attractive, it should be also noted that

their common trend coincides with a series of narrow lakes and, consequently, these anomalies may reflect, fully or partially, conductive near surface features.

SHEET 6

Conductors XIVc to XIVg. The weak to moderately strong EM anomalies of these groupings reflect bedrock conductors which, with the exception of group XIVf and the southeastern part of group XIVg, are non-magnetic. It is not clear at this time, whether or not these groupings are important from the exploration point. A simplified reasoning based on the similarity of the geophysical and geographic patterns would suggest that at least groups XIVe to XIVg should be investigated on the ground. Pronounced offsets of the conductor trends occur which suggest faulting in spite of the lack of corresponding indications from other parameters. Ground follow-up should concentrate on these regions. Note also the similarity of the magnetic patterns between groups XIVf and XXe which may suggest common origin of the two groups.

Conductors XVIc to XVIg. These conductive groups are centrally located along the longer axis of the sheet. In the southeast part of the sheet, they follow a highway which suggests that

some responses may be fully or partially accounted for by culture. Thorough visual ground check is required to resolve this problem. Further east, i.e., in the area of sheets 1 to 5, this conductive horizon is intimately related to the central magnetic trend believed to reflect a thrust fault. However, at the northwest portion of sheet 5, the two trends/horizons depart from each other indicating different sources. In spite of this interpretation difficulty, groups XVIc to XVIg are sufficiently interesting to warrant ground follow-up work.

Conductors XXa to XXm. Included among these almost exclusively weak EM anomalies and low quality conductors are groupings located between the central conductive feature (groups XVI) and the southwest magnetic anomalies, which reflect a variety of conductive horizons. As mentioned earlier, groups XXe and XIVf may be related as indicated by the magnetic patterns. Groups XXc, XXd, XXg, and portion of XXm are associated with small lakes. Caution should be exercised in selecting the follow-up targets within these groups. Conductors which occur in the vicinity of magnetic anomalies, and/or near structural features, should be investigated on the ground.

Conductors XXIa and XXIb. These groups of mostly moderate quality conductors are located along the eastern sheet boundary. Group XXIa appears to be related to a well defined magnetic anomaly, or a unit. In contrast, group XXIb occurs in an area of virtually no magnetic activity. Short strike length and moderate quality of these conductors, as well as the termination by structural features and/or magnetic association of some conductors make them attractive exploration targets. Ground follow-up is recommended.

SHEET 7

Conductors XIVe and XIVf. These two groups constitute a northwestern extension of a major conductive trend from the southeastern sheets. The groups are made of moderate strength EM anomalies reflecting thin confined bedrock conductors. Ground follow-up is recommended.

Conductors XXj and XXk. These EM anomalies reflect thin confined conductors which are located immediately west of a series of truncated magnetic anomalies. These truncations would suggest that groups XXj and XXk may reflect a fault(?). Their ground follow-up is warranted.

Conductors XXIIa to XXIIf. These groups of weak to moderate strength conductors are located immediately west of a well distinguished magnetic trend extending across sheet 7. There are vague suggestions that this magnetic trend may merge with a weaker trend extending from the centre of the sheet toward its southwest corner. Should such patterns really exist, they would indicate a fold like structure, and in particular groups XXIIb and XXIIc would be of prime exploration interest. Special attention should be paid to those EM anomalies which occur near the structural features inferred from various geophysical data.

Conductors XXIIIa to XXIIIe. Located east of the central magnetic/conductive horizon and west of a suite of adjacent magnetic anomalies, these weak anomalies show some relationship to the structural features inferred from other geophysical data. Group XXIIId differs from the remaining groups in that it is intimately associated with a well defined magnetic anomaly. Ground follow-up is recommended for group XXIId and for those anomalies which occur near the inferred structures.

Conductors XXIVa to XXIVd. Except for XXIVa, these groups appear to be related to a geologic contact along the

east sheet boundary. In fact, group XXIVa could be better described in conjunction with group XXVII, although the magnetic data suggests that the two groups reflect different sources. Ground follow-up is not recommended at this time for groups XXIVb to XXIVd, but ground investigation of group XXIVa may be considered.

Conductors XXV. This group was selected among other numerous conductors in the central portion of the sheet because the EM anomalies comprising this group are sharper (indicating thin steeply dipping sources) than other responses, and because it appears to be bisected to a north south oriented structure. Occurring on strike with group XXIIb conductors, group XXV should be investigated on the ground provided there are encouraging results obtained from ground surveying of group XXIIb.

Conductors XXVI. This is a small group of intermediate quality conductors which are located just west of the highway, on the flank of a magnetic anomaly, and in association with a north south oriented structure. Ground follow-up may be warranted.

Conductors XXVIIa to XXVIIe. These extensive groups of mostly moderate quality conductors occur along the southwest sheet boundary, apparently within a separate geologic unit. At the present time, these groups are not recommended for follow up work. Such a decision should be reviewed before the end of follow-up program.

SHEET 8

Conductors XXVIII. This group of weak conductors of generally short strike length occurs on the east flank of a pronounced magnetic anomaly. The group is attractive also because of the presence of two north-southerly oriented structures. Ground follow-up is recommended.

Conductors XXXa to XXXc. The EM anomalies of these groupings display generally low conductances and variable strike length. The groups are located in the proximity of the central magnetic trend extending from the northwest part of the sheet toward group XXVIII. Approximately north-south oriented fault intersect these groups and the areas of these intersections should be subject to ground follow-up.

Conductors XXXI. A suite of mostly weak EM anomalies within this grouping reflect non-magnetic, short strike length conductors located to the east of the central magnetic trend. Several breaks may reflect structural features. The conductors do not appear to be very attractive but their ground follow up could be considered provided other type of supporting information exists.

Conductors XXXIIa to XXXIIc. These conductor groupings are located along a curved edge, or contact, of a geologic unit interpreted from magnetics. These conductors may be attractive exploration targets and their follow-up is recommended.

Conductors XXXIIIa to XXXIIIc. These mostly moderate quality bedrock conductors occur in an area of low magnetic relief. The EM responses indicate that these conductors occur in conjunction with broader conductive zones. Their exploration significance is not clear at this time. Ground follow-up may be considered provided supporting evidence from other types of data exists.

6. CONCLUSIONS AND RECOMMENDATIONS

Results of the present airborne geophysical survey indicate that the area is underlain by complex geology. The magnetic data suggests the presence of a trend extending along the long axis of the survey area. According to the geologic information available to the writer, this major structural trend may reflect a thrust fault.

Numerous offsets, disruptions, and terminations of both the total field and calculated vertical gradient contours occur throughout the survey area. They are interpreted to be indicative of structural features, such as faults and/or shears. The magnetic data indicates that such structural features occur frequently throughout the area. Their preferred direction is close to the north. These inferred structures are believed to be of prime exploration importance because they may have served as conduits of hydrothermal fluids. It is recommended to initiate a detail structural evaluation of the data and direct future exploration to zones of possible weakness.

The resistivity and VLF-EM data show close correlation with the magnetic data providing further support form the structural interpretations based on magnetics.

Conductors located throughout the survey area show variable conductances ranging from very low to moderate values, and occasionally to high conductances. Also, the strike lengths vary substantially from approximately 100 metres to in excess of several hundred metres. Numerous conductors and conductor groups appear to be related to the magnetic, resistivity, and VLF-EM anomalous features, hence, in turn to geology. Conductors displaying low to moderate conductances, short strike length, magnetic association, and/or proximity to structural trends are considered to constitute priority exploration targets. Recommendations for follow up are included in the chapter on electromagnetics.

Many conductors indicated on the interpretation map are weak and poorly defined although they may be of bedrock origin. In some instances, weak bedrock conductors have been masked by the conductive overburden. Their follow-up would depend on the correlation of the results of the present survey with an accepted geologic model.

The survey results should be compiled on a common base containing all types of other information, including geology, geochemistry, and other geophysics. Target areas should be selected based on the mutual correlation of all the data.

Respectfully submitted



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APPENDIX I

GENERAL INTERPRETIVE CONSIDERATIONS

Electromagnetic

The Aerodat three frequency system utilizes two different transmitter-receiver coil geometries. The traditional coaxial coil configuration is operated at two widely separated frequencies and the horizontal coplanar coil pair is operated at a frequency approximately aligned with one of the coaxial frequencies.

The electromagnetic response measured by the helicopter system is a function of the "electrical" and "geometrical" properties of the conductor. The "electrical" property of a conductor is determined largely by its electrical conductivity, magnetic susceptibility and its size and shape; the "geometrical" property of the response is largely a function of the conductor's shape and orientation with respect to the measuring transmitter and receiver.

Electrical Considerations

For a given conductive body the measure of its conductivity or conductance is closely related to the measured phase shift between the received and transmitted electromagnetic field. A small phase shift indicates a relatively high conductance, a large phase shift lower conductance. A small phase shift results

in a large inphase to quadrature ratio and a large phase shift a low ratio. This relationship is shown quantitatively for a non-magnetic vertical half-plane model on the accompanying phasor diagram. Other physical models will show the same trend but different quantitative relationships.

The phasor diagram for the vertical half-plane model, as presented, is for the coaxial coil configuration with the amplitudes in parts per million (ppm) of the primary field as measured at the response peak over the conductor. To assist the interpretation of the survey results the computer is used to identify the apparent conductance and depth at selected anomalies. The results of this calculation are presented in table form in Appendix II and the conductance and inphase amplitude are presented in symbolized form on the map presentation.

The conductance and depth values as presented are correct only as far as the model approximates the real geological situation. The actual geological source may be of limited length, have significant dip, may be strongly magnetic, its conductivity and thickness may vary with depth and/or strike and adjacent bodies and overburden may have modified the response. In general the conductance estimate is less affected by these limitations than is the

depth estimate, but both should be considered as relative rather than absolute guides to the anomaly's properties.

Conductance in mhos is the reciprocal of resistance in ohms and in the case of narrow slab-like bodies is the product of electrical conductivity and thickness.

Most overburden will have an indicated conductance of less than 2 mhos; however, more conductive clays may have an apparent conductance of say 2 to 4 mhos. Also in the low conductance range will be electrolytic conductors in faults and shears.

The higher ranges of conductance, greater than 4 mhos, indicate that a significant fraction of the electrical conduction is electronic rather than electrolytic in nature. Materials that conduct electronically are limited to certain metallic sulphides and to graphite. High conductance anomalies, roughly 10 mhos or greater, are generally limited to sulphide or graphite bearing rocks.

Sulphide minerals, with the exception of such ore minerals as sphalerite, cinnabar and stibnite, are good conductors; sulphides may occur in a disseminated manner that inhibits electrical

conduction through the rock mass. In this case the apparent conductance can seriously underrate the quality of the conductor in geological terms. In a similar sense the relatively non-conducting sulphide minerals noted above may be present in significant consideration in association with minor conductive sulphides, and the electromagnetic response only relate to the minor associated mineralization. Indicated conductance is also of little direct significance for the identification of gold mineralization. Although gold is highly conductive, it would not be expected to exist in sufficient quantity to create a recognizable anomaly, but minor accessory sulphide mineralization could provide a useful indirect indication.

In summary, the estimated conductance of a conductor can provide a relatively positive identification of significant sulphide or graphite mineralization; however, a moderate to low conductance value does not rule out the possibility of significant economic mineralization.

Geometrical Considerations

Geometrical information about the geologic conductor can often be interpreted from the profile shape of the anomaly. The change in shape is primarily related to the change in inductive coupling among the transmitter, the target, and the receiver.

In the case of a thin, steeply dipping, sheet-like conductor, the coaxial coil pair will yield a near symmetric peak over the conductor. On the other hand, the coplanar coil pair will pass through a null couple relationship and yield a minimum over the conductor, flanked by positive side lobes. As the dip of the conductor decreased from vertical, the coaxial anomaly shape changes only slightly, but in the case of the coplanar coil pair the side lobe on the down dip side strengthens relative to that on the up dip side.

As the thickness of the conductor increases, induced current flow across the thickness of the conductor becomes relatively significant and complete null coupling with the coplanar coils is no longer possible. As a result, the apparent minimum of the coplanar response over the conductor diminishes with increasing thickness, and in the limiting case of a fully 3 dimensional body or a horizontal layer or half-space, the minimum disappears completely.

A horizontal conducting layer such as overburden will produce a response in the coaxial and coplanar coils that is a function of altitude (and conductivity if not uniform). The profile shape will be similar in both coil configurations with an amplitude ratio (coplanar:coaxial) of about 4:1*.

In the case of a spherical conductor, the induced currents are confined to the volume of the sphere, but not relatively restricted to any arbitrary plane as in the case of a sheet-like form. The response of the coplanar coil pair directly over the sphere may be up to 8* times greater than that of the coaxial pair.

In summary, a steeply dipping, sheet-like conductor will display a decrease in the coplanar response coincident with the peak of the coaxial response. The relative strength of this coplanar null is related inversely to the thickness of the conductor; a pronounced null indicates a relatively thin conductor. The dip of such a conductor can be inferred from the relative amplitudes of the side-lobes.

Massive conductors that could be approximated by a conducting sphere will display a simple single peak profile form on both coaxial and coplanar coils, with a ratio between the coplanar to coaxial response amplitudes as high as 8*.

Overburden anomalies often produce broad poorly defined anomaly profiles. In most cases, the response of the coplanar coils closely follows that of the coaxial coils with a relative amplitude ratio of 4*.

Occasionally, if the edge of an overburden zone is sharply defined with some significant depth extent, an edge effect will occur in the coaxial coils. In the case of a horizontal conductive ring or ribbon, the coaxial response will consist of two peaks, one over each edge; whereas the coplanar coil will yield a single peak.

* It should be noted at this point that Aerodat's definition of the measured ppm unit is related to the primary field sensed in the receiving coil without normalization to the maximum coupled (coaxial configuration). If such normalization were applied to the Aerodat units, the amplitude of the coplanar coil pair would be halved.

Magnetics

The Total Field Magnetic Map shows contours of the total magnetic field, uncorrected for regional variation. Whether an EM anomaly with a magnetic correlation is more likely to be caused by a sulphide deposit than one without depends on the type of mineralization. An apparent coincidence between an EM and a magnetic anomaly may be caused by a conductor which is also magnetic, or by a conductor which lies in close proximity to a magnetic body. The majority of conductors which are also magnetic are sulphides containing pyrrhotite and/or magnetite. Conductive and magnetic

bodies in close association can be, and often are, graphite and magnetite. It is often very difficult to distinguish between these cases. If the conductor is also magnetic, it will usually produce an EM anomaly whose general pattern resembles that of the magnetics. Depending on the magnetic permeability of the conducting body, the amplitude of the inphase EM anomaly will be weakened, and if the conductivity is also weak, the inphase EM anomaly may even be reversed in sign.

VLF Electromagnetics

The VLF-EM method employs the radiation from powerful military radio transmitters as the primary signals. The magnetic field associated with the primary field is elliptically polarized in the vicinity of electrical conductors. The Herz Totem uses three coils in the X, Y, Z configuration to measure the total field and vertical quadrature component of the polarization ellipse.

The relatively high frequency of VLF (15-25) kHz provides high response factors for bodies of low conductance. Relatively "disconnected" sulphide ores have been found to produce measureable VLF signals. For the same reason, poor conductors such as sheared contacts, breccia zones, narrow faults, alteration zones and porous flow tops normally produce VLF anomalies. The method can therefore be used effectively for geological mapping. The only

relative disadvantage of the method lies in its sensitivity to conductive overburden. In conductive ground the depth of exploration is severely limited.

The effect of strike direction is important in the sense of the relation of the conductor axis relative to the energizing electromagnetic field. A conductor aligned along a radius drawn from a transmitting station will be in a maximum coupled orientation and thereby produce a stronger response than a similar conductor at a different strike angle. Theoretically, it would be possible for a conductor, oriented tangentially to the transmitter to produce no signal. The most obvious effect of the strike angle consideration is that conductors favourably oriented with respect to the transmitter location and also near perpendicular to the flight direction are most clearly rendered and usually dominate the map presentation.

The total field response is an indicator of the existence and position of a conductivity anomaly. The response will be a maximum over the conductor, without any special filtering, and strongly favour the upper edge of the conductor even in the case of a relatively shallow dip.

The vertical quadrature component over steeply dipping sheet-like

conductor will be a cross-over type response with the cross-over closely associated with the upper edge of the conductor.

The response is a cross-over type due to the fact that it is the vertical rather than total field quadrature component that is measured. The response shape is due largely to geometrical rather than conductivity considerations and the distance between the maximum and minimum on either side of the cross-over is related to target depth. For a given target geometry, the larger this distance the greater the depth.

The amplitude of the quadrature response, as opposed to shape is function of target conductance and depth as well as the conductivity of the overburden and host rock. As the primary field travels down to the conductor through conductive material it is both attenuated and phase shifted in a negative sense. The secondary field produced by this altered field at the target also has an associated phase shift. This phase shift is positive and is larger for relatively poor conductors. This secondary field is attenuated and phase shifted in a negative sense during return travel to the surface. The net effect of these 3 phase shifts determine the phase of the secondary field sensed at the receiver.

A relatively poor conductor in resistive ground will yield a net positive phase shift. A relatively good conductor in more conductive ground will yield a net negative phase shift. A combination is possible whereby the net phase shift is zero and the response is purely in-phase with no quadrature component.

A net positive phase shift combined with the geometrical cross-over shape will lead to a positive quadrature response on the side of approach and a negative on the side of departure. A net negative phase shift would produce the reverse. A further sign reversal occurs with a 180 degree change in instrument orientation as occurs on reciprocal line headings. During digital processing of the quadrature data for map presentation this is corrected for by normalizing the sign to one of the flight line headings.

APPENDIX II

ANOMALY LIST

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
2	21	A	3	24.8	6.8	7.8	0	366
2	21	B	3	59.1	20.4	7.5	0	293
2	21	C	4	53.5	14.8	9.7	0	283
2	21	D	3	49.5	17.6	6.8	0	289
2	21	E	1	50.4	56.9	1.5	0	244
2	21	F	1	38.5	46.3	1.3	0	250
2	21	G	0	20.4	29.5	0.8	0	263
2	21	H	0	19.5	30.0	0.7	0	281
2	21	J	1	24.6	30.1	1.0	0	272
2	31	A	0	17.2	21.1	0.9	0	276
2	31	B	0	20.6	38.2	0.5	0	235
2	31	C	1	26.8	32.7	1.1	0	259
2	31	D	3	45.5	17.6	6.0	0	287
2	31	E	3	41.1	13.2	7.4	0	324
2	31	F	3	24.6	9.2	5.1	0	348
2	31	G	2	23.4	14.0	2.7	0	270
2	31	H	1	16.5	12.9	1.7	0	247
2	41	A	2	15.6	10.2	2.1	0	486
2	41	B	4	44.6	13.2	8.4	0	315
2	41	C	3	41.5	14.3	6.7	0	287
2	41	D	1	9.6	8.7	1.1	0	327
2	41	E	1	29.2	30.3	1.4	0	266
2	41	F	0	17.4	26.5	0.7	0	260
2	41	G	0	18.0	24.4	0.8	0	278
2	41	H	1	29.4	24.4	1.9	0	268
2	41	J	1	28.6	24.6	1.8	0	255
2	41	K	1	22.5	21.8	1.4	0	268
2	51	A	0	14.9	23.3	0.6	0	268
2	51	B	1	37.6	39.1	1.5	0	252
2	51	C	1	18.1	19.7	1.1	0	287
2	51	D	3	32.2	12.6	5.3	0	303
2	51	E	4	67.3	22.5	8.1	0	285
2	51	F	2	11.1	5.0	3.1	0	310
2	51	G	2	22.2	13.7	2.5	0	272
2	51	H	3	11.3	3.4	5.4	0	384
2	61	A	3	6.2	1.7	5.1	0	3342
2	61	B	2	30.0	18.1	2.9	0	2248
2	61	C	3	33.7	15.3	4.4	0	400
2	61	D	3	40.4	14.3	6.5	0	268
2	61	E	4	105.8	36.1	9.0	0	233

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
2	61	F	3	73.5	27.1	7.3	0	244
2	61	G	1	24.0	25.1	1.3	0	263
2	61	H	1	25.9	23.6	1.6	0	279
2	61	J	0	12.5	17.1	0.7	0	298
2	61	K	2	41.1	35.7	2.0	0	248
2	71	A	2	23.8	17.5	2.1	0	303
2	71	B	0	14.5	20.2	0.7	0	278
2	71	C	0	17.9	28.2	0.6	0	267
2	71	D	1	35.4	35.2	1.6	0	258
2	71	E	3	97.1	44.7	6.0	0	243
2	71	F	3	49.6	23.7	4.6	0	267
2	71	G	2	11.5	7.2	2.0	0	299
2	71	H	3	35.9	14.4	5.3	0	271
2	71	J	2	14.6	7.3	2.9	0	307
2	71	K	3	39.0	17.4	4.7	0	317
2	81	A	3	29.1	13.1	4.2	0	336
2	81	B	3	48.6	22.7	4.7	0	319
2	81	C	2	32.2	17.6	3.4	0	261
2	81	D	3	68.6	26.5	6.8	0	245
2	81	E	2	34.6	29.1	2.0	0	276
2	81	F	0	15.3	21.0	0.7	0	274
2	81	G	0	17.5	23.6	0.8	0	278
2	81	H	1	15.6	17.8	1.0	0	287
2	81	J	2	36.2	28.1	2.2	0	270
2	81	K	1	32.6	32.4	1.5	0	251
2	91	A	0	20.4	32.1	0.7	0	253
2	91	B	1	24.9	24.9	1.4	0	244
2	91	C	3	18.0	5.6	6.0	0	300
2	91	D	3	21.2	6.9	5.9	0	292
2	91	E	3	14.3	4.4	5.6	0	370
2	91	F	2	13.0	6.2	3.0	0	308
2	101	A	3	7.3	1.7	6.7	0	506
2	101	B	3	28.9	10.0	6.0	0	295
2	101	C	3	29.4	12.1	4.8	0	329
2	101	D	4	17.1	3.0	12.8	0	386
2	101	E	4	11.2	2.0	11.0	0	304
2	101	F	0	18.1	28.4	0.6	0	257
2	101	G	1	30.3	25.8	1.8	0	241
2	111	A	3	27.2	8.5	6.8	0	319
2	111	B	2	23.7	11.1	3.8	0	317

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
2	111	C	3	31.0	11.6	5.5	0	316
2	111	D	3	31.0	11.0	5.9	0	315
2	111	E	2	14.7	6.8	3.3	0	293
2	111	F	2	7.9	3.7	2.6	0	338
2	121	A	2	20.5	9.5	3.6	0	382
2	121	B	2	32.8	23.2	2.4	0	391
2	121	C	3	72.4	27.5	7.0	0	299
2	121	D	3	51.2	21.7	5.5	0	299
2	121	E	4	46.2	13.4	8.7	0	334
2	121	F	1	27.7	28.2	1.4	0	231
2	131	A	1	25.7	27.9	1.2	0	230
2	131	B	1	31.3	26.5	1.9	0	244
2	131	C	2	31.5	22.1	2.4	0	279
2	131	D	1	12.7	13.4	1.0	0	275
2	131	E	3	13.3	4.2	5.3	0	345
2	131	F	2	5.8	2.5	2.6	0	319
3	141	A	2	15.9	8.2	2.9	0	471
3	141	B	3	38.1	17.1	4.6	0	436
3	141	C	3	26.1	8.0	6.8	0	370
3	141	D	1	20.7	24.3	1.0	0	240
3	141	E	1	22.7	19.8	1.6	0	246
3	141	F	2	40.5	34.7	2.0	0	242
3	141	G	2	42.7	35.4	2.1	0	246
3	141	H	2	60.8	47.3	2.6	0	230
3	141	J	2	58.1	49.1	2.3	0	221
3	141	K	2	54.0	45.4	2.3	0	216
3	151	A	1	21.6	20.0	1.4	0	271
3	151	B	2	49.7	38.6	2.5	0	250
3	151	C	2	40.2	33.6	2.1	0	259
3	151	D	2	27.6	20.1	2.2	0	268
3	151	E	1	17.7	17.5	1.2	0	263
3	151	F	0	17.4	21.9	0.9	0	260
3	151	G	3	52.8	23.8	5.1	0	271
3	151	H	3	42.0	18.4	4.9	0	282
3	151	J	3	35.3	12.7	6.1	0	317
3	151	K	2	28.2	20.7	2.2	0	281
3	151	M	2	20.0	12.1	2.5	0	294
3	151	N	2	7.4	3.4	2.6	0	409
3	161	A	2	21.7	9.6	3.9	0	309
3	161	B	2	50.8	32.2	3.2	0	409

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
3	161	C	2	33.8	28.1	2.0	0	449
3	161	D	1	29.2	35.4	1.1	0	228
3	161	E	1	23.4	24.3	1.3	0	233
3	161	F	1	24.4	20.7	1.7	0	260
3	161	G	2	37.3	24.8	2.7	0	261
3	161	H	2	61.1	48.7	2.5	0	228
3	161	J	2	64.6	54.2	2.4	0	209
3	171	A	1	13.9	15.0	1.0	0	361
3	171	B	2	29.6	23.0	2.1	0	267
3	171	C	2	33.8	25.3	2.3	0	273
3	171	D	2	29.0	21.1	2.2	0	276
3	171	E	1	22.0	21.4	1.4	0	259
3	171	F	0	15.9	19.8	0.9	0	263
3	171	G	3	23.1	9.2	4.6	0	328
3	171	H	3	33.6	12.4	5.8	0	310
3	171	J	2	21.2	14.7	2.1	0	249
3	171	K	2	21.8	12.9	2.7	0	283
3	181	A	3	148.0	89.7	4.8	0	378
3	181	B	2	18.8	9.1	3.3	0	404
3	181	C	4	10.6	2.1	9.4	0	582
3	181	D	1	18.0	17.3	1.3	0	267
3	181	E	1	32.9	39.4	1.2	0	246
3	181	F	2	36.7	30.8	2.0	0	257
3	181	G	1	38.7	34.7	1.9	0	246
3	181	H	1	29.8	24.2	1.9	0	262
3	181	J	1	15.1	15.6	1.1	0	330
3	190	A	1	29.8	25.3	1.8	0	268
3	190	B	1	24.9	30.2	1.1	0	259
3	190	C	1	12.2	12.9	1.0	0	291
3	190	D	2	18.3	12.3	2.1	0	271
3	190	E	2	16.7	8.9	2.8	0	280
3	190	F	3	48.0	20.2	5.4	0	286
3	200	A	2	31.0	15.7	3.7	0	392
3	200	B	2	30.8	21.2	2.5	0	379
3	200	C	3	14.3	4.1	6.2	0	446
3	200	D	1	18.0	21.2	1.0	0	249
3	200	E	1	18.5	16.1	1.5	0	251
3	200	F	1	20.2	20.9	1.2	0	242
3	200	G	1	29.4	37.5	1.1	0	238
3	200	H	2	23.6	14.0	2.7	0	274
3	200	J	2	44.6	30.7	2.8	0	254

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
3	200	K	2	26.0	19.2	2.1	0	274
3	210	A	1	24.0	23.8	1.4	0	251
3	210	B	2	37.9	26.9	2.5	0	255
3	210	C	0	13.9	18.4	0.7	0	256
3	210	D	0	8.7	10.9	0.7	0	271
3	210	E	0	7.9	14.3	0.4	0	273
3	210	F	2	13.6	6.8	2.9	0	335
3	210	G	2	12.1	6.7	2.4	0	351
3	210	H	1	14.2	11.5	1.5	0	249
3	220	A	1	6.6	3.9	1.7	0	412
3	220	B	2	19.0	11.7	2.4	0	423
3	220	C	4	12.5	2.7	8.8	0	439
3	220	D	0	10.5	12.2	0.8	0	267
3	220	E	1	23.4	26.6	1.1	0	232
3	220	F	2	26.7	18.9	2.2	0	269
3	220	G	2	40.6	24.7	3.2	0	258
3	220	H	2	32.5	22.4	2.5	0	257
3	230	A	1	16.5	14.2	1.4	0	280
3	230	B	2	42.2	29.7	2.6	0	243
3	230	C	2	45.8	30.3	2.9	0	247
3	230	D	1	20.6	16.6	1.7	0	253
3	230	E	0	16.9	24.2	0.7	0	256
3	230	F	1	18.0	19.4	1.1	0	260
3	230	G	0	11.3	19.5	0.5	0	267
3	230	H	0	5.4	9.8	0.3	0	286
3	230	J	2	6.4	2.5	3.1	0	360
3	230	K	1	16.3	11.6	1.9	0	266
3	240	A	2	16.2	10.3	2.2	0	375
3	240	B	1	17.5	15.8	1.4	0	398
3	240	C	2	21.4	12.8	2.6	0	442
3	240	D	3	19.6	5.9	6.4	0	347
3	240	E	0	5.0	8.0	0.3	0	275
3	240	F	0	12.6	18.6	0.6	0	255
3	240	G	1	37.8	40.8	1.4	0	252
3	240	H	0	18.7	22.7	0.9	0	277
3	240	J	1	20.1	22.7	1.1	0	266
3	240	K	2	21.9	16.3	2.0	0	284
3	240	M	2	25.5	16.0	2.6	0	278
3	240	N	1	16.1	13.2	1.5	0	295
3	250	A	2	24.0	16.5	2.3	0	265

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
3	250	B	1	27.2	22.5	1.8	0	239
3	250	C	1	26.3	34.2	1.0	0	249
3	250	D	0	22.5	36.1	0.7	0	242
3	250	E	1	31.2	35.5	1.3	0	250
3	250	F	0	6.7	13.8	0.3	0	259
3	250	G	0	7.9	10.0	0.6	0	267
3	250	H	0	1.8	8.8	0.0	0	274
3	250	J	2	12.6	5.1	3.7	0	341
3	250	K	1	11.8	7.7	1.9	0	333
3	250	M	1	9.5	5.8	1.9	0	289
3	260	A	1	4.7	2.8	1.5	0	449
3	260	B	3	17.1	5.9	5.1	0	369
3	260	C	2	14.2	6.3	3.4	0	341
3	260	D	0	2.6	14.1	0.0	0	252
3	260	E	1	9.3	8.5	1.1	0	298
3	260	F	0	8.6	12.2	0.5	0	257
3	260	G	1	32.9	32.5	1.5	0	254
3	260	H	0	17.3	20.6	0.9	0	262
3	260	J	1	25.9	29.6	1.2	0	263
3	260	K	1	23.3	24.5	1.3	0	270
3	260	M	2	21.8	15.8	2.0	0	274
3	270	A	1	31.9	28.2	1.8	0	260
3	270	B	1	27.5	28.3	1.4	0	243
3	270	C	1	33.8	45.3	1.0	0	233
3	270	D	1	23.8	30.7	1.0	0	230
3	270	E	1	37.4	46.2	1.2	0	231
3	270	F	0	7.0	14.0	0.3	0	262
3	270	G	0	10.4	12.2	0.8	0	280
3	270	H	0	6.7	10.6	0.4	0	284
3	270	J	0	1.5	14.6	0.0	0	255
3	270	K	0	2.4	20.3	0.0	0	251
3	270	M	0	5.1	18.6	0.1	0	280
3	280	A	3	8.8	2.4	5.7	0	303
3	280	B	0	1.9	14.1	0.0	0	263
3	280	C	0	6.9	7.6	0.7	0	293
3	280	D	1	8.7	7.0	1.2	0	301
3	280	E	0	8.3	8.3	0.9	0	296
3	280	F	0	10.1	16.1	0.5	0	259
3	280	G	1	23.1	24.5	1.2	0	251
3	280	H	1	24.7	24.6	1.4	0	258
3	280	J	1	20.9	23.9	1.1	0	257
3	280	K	1	27.4	25.6	1.6	0	268

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
3	280	M	2	28.4	21.8	2.1	0	263
3	290	A	1	31.7	26.3	1.9	0	260
3	290	B	1	26.9	28.8	1.3	0	261
3	290	C	1	24.1	24.2	1.4	0	251
3	290	D	1	12.9	13.5	1.0	0	267
3	290	E	1	13.1	12.1	1.2	0	263
3	290	F	0	5.6	7.5	0.5	0	294
3	290	G	0	1.3	15.5	0.0	0	277
3	300	A	0	6.5	24.1	0.1	0	250
3	300	B	0	2.2	17.4	0.0	0	251
3	300	C	0	9.5	10.0	0.9	0	288
3	300	D	2	10.8	5.9	2.3	0	309
3	300	E	1	9.4	8.8	1.0	0	301
3	300	F	0	12.9	15.0	0.9	0	269
3	300	G	1	18.9	17.1	1.4	0	268
3	310	A	2	24.0	15.7	2.4	0	272
3	310	B	1	14.8	14.1	1.2	0	279
3	310	C	1	10.7	8.9	1.3	0	283
3	310	D	0	4.8	12.9	0.1	0	294
3	310	E	0	10.5	11.1	0.9	0	315
3	320	A	0	16.0	18.7	0.9	0	244
3	320	B	0	7.5	25.2	0.1	0	229
3	320	C	0	0.1	17.4	0.0	0	211
3	320	D	1	11.8	8.3	1.7	0	289
3	320	E	1	12.4	10.4	1.3	0	284
3	320	F	0	17.8	21.3	0.9	0	248
3	320	G	0	16.4	21.7	0.8	0	246
3	320	H	0	12.8	17.2	0.7	0	260
3	320	J	0	18.0	22.7	0.9	0	252
3	320	K	1	15.3	11.9	1.6	0	294
3	320	M	1	26.5	22.3	1.8	0	257
3	320	N	1	32.2	27.7	1.8	0	241
3	330	A	1	25.8	24.4	1.5	0	258
3	330	B	0	22.0	28.6	0.9	0	233
3	330	C	0	17.1	21.2	0.9	0	247
3	330	D	0	13.8	20.0	0.6	0	263
3	330	E	1	18.9	21.7	1.0	0	259
3	330	F	1	17.6	15.1	1.5	0	269
3	330	G	2	16.1	11.0	2.0	0	277
3	330	H	0	5.1	15.4	0.1	0	262

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
3	341	A	0	8.5	15.4	0.4	0	249
3	341	B	2	16.6	9.5	2.5	0	301
3	341	C	2	18.4	11.8	2.3	0	287
3	341	D	0	19.6	24.2	0.9	0	248
3	341	E	1	15.3	10.8	1.9	0	323
3	341	F	2	42.1	29.8	2.6	0	254
3	341	G	2	22.0	14.8	2.3	0	311
3	350	A	0	13.5	22.5	0.5	0	280
3	350	B	1	25.1	20.9	1.8	0	288
3	350	C	2	35.7	29.1	2.1	0	246
3	350	D	1	24.5	24.2	1.4	0	269
3	350	E	1	22.4	26.7	1.0	0	242
3	350	F	1	17.3	16.1	1.3	0	267
3	350	G	1	19.1	15.5	1.7	0	265
3	350	H	2	20.1	13.3	2.2	0	277
3	350	J	0	3.5	15.1	0.0	0	253
3	350	K	0	6.2	16.6	0.2	0	262
3	350	M	1	10.2	6.9	1.7	0	342
3	360	B	0	8.6	23.2	0.2	0	238
3	360	C	0	3.3	14.7	0.0	0	240
3	360	D	0	5.7	12.3	0.2	0	269
3	360	E	2	18.1	11.3	2.3	0	283
3	360	F	1	23.2	21.4	1.5	0	259
3	360	G	1	22.9	22.4	1.4	0	248
3	360	H	1	21.2	22.4	1.2	0	247
3	360	J	1	16.8	19.2	1.0	0	258
3	360	K	1	24.2	19.2	1.9	0	281
3	360	M	2	25.4	18.4	2.1	0	274
3	360	N	1	22.3	19.3	1.6	0	290
3	370	A	0	18.0	29.2	0.6	0	265
3	370	B	1	22.7	26.3	1.1	0	275
3	370	C	1	30.4	25.1	1.9	0	244
3	370	D	1	30.9	30.1	1.5	0	264
3	370	E	1	19.8	21.9	1.1	0	251
3	370	F	1	21.4	18.5	1.6	0	275
3	370	G	1	16.8	12.7	1.7	0	265
3	370	H	0	3.9	15.8	0.0	0	251
3	370	J	0	3.2	22.1	0.0	0	257
3	380	A	0	8.8	29.7	0.1	0	246
3	380	B	1	16.2	12.4	1.7	0	267

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
3	380	C	1	25.1	21.3	1.7	0	271
3	380	D	1	18.7	19.8	1.1	0	262
3	380	E	1	19.9	18.1	1.4	0	282
3	380	F	1	27.8	25.0	1.7	0	280
3	380	G	1	27.2	22.7	1.8	0	271
3	380	H	0	18.0	22.5	0.9	0	305
8	391	A	1	19.7	19.6	1.3	0	320
8	391	B	2	36.1	28.5	2.2	0	270
8	391	C	1	30.3	25.2	1.9	0	248
8	391	D	1	22.5	21.0	1.5	0	250
8	391	E	2	28.8	22.8	2.0	0	262
8	391	F	2	28.1	20.4	2.2	0	263
8	391	G	2	18.3	9.5	3.0	0	279
8	391	H	2	18.7	10.3	2.8	0	273
8	391	J	0	9.8	22.4	0.3	0	261
8	391	K	0	16.4	22.4	0.8	0	237
8	401	A	0	8.3	19.7	0.2	0	263
8	401	B	2	14.5	9.5	2.0	0	272
8	401	C	1	23.0	19.6	1.7	0	255
8	401	D	1	24.6	23.0	1.5	0	256
8	401	E	0	13.5	16.1	0.8	0	259
8	401	F	1	19.9	19.5	1.3	0	270
8	401	G	1	26.6	22.3	1.8	0	271
8	401	H	1	30.3	24.9	1.9	0	278
8	401	J	0	14.2	17.0	0.9	0	288
8	411	A	0	24.8	38.6	0.7	0	246
8	411	B	1	29.0	26.3	1.7	0	265
8	411	C	1	25.3	21.5	1.7	0	261
8	411	D	1	18.7	15.1	1.7	0	263
8	411	E	0	13.1	14.8	0.9	0	267
8	411	F	0	4.8	24.4	0.0	0	257
8	411	G	2	21.6	9.9	3.8	0	275
8	421	B	2	39.8	20.7	3.9	0	251
8	421	C	1	11.0	10.9	1.0	0	283
8	421	D	1	15.9	11.3	1.9	0	285
8	421	E	1	21.6	20.4	1.4	0	258
8	421	F	1	27.6	24.7	1.7	0	269
8	421	G	1	20.1	18.4	1.4	0	279
8	421	H	2	32.2	25.0	2.1	0	270
8	421	J	2	24.9	14.3	2.9	0	283
8	432	A	2	32.0	21.6	2.5	0	275

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
8	432	B	1	36.3	31.6	1.9	0	253
8	432	C	1	28.0	27.0	1.5	0	248
8	432	D	1	22.7	22.3	1.4	0	266
8	432	E	1	23.4	20.9	1.6	0	266
8	432	F	2	18.1	12.4	2.0	0	278
8	432	G	1	14.0	15.2	1.0	0	256
8	432	H	0	6.2	13.0	0.2	0	273
8	432	J	0	10.4	14.9	0.6	0	278
8	441	A	2	20.4	9.0	3.9	0	395
8	441	B	0	9.8	14.4	0.5	0	245
8	441	C	0	10.8	18.5	0.5	0	259
8	441	D	0	7.4	20.6	0.2	0	257
8	441	E	0	13.1	18.9	0.6	0	249
8	441	F	1	17.6	14.8	1.5	0	277
8	441	G	1	16.9	17.5	1.1	0	255
8	441	H	1	24.7	24.6	1.4	0	262
8	441	J	1	32.9	31.3	1.6	0	260
8	451	A	1	18.9	19.0	1.2	0	273
8	451	B	1	15.1	16.5	1.0	0	277
8	451	C	1	21.5	22.6	1.2	0	274
8	451	D	1	21.1	22.0	1.2	0	252
8	451	E	0	10.2	14.5	0.6	0	244
8	451	F	0	10.9	38.0	0.1	0	238
8	451	G	0	6.6	22.2	0.1	0	245
8	451	H	0	5.1	10.2	0.2	0	245
8	451	J	2	16.3	7.0	3.7	0	313
8	451	K	3	27.8	11.2	4.8	0	300
8	461	A	2	24.8	12.6	3.4	0	387
8	461	B	3	15.4	4.5	6.2	0	337
8	461	C	0	2.0	18.5	0.0	0	253
8	461	D	0	5.6	26.9	0.0	0	254
8	461	E	1	11.0	10.8	1.0	0	279
8	461	F	1	19.9	22.9	1.0	0	268
8	461	G	0	16.9	26.8	0.6	0	246
8	471	A	0	19.9	26.9	0.8	0	252
8	471	B	0	10.8	12.6	0.8	0	271
8	471	C	1	16.8	18.4	1.0	0	272
8	471	D	1	10.8	10.6	1.0	0	288
8	471	E	0	1.3	19.9	0.0	0	249
8	481	A	2	20.6	10.9	3.0	0	458

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
8	481	B	3	15.3	4.1	7.0	0	409
8	481	C	0	9.0	11.1	0.7	0	288
8	481	D	1	15.1	10.7	1.8	0	276
8	481	E	1	31.9	36.8	1.2	0	239
8	481	F	1	25.6	27.2	1.3	0	258
8	481	G	0	12.5	14.5	0.9	0	272
8	481	H	1	20.5	18.6	1.5	0	275
8	481	J	1	21.2	20.0	1.4	0	267
8	481	K	0	11.1	12.7	0.8	0	272
8	491	A	2	34.9	29.2	2.0	0	289
8	491	B	1	28.6	23.0	1.9	0	274
8	491	C	1	23.9	22.6	1.5	0	263
8	491	D	1	16.8	19.1	1.0	0	259
8	491	E	1	25.5	24.8	1.4	0	260
8	491	F	1	28.7	33.8	1.2	0	244
8	491	G	1	18.9	18.0	1.3	0	268
8	491	H	1	23.0	22.8	1.4	0	257
8	491	J	3	9.1	2.8	4.9	0	340
8	491	K	4	15.8	3.4	9.5	0	342
8	501	A	6	12.8	0.7	58.0	0	460
8	501	B	4	9.3	1.8	9.3	0	334
8	501	C	1	15.9	11.9	1.7	0	294
8	501	D	2	15.1	9.6	2.1	0	306
8	501	E	1	20.6	18.4	1.5	0	277
8	501	F	1	13.6	11.8	1.3	0	271
8	501	G	2	28.1	19.4	2.4	0	293
8	511	A	2	39.8	34.1	2.0	0	256
8	511	B	1	26.5	27.7	1.3	0	256
8	511	C	2	17.1	11.8	2.0	0	285
8	511	D	1	26.5	21.7	1.8	0	243
8	511	E	2	26.0	15.6	2.8	0	247
8	511	F	4	12.7	2.8	8.6	0	335
8	511	G	4	20.4	3.6	13.4	0	347
8	521	A	3	30.4	13.7	4.3	0	428
8	521	B	4	32.1	8.5	8.9	0	370
8	521	C	3	20.0	7.7	4.6	0	280
8	521	D	1	15.5	11.3	1.8	0	288
8	521	E	2	14.2	5.8	3.8	0	325
8	521	F	2	10.2	4.7	2.9	0	292
8	521	G	1	30.6	27.1	1.7	0	262
8	521	H	2	24.9	14.2	2.9	0	283

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
8	531	A	1	38.4	36.4	1.7	0	251
8	531	B	1	24.8	31.0	1.0	0	253
8	531	C	1	32.0	34.0	1.4	0	246
8	531	D	2	13.2	7.7	2.3	0	280
8	531	E	2	18.8	8.6	3.6	0	296
8	531	F	1	17.7	14.5	1.6	0	254
8	531	G	0	6.5	13.7	0.2	0	272
8	531	H	3	33.4	12.5	5.7	0	310
8	541	B	1	14.1	9.5	1.9	0	286
8	541	C	0	5.0	11.4	0.2	0	268
8	541	D	1	12.8	10.9	1.3	0	285
8	541	E	2	18.2	9.3	3.1	0	301
8	541	F	2	16.2	8.9	2.7	0	279
8	541	G	1	31.1	35.1	1.3	0	253
8	541	H	1	22.5	28.3	1.0	0	260
8	541	J	2	29.2	19.1	2.6	0	282
8	551	A	2	46.8	34.7	2.6	0	271
8	551	B	0	24.0	31.3	0.9	0	254
8	551	C	1	27.1	34.1	1.0	0	255
8	551	D	1	30.6	32.3	1.4	0	274
8	551	E	2	18.0	9.5	2.9	0	289
8	551	F	1	16.5	16.8	1.1	0	258
8	551	G	0	14.1	17.2	0.8	0	249
8	551	H	0	3.8	12.6	0.1	0	244
8	551	J	1	10.1	9.9	1.0	0	291
8	561	A	1	11.0	9.8	1.2	0	261
8	561	B	0	3.2	8.6	0.1	0	254
8	561	C	0	13.0	16.1	0.8	0	254
8	561	D	2	19.4	11.6	2.5	0	282
8	561	E	1	20.9	22.2	1.2	0	272
8	561	F	1	27.0	24.3	1.6	0	268
8	561	G	2	13.4	7.6	2.4	0	277
8	561	H	1	15.6	15.7	1.1	0	287
8	561	J	0	17.7	24.2	0.8	0	246
8	561	K	0	19.9	31.0	0.7	0	242
8	561	M	1	31.0	25.9	1.9	0	287
8	561	N	2	37.3	30.9	2.0	0	290
8	561	O	1	27.7	24.6	1.7	0	289
8	571	A	1	39.5	38.4	1.7	0	273
8	571	B	0	14.3	18.8	0.8	0	264

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
8	571	C	0	6.9	7.1	0.8	0	292
8	571	D	1	16.1	11.6	1.8	0	287
8	571	E	0	11.8	14.9	0.7	0	266
8	571	F	1	12.8	8.9	1.8	0	281
8	581	A	1	34.4	36.7	1.4	0	245
8	581	B	2	22.8	13.4	2.7	0	251
8	581	C	0	0.7	15.0	0.0	0	237
8	581	D	0	9.1	18.7	0.3	0	271
8	581	E	1	21.1	15.8	1.9	0	275
8	581	F	1	16.2	13.4	1.5	0	266
8	581	G	1	11.6	8.8	1.5	0	282
8	581	H	0	9.4	16.3	0.4	0	266
8	581	J	1	20.0	17.9	1.5	0	288
8	581	K	1	42.2	42.0	1.7	0	275
8	591	A	1	35.5	38.2	1.4	0	249
8	591	B	1	31.8	36.9	1.2	0	245
8	591	C	1	18.3	13.4	1.9	0	261
8	591	D	2	17.5	11.6	2.1	0	269
8	591	E	0	14.7	17.0	0.9	0	261
8	591	F	1	26.6	21.6	1.9	0	249
8	591	G	0	12.7	29.7	0.3	0	233
8	591	H	0	13.6	28.3	0.4	0	236
8	591	J	0	1.2	11.6	0.0	0	266
8	591	K	2	21.1	14.0	2.3	0	266
8	591	M	2	28.7	21.1	2.2	0	266
8	601	B	1	44.2	53.4	1.3	0	232
8	601	C	2	36.0	27.3	2.3	0	230
8	601	D	0	4.6	11.7	0.1	0	248
8	601	E	0	9.2	21.8	0.2	0	255
8	601	F	1	20.1	16.6	1.6	0	265
8	601	G	1	17.8	14.8	1.6	0	262
8	601	H	1	17.9	17.1	1.3	0	300
8	601	J	1	20.8	19.8	1.4	0	283
8	611	A	0	19.4	28.7	0.7	0	226
8	611	B	0	10.3	22.3	0.3	0	241
8	611	C	0	14.8	20.3	0.7	0	248
8	611	D	1	28.3	24.5	1.8	0	243
8	611	E	1	19.3	16.8	1.5	0	269
8	611	F	0	12.5	19.6	0.6	0	259
8	611	G	0	8.4	18.1	0.3	0	250
8	611	H	1	28.5	30.9	1.3	0	251

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
8	621	B	3	36.6	14.7	5.3	0	258
8	621	C	0	35.9	53.6	0.9	0	236
8	621	D	0	3.8	15.2	0.0	0	236
8	621	E	0	10.4	16.2	0.5	0	257
8	621	F	0	14.4	19.7	0.7	0	265
8	621	G	1	22.1	18.6	1.7	0	268
8	621	H	1	25.0	21.1	1.7	0	256
8	621	J	2	28.9	15.6	3.3	0	256
8	621	K	1	15.4	15.9	1.1	0	262
8	621	M	0	10.1	20.0	0.3	0	258
8	631	A	0	16.6	25.4	0.6	0	257
8	631	B	2	28.8	21.3	2.2	0	247
8	631	C	2	43.0	24.0	3.6	0	243
8	631	D	1	26.3	26.4	1.4	0	240
8	631	E	1	21.3	20.7	1.3	0	254
8	631	F	1	26.4	20.9	1.9	0	255
8	631	G	0	19.2	25.7	0.8	0	254
8	631	H	0	11.6	21.7	0.4	0	249
8	631	J	0	16.3	22.9	0.7	0	244
8	631	K	0	13.7	23.8	0.5	0	240
8	631	M	0	3.6	19.6	0.0	0	237
8	631	N	0	5.3	40.0	0.0	0	227
8	631	O	0	10.3	42.5	0.1	0	236
8	631	P	1	26.8	34.2	1.0	0	261
8	641	B	1	31.2	32.7	1.4	0	246
8	641	C	0	8.3	34.5	0.1	0	234
8	641	D	0	26.0	64.8	0.4	0	227
8	641	E	0	7.7	17.6	0.2	0	250
8	641	F	0	12.4	17.4	0.6	0	250
8	641	G	0	12.8	21.4	0.5	0	259
8	641	H	0	10.0	15.1	0.5	0	273
8	641	J	1	20.3	22.5	1.1	0	266
8	641	K	2	26.1	18.4	2.2	0	268
8	641	M	1	16.7	16.5	1.2	0	261
8	641	N	2	38.2	21.0	3.5	0	246
8	641	O	2	39.9	24.3	3.1	0	242
8	641	P	1	21.9	23.2	1.2	0	243
8	641	Q	0	19.9	33.8	0.6	0	246
8	641	R	0	13.7	24.6	0.5	0	249
8	651	A	1	23.2	24.9	1.2	0	259
8	651	B	2	45.5	26.8	3.4	0	255

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
8	651	C	2	35.5	20.9	3.2	0	251
8	651	D	1	15.7	18.0	1.0	0	262
8	651	E	1	27.0	24.4	1.6	0	272
8	651	F	2	28.6	17.0	2.9	0	272
8	651	G	1	19.9	22.0	1.1	0	255
8	651	H	0	10.2	18.8	0.4	0	259
8	651	J	0	10.1	21.4	0.3	0	259
8	651	K	0	8.7	17.9	0.3	0	268
8	651	M	0	9.4	17.4	0.4	0	277
8	651	N	0	28.7	51.6	0.7	0	254
8	651	O	2	38.8	31.5	2.1	0	261
8	661	B	0	58.8	108.1	0.8	0	218
8	661	C	0	52.1	96.7	0.8	0	235
8	661	D	0	37.5	55.5	0.9	0	261
8	661	E	0	12.5	23.4	0.4	0	258
8	661	F	0	10.9	18.8	0.4	0	253
8	661	G	0	11.4	21.9	0.4	0	253
8	661	H	0	11.0	19.0	0.4	0	260
8	661	J	0	13.5	17.8	0.7	0	261
8	661	K	1	17.2	18.4	1.1	0	279
8	661	M	2	33.4	18.5	3.4	0	278
8	661	N	1	33.6	30.7	1.7	0	265
8	661	O	1	23.8	21.9	1.5	0	259
8	661	P	2	33.9	23.1	2.6	0	263
8	661	Q	3	47.2	23.1	4.4	0	275
8	661	R	2	31.6	22.2	2.4	0	281
8	661	S	1	16.9	17.6	1.1	0	276
8	671	A	0	17.6	21.2	0.9	0	259
8	671	B	1	29.8	26.7	1.7	0	248
8	671	C	2	51.4	33.5	3.1	0	246
8	671	D	3	66.8	38.2	4.0	0	251
8	671	E	2	30.4	20.5	2.5	0	256
8	671	F	1	23.0	24.8	1.2	0	256
8	671	G	1	26.5	22.9	1.7	0	277
8	671	H	2	32.0	16.4	3.7	0	280
8	671	J	1	31.9	32.8	1.5	0	246
8	671	K	0	12.0	15.9	0.7	0	274
8	671	M	0	13.7	21.9	0.6	0	265
8	671	N	0	9.9	18.8	0.4	0	261
8	671	O	0	13.4	25.0	0.4	0	247
8	671	P	1	40.9	61.8	1.0	0	248
8	671	Q	1	65.6	98.7	1.1	0	234
8	671	R	1	45.7	55.9	1.3	0	229

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
8	671	S	2	62.7	54.5	2.3	0	241
8	681	A	1	70.1	72.0	1.9	0	227
8	681	B	0	67.3	128.7	0.8	0	217
8	681	C	1	61.5	102.3	1.0	0	230
8	681	D	0	10.3	17.7	0.4	0	270
8	681	E	0	11.3	17.0	0.6	0	297
8	681	F	0	13.2	17.3	0.7	0	277
8	681	G	1	20.2	19.2	1.4	0	286
8	681	H	3	28.7	12.7	4.3	0	295
8	681	J	1	23.3	26.0	1.2	0	258
8	681	K	2	45.4	25.4	3.7	0	255
8	681	M	2	34.0	22.5	2.7	0	261
8	681	N	1	22.4	20.9	1.5	0	261
5	690	A	2	26.7	12.6	3.9	0	297
5	690	B	3	24.4	8.0	6.1	0	341
5	690	C	2	21.1	12.1	2.8	0	292
5	690	D	1	15.1	14.1	1.2	0	313
5	690	E	1	16.6	16.7	1.2	0	276
5	690	F	0	18.0	28.1	0.7	0	240
5	690	G	0	18.1	29.7	0.6	0	242
5	690	H	0	41.6	68.5	0.9	0	241
5	690	J	2	48.2	42.6	2.1	0	255
5	700	A	1	78.9	107.8	1.4	0	206
5	700	B	0	47.1	84.2	0.8	0	224
5	700	C	0	13.4	15.8	0.9	0	282
5	700	D	0	13.9	21.5	0.6	0	283
5	700	E	1	16.7	13.8	1.5	0	295
5	700	F	3	25.8	11.1	4.3	0	304
5	700	G	2	40.8	26.3	2.9	0	240
5	700	H	2	33.0	21.1	2.8	0	251
5	700	J	1	20.0	16.8	1.6	0	264
5	700	K	1	18.7	21.6	1.0	0	269
5	710	A	1	26.5	22.8	1.7	0	248
5	710	B	2	23.8	16.6	2.2	0	247
5	710	C	2	27.1	12.7	3.9	0	296
5	710	D	1	17.0	17.1	1.2	0	253
5	710	E	0	6.0	9.4	0.4	0	331
5	710	F	0	12.9	29.1	0.3	0	252
5	710	G	0	12.8	18.1	0.6	0	261
5	710	H	1	27.7	22.8	1.9	0	242
5	710	J	1	35.8	42.4	1.3	0	236

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
5	720	A	2	33.8	21.1	2.9	0	242
5	720	B	2	17.1	9.3	2.8	0	284
5	720	C	0	9.5	13.3	0.6	0	283
5	720	D	0	8.5	18.3	0.3	0	294
5	720	E	0	6.2	9.1	0.4	0	274
5	720	F	1	10.5	9.8	1.1	0	317
5	720	G	2	16.6	7.7	3.4	0	329
5	720	H	0	25.4	33.9	0.9	0	259
5	720	J	2	20.1	14.1	2.1	0	279
5	720	K	0	4.6	14.1	0.1	0	268
5	720	M	0	7.1	15.8	0.2	0	263
5	720	N	0	20.0	26.3	0.9	0	266
5	730	A	0	23.4	31.4	0.9	0	251
5	730	B	0	7.2	18.8	0.2	0	263
5	730	C	0	5.4	17.4	0.1	0	255
5	730	D	1	18.5	16.6	1.4	0	254
5	730	E	0	17.7	22.6	0.9	0	276
5	730	F	2	23.5	12.7	3.1	0	303
5	730	G	1	27.7	30.8	1.2	0	241
5	730	H	0	5.5	9.1	0.3	0	286
5	730	J	0	10.2	17.8	0.4	0	276
5	730	K	0	4.6	8.1	0.3	0	294
5	730	M	3	25.9	11.5	4.2	0	260
5	730	N	3	31.8	13.0	5.0	0	240
5	740	A	3	21.0	7.3	5.4	0	299
5	740	B	0	6.0	9.6	0.4	0	293
5	740	C	0	8.9	15.7	0.4	0	322
5	740	D	0	7.3	8.8	0.6	0	277
5	740	E	0	14.4	17.7	0.8	0	292
5	740	F	3	25.7	11.5	4.1	0	307
5	740	G	1	16.7	18.9	1.0	0	258
5	740	H	0	8.1	14.3	0.4	0	268
5	740	J	0	25.3	37.1	0.8	0	251
5	750	A	0	22.5	36.8	0.7	0	242
5	750	B	0	18.5	31.4	0.6	0	242
5	750	C	2	18.8	8.9	3.4	0	308
5	750	D	0	13.9	21.6	0.6	0	268
5	750	E	0	11.0	20.2	0.4	0	274
5	750	F	0	10.3	14.6	0.6	0	277
5	750	G	2	15.8	7.0	3.5	0	302
5	760	A	2	20.0	10.8	2.9	0	275

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
5	760	B	0	14.6	18.4	0.8	0	288
5	760	C	0	10.7	17.0	0.5	0	314
5	760	D	0	7.8	10.7	0.5	0	317
5	760	E	2	16.9	8.0	3.3	0	321
5	760	F	3	21.8	9.3	4.2	0	308
5	760	G	1	18.6	17.7	1.3	0	258
5	760	H	0	18.3	28.0	0.7	0	262
5	760	J	0	17.7	26.6	0.7	0	262
5	770	A	0	15.4	20.5	0.8	0	262
5	770	B	3	21.2	8.6	4.4	0	322
5	770	C	2	13.4	6.7	2.8	0	337
5	770	D	0	11.9	13.6	0.9	0	290
5	770	E	0	11.7	17.0	0.6	0	302
5	770	F	0	13.0	14.3	0.9	0	286
5	770	G	1	17.8	17.8	1.2	0	277
5	770	H	0	7.1	9.0	0.6	0	269
5	770	J	3	20.7	8.7	4.2	0	270
5	780	A	3	22.6	8.8	4.7	0	275
5	780	B	0	7.3	10.3	0.5	0	282
5	780	C	0	12.2	15.4	0.7	0	315
5	780	D	0	10.1	11.5	0.8	0	272
5	780	E	0	9.3	12.5	0.6	0	292
5	780	F	2	15.6	10.5	2.0	0	299
5	780	G	2	22.7	10.7	3.7	0	289
5	790	A	0	10.9	28.1	0.2	0	232
5	790	B	2	15.5	8.3	2.7	0	300
5	790	C	2	13.0	8.3	2.0	0	303
5	790	D	0	11.1	19.6	0.4	0	240
5	790	E	0	6.4	11.3	0.3	0	287
5	790	F	0	9.6	14.0	0.5	0	321
5	790	G	3	19.4	8.3	4.0	0	285
5	800	A	3	24.8	9.8	4.8	0	279
5	800	B	0	11.9	14.0	0.8	0	324
5	800	C	0	2.9	5.8	0.2	0	304
5	800	D	1	10.5	7.6	1.6	0	303
5	800	E	2	14.9	8.1	2.6	0	301
5	800	F	0	5.4	12.5	0.2	0	285
5	800	G	0	12.6	17.3	0.7	0	266
5	810	A	0	4.5	8.5	0.2	0	293
5	810	B	0	12.6	17.2	0.7	0	252

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
5	810	C	0	10.7	24.0	0.3	0	257
5	810	D	2	18.9	9.1	3.4	0	301
5	810	E	0	24.6	35.3	0.8	0	280
5	810	F	3	25.0	9.9	4.8	0	292
5	820	A	3	37.7	14.8	5.5	0	277
5	820	B	3	45.7	17.1	6.2	0	275
5	820	C	0	19.4	25.6	0.9	0	284
5	820	D	0	10.6	18.6	0.4	0	226
5	820	E	3	48.1	20.5	5.3	0	261
5	820	F	3	24.5	10.6	4.2	0	274
5	820	G	1	18.4	16.4	1.4	0	269
5	820	H	1	28.2	35.9	1.0	0	259
5	820	J	0	6.5	10.0	0.4	0	254
5	820	K	0	7.9	9.7	0.6	0	295
5	830	A	0	9.7	10.0	0.9	0	272
5	830	B	1	17.1	14.7	1.5	0	269
5	830	C	3	32.7	14.4	4.5	0	276
5	830	D	3	55.9	21.5	6.4	0	265
5	830	E	0	11.1	18.4	0.5	0	249
5	830	F	0	18.2	26.6	0.7	0	277
5	830	G	0	7.2	8.2	0.7	0	304
5	830	H	3	59.8	21.2	7.3	0	268
5	830	J	3	31.8	11.5	5.8	0	272
5	840	B	4	67.9	20.9	9.1	0	266
5	840	C	1	17.7	16.5	1.3	0	270
5	840	D	0	11.8	25.3	0.3	0	269
5	840	E	0	12.0	19.9	0.5	0	258
5	840	F	3	44.0	17.7	5.6	0	275
5	840	G	3	30.0	12.0	5.0	0	288
5	840	H	1	12.5	10.4	1.4	0	285
5	850	A	0	17.1	26.0	0.7	0	255
5	850	B	1	21.4	20.5	1.4	0	251
5	850	C	3	45.2	18.8	5.4	0	272
5	850	D	3	37.7	18.6	4.1	0	266
5	850	E	0	12.7	25.2	0.4	0	251
5	850	F	0	11.5	25.3	0.3	0	259
5	850	G	1	14.1	13.7	1.2	0	268
5	850	H	3	44.3	17.4	5.8	0	248
5	860	A	2	25.9	13.8	3.3	0	246
5	860	B	0	9.0	11.4	0.7	0	283

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
5	860	C	0	8.9	13.0	0.5	0	275
5	860	D	2	19.3	10.2	3.0	0	286
5	860	E	2	24.8	11.5	3.9	0	279
5	860	F	1	18.7	18.7	1.2	0	257
5	860	G	0	14.9	21.2	0.7	0	260
5	870	A	0	10.5	21.1	0.3	0	284
5	870	B	0	18.3	28.3	0.7	0	253
5	870	C	1	10.5	9.2	1.2	0	286
5	870	D	1	12.9	9.6	1.6	0	284
5	870	E	0	11.3	17.8	0.5	0	248
5	870	F	2	17.0	11.0	2.2	0	275
5	880	A	2	32.6	16.8	3.7	0	278
5	880	B	0	10.1	10.8	0.9	0	278
5	880	C	2	17.9	10.5	2.5	0	260
5	880	D	1	10.4	7.8	1.5	0	276
5	880	E	0	21.0	33.5	0.7	0	246
5	880	F	0	12.0	24.1	0.4	0	276
5	890	A	0	14.0	29.0	0.4	0	269
5	890	B	0	13.7	15.6	0.9	0	241
5	890	C	1	13.7	12.0	1.3	0	250
5	890	D	2	16.7	11.4	2.0	0	298
5	900	A	3	38.7	14.9	5.7	0	278
5	900	B	0	3.0	10.0	0.1	0	250
5	900	C	2	30.1	19.0	2.7	0	268
5	900	D	1	21.4	20.0	1.4	0	235
5	900	E	1	13.1	11.1	1.4	0	266
5	900	F	0	8.6	11.9	0.6	0	264
5	900	G	0	16.9	22.6	0.8	0	263
5	900	H	0	25.4	38.6	0.8	0	262
5	910	A	1	29.6	40.2	1.0	0	256
5	910	B	1	47.0	70.9	1.0	0	229
5	910	C	1	38.3	56.8	1.0	0	236
5	910	D	0	22.5	30.0	0.9	0	251
5	910	E	0	7.9	10.4	0.6	0	269
5	910	F	0	9.4	10.8	0.8	0	274
5	910	G	2	30.7	19.0	2.8	0	290
5	920	B	2	25.8	17.0	2.4	0	311
5	920	C	1	12.1	12.6	1.0	0	254
5	920	D	2	16.9	10.2	2.4	0	247

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
5	920	E	1	18.7	17.2	1.4	0	238
5	920	F	1	15.1	14.5	1.2	0	240
5	920	G	0	10.4	12.0	0.8	0	269
5	920	H	1	28.1	36.9	1.0	0	263
5	930	A	1	37.0	53.1	1.0	0	241
5	930	B	0	10.5	11.6	0.9	0	269
5	930	C	2	15.6	7.9	2.9	0	266
5	930	D	2	22.4	15.6	2.2	0	289
5	930	E	0	7.6	10.4	0.5	0	278
5	940	B	1	19.3	15.3	1.7	0	288
5	940	C	2	16.0	9.6	2.4	0	252
5	940	D	1	12.3	11.5	1.2	0	240
5	940	E	0	25.9	34.5	0.9	0	252
5	940	F	1	26.9	33.6	1.0	0	255
5	950	A	0	25.5	36.0	0.9	0	240
5	950	B	0	5.3	17.4	0.1	0	252
5	950	C	1	14.2	9.7	1.9	0	254
5	950	D	1	18.2	16.6	1.4	0	291
5	960	B	1	14.1	11.9	1.4	0	296
5	960	C	2	13.7	7.6	2.5	0	253
5	960	D	0	5.0	21.6	0.0	0	235
5	960	E	1	29.8	39.5	1.0	0	255
5	970	A	1	31.7	36.8	1.2	0	266
5	970	B	1	25.5	31.3	1.0	0	265
5	970	C	2	10.3	5.4	2.4	0	275
5	970	D	1	18.7	19.1	1.2	0	262
5	970	E	0	13.6	15.3	0.9	0	269
5	980	B	1	9.2	8.9	1.0	0	289
5	980	C	1	19.7	18.7	1.4	0	272
5	980	D	1	17.2	13.8	1.6	0	260
5	980	E	2	12.7	5.7	3.2	0	268
5	980	F	0	10.3	11.7	0.8	0	245
5	980	G	1	13.9	14.0	1.1	0	245
5	980	H	0	6.8	14.9	0.2	0	262
5	980	J	1	32.2	43.3	1.0	0	246
5	980	K	1	25.5	30.2	1.1	0	267
5	990	A	0	-1.8	13.2	0.0	0	261
5	990	B	0	8.1	10.2	0.6	0	271

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
5	990	C	2	20.7	10.9	3.1	0	267
5	990	D	1	23.1	22.3	1.4	0	265
5	990	E	0	11.1	11.6	0.9	0	273
5	1000	A	1	8.3	6.6	1.2	0	312
5	1000	B	1	22.0	17.4	1.8	0	289
5	1000	C	1	15.0	12.0	1.5	0	267
5	1000	D	2	28.5	17.6	2.8	0	258
5	1000	E	0	6.1	8.0	0.5	0	276
5	1000	F	0	10.9	12.7	0.8	0	259
5	1000	G	0	7.8	14.0	0.4	0	274
5	1000	H	0	17.9	21.6	0.9	0	273
5	1010	A	1	17.6	20.4	1.0	0	277
5	1010	B	0	11.3	17.6	0.5	0	266
5	1010	C	0	13.6	15.0	0.9	0	268
5	1010	D	0	8.6	9.3	0.8	0	279
5	1010	E	1	13.3	9.4	1.8	0	284
5	1010	F	1	12.2	11.3	1.2	0	291
5	1010	G	1	23.9	19.7	1.8	0	297
5	1010	H	1	14.2	10.8	1.6	0	312
5	1020	A	0	13.0	14.3	0.9	0	310
5	1020	B	1	11.7	10.8	1.1	0	301
5	1020	C	2	24.8	12.4	3.5	0	273
5	1020	D	1	14.2	15.5	1.0	0	263
5	1020	E	1	13.7	12.8	1.2	0	261
5	1020	F	0	17.5	24.1	0.8	0	263
5	1030	A	0	5.1	11.4	0.2	0	257
5	1030	B	1	13.3	13.1	1.1	0	266
5	1030	C	0	11.8	13.2	0.9	0	269
5	1030	D	2	16.2	10.1	2.2	0	296
5	1030	E	0	7.0	9.8	0.5	0	317
5	1040	A	0	15.1	18.8	0.8	0	256
5	1040	B	1	17.6	15.6	1.4	0	250
5	1040	C	1	13.1	11.9	1.2	0	265
5	1040	D	0	12.0	13.1	0.9	0	267
5	1040	E	0	5.0	13.6	0.1	0	245
5	1040	F	1	50.8	65.0	1.3	0	246
5	1050	A	1	49.7	68.5	1.2	0	238
5	1050	B	0	9.7	11.6	0.7	0	279
5	1050	C	0	2.4	10.0	0.0	0	267

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
5	1050	D	1	11.5	9.9	1.3	0	278
5	1050	E	1	15.2	16.2	1.0	0	276
5	1050	F	0	15.5	21.6	0.7	0	278
5	1060	A	0	5.8	11.1	0.3	0	291
5	1060	B	0	5.7	12.3	0.2	0	295
5	1060	C	0	11.9	18.4	0.5	0	260
5	1060	D	0	10.3	15.3	0.5	0	254
5	1060	E	1	14.0	12.1	1.4	0	258
5	1060	F	0	5.4	16.5	0.1	0	252
5	1060	G	1	35.6	43.6	1.2	0	258
6	1070	A	1	11.5	11.6	1.0	0	259
6	1070	B	0	7.2	19.6	0.2	0	260
6	1070	C	0	8.3	14.7	0.4	0	252
6	1070	D	2	17.3	9.9	2.6	0	269
6	1070	E	0	7.3	13.0	0.3	0	266
6	1070	F	0	11.3	13.9	0.8	0	273
6	1070	G	0	13.0	19.1	0.6	0	263
6	1070	H	0	10.3	14.4	0.6	0	277
6	1080	A	0	8.9	16.0	0.4	0	260
6	1080	B	0	7.0	10.0	0.5	0	316
6	1080	C	2	37.1	29.9	2.1	0	236
6	1080	D	2	17.9	11.9	2.1	0	254
6	1080	E	0	8.0	10.9	0.6	0	266
6	1080	F	0	20.1	27.2	0.8	0	260
6	1090	A	0	21.8	32.5	0.8	0	257
6	1090	B	0	5.6	9.1	0.4	0	276
6	1090	C	0	9.1	25.3	0.2	0	259
6	1090	D	1	13.1	10.2	1.5	0	262
6	1090	E	1	12.9	11.7	1.2	0	307
6	1090	F	0	11.4	18.7	0.5	0	255
6	1100	A	0	12.0	15.4	0.7	0	270
6	1100	B	0	8.3	9.6	0.7	0	290
6	1100	C	2	19.8	13.1	2.2	0	259
6	1100	D	1	17.6	16.7	1.3	0	238
6	1100	E	2	19.9	14.2	2.0	0	252
6	1100	F	1	25.9	21.1	1.8	0	240
6	1100	G	0	11.8	19.9	0.5	0	248
6	1111	A	1	20.2	19.6	1.3	0	242
6	1111	B	0	15.4	24.4	0.6	0	277

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
6	1111	C	0	8.9	13.4	0.5	0	243
6	1111	D	0	7.0	15.0	0.3	0	259
6	1111	E	2	17.2	11.8	2.0	0	273
6	1111	F	2	22.0	13.2	2.6	0	273
6	1111	G	0	3.4	8.5	0.1	0	281
6	1111	H	2	16.9	10.3	2.3	0	283
6	1111	J	2	10.8	5.7	2.4	0	307
6	1111	K	0	13.5	18.7	0.7	0	254
6	1120	A	0	7.3	14.4	0.3	0	271
6	1120	B	3	27.6	10.0	5.6	0	274
6	1120	C	2	25.3	14.9	2.8	0	273
6	1120	D	2	23.0	15.4	2.3	0	253
6	1120	E	0	4.5	8.2	0.3	0	263
6	1120	F	0	15.9	28.5	0.5	0	262
6	1130	A	2	20.4	13.1	2.3	0	269
6	1130	B	1	16.7	12.0	1.9	0	279
6	1130	C	2	16.4	10.3	2.2	0	296
6	1130	D	3	29.0	10.2	5.9	0	278
6	1130	E	0	5.0	11.9	0.2	0	262
6	1130	F	0	5.3	12.6	0.2	0	264
6	1140	A	0	5.3	14.6	0.1	0	234
6	1140	B	0	7.3	13.8	0.3	0	251
6	1140	C	3	40.0	13.8	6.7	0	268
6	1140	D	2	27.3	14.9	3.2	0	270
6	1140	E	2	37.6	20.7	3.5	0	250
6	1140	F	0	9.9	21.1	0.3	0	247
6	1150	A	1	23.2	25.8	1.2	0	258
6	1150	B	0	6.9	13.9	0.3	0	259
6	1150	C	0	8.2	15.2	0.3	0	258
6	1150	D	2	26.4	16.0	2.8	0	270
6	1150	E	2	27.0	15.7	2.9	0	271
6	1150	F	2	24.9	13.4	3.2	0	257
6	1150	G	3	40.8	18.6	4.6	0	247
6	1150	H	0	5.6	14.2	0.2	0	253
6	1150	J	3	40.6	19.0	4.5	0	249
6	1150	K	2	26.3	19.0	2.2	0	250
6	1150	M	0	6.5	12.9	0.3	0	257
6	1160	A	0	3.9	11.2	0.1	0	261
6	1160	B	0	8.2	11.9	0.5	0	261
6	1160	C	3	33.0	13.4	5.1	0	270

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
6	1160	D	0	7.5	16.8	0.2	0	250
6	1160	E	3	44.8	20.8	4.7	0	254
6	1160	F	2	41.0	21.3	3.9	0	252
6	1160	G	2	44.4	23.9	3.8	0	246
6	1160	H	2	39.3	23.5	3.2	0	240
6	1160	J	0	9.7	15.9	0.5	0	244
6	1160	K	0	10.1	17.7	0.4	0	255
6	1160	M	1	26.2	28.2	1.3	0	252
6	1170	A	1	25.3	26.7	1.3	0	249
6	1170	B	2	27.6	17.4	2.7	0	258
6	1170	C	2	37.5	20.9	3.5	0	255
6	1170	D	2	36.4	24.0	2.7	0	250
6	1170	E	2	55.5	31.2	3.9	0	248
6	1170	F	0	6.9	10.4	0.4	0	291
6	1170	G	3	29.4	12.6	4.5	0	299
6	1170	H	2	17.3	7.4	3.8	0	299
6	1170	J	0	6.6	9.6	0.5	0	292
6	1180	A	0	4.2	11.8	0.1	0	254
6	1180	B	0	4.6	11.9	0.1	0	266
6	1180	C	0	10.4	16.8	0.5	0	250
6	1180	D	3	27.5	11.2	4.8	0	266
6	1180	E	3	42.8	17.2	5.6	0	268
6	1180	F	0	9.9	15.0	0.5	0	252
6	1180	G	3	64.3	31.9	4.8	0	250
6	1180	H	2	51.9	31.8	3.4	0	251
6	1180	J	2	48.5	27.4	3.7	0	253
6	1180	K	2	30.2	21.5	2.3	0	251
6	1180	M	0	15.3	22.5	0.7	0	247
6	1190	A	1	20.0	15.0	1.9	0	278
6	1190	B	2	40.1	23.9	3.2	0	268
6	1190	C	2	37.7	21.2	3.4	0	265
6	1190	D	2	27.4	12.9	3.9	0	280
6	1190	E	2	20.8	11.4	2.9	0	270
6	1190	F	0	7.3	18.0	0.2	0	255
6	1200	A	1	17.7	12.7	1.9	0	269
6	1200	B	3	30.9	14.6	4.1	0	280
6	1200	C	0	8.8	13.2	0.5	0	275
6	1200	D	2	41.7	24.4	3.4	0	250
6	1200	E	2	51.2	32.0	3.3	0	245
6	1200	F	2	38.1	27.7	2.4	0	247
6	1200	G	0	20.7	27.1	0.9	0	246

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
6	1200	H	1	28.0	30.6	1.3	0	241
6	1200	J	1	18.5	20.3	1.1	0	267
6	1200	K	2	52.2	43.5	2.3	0	292
6	1210	A	2	54.1	42.3	2.5	0	283
6	1210	B	1	19.3	16.6	1.5	0	251
6	1210	C	1	11.1	11.1	1.0	0	259
6	1210	D	1	14.5	15.6	1.0	0	268
6	1210	E	1	16.3	17.6	1.1	0	258
6	1210	F	2	31.1	19.9	2.7	0	257
6	1210	G	2	37.4	20.5	3.5	0	259
6	1210	H	3	41.8	21.2	4.1	0	261
6	1210	J	0	8.6	12.5	0.5	0	288
6	1210	K	2	23.8	13.0	3.1	0	277
6	1210	M	1	14.5	12.6	1.4	0	264
6	1210	N	0	6.8	19.6	0.1	0	251
6	1220	A	1	13.8	11.2	1.5	0	269
6	1220	B	2	18.8	11.4	2.5	0	276
6	1220	C	0	8.0	13.6	0.4	0	274
6	1220	D	3	27.7	12.6	4.1	0	275
6	1220	E	2	25.6	12.2	3.8	0	276
6	1220	F	0	10.5	15.1	0.6	0	251
6	1220	G	1	20.5	22.2	1.1	0	236
6	1220	H	0	13.1	18.3	0.7	0	257
6	1220	J	1	30.6	37.2	1.1	0	269
6	1220	K	2	51.9	36.3	2.9	0	304
6	1230	A	2	70.6	56.3	2.7	0	267
6	1230	B	1	36.6	46.8	1.1	0	260
6	1230	C	0	11.4	18.8	0.5	0	256
6	1230	D	2	35.5	20.4	3.3	0	237
6	1230	E	2	41.3	26.9	2.9	0	233
6	1230	F	0	5.7	13.7	0.2	0	280
6	1230	G	1	17.0	14.2	1.5	0	262
6	1230	H	0	3.0	13.1	0.0	0	265
6	1240	A	0	7.1	19.0	0.2	0	247
6	1240	B	2	25.2	16.6	2.4	0	245
6	1240	C	1	24.4	24.4	1.4	0	241
6	1240	D	2	31.8	23.7	2.2	0	247
6	1240	E	2	32.2	16.7	3.6	0	252
6	1240	F	1	14.4	12.1	1.4	0	264
6	1240	G	0	17.7	27.3	0.7	0	241
6	1240	H	0	19.4	24.3	0.9	0	265

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
6	1240	J	0	25.9	36.3	0.9	0	250
6	1240	K	1	48.1	52.2	1.6	0	254
6	1240	M	2	86.3	60.1	3.4	0	273
6	1250	A	2	157.9	173.9	2.3	0	210
6	1250	B	1	25.1	30.4	1.1	0	264
6	1250	C	1	20.4	16.8	1.7	0	248
6	1250	D	1	19.1	17.1	1.4	0	259
6	1250	E	2	35.4	20.7	3.2	0	247
6	1250	F	0	17.9	21.4	0.9	0	245
6	1250	G	1	27.4	22.6	1.8	0	250
6	1250	H	2	30.6	23.3	2.1	0	258
6	1250	J	0	6.7	17.3	0.2	0	282
6	1260	A	0	10.9	22.7	0.3	0	246
6	1260	B	2	29.1	22.4	2.1	0	253
6	1260	C	1	23.3	21.3	1.5	0	245
6	1260	D	1	15.6	17.0	1.0	0	248
6	1260	E	2	36.9	19.5	3.7	0	265
6	1260	F	1	16.8	14.0	1.5	0	278
6	1260	G	0	22.3	41.6	0.6	0	229
6	1260	H	0	30.7	56.6	0.6	0	222
6	1260	J	1	24.3	18.9	1.9	0	245
6	1260	K	1	30.5	36.0	1.2	0	268
6	1260	M	1	46.4	61.8	1.2	0	247
6	1260	N	2	93.1	78.9	2.7	0	251
6	1270	A	2	96.0	79.8	2.8	0	244
6	1270	B	1	68.2	93.4	1.3	0	228
6	1270	C	1	72.2	98.0	1.4	0	230
6	1270	D	1	59.2	72.9	1.4	0	247
6	1270	E	1	30.9	36.7	1.2	0	272
6	1270	F	1	20.4	17.4	1.6	0	257
6	1270	G	0	12.6	23.9	0.4	0	247
6	1270	H	0	13.2	24.8	0.4	0	257
6	1270	J	1	19.3	17.7	1.4	0	277
6	1270	K	2	35.2	21.4	3.0	0	265
6	1270	M	2	38.4	20.1	3.8	0	255
6	1270	N	0	14.9	18.6	0.8	0	251
6	1270	O	0	11.2	34.0	0.2	0	237
6	1270	P	1	19.1	18.0	1.4	0	264
6	1270	Q	0	12.3	18.8	0.6	0	265
6	1280	A	0	13.7	32.3	0.3	0	234
6	1280	B	1	21.2	24.0	1.1	0	242

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
6	1280	C	0	9.9	35.8	0.1	0	235
6	1280	D	0	13.1	16.4	0.8	0	265
6	1280	E	3	38.7	19.6	4.0	0	272
6	1280	F	2	35.5	19.9	3.4	0	281
6	1280	G	0	14.7	20.4	0.7	0	272
6	1280	H	0	11.6	18.9	0.5	0	281
6	1280	J	1	24.4	21.8	1.6	0	246
6	1280	K	1	41.8	49.9	1.3	0	256
6	1280	M	1	60.4	72.0	1.5	0	247
6	1280	N	1	70.3	80.2	1.7	0	242
6	1280	O	1	55.9	65.1	1.5	0	241
6	1280	P	2	80.0	70.6	2.4	0	249
6	1280	Q	2	107.3	71.6	3.8	0	260
6	1290	A	2	190.3	156.3	3.5	0	223
6	1290	B	1	72.1	75.5	1.9	0	220
6	1290	C	1	79.2	93.5	1.7	0	227
6	1290	D	1	39.9	52.7	1.1	0	250
6	1290	E	1	21.5	22.5	1.2	0	259
6	1290	F	0	14.6	24.0	0.6	0	257
6	1290	G	0	13.9	26.7	0.4	0	266
6	1290	H	0	13.2	21.2	0.5	0	276
6	1290	J	3	35.3	17.3	4.0	0	277
6	1290	K	2	26.4	14.7	3.1	0	273
6	1290	M	0	11.5	12.6	0.9	0	276
6	1290	N	0	12.6	14.8	0.8	0	277
6	1290	O	0	8.8	17.4	0.3	0	314
6	1300	A	0	13.5	27.9	0.4	0	270
6	1300	B	1	19.6	17.9	1.4	0	249
6	1300	C	1	16.1	14.6	1.3	0	271
6	1300	D	2	27.4	13.9	3.5	0	270
6	1300	E	2	26.9	15.2	3.0	0	279
6	1300	F	0	16.2	26.5	0.6	0	259
6	1300	G	1	18.9	20.6	1.1	0	262
6	1300	H	1	33.7	34.9	1.5	0	266
6	1300	J	2	54.3	49.5	2.1	0	253
6	1300	K	2	96.4	70.7	3.3	0	252
6	1310	A	2	76.1	75.9	2.0	0	239
6	1310	B	0	15.1	17.9	0.9	0	260
6	1310	C	0	17.4	25.5	0.7	0	256
6	1310	D	0	21.7	29.9	0.8	0	261
6	1310	E	1	17.1	17.3	1.2	0	246
6	1310	F	2	26.9	16.5	2.7	0	248

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

J8815 - PELLY RIVER

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
6	1310	G	1	16.3	16.0	1.2	0	268
6	1310	H	1	13.1	9.9	1.6	0	298
6	1310	J	0	5.3	9.0	0.3	0	278
6	1320	A	0	6.1	12.7	0.2	0	244
6	1320	B	0	6.6	11.3	0.4	0	243
6	1320	C	2	35.6	24.6	2.6	0	247
6	1320	D	1	21.3	19.5	1.5	0	249
6	1320	E	2	28.2	16.9	2.9	0	236
6	1320	F	1	15.5	17.1	1.0	0	243
6	1320	G	0	26.2	44.1	0.7	0	237
6	1320	H	0	27.3	45.1	0.7	0	235
6	1320	J	0	29.5	48.9	0.7	0	236
6	1320	K	0	32.6	59.1	0.7	0	231
6	1320	M	0	30.2	51.0	0.7	0	231
6	1320	N	0	8.9	19.1	0.3	0	245
6	1320	O	0	19.8	25.7	0.9	0	226
6	1320	P	0	15.7	34.9	0.4	0	221
6	1320	Q	1	39.5	37.3	1.8	0	261
6	1330	A	1	39.0	49.9	1.2	0	232
6	1330	B	1	68.2	76.8	1.7	0	241
6	1330	C	1	68.3	77.8	1.7	0	241
6	1330	D	0	13.5	16.8	0.8	0	248
6	1330	E	0	16.2	31.3	0.5	0	245
6	1330	F	0	34.9	55.9	0.8	0	238
6	1330	G	0	33.9	51.8	0.9	0	244
6	1330	H	0	26.2	41.1	0.8	0	257
6	1330	J	0	28.3	40.6	0.9	0	267
6	1330	K	0	26.8	36.5	0.9	0	276
6	1330	M	2	24.9	15.2	2.7	0	255
6	1330	N	1	18.7	19.4	1.2	0	265
6	1330	O	2	17.9	11.8	2.2	0	272
6	1330	P	0	6.0	10.6	0.3	0	272
6	1340	A	0	7.3	14.0	0.3	0	244
6	1340	B	1	13.4	10.4	1.5	0	256
6	1340	C	1	26.2	30.8	1.1	0	232
6	1340	D	2	35.2	23.9	2.6	0	227
6	1340	E	1	20.4	20.7	1.3	0	238
6	1340	F	0	51.2	85.1	0.9	0	214
6	1340	G	0	56.7	102.3	0.9	0	206
6	1340	H	0	14.5	17.5	0.9	0	259
6	1340	J	1	31.7	37.7	1.2	0	251
6	1350	A	0	15.2	21.6	0.7	0	239

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
6	1350	B	0	32.2	50.1	0.8	0	246
6	1350	C	1	39.2	52.6	1.1	0	251
6	1350	D	1	30.6	42.2	1.0	0	257
6	1350	E	1	32.3	41.3	1.1	0	269
6	1350	F	1	16.5	11.6	1.9	0	289
6	1350	G	0	18.4	30.5	0.6	0	272
6	1350	H	1	14.1	10.0	1.8	0	269
6	1350	J	0	6.9	14.1	0.3	0	247
6	1360	A	0	6.2	12.1	0.3	0	262
6	1360	B	2	16.4	10.6	2.1	0	277
6	1360	C	0	7.9	17.9	0.2	0	248
6	1360	D	2	22.1	15.9	2.1	0	262
6	1360	E	1	56.2	87.0	1.0	0	219
6	1360	F	1	52.4	83.1	1.0	0	218
6	1360	G	1	62.2	85.3	1.3	0	222
6	1360	H	0	34.8	55.2	0.8	0	244
6	1360	J	0	13.0	18.9	0.6	0	250
6	1360	K	1	34.3	42.3	1.2	0	249
6	1360	M	1	36.1	51.5	1.0	0	247
6	1370	A	0	26.6	38.0	0.9	0	260
6	1370	B	0	15.2	26.7	0.5	0	227
6	1370	C	0	29.3	50.3	0.7	0	246
6	1370	D	1	40.9	50.2	1.3	0	256
6	1370	E	1	35.6	48.2	1.0	0	256
6	1370	F	1	34.4	46.3	1.0	0	260
6	1370	G	2	25.0	18.3	2.1	0	249
6	1370	H	0	5.3	13.3	0.2	0	260
6	1370	J	1	10.3	8.6	1.3	0	303
6	1370	K	0	7.5	17.7	0.2	0	232
6	1380	B	0	6.2	16.6	0.2	0	239
6	1380	C	1	13.2	11.1	1.4	0	289
6	1380	D	2	31.6	20.5	2.7	0	254
6	1380	E	0	13.3	19.9	0.6	0	244
6	1380	F	0	41.0	75.8	0.7	0	208
6	1380	G	1	89.0	157.8	1.0	0	189
6	1380	H	1	88.4	131.0	1.3	0	198
6	1380	J	0	23.7	40.0	0.7	0	253
6	1380	K	0	11.1	17.8	0.5	0	257
6	1380	M	1	35.7	40.2	1.3	0	259
6	1380	N	0	18.0	26.0	0.7	0	304
6	1390	A	1	34.9	43.1	1.2	0	248

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
6	1390	B	1	32.2	35.9	1.3	0	261
6	1390	C	0	20.2	37.6	0.5	0	214
6	1390	D	0	43.6	74.6	0.8	0	223
6	1390	E	2	39.6	22.6	3.4	0	255
6	1390	F	0	11.2	17.3	0.5	0	255
6	1390	G	2	20.3	13.7	2.2	0	273
6	1390	H	0	5.7	13.2	0.2	0	253
6	1400	A	0	4.6	13.8	0.1	0	254
6	1400	B	2	22.5	15.3	2.2	0	274
6	1400	C	0	10.8	15.0	0.6	0	270
6	1400	D	0	13.4	21.5	0.5	0	235
6	1400	E	2	39.2	23.2	3.2	0	239
6	1400	F	2	46.4	28.7	3.2	0	238
6	1400	G	2	33.7	25.7	2.2	0	236
6	1400	H	0	16.1	23.9	0.7	0	235
6	1400	J	0	28.5	53.6	0.6	0	218
6	1400	K	1	69.0	88.7	1.4	0	217
6	1400	M	0	22.1	33.3	0.7	0	273
6	1400	N	0	14.2	17.5	0.8	0	274
6	1400	O	1	25.3	31.9	1.0	0	282
6	1410	A	1	30.4	37.1	1.1	0	242
6	1410	B	1	25.5	33.0	1.0	0	245
6	1410	C	0	36.2	53.8	0.9	0	249
6	1410	D	1	40.1	47.8	1.3	0	261
6	1410	E	0	21.0	31.5	0.7	0	257
6	1410	F	0	14.4	19.6	0.7	0	247
6	1410	G	2	37.7	26.7	2.5	0	245
6	1410	H	2	53.5	35.9	3.0	0	242
6	1410	J	2	53.9	31.7	3.6	0	241
6	1410	K	0	15.0	20.0	0.8	0	246
6	1410	M	2	34.2	26.5	2.2	0	255
6	1410	N	0	8.8	16.8	0.3	0	240
6	1410	O	0	4.7	13.0	0.1	0	250
6	1420	A	0	6.9	12.7	0.3	0	270
6	1420	B	2	27.9	17.6	2.7	0	285
6	1420	C	1	18.7	16.9	1.4	0	292
6	1420	D	0	16.9	24.6	0.7	0	235
6	1420	E	2	59.4	36.3	3.6	0	230
6	1420	F	2	48.0	29.9	3.2	0	238
6	1420	G	0	21.8	36.7	0.6	0	246
6	1420	H	1	48.7	62.9	1.3	0	241
6	1420	J	0	27.9	38.8	0.9	0	272

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
6	1420	K	1	27.5	34.6	1.0	0	254
6	1420	M	1	25.2	32.3	1.0	0	271
6	1430	A	0	22.3	41.8	0.6	0	246
6	1430	B	0	29.4	43.2	0.9	0	243
6	1430	C	0	25.7	35.4	0.9	0	253
6	1430	D	0	23.5	36.1	0.7	0	254
6	1430	E	0	34.5	54.1	0.8	0	242
6	1430	F	1	54.1	79.8	1.1	0	223
6	1430	G	1	51.3	70.5	1.2	0	234
6	1430	H	0	21.1	35.9	0.6	0	254
6	1430	J	2	25.4	17.4	2.3	0	256
6	1430	K	0	12.1	15.6	0.7	0	266
6	1430	M	1	17.3	16.8	1.2	0	287
6	1430	N	2	25.9	15.7	2.7	0	281
6	1430	O	2	16.9	10.9	2.2	0	281
6	1440	A	2	31.5	19.9	2.8	0	270
6	1440	B	1	18.0	16.9	1.3	0	278
6	1440	C	0	10.4	17.5	0.5	0	242
6	1440	D	0	14.5	19.9	0.7	0	241
6	1440	E	0	18.5	23.3	0.9	0	237
6	1440	F	1	23.1	17.8	1.9	0	240
6	1440	G	0	21.8	37.4	0.6	0	242
6	1440	H	1	44.0	64.0	1.0	0	234
6	1440	J	1	51.8	75.5	1.1	0	227
6	1440	K	1	60.8	82.8	1.3	0	222
6	1440	M	1	65.2	88.3	1.3	0	223
6	1440	N	0	41.9	69.4	0.8	0	229
6	1440	O	0	21.4	34.0	0.7	0	248
6	1440	P	0	15.5	26.4	0.5	0	259
6	1440	Q	1	24.8	30.0	1.1	0	258
7	1450	A	0	22.4	39.8	0.6	0	240
7	1450	B	0	32.0	48.7	0.9	0	238
7	1450	C	0	20.4	39.3	0.5	0	225
7	1450	D	0	20.9	42.7	0.5	0	231
7	1450	E	0	44.0	80.9	0.8	0	221
7	1450	F	1	60.3	98.9	1.0	0	216
7	1450	G	1	58.0	81.9	1.2	0	230
7	1450	H	1	35.8	51.5	1.0	0	253
7	1450	J	0	14.2	16.1	0.9	0	256
7	1450	K	0	9.8	15.1	0.5	0	263
7	1450	M	1	17.2	15.3	1.4	0	249
7	1450	N	0	8.7	13.6	0.5	0	244

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
7	1460	A	0	10.9	19.7	0.4	0	227
7	1460	B	1	19.3	21.2	1.1	0	229
7	1460	C	0	7.3	12.0	0.4	0	277
7	1460	D	0	13.5	20.6	0.6	0	238
7	1460	E	1	17.4	19.6	1.0	0	242
7	1460	F	0	26.6	57.8	0.5	0	209
7	1460	G	0	58.5	120.5	0.7	0	200
7	1460	H	1	89.9	141.8	1.2	0	202
7	1460	J	1	79.8	115.7	1.3	0	210
7	1460	K	1	50.2	77.8	1.0	0	225
7	1460	M	0	16.6	33.3	0.4	0	241
7	1460	N	0	17.5	34.3	0.5	0	263
7	1470	A	0	22.6	41.6	0.6	0	267
7	1470	B	1	24.6	30.7	1.0	0	230
7	1470	C	0	18.1	36.0	0.5	0	223
7	1470	D	0	35.5	55.5	0.9	0	241
7	1470	E	1	44.4	67.5	1.0	0	233
7	1470	F	1	51.2	81.1	1.0	0	226
7	1470	G	1	58.5	90.0	1.1	0	222
7	1470	H	1	58.4	78.3	1.3	0	231
7	1470	J	2	21.3	13.4	2.4	0	274
7	1470	K	2	27.9	16.6	2.9	0	266
7	1470	M	1	19.8	16.0	1.7	0	257
7	1470	N	0	11.5	18.8	0.5	0	253
7	1470	O	1	20.1	19.5	1.3	0	234
7	1480	A	1	25.6	29.2	1.2	0	235
7	1480	B	0	7.1	13.5	0.3	0	270
7	1480	C	0	13.5	26.5	0.4	0	229
7	1480	D	2	22.0	15.4	2.1	0	271
7	1480	E	2	31.1	17.6	3.2	0	276
7	1480	F	1	59.3	81.4	1.2	0	226
7	1480	G	1	57.1	82.2	1.2	0	225
7	1480	H	0	47.0	75.4	0.9	0	230
7	1480	J	0	20.2	35.6	0.6	0	233
7	1480	K	1	26.6	31.0	1.1	0	252
7	1480	M	0	28.9	48.7	0.7	0	263
7	1490	A	0	22.9	39.4	0.6	0	276
7	1490	B	0	18.0	24.3	0.8	0	247
7	1490	C	1	30.1	41.6	1.0	0	248
7	1490	D	1	32.8	44.3	1.0	0	234
7	1490	E	0	21.4	34.8	0.7	0	219

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
7	1490	F	1	51.6	64.6	1.3	0	239
7	1490	G	1	44.0	62.7	1.1	0	239
7	1490	H	1	43.6	58.1	1.2	0	245
7	1490	J	2	37.1	20.0	3.6	0	250
7	1490	K	2	38.6	23.9	3.0	0	242
7	1490	M	0	11.0	17.1	0.5	0	240
7	1490	N	0	9.3	15.7	0.4	0	249
7	1490	O	0	7.2	22.7	0.1	0	273
7	1490	P	0	12.1	19.3	0.5	0	236
7	1500	A	0	12.4	26.2	0.3	0	212
7	1500	B	0	15.1	59.3	0.1	0	225
7	1500	C	0	14.9	70.5	0.1	0	215
7	1500	D	0	10.5	18.4	0.4	0	225
7	1500	E	0	10.7	15.0	0.6	0	250
7	1500	F	2	34.1	19.4	3.3	0	266
7	1500	G	2	27.0	14.3	3.3	0	268
7	1500	H	0	46.7	85.2	0.8	0	219
7	1500	J	1	61.1	100.1	1.0	0	210
7	1500	K	0	47.5	84.7	0.8	0	217
7	1500	M	0	13.2	17.9	0.7	0	261
7	1500	N	0	26.7	38.2	0.9	0	249
7	1500	O	0	15.8	24.3	0.6	0	245
7	1510	A	0	29.0	40.3	0.9	0	235
7	1510	B	0	18.9	50.5	0.3	0	230
7	1510	C	0	14.1	23.1	0.5	0	231
7	1510	D	0	13.1	38.6	0.2	0	227
7	1510	E	1	35.3	46.4	1.1	0	262
7	1510	F	0	23.2	35.8	0.7	0	266
7	1510	G	2	23.5	14.3	2.6	0	255
7	1510	H	2	41.5	26.1	3.1	0	253
7	1510	J	0	11.2	18.6	0.5	0	241
7	1510	K	0	10.8	15.2	0.6	0	238
7	1520	A	0	9.9	30.1	0.2	0	222
7	1520	B	0	13.0	19.4	0.6	0	228
7	1520	C	2	35.7	23.5	2.7	0	255
7	1520	D	2	20.4	12.3	2.5	0	257
7	1520	E	0	27.7	46.8	0.7	0	253
7	1520	F	0	41.5	64.0	0.9	0	238
7	1520	G	0	40.6	65.1	0.9	0	235
7	1520	H	0	17.1	27.1	0.6	0	228
7	1530	A	0	24.9	39.0	0.7	0	235

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
7	1530	B	0	32.2	48.0	0.9	0	254
7	1530	C	1	39.4	48.9	1.2	0	259
7	1530	D	1	16.3	11.4	1.9	0	276
7	1530	E	1	21.2	17.2	1.7	0	259
7	1530	F	0	9.0	14.3	0.5	0	256
7	1540	B	0	12.4	23.8	0.4	0	236
7	1540	C	1	26.5	23.2	1.7	0	238
7	1540	D	1	20.5	18.8	1.4	0	260
7	1540	E	0	23.1	35.7	0.7	0	250
7	1540	F	1	55.5	71.1	1.3	0	234
7	1540	G	1	63.5	88.9	1.2	0	223
7	1540	H	0	39.0	69.7	0.7	0	228
7	1540	J	0	29.7	42.7	0.9	0	242
7	1550	A	0	22.6	31.6	0.8	0	288
7	1550	B	0	17.6	28.6	0.6	0	247
7	1550	C	0	26.4	40.4	0.8	0	245
7	1550	D	1	27.7	37.1	1.0	0	248
7	1550	E	0	21.1	31.5	0.7	0	262
7	1550	F	1	38.3	48.4	1.2	0	259
7	1550	G	1	42.0	52.3	1.2	0	251
7	1550	H	0	19.9	33.1	0.6	0	250
7	1550	J	1	23.7	22.9	1.4	0	258
7	1550	K	1	21.4	18.3	1.6	0	248
7	1550	M	0	10.2	15.4	0.5	0	253
7	1560	A	0	12.8	21.7	0.5	0	226
7	1560	B	0	20.5	26.2	0.9	0	236
7	1560	C	1	17.6	18.5	1.1	0	260
7	1560	D	1	22.0	18.8	1.6	0	263
7	1560	E	1	52.6	71.6	1.2	0	233
7	1560	F	1	41.9	60.0	1.0	0	240
7	1560	G	0	18.1	29.2	0.6	0	246
7	1560	H	1	28.9	37.3	1.0	0	258
7	1560	J	1	26.9	35.5	1.0	0	249
7	1560	K	0	23.3	32.8	0.8	0	259
7	1560	M	1	23.0	27.4	1.1	0	287
7	1570	A	0	26.1	35.4	0.9	0	276
7	1570	B	1	40.1	43.7	1.5	0	246
7	1570	C	1	36.2	40.6	1.4	0	236
7	1570	D	0	30.5	47.4	0.8	0	230
7	1570	E	0	36.7	54.9	0.9	0	231
7	1570	F	0	19.1	27.8	0.7	0	234

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
7	1570	G	2	19.0	11.0	2.6	0	258
7	1570	H	1	17.0	18.9	1.0	0	251
7	1570	J	0	17.2	20.6	0.9	0	241
7	1570	K	0	11.8	18.6	0.5	0	240
7	1580	A	0	8.3	11.9	0.5	0	260
7	1580	B	0	14.6	16.9	0.9	0	256
7	1580	C	0	14.1	15.8	0.9	0	261
7	1580	D	0	42.9	69.4	0.9	0	231
7	1580	E	1	57.3	85.5	1.1	0	223
7	1580	F	0	12.4	15.0	0.8	0	257
7	1580	G	0	25.5	36.9	0.8	0	256
7	1580	H	0	24.5	36.6	0.8	0	249
7	1580	J	1	38.2	44.2	1.3	0	241
7	1580	K	1	43.9	52.8	1.3	0	243
7	1580	M	1	35.1	42.5	1.2	0	265
7	1580	N	0	16.8	20.8	0.9	0	302
7	1580	O	1	27.3	32.1	1.1	0	261
7	1590	A	0	22.4	29.3	0.9	0	274
7	1590	B	0	21.2	29.9	0.8	0	273
7	1590	C	0	23.1	34.5	0.8	0	257
7	1590	D	1	25.2	31.2	1.0	0	263
7	1590	E	1	23.6	29.4	1.0	0	249
7	1590	F	0	28.5	53.0	0.6	0	234
7	1590	G	0	14.1	19.2	0.7	0	238
7	1590	H	0	31.6	46.7	0.9	0	258
7	1590	J	1	17.7	20.4	1.0	0	242
7	1590	K	1	16.2	17.9	1.0	0	239
7	1590	M	0	10.1	13.7	0.6	0	236
7	1600	A	0	11.4	12.8	0.9	0	251
7	1600	B	1	17.0	15.4	1.4	0	250
7	1600	C	1	14.6	15.8	1.0	0	251
7	1600	D	1	14.8	10.0	1.9	0	255
7	1600	E	0	23.6	41.2	0.6	0	244
7	1600	F	0	18.1	30.0	0.6	0	240
7	1600	G	0	11.2	18.4	0.5	0	238
7	1600	H	0	30.7	49.5	0.8	0	248
7	1600	J	1	25.4	30.5	1.1	0	242
7	1600	K	1	29.8	37.7	1.1	0	263
7	1600	M	0	19.9	29.2	0.7	0	262
7	1600	N	0	22.4	29.3	0.9	0	256
7	1610	A	0	34.6	59.2	0.8	0	235

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
7	1610	B	1	19.4	21.4	1.1	0	249
7	1610	C	1	28.3	32.3	1.2	0	244
7	1610	D	1	28.6	37.3	1.0	0	246
7	1610	E	0	13.3	19.5	0.6	0	230
7	1610	F	0	29.9	54.6	0.6	0	232
7	1610	G	1	14.2	11.8	1.4	0	251
7	1610	H	1	20.4	17.4	1.6	0	243
7	1610	J	0	11.4	16.4	0.6	0	241
7	1620	A	0	10.0	13.2	0.6	0	261
7	1620	B	1	18.2	13.9	1.8	0	261
7	1620	C	0	32.4	60.8	0.6	0	228
7	1620	D	0	14.9	24.8	0.5	0	215
7	1620	E	1	25.7	29.9	1.1	0	266
7	1620	F	1	18.9	19.5	1.2	0	265
7	1630	A	0	38.2	66.0	0.8	0	221
7	1630	B	1	22.5	25.1	1.1	0	269
7	1630	C	1	18.6	21.1	1.0	0	281
7	1630	D	0	27.5	46.0	0.7	0	248
7	1630	E	2	11.5	7.1	2.0	0	273
7	1630	F	1	15.8	11.1	1.9	0	274
7	1630	G	0	8.8	10.7	0.7	0	277
7	1640	A	0	13.3	17.1	0.8	0	242
7	1640	B	2	23.7	15.9	2.3	0	245
7	1640	C	1	13.1	8.6	1.9	0	256
7	1640	D	0	32.1	53.5	0.8	0	240
7	1640	E	0	24.1	34.7	0.8	0	243
7	1640	F	1	20.4	24.9	1.0	0	256
7	1640	G	0	27.5	37.9	0.9	0	260
7	1650	A	0	24.7	33.4	0.9	0	242
7	1650	B	0	21.7	31.5	0.8	0	251
7	1650	C	0	13.9	16.7	0.8	0	273
7	1650	D	0	16.4	25.9	0.6	0	262
7	1650	E	0	24.9	45.0	0.6	0	246
7	1650	F	1	8.4	6.4	1.3	0	269
7	1650	G	0	4.4	8.2	0.2	0	309
7	1660	A	1	27.4	22.6	1.8	0	226
7	1660	B	1	12.9	11.0	1.3	0	222
7	1660	C	0	23.8	47.1	0.5	0	236
7	1660	D	1	22.1	25.5	1.1	0	240
7	1660	E	1	21.1	26.3	1.0	0	252

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
7	1670	A	1	21.5	26.3	1.0	0	238
7	1670	B	2	19.1	13.7	2.0	0	261
7	1670	C	1	14.7	11.0	1.7	0	273
7	1670	D	0	7.3	8.2	0.7	0	308
7	1680	A	0	6.6	9.7	0.4	0	313
7	1680	B	1	15.8	11.4	1.8	0	260
7	1680	C	1	21.1	16.3	1.8	0	259
7	1680	D	0	18.3	25.5	0.8	0	242
9	1681	A	0	5.7	19.1	0.1	0	254
9	1681	B	2	24.1	16.3	2.3	0	253
9	1681	C	1	10.5	7.5	1.6	0	254
9	1681	D	0	19.0	34.1	0.5	0	253
9	1681	E	1	16.0	13.0	1.6	0	272
9	1681	F	1	17.9	20.4	1.0	0	265
9	1681	G	0	19.6	24.8	0.9	0	273
9	1681	H	0	14.8	20.6	0.7	0	269
9	1690	B	0	31.8	56.2	0.7	0	232
9	1690	C	0	25.1	45.8	0.6	0	234
9	1690	D	0	16.0	30.9	0.5	0	240
9	1690	E	1	15.6	13.9	1.4	0	262
9	1690	F	0	9.7	13.8	0.6	0	244
9	1690	G	0	12.4	13.6	0.9	0	248
9	1700	A	0	12.7	13.9	0.9	0	301
9	1700	B	1	20.2	19.4	1.3	0	251
9	1700	C	0	21.7	31.5	0.8	0	277
9	1700	D	0	23.0	43.7	0.5	0	261
9	1700	E	0	26.6	45.8	0.7	0	277
9	1710	A	0	28.2	48.3	0.7	0	251
9	1710	B	0	26.6	48.0	0.6	0	241
9	1710	C	1	17.7	16.5	1.3	0	258
9	1710	D	1	27.4	23.4	1.8	0	260
9	1720	A	1	21.3	19.9	1.4	0	260
9	1720	B	1	28.5	28.8	1.4	0	255
9	1720	C	0	6.4	34.4	0.0	0	238
9	1720	D	0	15.8	28.4	0.5	0	274
9	1730	A	0	29.0	58.4	0.6	0	242
9	1730	B	0	16.2	27.9	0.5	0	240

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
9	1730	C	0	6.3	10.5	0.4	0	273
9	1730	D	0	14.6	27.4	0.5	0	267
9	1730	E	1	26.1	34.1	1.0	0	248
9	1730	F	1	45.8	48.8	1.6	0	244
9	1740	C	1	33.2	28.0	1.9	0	248
9	1740	D	1	48.1	45.2	1.9	0	253
9	1740	E	0	23.1	30.1	0.9	0	262
9	1740	F	0	21.9	34.5	0.7	0	259
9	1740	G	0	12.3	16.7	0.7	0	238
9	1740	H	2	27.7	18.0	2.6	0	255
9	1740	J	1	22.5	21.1	1.4	0	256
9	1740	K	0	20.4	31.9	0.7	0	252
9	1750	A	0	28.1	52.7	0.6	0	227
9	1750	B	0	27.1	40.3	0.8	0	248
9	1750	C	0	27.0	40.0	0.8	0	245
9	1750	D	1	21.8	23.9	1.2	0	248
9	1750	E	2	36.7	31.1	2.0	0	243
9	1750	F	2	45.5	30.1	2.9	0	244
9	1750	G	0	5.3	9.1	0.3	0	264
9	1750	H	1	30.2	32.8	1.3	0	261
9	1750	J	0	15.5	24.0	0.6	0	254
9	1750	K	2	55.6	36.6	3.2	0	239
9	1750	M	2	63.7	38.4	3.7	0	242
9	1750	N	2	57.1	34.6	3.6	0	243
9	1750	O	3	53.7	21.8	5.9	0	253
9	1761	B	3	88.3	40.7	5.8	0	238
9	1761	C	3	89.2	43.6	5.4	0	247
9	1761	D	1	18.5	20.0	1.1	0	268
9	1761	E	1	36.3	39.9	1.4	0	263
9	1761	F	1	9.0	7.6	1.2	0	257
9	1761	G	2	30.0	19.9	2.6	0	239
9	1761	H	2	34.0	24.8	2.3	0	259
9	1761	J	1	30.4	29.8	1.5	0	272
9	1761	K	1	29.8	38.2	1.1	0	253
9	1761	M	1	18.3	19.8	1.1	0	259
9	1761	N	0	26.5	35.5	0.9	0	274
9	1770	A	0	34.7	54.5	0.8	0	244
9	1770	B	0	28.7	42.1	0.9	0	233
9	1770	C	0	29.5	41.5	0.9	0	238
9	1770	D	0	34.7	51.0	0.9	0	226
9	1770	E	1	30.3	40.3	1.0	0	242

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
9	1770	F	1	24.9	24.3	1.4	0	249
9	1770	G	2	40.4	32.8	2.2	0	230
9	1771	A	1	78.2	92.1	1.7	0	207
9	1771	B	2	37.0	31.2	2.0	0	238
9	1771	C	1	17.6	19.2	1.1	0	244
9	1771	D	0	18.7	27.4	0.7	0	268
9	1771	E	0	17.3	21.1	0.9	0	268
9	1771	F	3	52.7	25.8	4.6	0	273
9	1771	G	3	57.4	23.2	6.0	0	267
9	1780	A	3	30.6	14.5	4.0	0	293
9	1780	B	2	30.2	17.8	3.0	0	298
9	1780	C	2	33.8	17.2	3.8	0	292
9	1780	D	1	9.0	8.2	1.1	0	343
9	1780	E	0	11.0	11.6	0.9	0	343
9	1780	F	0	10.6	15.1	0.6	0	325
9	1780	G	1	25.0	20.1	1.9	0	263
9	1780	H	1	25.9	22.9	1.6	0	259
9	1780	J	1	16.9	18.1	1.1	0	270
9	1780	K	1	30.8	37.3	1.1	0	260
9	1780	M	1	21.7	27.1	1.0	0	273
9	1780	N	0	27.4	40.5	0.8	0	265
9	1790	A	0	22.6	33.2	0.8	0	265
9	1790	B	1	24.6	31.4	1.0	0	260
9	1790	C	1	34.8	41.0	1.2	0	253
9	1790	D	1	18.9	20.5	1.1	0	251
9	1790	E	1	25.7	27.6	1.3	0	239
9	1790	F	0	24.3	32.2	0.9	0	229
9	1790	G	0	9.8	20.2	0.3	0	270
9	1790	H	1	25.7	28.0	1.2	0	270
9	1790	J	1	26.8	30.7	1.2	0	222
9	1790	K	2	49.6	31.8	3.2	0	237
9	1800	B	2	40.6	27.9	2.7	0	243
9	1800	C	2	43.6	34.4	2.3	0	239
9	1800	D	2	31.9	21.8	2.5	0	280
9	1800	E	1	25.8	22.3	1.7	0	247
9	1800	F	1	26.4	33.4	1.0	0	261
9	1800	G	1	28.3	33.0	1.2	0	270
9	1810	B	1	22.7	20.5	1.5	0	237
9	1810	C	1	25.0	19.9	1.9	0	251
9	1810	D	1	47.3	48.2	1.7	0	223

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
9	1810	E	2	32.7	23.1	2.4	0	238
9	1810	F	3	67.2	31.6	5.2	0	243
9	1820	B	2	25.3	13.9	3.1	0	274
9	1820	C	1	25.0	21.5	1.7	0	265
9	1820	D	2	15.7	9.9	2.2	0	300
9	1820	E	1	15.7	16.3	1.1	0	247
9	1820	F	1	23.5	28.7	1.0	0	280
9	1820	G	0	20.0	25.3	0.9	0	291
9	1830	B	0	17.1	20.9	0.9	0	303
9	1830	C	1	36.8	50.1	1.1	0	247
9	1830	D	1	19.0	19.8	1.2	0	229
9	1830	E	0	9.9	18.3	0.4	0	226
9	1830	F	1	11.3	9.2	1.4	0	257
9	1830	G	1	11.2	10.3	1.1	0	257
9	1830	H	1	14.1	13.3	1.2	0	261
9	1830	J	1	16.2	13.5	1.5	0	255
9	1840	A	1	16.9	14.0	1.5	0	240
9	1840	B	1	16.9	17.6	1.1	0	250
9	1840	C	1	11.9	12.4	1.0	0	254
9	1840	D	0	13.3	14.7	0.9	0	259
9	1840	E	0	18.3	25.2	0.8	0	288
9	1850	A	0	19.7	29.3	0.7	0	276
9	1850	B	0	8.1	15.3	0.3	0	272
9	1850	C	1	8.2	7.6	1.0	0	286
9	1861	A	2	11.5	6.6	2.2	0	345
9	1861	B	0	8.8	13.0	0.5	0	300
9	1861	C	0	9.5	12.5	0.6	0	257
9	1861	D	1	22.2	21.7	1.4	0	233
9	1861	E	0	14.6	25.2	0.5	0	308
10	1870	A	1	15.0	14.2	1.2	0	248
10	1880	A	0	18.8	27.9	0.7	0	235
10	1880	B	1	35.8	49.6	1.0	0	244
10	1880	C	1	25.6	25.1	1.4	0	242
10	1880	D	0	11.3	22.4	0.4	0	243
10	1880	E	0	16.6	22.0	0.8	0	237
10	1880	F	2	24.4	13.7	3.0	0	265
10	1891	A	2	19.8	11.9	2.5	0	269

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
10	1891	B	0	12.7	18.6	0.6	0	252
10	1891	C	0	7.8	15.1	0.3	0	253
10	1891	D	1	14.8	13.2	1.3	0	247
10	1891	E	1	24.7	23.0	1.5	0	252
10	1900	A	0	22.4	32.0	0.8	0	247
10	1900	B	1	29.1	28.2	1.5	0	255
10	1900	C	1	22.5	26.3	1.1	0	234
10	1900	D	0	11.5	12.5	0.9	0	237
10	1900	E	0	11.2	19.5	0.4	0	236
10	1910	A	0	6.6	9.1	0.5	0	256
10	1910	B	0	10.5	12.7	0.7	0	245
10	1910	C	1	25.1	27.5	1.2	0	281
10	1910	D	1	36.7	49.7	1.1	0	262
10	1920	A	0	34.3	62.1	0.7	0	232
10	1920	B	1	41.7	59.7	1.0	0	245
10	1920	C	0	9.9	16.0	0.5	0	227
10	1920	D	0	9.5	11.0	0.8	0	240
10	1920	E	1	12.6	10.8	1.3	0	303
10	1930	B	2	17.1	10.4	2.4	0	287
10	1930	C	0	9.6	13.4	0.6	0	256
10	1930	D	0	7.8	9.0	0.7	0	269
10	1930	E	0	25.1	39.7	0.7	0	262
10	1930	F	0	29.3	40.5	0.9	0	270
10	1930	G	0	23.0	34.7	0.8	0	259
10	1930	H	1	11.6	9.2	1.4	0	349
10	1940	A	1	22.3	22.3	1.3	0	316
10	1940	B	0	21.3	29.0	0.8	0	248
10	1940	C	0	30.0	53.0	0.7	0	246
10	1940	D	1	25.7	33.9	1.0	0	239
10	1940	E	0	11.3	14.7	0.7	0	227
10	1950	A	0	9.1	10.5	0.8	0	303
10	1950	B	0	6.6	10.8	0.4	0	258
10	1950	C	0	25.6	52.2	0.5	0	257
10	1950	D	0	12.9	17.0	0.7	0	301
10	1950	E	1	16.0	15.8	1.2	0	315
10	1960	A	1	24.0	24.6	1.3	0	256
10	1960	B	0	33.8	59.9	0.7	0	226
10	1960	C	0	16.2	33.6	0.4	0	216

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
10	1960	D	0	18.5	30.0	0.6	0	246
10	1960	E	0	17.4	37.2	0.4	0	222
10	1960	F	0	10.6	14.4	0.6	0	233
10	1960	G	0	9.0	12.3	0.6	0	305
10	1970	A	0	7.7	10.2	0.6	0	316
10	1970	B	0	10.5	14.2	0.6	0	259
10	1970	C	0	11.6	21.2	0.4	0	272
10	1970	D	0	20.7	30.8	0.7	0	282
10	1970	E	0	10.4	12.4	0.8	0	299
10	1980	A	0	19.4	42.1	0.4	0	230
10	1980	B	0	14.4	20.2	0.7	0	241
10	1980	C	2	23.9	12.4	3.3	0	312
10	1980	D	2	35.0	18.7	3.6	0	303
10	1980	E	1	14.1	9.8	1.8	0	335
10	1990	A	2	15.7	8.4	2.7	0	350
10	1990	B	0	13.1	22.8	0.5	0	262
10	1990	C	3	42.7	18.4	5.1	0	273
10	1990	D	3	58.3	26.6	5.2	0	282
10	1990	E	3	43.0	20.7	4.4	0	296
10	1990	F	0	12.2	14.4	0.8	0	265
10	1990	G	0	13.8	16.6	0.8	0	256
10	1990	H	0	14.3	19.0	0.7	0	270
10	1990	J	0	17.9	26.4	0.7	0	273
10	1990	K	0	13.2	23.0	0.5	0	266
10	2000	A	1	23.1	26.3	1.1	0	233
10	2000	B	1	21.4	20.5	1.4	0	228
10	2000	C	1	19.6	14.3	1.9	0	259
10	2000	D	1	16.4	15.8	1.2	0	253
10	2000	E	1	17.5	14.8	1.5	0	323
10	2000	F	3	75.8	41.7	4.4	0	266
10	2000	G	3	77.1	32.5	6.2	0	259
10	2000	H	3	22.6	8.6	4.9	0	338
10	2010	A	3	16.2	5.4	5.3	0	347
10	2010	B	3	70.0	31.2	5.6	0	271
10	2010	C	3	84.4	37.2	6.1	0	258
10	2010	D	3	65.5	34.2	4.5	0	261
10	2010	E	3	59.5	29.7	4.6	0	268
10	2010	F	1	23.6	23.5	1.4	0	279
10	2010	G	1	15.6	16.7	1.0	0	247
10	2020	A	2	30.2	14.5	3.9	0	290

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J8815 - PELLY RIVER

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
10	2020	B	0	11.5	28.1	0.3	0	258
10	2020	C	1	18.1	16.7	1.4	0	240
10	2020	D	1	17.8	20.2	1.0	0	251
10	2020	E	0	27.0	44.8	0.7	0	240
10	2020	F	0	10.7	14.6	0.6	0	237
10	2020	G	0	8.5	13.0	0.5	0	242
10	2020	H	0	13.5	16.8	0.8	0	332
10	2020	J	3	50.8	23.2	5.0	0	287
10	2020	K	3	57.3	27.5	4.8	0	279
10	2020	M	3	79.4	32.7	6.5	0	271
10	2020	N	2	9.0	3.9	3.0	0	361
10	2030	A	3	19.5	6.6	5.5	0	319
10	2030	B	2	9.0	4.4	2.5	0	320
10	2030	C	3	28.2	13.1	4.0	0	292
10	2030	D	3	36.8	13.4	6.0	0	289
10	2030	E	3	64.9	27.8	5.8	0	279
10	2030	F	1	31.3	38.7	1.1	0	265
10	2030	G	1	27.3	36.0	1.0	0	268
10	2030	H	0	10.0	11.0	0.8	0	274
10	2030	J	0	7.8	8.9	0.7	0	277
10	2030	K	0	19.5	24.0	0.9	0	285
10	2030	M	0	22.6	30.7	0.9	0	265
10	2030	N	1	15.2	14.8	1.2	0	240
10	2030	O	0	7.5	19.0	0.2	0	288
10	2030	P	2	25.8	12.6	3.7	0	281
10	2040	A	0	19.8	26.2	0.9	0	261
10	2040	B	1	23.3	26.1	1.1	0	277
10	2040	C	1	32.5	38.1	1.2	0	239
10	2040	D	0	13.5	16.8	0.8	0	235
10	2040	E	0	4.7	8.5	0.3	0	277
10	2040	F	1	19.7	23.5	1.0	0	281
10	2040	G	1	25.0	25.7	1.3	0	288
10	2040	H	3	48.7	24.6	4.3	0	290
10	2040	J	3	56.7	24.7	5.4	0	289
10	2040	K	3	23.2	8.7	5.0	0	275
10	2040	M	2	17.7	8.3	3.4	0	280
10	2040	N	2	14.1	8.4	2.3	0	279
10	2040	O	0	8.6	15.5	0.4	0	279
10	2040	P	3	11.3	3.5	5.2	0	307
10	2050	A	2	12.5	5.0	3.8	0	276
10	2050	B	2	12.0	7.5	2.0	0	276
10	2050	C	3	14.2	4.8	5.0	0	267

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
10	2050	D	3	49.5	20.6	5.6	0	285
10	2050	E	0	11.8	15.6	0.7	0	257
10	2050	F	0	7.4	10.3	0.5	0	247
10	2050	G	1	21.6	21.4	1.3	0	250
10	2050	H	1	27.8	30.6	1.3	0	260
10	2050	J	1	25.7	29.0	1.2	0	279
10	2050	K	0	15.6	19.8	0.8	0	293
10	2060	A	2	30.6	18.3	2.9	0	291
10	2060	B	0	7.6	15.5	0.3	0	283
10	2060	C	0	11.4	17.6	0.5	0	278
10	2060	D	1	33.7	39.5	1.2	0	236
10	2060	E	1	25.6	27.2	1.3	0	240
10	2060	F	1	13.3	13.6	1.0	0	233
10	2060	G	0	5.0	9.8	0.2	0	236
10	2060	H	0	9.2	16.2	0.4	0	238
10	2060	J	1	16.7	18.2	1.0	0	260
10	2060	K	3	23.7	9.7	4.5	0	295
10	2070	A	2	15.4	7.4	3.1	0	296
10	2070	B	0	6.2	11.4	0.3	0	281
10	2070	C	3	17.5	6.2	5.0	0	300
10	2070	D	0	11.8	19.8	0.5	0	229
10	2070	E	1	13.9	12.9	1.2	0	224
10	2070	F	0	12.7	14.1	0.9	0	324
10	2070	G	0	8.0	12.7	0.4	0	298
10	2070	H	0	5.2	8.7	0.3	0	278
10	2070	J	0	12.1	13.0	0.9	0	314
10	2070	K	3	25.1	11.0	4.2	0	309
10	2080	A	1	17.0	13.7	1.6	0	296
10	2080	B	0	18.4	22.5	0.9	0	279
10	2080	C	1	31.0	32.2	1.4	0	246
10	2080	D	1	28.2	31.5	1.2	0	248
10	2080	E	0	8.0	14.3	0.4	0	238
10	2080	F	0	11.2	19.6	0.4	0	235
10	2080	G	0	6.9	13.8	0.3	0	266
10	2080	H	3	11.0	3.4	5.2	0	322
10	2090	A	0	19.3	24.9	0.9	0	285
10	2090	B	0	12.1	18.7	0.6	0	247
10	2090	C	1	13.0	10.3	1.5	0	263
10	2090	D	1	20.7	18.1	1.5	0	259
10	2090	E	1	26.7	26.2	1.4	0	262
10	2090	F	0	6.8	8.6	0.6	0	280

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
10	2090	G	3	27.1	8.4	6.8	0	304
10	2100	A	0	12.7	23.7	0.4	0	256
10	2100	B	1	20.8	21.8	1.2	0	266
10	2100	C	1	15.2	17.2	1.0	0	245
10	2100	D	0	8.3	11.3	0.6	0	293
10	2100	E	0	15.0	19.5	0.8	0	231
10	2100	F	1	11.8	10.7	1.2	0	268
10	2110	A	1	51.7	73.3	1.1	0	243
10	2110	B	1	23.9	18.5	1.9	0	224
10	2110	C	1	23.4	28.5	1.0	0	253
10	2110	D	0	5.7	11.4	0.3	0	250
10	2110	E	1	18.5	20.4	1.1	0	229
10	2110	F	1	23.7	22.5	1.4	0	247
10	2110	G	1	25.6	24.5	1.5	0	254
10	2110	H	1	21.6	23.3	1.2	0	257
10	2110	J	0	13.9	20.0	0.7	0	260
10	2110	K	2	41.1	24.4	3.3	0	285
10	2120	A	1	38.0	39.3	1.5	0	271
10	2120	B	5	67.0	13.1	16.4	0	272
10	2120	C	3	38.9	12.3	7.4	0	256
10	2120	D	0	22.4	28.5	0.9	0	248
10	2120	E	0	12.6	13.9	0.9	0	254
10	2120	F	0	3.3	12.2	0.0	0	275
10	2120	G	0	16.1	21.9	0.8	0	270
10	2120	H	1	15.7	11.0	1.9	0	250
10	2120	J	4	20.2	4.9	8.7	0	311
10	2130	A	2	23.5	11.4	3.6	0	230
10	2130	B	1	15.5	11.0	1.8	0	274
10	2130	C	1	20.3	20.4	1.3	0	265
10	2130	D	3	42.9	13.2	7.9	0	260
10	2140	A	2	29.7	18.2	2.8	0	308
10	2140	B	3	28.8	11.5	5.0	0	261
10	2140	C	1	22.6	25.1	1.1	0	243
10	2140	D	1	16.6	18.1	1.0	0	273
10	2140	E	0	11.5	13.2	0.8	0	250
10	2150	A	2	10.2	5.1	2.6	0	347
10	2150	B	0	16.9	23.9	0.7	0	278
10	2150	C	2	22.4	11.3	3.3	0	270
10	2150	D	0	12.1	14.7	0.8	0	250

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
10	2150	E	0	6.2	7.6	0.6	0	246
10	2150	F	1	15.9	17.2	1.0	0	293
10	2150	G	1	20.4	23.5	1.0	0	253
10	2150	H	3	41.4	13.9	7.0	0	251
10	2150	J	1	44.8	42.2	1.8	0	259
10	2160	A	0	19.3	25.5	0.8	0	240
10	2160	B	1	11.0	11.1	1.0	0	361
10	2160	C	0	5.9	9.2	0.4	0	243
10	2160	D	1	18.2	15.8	1.5	0	226
10	2160	E	2	24.9	17.9	2.1	0	251
10	2170	A	2	18.1	8.3	3.5	0	324
10	2170	B	0	6.5	13.8	0.2	0	287
10	2170	C	2	17.1	8.9	2.9	0	263
10	2170	D	1	19.7	14.7	1.9	0	248
10	2170	E	1	14.9	11.1	1.7	0	254
10	2170	F	0	13.1	15.5	0.8	0	298
10	2170	G	0	13.9	16.7	0.8	0	273
10	2170	H	3	33.0	14.3	4.6	0	263
10	2180	A	0	15.8	23.1	0.7	0	233
10	2180	B	0	13.7	16.3	0.9	0	291
10	2180	C	0	10.8	18.0	0.5	0	231
10	2180	D	1	18.1	19.5	1.1	0	245
10	2180	E	1	21.3	16.8	1.8	0	271
10	2180	F	0	9.0	19.2	0.3	0	262
10	2180	G	3	18.1	5.0	7.0	0	294
10	2190	A	4	31.0	7.0	10.9	0	266
10	2190	B	0	6.5	14.8	0.2	0	308
10	2190	C	1	32.2	37.4	1.2	0	264
10	2190	D	2	17.0	10.4	2.3	0	255
10	2190	E	1	13.0	14.0	1.0	0	325
10	2190	F	1	17.8	19.5	1.1	0	298
10	2190	G	2	32.3	17.0	3.6	0	266
11	2200	A	3	36.3	13.0	6.2	0	295
11	2200	B	1	24.3	21.1	1.7	0	284
11	2200	C	2	20.1	10.4	3.1	0	258
11	2200	D	1	53.2	65.4	1.4	0	241
11	2200	E	0	17.6	23.2	0.8	0	289
11	2200	F	4	24.0	4.3	13.8	0	281
11	2210	A	2	26.6	20.2	2.0	0	272

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
11	2210	B	1	32.5	41.1	1.1	0	244
11	2210	C	2	23.2	11.7	3.4	0	248
11	2210	D	2	22.6	12.5	3.0	0	255
11	2210	E	1	12.4	13.2	1.0	0	280
11	2210	F	1	23.7	22.7	1.4	0	271
11	2210	G	2	52.8	45.7	2.2	0	231
11	2220	A	1	32.4	32.2	1.5	0	279
11	2220	B	2	32.6	22.9	2.4	0	245
11	2220	C	1	25.0	27.0	1.2	0	244
11	2220	D	1	22.7	22.7	1.3	0	276
11	2220	E	0	13.6	22.6	0.5	0	238
11	2220	F	2	21.3	13.6	2.4	0	246
11	2220	G	0	18.8	28.8	0.7	0	243
11	2220	H	1	22.5	20.3	1.5	0	255
11	2220	J	2	9.0	4.3	2.6	0	345
11	2230	A	3	22.7	9.3	4.4	0	300
11	2230	B	1	13.3	11.9	1.3	0	235
11	2230	C	1	30.7	34.1	1.3	0	243
11	2230	D	1	22.7	17.5	1.9	0	237
11	2230	E	0	18.3	29.7	0.6	0	245
11	2230	F	0	4.0	12.0	0.1	0	230
11	2230	G	0	12.8	17.0	0.7	0	263
11	2230	H	1	15.2	16.7	1.0	0	244
11	2230	J	0	12.6	15.3	0.8	0	270
11	2230	K	1	23.2	18.7	1.8	0	282
11	2230	M	2	37.1	30.6	2.1	0	267
11	2230	N	1	73.4	88.2	1.6	0	230
11	2240	A	1	23.8	20.1	1.7	0	291
11	2240	B	2	30.7	22.0	2.3	0	248
11	2240	C	1	34.3	40.7	1.2	0	236
11	2240	D	0	11.0	15.0	0.6	0	247
11	2240	E	0	9.0	14.8	0.4	0	229
11	2240	F	1	16.8	16.6	1.2	0	312
11	2240	G	0	12.4	17.1	0.7	0	250
11	2240	H	0	16.0	25.3	0.6	0	271
11	2240	J	1	26.5	23.2	1.7	0	246
11	2240	K	1	12.0	12.3	1.0	0	255
11	2240	M	3	15.9	6.5	4.0	0	295
11	2240	N	4	37.5	9.7	9.6	0	270
11	2250	B	4	41.2	9.0	12.3	0	288
11	2250	C	3	23.4	10.1	4.2	0	262

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
11	2250	D	3	20.1	8.2	4.3	0	255
11	2250	E	0	4.5	8.2	0.3	0	249
11	2250	F	0	10.0	16.7	0.5	0	267
11	2250	G	2	20.3	12.0	2.6	0	261
11	2250	H	2	31.2	17.7	3.2	0	260
11	2250	J	2	22.1	14.5	2.3	0	259
11	2250	K	0	14.1	20.3	0.7	0	249
11	2250	M	0	5.5	9.4	0.3	0	233
11	2250	N	1	20.0	24.6	1.0	0	256
11	2250	O	0	24.1	32.4	0.9	0	267
11	2250	P	0	10.7	17.8	0.5	0	248
11	2250	Q	0	16.2	21.6	0.8	0	272
11	2250	R	1	23.0	24.9	1.2	0	259
11	2250	S	1	34.9	30.8	1.8	0	244
11	2250	T	1	37.1	38.9	1.5	0	238
11	2250	U	1	42.1	42.8	1.6	0	258
11	2260	A	1	15.7	14.0	1.4	0	303
11	2260	B	1	13.7	13.0	1.2	0	307
11	2260	C	0	15.2	18.3	0.9	0	293
11	2260	D	0	4.2	9.5	0.2	0	261
11	2260	E	0	13.0	17.7	0.7	0	244
11	2260	F	0	12.3	26.6	0.3	0	245
11	2260	G	1	18.6	17.6	1.3	0	241
11	2260	H	2	34.1	19.2	3.3	0	240
11	2260	J	0	3.3	10.0	0.1	0	234
11	2260	K	3	25.6	10.1	4.9	0	270
11	2260	M	4	61.6	13.1	14.3	0	265
11	2260	N	3	49.3	19.5	5.9	0	287
11	2270	C	4	98.4	24.2	13.5	0	246
11	2270	D	3	27.5	10.3	5.3	0	271
11	2270	E	1	35.7	31.3	1.9	0	247
11	2270	F	2	34.5	21.8	2.9	0	246
11	2270	G	0	9.9	12.0	0.7	0	266
11	2270	H	0	20.5	37.3	0.6	0	245
11	2270	J	0	8.1	23.3	0.2	0	247
11	2270	K	0	23.1	38.9	0.7	0	238
11	2270	M	0	9.2	11.5	0.7	0	324
11	2270	N	1	17.2	15.7	1.4	0	311
11	2270	O	1	14.2	15.2	1.0	0	271
11	2280	A	1	3.5	2.5	1.0	0	435
11	2280	B	2	32.8	21.8	2.6	0	271
11	2280	C	0	13.3	19.7	0.6	0	260

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
11	2280	D	0	6.9	23.2	0.1	0	230
11	2280	E	0	10.8	20.5	0.4	0	238
11	2280	F	1	13.5	9.7	1.7	0	259
11	2280	G	2	21.6	10.7	3.4	0	260
11	2280	H	2	34.9	29.3	2.0	0	248
11	2280	J	3	27.8	11.1	4.9	0	285
11	2280	K	4	30.8	7.9	9.1	0	312
11	2290	B	3	83.3	33.5	6.8	0	251
11	2290	C	3	38.3	18.8	4.1	0	248
11	2290	D	3	39.4	18.3	4.5	0	255
11	2290	E	2	20.2	12.6	2.4	0	264
11	2290	F	3	31.4	11.6	5.6	0	259
11	2290	G	2	20.3	12.7	2.4	0	253
11	2290	H	0	8.0	21.5	0.2	0	253
11	2290	J	0	13.0	28.5	0.3	0	252
11	2290	K	1	18.9	20.3	1.1	0	273
11	2290	M	0	7.4	9.8	0.6	0	325
11	2290	N	3	52.5	25.9	4.5	0	276
11	2290	O	1	17.4	14.8	1.5	0	327
11	2300	A	3	57.2	23.9	5.8	0	267
11	2300	B	0	8.9	13.9	0.5	0	237
11	2300	C	0	15.6	28.0	0.5	0	235
11	2300	D	0	22.8	59.2	0.3	0	236
11	2300	E	1	21.6	22.1	1.3	0	273
11	2300	F	3	31.3	13.6	4.5	0	283
11	2300	G	2	25.2	13.0	3.4	0	270
11	2300	H	4	69.5	23.6	8.0	0	268
11	2310	A	3	57.2	22.6	6.2	0	249
11	2310	B	2	32.2	19.4	3.0	0	262
11	2310	C	2	58.2	32.9	3.9	0	242
11	2310	D	1	57.1	63.3	1.6	0	221
11	2310	E	0	34.7	65.5	0.7	0	231
11	2310	F	0	11.0	25.8	0.3	0	249
11	2310	G	0	18.8	29.2	0.7	0	242
11	2310	H	1	21.2	22.6	1.2	0	244
11	2310	J	1	23.2	25.0	1.2	0	248
11	2310	K	0	11.7	13.5	0.8	0	245
11	2310	M	3	71.7	30.5	6.0	0	265
11	2310	N	2	36.0	25.1	2.5	0	260
11	2310	O	2	34.6	20.7	3.1	0	244
11	2320	A	2	32.9	24.6	2.2	0	234

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
11	2320	B	2	29.9	20.1	2.5	0	263
11	2320	C	3	97.1	49.7	5.2	0	240
11	2320	D	0	12.7	16.1	0.8	0	232
11	2320	E	0	6.4	23.0	0.1	0	264
11	2320	F	0	29.9	48.3	0.8	0	251
11	2320	G	2	32.7	20.9	2.8	0	260
11	2320	H	3	39.7	19.9	4.1	0	272
11	2320	J	2	27.5	15.5	3.1	0	288
11	2320	K	2	15.1	8.6	2.5	0	286
11	2320	M	3	18.9	7.8	4.1	0	300
11	2330	A	3	22.5	8.3	5.1	0	285
11	2330	B	3	17.9	7.3	4.1	0	273
11	2330	C	0	3.7	12.3	0.1	0	282
11	2330	D	2	32.0	19.9	2.8	0	252
11	2330	E	2	33.5	18.0	3.5	0	244
11	2330	F	0	8.1	16.7	0.3	0	236
11	2330	G	0	40.8	84.6	0.6	0	212
11	2330	H	0	38.9	80.7	0.6	0	223
11	2330	J	0	19.2	26.7	0.8	0	266
11	2330	K	1	30.0	38.7	1.0	0	239
11	2330	M	1	20.9	23.9	1.1	0	226
11	2330	N	3	26.3	10.9	4.6	0	280
11	2330	O	3	36.8	15.5	5.0	0	288
11	2330	P	3	30.8	14.3	4.1	0	307
11	2330	Q	2	40.4	32.5	2.2	0	251
11	2330	R	2	40.6	27.6	2.7	0	228
11	2340	A	2	37.1	20.2	3.6	0	217
11	2340	B	2	37.0	18.8	3.9	0	217
11	2340	C	2	44.9	26.3	3.4	0	251
11	2340	D	2	33.6	19.1	3.3	0	241
11	2340	E	2	25.5	12.3	3.7	0	248
11	2340	F	0	12.7	16.3	0.7	0	267
11	2340	G	0	17.4	39.4	0.4	0	262
11	2340	H	0	15.2	22.8	0.6	0	263
11	2340	J	2	17.7	11.8	2.1	0	262
11	2340	K	2	23.1	10.8	3.7	0	271
11	2340	M	2	16.2	11.0	2.0	0	308
11	2350	A	1	19.4	15.0	1.8	0	281
11	2350	B	3	20.8	8.0	4.7	0	265
11	2350	C	0	15.2	23.5	0.6	0	260
11	2350	D	0	18.3	36.5	0.5	0	231
11	2350	E	0	21.0	47.0	0.4	0	228

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
11	2350	F	0	19.8	45.3	0.4	0	241
11	2350	G	0	17.4	21.6	0.9	0	253
11	2350	H	2	21.1	9.6	3.8	0	281
11	2350	J	2	36.6	23.6	2.8	0	230
11	2360	A	2	27.7	15.2	3.2	0	237
11	2360	B	2	31.9	17.8	3.3	0	236
11	2360	C	2	23.2	17.4	2.0	0	248
11	2360	D	1	19.9	19.6	1.3	0	284
11	2360	E	2	24.7	11.9	3.7	0	266
11	2360	F	2	21.7	11.4	3.1	0	277
11	2360	G	0	14.1	21.4	0.6	0	264
11	2360	H	0	12.0	32.3	0.2	0	252
11	2360	J	1	10.8	10.8	1.0	0	246
11	2360	K	2	22.4	13.9	2.5	0	290
11	2360	M	1	24.3	29.5	1.0	0	288
11	2370	A	0	34.9	51.5	0.9	0	236
11	2370	B	2	43.5	37.0	2.1	0	240
11	2370	C	0	5.2	16.6	0.1	0	271
11	2370	D	0	7.4	16.4	0.2	0	272
11	2370	E	0	6.7	21.6	0.1	0	238
11	2370	F	0	13.8	31.0	0.3	0	246
11	2370	G	0	19.0	25.2	0.8	0	249
11	2370	H	0	21.2	28.7	0.9	0	247
11	2370	J	1	15.3	11.5	1.7	0	311
11	2370	K	2	18.8	9.6	3.1	0	328
11	2370	M	3	39.8	18.8	4.4	0	246
11	2370	N	2	35.1	20.2	3.2	0	212
11	2370	O	2	28.2	17.0	2.8	0	215
11	2380	A	3	42.3	17.8	5.2	0	313
11	2380	B	3	41.8	17.0	5.4	0	266
11	2380	C	2	54.2	34.2	3.3	0	226
11	2380	D	1	24.3	31.0	1.0	0	232
11	2380	E	1	37.4	43.5	1.3	0	242
11	2380	F	1	29.9	25.4	1.8	0	284
11	2380	G	0	16.8	22.2	0.8	0	250
11	2380	H	0	14.8	29.3	0.4	0	254
11	2380	J	2	14.5	9.7	2.0	0	253
11	2380	K	2	20.1	10.5	3.1	0	262
11	2380	M	0	9.9	16.1	0.5	0	279
11	2380	N	0	8.3	10.6	0.6	0	294
11	2380	O	3	26.8	12.0	4.2	0	302
11	2380	P	1	15.6	11.1	1.8	0	341

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
11	2390	A	1	21.7	16.5	1.9	0	291
11	2390	B	3	32.5	13.3	5.0	0	285
11	2390	C	0	8.9	11.9	0.6	0	305
11	2390	D	2	20.5	9.8	3.5	0	258
11	2390	E	2	16.1	8.9	2.6	0	252
11	2390	F	0	10.2	21.4	0.3	0	263
11	2390	G	0	22.0	29.2	0.9	0	229
11	2390	H	1	32.7	28.5	1.8	0	251
11	2390	J	0	15.1	20.1	0.8	0	254
11	2390	K	2	33.6	22.6	2.6	0	266
11	2390	M	3	21.8	8.3	4.8	0	301
11	2390	N	3	47.0	20.5	5.1	0	300
11	2390	O	2	56.3	32.5	3.8	0	246
11	2390	P	2	48.4	30.9	3.1	0	236
11	2400	A	2	42.3	26.9	3.0	0	241
11	2400	B	2	59.4	40.1	3.1	0	267
11	2400	C	3	52.5	23.8	5.1	0	287
11	2400	D	3	50.0	22.1	5.1	0	256
11	2400	E	3	42.0	14.7	6.6	0	259
11	2400	F	2	37.1	30.9	2.0	0	223
11	2400	G	1	42.5	40.5	1.8	0	213
11	2400	H	2	55.2	47.1	2.2	0	207
11	2400	J	0	12.7	22.1	0.5	0	229
11	2400	K	2	11.6	6.0	2.6	0	294
11	2400	M	0	4.5	10.3	0.2	0	281
11	2400	N	3	32.2	12.1	5.6	0	269
11	2400	O	2	14.1	7.4	2.7	0	285
11	2410	A	2	16.8	7.7	3.5	0	263
11	2410	B	3	35.7	11.5	7.0	0	250
11	2410	C	0	7.4	16.8	0.2	0	274
11	2410	D	2	18.3	11.8	2.2	0	274
11	2410	E	1	20.6	22.0	1.2	0	249
11	2410	F	1	32.3	31.8	1.5	0	237
11	2410	G	2	33.0	22.5	2.5	0	235
11	2410	H	2	30.9	20.0	2.7	0	250
11	2410	J	3	29.5	11.7	5.0	0	288
11	2410	K	3	28.7	11.7	4.8	0	291
11	2410	M	3	41.6	16.6	5.6	0	310
11	2410	N	2	44.3	27.4	3.2	0	282
11	2420	A	2	45.2	31.2	2.8	0	267
11	2420	B	3	47.1	22.0	4.7	0	280

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
11	2420	C	2	25.7	14.9	2.9	0	268
11	2420	D	2	25.8	19.1	2.1	0	239
11	2420	E	2	33.9	23.0	2.6	0	218
11	2420	F	0	16.1	20.1	0.9	0	263
11	2420	G	2	8.3	3.0	3.8	0	320
11	2420	H	1	18.2	20.8	1.0	0	276
11	2420	J	1	32.9	33.3	1.5	0	273
11	2420	K	2	40.5	24.4	3.2	0	240
11	2430	A	3	51.7	27.1	4.2	0	241
11	2430	B	2	37.2	25.5	2.6	0	261
11	2430	C	1	20.7	19.6	1.4	0	263
11	2430	D	3	16.3	5.7	4.9	0	307
11	2430	E	1	21.1	19.6	1.4	0	259
11	2430	F	1	33.0	33.9	1.5	0	249
11	2430	G	2	31.1	15.2	3.9	0	252
11	2430	H	2	31.6	19.4	2.9	0	269
11	2430	J	2	17.7	9.2	3.0	0	289
11	2430	K	2	29.2	14.7	3.7	0	309
11	2430	M	2	40.3	30.9	2.3	0	277
11	2430	N	2	41.9	26.1	3.1	0	257
11	2430	O	2	27.4	15.0	3.2	0	259
11	2440	A	2	47.5	34.7	2.6	0	238
11	2440	B	2	54.7	37.1	3.0	0	229
11	2440	C	2	68.0	46.7	3.2	0	243
11	2440	D	2	60.7	41.5	3.1	0	252
11	2440	E	1	33.1	28.8	1.8	0	218
11	2440	F	2	93.3	74.5	2.9	0	200
11	2440	G	2	57.6	37.5	3.2	0	216
11	2440	H	0	21.6	31.0	0.8	0	211
11	2440	J	1	30.4	34.9	1.2	0	252
11	2440	K	0	8.8	21.8	0.2	0	284
11	2440	M	2	20.9	9.5	3.8	0	295
11	2440	N	2	21.9	13.7	2.5	0	293
11	2440	O	3	29.8	13.4	4.3	0	272
11	2440	P	3	46.9	19.6	5.4	0	274
11	2450	A	4	117.7	43.5	8.4	0	239
11	2450	B	3	70.1	33.0	5.3	0	236
11	2450	C	3	45.8	21.2	4.7	0	262
11	2450	D	2	34.5	20.0	3.2	0	262
11	2450	E	3	29.7	11.5	5.2	0	253
11	2450	F	0	13.2	27.6	0.4	0	272
11	2450	G	1	28.1	26.9	1.5	0	243

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
11	2450	H	0	22.8	30.6	0.9	0	230
11	2450	J	2	35.1	22.4	2.8	0	238
11	2450	K	2	46.2	32.7	2.7	0	241
11	2450	M	2	43.1	25.7	3.3	0	291
11	2450	N	2	46.7	31.8	2.9	0	272
11	2450	O	2	32.1	21.3	2.6	0	273
11	2460	A	2	39.2	26.7	2.7	0	245
11	2460	B	2	55.3	32.0	3.7	0	256
11	2460	C	2	23.6	12.6	3.1	0	252
11	2460	D	2	30.4	21.0	2.4	0	236
11	2460	E	2	58.1	46.3	2.5	0	227
11	2460	F	2	45.4	34.5	2.5	0	226
11	2460	G	1	22.7	24.9	1.2	0	258
11	2460	H	0	8.4	19.6	0.2	0	302
11	2460	J	0	14.5	30.2	0.4	0	274
11	2460	K	2	16.5	8.1	3.1	0	244
11	2460	M	3	34.7	16.7	4.1	0	246
11	2460	N	2	28.9	15.1	3.5	0	281
11	2460	O	3	28.0	12.2	4.4	0	293
11	2460	P	3	38.2	18.6	4.2	0	265
11	2460	Q	3	57.4	20.0	7.3	0	286
11	2470	A	4	49.4	14.7	8.6	0	295
11	2470	B	3	33.1	14.3	4.7	0	293
11	2470	C	3	37.6	16.5	4.8	0	287
11	2470	D	2	32.9	17.1	3.6	0	259
11	2470	E	3	23.9	9.4	4.8	0	249
11	2470	F	0	16.8	27.2	0.6	0	281
11	2470	G	0	10.5	18.5	0.4	0	287
11	2470	H	1	25.9	24.7	1.5	0	244
11	2470	J	2	23.3	15.5	2.3	0	261
11	2470	K	2	30.9	21.8	2.4	0	264
11	2470	M	2	29.8	21.1	2.3	0	271
11	2470	N	2	28.2	15.4	3.2	0	273
11	2470	O	2	24.6	14.3	2.8	0	244
11	2470	P	3	26.2	11.0	4.5	0	269
11	2470	Q	2	23.2	13.4	2.8	0	273
11	2480	A	2	22.2	12.6	2.8	0	259
11	2480	B	3	30.8	12.8	4.8	0	250
11	2480	C	2	38.6	19.7	3.9	0	255
11	2480	D	2	41.0	29.3	2.6	0	243
11	2480	E	1	36.1	37.4	1.5	0	244
11	2480	F	1	19.8	21.2	1.1	0	260

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
11	2480	G	0	13.6	28.5	0.4	0	264
11	2480	H	3	20.1	7.4	4.9	0	284
11	2480	J	3	14.0	5.3	4.2	0	291
11	2480	K	2	8.3	4.8	2.0	0	337
11	2480	M	4	9.5	1.6	11.4	0	371
11	2490	B	4	12.6	2.5	9.9	0	277
11	2490	C	2	10.3	6.3	2.0	0	308
11	2490	D	0	8.6	9.9	0.7	0	287
11	2490	E	3	20.3	6.8	5.6	0	268
11	2490	F	3	34.3	15.0	4.6	0	248
11	2490	G	0	11.9	22.7	0.4	0	265
11	2490	H	0	19.6	31.0	0.7	0	269
11	2490	J	0	22.9	39.3	0.6	0	281
11	2490	K	1	29.5	33.9	1.2	0	237
11	2490	M	2	27.4	20.3	2.1	0	247
11	2490	N	3	30.1	12.3	4.9	0	266
11	2490	O	3	32.6	14.9	4.3	0	256
11	2500	A	2	31.4	15.9	3.7	0	253
11	2500	B	2	38.0	19.9	3.8	0	259
11	2500	C	2	32.9	23.1	2.4	0	246
11	2500	D	0	15.7	19.0	0.9	0	275
11	2500	E	0	9.1	22.8	0.2	0	268
11	2500	F	3	27.8	11.9	4.5	0	272
11	2500	G	3	23.8	10.4	4.1	0	278
11	2500	H	2	10.7	6.3	2.1	0	332
11	2500	J	3	14.5	3.8	7.1	0	347
11	2510	B	4	34.6	9.8	8.3	0	300
11	2510	C	3	27.1	8.3	6.9	0	283
11	2510	D	3	31.6	12.5	5.2	0	257
11	2510	E	3	21.4	8.7	4.4	0	258
11	2510	F	1	11.5	7.7	1.8	0	261
11	2510	G	0	18.5	29.3	0.6	0	277
11	2510	H	0	17.7	28.3	0.6	0	303
11	2510	J	1	25.8	22.5	1.7	0	271
11	2510	K	2	44.8	28.5	3.1	0	260
11	2510	M	0	4.0	4.2	0.6	0	344
11	2521	A	3	33.7	15.9	4.2	0	242
11	2521	B	2	47.2	32.9	2.8	0	240
11	2521	C	1	23.7	28.9	1.0	0	249
11	2521	D	0	18.5	41.5	0.4	0	264
11	2521	E	0	21.6	53.1	0.4	0	248

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
11	2521	F	1	12.8	11.1	1.3	0	256
11	2521	G	2	19.3	9.5	3.3	0	255
11	2521	H	3	29.9	13.0	4.5	0	255
11	2521	J	3	21.4	8.4	4.6	0	290
11	2521	K	3	31.2	11.0	6.0	0	307
11	2521	M	3	22.7	8.5	5.0	0	273
11	2530	A	3	17.6	7.2	4.1	0	310
11	2530	B	3	19.5	8.2	4.1	0	269
11	2530	C	0	12.9	22.2	0.5	0	267
11	2530	D	1	20.7	19.5	1.4	0	268
11	2530	E	1	26.6	26.2	1.4	0	256
11	2530	F	2	25.3	14.4	3.0	0	291
11	2530	G	2	35.6	18.1	3.8	0	299
11	2530	H	2	36.8	19.2	3.8	0	295
11	2530	J	3	33.5	12.1	5.9	0	281
11	2530	K	3	14.1	5.1	4.5	0	265
11	2540	A	3	12.8	4.6	4.4	0	281
11	2540	B	3	33.5	14.7	4.6	0	269
11	2540	C	2	68.2	46.3	3.2	0	241
11	2540	D	2	59.2	40.1	3.1	0	241
11	2540	E	2	51.5	31.6	3.4	0	253
11	2540	F	1	34.6	40.1	1.3	0	239
11	2540	G	1	26.1	29.5	1.2	0	260
11	2540	H	1	23.1	25.7	1.2	0	260
11	2540	J	0	18.2	23.6	0.9	0	259
11	2540	K	0	3.8	10.2	0.1	0	297
11	2540	M	1	14.8	13.9	1.2	0	243
11	2540	N	2	22.4	11.2	3.4	0	241
11	2540	O	3	32.7	10.2	7.2	0	251
11	2540	P	2	31.4	15.2	3.9	0	274
11	2540	Q	3	23.0	9.5	4.4	0	302
11	2540	R	1	11.8	10.8	1.2	0	265
12	2551	A	2	70.6	45.8	3.5	0	229
12	2551	B	2	70.1	52.2	2.9	0	209
12	2551	C	2	70.5	51.5	3.0	0	215
12	2551	D	2	40.0	27.7	2.7	0	268
12	2551	E	1	32.5	31.1	1.6	0	294
12	2551	F	1	30.4	33.9	1.3	0	266
12	2551	G	1	20.8	23.0	1.1	0	284
12	2551	H	0	9.5	17.4	0.4	0	284
12	2551	J	1	18.4	13.6	1.9	0	243
12	2551	K	3	31.1	12.5	5.0	0	237

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
12	2551	M	4	60.0	16.4	10.2	0	243
12	2551	N	4	62.0	18.1	9.5	0	254
12	2551	O	1	16.0	11.6	1.8	0	294
12	2560	A	1	19.2	18.2	1.3	0	295
12	2560	B	3	31.2	11.8	5.5	0	278
12	2560	C	4	57.8	16.7	9.4	0	254
12	2560	D	1	18.5	13.9	1.8	0	244
12	2560	E	0	12.2	18.9	0.6	0	228
12	2560	F	0	11.9	19.4	0.5	0	256
12	2560	G	2	24.6	18.6	2.0	0	288
12	2560	H	1	43.0	50.8	1.3	0	256
12	2560	J	1	43.4	43.2	1.7	0	244
12	2560	K	2	41.7	24.2	3.4	0	244
12	2560	M	2	20.6	10.8	3.1	0	276
12	2560	N	0	6.5	15.1	0.2	0	287
12	2570	A	2	20.5	14.1	2.1	0	274
12	2570	B	1	36.7	39.7	1.4	0	270
12	2570	C	1	33.3	36.3	1.4	0	278
12	2570	D	1	16.2	14.2	1.4	0	313
12	2570	E	1	17.0	16.4	1.3	0	234
12	2570	F	3	27.7	11.3	4.8	0	241
12	2570	G	4	47.6	14.3	8.4	0	241
12	2570	H	3	33.2	12.8	5.4	0	258
12	2580	B	3	29.2	13.6	4.1	0	250
12	2580	C	2	28.5	15.7	3.2	0	252
12	2580	D	3	42.8	14.2	7.2	0	252
12	2580	E	2	27.5	16.9	2.7	0	242
12	2580	F	2	21.4	15.4	2.0	0	305
12	2580	G	1	33.9	37.4	1.4	0	265
12	2580	H	1	50.1	53.4	1.6	0	251
12	2580	J	1	23.1	28.4	1.0	0	251
12	2580	K	1	29.2	31.9	1.3	0	248
12	2580	M	2	36.6	23.5	2.8	0	265
12	2580	N	2	21.2	14.4	2.2	0	301
12	2591	A	2	26.3	15.2	2.9	0	281
12	2591	B	2	46.0	31.6	2.8	0	271
12	2591	C	2	35.2	23.9	2.6	0	270
12	2591	D	1	29.6	26.6	1.7	0	280
12	2591	E	1	24.4	25.6	1.3	0	289
12	2591	F	3	35.2	16.8	4.2	0	237
12	2591	G	3	52.2	21.0	5.9	0	233

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
12	2601	A	4	31.5	7.9	9.5	0	354
12	2601	B	3	27.3	8.7	6.6	0	331
12	2601	C	3	28.7	9.8	6.1	0	277
12	2601	D	2	22.5	14.8	2.3	0	261
12	2601	E	1	20.4	16.6	1.7	0	285
12	2601	F	1	22.0	21.3	1.4	0	270
12	2601	G	1	22.2	24.7	1.1	0	264
12	2601	H	2	38.5	26.3	2.7	0	269
12	2601	J	2	51.0	28.0	3.9	0	252
12	2601	K	3	33.5	13.7	5.0	0	291
12	2611	A	1	16.9	15.9	1.3	0	315
12	2611	B	2	20.8	10.2	3.4	0	277
12	2611	C	3	28.7	10.6	5.5	0	274
12	2611	D	3	20.8	6.7	6.0	0	321
12	2611	E	4	37.3	11.0	8.0	0	275
12	2620	A	5	22.6	3.3	17.8	0	439
12	2620	B	3	44.3	14.9	7.1	0	260
12	2620	C	3	35.7	14.7	5.1	0	261
12	2620	D	1	14.5	11.8	1.5	0	294
12	2620	E	1	28.2	31.1	1.3	0	261
12	2620	F	3	39.3	16.6	5.1	0	264
12	2620	G	3	38.2	16.0	5.1	0	264
12	2620	H	3	44.2	18.6	5.3	0	274
12	2631	A	2	45.1	29.2	3.0	0	233
12	2631	B	3	50.8	26.1	4.2	0	240
12	2631	C	3	48.0	18.3	6.2	0	252
12	2631	D	3	55.9	18.8	7.6	0	248
12	2640	A	4	42.9	9.9	11.6	0	384
12	2640	B	3	25.4	7.3	7.4	0	304
12	2640	C	2	29.2	21.4	2.2	0	254
12	2640	D	0	9.2	16.3	0.4	0	252
12	2640	E	1	16.0	17.7	1.0	0	289
12	2640	F	0	13.6	20.3	0.6	0	293
12	2640	G	3	45.5	16.2	6.6	0	272
12	2640	H	2	26.7	16.6	2.7	0	281
12	2640	J	2	24.5	15.6	2.5	0	312
12	2640	K	1	11.9	9.9	1.3	0	328
12	2650	A	0	14.6	19.9	0.7	0	296
12	2650	B	1	24.5	21.4	1.6	0	291

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
12	2650	C	3	58.1	24.1	5.9	0	249
12	2650	D	3	55.0	19.6	7.0	0	281
12	2650	E	0	13.3	19.7	0.6	0	279
12	2650	F	0	3.2	17.8	0.0	0	278
12	2650	G	0	11.8	39.6	0.2	0	266
12	2650	H	0	7.7	27.9	0.1	0	258
12	2650	J	0	4.7	24.6	0.0	0	237
12	2650	K	1	16.8	16.7	1.2	0	279
12	2650	M	2	19.7	9.8	3.3	0	283
12	2650	N	2	18.3	8.6	3.4	0	276
12	2650	O	3	21.1	6.0	7.1	0	361
12	2660	A	4	15.7	3.5	9.0	0	519
12	2660	B	3	26.6	8.6	6.4	0	261
12	2660	C	3	29.3	9.0	7.1	0	266
12	2660	D	3	26.4	10.5	4.8	0	277
12	2660	E	1	12.1	10.7	1.2	0	298
12	2660	F	0	12.3	18.8	0.6	0	251
12	2660	G	0	10.0	18.5	0.4	0	252
12	2660	H	1	14.8	15.8	1.0	0	263
12	2660	J	0	18.6	29.0	0.7	0	247
12	2660	K	3	101.9	43.8	6.6	0	247
12	2660	M	3	103.3	41.7	7.2	0	244
12	2660	N	1	25.2	31.0	1.0	0	283
12	2660	O	1	28.3	38.4	1.0	0	280
12	2660	P	0	8.4	12.7	0.5	0	275
12	2660	Q	0	10.0	13.8	0.6	0	267
12	2670	A	3	77.7	28.0	7.7	0	248
12	2670	B	3	116.9	46.1	7.7	0	243
12	2670	C	1	15.4	17.4	1.0	0	276
12	2670	D	3	19.6	7.7	4.5	0	277
12	2670	E	3	16.2	6.6	4.0	0	288
12	2670	F	3	33.2	9.7	7.9	0	294
12	2680	A	4	45.6	12.8	9.1	0	368
12	2680	B	4	20.7	5.3	8.1	0	372
12	2680	C	1	12.9	9.3	1.7	0	283
12	2680	D	0	11.6	13.6	0.8	0	262
12	2680	E	3	61.9	26.6	5.7	0	258
12	2680	F	3	83.6	30.2	7.8	0	251
12	2680	G	3	74.0	25.7	7.9	0	259
12	2680	H	3	45.0	19.8	5.0	0	282
12	2680	J	1	23.3	24.0	1.3	0	287
12	2690	A	0	15.8	23.5	0.7	0	278

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
12	2690	B	3	56.3	18.4	7.9	0	255
12	2690	C	3	41.1	13.8	7.0	0	281
12	2690	D	0	14.5	27.2	0.5	0	307
12	2690	E	0	11.8	36.0	0.2	0	274
12	2690	F	0	6.6	16.8	0.2	0	259
12	2690	G	0	9.2	17.1	0.4	0	261
12	2690	H	2	19.4	8.9	3.6	0	321
12	2690	J	2	27.3	14.2	3.4	0	278
12	2690	K	3	55.3	24.7	5.2	0	223
12	2700	A	4	21.8	4.9	9.8	0	508
12	2700	B	4	24.6	4.6	13.1	0	543
12	2700	C	4	16.4	3.3	10.5	0	377
12	2700	D	1	18.2	16.3	1.4	0	294
12	2700	E	1	31.2	42.1	1.0	0	289
12	2700	F	0	20.3	31.3	0.7	0	255
12	2700	G	2	17.8	9.1	3.0	0	269
12	2700	H	2	23.1	11.1	3.6	0	243
12	2700	J	3	37.5	17.2	4.5	0	265
12	2700	K	2	24.5	12.3	3.5	0	290
12	2700	M	0	17.9	34.8	0.5	0	270
12	2700	N	0	10.3	19.6	0.4	0	283
12	2710	A	0	8.9	21.3	0.2	0	297
12	2710	B	0	19.2	40.9	0.4	0	250
12	2710	C	0	20.4	39.7	0.5	0	256
12	2710	D	0	15.8	20.3	0.8	0	256
12	2710	E	0	17.8	35.5	0.5	0	242
12	2710	F	3	15.4	6.1	4.1	0	329
12	2710	G	3	19.0	6.9	4.9	0	327
12	2710	H	3	39.5	18.2	4.5	0	266
12	2720	A	6	8.8	0.1	450.0	0	402
12	2720	B	3	11.1	3.1	6.0	0	377
12	2720	C	2	38.9	29.4	2.3	0	257
12	2720	D	0	8.0	17.4	0.3	0	262
12	2720	E	0	18.9	38.6	0.5	0	249
12	2720	F	0	11.2	27.3	0.3	0	255
12	2730	A	0	10.5	25.0	0.3	0	276
12	2730	B	0	4.0	14.4	0.1	0	290
12	2730	C	0	3.2	18.2	0.0	0	266
12	2730	D	0	16.2	33.0	0.4	0	252
12	2730	E	0	8.1	22.3	0.2	0	266
12	2730	F	1	31.5	29.1	1.7	0	247

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
12	2730	G	1	22.4	26.2	1.1	0	249
12	2730	H	0	16.2	23.4	0.7	0	271
12	2730	J	3	13.3	4.7	4.6	0	311
12	2730	K	4	12.4	2.4	10.2	0	367
12	2730	M	4	21.2	5.5	8.0	0	354
12	2740	A	0	3.9	-3.7	0.0	0	411
12	2740	B	2	27.6	15.5	3.1	0	285
12	2740	C	2	23.9	13.6	2.9	0	282
12	2740	D	0	27.3	39.8	0.9	0	238
12	2740	E	0	3.5	6.6	0.2	0	305
12	2740	F	0	18.4	38.6	0.4	0	239
12	2750	A	0	12.3	31.3	0.3	0	233
12	2750	B	0	20.3	38.0	0.5	0	253
12	2750	C	1	15.8	13.4	1.5	0	261
12	2750	D	1	24.3	21.5	1.6	0	253
12	2750	E	0	7.8	15.4	0.3	0	260
12	2750	F	0	3.6	10.5	0.1	0	271
12	2750	G	3	6.3	1.3	7.6	0	322
12	2750	H	4	20.6	3.3	15.3	0	321
12	2760	A	6	14.9	0.01000	0.0	0	571
12	2760	B	0	7.1	7.5	0.8	0	298
12	2760	C	2	24.5	17.6	2.1	0	277
12	2760	D	2	14.2	8.7	2.2	0	272
12	2760	E	0	11.7	12.6	0.9	0	278
12	2760	F	0	15.5	29.8	0.4	0	234
12	2760	G	0	11.4	12.6	0.9	0	244
12	2760	H	0	14.5	17.3	0.9	0	301
12	2760	J	0	13.0	21.5	0.5	0	263
12	2770	A	0	10.1	21.9	0.3	0	303
12	2770	B	0	11.2	16.6	0.6	0	236
12	2770	C	0	10.5	21.8	0.3	0	277
12	2770	D	0	7.7	14.5	0.3	0	288
12	2770	E	0	9.0	10.2	0.8	0	254
12	2770	F	0	12.4	17.0	0.7	0	239
12	2770	G	3	18.2	7.5	4.1	0	292
12	2780	A	1	14.3	10.8	1.6	0	272
12	2780	B	0	20.6	33.1	0.7	0	262
12	2780	C	1	12.3	8.4	1.8	0	293
12	2780	D	0	12.1	17.5	0.6	0	293
12	2780	E	0	3.3	16.2	0.0	0	267

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
12	2790	A	0	12.1	26.7	0.3	0	274
12	2790	B	0	8.6	12.5	0.5	0	276
12	2790	C	0	17.9	32.9	0.5	0	261
12	2790	D	0	11.9	12.7	0.9	0	264
12	2800	A	2	21.0	11.3	3.0	0	487
12	2800	B	1	16.2	15.8	1.2	0	250
12	2800	C	0	22.4	40.5	0.6	0	236
12	2800	D	0	20.4	31.8	0.7	0	255
12	2800	E	0	26.2	40.9	0.8	0	246
12	2800	F	0	13.5	18.4	0.7	0	251
12	2800	G	0	13.0	17.6	0.7	0	277

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
13	2820	A	3	23.7	9.4	4.7	0	454
13	2820	B	3	19.1	5.3	7.1	0	433
13	2820	C	1	20.0	15.0	1.9	0	341
13	2820	D	0	14.4	16.3	0.9	0	251
13	2820	E	0	15.3	23.6	0.6	0	248
13	2820	F	0	19.7	36.9	0.5	0	235
13	2820	G	0	26.6	42.0	0.8	0	243
13	2830	A	1	28.5	32.1	1.2	0	243
13	2830	B	1	34.1	40.3	1.2	0	248
13	2830	C	0	19.3	36.2	0.5	0	233
13	2830	D	0	17.4	30.8	0.5	0	237
13	2830	E	0	23.2	43.0	0.6	0	242
13	2830	F	0	11.3	17.7	0.5	0	281
13	2830	G	0	11.3	19.2	0.5	0	291
13	2830	H	0	14.4	21.3	0.6	0	237
13	2830	J	1	17.8	19.9	1.0	0	265
13	2830	K	1	16.8	12.4	1.8	0	363
13	2840	A	3	29.5	10.4	5.9	0	436
13	2840	B	2	16.0	10.9	2.0	0	367
13	2840	C	1	16.5	14.0	1.5	0	303
13	2840	D	0	14.8	18.4	0.8	0	267
13	2840	E	0	24.5	48.1	0.5	0	220
13	2840	F	0	20.9	35.3	0.6	0	248
13	2840	G	0	13.8	20.2	0.6	0	261
13	2840	H	0	18.6	26.6	0.7	0	230
13	2840	J	1	19.5	20.2	1.2	0	243
13	2840	K	1	23.8	30.1	1.0	0	255
13	2840	M	1	22.7	24.1	1.2	0	293
13	2840	N	1	30.4	35.0	1.2	0	246
13	2851	A	0	8.7	14.1	0.4	0	279
13	2851	B	1	13.1	13.9	1.0	0	241
13	2851	C	1	21.0	18.8	1.5	0	289
13	2860	A	3	21.3	8.9	4.2	0	364
13	2860	B	1	18.3	16.8	1.4	0	285
13	2860	C	0	11.9	15.9	0.7	0	272
13	2860	D	1	11.1	7.6	1.7	0	294
13	2860	E	0	11.8	21.6	0.4	0	255
13	2860	F	0	12.8	20.8	0.5	0	264
13	2860	G	0	12.0	17.6	0.6	0	266
13	2860	H	1	16.7	17.3	1.1	0	266

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
13	2860	J	1	17.1	13.4	1.7	0	268
13	2860	K	0	14.2	16.5	0.9	0	276
13	2860	M	0	16.1	26.1	0.6	0	273
13	2860	N	0	23.6	32.6	0.9	0	256
13	2860	O	0	16.4	28.4	0.5	0	247
13	2870	A	0	17.2	30.5	0.5	0	250
13	2870	B	0	13.3	32.4	0.3	0	250
13	2870	C	0	13.5	32.9	0.3	0	249
13	2870	D	0	11.8	21.2	0.4	0	294
13	2870	E	0	7.8	18.4	0.2	0	292
13	2870	F	0	8.5	25.8	0.2	0	258
13	2870	G	0	8.2	17.4	0.3	0	252
13	2870	H	0	10.9	18.4	0.5	0	273
13	2870	J	0	5.5	24.4	0.0	0	247
13	2870	K	1	22.3	27.8	1.0	0	237
13	2870	M	0	17.3	22.8	0.8	0	252
13	2870	N	0	4.4	16.1	0.1	0	278
13	2870	O	0	5.2	22.8	0.0	0	253
13	2870	P	0	9.3	23.8	0.2	0	264
13	2870	Q	0	3.8	16.6	0.0	0	286
13	2870	R	0	6.9	11.9	0.4	0	244
13	2870	S	0	11.0	16.8	0.5	0	244
13	2870	T	2	11.4	5.9	2.6	0	328
13	2870	U	3	22.5	8.1	5.3	0	345
13	2880	A	3	28.1	10.1	5.7	0	327
13	2880	B	2	22.3	10.4	3.7	0	343
13	2880	C	0	8.8	19.4	0.3	0	263
13	2880	D	0	7.4	18.9	0.2	0	255
13	2880	E	1	20.7	22.1	1.2	0	245
13	2880	F	1	22.8	20.3	1.6	0	249
13	2880	G	0	10.1	23.0	0.3	0	251
13	2880	H	0	10.2	12.6	0.7	0	310
13	2880	J	0	9.8	15.2	0.5	0	264
13	2880	K	0	5.5	19.3	0.1	0	283
13	2880	M	0	5.9	13.4	0.2	0	312
13	2880	N	0	17.9	39.1	0.4	0	258
13	2880	O	0	4.8	21.0	0.0	0	260
13	2880	P	0	8.2	24.3	0.2	0	263
13	2890	A	0	8.1	25.0	0.1	0	251
13	2890	B	0	6.3	20.8	0.1	0	282
13	2890	C	0	8.7	27.7	0.1	0	262
13	2890	D	0	7.6	20.0	0.2	0	286

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
13	2890	E	0	3.8	27.0	0.0	0	258
13	2890	F	1	16.5	18.5	1.0	0	259
13	2890	G	0	13.2	27.7	0.4	0	250
13	2890	H	0	3.9	22.0	0.0	0	256
13	2890	J	0	5.3	25.0	0.0	0	256
13	2890	K	1	11.9	10.1	1.3	0	274
13	2890	M	2	21.9	11.9	3.0	0	262
13	2900	A	2	7.8	2.8	3.7	0	419
13	2900	B	1	8.4	5.3	1.7	0	397
13	2900	C	0	10.7	19.3	0.4	0	276
13	2900	D	0	13.9	24.4	0.5	0	275
13	2900	E	0	8.9	15.8	0.4	0	276
13	2900	F	0	19.6	24.9	0.9	0	264
13	2900	G	1	25.1	21.3	1.7	0	257
13	2900	H	1	20.2	19.8	1.3	0	256
13	2900	J	0	9.6	22.3	0.3	0	270
13	2900	K	1	17.7	20.1	1.0	0	305
13	2900	M	1	41.4	55.4	1.1	0	221
13	2900	N	0	12.1	27.3	0.3	0	258
13	2910	A	0	11.3	24.9	0.3	0	263
13	2910	B	0	17.3	25.2	0.7	0	254
13	2910	C	0	17.8	24.1	0.8	0	262
13	2910	D	0	10.2	20.7	0.3	0	286
13	2910	E	0	17.6	26.6	0.7	0	250
13	2910	F	0	13.2	27.1	0.4	0	267
13	2910	G	0	0.4	13.3	0.0	0	286
13	2910	H	1	11.6	9.5	1.4	0	294
13	2920	B	3	11.3	4.2	4.0	0	539
13	2920	C	2	11.5	5.6	2.8	0	384
13	2920	D	0	16.1	20.0	0.9	0	260
13	2920	E	1	24.9	30.0	1.1	0	244
13	2920	F	0	9.2	20.7	0.3	0	243
13	2920	G	1	12.3	9.1	1.6	0	321
13	2920	H	1	16.9	17.3	1.1	0	297
13	2920	J	2	29.4	23.6	2.0	0	267
13	2920	K	0	5.2	10.8	0.2	0	277
13	2920	M	0	11.7	17.8	0.6	0	273
13	2930	A	0	1.6	13.8	0.0	0	274
13	2930	B	0	4.3	13.4	0.1	0	271
13	2930	C	1	28.3	27.7	1.5	0	257
13	2930	D	0	16.3	29.8	0.5	0	254

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
13	2930	E	0	14.1	24.8	0.5	0	270
13	2930	F	0	9.8	13.2	0.6	0	272
13	2930	G	2	20.1	10.0	3.3	0	326
13	2930	H	1	18.0	15.1	1.5	0	251
13	2940	B	3	16.3	6.6	4.1	0	464
13	2940	C	2	14.2	9.3	2.0	0	320
13	2940	D	0	16.1	19.2	0.9	0	270
13	2940	E	1	26.2	30.9	1.1	0	253
13	2940	F	1	29.7	31.7	1.3	0	250
13	2940	G	0	12.6	27.1	0.3	0	242
13	2940	H	1	12.4	8.7	1.7	0	297
13	2940	J	2	20.5	14.9	2.0	0	280
13	2940	K	1	12.9	12.8	1.1	0	267
13	2940	M	0	13.3	19.8	0.6	0	253
13	2940	N	0	6.5	10.6	0.4	0	250
13	2940	O	0	11.0	16.1	0.6	0	257
13	2950	A	0	6.4	11.5	0.3	0	293
13	2950	B	0	13.9	21.1	0.6	0	252
13	2950	C	0	11.5	16.0	0.6	0	277
13	2950	D	0	10.1	12.7	0.7	0	309
13	2950	E	0	8.4	28.5	0.1	0	246
13	2950	F	0	20.4	26.4	0.9	0	266
13	2950	G	0	15.0	22.7	0.6	0	277
13	2950	H	0	11.7	16.9	0.6	0	296
13	2950	J	0	14.1	16.3	0.9	0	272
13	2950	K	3	18.3	7.3	4.3	0	288
13	2950	M	1	12.1	11.4	1.1	0	237
13	2960	B	4	22.1	5.5	8.6	0	440
13	2960	C	1	17.3	17.8	1.2	0	274
13	2960	D	1	22.8	25.3	1.2	0	253
13	2960	E	1	26.1	26.9	1.3	0	246
13	2960	F	0	12.7	23.0	0.4	0	246
13	2960	G	1	14.1	14.6	1.1	0	306
13	2960	H	0	12.6	16.3	0.7	0	268
13	2960	J	0	7.6	10.0	0.6	0	283
13	2970	A	0	8.4	17.3	0.3	0	257
13	2970	B	0	8.1	12.7	0.4	0	293
13	2970	C	0	5.3	11.8	0.2	0	288
13	2970	D	0	1.6	24.0	0.0	0	247
13	2970	E	0	6.3	18.2	0.1	0	253
13	2970	F	0	11.2	21.4	0.4	0	257

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
13	2970	G	0	8.7	22.1	0.2	0	249
13	2970	H	3	7.9	2.6	4.2	0	367
13	2980	B	4	18.5	3.5	11.8	0	481
13	2980	C	0	12.6	18.0	0.6	0	265
13	2980	D	1	16.7	18.4	1.0	0	263
13	2980	E	0	8.9	19.1	0.3	0	255
13	2980	F	0	9.0	19.0	0.3	0	261
13	2980	G	0	8.5	20.5	0.2	0	259
13	2980	H	0	13.0	15.5	0.8	0	278
13	2980	J	0	4.8	6.0	0.5	0	323
13	2980	K	0	15.7	22.5	0.7	0	260
13	2990	A	0	7.1	17.2	0.2	0	256
13	2990	B	0	3.9	21.1	0.0	0	279
13	2990	C	0	8.8	26.7	0.2	0	251
13	2990	D	0	2.8	28.3	0.0	0	230
13	2990	E	0	4.0	27.0	0.0	0	243
13	2990	F	0	5.4	16.1	0.1	0	258
13	2990	G	0	-3.3	16.2	0.0	0	244
13	2990	H	0	5.4	14.1	0.2	0	288
13	2990	J	3	7.4	2.4	4.2	0	403
13	3000	B	0	8.2	21.6	0.2	0	238
13	3000	C	0	16.6	38.7	0.3	0	240
13	3000	D	0	10.3	16.9	0.5	0	252
13	3000	E	0	16.6	31.9	0.5	0	248
13	3000	F	0	7.2	17.8	0.2	0	259
13	3000	G	1	11.9	11.8	1.0	0	310
13	3000	H	1	12.7	10.3	1.4	0	315
13	3000	J	1	14.4	16.0	1.0	0	279
13	3000	K	0	6.0	10.1	0.3	0	282
13	3010	A	0	9.0	32.0	0.1	0	260
13	3010	B	0	9.6	18.3	0.4	0	281
13	3010	C	0	4.0	15.6	0.0	0	281
13	3010	D	0	4.0	18.4	0.0	0	249
13	3010	E	0	14.8	29.6	0.4	0	257
13	3010	F	0	8.5	23.9	0.2	0	258
13	3010	G	0	8.6	26.6	0.1	0	275
13	3010	H	0	6.2	37.0	0.0	0	218
13	3010	J	0	12.5	49.2	0.1	0	218
13	3010	K	0	17.3	51.3	0.2	0	222
13	3010	M	0	4.7	25.2	0.0	0	263
13	3010	N	2	8.9	4.3	2.6	0	337

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
13	3020	A	2	21.4	14.7	2.2	0	374
13	3020	B	2	15.6	8.3	2.7	0	343
13	3020	C	1	9.1	5.7	1.8	0	307
13	3020	D	2	12.5	7.4	2.2	0	280
13	3020	E	0	7.5	14.3	0.3	0	282
13	3020	F	0	7.4	23.8	0.1	0	241
13	3020	G	0	5.4	14.3	0.1	0	253
13	3020	H	0	7.7	17.0	0.3	0	266
13	3020	J	0	16.7	28.4	0.6	0	268
13	3020	K	0	12.2	21.0	0.5	0	268
13	3020	M	0	13.4	18.3	0.7	0	252
13	3020	N	0	17.9	34.7	0.5	0	252
13	3020	O	1	22.6	25.9	1.1	0	267
13	3020	P	0	7.8	19.4	0.2	0	267
13	3020	Q	0	3.4	8.2	0.1	0	294
13	3020	R	0	3.3	8.8	0.1	0	276
13	3030	A	0	3.6	11.3	0.1	0	296
13	3030	B	0	22.6	31.8	0.8	0	263
13	3030	C	0	16.5	36.4	0.4	0	254
13	3030	D	0	5.2	16.5	0.1	0	260
13	3030	E	0	4.3	11.9	0.1	0	268
13	3030	F	0	15.7	41.3	0.3	0	250
13	3030	G	0	3.8	32.6	0.0	0	236
13	3030	H	0	6.1	34.8	0.0	0	223
13	3030	J	0	4.9	30.6	0.0	0	236
13	3030	K	0	8.2	19.1	0.2	0	245
13	3030	M	0	10.2	27.6	0.2	0	254
13	3030	N	1	7.1	6.4	1.0	0	317
13	3030	O	0	6.2	7.6	0.6	0	308
13	3040	A	0	5.0	10.6	0.2	0	377
13	3040	B	2	14.4	7.9	2.6	0	302
13	3040	C	0	8.3	30.4	0.1	0	253
13	3040	D	0	5.7	26.5	0.0	0	237
13	3040	E	0	9.2	27.2	0.2	0	250
13	3040	F	0	12.0	21.9	0.4	0	270
13	3040	G	1	24.3	31.6	1.0	0	268
13	3040	H	0	3.7	11.4	0.1	0	275
13	3040	J	0	5.7	17.9	0.1	0	273
13	3040	K	0	5.5	11.6	0.2	0	290
13	3050	A	0	3.9	16.5	0.0	0	262
13	3050	B	0	10.5	16.7	0.5	0	316

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
13	3050	C	0	11.0	29.7	0.2	0	258
13	3050	D	0	2.5	26.0	0.0	0	241
13	3050	E	0	-2.8	14.8	0.0	0	253
13	3050	F	0	5.7	19.6	0.1	0	260
13	3060	A	0	7.4	23.6	0.1	0	264
13	3060	B	0	11.0	20.4	0.4	0	281
13	3060	C	1	12.6	11.0	1.3	0	321
13	3060	D	0	19.6	29.3	0.7	0	281
13	3060	E	1	13.8	13.4	1.1	0	328
13	3060	F	0	7.0	16.3	0.2	0	250
13	3060	G	0	16.0	41.0	0.3	0	246
13	3060	H	0	11.6	16.0	0.6	0	269
14	3070	A	0	9.7	20.1	0.3	0	263
14	3070	B	0	7.4	17.4	0.2	0	276
14	3070	C	2	17.9	10.8	2.4	0	279
14	3070	D	1	11.0	9.6	1.2	0	250
14	3080	A	0	5.9	20.2	0.1	0	252
14	3080	B	0	23.9	32.9	0.9	0	276
14	3080	C	0	13.2	17.9	0.7	0	294
14	3090	A	1	17.5	19.3	1.0	0	269
14	3090	B	0	12.8	13.9	0.9	0	354
14	3090	C	0	9.6	11.0	0.8	0	299
14	3090	D	0	4.1	13.0	0.1	0	262
14	3090	E	2	16.1	9.2	2.5	0	302
14	3090	F	1	16.6	15.2	1.3	0	266
14	3100	A	1	16.0	11.6	1.8	0	316
14	3100	B	1	26.5	24.0	1.6	0	271
14	3100	C	0	6.2	17.0	0.2	0	253
14	3100	D	0	5.3	7.2	0.5	0	269
14	3100	E	0	7.5	15.3	0.3	0	271
14	3100	F	0	13.2	16.2	0.8	0	340
14	3110	B	0	8.5	11.9	0.5	0	329
14	3110	C	0	7.6	15.9	0.3	0	270
14	3110	D	0	6.9	17.5	0.2	0	260
14	3110	E	0	4.8	10.4	0.2	0	237
14	3110	F	1	17.0	19.5	1.0	0	259
14	3110	G	1	23.4	26.4	1.1	0	251
14	3110	H	2	30.9	23.7	2.1	0	269
14	3120	A	2	15.1	10.1	2.0	0	295

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
14	3120	B	0	14.5	18.6	0.8	0	268
14	3120	C	0	12.5	37.8	0.2	0	238
14	3120	D	0	6.3	7.9	0.6	0	273
14	3120	E	0	19.1	34.0	0.6	0	260
14	3120	F	0	8.9	10.0	0.8	0	351
14	3130	B	0	6.9	24.8	0.1	0	242
14	3130	C	0	13.3	25.7	0.4	0	284
14	3130	D	0	3.4	14.4	0.0	0	271
14	3130	E	0	3.6	12.1	0.1	0	312
14	3130	F	0	3.2	9.9	0.1	0	236
14	3130	G	0	14.3	16.7	0.9	0	274
14	3130	H	1	19.4	16.3	1.6	0	305
14	3130	J	1	18.4	15.3	1.6	0	300
14	3141	A	1	22.5	18.3	1.8	0	273
14	3141	B	1	24.6	24.9	1.3	0	278
14	3141	C	1	21.2	21.3	1.3	0	248
14	3141	D	0	7.8	13.9	0.4	0	274
14	3141	E	0	10.0	27.4	0.2	0	242
14	3141	F	0	9.7	15.6	0.5	0	282
14	3151	A	0	4.9	10.6	0.2	0	279
14	3151	B	0	11.3	23.7	0.3	0	263
14	3151	C	0	8.8	24.1	0.2	0	247
14	3151	D	0	5.1	18.9	0.1	0	236
14	3151	E	0	7.3	18.1	0.2	0	246
14	3151	F	1	18.9	18.4	1.3	0	272
14	3151	G	1	23.4	25.1	1.2	0	257
14	3151	H	0	15.7	20.7	0.8	0	233
14	3151	J	2	17.5	11.7	2.1	0	280
14	3160	A	1	14.1	11.7	1.4	0	290
14	3160	B	1	11.8	11.4	1.1	0	294
14	3160	C	0	10.9	13.0	0.8	0	340
14	3160	D	1	12.0	8.2	1.8	0	359
14	3160	E	0	6.6	14.3	0.2	0	246
14	3160	F	0	11.3	30.2	0.2	0	241
14	3160	G	0	9.5	15.0	0.5	0	261
14	3160	H	0	25.9	44.9	0.7	0	230
14	3160	J	0	12.6	26.6	0.4	0	273
14	3170	B	0	21.7	41.6	0.5	0	234
14	3170	C	0	26.3	37.9	0.9	0	237
14	3170	D	0	19.2	30.4	0.7	0	246

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
14	3170	E	0	14.9	19.8	0.8	0	252
14	3170	F	0	8.1	7.9	0.9	0	288
14	3180	A	0	7.3	9.8	0.5	0	314
14	3180	B	1	11.3	11.7	1.0	0	364
14	3180	C	0	10.9	16.5	0.5	0	286
14	3180	D	0	6.9	15.6	0.2	0	251
14	3180	E	0	6.1	8.5	0.5	0	293
14	3180	F	0	16.0	26.6	0.6	0	276
14	3180	G	0	17.3	24.1	0.8	0	287
14	3180	H	0	6.8	15.9	0.2	0	265
14	3180	J	0	19.2	34.7	0.5	0	262
14	3190	B	0	20.6	35.9	0.6	0	246
14	3190	C	0	7.5	14.7	0.3	0	290
14	3190	D	0	15.2	27.4	0.5	0	265
14	3190	E	1	20.6	22.2	1.2	0	319
14	3190	F	0	21.7	30.6	0.8	0	302
14	3190	G	0	13.0	26.8	0.4	0	301
14	3190	H	0	6.7	20.9	0.1	0	255
14	3190	J	0	3.7	13.2	0.1	0	258
14	3190	K	0	10.6	14.3	0.6	0	304
14	3190	M	0	9.5	12.4	0.6	0	292
14	3190	N	0	4.5	7.5	0.3	0	308
14	3200	A	0	6.4	6.1	0.9	0	440
14	3200	B	1	25.1	30.9	1.0	0	272
14	3200	C	1	29.5	40.6	1.0	0	254
14	3200	D	1	39.8	40.9	1.6	0	253
14	3200	E	0	18.1	33.4	0.5	0	241
14	3200	F	0	10.6	19.3	0.4	0	263
14	3200	G	0	29.0	54.3	0.6	0	218
14	3200	H	0	16.7	31.9	0.5	0	256
14	3210	A	0	13.0	27.3	0.4	0	271
14	3210	B	0	18.0	34.5	0.5	0	248
14	3210	C	0	7.2	15.1	0.3	0	293
14	3210	D	0	8.1	23.2	0.2	0	268
14	3210	E	0	15.1	23.1	0.6	0	275
14	3210	F	0	14.5	21.8	0.6	0	319
14	3210	G	0	8.6	19.1	0.3	0	347
14	3210	H	0	6.3	24.9	0.1	0	241
14	3210	J	0	3.0	18.3	0.0	0	274
14	3210	K	0	8.8	11.4	0.6	0	353
14	3210	M	0	5.0	8.6	0.3	0	321

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
14	3220	A	0	12.7	21.3	0.5	0	319
14	3220	B	0	13.4	16.6	0.8	0	332
14	3220	C	0	9.4	13.0	0.6	0	328
14	3220	D	1	12.0	8.9	1.6	0	358
14	3220	E	0	9.3	16.9	0.4	0	281
14	3220	F	0	18.8	23.6	0.9	0	302
14	3220	G	0	26.6	39.8	0.8	0	248
14	3220	H	1	35.5	38.1	1.4	0	254
14	3220	J	1	26.6	32.5	1.1	0	247
14	3220	K	0	8.0	20.8	0.2	0	260
14	3220	M	0	16.4	30.3	0.5	0	252
14	3220	N	0	12.3	27.9	0.3	0	246
14	3230	B	0	19.8	30.3	0.7	0	272
14	3230	C	0	14.8	24.6	0.5	0	271
14	3230	D	0	21.7	29.9	0.8	0	263
14	3230	E	0	9.7	22.7	0.3	0	284
14	3230	F	0	4.5	25.7	0.0	0	249
14	3230	G	0	6.5	13.4	0.3	0	269
14	3230	H	0	5.5	12.3	0.2	0	238
14	3230	J	0	18.0	27.3	0.7	0	215
14	3240	A	1	26.0	25.3	1.5	0	279
14	3240	B	0	7.4	16.4	0.2	0	363
14	3240	C	1	17.7	14.1	1.7	0	351
14	3240	D	0	9.7	18.4	0.4	0	303
14	3240	E	0	22.4	32.7	0.8	0	239
14	3240	F	0	20.1	42.2	0.4	0	242
14	3240	G	0	5.6	11.7	0.2	0	236
14	3250	A	0	7.6	15.6	0.3	0	283
14	3250	B	0	6.9	29.7	0.1	0	231
14	3250	C	1	12.8	12.3	1.1	0	327
14	3250	D	1	13.3	14.2	1.0	0	315
14	3250	E	0	5.0	16.0	0.1	0	245
14	3250	F	2	25.8	18.9	2.1	0	224
14	3260	A	1	31.0	31.2	1.5	0	282
14	3260	B	1	22.9	22.2	1.4	0	304
14	3260	C	1	21.2	18.7	1.5	0	344
14	3260	D	0	12.6	25.5	0.4	0	277
14	3260	E	0	13.0	26.3	0.4	0	255
14	3260	F	0	7.3	17.2	0.2	0	281
14	3270	A	0	5.3	14.3	0.1	0	299

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
14	3270	B	0	12.5	14.7	0.8	0	306
14	3270	C	0	15.4	18.6	0.9	0	298
14	3270	D	0	8.5	18.5	0.3	0	278
14	3270	E	1	14.3	13.8	1.2	0	291
14	3280	A	1	22.4	22.3	1.3	0	305
14	3280	B	1	16.4	16.5	1.2	0	310
14	3280	C	1	17.1	17.0	1.2	0	305
14	3280	D	0	8.1	21.9	0.2	0	247
14	3280	E	0	9.2	22.2	0.2	0	245
14	3280	F	0	11.2	38.6	0.1	0	237
14	3280	G	0	4.7	21.3	0.0	0	229
14	3290	B	0	5.8	25.3	0.0	0	248
14	3290	C	0	4.0	29.3	0.0	0	243
14	3290	D	0	7.9	17.0	0.3	0	258
14	3290	E	0	5.7	21.7	0.1	0	286
14	3290	F	1	25.5	32.2	1.0	0	249
14	3290	G	0	23.4	35.7	0.8	0	239
14	3290	H	1	17.6	20.0	1.0	0	236
14	3300	A	1	31.0	40.8	1.0	0	293
14	3300	B	0	8.4	18.7	0.3	0	272
14	3300	C	0	13.9	16.0	0.9	0	305
14	3300	D	1	11.7	10.9	1.1	0	348
14	3300	E	0	5.8	19.9	0.1	0	250
14	3300	F	0	9.3	25.3	0.2	0	244
14	3300	G	0	12.9	19.5	0.6	0	298
14	3300	H	0	1.9	20.7	0.0	0	248
14	3300	J	0	5.7	31.9	0.0	0	240
14	3300	K	0	3.8	14.5	0.0	0	256
14	3310	B	0	10.6	17.3	0.5	0	304
14	3310	C	0	13.9	21.5	0.6	0	279
14	3310	D	0	12.3	23.5	0.4	0	256
14	3310	E	0	7.6	13.9	0.3	0	243
14	3310	F	1	28.5	25.3	1.7	0	255
14	3320	A	0	12.7	14.1	0.9	0	308
14	3320	B	0	10.1	13.0	0.7	0	307
14	3320	C	0	16.8	20.4	0.9	0	299
14	3320	D	0	15.2	18.5	0.9	0	327
14	3320	E	0	11.9	20.5	0.5	0	274
14	3320	F	0	5.8	15.5	0.2	0	259
14	3320	G	0	19.9	26.5	0.8	0	284

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
15	3341	A	0	3.8	4.6	0.5	0	298
15	3350	B	0	12.9	19.8	0.6	0	275
15	3350	C	1	17.5	19.7	1.0	0	300
15	3350	D	0	8.5	13.7	0.4	0	307
15	3350	E	0	7.1	21.7	0.1	0	265
15	3350	F	0	11.6	22.6	0.4	0	291
15	3350	G	0	9.5	11.6	0.7	0	308
15	3350	H	0	13.6	15.5	0.9	0	287
15	3350	J	1	18.6	16.3	1.5	0	280
15	3350	K	1	38.7	44.4	1.3	0	212
15	3350	M	1	42.8	50.7	1.3	0	234
15	3360	A	1	16.8	15.0	1.4	0	332
15	3360	B	1	10.4	7.1	1.7	0	375
15	3360	C	0	9.8	22.6	0.3	0	266
15	3360	D	0	11.7	19.2	0.5	0	306
15	3360	E	1	20.1	21.1	1.2	0	287
15	3360	F	0	15.4	22.0	0.7	0	276
15	3370	B	0	14.8	21.9	0.6	0	290
15	3370	C	0	10.8	15.5	0.6	0	310
15	3370	D	0	8.3	13.5	0.4	0	252
15	3370	E	0	9.2	22.7	0.2	0	251
15	3370	F	0	9.5	17.2	0.4	0	308
15	3370	G	1	10.9	8.2	1.5	0	343
15	3370	H	1	16.2	13.1	1.6	0	291
15	3370	J	1	21.1	17.0	1.7	0	270
15	3380	A	1	13.6	13.0	1.2	0	294
15	3380	B	1	15.9	16.2	1.1	0	327
15	3380	C	0	8.1	12.1	0.5	0	347
15	3380	D	0	10.2	19.1	0.4	0	265
15	3390	B	0	6.4	14.2	0.2	0	314
15	3390	C	0	18.8	32.4	0.6	0	286
15	3390	D	0	5.6	12.7	0.2	0	320
15	3390	E	0	12.3	14.0	0.9	0	307
15	3390	F	1	15.4	14.7	1.2	0	258
15	3400	B	1	17.0	14.3	1.5	0	282
15	3400	C	1	13.5	14.7	1.0	0	281
15	3400	D	1	21.9	25.3	1.1	0	300
15	3400	E	0	16.0	19.0	0.9	0	305

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
15	3400	F	0	25.4	44.1	0.6	0	262
15	3400	G	0	9.8	23.7	0.2	0	274
15	3410	B	0	18.6	32.7	0.6	0	296
15	3410	C	0	5.9	22.7	0.1	0	288
15	3410	D	0	0.4	10.1	0.0	0	268
15	3410	E	0	2.2	13.8	0.0	0	263
15	3410	F	0	14.4	21.0	0.7	0	288
15	3410	G	1	23.0	28.7	1.0	0	283
15	3410	H	0	14.4	22.8	0.6	0	261
15	3410	J	1	22.6	18.8	1.7	0	289
15	3410	K	1	22.6	22.1	1.4	0	282
16	3420	B	0	13.5	22.7	0.5	0	283
16	3420	C	0	20.8	30.0	0.8	0	276
16	3420	D	0	11.4	16.0	0.6	0	269
16	3420	E	0	7.4	13.1	0.4	0	342
16	3420	F	0	10.5	19.0	0.4	0	254
16	3420	G	0	5.4	12.3	0.2	0	249
16	3420	H	0	8.7	17.4	0.3	0	253
16	3420	J	0	19.3	24.3	0.9	0	272
16	3420	K	1	37.2	34.7	1.7	0	272
16	3420	M	1	21.0	18.1	1.6	0	291
16	3420	N	2	21.5	14.9	2.1	0	280
16	3420	O	2	14.4	9.5	2.0	0	286
16	3430	A	2	16.3	10.1	2.3	0	334
16	3430	B	1	14.3	12.7	1.3	0	320
16	3430	C	2	28.8	20.0	2.4	0	318
16	3430	D	0	16.4	23.5	0.7	0	285
16	3430	E	0	14.2	23.0	0.6	0	261
16	3430	F	0	22.8	34.2	0.8	0	249
16	3430	G	0	17.2	26.6	0.6	0	258
16	3440	A	0	12.7	18.7	0.6	0	320
16	3440	B	0	11.8	20.0	0.5	0	271
16	3440	C	0	17.6	26.7	0.7	0	262
16	3440	D	0	11.1	24.8	0.3	0	250
16	3440	E	1	19.3	19.9	1.2	0	270
16	3440	F	1	13.6	14.8	1.0	0	263
16	3451	A	0	13.7	17.3	0.8	0	278
16	3451	B	0	12.5	17.4	0.7	0	305
16	3451	C	1	20.2	24.6	1.0	0	286
16	3460	A	0	13.8	26.3	0.4	0	295

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
16	3460	B	0	12.7	22.0	0.5	0	310
16	3460	C	0	12.5	20.6	0.5	0	284
16	3460	D	0	7.7	17.2	0.2	0	290
16	3460	E	0	7.6	21.5	0.2	0	262
16	3460	F	0	6.9	18.0	0.2	0	284
16	3460	G	0	14.0	21.5	0.6	0	295
16	3460	H	0	16.4	21.9	0.8	0	299
16	3460	J	1	20.4	17.7	1.5	0	294
16	3460	K	3	63.4	26.7	5.9	0	248
16	3470	A	3	40.4	15.6	5.8	0	365
16	3470	B	2	22.9	11.7	3.3	0	360
16	3470	C	1	15.9	11.8	1.8	0	342
16	3470	D	1	16.1	15.0	1.3	0	340
16	3470	E	0	11.9	14.1	0.8	0	324
16	3470	F	0	9.5	11.5	0.7	0	350
16	3470	G	0	14.4	19.3	0.7	0	303
16	3470	H	0	20.8	30.9	0.7	0	272
16	3470	J	0	3.7	7.8	0.2	0	286
16	3480	A	0	9.6	53.7	0.0	0	221
16	3480	B	0	7.8	17.8	0.2	0	303
16	3480	C	0	15.7	32.2	0.4	0	262
16	3480	D	0	7.7	18.6	0.2	0	291
16	3480	E	0	7.1	16.6	0.2	0	280
16	3480	F	0	10.0	14.4	0.6	0	277
16	3480	G	0	12.8	16.1	0.8	0	284
16	3480	H	0	14.2	16.4	0.9	0	280
16	3480	J	1	18.3	18.4	1.2	0	290
16	3480	K	2	31.2	15.7	3.7	0	278
16	3480	M	3	72.3	32.7	5.6	0	240
16	3490	A	3	25.2	7.9	6.6	0	432
16	3490	B	3	18.8	5.3	6.9	0	404
16	3490	C	2	15.8	9.0	2.5	0	349
16	3490	D	1	11.2	7.9	1.7	0	366
16	3490	E	1	13.9	11.3	1.5	0	312
16	3490	F	2	18.0	11.4	2.3	0	322
16	3500	A	0	6.5	7.7	0.6	0	315
16	3500	B	0	16.0	20.1	0.8	0	276
16	3500	C	0	25.9	35.7	0.9	0	262
16	3500	D	0	11.4	13.8	0.8	0	312
16	3500	E	0	12.8	16.7	0.7	0	265
16	3500	F	1	13.2	13.3	1.1	0	302

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
16	3500	G	1	18.6	17.1	1.4	0	273
16	3500	H	2	24.4	17.8	2.1	0	276
16	3500	J	3	65.1	27.8	5.8	0	245
16	3500	K	2	59.5	33.6	3.9	0	233
16	3510	B	3	30.4	9.6	6.9	0	325
16	3510	C	2	21.8	12.3	2.8	0	328
16	3510	D	2	13.8	7.9	2.4	0	346
16	3510	E	2	15.6	10.5	2.0	0	309
16	3510	F	2	20.5	13.0	2.4	0	326
16	3510	G	1	32.1	35.5	1.3	0	262
16	3520	A	1	15.3	11.2	1.8	0	275
16	3520	B	0	21.7	28.2	0.9	0	257
16	3520	C	1	27.7	34.4	1.1	0	262
16	3520	D	2	12.3	7.0	2.3	0	377
16	3520	E	0	16.1	22.8	0.7	0	265
16	3520	F	2	17.3	11.5	2.1	0	321
16	3520	G	2	19.7	11.0	2.8	0	320
16	3520	H	3	21.2	9.3	4.0	0	313
16	3520	J	3	89.2	35.7	7.0	0	213
16	3530	B	2	31.2	17.7	3.2	0	292
16	3530	C	2	29.1	18.1	2.8	0	302
16	3530	D	2	22.2	15.6	2.1	0	299
16	3530	E	2	19.4	10.1	3.1	0	333
16	3530	F	1	29.3	29.6	1.4	0	262
16	3530	G	1	27.7	35.8	1.0	0	262
16	3530	H	1	20.0	18.8	1.4	0	284
16	3530	J	2	21.4	14.5	2.2	0	279
17	3540	A	0	18.4	35.8	0.5	0	251
17	3540	B	0	16.2	29.5	0.5	0	251
17	3540	C	0	13.9	24.4	0.5	0	272
17	3540	D	0	4.3	15.8	0.1	0	235
17	3540	E	0	12.5	21.1	0.5	0	274
17	3540	F	0	10.0	15.0	0.5	0	283
17	3540	G	1	19.1	17.9	1.4	0	272
17	3540	H	2	27.0	19.1	2.3	0	262
17	3550	A	2	12.1	6.8	2.3	0	360
17	3550	B	1	9.6	7.5	1.3	0	362
17	3550	C	0	10.2	12.6	0.7	0	319
17	3550	D	0	18.5	32.2	0.6	0	240
17	3550	E	0	18.6	29.7	0.6	0	245

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
17	3550	F	0	17.9	30.3	0.6	0	262
17	3561	A	0	18.8	40.1	0.4	0	223
17	3561	B	0	13.2	27.4	0.4	0	260
17	3561	C	0	7.7	10.2	0.6	0	340
17	3561	D	0	11.5	20.2	0.4	0	257
17	3561	E	1	22.4	22.2	1.3	0	253
17	3561	F	1	26.4	28.0	1.3	0	250
17	3570	A	1	21.4	20.8	1.4	0	293
17	3570	B	1	15.6	16.4	1.1	0	297
17	3570	C	0	9.3	17.3	0.4	0	289
17	3570	D	0	10.9	18.7	0.5	0	280
17	3570	E	0	5.8	7.3	0.5	0	381
17	3570	F	0	11.2	21.8	0.4	0	280
17	3570	G	0	14.7	22.8	0.6	0	272
17	3580	A	0	16.5	23.8	0.7	0	259
17	3580	B	0	12.9	24.6	0.4	0	272
17	3580	C	0	13.1	25.6	0.4	0	262
17	3580	D	1	21.2	20.3	1.4	0	263
17	3580	E	1	28.6	24.8	1.8	0	273
17	3590	A	2	24.5	17.5	2.2	0	310
17	3590	B	1	17.6	14.9	1.5	0	315
17	3590	C	0	12.7	16.4	0.7	0	292
17	3590	D	0	13.8	16.0	0.9	0	294
17	3590	E	1	6.9	5.9	1.0	0	398
17	3590	F	0	14.6	21.7	0.6	0	271
17	3590	G	0	17.5	25.4	0.7	0	267
17	3600	A	0	14.1	23.9	0.5	0	261
17	3600	B	0	12.6	20.0	0.5	0	266
17	3600	C	0	12.4	24.0	0.4	0	284
17	3600	D	0	3.9	10.9	0.1	0	243
17	3600	E	0	10.4	12.2	0.8	0	313
17	3600	F	2	21.1	15.3	2.0	0	280
17	3600	G	2	21.6	14.5	2.2	0	261
17	3610	A	2	20.5	12.9	2.4	0	309
17	3610	B	2	23.2	14.6	2.5	0	300
17	3610	C	0	14.0	15.9	0.9	0	290
17	3610	D	0	14.8	17.7	0.9	0	285
17	3610	E	0	14.2	23.4	0.5	0	292
17	3610	F	0	15.9	19.8	0.9	0	270

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
17	3620	A	0	12.5	26.0	0.4	0	249
17	3620	B	0	6.5	21.5	0.1	0	258
17	3620	C	0	8.7	16.2	0.4	0	283
17	3620	D	1	14.9	13.4	1.3	0	290
17	3620	E	1	12.0	11.5	1.1	0	276
17	3630	A	1	16.9	16.6	1.2	0	292
17	3630	B	1	15.5	14.8	1.2	0	293
17	3630	C	0	10.9	16.0	0.6	0	292
17	3630	D	0	1.5	10.7	0.0	0	273
17	3630	E	0	7.4	9.3	0.6	0	343
17	3630	F	0	15.3	20.0	0.8	0	269
17	3630	G	0	14.5	21.5	0.6	0	261
17	3630	H	0	6.4	14.5	0.2	0	271
18	3640	A	0	14.5	19.2	0.8	0	282
18	3640	B	0	5.7	12.6	0.2	0	287
18	3640	C	1	24.6	30.9	1.0	0	252
18	3640	D	1	23.6	26.7	1.1	0	265
18	3640	E	0	18.2	30.2	0.6	0	243
18	3640	F	0	4.8	13.4	0.1	0	259
18	3640	G	0	14.4	20.2	0.7	0	253
18	3640	H	1	26.5	26.9	1.4	0	249
18	3640	J	1	26.3	27.5	1.3	0	246
18	3640	K	1	19.7	21.6	1.1	0	242
18	3650	A	1	12.5	10.8	1.3	0	316
18	3650	B	0	12.3	14.8	0.8	0	302
18	3650	C	0	5.2	11.9	0.2	0	333
18	3650	D	0	5.6	13.9	0.2	0	292
18	3650	E	0	23.4	35.5	0.8	0	261
18	3650	F	0	32.4	57.5	0.7	0	246
18	3650	G	0	16.1	31.2	0.5	0	251
18	3650	H	0	4.4	14.3	0.1	0	294
18	3660	A	0	11.6	35.6	0.2	0	249
18	3660	B	0	32.3	48.8	0.9	0	246
18	3660	C	0	29.7	41.0	0.9	0	257
18	3660	D	0	14.6	19.1	0.8	0	280
18	3660	E	1	7.4	6.7	1.0	0	333
18	3660	F	0	9.5	12.6	0.6	0	282
18	3660	G	1	17.3	18.9	1.1	0	258
18	3660	H	1	19.9	17.0	1.6	0	247
18	3660	J	1	13.7	12.8	1.2	0	253

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
18	3670	A	1	15.6	11.9	1.7	0	315
18	3670	B	0	8.2	11.6	0.5	0	317
18	3670	C	0	0.1	7.0	0.0	0	343
18	3670	D	0	2.0	22.4	0.0	0	260
18	3670	E	0	11.6	20.2	0.5	0	274
18	3670	F	0	25.5	50.1	0.5	0	257
18	3670	G	0	14.2	34.1	0.3	0	264
18	3670	H	0	1.1	12.8	0.0	0	300
18	3670	J	0	7.9	17.2	0.3	0	247
18	3680	A	2	31.1	19.9	2.7	0	286
18	3680	B	0	15.6	26.1	0.6	0	243
18	3680	C	0	4.1	9.7	0.1	0	316
18	3680	D	0	19.8	29.5	0.7	0	275
18	3680	E	0	17.3	22.8	0.8	0	277
18	3680	F	0	14.2	17.1	0.9	0	294
18	3680	G	0	4.3	9.8	0.2	0	259
18	3680	H	0	17.0	37.9	0.4	0	268
18	3680	J	0	7.3	9.5	0.6	0	309
18	3680	K	0	7.2	12.8	0.3	0	274
18	3680	M	0	10.5	14.0	0.6	0	261
18	3680	N	0	17.5	21.5	0.9	0	243
18	3680	O	2	38.4	26.1	2.7	0	260
18	3690	B	1	18.2	13.1	1.9	0	291
18	3690	C	0	12.4	26.6	0.3	0	272
18	3690	D	0	-0.4	6.9	0.0	0	356
18	3690	E	0	1.8	20.0	0.0	0	284
18	3690	F	0	5.7	28.8	0.0	0	258
18	3690	G	0	8.8	21.6	0.2	0	287
18	3690	H	0	8.5	24.7	0.2	0	287
18	3690	J	0	5.0	19.1	0.1	0	299
18	3690	K	0	13.0	26.0	0.4	0	272
18	3700	A	2	27.1	16.0	2.9	0	320
18	3700	B	2	35.7	29.4	2.0	0	282
18	3700	C	0	21.2	40.3	0.5	0	239
18	3700	D	0	3.8	11.6	0.1	0	284
18	3700	E	0	9.4	20.7	0.3	0	296
18	3700	F	0	10.7	17.2	0.5	0	302
18	3700	G	0	16.6	24.0	0.7	0	292
18	3700	H	0	9.6	14.5	0.5	0	310
18	3700	J	0	10.6	17.7	0.5	0	263
18	3700	K	0	20.1	32.3	0.7	0	239

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
18	3700	M	2	32.6	23.6	2.3	0	271
18	3710	B	0	7.0	8.6	0.6	0	345
18	3710	C	0	2.5	12.9	0.0	0	322
18	3710	D	0	-0.6	21.5	0.0	0	280
18	3710	E	0	8.6	23.6	0.2	0	292
18	3710	F	0	4.8	25.6	0.0	0	285
18	3710	G	0	-2.7	14.8	0.0	0	260
18	3710	H	0	13.8	27.9	0.4	0	246
18	3710	J	1	48.0	48.7	1.7	0	261
18	3710	K	2	55.6	35.8	3.3	0	277
18	3720	A	2	64.1	44.9	3.1	0	235
18	3720	B	2	73.9	69.6	2.2	0	230
18	3720	C	0	19.7	33.5	0.6	0	230
18	3720	D	0	8.4	16.1	0.3	0	296
18	3720	E	0	12.6	18.7	0.6	0	293
18	3720	F	0	18.7	27.7	0.7	0	264
18	3720	G	0	13.2	15.6	0.8	0	304
18	3720	H	0	13.6	38.7	0.2	0	251
18	3720	J	0	11.9	18.4	0.5	0	276
18	3720	K	0	6.2	14.1	0.2	0	304
18	3720	M	0	2.9	14.0	0.0	0	220
18	3720	N	0	12.7	15.1	0.8	0	299
18	3720	O	0	17.8	21.9	0.9	0	261
18	3720	P	1	33.9	29.6	1.8	0	244
18	3730	B	0	10.8	20.9	0.4	0	282
18	3730	C	0	6.5	15.7	0.2	0	299
18	3730	D	0	6.4	29.6	0.0	0	269
18	3730	E	0	11.3	30.8	0.2	0	253
18	3730	F	0	7.6	25.6	0.1	0	267
18	3730	G	0	13.4	24.2	0.5	0	248
18	3730	H	1	45.2	45.5	1.7	0	249
18	3730	J	1	41.0	41.8	1.6	0	247
18	3740	A	1	34.4	34.5	1.5	0	243
18	3740	B	1	41.6	42.4	1.6	0	241
18	3740	C	0	20.3	28.9	0.8	0	235
18	3740	D	0	9.3	13.3	0.6	0	351
18	3740	E	0	15.6	18.1	0.9	0	266
18	3740	F	0	19.2	28.7	0.7	0	295
18	3740	G	1	13.3	14.4	1.0	0	297
18	3740	H	1	22.4	24.9	1.1	0	253
18	3750	B	0	21.8	33.1	0.7	0	260

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
18	3750	C	0	5.6	15.3	0.1	0	314
18	3750	D	0	-1.2	21.0	0.0	0	285
18	3750	E	0	11.4	32.0	0.2	0	272
18	3750	F	0	5.2	16.0	0.1	0	307
18	3750	G	0	0.0	11.2	0.0	0	287
18	3750	H	0	5.7	15.2	0.1	0	344
18	3750	J	0	3.1	17.1	0.0	0	290
18	3750	K	0	16.0	30.9	0.5	0	232
18	3750	M	1	29.6	36.3	1.1	0	243
18	3750	N	1	33.9	47.5	1.0	0	240
18	3760	A	0	18.6	27.1	0.7	0	241
18	3760	B	0	7.7	11.5	0.5	0	276
18	3760	C	0	9.9	15.9	0.5	0	310
18	3760	D	0	15.1	26.8	0.5	0	293
18	3760	E	0	15.4	24.1	0.6	0	303
18	3760	F	0	9.5	18.3	0.4	0	264
18	3760	G	0	12.5	19.2	0.6	0	270
18	3760	H	0	16.8	22.4	0.8	0	255
18	3760	J	0	11.6	24.2	0.3	0	225
18	3760	K	0	16.1	27.3	0.6	0	259
18	3760	M	0	16.2	26.9	0.6	0	293
18	3760	N	0	14.0	45.7	0.2	0	214
18	3760	O	0	10.3	15.1	0.6	0	286
18	3760	P	0	12.3	18.3	0.6	0	268
18	3760	Q	1	23.2	25.2	1.2	0	251
18	3770	B	0	22.0	28.4	0.9	0	276
18	3770	C	0	7.6	20.3	0.2	0	279
18	3770	D	0	6.4	17.6	0.2	0	303
18	3770	E	0	5.8	27.8	0.0	0	258
18	3770	F	0	6.2	30.4	0.0	0	266
18	3770	G	0	13.3	30.0	0.3	0	255
18	3770	H	0	7.2	24.2	0.1	0	243
18	3770	J	0	11.3	15.5	0.6	0	293
18	3770	K	0	6.1	18.8	0.1	0	266
18	3770	M	0	16.3	41.8	0.3	0	260
18	3770	N	0	15.1	36.5	0.3	0	268
18	3770	O	0	7.7	22.6	0.2	0	230
18	3770	P	0	18.8	26.3	0.8	0	239
18	3770	Q	1	30.1	33.0	1.3	0	265
18	3770	R	1	31.2	35.4	1.3	0	269
18	3770	S	1	46.7	48.3	1.7	0	258
18	3780	B	1	55.7	53.6	1.9	0	238

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
18	3780	C	1	45.8	44.8	1.8	0	248
18	3780	D	0	20.5	26.3	0.9	0	238
18	3780	E	0	8.2	12.1	0.5	0	286
18	3780	F	0	12.6	16.7	0.7	0	337
18	3780	G	0	23.0	52.2	0.4	0	256
18	3780	H	0	11.4	20.7	0.4	0	308
18	3780	J	0	10.1	17.8	0.4	0	265
18	3780	K	0	18.2	22.7	0.9	0	252
18	3780	M	0	24.7	34.0	0.9	0	249
18	3780	N	0	16.7	26.0	0.6	0	315
18	3780	O	0	14.5	42.6	0.2	0	223
18	3780	P	0	11.7	27.0	0.3	0	259
18	3780	Q	0	13.2	18.7	0.7	0	276
18	3780	R	0	12.7	22.4	0.5	0	258
18	3780	S	0	7.5	17.2	0.2	0	248
18	3790	B	0	3.1	13.9	0.0	0	268
18	3790	C	0	11.0	22.0	0.4	0	276
18	3790	D	0	7.5	19.3	0.2	0	298
18	3790	E	0	2.3	20.7	0.0	0	244
18	3790	F	0	3.9	31.8	0.0	0	239
18	3790	G	0	13.5	27.6	0.4	0	260
18	3790	H	0	7.0	32.1	0.1	0	229
18	3790	J	0	11.2	32.4	0.2	0	231
18	3790	K	0	10.2	17.0	0.5	0	289
18	3790	M	0	16.1	25.1	0.6	0	248
18	3790	N	0	6.9	17.3	0.2	0	260
18	3790	O	0	7.3	29.7	0.1	0	266
18	3790	P	0	19.5	54.5	0.3	0	242
18	3790	Q	0	17.6	33.8	0.5	0	288
18	3790	R	0	14.0	23.4	0.5	0	243
18	3790	S	1	40.0	36.6	1.8	0	264
18	3800	A	1	43.8	41.6	1.8	0	252
18	3800	B	2	43.0	36.3	2.1	0	260
18	3800	C	1	32.6	36.8	1.3	0	257
18	3800	D	0	18.1	23.9	0.8	0	264
18	3800	E	0	20.8	30.6	0.8	0	298
18	3800	F	0	9.1	19.1	0.3	0	318
18	3800	G	0	8.4	12.6	0.5	0	293
18	3800	H	0	18.6	30.4	0.6	0	275
18	3800	J	0	10.2	24.1	0.3	0	225
18	3800	K	0	10.3	20.0	0.4	0	249
18	3800	M	0	16.1	26.3	0.6	0	294
18	3800	N	0	12.9	18.8	0.6	0	326

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
18	3800	O	0	5.2	20.9	0.1	0	216
18	3800	P	0	11.6	16.4	0.6	0	272
18	3810	A	0	5.7	16.6	0.1	0	279
18	3810	B	0	16.6	34.5	0.4	0	244
18	3810	C	0	28.6	49.7	0.7	0	239
18	3810	D	0	22.2	40.3	0.6	0	255
18	3810	E	0	19.0	31.6	0.6	0	257
18	3810	F	0	23.4	39.4	0.7	0	246
18	3810	G	1	19.1	22.5	1.0	0	279
18	3810	H	0	21.0	32.7	0.7	0	270
18	3810	J	0	5.9	14.3	0.2	0	298
18	3810	K	0	15.5	44.2	0.2	0	241
18	3810	M	0	19.7	33.8	0.6	0	268
18	3810	N	0	22.3	36.3	0.7	0	224
18	3810	O	1	33.5	44.8	1.0	0	224
18	3810	P	1	44.6	52.9	1.4	0	240
18	3820	A	2	47.2	38.8	2.2	0	256
18	3820	B	1	46.2	49.5	1.6	0	237
18	3820	C	1	39.0	42.1	1.5	0	231
18	3820	D	1	34.5	43.9	1.1	0	229
18	3820	E	0	22.3	30.6	0.9	0	248
18	3820	F	0	26.1	46.0	0.6	0	268
18	3820	G	0	14.5	26.3	0.5	0	266
18	3820	H	0	27.9	38.4	0.9	0	251
18	3820	J	1	20.7	22.4	1.2	0	285
18	3820	K	1	18.0	21.4	1.0	0	285
18	3820	M	0	28.5	48.3	0.7	0	246
18	3820	N	0	12.8	32.2	0.3	0	230
18	3820	O	0	12.0	26.9	0.3	0	245
18	3820	P	0	19.9	38.7	0.5	0	262
18	3820	Q	0	8.0	13.3	0.4	0	313
18	3820	R	0	9.0	15.3	0.4	0	269
18	3830	A	0	7.5	21.8	0.2	0	270
18	3830	B	0	17.1	40.8	0.3	0	243
18	3830	C	0	17.1	51.5	0.2	0	226
18	3830	D	0	23.7	41.5	0.6	0	240
18	3830	E	0	27.4	47.6	0.7	0	234
18	3830	F	0	22.2	35.4	0.7	0	255
18	3830	G	0	28.2	51.7	0.6	0	227
18	3830	H	0	31.8	50.2	0.8	0	239
18	3830	J	0	23.4	39.6	0.6	0	251
18	3830	K	0	18.8	49.3	0.3	0	222

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
18	3830	M	0	16.0	34.9	0.4	0	258
18	3830	N	0	21.7	32.5	0.7	0	229
18	3830	O	1	30.8	36.0	1.2	0	233
18	3830	P	1	36.5	43.5	1.3	0	237
18	3830	Q	1	37.4	42.8	1.3	0	244
18	3830	R	1	35.8	39.4	1.4	0	270
18	3840	A	1	35.0	42.8	1.2	0	234
18	3840	B	1	31.7	31.8	1.5	0	244
18	3840	C	1	24.8	28.0	1.2	0	252
18	3840	D	0	18.2	25.4	0.8	0	266
18	3840	E	0	12.8	30.5	0.3	0	251
18	3840	F	0	10.9	23.7	0.3	0	231
18	3840	G	1	15.4	15.3	1.2	0	307
18	3840	H	1	20.2	24.5	1.0	0	284
18	3840	J	1	19.1	21.8	1.0	0	300
18	3840	K	0	26.2	43.3	0.7	0	248
18	3840	M	0	24.3	39.4	0.7	0	251
18	3840	N	0	12.3	31.5	0.3	0	245
18	3840	O	0	11.1	23.1	0.3	0	261
18	3840	P	0	8.8	13.4	0.5	0	334
18	3850	A	0	8.0	21.8	0.2	0	277
18	3850	B	0	23.7	45.1	0.6	0	232
18	3850	C	0	23.2	35.1	0.8	0	274
18	3850	D	0	17.3	29.3	0.6	0	290
18	3850	E	0	16.9	36.1	0.4	0	259
18	3850	F	0	5.3	16.4	0.1	0	247
18	3850	G	0	13.6	22.4	0.5	0	254
18	3850	H	0	17.1	22.5	0.8	0	273
18	3860	B	1	34.3	42.6	1.2	0	227
18	3860	C	1	27.5	33.7	1.1	0	234
18	3860	D	0	23.2	33.7	0.8	0	235
18	3860	E	0	16.5	29.6	0.5	0	262
18	3860	F	0	6.3	17.3	0.2	0	233
18	3860	G	0	13.8	35.2	0.3	0	240
18	3860	H	0	19.8	29.5	0.7	0	274
18	3860	J	1	27.5	37.1	1.0	0	258
18	3860	K	0	26.0	37.1	0.9	0	261
18	3860	M	0	25.8	43.4	0.7	0	225
18	3860	N	0	12.8	26.1	0.4	0	241
18	3860	O	0	10.5	25.7	0.3	0	244
18	3860	P	0	5.9	13.5	0.2	0	330
18	3870	A	0	5.9	19.9	0.1	0	272

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
18	3870	B	0	12.0	43.6	0.1	0	211
18	3870	C	0	18.5	40.1	0.4	0	228
18	3870	D	0	44.5	71.0	0.9	0	242
18	3870	E	0	24.3	33.9	0.9	0	271
18	3870	F	0	14.2	33.5	0.3	0	248
18	3870	G	0	9.7	36.7	0.1	0	224
18	3870	H	0	14.7	26.8	0.5	0	246
18	3870	J	1	39.0	44.3	1.4	0	238
18	3870	K	0	21.7	36.2	0.6	0	277
18	3880	A	2	44.2	33.1	2.5	0	256
18	3880	B	1	28.6	34.2	1.1	0	238
18	3880	C	0	18.0	29.3	0.6	0	259
18	3880	D	0	14.6	43.3	0.2	0	217
18	3880	E	0	24.4	61.1	0.4	0	228
18	3880	F	1	34.8	39.4	1.3	0	252
18	3880	G	1	48.1	57.5	1.4	0	254
18	3880	H	0	21.6	40.0	0.6	0	235
18	3880	J	0	10.8	21.9	0.3	0	231
18	3880	K	0	9.4	12.6	0.6	0	360
18	3880	M	0	9.5	12.9	0.6	0	327
19	3890	A	1	31.8	34.7	1.3	0	235
19	3890	B	2	60.1	40.2	3.2	0	249
19	3890	C	1	34.5	32.5	1.7	0	256
19	3890	D	1	28.2	32.0	1.2	0	258
19	3890	E	0	15.9	25.2	0.6	0	269
19	3890	F	0	19.7	33.0	0.6	0	251
19	3890	G	1	26.4	28.2	1.3	0	271
19	3890	H	1	42.3	46.1	1.5	0	270
19	3890	J	0	18.0	31.1	0.6	0	257
19	3890	K	0	9.6	17.0	0.4	0	260
19	3890	M	0	5.1	28.6	0.0	0	231
19	3890	N	0	8.5	13.9	0.4	0	346
19	3890	O	0	5.8	9.8	0.3	0	312
19	3900	A	0	6.7	11.4	0.4	0	289
19	3900	B	0	11.2	14.5	0.7	0	277
19	3900	C	0	5.0	17.4	0.1	0	308
19	3900	D	0	15.7	24.3	0.6	0	238
19	3900	E	0	17.6	34.2	0.5	0	221
19	3900	F	0	17.6	36.3	0.4	0	223
19	3900	G	1	35.5	39.4	1.4	0	257
19	3900	H	1	25.4	28.4	1.2	0	259
19	3900	J	0	23.6	36.4	0.7	0	242

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
19	3900	K	0	19.7	30.5	0.7	0	258
19	3900	M	0	16.7	32.2	0.5	0	236
19	3900	N	0	15.6	29.4	0.5	0	223
19	3900	O	1	35.0	40.3	1.3	0	238
19	3900	P	2	59.7	45.3	2.7	0	245
19	3900	Q	1	31.9	36.1	1.3	0	236
19	3910	B	1	47.9	47.0	1.8	0	223
19	3910	C	2	52.1	38.3	2.7	0	242
19	3910	D	2	46.0	38.5	2.2	0	244
19	3910	E	1	32.9	35.7	1.4	0	243
19	3910	F	0	12.6	26.6	0.4	0	264
19	3910	G	0	24.8	47.3	0.6	0	216
19	3910	H	0	28.6	43.1	0.8	0	233
19	3910	J	1	42.1	47.3	1.4	0	242
19	3910	K	0	15.4	25.0	0.6	0	257
19	3910	M	0	9.7	37.5	0.1	0	222
19	3910	N	0	6.3	8.9	0.5	0	299
19	3920	A	0	11.3	17.2	0.5	0	254
19	3920	B	0	5.7	17.9	0.1	0	272
19	3920	C	0	15.0	22.3	0.6	0	281
19	3920	D	0	19.5	35.1	0.5	0	238
19	3920	E	0	24.5	36.9	0.8	0	238
19	3920	F	1	35.9	39.8	1.4	0	254
19	3920	G	1	29.5	40.6	1.0	0	239
19	3920	H	0	29.3	40.4	0.9	0	249
19	3920	J	0	23.7	32.8	0.9	0	269
19	3920	K	0	9.9	19.0	0.4	0	293
19	3920	M	0	7.4	18.3	0.2	0	259
19	3920	N	0	10.0	21.3	0.3	0	260
19	3920	O	1	22.9	20.0	1.6	0	260
19	3920	P	2	34.9	24.5	2.5	0	267
19	3920	Q	2	32.7	26.4	2.0	0	275
19	3930	A	2	39.6	24.4	3.1	0	271
19	3930	B	1	25.4	25.8	1.4	0	253
19	3930	C	0	15.7	28.4	0.5	0	246
19	3930	D	0	4.7	12.2	0.1	0	259
19	3930	E	0	16.7	33.8	0.4	0	244
19	3930	F	0	34.3	55.4	0.8	0	226
19	3930	G	1	24.7	26.3	1.3	0	271
19	3930	H	1	26.8	31.4	1.1	0	258
19	3930	J	0	25.2	39.5	0.7	0	239
19	3930	K	0	17.3	35.2	0.4	0	256

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
19	3930	M	0	13.4	22.6	0.5	0	271
19	3930	N	0	7.4	14.5	0.3	0	283
19	3930	O	0	4.0	10.0	0.1	0	304
19	3940	A	0	4.9	11.5	0.2	0	298
19	3940	B	0	10.8	19.2	0.4	0	260
19	3940	C	0	8.1	25.4	0.1	0	242
19	3940	D	0	2.5	28.0	0.0	0	257
19	3940	E	0	8.9	21.9	0.2	0	264
19	3940	F	1	25.7	32.2	1.0	0	268
19	3940	G	1	26.6	27.4	1.4	0	277
19	3940	H	1	42.0	48.8	1.4	0	244
19	3940	J	1	57.0	83.9	1.1	0	218
19	3940	K	0	12.5	29.0	0.3	0	269
19	3940	M	0	2.9	10.7	0.0	0	257
19	3940	N	0	23.7	41.5	0.6	0	247
19	3940	O	0	20.1	34.1	0.6	0	233
19	3940	P	1	22.7	28.8	1.0	0	238
19	3940	Q	1	22.1	25.6	1.1	0	295
19	3950	A	0	21.0	36.2	0.6	0	243
19	3950	B	0	10.9	21.3	0.4	0	269
19	3950	C	0	8.5	18.7	0.3	0	247
19	3950	D	0	6.2	12.9	0.2	0	247
19	3950	E	0	10.2	28.1	0.2	0	272
19	3950	F	1	42.2	54.1	1.2	0	255
19	3950	G	0	22.4	30.3	0.9	0	262
19	3950	H	0	21.4	32.0	0.7	0	303
19	3950	J	0	20.8	38.8	0.5	0	249
19	3950	K	0	9.7	27.1	0.2	0	247
19	3950	M	0	-0.3	29.8	0.0	0	262
19	3950	N	0	2.1	13.1	0.0	0	291
19	3950	O	0	1.2	14.5	0.0	0	275
19	3960	A	0	4.5	15.6	0.1	0	273
19	3960	B	0	6.9	16.5	0.2	0	261
19	3960	C	0	1.8	27.9	0.0	0	257
19	3960	D	0	7.4	20.7	0.2	0	264
19	3960	E	0	16.3	27.2	0.6	0	267
19	3960	F	1	28.1	32.8	1.2	0	285
19	3960	G	1	39.6	45.5	1.4	0	255
19	3960	H	0	12.5	24.4	0.4	0	269
19	3960	J	0	10.8	14.6	0.6	0	242
19	3960	K	0	18.0	29.3	0.6	0	256
19	3960	M	0	26.5	38.5	0.8	0	255

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
19	3960	N	0	19.3	32.1	0.6	0	240
19	3970	A	0	21.6	28.2	0.9	0	252
19	3970	B	0	26.8	44.3	0.7	0	250
19	3970	C	0	6.3	27.0	0.1	0	259
19	3970	D	0	3.3	18.7	0.0	0	239
19	3970	E	0	16.3	25.0	0.6	0	240
19	3970	F	0	15.1	33.0	0.4	0	245
19	3970	G	1	40.3	50.5	1.2	0	254
19	3970	H	0	16.8	25.1	0.7	0	258
19	3970	J	0	6.6	22.4	0.1	0	242
19	3970	K	0	-3.0	15.8	0.0	0	333
19	3970	M	0	3.3	14.0	0.0	0	277
19	3970	N	0	4.2	15.4	0.1	0	268
19	3980	A	0	7.0	13.3	0.3	0	309
19	3980	B	0	6.8	12.6	0.3	0	272
19	3980	C	0	-1.0	11.5	0.0	0	269
19	3980	D	0	9.3	13.8	0.5	0	289
19	3980	E	1	23.0	21.1	1.5	0	274
19	3980	F	0	39.6	61.6	0.9	0	233
19	3980	G	0	14.6	25.1	0.5	0	242
19	3980	H	1	14.6	13.7	1.2	0	268
19	3980	J	0	27.9	61.3	0.5	0	218
19	3980	K	0	22.7	40.7	0.6	0	238
19	3980	M	0	26.4	35.3	0.9	0	236
19	3980	N	2	30.2	22.4	2.2	0	262
19	3990	A	0	23.4	35.4	0.8	0	241
19	3990	B	0	33.4	52.1	0.8	0	229
19	3990	C	0	19.8	43.1	0.4	0	228
19	3990	D	1	23.5	22.7	1.4	0	247
19	3990	E	0	19.9	47.1	0.4	0	221
19	3990	F	0	20.8	35.6	0.6	0	234
19	3990	G	1	20.1	23.1	1.0	0	300
19	3990	H	0	10.9	12.3	0.8	0	278
19	3990	J	1	12.4	12.8	1.0	0	300
19	4000	A	1	19.3	19.0	1.3	0	266
19	4000	B	1	17.9	13.7	1.8	0	310
19	4000	C	1	35.3	43.0	1.2	0	291
19	4000	D	2	20.4	14.1	2.1	0	298
19	4000	E	1	25.7	26.3	1.3	0	232
19	4000	F	0	16.7	20.2	0.9	0	257
19	4000	G	2	26.0	18.8	2.2	0	241

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
19	4000	H	1	40.5	52.6	1.2	0	238
19	4000	J	0	33.1	48.5	0.9	0	245
19	4000	K	1	24.6	25.6	1.3	0	249
19	4000	M	2	40.6	27.1	2.8	0	246
19	4010	A	1	27.2	36.0	1.0	0	247
19	4010	B	1	37.8	48.1	1.2	0	247
19	4010	C	1	17.8	18.8	1.1	0	257
19	4010	D	2	27.0	20.7	2.0	0	261
19	4010	E	1	27.5	31.8	1.2	0	247
19	4010	F	1	20.6	21.7	1.2	0	265
19	4010	G	1	16.0	15.0	1.3	0	287
19	4010	H	1	17.6	14.8	1.5	0	270
19	4020	A	1	15.9	17.1	1.0	0	284
19	4020	B	1	25.7	22.6	1.7	0	251
19	4020	C	1	31.0	37.0	1.2	0	230
19	4020	D	1	22.6	19.0	1.7	0	320
19	4020	E	3	18.5	7.2	4.5	0	410
19	4020	F	1	25.1	27.2	1.2	0	241
19	4020	G	1	20.1	19.3	1.3	0	258
19	4020	H	1	26.4	28.1	1.3	0	239
19	4030	A	1	33.2	28.5	1.9	0	257
19	4030	B	1	19.9	19.2	1.3	0	271
19	4030	C	1	22.2	23.8	1.2	0	244
19	4030	D	2	55.0	51.9	2.0	0	258
19	4030	E	0	32.2	46.6	0.9	0	230
19	4030	F	0	29.8	42.7	0.9	0	233
19	4030	G	1	20.7	21.2	1.2	0	260
19	4030	H	1	13.9	12.3	1.3	0	302
19	4030	J	0	14.9	19.9	0.8	0	263
19	4040	A	0	17.6	25.4	0.7	0	267
19	4040	B	1	20.1	23.9	1.0	0	267
19	4040	C	1	31.6	27.6	1.8	0	260
19	4040	D	1	24.4	22.4	1.5	0	263
19	4040	E	0	7.4	17.3	0.2	0	278
19	4040	F	1	21.3	22.6	1.2	0	254
19	4040	G	0	31.1	66.5	0.5	0	222
19	4040	H	1	18.5	18.5	1.2	0	279
19	4040	J	2	43.9	36.9	2.1	0	276
19	4040	K	1	62.9	68.4	1.7	0	255
19	4040	M	1	25.7	27.1	1.3	0	270
19	4040	N	1	17.6	20.7	1.0	0	297

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
19	4040	O	2	36.9	30.8	2.0	0	256
19	4040	P	1	17.1	19.3	1.0	0	258
19	4040	Q	0	19.0	26.4	0.8	0	243
19	4050	A	0	13.4	18.0	0.7	0	278
19	4050	B	1	29.1	33.1	1.2	0	282
19	4050	C	0	9.3	15.2	0.5	0	286
19	4050	D	1	26.2	31.8	1.1	0	277
19	4050	E	1	38.1	39.8	1.5	0	278
19	4050	F	0	20.1	27.8	0.8	0	250
19	4050	G	0	19.5	33.4	0.6	0	247
19	4050	H	1	15.3	16.6	1.0	0	285
19	4050	J	0	1.2	16.0	0.0	0	268
19	4050	K	0	7.5	17.3	0.2	0	277
19	4050	M	0	11.1	16.1	0.6	0	287
19	4050	N	1	18.5	20.7	1.1	0	287
19	4050	O	0	11.1	16.9	0.5	0	287
19	4050	P	0	10.3	21.5	0.3	0	269
19	4060	A	0	7.9	17.9	0.2	0	280
19	4060	B	0	15.3	20.0	0.8	0	272
19	4060	C	1	24.7	25.0	1.3	0	260
19	4060	D	0	14.1	26.4	0.4	0	246
19	4060	E	0	7.6	15.1	0.3	0	282
19	4060	F	0	15.1	29.4	0.4	0	249
19	4060	G	1	10.7	8.9	1.3	0	362
19	4060	H	1	17.6	17.1	1.3	0	300
19	4060	J	0	20.1	32.9	0.6	0	238
19	4060	K	0	18.6	42.9	0.4	0	229
19	4060	M	0	13.2	26.8	0.4	0	254
19	4060	N	1	25.5	20.2	1.9	0	279
19	4060	O	1	33.0	43.2	1.1	0	248
19	4060	P	0	28.2	38.8	0.9	0	241
19	4060	Q	0	20.1	25.5	0.9	0	229
19	4070	A	0	17.1	28.1	0.6	0	239
19	4070	B	0	23.6	34.9	0.8	0	245
19	4070	C	1	23.4	29.1	1.0	0	247
19	4070	D	0	17.1	37.5	0.4	0	245
19	4070	E	1	20.6	23.7	1.1	0	287
19	4070	F	1	23.5	23.5	1.3	0	260
19	4070	G	0	12.4	24.3	0.4	0	270
19	4070	H	1	17.6	17.8	1.2	0	280
19	4070	J	0	16.2	21.0	0.8	0	258
19	4070	K	0	10.6	21.3	0.3	0	263

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
19	4080	A	0	9.9	15.0	0.5	0	286
19	4080	B	1	22.0	22.2	1.3	0	261
19	4080	C	0	23.1	31.6	0.9	0	257
19	4080	D	0	14.1	26.7	0.4	0	246
19	4080	E	0	5.1	13.2	0.1	0	286
19	4080	F	0	5.8	14.8	0.2	0	244
19	4080	G	1	14.6	12.9	1.3	0	331
19	4080	H	1	15.9	17.5	1.0	0	293
19	4080	J	1	21.1	19.2	1.5	0	310
19	4080	K	0	20.4	28.8	0.8	0	271
19	4080	M	0	18.9	25.2	0.8	0	276
19	4090	A	1	25.3	31.9	1.0	0	266
19	4090	B	0	27.4	37.2	0.9	0	251
19	4090	C	0	14.8	19.5	0.8	0	319
19	4090	D	1	23.4	24.8	1.2	0	276
19	4090	E	1	25.3	26.0	1.3	0	257
19	4090	F	0	21.7	30.2	0.8	0	274
19	4090	G	1	22.4	24.9	1.1	0	275
19	4090	H	0	4.8	24.4	0.0	0	240
19	4090	J	0	5.2	17.7	0.1	0	295
19	4090	K	0	20.8	29.2	0.8	0	264
19	4090	M	0	12.2	19.9	0.5	0	269
19	4100	A	0	14.7	23.7	0.6	0	273
19	4100	B	0	14.4	24.5	0.5	0	251
19	4100	C	0	32.8	52.8	0.8	0	257
19	4100	D	0	7.5	18.1	0.2	0	285
19	4100	E	0	10.2	21.6	0.3	0	285
19	4100	F	1	9.9	9.4	1.0	0	379
19	4100	G	0	25.8	34.7	0.9	0	278
19	4100	H	1	22.5	23.4	1.3	0	312
19	4100	J	0	10.5	10.9	0.9	0	316
19	4100	K	0	18.9	23.8	0.9	0	270
19	4100	M	0	18.7	30.7	0.6	0	259
19	4100	N	0	21.3	33.1	0.7	0	259
19	4100	O	1	17.9	19.0	1.1	0	331
19	4110	A	1	28.9	35.7	1.1	0	264
19	4110	B	0	21.7	45.7	0.5	0	243
19	4110	C	0	17.3	31.5	0.5	0	240
19	4110	D	0	7.9	11.5	0.5	0	315
19	4110	E	0	11.1	14.0	0.7	0	328
19	4110	F	0	12.2	18.3	0.6	0	315

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
19	4110	G	1	31.4	42.1	1.0	0	237
19	4110	H	0	14.5	63.9	0.1	0	219
19	4110	J	0	5.1	14.6	0.1	0	301
19	4110	K	0	16.2	29.2	0.5	0	289
19	4110	M	0	6.9	15.8	0.2	0	276
19	4120	A	0	6.6	14.5	0.2	0	296
19	4120	B	0	17.7	30.4	0.6	0	286
19	4120	C	0	7.0	13.2	0.3	0	293
19	4120	D	0	9.7	23.0	0.3	0	298
19	4120	E	0	13.1	32.9	0.3	0	264
19	4120	F	0	21.9	29.2	0.9	0	297
19	4120	G	0	9.5	13.3	0.6	0	329
19	4120	H	0	9.9	10.9	0.8	0	288
19	4120	J	0	16.6	28.8	0.5	0	242
19	4120	K	0	21.8	37.9	0.6	0	237
19	4120	M	1	25.0	30.8	1.0	0	260
19	4130	A	0	14.5	26.0	0.5	0	247
19	4130	B	0	16.0	40.2	0.3	0	254
19	4130	C	1	13.3	14.0	1.0	0	307
19	4130	D	0	4.5	11.1	0.1	0	350
19	4130	E	0	22.1	35.5	0.7	0	240
19	4130	F	0	6.3	26.7	0.1	0	249
19	4130	G	0	9.5	21.0	0.3	0	304
19	4130	H	0	5.0	13.9	0.1	0	281
19	4140	A	0	4.2	14.0	0.1	0	305
19	4140	B	0	7.7	16.9	0.3	0	289
19	4140	C	0	12.3	25.7	0.4	0	274
19	4140	D	0	3.8	11.3	0.1	0	309
19	4140	E	0	11.8	40.5	0.2	0	249
19	4140	F	0	13.0	18.1	0.7	0	309
19	4140	G	0	11.1	17.4	0.5	0	284
19	4140	H	1	21.5	19.3	1.5	0	310
19	4140	J	0	9.3	11.8	0.7	0	297
19	4140	K	0	11.2	17.3	0.5	0	261
19	4150	A	0	7.0	14.2	0.3	0	247
19	4150	B	0	19.0	38.8	0.5	0	248
19	4150	C	1	20.1	23.6	1.0	0	274
19	4150	D	1	29.9	32.2	1.3	0	239
19	4150	E	0	7.6	12.7	0.4	0	291
19	4150	F	0	3.1	12.2	0.0	0	303
19	4150	G	0	8.8	14.4	0.4	0	285

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
19	4150	H	0	6.8	12.3	0.3	0	281
19	4160	B	0	8.8	13.8	0.5	0	284
19	4160	C	0	11.8	23.4	0.4	0	276
19	4160	D	0	5.8	13.8	0.2	0	263
19	4160	E	0	9.3	9.4	0.9	0	357
19	4160	F	0	10.2	15.2	0.5	0	293
19	4160	G	1	18.2	17.6	1.3	0	303
19	4160	H	1	15.6	14.6	1.3	0	329
19	4160	J	0	21.0	34.2	0.7	0	255
19	4160	K	0	8.8	13.8	0.5	0	242
19	4170	A	0	10.3	15.2	0.6	0	250
19	4170	B	0	13.8	25.2	0.5	0	300
19	4170	C	1	28.0	33.6	1.1	0	256
19	4170	D	0	3.3	13.0	0.0	0	321
19	4180	B	0	9.2	12.6	0.6	0	286
19	4180	C	0	9.6	13.7	0.6	0	276
19	4180	D	0	8.7	17.2	0.3	0	271
19	4180	E	0	2.8	8.8	0.1	0	260
19	4180	F	0	2.7	10.3	0.0	0	321
19	4180	G	0	11.0	14.4	0.7	0	331
19	4180	H	1	29.0	25.2	1.8	0	271
19	4180	J	0	14.1	18.5	0.8	0	301
19	4180	K	1	18.6	14.1	1.8	0	282
20	4190	A	0	6.1	6.0	0.8	0	242
20	4190	B	1	18.5	13.6	1.9	0	279
20	4190	C	0	8.3	10.9	0.6	0	373
20	4190	D	0	20.8	28.5	0.8	0	252
20	4190	E	1	19.0	17.7	1.4	0	271
20	4190	F	0	5.6	26.2	0.0	0	204
20	4190	G	0	4.6	31.4	0.0	0	232
20	4190	H	0	7.7	21.9	0.2	0	269
20	4200	A	0	13.9	17.8	0.8	0	253
20	4200	B	0	13.1	20.7	0.6	0	263
20	4200	C	0	5.8	13.4	0.2	0	239
20	4200	D	0	2.8	9.1	0.0	0	329
20	4200	E	2	22.0	14.0	2.4	0	285
20	4200	F	1	12.0	9.0	1.6	0	288
20	4210	A	1	12.0	11.2	1.1	0	283
20	4210	B	1	10.2	8.1	1.3	0	250

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
20	4210	C	1	20.9	23.0	1.1	0	255
20	4210	D	1	31.0	31.7	1.4	0	266
20	4210	E	0	8.9	15.4	0.4	0	276
20	4210	F	0	16.5	21.2	0.8	0	278
20	4210	G	0	2.5	23.1	0.0	0	235
20	4210	H	0	5.4	26.5	0.0	0	226
20	4210	J	0	5.8	19.3	0.1	0	265
20	4220	A	0	13.6	25.9	0.4	0	254
20	4220	B	0	9.0	19.6	0.3	0	268
20	4220	C	0	8.6	24.6	0.2	0	244
20	4220	D	0	4.3	16.5	0.1	0	247
20	4220	E	1	27.2	25.3	1.6	0	267
20	4220	F	0	14.0	17.5	0.8	0	256
20	4220	G	1	17.4	13.0	1.8	0	261
20	4220	H	1	8.9	7.6	1.2	0	348
20	4230	A	1	9.9	9.1	1.1	0	255
20	4230	B	1	27.2	31.8	1.2	0	275
20	4230	C	1	23.3	26.6	1.1	0	299
20	4230	D	1	40.1	44.9	1.4	0	235
20	4230	E	0	25.3	39.3	0.8	0	256
20	4230	F	0	2.1	23.9	0.0	0	239
20	4230	G	0	11.3	28.5	0.3	0	244
20	4230	H	0	21.8	49.7	0.4	0	231
20	4230	J	0	11.9	15.7	0.7	0	239
20	4240	A	1	14.7	16.0	1.0	0	235
20	4240	B	0	22.3	46.5	0.5	0	237
20	4240	C	0	11.6	23.1	0.4	0	261
20	4240	D	0	7.3	35.8	0.0	0	229
20	4240	E	1	14.3	15.9	1.0	0	339
20	4240	F	1	37.4	38.7	1.5	0	247
20	4240	G	1	45.1	48.5	1.5	0	247
20	4240	H	1	18.5	18.3	1.2	0	334
20	4240	J	1	20.7	20.2	1.3	0	341
20	4240	K	1	12.4	8.0	1.9	0	282
20	4250	A	1	14.0	11.7	1.4	0	300
20	4250	B	1	19.4	17.7	1.4	0	270
20	4250	C	1	28.6	31.2	1.3	0	262
20	4250	D	1	17.2	16.5	1.3	0	268
20	4250	E	0	16.6	32.4	0.5	0	247
20	4250	F	0	7.5	23.2	0.1	0	247
20	4250	G	0	10.9	19.1	0.4	0	279

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
20	4250	H	0	3.6	21.8	0.0	0	247
20	4250	J	0	11.9	34.4	0.2	0	240
20	4250	K	0	9.0	18.1	0.3	0	244
20	4260	A	0	12.5	19.5	0.6	0	273
20	4260	B	0	3.9	27.1	0.0	0	226
20	4260	C	0	12.6	17.4	0.7	0	319
20	4260	D	1	29.0	28.0	1.5	0	235
20	4260	E	1	40.4	45.2	1.4	0	235
20	4260	F	2	55.0	39.8	2.8	0	240
20	4260	G	0	13.8	17.9	0.8	0	238
20	4270	A	0	12.6	15.0	0.8	0	265
20	4270	B	2	40.6	25.1	3.1	0	251
20	4270	C	1	30.0	32.2	1.3	0	256
20	4270	D	1	20.5	18.3	1.5	0	270
20	4270	E	0	17.7	38.9	0.4	0	230
20	4270	F	0	9.8	11.3	0.8	0	328
20	4270	G	0	3.6	25.0	0.0	0	232
20	4270	H	1	14.3	13.4	1.2	0	280
20	4280	A	1	15.6	15.0	1.2	0	270
20	4280	B	1	14.5	12.3	1.4	0	279
20	4280	C	3	7.3	2.3	4.4	0	452
20	4280	D	1	30.0	24.5	1.9	0	255
20	4280	E	1	30.7	30.6	1.5	0	249
20	4280	F	2	42.6	33.8	2.3	0	231
20	4280	G	2	17.7	12.1	2.0	0	273
20	4290	A	2	19.5	12.7	2.3	0	258
20	4290	B	2	35.4	28.1	2.1	0	240
20	4290	C	1	29.5	34.5	1.2	0	253
20	4290	D	1	13.6	11.3	1.4	0	323
20	4290	E	0	8.2	25.9	0.1	0	275
20	4290	F	0	7.1	12.2	0.4	0	291
20	4290	G	1	21.3	22.3	1.2	0	275
20	4300	A	1	12.1	8.4	1.7	0	285
20	4300	B	0	9.2	20.0	0.3	0	248
20	4300	C	0	8.3	19.1	0.2	0	258
20	4300	D	2	6.9	2.4	3.7	0	428
20	4300	E	2	31.4	21.9	2.4	0	265
20	4300	F	1	36.6	32.1	1.9	0	260
20	4300	G	2	28.1	14.7	3.4	0	264
20	4300	H	2	15.4	6.8	3.5	0	273

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
20	4310	A	0	11.1	13.6	0.7	0	258
20	4310	B	1	13.9	11.5	1.4	0	256
20	4310	C	2	18.4	11.7	2.3	0	243
20	4310	D	2	25.6	19.0	2.1	0	256
20	4310	E	1	12.0	9.4	1.5	0	314
20	4310	F	0	6.2	23.1	0.1	0	236
20	4310	G	0	6.8	23.0	0.1	0	237
20	4310	H	1	14.4	11.0	1.6	0	264
20	4320	A	1	15.7	12.0	1.7	0	266
20	4320	B	4	5.1	0.7	12.5	0	493
20	4320	C	2	16.4	9.4	2.5	0	311
20	4320	D	1	18.1	13.4	1.8	0	258
20	4330	A	0	10.9	11.4	0.9	0	255
20	4330	B	1	21.9	20.6	1.4	0	245
20	4330	C	1	14.1	14.4	1.1	0	296
20	4330	D	0	13.0	29.4	0.3	0	266
20	4330	E	0	8.8	10.1	0.7	0	315
20	4340	A	0	8.4	10.2	0.7	0	284
20	4340	B	0	4.8	18.5	0.1	0	244
20	4340	C	0	5.3	20.9	0.1	0	233
20	4340	D	0	6.0	11.0	0.3	0	340
20	4340	E	0	12.6	13.6	0.9	0	317
20	4340	F	1	10.5	10.5	1.0	0	248
20	4340	G	0	5.4	10.2	0.3	0	269
20	4350	A	0	4.2	10.8	0.1	0	258
20	4350	B	0	6.0	14.4	0.2	0	298
20	4350	C	0	7.4	17.4	0.2	0	265
20	4350	D	0	12.0	16.4	0.7	0	300
20	4350	E	0	3.2	20.5	0.0	0	233
20	4350	F	0	-2.0	9.3	0.0	0	266
20	4350	G	0	9.9	10.8	0.8	0	279
20	4350	H	1	23.2	28.0	1.0	0	257
20	4360	A	1	27.5	34.8	1.0	0	253
20	4360	B	0	3.3	13.2	0.0	0	249
20	4360	C	0	13.0	15.7	0.8	0	302
20	4360	D	0	5.7	12.1	0.2	0	274
20	4370	A	0	8.0	16.3	0.3	0	268
20	4370	B	0	6.9	12.9	0.3	0	260

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
20	4370	C	1	21.1	16.2	1.9	0	259
20	4370	D	0	22.4	30.7	0.9	0	254
20	4370	E	0	2.8	18.6	0.0	0	237
20	4370	F	1	16.1	16.7	1.1	0	281
20	4381	A	1	17.3	16.2	1.3	0	264
20	4381	B	1	13.2	8.9	1.9	0	339
20	4381	C	1	11.7	11.3	1.1	0	318
20	4381	D	0	16.7	22.8	0.8	0	262
20	4390	A	0	11.1	17.4	0.5	0	276
20	4390	B	0	11.2	13.4	0.8	0	291
20	4390	C	1	11.8	12.3	1.0	0	286
20	4400	A	1	25.4	25.8	1.4	0	263
20	4400	B	1	11.0	9.5	1.2	0	312
20	4400	C	1	12.6	11.9	1.1	0	304
20	4400	D	1	13.8	14.2	1.1	0	307
20	4400	E	2	20.1	11.1	2.9	0	278
20	4410	A	0	9.5	16.6	0.4	0	260
20	4410	B	0	12.8	18.0	0.7	0	254
20	4410	C	0	10.3	10.9	0.9	0	290
20	4410	D	1	24.3	27.9	1.1	0	250
20	4420	B	1	10.8	10.3	1.1	0	311
20	4420	C	0	4.9	13.7	0.1	0	260
20	4420	D	1	17.6	19.0	1.1	0	264
20	4420	E	0	17.1	21.3	0.9	0	260
20	4420	F	2	14.8	9.7	2.0	0	257
20	4420	G	1	13.8	15.0	1.0	0	257
20	4420	H	1	10.9	9.6	1.2	0	293
20	4430	A	0	3.4	11.9	0.1	0	258
20	4430	B	0	15.8	20.9	0.8	0	245
20	4430	C	1	17.2	16.5	1.3	0	240
20	4430	D	1	28.1	33.7	1.1	0	251
20	4430	E	1	32.2	34.5	1.4	0	246
20	4430	F	0	15.5	23.9	0.6	0	239
20	4430	G	0	15.5	22.5	0.7	0	229
20	4430	H	1	12.3	11.4	1.2	0	297
20	4430	J	1	24.5	27.8	1.2	0	253
20	4440	A	1	24.4	25.4	1.3	0	252
20	4440	B	1	21.0	22.8	1.2	0	262

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
20	4440	C	0	11.8	18.6	0.5	0	279
20	4440	D	1	16.1	11.5	1.9	0	309
20	4440	E	1	27.3	24.7	1.6	0	263
20	4440	F	2	19.3	12.3	2.3	0	268
20	4440	G	1	23.6	20.3	1.7	0	235
20	4440	H	0	10.0	14.8	0.5	0	256
20	4450	A	1	16.7	17.1	1.1	0	237
20	4450	B	1	15.3	14.5	1.2	0	249
20	4450	C	1	25.2	29.3	1.1	0	265
20	4450	D	1	25.7	27.1	1.3	0	263
20	4450	E	1	17.5	18.4	1.1	0	259
20	4450	F	0	8.6	16.0	0.4	0	311
20	4450	G	1	17.5	18.5	1.1	0	272
20	4460	A	1	17.4	19.9	1.0	0	264
20	4460	B	0	13.2	16.0	0.8	0	295
20	4460	C	2	17.3	10.5	2.4	0	275
20	4460	D	1	14.3	11.7	1.5	0	249
20	4470	A	0	11.1	13.6	0.7	0	270
20	4470	B	1	16.0	17.8	1.0	0	249
20	4470	C	0	23.2	30.3	0.9	0	266
20	4470	D	1	16.9	18.5	1.0	0	266
20	4470	E	0	8.2	18.7	0.2	0	276
20	4470	F	0	11.1	25.1	0.3	0	275
20	4470	G	0	15.2	17.4	0.9	0	264
20	4480	A	1	12.6	12.6	1.1	0	311
20	4480	B	0	25.9	42.5	0.7	0	223
20	4480	C	0	6.3	16.4	0.2	0	219
20	4480	D	0	9.4	22.7	0.2	0	233
20	4480	E	2	7.5	3.1	3.0	0	483
20	4480	F	1	13.7	9.6	1.8	0	305
20	4480	G	1	15.1	15.8	1.1	0	298
21	4490	A	0	6.9	10.5	0.4	0	244
21	4490	B	1	20.2	23.2	1.1	0	247
21	4490	C	1	31.5	39.2	1.1	0	246
21	4490	D	1	13.2	12.1	1.2	0	328
21	4490	E	0	14.8	22.8	0.6	0	279
21	4490	F	0	9.1	22.8	0.2	0	273
21	4490	G	0	11.3	13.3	0.8	0	286
21	4500	A	1	21.6	24.3	1.1	0	263

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
21	4500	B	0	6.8	18.3	0.2	0	242
21	4500	C	3	7.5	1.8	6.5	0	499
21	4500	D	1	31.6	28.3	1.7	0	276
21	4500	E	1	28.2	25.7	1.6	0	293
21	4500	F	1	29.5	24.6	1.9	0	249
21	4500	G	1	12.8	12.6	1.1	0	248
21	4500	H	1	11.2	7.7	1.7	0	276
21	4500	J	3	24.5	9.8	4.7	0	337
21	4510	A	3	41.7	18.5	4.8	0	283
21	4510	B	0	8.9	16.9	0.3	0	257
21	4510	C	0	10.2	11.7	0.8	0	247
21	4510	D	1	23.9	24.0	1.3	0	249
21	4510	E	1	26.4	28.6	1.3	0	292
21	4510	F	1	27.1	23.9	1.7	0	303
21	4510	G	0	13.0	15.9	0.8	0	298
21	4520	A	0	19.0	23.7	0.9	0	264
21	4520	B	2	26.2	20.4	2.0	0	305
21	4520	C	1	30.2	26.3	1.8	0	295
21	4520	D	1	21.7	17.3	1.8	0	260
21	4520	E	0	13.5	24.1	0.5	0	258
21	4520	F	3	26.6	10.7	4.8	0	357
21	4530	A	3	39.7	17.2	4.9	0	272
21	4530	B	1	19.9	20.1	1.2	0	261
21	4530	C	1	26.6	30.0	1.2	0	284
21	4530	D	1	36.6	44.4	1.2	0	241
21	4530	E	1	37.0	39.0	1.5	0	274
21	4530	F	1	14.6	11.0	1.7	0	329
21	4530	G	0	5.7	17.5	0.1	0	267
21	4540	A	1	15.9	12.5	1.6	0	300
21	4540	B	2	11.5	6.0	2.5	0	381
21	4540	C	1	27.9	22.7	1.9	0	286
21	4540	D	1	36.1	33.1	1.8	0	247
21	4540	E	1	23.7	21.4	1.6	0	284
21	4540	F	1	31.0	27.8	1.7	0	261
21	4540	G	1	27.0	25.1	1.6	0	263
21	4540	H	1	13.3	12.3	1.2	0	277
21	4540	J	2	33.9	18.8	3.4	0	286
21	4550	A	0	10.2	12.1	0.8	0	266
21	4550	B	0	12.3	19.0	0.6	0	257
21	4550	C	1	25.1	30.4	1.1	0	247

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
21	4550	D	1	26.1	28.8	1.2	0	246
21	4550	E	1	34.0	41.3	1.2	0	260
21	4550	F	1	11.6	9.8	1.3	0	328
21	4550	G	0	5.5	12.7	0.2	0	330
21	4560	A	0	16.8	22.6	0.8	0	293
21	4560	B	0	9.1	19.0	0.3	0	256
21	4560	C	0	7.7	18.0	0.2	0	256
21	4560	D	2	12.4	7.7	2.0	0	354
21	4560	E	1	38.0	35.6	1.7	0	246
21	4560	F	1	28.6	32.8	1.2	0	248
21	4560	G	1	22.3	25.0	1.1	0	244
21	4560	H	1	16.9	16.6	1.2	0	233
21	4560	J	2	23.4	11.1	3.7	0	293
21	4570	A	2	16.9	7.2	3.8	0	272
21	4570	B	0	9.6	14.2	0.5	0	278
21	4570	C	0	21.1	30.6	0.8	0	242
21	4570	D	0	21.4	31.8	0.8	0	257
21	4570	E	1	27.8	27.7	1.4	0	257
21	4570	F	1	34.0	40.2	1.2	0	243
21	4570	G	1	13.5	12.3	1.2	0	308
21	4570	H	0	3.2	15.2	0.0	0	286
21	4570	J	1	14.3	13.8	1.2	0	320
21	4580	A	1	13.0	13.1	1.1	0	304
21	4580	B	0	10.9	16.4	0.5	0	262
21	4580	C	2	14.2	6.7	3.1	0	360
21	4580	D	1	29.5	24.4	1.9	0	270
21	4580	E	1	25.9	25.4	1.4	0	267
21	4580	F	1	21.5	20.0	1.4	0	275
21	4580	G	1	14.3	11.1	1.6	0	287
21	4580	H	4	25.1	6.3	8.9	0	321
21	4590	A	3	32.2	11.5	6.0	0	270
21	4590	B	1	19.0	21.0	1.1	0	255
21	4590	C	0	20.9	33.2	0.7	0	252
21	4590	D	1	23.0	23.6	1.3	0	273
21	4590	E	1	31.5	36.3	1.2	0	254
21	4590	F	1	12.3	10.6	1.3	0	298
21	4590	G	0	4.6	13.9	0.1	0	290
21	4600	A	0	8.9	12.9	0.5	0	268
21	4600	B	1	13.0	9.2	1.7	0	311
21	4600	C	1	38.4	34.8	1.8	0	255

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
21	4600	D	1	28.8	28.3	1.5	0	265
21	4600	E	1	11.3	7.2	1.9	0	250
21	4610	A	1	25.3	30.6	1.1	0	258
21	4610	B	1	27.1	28.8	1.3	0	259
21	4610	C	0	8.4	9.4	0.8	0	303
21	4610	D	0	2.7	14.0	0.0	0	277
21	4620	A	0	4.1	10.5	0.1	0	258
21	4620	B	0	3.9	15.1	0.0	0	238
21	4620	C	1	11.2	7.3	1.8	0	345
21	4620	D	1	36.9	35.9	1.6	0	248
21	4620	E	1	36.4	32.1	1.9	0	266
21	4620	F	1	35.6	34.5	1.6	0	253
21	4620	G	1	28.8	35.0	1.1	0	254
21	4620	H	1	27.0	23.4	1.7	0	239
21	4620	J	0	16.4	24.5	0.7	0	236
21	4630	A	2	12.7	7.7	2.1	0	244
21	4630	B	1	19.0	17.2	1.4	0	280
21	4630	C	1	26.3	32.2	1.1	0	258
21	4630	D	0	11.0	12.8	0.8	0	288
21	4630	E	0	19.8	30.6	0.7	0	237
21	4640	A	1	21.5	19.1	1.5	0	264
21	4640	B	1	27.1	22.4	1.8	0	248
21	4640	C	1	25.1	24.8	1.4	0	275
21	4640	D	1	29.0	26.8	1.6	0	286
21	4640	E	2	32.3	25.4	2.1	0	270
21	4640	F	2	15.4	8.3	2.7	0	255
21	4641	A	1	22.4	26.5	1.0	0	264
21	4641	B	1	16.9	14.5	1.5	0	289
21	4641	C	0	3.6	6.9	0.2	0	266
21	4650	A	1	12.4	12.3	1.1	0	245
21	4650	B	0	14.5	21.4	0.6	0	252
21	4650	C	1	31.6	27.8	1.8	0	263
21	4650	D	1	31.9	30.6	1.6	0	264
21	4650	E	1	16.8	15.6	1.3	0	278
21	4650	F	0	3.0	14.6	0.0	0	244
21	4650	G	1	22.0	20.4	1.5	0	254
21	4660	A	1	22.3	21.5	1.4	0	260
21	4660	B	2	15.9	10.2	2.1	0	333

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
21	4660	C	2	33.5	24.3	2.4	0	284
21	4660	D	2	42.4	36.1	2.1	0	267
21	4660	E	2	33.7	26.7	2.1	0	283
21	4660	F	1	22.3	17.8	1.8	0	258
21	4670	A	0	15.5	22.4	0.7	0	237
21	4670	B	0	24.8	37.7	0.8	0	231
21	4670	C	1	35.1	45.7	1.1	0	255
21	4670	D	0	15.7	20.6	0.8	0	240
21	4670	E	1	33.7	38.1	1.3	0	251
21	4670	F	1	38.3	50.1	1.1	0	235
21	4670	G	1	47.2	50.7	1.6	0	241
21	4670	H	1	17.9	19.8	1.1	0	281
21	4670	J	0	11.2	14.3	0.7	0	267
21	4680	A	1	15.0	12.6	1.4	0	319
21	4680	B	1	38.3	36.0	1.7	0	277
21	4680	C	1	25.6	21.4	1.8	0	296
21	4680	D	1	18.5	15.3	1.6	0	296
21	4680	E	1	24.5	23.7	1.4	0	291
21	4680	F	1	19.4	20.7	1.1	0	278
21	4680	G	0	15.2	22.2	0.7	0	253
21	4690	A	0	14.2	26.4	0.5	0	237
21	4690	B	0	27.3	36.9	0.9	0	225
21	4690	C	0	24.5	33.1	0.9	0	252
21	4690	D	0	21.2	30.9	0.8	0	273
21	4690	E	0	11.1	13.7	0.7	0	296
21	4690	F	0	26.5	35.5	0.9	0	249
21	4690	G	1	34.9	46.4	1.1	0	243
21	4690	H	0	15.2	20.4	0.8	0	275
21	4690	J	0	5.6	9.6	0.3	0	357
21	4690	K	1	19.0	21.7	1.0	0	262
21	4700	A	1	19.9	20.5	1.2	0	293
21	4700	B	0	11.7	13.8	0.8	0	284
21	4700	C	1	24.7	28.0	1.2	0	255
21	4700	D	1	41.7	48.8	1.3	0	238
21	4700	E	1	18.3	16.6	1.4	0	294
21	4700	F	1	33.4	39.5	1.2	0	247
21	4700	G	0	17.0	26.2	0.6	0	242
21	4710	A	0	9.5	16.0	0.4	0	263
21	4710	B	0	11.1	18.6	0.5	0	280
21	4710	C	0	11.2	14.0	0.7	0	283

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
21	4710	D	1	34.1	47.3	1.0	0	238
21	4710	E	0	16.0	23.5	0.7	0	258
21	4710	F	0	7.5	11.8	0.4	0	296
21	4720	A	0	10.8	12.3	0.8	0	282
21	4720	B	1	21.6	21.5	1.3	0	273
21	4720	C	1	27.0	27.4	1.4	0	275
21	4720	D	1	16.6	17.2	1.1	0	281
21	4720	E	0	12.1	15.2	0.7	0	267
22	5750	A	1	19.8	17.2	1.5	0	287
22	5750	B	1	17.4	14.4	1.6	0	272
22	5750	C	1	16.4	14.9	1.3	0	285
22	5750	D	1	22.7	22.6	1.3	0	297
22	5750	E	0	9.9	10.6	0.9	0	277
22	5761	A	0	16.5	20.5	0.9	0	258
22	5761	B	1	25.4	22.3	1.7	0	234
22	5761	C	2	31.5	25.1	2.0	0	235
22	5761	D	0	15.4	19.5	0.8	0	280
22	5761	E	0	7.9	18.5	0.2	0	280
22	5761	F	1	15.2	16.9	1.0	0	275
22	5770	A	1	20.5	19.9	1.3	0	238
22	5770	B	2	32.1	26.4	2.0	0	236
22	5770	C	0	17.8	21.2	0.9	0	301
22	5770	D	0	3.5	16.9	0.0	0	284
22	5770	E	0	8.5	12.1	0.5	0	303
22	5770	F	1	24.0	26.6	1.2	0	250
22	5780	A	0	12.8	14.2	0.9	0	292
22	5780	B	0	6.0	12.2	0.3	0	318
22	5780	C	0	9.9	10.0	0.9	0	323
22	5780	D	1	15.4	13.6	1.4	0	327
22	5780	E	1	13.8	12.8	1.2	0	315
22	5780	F	2	21.8	15.2	2.1	0	261
22	5780	G	2	22.5	15.4	2.2	0	276
22	5790	A	2	25.0	18.1	2.1	0	273
22	5790	B	2	19.6	12.8	2.3	0	258
22	5790	C	0	12.4	14.1	0.9	0	313
22	5790	D	1	13.2	13.7	1.0	0	315
22	5790	E	0	6.2	10.6	0.3	0	307
22	5790	F	0	2.6	9.7	0.0	0	292
22	5790	G	0	10.1	11.5	0.8	0	301

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
22	5800	A	1	16.5	15.3	1.3	0	282
22	5800	B	1	11.6	10.5	1.2	0	322
22	5800	C	1	15.8	13.4	1.5	0	310
22	5800	D	2	28.1	14.6	3.5	0	274
22	5800	E	2	23.4	15.8	2.3	0	287
22	5810	A	2	19.5	12.8	2.2	0	284
22	5810	B	2	33.1	17.9	3.5	0	279
22	5810	C	2	27.9	18.0	2.6	0	274
22	5810	D	1	15.9	14.8	1.3	0	285
22	5810	E	0	10.8	13.4	0.7	0	279
22	5810	F	2	20.4	14.3	2.1	0	316
22	5820	B	1	21.1	16.9	1.8	0	303
22	5820	C	2	12.5	7.6	2.1	0	329
22	5820	D	1	24.3	28.4	1.1	0	259
22	5820	E	2	27.8	13.5	3.8	0	270
22	5820	F	2	17.3	10.3	2.4	0	290
22	5820	G	2	19.7	12.6	2.3	0	282
22	5830	A	1	19.1	15.8	1.6	0	252
22	5830	B	2	29.7	18.2	2.8	0	235
22	5830	C	0	24.5	36.3	0.8	0	229
22	5830	D	1	11.5	11.2	1.1	0	295
22	5840	B	2	18.4	12.7	2.0	0	318
22	5840	C	1	11.6	7.8	1.8	0	311
22	5840	D	1	20.7	15.9	1.8	0	290
22	5840	E	2	24.6	18.4	2.0	0	249
22	5840	F	1	15.9	14.1	1.4	0	299
22	5850	A	1	21.7	24.9	1.1	0	264
22	5850	B	1	26.4	28.7	1.3	0	220
22	5850	C	0	15.5	19.6	0.8	0	282
22	5850	D	0	11.4	13.5	0.8	0	272
22	5860	A	0	10.7	12.7	0.8	0	269
22	5860	B	1	9.4	8.5	1.1	0	296
22	5860	C	1	17.5	13.5	1.7	0	306
22	5860	D	0	18.0	21.7	0.9	0	267
22	5860	E	1	24.2	29.1	1.1	0	266
22	5860	F	1	26.0	29.3	1.2	0	258
22	5870	A	0	16.7	26.6	0.6	0	245

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
22	5870	B	1	23.2	28.0	1.0	0	262
22	5870	C	0	16.4	24.8	0.7	0	287
22	5870	D	1	13.1	12.7	1.1	0	308
22	5870	E	0	6.6	9.4	0.5	0	282
22	5870	F	0	6.9	7.8	0.7	0	333
22	5880	A	1	23.1	24.3	1.2	0	292
22	5880	B	1	19.1	20.7	1.1	0	298
22	5880	C	0	4.7	5.3	0.6	0	300
22	5880	D	1	14.2	12.3	1.4	0	308
22	5880	E	1	18.6	20.6	1.1	0	286
22	5880	F	0	22.7	30.2	0.9	0	262
22	5880	G	1	23.8	26.3	1.2	0	263
22	5890	A	1	23.4	25.9	1.2	0	246
22	5890	B	0	25.2	34.8	0.9	0	252
22	5890	C	1	20.2	24.7	1.0	0	277
22	5890	D	0	7.0	10.4	0.5	0	273
22	5890	E	1	11.1	10.4	1.1	0	318
22	5890	F	1	19.2	22.6	1.0	0	288
22	5900	A	0	7.8	9.8	0.6	0	351
22	5900	B	0	7.1	7.7	0.7	0	302
22	5900	C	1	24.9	25.4	1.3	0	265
22	5900	D	1	31.5	39.6	1.1	0	241
22	5900	E	1	25.7	29.8	1.1	0	246
22	5910	A	1	25.5	30.8	1.1	0	235
22	5910	B	0	27.1	41.0	0.8	0	232
22	5910	C	0	31.3	48.0	0.8	0	224
22	5910	D	1	20.9	22.1	1.2	0	278
22	5910	E	1	22.9	24.3	1.2	0	300
22	5910	F	0	7.6	12.6	0.4	0	272
22	5910	G	0	11.1	14.9	0.7	0	259
22	5920	A	0	10.7	16.3	0.5	0	287
22	5920	B	0	7.6	9.2	0.6	0	306
22	5920	C	1	22.9	21.7	1.4	0	288
22	5920	D	1	21.3	23.1	1.2	0	261
22	5920	E	0	25.3	38.0	0.8	0	229
22	5920	F	1	23.3	24.8	1.2	0	257
22	5920	G	1	27.6	30.1	1.3	0	237
22	5920	H	0	15.7	18.6	0.9	0	281
22	5930	A	0	15.5	18.5	0.9	0	278

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
22	5930	B	0	19.6	28.0	0.8	0	229
22	5930	C	0	20.1	27.7	0.8	0	245
22	5930	D	1	20.3	21.8	1.2	0	294
22	5930	E	0	7.8	14.1	0.4	0	279
22	5930	F	0	10.9	17.9	0.5	0	254
22	5930	G	0	15.3	23.6	0.6	0	234
22	5940	A	0	15.3	20.3	0.8	0	271
22	5940	B	0	8.6	9.8	0.7	0	305
22	5940	C	1	24.1	21.7	1.6	0	294
22	5940	D	0	20.3	26.3	0.9	0	252
22	5940	E	1	16.6	18.7	1.0	0	276
22	5940	F	1	18.1	19.4	1.1	0	276
22	5950	A	0	20.1	29.6	0.7	0	241
22	5950	B	0	18.1	22.1	0.9	0	293
22	5950	C	0	10.1	14.0	0.6	0	283
22	5960	A	1	26.7	30.2	1.2	0	256
22	5960	B	0	17.3	33.6	0.5	0	248
22	5960	C	0	6.1	7.4	0.6	0	305
22	5960	D	1	23.4	29.4	1.0	0	270
22	5960	E	0	23.0	31.3	0.9	0	246
22	5960	F	0	20.9	28.0	0.9	0	250
22	5970	A	0	19.6	27.8	0.8	0	262
22	5970	B	0	19.8	29.3	0.7	0	250
22	5970	C	0	3.1	8.4	0.1	0	305
22	5970	D	0	10.8	16.7	0.5	0	269
22	5970	E	0	11.6	27.4	0.3	0	329
22	5980	B	0	6.6	15.1	0.2	0	244
22	5980	C	0	5.8	5.7	0.8	0	331
22	5980	D	0	18.4	24.0	0.8	0	274
22	5980	E	0	17.9	26.2	0.7	0	251
22	5980	F	0	17.2	33.5	0.5	0	240
22	5980	G	0	12.0	12.8	0.9	0	385
22	5990	A	1	20.9	22.9	1.1	0	249
22	5990	B	0	19.7	34.8	0.6	0	243
22	5990	C	0	16.4	29.8	0.5	0	251
22	5990	D	1	27.4	31.0	1.2	0	240
22	5990	E	1	22.4	27.2	1.0	0	275
22	5990	F	0	7.9	11.0	0.5	0	309
22	5990	G	0	9.1	12.4	0.6	0	298

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
22	5990	H	0	19.5	27.5	0.8	0	326
22	6000	B	0	11.0	14.9	0.6	0	296
22	6000	C	1	10.3	9.3	1.1	0	317
22	6000	D	1	25.0	32.4	1.0	0	261
22	6000	E	1	32.9	33.9	1.5	0	255
22	6000	F	0	13.7	25.1	0.5	0	234
22	6000	G	0	15.4	29.3	0.5	0	245
22	6000	H	1	16.7	15.6	1.3	0	376
23	6010	A	0	15.9	31.8	0.4	0	256
23	6010	B	1	21.2	22.5	1.2	0	261
23	6010	C	1	22.0	26.8	1.0	0	275
23	6010	D	1	17.0	19.1	1.0	0	300
23	6010	E	0	9.4	22.7	0.2	0	276
23	6020	B	0	4.7	18.7	0.1	0	212
23	6020	C	0	2.0	15.0	0.0	0	283
23	6020	D	0	8.6	11.7	0.6	0	280
23	6020	E	0	22.9	34.8	0.7	0	268
23	6020	F	1	24.7	28.1	1.2	0	245
23	6020	G	0	14.8	30.3	0.4	0	229
23	6020	H	0	10.9	25.5	0.3	0	248
23	6030	A	0	14.3	27.2	0.4	0	240
23	6030	B	0	18.3	27.2	0.7	0	269
23	6030	C	0	2.7	10.1	0.0	0	310
23	6030	D	0	2.1	9.1	0.0	0	294
23	6040	B	0	13.2	20.8	0.6	0	281
23	6040	C	0	3.4	10.4	0.1	0	263
23	6040	D	0	5.0	18.1	0.1	0	276
23	6040	E	0	12.8	19.4	0.6	0	298
23	6040	F	0	19.0	29.2	0.7	0	243
23	6050	A	0	13.5	29.1	0.4	0	209
23	6050	B	0	4.5	17.7	0.0	0	227
23	6050	C	0	15.1	29.1	0.4	0	235
23	6050	D	1	38.0	50.7	1.1	0	245
23	6050	E	0	11.2	16.5	0.6	0	293
23	6050	F	0	3.5	15.6	0.0	0	272
23	6050	G	0	3.0	10.3	0.0	0	274
23	6060	B	0	14.3	17.1	0.9	0	266
23	6060	C	0	4.5	17.5	0.1	0	253

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
23	6060	D	0	7.4	22.4	0.1	0	237
23	6060	E	0	2.8	12.0	0.0	0	293
23	6060	F	0	7.2	9.5	0.6	0	324
23	6060	G	1	40.5	51.3	1.2	0	244
23	6060	H	0	5.3	18.5	0.1	0	265
23	6070	A	0	20.1	33.3	0.6	0	234
23	6070	B	1	22.5	26.1	1.1	0	284
23	6070	C	0	4.6	6.4	0.4	0	338
23	6070	D	0	7.9	18.7	0.2	0	277
23	6070	E	0	5.1	17.0	0.1	0	274
23	6070	F	0	15.2	19.4	0.8	0	275
23	6070	G	0	18.8	24.2	0.9	0	256
23	6080	A	1	24.5	28.1	1.1	0	261
23	6080	B	0	15.7	18.6	0.9	0	252
23	6080	C	0	4.1	16.7	0.0	0	243
23	6080	D	0	12.1	26.3	0.3	0	244
23	6080	E	0	8.3	10.6	0.6	0	283
23	6080	F	1	21.9	24.9	1.1	0	263
23	6080	G	0	9.8	16.9	0.4	0	272
23	6080	H	0	21.1	35.2	0.6	0	259
23	6080	J	0	14.1	33.9	0.3	0	253
23	6090	A	0	41.0	72.3	0.8	0	208
23	6090	B	1	42.2	60.6	1.0	0	215
23	6090	C	0	13.8	21.1	0.6	0	262
23	6090	D	0	22.3	40.5	0.6	0	214
23	6090	E	0	16.0	21.3	0.8	0	267
23	6090	F	0	7.6	9.8	0.6	0	315
23	6090	G	0	6.8	13.5	0.3	0	285
23	6090	H	0	1.9	9.4	0.0	0	300
23	6090	J	1	25.8	28.4	1.2	0	278
23	6090	K	0	19.1	24.8	0.9	0	270
23	6100	A	0	16.4	21.9	0.8	0	275
23	6100	B	0	6.2	14.7	0.2	0	263
23	6100	C	0	3.8	8.6	0.2	0	311
23	6100	D	0	14.2	16.8	0.9	0	299
23	6100	E	0	21.2	27.6	0.9	0	260
23	6100	F	0	25.2	34.2	0.9	0	245
23	6100	G	0	19.5	29.7	0.7	0	245
23	6100	H	1	32.6	43.6	1.0	0	235
23	6100	J	1	36.4	46.3	1.1	0	233
23	6110	A	0	12.8	14.3	0.9	0	300

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
23	6110	B	1	14.4	16.1	1.0	0	254
23	6110	C	0	12.0	20.1	0.5	0	252
23	6110	D	0	8.4	10.4	0.7	0	291
23	6110	E	1	21.4	20.9	1.3	0	296
23	6110	F	1	25.9	29.0	1.2	0	258
23	6110	G	1	21.3	25.2	1.0	0	262
23	6110	H	1	28.3	33.2	1.2	0	252
23	6110	J	0	13.7	22.1	0.6	0	268
23	6120	A	0	12.4	20.7	0.5	0	249
23	6120	B	0	15.1	29.2	0.4	0	238
23	6120	C	0	13.5	29.0	0.4	0	244
23	6120	D	0	20.7	31.9	0.7	0	243
23	6120	E	1	23.2	27.8	1.0	0	271
23	6120	F	1	22.6	26.2	1.1	0	297
23	6120	G	0	6.8	16.6	0.2	0	257
23	6120	H	0	2.6	14.8	0.0	0	254
23	6120	J	0	7.5	16.0	0.3	0	266
23	6130	A	0	16.4	26.1	0.6	0	237
23	6130	B	0	15.8	30.5	0.5	0	233
23	6130	C	0	18.9	33.6	0.6	0	219
23	6130	D	0	23.7	31.8	0.9	0	236
23	6130	E	1	23.2	24.0	1.3	0	276
23	6130	F	1	22.6	24.1	1.2	0	291
23	6130	G	0	7.2	11.6	0.4	0	272
23	6130	H	0	4.0	8.5	0.2	0	255
23	6130	J	0	5.8	7.7	0.5	0	264
23	6130	K	0	8.6	10.5	0.7	0	276
23	6130	M	1	17.2	19.8	1.0	0	276
23	6130	N	1	16.7	18.2	1.0	0	281
23	6140	A	0	12.9	15.4	0.8	0	321
23	6140	B	1	17.8	18.3	1.2	0	281
23	6140	C	0	8.7	10.3	0.7	0	279
23	6140	D	0	6.1	8.7	0.5	0	237
23	6140	E	1	21.9	22.9	1.2	0	276
23	6140	F	1	32.5	39.8	1.2	0	240
23	6140	G	0	11.8	19.3	0.5	0	248
23	6150	A	0	15.3	20.3	0.8	0	242
23	6150	B	1	26.6	26.2	1.4	0	236
23	6150	C	1	24.9	28.0	1.2	0	263
23	6150	D	1	20.9	20.6	1.3	0	273
23	6150	E	1	23.3	29.1	1.0	0	266

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
23	6150	F	0	3.9	8.0	0.2	0	245
23	6150	G	0	3.2	7.9	0.1	0	289
23	6150	H	1	16.4	16.6	1.2	0	320
23	6150	J	0	9.5	15.2	0.5	0	285
23	6160	A	1	20.9	22.4	1.2	0	307
23	6160	B	0	6.3	12.0	0.3	0	253
23	6160	C	0	3.0	8.6	0.1	0	235
23	6160	D	0	15.4	20.6	0.8	0	285
23	6160	E	0	22.4	28.9	0.9	0	265
23	6160	F	1	21.7	23.3	1.2	0	274
23	6160	G	0	8.6	15.0	0.4	0	295
23	6170	A	0	15.7	28.3	0.5	0	242
23	6170	B	1	32.3	34.9	1.4	0	232
23	6170	C	1	21.8	27.1	1.0	0	260
23	6170	D	0	11.2	20.4	0.4	0	270
23	6170	E	0	3.9	9.0	0.2	0	272
23	6170	F	0	10.1	14.0	0.6	0	325
23	6170	G	0	13.2	16.2	0.8	0	342
23	6170	H	0	9.3	12.1	0.6	0	328
23	6180	A	0	8.3	13.1	0.4	0	258
23	6180	B	0	6.9	37.5	0.0	0	251
23	6180	C	0	3.1	10.5	0.0	0	268
23	6180	D	0	12.2	20.0	0.5	0	261
23	6180	E	0	18.0	26.2	0.7	0	259
23	6180	F	1	29.8	31.6	1.4	0	254
23	6190	A	0	5.6	19.7	0.1	0	217
23	6190	B	1	30.8	34.8	1.3	0	251
23	6190	C	0	18.2	24.8	0.8	0	250
23	6190	D	0	10.0	17.8	0.4	0	258
23	6190	E	0	4.9	13.0	0.1	0	264
23	6190	F	0	6.7	9.9	0.4	0	339
23	6200	A	0	7.6	12.3	0.4	0	322
23	6200	B	0	12.9	16.3	0.8	0	297
23	6200	C	0	2.2	9.0	0.0	0	275
23	6200	D	0	6.6	12.3	0.3	0	273
23	6200	E	0	16.1	22.5	0.7	0	252
23	6200	F	0	22.9	30.7	0.9	0	242
23	6200	G	0	4.6	15.5	0.1	0	247
23	6200	H	0	11.9	12.9	0.9	0	312
23	6210	A	1	17.5	17.1	1.2	0	265

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
23	6210	B	0	15.2	27.0	0.5	0	252
23	6210	C	0	14.4	24.0	0.5	0	255
23	6210	D	0	5.8	12.1	0.2	0	270
23	6210	E	0	2.0	16.1	0.0	0	261
23	6210	F	0	2.2	12.4	0.0	0	280
23	6220	A	0	11.3	20.1	0.4	0	310
23	6220	B	0	10.3	20.4	0.4	0	255
23	6220	C	0	12.9	23.9	0.4	0	251
23	6220	D	0	15.5	21.5	0.7	0	257
23	6220	E	0	13.6	23.7	0.5	0	246
23	6220	F	0	18.0	34.6	0.5	0	235
23	6230	A	0	28.5	54.4	0.6	0	220
23	6230	B	0	16.8	32.1	0.5	0	224
23	6230	C	0	15.0	30.5	0.4	0	233
23	6230	D	0	10.7	23.5	0.3	0	242
23	6230	E	0	18.7	26.2	0.8	0	243
23	6230	F	0	11.3	20.8	0.4	0	251
23	6230	G	0	11.0	21.0	0.4	0	257
23	6230	H	0	13.1	22.4	0.5	0	276
23	6230	J	0	17.6	29.9	0.6	0	238
23	6240	A	0	9.8	31.7	0.2	0	233
23	6240	B	0	13.2	20.9	0.6	0	314
23	6240	C	0	9.1	15.6	0.4	0	276
23	6240	D	0	13.5	19.7	0.6	0	257
23	6240	E	0	11.1	22.0	0.4	0	257
23	6250	A	0	12.7	22.9	0.5	0	240
23	6250	B	0	14.9	20.9	0.7	0	266
23	6250	C	0	9.0	16.0	0.4	0	270
23	6250	D	0	0.5	12.5	0.0	0	299
23	6250	E	0	18.7	27.0	0.7	0	276
23	6250	F	0	13.6	28.6	0.4	0	257
23	6260	A	0	15.0	27.6	0.5	0	264
23	6260	B	0	19.7	36.2	0.5	0	244
23	6260	C	0	12.5	17.8	0.6	0	314
23	6260	D	0	8.1	12.4	0.5	0	325
23	6260	E	0	2.3	12.6	0.0	0	274
23	6260	F	0	12.2	17.5	0.6	0	278
23	6260	G	0	16.8	20.2	0.9	0	269
23	6260	H	0	15.4	27.6	0.5	0	232
23	6270	A	0	17.5	24.2	0.8	0	258

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
23	6270	B	0	18.9	24.8	0.8	0	263
23	6270	C	0	14.4	20.0	0.7	0	266
23	6270	D	0	12.4	19.7	0.5	0	264
23	6280	A	0	18.1	34.1	0.5	0	242
23	6280	B	0	10.9	17.1	0.5	0	306
23	6280	C	0	2.2	13.9	0.0	0	264
23	6280	D	0	17.1	23.2	0.8	0	283
23	6280	E	0	19.7	25.7	0.9	0	236
23	6280	F	0	17.3	22.9	0.8	0	289
23	6280	G	0	14.8	21.8	0.7	0	289
23	6290	A	0	23.8	39.3	0.7	0	224
23	6290	B	0	9.5	16.4	0.4	0	259
23	6290	C	0	17.1	22.1	0.8	0	276
23	6290	D	0	13.8	17.7	0.8	0	285
23	6290	E	0	21.0	31.5	0.7	0	243
23	6300	A	0	28.2	42.5	0.8	0	218
23	6300	B	0	4.8	14.1	0.1	0	261
23	6300	C	0	5.7	11.0	0.3	0	290
23	6300	D	1	25.8	30.2	1.1	0	255
23	6300	E	1	29.4	33.9	1.2	0	256
23	6300	F	1	23.7	24.3	1.3	0	261
23	6300	G	0	9.6	14.4	0.5	0	276
23	6300	H	1	15.6	15.5	1.2	0	314
24	6310	A	0	14.5	22.8	0.6	0	258
24	6310	B	0	19.8	31.2	0.7	0	237
24	6310	C	1	21.5	23.1	1.2	0	263
24	6310	D	1	18.5	18.6	1.2	0	291
24	6310	E	1	14.6	15.2	1.1	0	294
24	6310	F	0	7.0	13.5	0.3	0	280
24	6310	G	0	8.2	13.5	0.4	0	295
24	6310	H	0	18.5	40.0	0.4	0	220
24	6320	B	0	22.8	34.8	0.7	0	236
24	6320	C	0	12.9	17.7	0.7	0	319
24	6320	D	0	0.4	12.0	0.0	0	246
24	6320	E	0	18.0	24.1	0.8	0	263
24	6320	F	0	8.8	24.0	0.2	0	260
24	6320	G	0	7.3	19.1	0.2	0	273
24	6330	A	0	17.7	30.0	0.6	0	238
24	6330	B	0	6.5	21.6	0.1	0	248

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
24	6330	C	0	12.8	21.1	0.5	0	249
24	6330	D	0	10.6	19.0	0.4	0	277
24	6330	E	0	12.4	18.3	0.6	0	274
24	6330	F	0	-0.9	15.5	0.0	0	270
24	6330	G	0	5.5	16.6	0.1	0	271
24	6330	H	0	0.7	13.1	0.0	0	290
24	6330	J	0	-2.8	11.9	0.0	0	282
24	6330	K	0	7.1	14.8	0.3	0	306
24	6330	M	0	15.0	32.5	0.4	0	234
24	6340	B	0	12.5	27.7	0.3	0	231
24	6340	C	0	6.7	14.8	0.2	0	289
24	6340	D	0	0.0	13.9	0.0	0	250
24	6340	E	0	4.5	15.7	0.1	0	286
24	6340	F	0	0.0	14.9	0.0	0	286
24	6340	G	0	10.2	17.2	0.4	0	284
24	6340	H	0	8.2	24.8	0.2	0	252
24	6340	J	0	7.4	21.9	0.1	0	255
24	6350	A	0	6.7	21.2	0.1	0	266
24	6350	B	0	7.5	23.8	0.1	0	265
24	6350	C	0	4.0	15.7	0.0	0	276
24	6350	D	0	12.3	30.1	0.3	0	229
24	6350	E	0	8.0	16.6	0.3	0	275
24	6350	F	0	2.4	20.7	0.0	0	289
24	6350	G	0	1.8	15.2	0.0	0	256
24	6350	H	0	17.4	24.4	0.7	0	260
24	6350	J	0	13.6	27.8	0.4	0	237
24	6350	K	0	11.8	28.0	0.3	0	238
24	6360	A	0	1.1	14.0	0.0	0	233
24	6360	B	0	6.8	24.5	0.1	0	278
24	6360	C	0	9.4	16.5	0.4	0	282
24	6360	D	0	14.1	24.0	0.5	0	257
24	6360	E	0	17.4	35.5	0.4	0	248
24	6360	F	0	18.0	36.9	0.4	0	247
24	6360	G	0	11.7	31.0	0.2	0	252
24	6360	H	0	6.9	22.0	0.1	0	278
24	6370	A	0	6.2	18.1	0.1	0	275
24	6370	B	0	6.7	19.1	0.1	0	289
24	6370	C	0	25.5	58.5	0.4	0	241
24	6370	D	0	14.4	25.3	0.5	0	255
24	6370	E	0	20.1	31.4	0.7	0	256
24	6370	F	0	8.6	15.5	0.4	0	282

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
24	6370	G	0	-3.0	20.3	0.0	0	246
24	6370	H	0	1.2	12.2	0.0	0	251
24	6370	J	0	5.7	21.8	0.1	0	253
24	6380	A	0	11.5	14.8	0.7	0	297
24	6380	B	0	14.1	20.0	0.7	0	274
24	6380	C	0	6.8	22.1	0.1	0	240
24	6380	D	0	-2.8	9.5	0.0	0	283
24	6380	E	0	10.1	14.8	0.6	0	287
24	6380	F	0	23.7	32.0	0.9	0	249
24	6380	G	0	12.5	21.6	0.5	0	271
24	6380	H	0	10.4	23.6	0.3	0	255
24	6380	J	0	21.7	41.0	0.5	0	209
24	6390	A	1	22.0	19.5	1.5	0	289
24	6390	B	1	11.3	10.4	1.1	0	299
24	6390	C	0	7.4	14.4	0.3	0	287
24	6390	D	1	13.7	11.5	1.4	0	314
24	6390	E	1	14.9	16.1	1.0	0	239
24	6400	A	1	11.2	10.6	1.1	0	297
24	6400	B	0	5.7	13.5	0.2	0	260
24	6400	C	0	8.7	15.1	0.4	0	250
24	6400	D	0	4.2	19.3	0.0	0	241
24	6400	E	1	13.3	12.4	1.2	0	288
24	6400	F	1	25.3	26.8	1.3	0	269
24	6400	G	1	21.3	26.0	1.0	0	325
24	6410	A	1	29.4	28.9	1.5	0	270
24	6410	B	1	12.6	11.6	1.2	0	271
24	6410	C	0	8.6	14.9	0.4	0	272
24	6410	D	1	16.7	16.9	1.2	0	260
24	6420	A	0	10.0	11.1	0.8	0	294
24	6420	B	0	9.4	15.5	0.4	0	298
24	6420	C	0	8.0	9.7	0.7	0	316
24	6420	D	1	17.2	19.8	1.0	0	250
24	6420	E	1	32.9	43.7	1.0	0	236
24	6420	F	1	18.4	20.7	1.0	0	292
24	6431	A	1	22.1	18.2	1.7	0	308
24	6431	B	1	29.4	30.4	1.4	0	266
24	6431	C	1	19.8	16.3	1.6	0	288
24	6431	D	1	9.3	7.1	1.4	0	345
24	6431	E	1	12.8	12.9	1.1	0	331

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
24	6431	F	1	16.0	12.4	1.7	0	287
24	6431	G	1	20.4	16.5	1.7	0	267
24	6440	A	1	21.8	18.8	1.6	0	292
24	6440	B	1	18.1	13.2	1.9	0	305
24	6440	C	1	11.3	10.5	1.1	0	301
24	6440	D	1	20.3	20.6	1.2	0	272
24	6440	E	1	24.2	29.0	1.1	0	265
24	6440	F	1	25.3	25.1	1.4	0	285
24	6440	G	1	21.0	25.6	1.0	0	272
24	6450	A	1	29.3	34.2	1.2	0	256
24	6450	B	1	29.1	29.2	1.5	0	251
24	6450	C	1	25.9	33.7	1.0	0	238
24	6450	D	1	26.6	29.3	1.2	0	247
24	6450	E	0	8.2	8.0	0.9	0	322
24	6450	F	1	12.0	12.2	1.0	0	295
24	6450	G	2	19.6	13.8	2.0	0	287
24	6450	H	1	33.6	31.7	1.7	0	244
24	6460	A	1	15.7	16.0	1.1	0	268
24	6460	B	1	17.3	13.7	1.7	0	304
24	6460	C	0	9.6	13.8	0.6	0	298
24	6460	D	0	17.5	23.2	0.8	0	266
24	6460	E	1	18.9	21.4	1.0	0	286
24	6460	F	0	15.8	25.7	0.6	0	236
24	6460	G	0	19.4	24.0	0.9	0	285
24	6470	A	0	15.3	17.7	0.9	0	288
24	6470	B	1	14.1	13.2	1.2	0	320
24	6470	C	1	18.0	16.5	1.4	0	294
24	6470	D	1	21.8	21.3	1.4	0	269
24	6470	E	1	18.7	20.3	1.1	0	266
24	6470	F	0	11.4	15.8	0.6	0	292
24	6470	G	2	20.4	14.0	2.1	0	301
24	6470	H	1	23.4	18.8	1.8	0	268
24	6470	J	0	9.7	21.8	0.3	0	240
24	6480	A	1	26.0	21.3	1.8	0	266
24	6480	B	1	21.9	18.7	1.6	0	270
24	6480	C	0	14.7	22.3	0.6	0	269
24	6480	D	0	9.0	10.5	0.7	0	316
24	6480	E	1	18.7	21.9	1.0	0	265
24	6480	F	1	16.4	17.0	1.1	0	280
24	6480	G	1	18.2	19.0	1.2	0	285

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
24	6480	H	0	15.9	21.8	0.7	0	263
24	6490	A	0	15.4	18.1	0.9	0	266
24	6490	B	0	12.1	18.1	0.6	0	259
24	6490	C	1	21.6	21.6	1.3	0	249
24	6490	D	1	17.8	17.0	1.3	0	278
24	6490	E	0	20.4	25.4	0.9	0	257
24	6490	F	0	7.8	15.7	0.3	0	266
24	6490	G	0	5.1	9.5	0.3	0	343
24	6490	H	0	9.0	12.0	0.6	0	304
24	6490	J	1	22.3	17.5	1.8	0	281
24	6490	K	1	21.0	15.9	1.9	0	273
24	6500	A	0	5.6	15.8	0.1	0	265
24	6500	B	2	22.8	14.7	2.4	0	275
24	6500	C	2	17.6	12.2	2.0	0	303
24	6500	D	0	8.7	10.4	0.7	0	294
24	6500	E	0	6.9	7.9	0.7	0	328
24	6500	F	0	7.5	12.3	0.4	0	309
24	6500	G	0	8.0	17.4	0.3	0	270
24	6500	H	0	18.4	22.7	0.9	0	264
24	6500	J	1	19.8	17.5	1.5	0	276
24	6500	K	1	17.7	17.2	1.3	0	270
24	6500	M	0	9.5	13.8	0.5	0	279
24	6500	N	1	11.8	10.9	1.2	0	295
24	6500	O	1	22.4	25.3	1.1	0	241
24	6510	A	0	23.6	32.4	0.9	0	205
24	6510	B	0	14.1	17.6	0.8	0	260
24	6510	C	1	18.3	17.9	1.3	0	312
24	6510	D	1	21.4	20.3	1.4	0	255
24	6510	E	1	19.6	18.6	1.4	0	275
24	6510	F	0	18.0	21.7	0.9	0	267
24	6510	G	0	10.8	23.7	0.3	0	267
24	6510	H	0	5.7	9.8	0.3	0	291
24	6510	J	0	7.0	11.4	0.4	0	300
24	6510	K	0	8.8	14.1	0.5	0	268
24	6510	M	2	22.2	16.1	2.0	0	268
24	6510	N	1	27.4	22.5	1.9	0	243
24	6510	O	2	25.8	19.7	2.0	0	229
24	6520	A	1	16.1	14.7	1.3	0	250
24	6520	B	1	18.0	13.8	1.8	0	288
24	6520	C	1	11.7	12.0	1.0	0	315
24	6520	D	0	8.7	24.5	0.2	0	241

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
24	6520	E	0	7.6	14.4	0.3	0	286
24	6520	F	0	15.5	30.2	0.4	0	252
24	6520	G	1	17.1	16.8	1.2	0	270
24	6520	H	1	27.6	30.4	1.3	0	258
24	6520	J	1	45.1	63.8	1.1	0	248
24	6520	K	1	32.6	40.1	1.2	0	256
24	6520	M	0	19.3	25.7	0.8	0	266
24	6520	N	1	15.7	16.6	1.1	0	271
24	6520	O	1	14.8	13.1	1.3	0	280
24	6530	A	1	19.1	22.5	1.0	0	283
24	6530	B	1	20.2	23.1	1.1	0	275
24	6530	C	0	14.8	17.9	0.9	0	275
24	6530	D	1	37.4	41.1	1.4	0	267
24	6530	E	0	16.9	26.2	0.6	0	260
24	6530	F	0	12.4	22.5	0.4	0	274
24	6530	G	0	5.1	8.0	0.4	0	309
24	6530	H	0	3.6	4.9	0.4	0	285
24	6530	J	1	13.8	12.3	1.3	0	321
24	6530	K	2	18.7	13.3	2.0	0	296
24	6530	M	0	10.4	16.3	0.5	0	253
24	6540	A	0	9.5	20.6	0.3	0	259
24	6540	B	1	16.0	11.6	1.8	0	291
24	6540	C	2	15.5	10.3	2.0	0	323
24	6540	D	1	15.4	10.8	1.9	0	327
24	6540	E	1	11.9	10.0	1.3	0	340
24	6540	F	0	3.0	10.4	0.0	0	293
24	6540	G	0	10.1	19.2	0.4	0	272
24	6540	H	0	14.2	27.4	0.4	0	252
24	6540	J	1	21.1	20.7	1.3	0	273
24	6540	K	1	40.4	50.6	1.2	0	257
24	6540	M	0	22.3	30.5	0.9	0	242
24	6540	N	0	15.7	25.9	0.6	0	249
24	6540	O	0	18.9	25.3	0.8	0	275
24	6540	P	0	17.7	25.1	0.7	0	257
24	6550	A	0	17.0	21.3	0.9	0	282
24	6550	B	1	26.5	29.8	1.2	0	285
24	6550	C	0	9.0	26.0	0.2	0	245
24	6550	D	1	18.0	16.2	1.4	0	296
24	6550	E	1	22.7	18.0	1.8	0	282
24	6550	F	2	27.4	21.2	2.0	0	267
24	6560	A	1	17.7	13.1	1.8	0	285

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
24	6560	B	2	18.5	11.2	2.4	0	310
24	6560	C	1	15.7	10.9	1.9	0	322
24	6560	D	1	15.0	13.4	1.3	0	308
24	6560	E	0	8.8	32.8	0.1	0	253
24	6560	F	1	21.2	26.3	1.0	0	252
24	6560	G	1	30.0	34.3	1.2	0	265
24	6560	H	0	16.8	20.3	0.9	0	274
24	6560	J	0	23.9	32.3	0.9	0	263
24	6570	A	0	16.1	22.1	0.7	0	261
24	6570	B	0	16.5	21.8	0.8	0	281
24	6570	C	1	24.7	24.5	1.4	0	256
24	6570	D	0	3.5	8.1	0.1	0	273
24	6570	E	1	11.9	9.8	1.4	0	321
24	6570	F	1	18.9	15.6	1.6	0	256
24	6580	A	2	21.6	13.2	2.5	0	292
24	6580	B	1	14.9	10.6	1.8	0	302
24	6580	C	0	8.3	10.2	0.7	0	301
24	6580	D	0	1.5	5.6	0.0	0	271
24	6580	E	1	18.0	17.8	1.2	0	286
24	6580	F	0	20.2	26.3	0.9	0	263
24	6580	G	0	17.9	25.4	0.7	0	255
24	6580	H	0	13.5	21.2	0.6	0	283
24	6580	J	0	17.5	24.7	0.7	0	263
24	6580	K	1	15.2	16.9	1.0	0	271
24	6590	A	0	17.9	23.9	0.8	0	246
24	6590	B	0	13.8	26.0	0.4	0	238
24	6590	C	0	13.6	19.2	0.7	0	271
24	6590	D	0	17.3	24.6	0.7	0	269
24	6590	E	0	16.4	23.7	0.7	0	257
24	6590	F	0	18.3	32.0	0.6	0	234
24	6590	G	1	29.2	33.3	1.2	0	251
24	6590	H	0	6.7	9.5	0.5	0	330
24	6590	J	1	14.8	11.2	1.7	0	309
24	6590	K	1	14.4	15.7	1.0	0	269
24	6590	M	0	4.8	17.5	0.1	0	252
24	6600	A	1	17.4	19.6	1.0	0	279
24	6600	B	1	16.5	13.2	1.6	0	290
24	6600	C	0	12.2	15.7	0.7	0	292
24	6600	D	0	11.4	14.0	0.8	0	298
24	6600	E	0	13.9	19.9	0.7	0	276
24	6600	F	0	18.8	28.4	0.7	0	261

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

J8815 - PELLY RIVER

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
24	6600	G	0	13.1	20.8	0.6	0	258
24	6600	H	0	11.5	22.9	0.4	0	277
24	6600	J	0	10.9	17.2	0.5	0	314

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
25	6611	A	0	25.8	34.5	0.9	0	247
25	6611	B	1	17.8	17.1	1.3	0	310
25	6611	C	1	19.9	19.2	1.3	0	263
25	6611	D	1	13.7	12.8	1.2	0	271
25	6611	E	2	16.7	10.6	2.2	0	283
25	6611	F	1	21.9	21.1	1.4	0	252
25	6620	A	1	20.6	21.2	1.2	0	264
25	6620	B	1	17.8	13.2	1.8	0	271
25	6620	C	1	12.1	9.7	1.4	0	271
25	6620	D	1	8.9	7.0	1.3	0	302
25	6620	E	1	17.3	19.0	1.1	0	311
25	6620	F	0	14.2	23.5	0.5	0	251
25	6620	G	0	17.6	21.0	0.9	0	270
25	6620	H	0	10.0	12.7	0.7	0	323
25	6630	A	0	25.0	37.5	0.8	0	244
25	6630	B	0	21.1	32.1	0.7	0	238
25	6630	C	0	25.6	35.4	0.9	0	273
25	6630	D	1	18.6	18.2	1.3	0	275
25	6630	E	1	12.8	10.0	1.5	0	280
25	6630	F	2	23.6	14.7	2.6	0	280
25	6630	G	1	33.1	29.9	1.7	0	240
25	6640	A	2	21.5	15.7	2.0	0	273
25	6640	B	2	26.3	15.9	2.8	0	294
25	6640	C	2	27.2	15.0	3.2	0	272
25	6640	D	2	18.5	13.1	2.0	0	281
25	6640	E	2	23.1	11.4	3.5	0	288
25	6640	F	1	24.4	19.1	1.9	0	287
25	6640	G	2	34.7	25.5	2.3	0	253
25	6650	A	2	35.7	26.1	2.4	0	237
25	6650	B	2	23.8	16.1	2.3	0	292
25	6650	C	1	28.9	24.8	1.8	0	274
25	6650	D	2	25.3	15.0	2.8	0	275
25	6650	E	2	16.9	7.9	3.4	0	341
25	6650	F	3	41.6	19.9	4.4	0	277
25	6650	G	2	31.6	20.5	2.7	0	266
25	6650	H	1	45.9	42.5	1.9	0	230
25	6650	J	1	28.6	25.2	1.7	0	219
25	6660	A	2	23.5	12.4	3.2	0	268
25	6660	B	2	30.4	17.8	3.0	0	273

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J8815 - PELLY RIVER

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
25	6660	C	2	29.6	14.7	3.7	0	290
25	6660	D	3	43.5	19.8	4.7	0	277
25	6660	E	3	44.1	21.2	4.4	0	270
25	6660	F	2	32.5	16.2	3.8	0	257
25	6660	G	3	31.7	14.3	4.3	0	308
25	6660	H	2	29.8	16.4	3.3	0	300
25	6670	A	1	38.1	33.4	1.9	0	250
25	6670	B	2	41.9	31.8	2.4	0	249
25	6670	C	3	39.5	17.9	4.6	0	308
25	6680	A	2	29.3	16.2	3.2	0	272
25	6680	B	3	46.9	24.9	4.0	0	282
25	6680	C	3	49.1	20.9	5.4	0	286
25	6680	D	3	28.9	8.8	7.1	0	345
25	6680	E	3	25.9	9.1	5.7	0	321
25	6680	F	2	41.7	35.1	2.1	0	257
25	6680	G	3	43.9	22.9	4.0	0	261
25	6690	A	2	63.4	42.9	3.2	0	219
25	6690	B	2	51.4	36.5	2.8	0	223
25	6690	C	2	28.1	13.5	3.8	0	283
25	6690	D	2	33.9	19.4	3.2	0	267
25	6690	E	3	46.4	22.4	4.5	0	289
25	6690	F	2	49.3	27.0	3.9	0	284
25	6690	G	2	35.8	21.5	3.1	0	254
25	6700	A	2	29.4	15.6	3.4	0	289
25	6700	B	3	38.1	16.4	4.9	0	300
25	6700	C	3	42.0	16.9	5.5	0	299
25	6700	D	3	28.7	9.4	6.5	0	337
25	6700	E	3	26.7	10.9	4.7	0	322
25	6700	F	1	32.7	28.9	1.8	0	264
25	6700	G	2	37.8	30.6	2.1	0	242
25	6700	H	3	43.6	19.8	4.8	0	262
25	6700	J	3	30.9	14.0	4.3	0	255
25	6710	A	2	28.6	19.0	2.5	0	281
25	6710	B	2	28.9	19.8	2.4	0	303
25	6710	C	2	29.9	17.0	3.1	0	287
25	6710	D	3	37.3	13.8	5.9	0	306
25	6710	E	2	30.9	16.6	3.4	0	266
25	6710	F	2	27.8	20.7	2.1	0	266
25	6720	A	3	46.0	20.0	5.1	0	287

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
25	6720	B	3	25.6	9.4	5.3	0	362
25	6720	C	1	32.8	38.5	1.2	0	258
25	6720	D	1	36.9	51.5	1.0	0	240
25	6720	E	2	34.6	24.4	2.5	0	253
25	6720	F	3	44.4	23.0	4.0	0	257
25	6720	G	2	34.3	22.3	2.7	0	254
25	6730	A	1	28.8	28.2	1.5	0	245
25	6730	B	2	39.7	25.2	3.0	0	245
25	6730	C	1	23.7	22.9	1.4	0	250
25	6730	D	2	20.4	11.0	3.0	0	326
25	6730	E	2	20.3	12.4	2.5	0	273
25	6730	F	2	38.6	21.4	3.5	0	264
25	6730	G	1	23.0	19.0	1.7	0	253
25	6730	H	2	35.3	27.1	2.2	0	259
25	6730	J	2	36.2	29.5	2.1	0	250
25	6740	A	2	29.8	15.7	3.5	0	298
25	6740	B	2	21.4	15.2	2.1	0	263
25	6740	C	2	31.7	16.4	3.6	0	281
25	6740	D	2	28.5	19.5	2.4	0	273
25	6740	E	1	27.1	24.3	1.6	0	276
25	6750	A	1	24.5	21.5	1.6	0	249
25	6750	B	1	25.2	20.3	1.9	0	262
25	6750	C	0	15.9	37.2	0.3	0	249
25	6750	D	1	17.2	18.1	1.1	0	372
25	6750	E	1	18.2	15.2	1.6	0	300
25	6750	F	1	18.6	16.7	1.4	0	296
25	6750	G	0	6.7	18.8	0.2	0	268
25	6750	H	1	22.0	18.3	1.7	0	283
25	6750	J	1	10.4	10.1	1.0	0	275
25	6750	K	1	21.0	19.8	1.4	0	282
25	6760	A	0	20.0	32.9	0.6	0	264
25	6760	B	0	15.3	25.1	0.6	0	256
25	6760	C	1	24.6	25.8	1.3	0	269
25	6760	D	2	31.5	20.7	2.6	0	277
25	6760	E	1	22.6	17.1	1.9	0	278
25	6760	F	0	8.2	13.3	0.4	0	311
25	6760	G	1	14.5	10.3	1.8	0	342
25	6760	H	1	12.0	12.2	1.0	0	373
25	6760	J	0	29.0	41.5	0.9	0	283
25	6760	K	1	16.4	15.9	1.2	0	280
25	6760	M	1	19.1	17.8	1.4	0	276

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
25	6770	A	1	29.0	31.7	1.3	0	257
25	6770	B	1	15.7	17.2	1.0	0	270
25	6770	C	1	16.5	18.4	1.0	0	271
25	6770	D	0	30.0	52.9	0.7	0	260
25	6770	E	0	10.9	19.3	0.4	0	273
25	6770	F	0	7.8	15.1	0.3	0	274
25	6770	G	1	25.1	27.1	1.2	0	280
25	6770	H	1	20.8	22.3	1.2	0	275
25	6770	J	0	4.5	14.2	0.1	0	316
25	6770	K	0	3.6	10.9	0.1	0	332
25	6770	M	0	4.7	21.6	0.0	0	274
25	6770	N	2	31.0	21.3	2.5	0	262
25	6770	O	2	42.6	28.0	2.9	0	260
25	6770	P	1	25.0	28.0	1.2	0	254
25	6770	Q	0	21.1	37.4	0.6	0	233
25	6770	R	0	18.7	34.8	0.5	0	248
25	6780	A	0	16.3	28.6	0.5	0	241
25	6780	B	0	12.7	26.3	0.4	0	236
25	6780	C	2	34.4	21.5	2.9	0	278
25	6780	D	1	19.6	16.5	1.6	0	265
25	6780	E	2	30.7	20.2	2.6	0	249
25	6780	F	0	9.3	20.4	0.3	0	298
25	6780	G	0	7.4	17.0	0.2	0	287
25	6780	H	1	16.7	12.5	1.8	0	319
25	6780	J	1	19.9	16.5	1.6	0	300
25	6780	K	0	20.4	28.8	0.8	0	289
25	6780	M	1	19.1	20.3	1.1	0	272
25	6780	N	1	20.2	19.3	1.4	0	258
25	6780	O	1	26.8	26.7	1.4	0	263
25	6790	A	1	21.8	23.7	1.2	0	261
25	6790	B	1	22.0	26.7	1.0	0	248
25	6790	C	0	21.2	27.7	0.9	0	254
25	6790	D	0	17.7	31.2	0.5	0	277
25	6790	E	1	22.4	22.6	1.3	0	285
25	6790	F	1	17.7	17.4	1.2	0	296
25	6790	G	0	8.7	10.1	0.7	0	328
25	6790	H	0	5.8	7.7	0.5	0	381
25	6790	J	1	18.2	15.2	1.6	0	260
25	6790	K	1	19.1	17.1	1.4	0	282
25	6790	M	2	23.4	17.4	2.0	0	288
25	6790	N	0	10.8	24.2	0.3	0	229
25	6790	O	0	9.7	16.5	0.4	0	290

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
25	6800	A	0	9.8	16.8	0.4	0	253
25	6800	B	1	25.0	31.2	1.0	0	272
25	6800	C	1	28.8	32.5	1.2	0	272
25	6800	D	1	16.3	11.7	1.9	0	315
25	6800	E	1	14.6	11.2	1.6	0	281
25	6800	F	1	18.6	18.1	1.3	0	304
25	6800	G	1	19.7	17.1	1.5	0	279
25	6800	H	1	21.0	18.7	1.5	0	305
25	6800	J	1	16.6	19.1	1.0	0	301
25	6800	K	0	21.6	35.4	0.7	0	263
25	6800	M	1	35.1	47.2	1.0	0	229
25	6800	N	1	30.3	35.7	1.2	0	252
25	6810	A	1	28.3	28.2	1.4	0	240
25	6810	B	1	27.3	33.7	1.1	0	248
25	6810	C	0	15.1	29.4	0.4	0	275
25	6810	D	1	17.7	20.8	1.0	0	300
25	6810	E	1	16.7	15.0	1.4	0	299
25	6810	F	1	15.9	15.4	1.2	0	311
25	6810	G	2	29.1	20.6	2.3	0	284
25	6810	H	2	30.2	22.3	2.2	0	257
25	6810	J	2	20.9	15.4	2.0	0	273
25	6810	K	1	21.3	23.4	1.1	0	278
25	6810	M	1	41.6	43.7	1.6	0	236
25	6810	N	1	30.9	41.3	1.0	0	256
25	6810	O	0	11.4	20.1	0.4	0	244
25	6820	A	1	33.5	39.5	1.2	0	257
25	6820	B	1	35.2	38.8	1.4	0	274
25	6820	C	2	21.2	14.5	2.2	0	279
25	6820	D	2	20.7	13.9	2.2	0	256
25	6820	E	2	29.2	17.4	2.9	0	278
25	6820	F	2	26.0	15.7	2.8	0	294
25	6820	G	1	10.3	7.0	1.7	0	291
25	6820	H	1	7.9	7.1	1.0	0	274
25	6820	J	1	18.5	14.8	1.7	0	312
25	6820	K	0	16.3	20.9	0.8	0	290
25	6820	M	0	14.0	20.8	0.6	0	288
25	6820	N	0	25.1	45.5	0.6	0	266
25	6820	O	0	33.3	47.7	0.9	0	237
25	6820	P	1	28.0	28.1	1.4	0	228
25	6830	A	1	32.5	38.5	1.2	0	244
25	6830	B	2	33.8	26.9	2.1	0	262

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
25	6830	C	0	27.0	54.4	0.5	0	258
25	6830	D	0	16.8	32.4	0.5	0	260
25	6830	E	1	20.2	24.8	1.0	0	279
25	6830	F	1	22.6	23.5	1.3	0	288
25	6830	G	1	21.2	18.9	1.5	0	294
25	6830	H	0	2.3	3.9	0.2	0	318
25	6830	J	1	9.9	7.2	1.5	0	317
25	6830	K	0	6.1	5.9	0.8	0	352
25	6830	M	1	12.0	7.7	1.9	0	293
25	6830	N	2	19.7	13.9	2.0	0	290
25	6830	O	1	37.3	43.4	1.3	0	241
25	6830	P	1	36.5	42.7	1.3	0	271
25	6840	A	1	40.3	40.6	1.6	0	258
25	6840	B	1	38.4	36.6	1.7	0	268
25	6840	C	2	13.4	7.8	2.3	0	315
25	6840	D	1	15.4	12.3	1.6	0	305
25	6840	E	1	11.0	7.0	1.9	0	333
25	6840	F	0	6.9	6.7	0.9	0	259
25	6840	G	1	13.2	10.1	1.6	0	339
25	6840	H	1	15.8	14.8	1.3	0	318
25	6840	J	2	35.4	24.8	2.5	0	282
25	6840	K	1	29.6	35.9	1.1	0	250
25	6840	M	0	28.0	38.4	0.9	0	240
25	6850	A	1	40.2	46.1	1.4	0	237
25	6850	B	2	66.1	41.3	3.6	0	250
25	6850	C	1	29.7	25.2	1.8	0	250
25	6850	D	1	21.2	21.3	1.3	0	295
25	6850	E	1	11.9	8.6	1.6	0	346
25	6850	F	1	9.0	7.8	1.1	0	343
25	6850	G	1	5.6	3.7	1.4	0	427
25	6850	H	2	10.1	5.8	2.1	0	350
25	6850	J	1	20.9	18.9	1.5	0	287
25	6860	A	1	24.2	25.3	1.3	0	272
25	6860	B	1	15.7	11.5	1.8	0	279
25	6860	C	1	20.7	16.7	1.7	0	279
25	6860	D	1	19.0	15.7	1.6	0	281
25	6860	E	0	5.8	6.6	0.6	0	241
25	6860	F	2	12.5	8.0	2.0	0	373
25	6860	G	1	19.7	17.8	1.4	0	301
25	6860	H	1	27.9	23.4	1.8	0	251
25	6860	J	2	62.8	39.3	3.5	0	256
25	6860	K	1	56.0	60.4	1.7	0	235

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
25	6870	A	2	38.1	32.9	2.0	0	258
25	6870	B	3	83.5	50.7	4.0	0	254
25	6870	C	1	23.1	22.4	1.4	0	247
25	6870	D	1	36.5	41.0	1.4	0	267
25	6870	E	1	16.4	12.1	1.8	0	352
25	6870	F	0	2.1	6.3	0.0	0	268
25	6870	G	1	11.5	10.5	1.2	0	319
25	6870	H	1	8.4	6.4	1.3	0	355
25	6870	J	1	27.1	29.9	1.2	0	252
25	6870	K	1	35.4	37.2	1.5	0	259
25	6870	M	1	35.6	44.9	1.1	0	266
25	6880	A	1	42.1	45.2	1.5	0	246
25	6880	B	1	37.8	42.3	1.4	0	244
25	6880	C	1	17.5	18.9	1.1	0	276
25	6880	D	1	15.2	12.9	1.4	0	287
25	6880	E	1	23.2	23.3	1.3	0	259
25	6880	F	1	24.5	22.7	1.5	0	276
25	6880	G	1	17.1	16.5	1.3	0	246
25	6880	H	2	17.5	11.1	2.3	0	359
25	6880	J	1	51.4	55.2	1.6	0	257
25	6880	K	1	26.9	21.3	1.9	0	271
25	6880	M	3	66.0	36.5	4.2	0	270
25	6890	A	2	36.4	27.4	2.3	0	235
25	6890	B	2	58.2	33.5	3.8	0	249
25	6890	C	1	34.9	30.5	1.9	0	252
25	6890	D	1	38.6	36.5	1.7	0	271
25	6890	E	2	19.0	11.4	2.5	0	352
25	6890	F	1	14.3	12.2	1.4	0	278
25	6890	G	1	17.4	14.1	1.6	0	303
25	6890	H	1	16.2	12.9	1.6	0	295
25	6890	J	1	31.6	37.4	1.2	0	239
25	6900	A	1	21.5	25.4	1.0	0	249
25	6900	B	1	19.2	22.1	1.0	0	257
25	6900	C	1	22.8	19.3	1.7	0	266
25	6900	D	1	20.4	18.7	1.4	0	260
25	6900	E	1	22.5	17.9	1.8	0	253
25	6900	F	2	20.1	11.1	2.9	0	355
25	6900	G	1	40.3	37.6	1.8	0	270
26	6910	A	2	32.9	26.1	2.1	0	272
26	6910	B	1	53.7	61.5	1.5	0	238

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
26	6910	C	1	54.4	55.9	1.8	0	255
26	6910	D	2	38.0	31.4	2.1	0	287
26	6910	E	1	19.2	19.5	1.2	0	254
26	6910	F	1	14.0	15.5	1.0	0	278
26	6910	G	1	13.6	12.6	1.2	0	287
26	6910	H	0	16.7	22.5	0.8	0	260
26	6910	J	0	16.8	33.3	0.4	0	244
26	6920	A	1	18.8	18.8	1.2	0	251
26	6920	B	1	17.7	20.3	1.0	0	238
26	6920	C	1	23.1	23.6	1.3	0	229
26	6920	D	2	31.6	24.1	2.2	0	296
26	6920	E	1	35.7	37.0	1.5	0	263
26	6920	F	0	12.8	16.4	0.7	0	258
26	6920	G	1	25.1	28.4	1.2	0	254
26	6920	H	1	36.3	34.7	1.7	0	242
26	6930	A	1	26.1	26.0	1.4	0	257
26	6930	B	0	13.6	18.8	0.7	0	240
26	6930	C	1	27.4	32.7	1.1	0	235
26	6930	D	1	56.0	54.4	1.9	0	245
26	6930	E	1	48.6	46.2	1.9	0	256
26	6930	F	1	21.8	21.1	1.4	0	253
26	6930	G	1	15.1	11.5	1.7	0	298
26	6930	H	0	15.2	28.2	0.5	0	239
26	6930	J	0	24.3	33.7	0.9	0	226
26	6940	A	0	20.5	28.0	0.8	0	250
26	6940	B	1	20.0	22.9	1.1	0	256
26	6940	C	1	14.8	13.5	1.3	0	284
26	6940	D	1	16.6	14.5	1.4	0	264
26	6940	E	1	42.2	42.6	1.6	0	264
26	6940	F	1	40.8	41.3	1.6	0	262
26	6950	A	1	28.3	30.5	1.3	0	248
26	6950	B	0	25.6	37.5	0.8	0	238
26	6950	C	0	22.0	31.5	0.8	0	233
26	6950	D	0	33.3	60.2	0.7	0	244
26	6950	E	1	23.6	25.6	1.2	0	264
26	6950	F	1	34.7	34.1	1.6	0	256
26	6950	G	1	39.6	37.1	1.8	0	247
26	6950	H	1	14.5	13.0	1.3	0	287
26	6950	J	1	14.7	14.4	1.2	0	285
26	6950	K	1	22.4	24.8	1.1	0	253
26	6950	M	1	25.9	28.9	1.2	0	246

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
26	6960	A	2	29.0	23.1	2.0	0	275
26	6960	B	1	26.2	21.8	1.8	0	278
26	6960	C	0	12.7	23.8	0.4	0	267
26	6960	D	0	12.3	24.9	0.4	0	269
26	6960	E	0	17.9	24.7	0.8	0	259
26	6960	F	0	12.4	17.4	0.6	0	269
26	6960	G	1	17.2	17.5	1.2	0	271
26	6960	H	1	30.4	30.5	1.5	0	256
26	6960	J	0	15.7	23.9	0.6	0	270
26	6960	K	0	21.9	42.5	0.5	0	242
26	6960	M	1	43.6	65.7	1.0	0	244
26	6960	N	0	36.5	60.0	0.8	0	248
26	6960	O	0	15.5	29.4	0.5	0	256
26	6960	P	0	15.0	27.3	0.5	0	258
26	6960	Q	0	12.9	20.6	0.5	0	272
26	6970	A	0	15.3	25.1	0.6	0	249
26	6970	B	1	45.3	64.1	1.1	0	258
26	6970	C	0	26.7	50.0	0.6	0	243
26	6970	D	1	39.5	39.0	1.7	0	235
26	6970	E	1	20.6	18.5	1.5	0	278
26	6970	F	0	13.9	17.6	0.8	0	279
26	6970	G	1	16.0	17.4	1.0	0	290
26	6970	H	0	17.1	27.9	0.6	0	273
26	6970	J	0	22.1	40.1	0.6	0	251
26	6970	K	2	37.0	29.4	2.2	0	268
26	6970	M	2	31.9	24.8	2.1	0	273
26	6980	A	2	29.1	20.3	2.4	0	282
26	6980	B	2	32.9	23.4	2.4	0	293
26	6980	C	0	12.1	14.8	0.8	0	284
26	6980	D	1	16.4	13.0	1.6	0	308
26	6980	E	1	28.1	24.5	1.7	0	253
26	6980	F	0	23.7	48.8	0.5	0	249
26	6980	G	0	27.5	52.3	0.6	0	248
26	6980	H	0	25.2	36.3	0.8	0	239
26	6990	A	0	17.8	30.0	0.6	0	258
26	6990	B	0	14.7	24.6	0.5	0	252
26	6990	C	1	23.2	18.2	1.9	0	251
26	6990	D	1	21.8	18.1	1.7	0	279
26	6990	E	1	24.8	29.4	1.1	0	274
26	6990	F	2	57.7	42.4	2.8	0	245
26	6990	G	2	60.5	36.9	3.6	0	243

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
26	7000	A	0	16.3	25.9	0.6	0	270
26	7000	B	2	43.8	27.8	3.1	0	283
26	7000	C	2	33.0	19.9	3.0	0	305
26	7000	D	0	17.2	20.7	0.9	0	274
26	7000	E	1	18.4	15.3	1.6	0	285
26	7000	F	1	22.8	19.5	1.6	0	266
26	7000	G	2	21.8	14.1	2.4	0	277
26	7010	A	1	26.9	33.5	1.1	0	259
26	7010	B	1	19.8	22.9	1.0	0	257
26	7010	C	1	36.8	31.6	1.9	0	241
26	7010	D	2	37.1	30.0	2.1	0	240
26	7010	E	1	19.8	19.6	1.3	0	254
26	7010	F	1	24.4	26.4	1.2	0	257
26	7010	G	1	25.2	21.1	1.8	0	263
26	7010	H	3	45.7	23.5	4.1	0	265
26	7010	J	2	44.0	32.2	2.5	0	253
26	7020	A	1	32.3	35.2	1.3	0	272
26	7020	B	3	33.9	15.3	4.4	0	282
26	7020	C	1	17.6	17.6	1.2	0	253
26	7020	D	1	11.1	10.6	1.1	0	290
26	7020	E	2	28.0	21.8	2.0	0	267
26	7020	F	1	29.9	25.6	1.8	0	267
26	7030	A	1	26.7	25.6	1.5	0	272
26	7030	B	0	23.1	33.1	0.8	0	236
26	7030	C	1	32.6	36.0	1.3	0	237
26	7030	D	1	31.1	31.7	1.5	0	245
26	7030	E	1	14.8	14.5	1.2	0	250
26	7030	F	1	20.7	19.4	1.4	0	256
26	7030	G	2	32.9	17.8	3.5	0	275
26	7030	H	1	31.2	36.6	1.2	0	247
26	7040	A	1	27.9	26.8	1.5	0	282
26	7040	B	2	29.0	14.6	3.6	0	311
26	7040	C	2	23.8	13.1	3.0	0	306
26	7040	D	1	19.1	15.0	1.7	0	261
26	7040	E	1	14.5	10.2	1.8	0	282
26	7040	F	1	30.5	30.9	1.5	0	243
26	7050	A	1	25.9	23.6	1.6	0	277
26	7050	B	1	29.0	25.0	1.8	0	250
26	7050	C	1	26.6	30.6	1.2	0	244

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
26	7050	D	2	17.0	11.6	2.0	0	269
26	7050	E	3	33.6	14.8	4.6	0	266
26	7050	F	2	59.9	36.8	3.5	0	259
26	7050	G	2	48.5	33.6	2.8	0	251
26	7060	A	2	50.3	29.7	3.5	0	294
26	7060	B	1	29.7	29.8	1.5	0	240
26	7060	C	2	15.4	7.2	3.3	0	284
26	7060	D	1	35.0	38.4	1.4	0	237
26	7060	E	1	26.4	22.3	1.8	0	273
26	7060	F	0	21.6	28.6	0.9	0	251
26	7070	A	1	33.0	39.3	1.2	0	227
26	7070	B	2	16.7	7.4	3.6	0	255
26	7070	C	2	20.6	14.6	2.0	0	277
26	7070	D	3	44.2	19.3	5.0	0	275
26	7070	E	2	51.5	28.7	3.8	0	269
26	7080	A	2	45.7	26.3	3.5	0	264
26	7080	B	1	23.4	21.6	1.5	0	240
26	7080	C	1	31.8	40.3	1.1	0	226
26	7080	D	0	35.9	55.8	0.9	0	239
26	7080	E	0	38.6	62.3	0.9	0	236
26	7090	A	0	33.9	53.2	0.8	0	239
26	7090	B	0	33.7	51.0	0.9	0	242
26	7090	C	1	32.0	34.1	1.4	0	237
26	7090	D	2	24.4	16.1	2.4	0	280
26	7090	E	2	45.8	24.8	3.8	0	268
26	7090	F	2	40.3	26.3	2.9	0	256
26	7100	A	2	42.8	27.0	3.1	0	267
26	7100	B	3	44.8	19.2	5.2	0	278
26	7100	C	1	32.2	27.4	1.9	0	246
26	7100	D	1	29.6	25.3	1.8	0	235
26	7100	E	1	30.7	41.1	1.0	0	255
26	7100	F	1	31.5	44.0	1.0	0	242
26	7110	A	1	30.2	36.1	1.2	0	241
26	7110	B	1	28.6	23.4	1.9	0	248
26	7110	C	2	32.8	20.5	2.8	0	275
26	7110	D	3	66.6	22.7	7.9	0	266
26	7110	E	3	50.5	24.3	4.6	0	269
26	7110	F	2	39.1	25.4	2.9	0	254
26	7120	A	2	33.7	25.7	2.2	0	264

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
26	7120	B	3	50.8	25.3	4.4	0	275
26	7120	C	4	68.2	22.8	8.1	0	270
26	7120	D	1	38.6	33.7	1.9	0	236
26	7120	E	1	23.5	21.3	1.5	0	258
26	7120	F	0	21.9	30.0	0.8	0	248
26	7130	A	1	31.4	36.2	1.2	0	255
26	7130	B	2	25.1	16.5	2.4	0	277
26	7130	C	3	58.0	27.5	4.9	0	266
26	7130	D	2	54.3	31.9	3.6	0	260
26	7130	E	1	32.4	28.1	1.8	0	247
26	7140	A	1	30.0	26.9	1.7	0	253
26	7140	B	2	56.7	32.5	3.8	0	257
26	7140	C	3	50.2	21.9	5.2	0	257
26	7140	D	1	17.3	14.7	1.5	0	258
26	7140	E	1	33.2	44.4	1.0	0	260
26	7150	A	1	32.9	36.9	1.3	0	245
26	7150	B	1	38.5	46.3	1.3	0	246
26	7150	C	1	34.1	44.8	1.1	0	251
26	7150	D	1	30.8	26.2	1.8	0	254
26	7150	E	1	19.7	15.3	1.8	0	264
26	7150	F	3	56.7	25.1	5.3	0	259
26	7150	G	2	45.8	27.0	3.4	0	260
26	7160	A	1	35.9	49.4	1.0	0	238
26	7160	B	1	31.3	30.0	1.6	0	251
26	7160	C	2	41.6	31.2	2.4	0	258
26	7160	D	3	43.6	20.3	4.6	0	273
26	7160	E	1	26.8	23.8	1.7	0	240
26	7160	F	1	24.0	19.2	1.8	0	285
26	7160	G	1	22.6	28.0	1.0	0	278
26	7160	H	1	45.4	53.4	1.4	0	253
26	7160	J	1	37.8	45.3	1.3	0	265
26	7170	A	0	9.2	21.4	0.3	0	240
26	7170	B	1	35.1	43.5	1.2	0	255
26	7170	C	1	37.9	48.7	1.1	0	255
26	7170	D	0	23.8	33.8	0.8	0	250
26	7170	E	1	31.3	30.4	1.6	0	250
26	7170	F	1	26.9	30.1	1.2	0	240
26	7170	G	1	22.4	19.2	1.6	0	241
26	7170	H	2	33.6	22.2	2.7	0	273
26	7170	J	1	29.7	26.0	1.8	0	258

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
26	7170	K	1	32.9	44.1	1.0	0	246
26	7170	M	0	28.3	38.6	0.9	0	263
26	7180	A	0	14.4	24.9	0.5	0	266
26	7180	B	0	18.4	29.2	0.6	0	268
26	7180	C	0	29.5	45.1	0.8	0	246
26	7180	D	1	22.9	21.7	1.4	0	270
26	7180	E	2	27.3	18.9	2.3	0	283
26	7180	F	1	12.8	13.3	1.0	0	260
26	7180	G	0	16.2	20.0	0.9	0	276
26	7180	H	0	16.1	24.1	0.7	0	279
26	7180	J	0	16.9	23.6	0.7	0	272
26	7190	A	0	11.5	28.0	0.3	0	238
26	7190	B	0	16.0	25.1	0.6	0	262
26	7190	C	0	19.0	31.1	0.6	0	260
26	7190	D	1	22.3	23.6	1.2	0	264
26	7190	E	1	29.8	27.4	1.6	0	256
26	7190	F	1	22.1	24.8	1.1	0	252
26	7190	G	0	12.7	20.3	0.5	0	295
26	7190	H	0	12.2	23.4	0.4	0	274
26	7200	A	1	21.0	25.1	1.0	0	244
26	7200	B	1	29.9	27.4	1.7	0	250
26	7200	C	2	33.0	24.2	2.3	0	262
26	7200	D	0	8.4	11.6	0.6	0	277
26	7200	E	1	23.0	24.0	1.3	0	266
26	7200	F	0	20.1	35.6	0.6	0	247
26	7200	G	0	12.2	31.2	0.3	0	254
26	7210	A	0	16.3	35.4	0.4	0	231
26	7210	B	0	17.3	43.1	0.3	0	234
26	7210	C	0	17.7	27.0	0.7	0	260
26	7210	D	1	19.9	22.3	1.1	0	261
26	7210	E	0	10.2	18.8	0.4	0	253
26	7210	F	2	37.4	28.5	2.3	0	248
26	7210	G	2	38.3	28.9	2.3	0	247
26	7210	H	1	25.7	27.6	1.3	0	247
27	7220	A	1	22.1	25.2	1.1	0	263
27	7220	B	1	16.8	18.4	1.0	0	307
27	7220	C	0	19.9	32.0	0.7	0	246
27	7220	D	1	22.3	20.3	1.5	0	268
27	7220	E	2	37.0	24.4	2.8	0	244
27	7230	A	1	25.8	26.6	1.3	0	247

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
27	7230	B	2	37.0	20.0	3.6	0	261
27	7230	C	0	17.8	21.5	0.9	0	287
27	7230	D	1	20.3	15.2	1.9	0	295
27	7230	E	0	28.7	42.4	0.9	0	269
27	7240	A	1	21.2	25.5	1.0	0	277
27	7240	B	0	23.6	32.2	0.9	0	241
27	7240	C	1	17.9	14.4	1.6	0	287
27	7240	D	0	21.8	29.1	0.9	0	241
27	7240	E	0	19.4	29.5	0.7	0	271
27	7240	F	2	39.3	20.6	3.8	0	255
27	7250	A	0	26.5	46.9	0.6	0	236
27	7250	B	2	35.6	29.9	2.0	0	256
27	7250	C	2	28.0	16.5	2.9	0	265
27	7250	D	0	21.6	32.8	0.7	0	240
27	7250	E	0	16.4	35.7	0.4	0	248
27	7250	F	0	21.7	47.3	0.4	0	241
27	7250	G	0	21.4	31.8	0.8	0	234
27	7250	H	0	14.6	26.0	0.5	0	228
27	7250	J	0	13.9	15.6	0.9	0	266
27	7250	K	0	16.3	41.3	0.3	0	240
27	7250	M	0	9.2	19.7	0.3	0	269
27	7260	A	0	27.4	53.0	0.6	0	241
27	7260	B	1	20.4	17.3	1.6	0	268
27	7260	C	0	27.0	37.9	0.9	0	254
27	7260	D	0	20.1	27.8	0.8	0	279
27	7260	E	3	45.1	21.4	4.5	0	266
27	7260	F	1	33.0	37.8	1.3	0	236
27	7260	G	1	62.2	71.6	1.6	0	217
27	7260	H	1	31.1	39.0	1.1	0	255
27	7270	A	0	26.6	36.9	0.9	0	241
27	7270	B	1	51.3	49.7	1.9	0	237
27	7270	C	3	38.1	18.9	4.1	0	271
27	7270	D	3	35.8	16.4	4.4	0	277
27	7270	E	3	34.4	15.1	4.6	0	271
27	7270	F	0	22.2	28.6	0.9	0	270
27	7270	G	1	26.3	25.8	1.4	0	268
27	7270	H	1	24.0	25.6	1.2	0	262
27	7270	J	2	20.7	15.0	2.0	0	278
27	7280	A	1	21.9	20.5	1.4	0	265
27	7280	B	1	23.1	19.7	1.7	0	274

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
27	7280	C	1	21.3	19.3	1.5	0	313
27	7280	D	0	17.4	21.8	0.9	0	286
27	7280	E	3	37.9	17.3	4.5	0	272
27	7280	F	3	40.5	16.1	5.5	0	250
27	7280	G	2	38.1	22.4	3.2	0	243
27	7280	H	1	43.8	43.3	1.7	0	224
27	7290	A	1	37.5	43.7	1.3	0	231
27	7290	B	2	42.1	32.0	2.4	0	246
27	7290	C	3	30.8	13.7	4.4	0	272
27	7290	D	1	28.7	24.5	1.8	0	263
27	7300	A	1	28.3	37.9	1.0	0	237
27	7300	B	1	26.4	29.0	1.2	0	244
27	7300	C	1	20.6	24.7	1.0	0	263
27	7300	D	3	35.2	17.4	4.0	0	268
27	7300	E	2	41.6	29.9	2.6	0	232
27	7300	F	1	27.3	32.3	1.1	0	233
27	7310	A	1	22.7	28.8	1.0	0	241
27	7310	B	3	46.1	23.7	4.1	0	262
27	7310	C	2	38.5	23.9	3.0	0	251
27	7310	D	1	24.0	27.4	1.1	0	255
27	7310	E	1	19.2	15.2	1.7	0	270
27	7310	F	1	23.7	23.2	1.4	0	248
27	7310	G	1	18.2	20.2	1.1	0	251
27	7310	H	1	42.6	52.1	1.3	0	246
27	7310	J	1	25.2	30.2	1.1	0	257
27	7310	K	1	27.0	29.6	1.3	0	249
27	7320	A	1	24.6	27.6	1.2	0	253
27	7320	B	1	32.4	34.6	1.4	0	242
27	7320	C	1	26.0	32.4	1.0	0	261
27	7320	D	1	56.0	69.3	1.4	0	224
27	7320	E	1	18.2	19.1	1.1	0	268
27	7320	F	1	22.3	27.9	1.0	0	271
27	7320	G	2	30.5	22.0	2.3	0	260
27	7320	H	2	36.0	25.5	2.5	0	245
27	7320	J	1	25.0	29.2	1.1	0	246
28	7341	A	1	29.7	26.0	1.8	0	268
28	7341	B	0	12.4	15.2	0.8	0	265
28	7341	C	1	22.0	24.7	1.1	0	243
28	7341	D	2	45.8	33.6	2.6	0	218
28	7341	E	1	32.8	37.4	1.3	0	241

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
28	7351	A	1	28.9	37.5	1.0	0	238
28	7351	B	2	39.5	22.9	3.3	0	258
28	7351	C	1	29.1	29.8	1.4	0	269
28	7351	D	0	18.3	23.4	0.9	0	255
28	7351	E	0	11.1	21.3	0.4	0	259
28	7351	F	0	8.1	14.2	0.4	0	267
28	7351	G	0	13.6	25.1	0.4	0	257
28	7351	H	1	34.5	45.1	1.1	0	240
28	7351	J	1	25.2	22.5	1.6	0	267
28	7361	A	1	24.9	27.8	1.2	0	263
28	7361	B	2	47.0	40.5	2.1	0	240
28	7361	C	1	33.3	41.3	1.1	0	244
28	7361	D	0	9.4	13.9	0.5	0	255
28	7361	E	0	11.5	20.5	0.4	0	266
28	7361	F	0	19.9	25.2	0.9	0	248
28	7361	G	1	24.7	24.6	1.4	0	288
28	7361	H	3	57.1	27.3	4.8	0	239
28	7370	A	1	29.1	32.2	1.3	0	250
28	7370	B	3	52.7	17.7	7.5	0	288
28	7370	C	2	34.4	25.6	2.3	0	283
28	7370	D	1	29.6	25.0	1.8	0	277
28	7370	E	1	22.1	22.2	1.3	0	254
28	7370	F	0	11.9	15.0	0.7	0	252
28	7370	G	0	12.9	14.3	0.9	0	256
28	7370	H	1	29.1	36.7	1.1	0	245
28	7370	J	2	51.9	37.1	2.8	0	254
28	7370	K	2	39.6	33.0	2.1	0	260
28	7380	A	2	43.6	30.8	2.7	0	249
28	7380	B	2	58.3	52.6	2.1	0	236
28	7380	C	1	25.7	31.0	1.1	0	248
28	7380	D	0	14.2	17.0	0.9	0	249
28	7380	E	0	11.2	17.6	0.5	0	240
28	7380	F	2	47.8	37.1	2.4	0	239
28	7380	G	3	61.7	25.0	6.1	0	261
28	7380	H	1	26.0	26.6	1.4	0	283
28	7390	A	1	27.1	29.7	1.3	0	249
28	7390	B	3	43.9	22.5	4.1	0	273
28	7390	C	3	53.4	17.9	7.5	0	286
28	7390	D	3	45.0	23.5	4.0	0	265
28	7390	E	2	36.2	24.8	2.6	0	258

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
28	7390	F	1	13.3	11.9	1.3	0	248
28	7390	G	1	27.1	28.2	1.3	0	268
28	7390	H	2	41.1	32.1	2.3	0	265
28	7390	J	2	34.3	27.8	2.0	0	269
28	7400	A	1	31.4	36.6	1.2	0	253
28	7400	B	3	50.7	20.4	5.8	0	276
28	7410	A	3	60.7	26.8	5.5	0	275
28	7410	B	3	46.7	19.7	5.4	0	268
28	7410	C	3	50.6	25.8	4.3	0	277
28	7410	D	1	30.7	33.2	1.3	0	256
28	7420	A	3	52.1	22.9	5.2	0	290
28	7420	B	3	54.0	22.1	5.8	0	281
28	7420	C	3	41.2	16.8	5.4	0	298
28	7430	A	3	37.0	15.0	5.3	0	305
28	7430	B	3	37.2	13.1	6.3	0	327
28	7430	C	3	31.2	13.2	4.7	0	291
28	7440	A	1	44.2	52.0	1.4	0	242
28	7440	B	3	30.1	13.2	4.4	0	303
28	7450	A	2	32.2	19.4	3.0	0	283
28	7450	B	2	40.5	22.2	3.6	0	278
28	7450	C	1	30.8	25.9	1.9	0	247
28	7450	D	1	37.0	35.6	1.7	0	261
28	7450	E	1	47.6	49.6	1.6	0	251
28	7450	F	1	36.4	34.4	1.7	0	265
28	7460	A	1	35.7	31.9	1.8	0	251
28	7460	B	1	19.9	20.7	1.2	0	268
28	7460	C	2	21.5	15.7	2.0	0	260
28	7460	D	1	28.7	27.3	1.6	0	261
28	7460	E	2	41.3	22.8	3.6	0	282
28	7460	F	1	26.5	25.1	1.5	0	296
28	7470	A	2	38.2	19.5	3.9	0	278
28	7470	B	1	21.3	20.2	1.4	0	251
28	7470	C	2	22.7	16.2	2.1	0	257
28	7470	D	1	11.9	11.2	1.1	0	263
28	7470	E	0	23.2	31.7	0.9	0	258
28	7470	F	1	38.3	46.6	1.2	0	254
28	7470	G	1	26.0	23.1	1.6	0	297

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
28	7480	A	1	17.0	15.2	1.4	0	296
28	7480	B	1	24.6	23.3	1.5	0	261
28	7480	C	0	27.0	38.5	0.9	0	258
28	7480	D	0	17.5	26.1	0.7	0	259
28	7480	E	0	7.7	10.1	0.6	0	269
28	7480	F	0	13.7	19.9	0.6	0	268
28	7480	G	1	18.4	13.6	1.9	0	270
28	7480	H	2	40.5	21.0	3.9	0	258
28	7480	J	1	35.9	36.6	1.5	0	246
28	7490	A	1	25.0	31.0	1.0	0	242
28	7490	B	1	30.2	35.0	1.2	0	250
28	7490	C	3	58.9	25.1	5.7	0	272
28	7490	D	3	81.8	38.3	5.5	0	269
28	7490	E	3	59.8	28.9	4.8	0	270
28	7490	F	3	49.9	24.7	4.4	0	267
28	7490	G	3	44.6	21.3	4.5	0	254
28	7490	H	1	16.3	13.4	1.5	0	260
28	7490	J	0	21.3	38.9	0.6	0	246
28	7490	K	0	5.9	9.1	0.4	0	279
28	7490	M	1	18.4	19.5	1.1	0	322
28	7500	A	0	14.0	16.1	0.9	0	298
28	7500	B	0	16.4	21.8	0.8	0	265
28	7500	C	0	10.7	14.2	0.7	0	250
28	7500	D	0	6.7	11.0	0.4	0	278
28	7500	E	0	13.7	24.0	0.5	0	267
28	7500	F	1	29.0	25.5	1.7	0	247
28	7500	G	2	44.6	27.5	3.2	0	259
28	7500	H	3	61.8	33.9	4.1	0	253
28	7500	J	3	71.2	33.6	5.3	0	257
28	7500	K	1	28.2	27.6	1.5	0	248
28	7500	M	1	21.8	24.5	1.1	0	259
28	7510	A	1	27.5	32.0	1.2	0	266
28	7510	B	2	25.1	16.4	2.5	0	291
28	7510	C	3	57.6	32.2	4.0	0	251
28	7510	D	2	45.9	26.9	3.5	0	237
28	7510	E	1	31.4	30.4	1.6	0	253
28	7510	F	1	25.3	28.3	1.2	0	225
28	7510	G	0	12.7	16.1	0.8	0	232
28	7510	H	0	7.3	13.2	0.3	0	258
28	7510	J	0	6.9	14.2	0.3	0	254
28	7510	K	0	7.9	13.7	0.4	0	240

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
28	7510	M	0	7.0	9.5	0.5	0	289
28	7520	A	0	26.0	34.8	0.9	0	241
28	7520	B	0	5.7	13.2	0.2	0	245
28	7520	C	0	11.0	18.5	0.5	0	248
28	7520	D	1	17.8	20.4	1.0	0	253
28	7520	E	0	18.8	29.4	0.7	0	237
28	7520	F	2	43.0	28.6	2.9	0	239
28	7520	G	2	37.6	24.0	2.9	0	246
28	7520	H	2	33.0	17.1	3.7	0	274
28	7520	J	1	38.1	54.8	1.0	0	230
28	7530	A	1	22.6	27.4	1.0	0	276
28	7530	B	3	34.7	14.8	4.8	0	316
28	7530	C	2	36.2	23.5	2.8	0	246
28	7530	D	2	26.1	18.6	2.2	0	274
28	7530	E	0	3.2	12.9	0.0	0	253
28	7540	A	0	9.7	17.4	0.4	0	259
28	7540	B	2	42.1	25.7	3.2	0	242
28	7540	C	3	28.7	12.5	4.4	0	329
28	7540	D	0	8.4	24.5	0.2	0	266
28	7540	E	2	40.7	25.1	3.1	0	247
28	7540	F	1	20.5	19.2	1.4	0	235
28	7540	G	0	10.7	15.9	0.6	0	241
28	7540	H	0	4.7	8.3	0.3	0	333
28	7550	A	0	7.8	10.5	0.6	0	329
28	7550	B	1	17.6	15.0	1.5	0	386
28	7550	C	2	17.6	7.6	3.8	0	443
28	7550	D	0	17.8	39.1	0.4	0	238
28	7550	E	2	50.2	29.5	3.5	0	253
28	7550	F	2	50.6	35.7	2.8	0	238
28	7550	G	2	39.5	33.2	2.0	0	244
28	7550	H	2	33.9	26.5	2.1	0	261
28	7560	A	0	8.4	18.0	0.3	0	251
28	7560	B	0	14.9	28.0	0.5	0	245
28	7560	C	1	23.9	30.3	1.0	0	249
28	7560	D	2	32.0	25.5	2.0	0	256
28	7560	E	2	34.3	26.3	2.2	0	248
28	7560	F	2	39.5	25.3	2.9	0	255
28	7560	G	2	38.6	25.6	2.8	0	275
28	7560	H	2	24.6	15.6	2.5	0	300
28	7560	J	1	25.0	21.3	1.7	0	274

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
28	7560	K	0	14.6	28.9	0.4	0	251
28	7560	M	2	38.9	22.8	3.3	0	251
28	7560	N	0	13.9	18.8	0.7	0	235
28	7560	O	0	7.3	8.4	0.7	0	325
28	7570	A	1	12.9	13.4	1.0	0	277
28	7570	B	2	30.4	24.5	2.0	0	263
28	7570	C	2	22.5	11.1	3.4	0	389
28	7570	D	0	14.0	24.1	0.5	0	263
28	7570	E	0	18.6	28.1	0.7	0	259
28	7570	F	1	32.9	28.5	1.8	0	261
28	7570	G	2	29.8	23.1	2.1	0	281
28	7570	H	2	33.2	22.0	2.6	0	257
28	7570	J	1	29.9	34.2	1.2	0	243
28	7570	K	0	9.4	20.1	0.3	0	271
28	7580	A	0	25.1	37.2	0.8	0	234
28	7580	B	2	30.6	21.1	2.4	0	254
28	7580	C	1	24.7	27.0	1.2	0	264
28	7580	D	0	27.2	36.7	0.9	0	245
28	7580	E	0	16.8	30.4	0.5	0	270
28	7580	F	2	24.8	14.7	2.8	0	257
28	7580	G	2	24.6	16.3	2.4	0	256
28	7580	H	0	4.3	7.0	0.3	0	317
28	7590	A	1	11.1	10.6	1.1	0	280
28	7590	B	2	23.0	11.8	3.3	0	306
28	7590	C	3	14.8	5.5	4.4	0	461
28	7590	D	1	19.7	21.3	1.1	0	292
28	7590	E	1	19.8	18.3	1.4	0	279
28	7590	F	2	33.5	21.3	2.8	0	245
28	7600	A	0	5.2	13.2	0.2	0	290
28	7600	B	2	24.5	18.0	2.1	0	256
28	7600	C	2	25.9	18.9	2.1	0	263
28	7600	D	1	28.0	28.7	1.4	0	227
28	7600	E	1	23.2	28.2	1.0	0	227
28	7600	F	0	24.2	40.4	0.7	0	257
28	7600	G	0	14.7	23.0	0.6	0	297
28	7600	H	0	13.9	30.3	0.4	0	257
28	7600	J	0	8.2	23.6	0.2	0	282
28	7600	K	0	4.7	22.5	0.0	0	262
28	7600	M	3	51.5	22.7	5.2	0	249
28	7600	N	2	30.6	21.9	2.3	0	246
28	7600	O	0	8.2	11.5	0.5	0	311

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
28	7610	A	1	18.9	15.3	1.7	0	309
28	7610	B	2	24.8	14.2	2.9	0	310
28	7610	C	3	36.5	14.3	5.5	0	363
28	7610	D	3	44.3	19.2	5.1	0	371
28	7610	E	0	6.8	14.7	0.2	0	288
28	7610	F	0	13.7	28.4	0.4	0	270
28	7610	G	0	18.2	23.5	0.9	0	270
28	7610	H	0	17.8	27.5	0.7	0	286
28	7610	J	1	20.7	22.8	1.1	0	291
28	7610	K	0	27.5	43.3	0.8	0	250
28	7610	M	1	23.2	20.9	1.5	0	250
28	7610	N	2	28.6	18.7	2.6	0	263
28	7610	O	2	38.1	25.3	2.8	0	248
28	7610	P	2	31.3	20.0	2.7	0	241
28	7610	Q	0	8.3	13.9	0.4	0	288
28	7610	R	0	6.8	9.3	0.5	0	279
29	7620	A	0	8.6	9.7	0.8	0	309
29	7620	B	2	33.4	22.0	2.7	0	270
29	7620	C	2	49.1	36.7	2.6	0	259
29	7620	D	2	61.3	49.0	2.5	0	251
29	7620	E	2	37.4	24.6	2.8	0	263
29	7620	F	1	24.0	21.2	1.6	0	254
29	7620	G	0	25.0	38.3	0.8	0	253
29	7620	H	0	20.8	26.4	0.9	0	291
29	7620	J	1	20.1	22.8	1.1	0	276
29	7620	K	0	12.9	18.6	0.6	0	321
29	7620	M	0	10.3	20.8	0.3	0	280
29	7620	N	2	29.2	16.2	3.2	0	280
29	7620	O	2	27.0	13.6	3.6	0	220
29	7620	P	2	37.7	20.9	3.5	0	241
29	7620	Q	2	11.1	5.1	3.0	0	384
29	7630	A	3	32.2	12.9	5.1	0	293
29	7630	B	4	18.1	3.5	11.4	0	504
29	7630	C	1	17.1	19.7	1.0	0	287
29	7630	D	1	31.3	30.1	1.6	0	266
29	7630	E	1	26.5	32.0	1.1	0	281
29	7630	F	2	35.2	25.0	2.5	0	272
29	7630	G	3	42.7	21.2	4.2	0	290
29	7640	A	1	13.1	8.7	1.9	0	306
29	7640	B	3	32.6	15.6	4.1	0	276
29	7640	C	2	39.9	30.7	2.3	0	274

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
29	7640	D	2	30.1	20.1	2.5	0	288
29	7640	E	0	20.5	31.5	0.7	0	255
29	7640	F	0	17.5	32.1	0.5	0	251
29	7640	G	0	36.8	55.6	0.9	0	259
29	7640	H	1	27.8	31.2	1.2	0	270
29	7640	J	0	8.0	13.0	0.4	0	271
29	7640	K	3	35.1	12.2	6.3	0	250
29	7640	M	2	32.6	16.5	3.8	0	278
29	7640	N	2	14.5	9.0	2.2	0	343
29	7640	O	2	12.6	6.1	2.9	0	340
29	7650	A	2	22.2	10.2	3.8	0	337
29	7650	B	3	31.0	14.1	4.3	0	319
29	7650	C	3	35.5	15.8	4.6	0	284
29	7650	D	5	13.1	1.6	19.4	0	521
29	7650	E	1	20.9	17.4	1.7	0	329
29	7650	F	1	32.7	30.4	1.7	0	276
29	7650	G	1	31.4	31.0	1.5	0	288
29	7650	H	2	40.1	23.3	3.3	0	276
29	7650	J	1	38.7	37.9	1.7	0	256
29	7650	K	2	41.3	25.9	3.1	0	276
29	7650	M	3	39.8	18.2	4.6	0	258
29	7660	A	2	44.1	29.2	2.9	0	265
29	7660	B	1	47.4	62.4	1.2	0	218
29	7660	C	2	30.8	17.3	3.2	0	290
29	7660	D	1	19.7	21.0	1.2	0	277
29	7660	E	0	14.6	22.8	0.6	0	266
29	7660	F	1	33.8	43.1	1.1	0	251
29	7660	G	1	28.1	34.9	1.1	0	269
29	7660	H	1	9.6	6.1	1.8	0	346
29	7660	J	3	22.5	8.1	5.3	0	281
29	7660	K	2	27.6	18.3	2.5	0	245
29	7660	M	3	46.8	24.5	4.0	0	277
29	7670	A	4	92.4	25.7	11.3	0	286
29	7670	B	2	40.7	22.5	3.6	0	294
29	7670	C	2	13.1	7.7	2.3	0	299
29	7670	D	3	28.3	12.0	4.5	0	358
29	7670	E	1	7.1	5.1	1.3	0	391
29	7670	F	0	8.5	14.7	0.4	0	283
29	7670	G	1	25.0	30.9	1.0	0	264
29	7670	H	1	31.3	38.1	1.1	0	262
29	7670	J	1	34.8	50.0	1.0	0	245
29	7670	K	1	22.1	17.8	1.8	0	295

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
29	7670	M	1	43.6	61.0	1.1	0	230
29	7670	N	2	40.4	25.9	2.9	0	275
29	7670	O	0	19.8	30.5	0.7	0	243
29	7670	P	0	4.6	11.9	0.1	0	237
29	7680	A	0	20.4	33.8	0.6	0	248
29	7680	B	1	39.4	43.7	1.4	0	251
29	7680	C	2	57.9	37.9	3.2	0	249
29	7680	D	2	56.7	33.6	3.6	0	248
29	7680	E	2	48.4	28.0	3.6	0	256
29	7680	F	1	26.4	29.1	1.2	0	258
29	7680	G	0	17.4	21.6	0.9	0	297
29	7680	H	0	23.5	35.0	0.8	0	258
29	7680	J	0	20.7	30.6	0.7	0	269
29	7680	K	0	15.2	30.0	0.4	0	261
29	7680	M	0	4.2	6.4	0.3	0	358
29	7680	N	2	11.7	5.5	3.0	0	321
29	7680	O	0	4.5	6.0	0.4	0	310
29	7680	P	3	35.1	17.2	4.0	0	287
29	7680	Q	4	107.7	33.2	10.3	0	259
29	7680	R	4	116.3	33.7	11.4	0	255
29	7690	A	4	96.4	29.9	9.9	0	300
29	7690	B	2	24.8	15.3	2.6	0	310
29	7690	C	0	8.0	10.6	0.6	0	337
29	7690	D	2	11.7	6.8	2.2	0	421
29	7690	E	0	13.5	28.4	0.4	0	248
29	7690	F	0	25.4	39.0	0.8	0	259
29	7690	G	0	30.2	48.1	0.8	0	236
29	7690	H	0	19.3	41.2	0.4	0	264
29	7690	J	0	13.5	23.8	0.5	0	251
29	7690	K	1	35.2	50.9	1.0	0	235
29	7690	M	1	28.3	33.8	1.1	0	255
29	7690	N	2	34.9	19.2	3.4	0	271
29	7690	O	2	47.2	26.0	3.8	0	265
29	7690	P	2	51.9	30.1	3.6	0	267
29	7690	Q	1	32.4	29.8	1.7	0	281
29	7690	R	0	11.1	14.5	0.7	0	273
29	7690	S	0	5.7	12.3	0.2	0	253
29	7690	T	0	13.9	20.7	0.6	0	249
29	7700	A	0	7.3	14.2	0.3	0	252
29	7700	B	1	27.2	28.2	1.4	0	288
29	7700	C	3	42.2	21.6	4.0	0	268
29	7700	D	2	44.6	25.2	3.6	0	263

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
29	7700	E	2	35.0	21.9	2.9	0	273
29	7700	F	0	28.5	42.8	0.8	0	250
29	7700	G	0	6.4	18.9	0.1	0	294
29	7700	H	0	15.3	32.0	0.4	0	291
29	7700	J	0	18.0	29.5	0.6	0	269
29	7700	K	0	9.4	22.5	0.2	0	283
29	7700	M	1	11.9	7.8	1.9	0	279
29	7700	N	0	5.7	9.7	0.3	0	237
29	7700	O	3	24.9	8.2	6.1	0	320
29	7710	A	3	68.7	26.4	6.8	0	302
29	7710	B	2	18.2	8.3	3.6	0	325
29	7710	C	1	8.4	5.7	1.6	0	305
29	7710	D	2	6.1	2.8	2.4	0	467
29	7710	E	0	12.9	21.6	0.5	0	274
29	7710	F	0	15.5	26.1	0.5	0	288
29	7710	G	0	13.1	25.3	0.4	0	264
29	7710	H	0	26.8	36.3	0.9	0	245
29	7710	J	0	5.0	7.6	0.4	0	281
29	7720	A	0	5.5	14.0	0.2	0	248
29	7720	B	0	9.8	18.3	0.4	0	249
29	7720	C	0	5.0	15.8	0.1	0	286
29	7720	D	0	11.7	24.7	0.3	0	295
29	7720	E	0	11.3	28.2	0.3	0	268
29	7720	F	0	4.6	4.9	0.6	0	285
29	7720	G	0	4.5	4.0	0.8	0	287
29	7720	H	3	7.8	2.5	4.4	0	354
29	7720	J	3	54.6	23.9	5.4	0	260
29	7730	A	2	29.9	20.9	2.4	0	286
29	7730	B	2	27.4	20.4	2.1	0	326
29	7730	C	3	9.7	2.3	7.1	0	383
29	7730	D	2	11.5	7.2	2.0	0	312
29	7730	E	1	9.7	7.2	1.5	0	398
29	7730	F	0	20.1	42.7	0.4	0	243
29	7730	G	0	8.7	22.6	0.2	0	287
29	7730	H	0	12.2	18.7	0.6	0	286
29	7730	J	0	13.1	22.7	0.5	0	289
29	7730	K	1	25.6	30.8	1.1	0	226
29	7730	M	0	6.0	12.8	0.2	0	279
29	7740	A	0	10.6	12.1	0.8	0	286
29	7740	B	0	14.0	27.4	0.4	0	286
29	7740	C	0	5.4	18.6	0.1	0	286

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
29	7740	D	0	13.2	29.8	0.3	0	263
29	7740	E	2	14.5	7.4	2.8	0	293
29	7740	F	2	10.6	6.1	2.2	0	283
29	7740	G	3	9.1	2.9	4.7	0	374
29	7740	H	2	30.4	15.8	3.5	0	298
29	7740	J	2	29.6	20.4	2.4	0	262
29	7750	A	2	39.2	30.9	2.2	0	257
29	7750	B	3	41.7	16.2	5.8	0	318
29	7750	C	2	16.2	8.2	3.0	0	308
29	7750	D	3	13.6	5.0	4.4	0	437
29	7750	E	0	24.2	41.2	0.7	0	257
29	7750	F	0	34.5	50.5	0.9	0	246
29	7750	G	0	27.3	38.0	0.9	0	219
29	7760	A	0	20.6	32.9	0.7	0	244
29	7760	B	0	9.7	13.2	0.6	0	279
29	7760	C	0	21.8	30.0	0.8	0	252
29	7760	D	1	23.4	29.8	1.0	0	273
29	7760	E	0	15.3	26.5	0.5	0	284
29	7760	F	2	19.0	13.3	2.0	0	256
29	7760	G	1	21.4	16.7	1.8	0	256
29	7760	H	3	9.7	2.4	6.7	0	403
29	7760	J	3	39.5	15.4	5.6	0	294
29	7760	K	1	35.7	31.5	1.9	0	244
29	7770	A	1	36.3	33.3	1.8	0	257
29	7770	B	3	36.0	13.8	5.6	0	346
29	7770	C	3	16.3	4.8	6.2	0	377
29	7770	D	2	14.2	9.0	2.1	0	314
29	7770	E	2	16.0	6.8	3.8	0	429
29	7770	F	0	18.2	30.6	0.6	0	264
29	7770	G	1	29.0	35.2	1.1	0	263
29	7770	H	1	25.7	21.8	1.7	0	281
29	7770	J	1	20.2	19.8	1.3	0	257
29	7770	K	1	21.6	21.3	1.3	0	276
29	7770	M	1	25.4	32.1	1.0	0	250
29	7780	A	0	21.8	31.7	0.8	0	239
29	7780	B	0	16.3	22.4	0.7	0	279
29	7780	C	0	20.0	29.7	0.7	0	243
29	7780	D	1	19.8	21.6	1.1	0	284
29	7780	E	0	10.7	21.4	0.4	0	293
29	7780	F	2	18.0	12.1	2.1	0	282
29	7780	G	2	21.7	13.6	2.5	0	297

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
29	7780	H	0	16.7	19.8	0.9	0	243
29	7780	J	2	7.3	3.3	2.6	0	445
29	7780	K	2	16.3	8.2	3.0	0	329
29	7780	M	1	29.9	29.0	1.5	0	256
29	7790	A	2	31.2	23.7	2.2	0	314
29	7790	B	2	15.9	7.0	3.6	0	390
29	7790	C	2	10.3	4.0	3.7	0	377
29	7790	D	1	17.3	15.7	1.4	0	292
29	7790	E	2	16.6	9.7	2.5	0	364
29	7790	F	1	14.6	10.3	1.8	0	439
29	7790	G	0	13.3	22.8	0.5	0	295
29	7790	H	0	14.1	24.3	0.5	0	262
29	7790	J	0	18.4	33.0	0.5	0	257
29	7790	K	1	41.4	50.0	1.3	0	229
29	7790	M	2	30.8	24.5	2.0	0	284
29	7790	N	1	31.5	43.4	1.0	0	232
29	7790	O	1	29.1	34.1	1.2	0	259
29	7790	P	0	24.7	32.8	0.9	0	238
29	7800	A	0	15.6	22.1	0.7	0	267
29	7800	B	0	18.0	25.2	0.8	0	249
29	7800	C	1	22.4	25.7	1.1	0	291
29	7800	D	0	24.1	33.2	0.9	0	246
29	7800	E	1	20.3	19.7	1.3	0	295
29	7800	F	0	10.7	22.2	0.3	0	294
29	7800	G	0	13.3	25.7	0.4	0	279
29	7800	H	0	11.0	22.3	0.4	0	299
29	7800	J	1	23.7	21.1	1.6	0	282
29	7800	K	1	19.1	16.9	1.5	0	255
29	7800	M	2	9.6	4.1	3.2	0	419
29	7800	N	3	19.1	7.9	4.1	0	336
29	7800	O	2	23.2	17.5	2.0	0	286
29	7810	A	2	26.1	13.5	3.4	0	332
29	7810	B	3	22.5	8.3	5.1	0	351
29	7810	C	1	19.1	19.5	1.2	0	285
29	7810	D	2	22.5	14.6	2.4	0	349
29	7810	E	0	7.3	17.1	0.2	0	295
29	7810	F	0	17.7	27.8	0.6	0	287
29	7810	G	0	21.0	34.7	0.6	0	257
29	7810	H	0	17.9	33.0	0.5	0	260
29	7810	J	1	26.3	24.8	1.5	0	296
29	7810	K	1	32.1	40.3	1.1	0	238
29	7810	M	1	27.6	31.8	1.2	0	265

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
29	7810	N	1	24.3	28.9	1.1	0	259
29	7810	O	0	16.5	26.0	0.6	0	239
29	7820	A	1	22.6	26.7	1.1	0	267
29	7820	B	1	26.0	27.1	1.3	0	270
29	7820	C	1	23.2	19.6	1.7	0	275
29	7820	D	0	14.2	16.3	0.9	0	293
29	7820	E	1	18.7	19.1	1.2	0	288
29	7820	F	1	25.9	33.4	1.0	0	248
29	7820	G	1	15.6	17.8	1.0	0	309
29	7820	H	0	15.3	28.5	0.5	0	273
29	7820	J	0	14.2	23.8	0.5	0	295
29	7820	K	0	7.2	12.4	0.4	0	338
29	7820	M	0	6.3	13.3	0.2	0	323
29	7820	N	2	12.3	7.1	2.3	0	299
29	7820	O	1	11.8	8.0	1.8	0	271
29	7820	P	3	49.2	17.7	6.7	0	313
29	7820	Q	2	31.9	17.3	3.4	0	288
29	7830	A	2	29.2	14.5	3.7	0	333
29	7830	B	3	37.9	11.5	7.8	0	313
29	7830	C	2	33.0	19.3	3.1	0	285
29	7830	D	1	11.3	7.2	1.9	0	428
29	7830	E	0	14.8	21.8	0.7	0	302
29	7830	F	0	21.6	31.2	0.8	0	259
29	7830	G	0	22.4	45.4	0.5	0	233
29	7830	H	0	32.8	47.9	0.9	0	229
29	7830	J	1	23.9	23.3	1.4	0	281
29	7830	K	1	20.2	18.0	1.5	0	286
29	7830	M	1	25.5	20.2	1.9	0	266
29	7830	N	1	29.2	30.3	1.4	0	268
29	7830	O	1	26.6	31.4	1.1	0	261
29	7830	P	0	7.9	12.2	0.5	0	264
29	7840	A	1	26.4	33.4	1.0	0	266
29	7840	B	1	21.2	22.4	1.2	0	284
29	7840	C	1	24.4	23.4	1.4	0	276
29	7840	D	1	13.1	14.2	1.0	0	292
29	7840	E	0	22.1	33.6	0.7	0	250
29	7840	F	0	14.3	24.9	0.5	0	293
29	7840	G	2	50.4	38.8	2.5	0	252
29	7841	A	2	57.1	34.3	3.6	0	268
29	7841	B	2	29.4	17.2	3.0	0	296
29	7841	C	2	32.0	20.4	2.8	0	279

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
29	7850	A	2	32.2	25.2	2.1	0	292
29	7850	B	3	32.3	14.9	4.2	0	302
29	7850	C	3	46.7	20.6	5.1	0	259
29	7850	D	1	16.1	12.7	1.6	0	285
29	7850	E	2	26.6	16.8	2.6	0	352
29	7850	F	1	28.0	36.5	1.0	0	253
29	7850	G	1	20.7	19.4	1.4	0	286
29	7850	H	1	27.6	26.0	1.5	0	254
29	7850	J	0	15.0	25.9	0.5	0	247
30	7860	A	1	29.2	33.1	1.2	0	255
30	7860	B	2	21.9	14.6	2.3	0	287
30	7860	C	1	19.8	18.5	1.4	0	279
30	7860	D	1	20.5	18.9	1.4	0	267
30	7860	E	0	11.6	21.3	0.4	0	263
30	7860	F	1	21.7	26.0	1.0	0	243
30	7860	G	2	25.9	17.4	2.4	0	260
30	7860	H	1	19.4	18.7	1.3	0	237
30	7860	J	1	12.3	11.8	1.1	0	277
30	7860	K	3	33.8	14.9	4.6	0	275
30	7860	M	2	37.0	25.7	2.6	0	300
30	7860	N	3	45.2	21.4	4.6	0	294
30	7860	O	2	29.4	23.3	2.0	0	259
30	7870	A	2	30.0	22.0	2.2	0	277
30	7870	B	3	54.5	23.3	5.5	0	302
30	7870	C	3	49.2	23.4	4.7	0	263
30	7870	D	2	52.4	36.2	2.9	0	251
30	7870	E	1	20.5	18.6	1.5	0	279
30	7870	F	1	26.7	32.9	1.1	0	255
30	7870	G	2	41.2	32.1	2.3	0	251
30	7870	H	1	38.9	45.4	1.3	0	221
30	7870	J	1	35.2	43.0	1.2	0	232
30	7880	A	1	27.5	36.3	1.0	0	251
30	7880	B	1	23.9	20.8	1.6	0	277
30	7880	C	2	43.5	27.8	3.0	0	268
30	7880	D	2	52.8	33.4	3.3	0	264
30	7880	E	1	23.4	25.5	1.2	0	242
30	7880	F	0	11.4	18.4	0.5	0	289
30	7880	G	0	9.3	20.0	0.3	0	271
30	7880	H	1	20.6	19.2	1.4	0	259
30	7880	J	2	32.0	22.1	2.5	0	254
30	7880	K	2	31.6	15.5	3.9	0	303

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
30	7890	A	3	73.5	36.1	5.0	0	286
30	7890	B	3	74.8	32.7	5.9	0	290
30	7890	C	3	41.1	19.1	4.5	0	262
30	7890	D	2	29.5	17.1	3.0	0	264
30	7890	E	1	20.7	15.6	1.9	0	297
30	7890	F	2	71.0	47.3	3.4	0	245
30	7890	G	1	45.5	43.3	1.8	0	248
30	7890	H	1	27.5	28.2	1.4	0	267
30	7890	J	1	36.5	44.6	1.2	0	243
30	7890	K	1	32.7	37.6	1.3	0	252
30	7900	A	0	18.0	29.6	0.6	0	244
30	7900	B	0	12.4	28.2	0.3	0	267
30	7900	C	1	29.0	33.4	1.2	0	258
30	7900	D	1	28.4	33.5	1.2	0	250
30	7900	E	1	30.3	25.6	1.9	0	272
30	7900	F	2	54.4	35.0	3.2	0	255
30	7900	G	1	31.1	26.7	1.8	0	249
30	7900	H	1	22.9	25.9	1.1	0	248
30	7900	J	0	12.3	24.0	0.4	0	248
30	7900	K	0	19.3	27.1	0.8	0	262
30	7900	M	0	10.0	20.9	0.3	0	261
30	7900	N	1	6.7	5.1	1.2	0	302
30	7900	O	1	19.0	13.7	1.9	0	304
30	7900	P	2	87.6	54.9	3.9	0	262
30	7910	A	2	47.2	37.6	2.3	0	287
30	7910	B	1	25.9	28.5	1.2	0	285
30	7910	C	0	14.4	21.1	0.6	0	270
30	7910	D	2	15.5	10.3	2.0	0	371
30	7910	E	0	9.9	24.7	0.2	0	253
30	7910	F	0	27.6	41.9	0.8	0	240
30	7910	G	1	23.5	22.4	1.4	0	262
30	7910	H	2	35.8	23.9	2.7	0	269
30	7910	J	1	30.0	36.5	1.1	0	248
30	7910	K	1	28.1	32.4	1.2	0	252
30	7910	M	0	25.6	36.2	0.9	0	248
30	7910	N	0	12.2	29.0	0.3	0	263
30	7910	O	0	16.6	28.8	0.5	0	237
30	7920	A	0	13.1	24.3	0.4	0	257
30	7920	B	0	12.0	20.6	0.5	0	288
30	7920	C	0	19.0	31.8	0.6	0	247
30	7920	D	1	25.7	33.4	1.0	0	248

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
30	7920	E	0	23.7	31.3	0.9	0	249
30	7920	F	2	29.2	21.8	2.2	0	268
30	7920	G	1	25.6	30.8	1.1	0	257
30	7920	H	1	23.3	24.5	1.3	0	259
30	7920	J	0	17.6	25.7	0.7	0	259
30	7920	K	1	24.4	30.0	1.0	0	263
30	7920	M	0	15.3	18.7	0.9	0	270
30	7920	N	0	15.4	23.9	0.6	0	238
30	7920	O	0	6.2	19.1	0.1	0	280
30	7920	P	1	9.6	7.5	1.3	0	299
30	7920	Q	0	14.3	16.8	0.9	0	326
30	7920	R	2	34.1	28.2	2.0	0	283
30	7930	A	0	18.3	24.3	0.8	0	286
30	7930	B	2	9.8	4.8	2.6	0	435
30	7930	C	0	9.1	24.1	0.2	0	255
30	7930	D	1	21.7	22.4	1.3	0	245
30	7930	E	1	32.2	30.8	1.6	0	256
30	7930	F	0	18.9	28.9	0.7	0	256
30	7930	G	1	31.8	30.8	1.6	0	239
30	7930	H	1	41.5	57.7	1.1	0	220
30	7930	J	1	42.7	41.1	1.8	0	249
30	7930	K	0	22.7	29.4	0.9	0	236
30	7930	M	1	18.9	22.7	1.0	0	266
30	7930	N	1	25.8	33.3	1.0	0	252
30	7930	O	0	14.0	25.4	0.5	0	277
30	7930	P	0	14.4	21.1	0.6	0	287
30	7940	A	0	20.4	38.5	0.5	0	220
30	7940	B	0	16.6	26.7	0.6	0	271
30	7940	C	1	28.2	27.4	1.5	0	266
30	7940	D	1	26.2	20.7	1.9	0	278
30	7940	E	0	25.1	42.4	0.7	0	250
30	7940	F	1	17.8	15.0	1.5	0	297
30	7940	G	0	7.1	11.1	0.4	0	291
30	7940	H	0	15.5	18.0	0.9	0	255
30	7940	J	0	13.4	18.6	0.7	0	293
30	7940	K	1	10.4	8.7	1.3	0	234
30	7940	M	0	8.8	13.3	0.5	0	344
30	7950	A	0	13.3	18.9	0.7	0	328
30	7950	B	2	21.9	15.1	2.2	0	309
30	7950	C	1	27.9	27.3	1.5	0	274
30	7950	D	0	22.8	41.5	0.6	0	250
30	7950	E	2	36.7	30.6	2.0	0	281

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
30	7950	F	1	25.8	32.3	1.0	0	250
30	7960	A	0	26.1	55.1	0.5	0	243
30	7960	B	0	15.5	25.5	0.6	0	264
30	7960	C	0	21.3	27.6	0.9	0	265
30	7960	D	2	26.5	16.4	2.7	0	277
30	7960	E	2	39.5	26.4	2.8	0	284
30	7960	F	0	20.8	38.2	0.5	0	267
30	7960	G	1	20.6	19.2	1.4	0	294
30	7960	H	1	15.5	11.9	1.7	0	319
30	7960	J	1	14.9	11.3	1.7	0	303
30	7960	K	0	9.6	12.1	0.7	0	354
30	7970	A	1	14.0	14.1	1.1	0	338
30	7970	B	2	19.6	9.9	3.2	0	391
30	7970	C	2	22.5	14.1	2.5	0	313
30	7970	D	1	41.9	41.9	1.7	0	245
30	7970	E	0	26.8	41.8	0.8	0	244
30	7970	F	2	43.5	32.2	2.5	0	263
30	7970	G	3	50.1	26.3	4.1	0	260
30	7970	H	1	25.9	27.3	1.3	0	262
30	7980	A	0	15.2	24.2	0.6	0	248
30	7980	B	1	22.7	23.4	1.3	0	266
30	7980	C	3	45.1	21.5	4.5	0	267
30	7980	D	2	36.9	25.7	2.6	0	263
30	7980	E	1	40.5	41.1	1.6	0	256
30	7980	F	2	22.5	13.8	2.6	0	302
30	7980	G	2	36.6	29.4	2.1	0	275
30	7980	H	2	25.0	15.8	2.6	0	282
30	7980	J	1	18.9	15.1	1.7	0	290
30	7980	K	1	17.7	14.2	1.6	0	329
30	7990	A	0	17.2	20.9	0.9	0	289
30	7990	B	2	27.4	17.8	2.5	0	336
30	7990	C	2	26.3	19.5	2.1	0	288
30	7990	D	1	31.2	43.6	1.0	0	235
30	7990	E	2	45.8	36.9	2.3	0	254
30	7990	F	3	93.3	50.0	4.8	0	241
30	7990	G	2	48.0	28.6	3.4	0	242
30	7990	H	1	29.9	33.9	1.2	0	244
30	7990	J	0	25.1	34.5	0.9	0	231
30	7990	K	0	15.4	17.7	0.9	0	286
30	8000	A	1	13.9	15.3	1.0	0	272

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
30	8000	B	0	16.4	29.4	0.5	0	242
30	8000	C	0	19.9	28.2	0.8	0	240
30	8000	D	2	39.4	24.4	3.1	0	245
30	8000	E	2	80.6	52.5	3.6	0	245
30	8000	F	3	87.6	45.2	5.0	0	251
30	8000	G	1	36.1	34.1	1.7	0	258
30	8000	H	2	48.5	38.8	2.3	0	253
30	8000	J	1	24.8	31.7	1.0	0	245
30	8000	K	0	22.8	39.8	0.6	0	255
30	8000	M	2	22.6	12.3	3.0	0	307
30	8000	N	1	41.3	38.9	1.8	0	246
30	8000	O	1	34.8	29.7	1.9	0	272
30	8000	P	2	29.5	21.0	2.3	0	255
30	8000	Q	1	15.0	16.5	1.0	0	323
30	8010	A	1	17.5	17.9	1.2	0	316
30	8010	B	2	39.4	25.1	2.9	0	281
30	8010	C	2	44.9	25.0	3.7	0	288
30	8010	D	2	47.0	36.1	2.4	0	270
30	8010	E	2	24.3	17.7	2.1	0	308
30	8010	F	3	48.6	25.3	4.1	0	295
30	8010	G	2	46.1	31.8	2.8	0	302
30	8010	H	2	29.8	21.6	2.3	0	317
30	8010	J	2	42.8	22.4	3.9	0	293
30	8010	K	3	29.4	13.5	4.1	0	301
30	8010	M	1	22.3	23.1	1.3	0	262
30	8010	N	0	19.6	28.0	0.8	0	243
30	8010	O	0	13.2	14.8	0.9	0	266
30	8020	A	0	13.0	15.6	0.8	0	264
30	8020	B	0	16.6	21.5	0.8	0	259
30	8020	C	2	40.7	23.5	3.4	0	266
30	8020	D	3	50.1	25.9	4.2	0	266
30	8020	E	2	44.0	25.3	3.5	0	262
30	8020	F	1	27.6	33.9	1.1	0	281
30	8020	G	0	31.1	49.6	0.8	0	257
30	8020	H	0	16.3	23.3	0.7	0	292
30	8020	J	2	20.2	12.2	2.5	0	362
30	8020	K	2	43.4	26.7	3.2	0	280
30	8020	M	2	54.7	31.6	3.7	0	251
30	8020	N	2	47.6	25.9	3.9	0	270
30	8020	O	2	38.0	21.7	3.4	0	267
30	8020	P	0	10.0	10.5	0.9	0	344
30	8030	A	1	10.9	9.5	1.2	0	332

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
30	8030	B	2	29.6	16.2	3.3	0	282
30	8030	C	2	54.8	31.7	3.7	0	268
30	8030	D	3	113.3	56.6	5.6	0	264
30	8030	E	2	42.5	28.7	2.8	0	284
30	8030	F	2	38.2	28.5	2.4	0	290
30	8030	G	2	39.2	25.5	2.9	0	307
30	8030	H	0	29.8	44.0	0.9	0	254
30	8030	J	1	38.5	43.9	1.4	0	269
30	8030	K	1	29.2	32.2	1.3	0	262
30	8030	M	3	56.1	30.5	4.1	0	266
30	8030	N	1	20.3	20.6	1.2	0	256
30	8030	O	1	12.4	12.2	1.1	0	258
30	8030	P	0	14.7	16.8	0.9	0	254
30	8040	A	1	19.1	23.0	1.0	0	262
30	8040	B	1	15.4	17.0	1.0	0	265
30	8040	C	0	11.6	20.8	0.4	0	249
30	8040	D	0	13.5	22.6	0.5	0	236
30	8040	E	1	18.3	20.0	1.1	0	252
30	8040	F	2	52.9	37.5	2.8	0	248
30	8040	G	2	61.2	39.1	3.4	0	248
30	8040	H	1	42.5	58.2	1.1	0	231
30	8040	J	0	25.5	37.3	0.8	0	257
30	8040	K	0	24.0	39.7	0.7	0	258
30	8040	M	1	23.3	18.9	1.8	0	252
30	8040	N	2	30.5	24.0	2.0	0	256
30	8040	O	3	51.4	25.6	4.4	0	254
30	8040	P	2	50.1	36.7	2.7	0	247
30	8040	Q	1	22.4	17.0	1.9	0	267
30	8040	R	0	5.1	5.1	0.7	0	340
30	8050	A	1	7.7	5.5	1.4	0	323
30	8050	B	1	15.1	11.6	1.6	0	271
30	8050	C	3	27.7	10.9	5.0	0	313
30	8050	D	2	28.1	17.7	2.7	0	363
30	8050	E	1	20.9	17.2	1.7	0	316
30	8050	F	0	32.6	52.1	0.8	0	241
30	8050	G	2	33.8	21.4	2.8	0	274
30	8050	H	2	28.9	21.2	2.2	0	294
30	8050	J	1	18.3	16.9	1.4	0	267
30	8050	K	1	26.8	29.6	1.2	0	253
30	8050	M	0	25.3	33.6	0.9	0	247
30	8060	A	1	26.0	32.1	1.0	0	255
30	8060	B	0	27.4	62.3	0.5	0	226

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
30	8060	C	0	22.7	50.5	0.4	0	228
30	8060	D	1	13.8	15.1	1.0	0	267
30	8060	E	1	27.4	34.5	1.0	0	260
30	8060	F	2	43.6	37.6	2.0	0	259
30	8060	G	2	32.6	26.5	2.0	0	255
30	8060	H	0	24.0	33.0	0.9	0	258
30	8060	J	1	34.2	48.3	1.0	0	256
30	8060	K	0	24.0	34.6	0.8	0	270
30	8060	M	1	15.9	15.8	1.2	0	296
30	8060	N	1	15.8	17.0	1.0	0	302
30	8060	O	2	34.8	21.7	2.9	0	264
30	8060	P	1	32.4	27.9	1.9	0	275
30	8060	Q	2	39.4	22.3	3.4	0	267
30	8060	R	1	22.4	18.0	1.8	0	273
30	8060	S	1	6.9	5.7	1.1	0	333
30	8070	A	1	12.1	8.3	1.8	0	323
30	8070	B	2	7.4	3.8	2.2	0	255
30	8070	C	2	26.3	17.1	2.5	0	249
30	8070	D	2	36.3	26.4	2.4	0	244
30	8070	E	2	60.6	52.4	2.3	0	264
30	8070	F	2	55.1	34.6	3.4	0	308
30	8070	G	1	16.6	17.5	1.1	0	292
30	8070	H	1	21.5	17.6	1.7	0	289
30	8070	J	1	37.3	51.1	1.0	0	243
30	8070	K	1	33.5	41.0	1.2	0	260
30	8070	M	1	23.0	25.7	1.1	0	278
30	8070	N	2	32.8	22.1	2.6	0	290
30	8070	O	2	37.7	28.5	2.3	0	280
30	8070	P	1	35.3	35.6	1.5	0	260
30	8070	Q	1	20.5	19.3	1.4	0	245
30	8070	R	0	30.7	60.6	0.6	0	226
30	8070	S	0	36.6	75.4	0.6	0	225
30	8070	T	1	26.5	33.7	1.0	0	245
30	8070	U	0	18.4	25.5	0.8	0	245
30	8080	A	0	13.3	20.2	0.6	0	249
30	8080	B	0	23.8	33.4	0.8	0	246
30	8080	C	0	39.9	78.6	0.7	0	229
30	8080	D	1	15.4	17.4	1.0	0	260
30	8080	E	1	29.9	35.1	1.2	0	243
30	8080	F	2	54.1	37.8	2.9	0	254
30	8080	G	0	21.4	29.4	0.8	0	256
30	8080	H	0	30.2	42.6	0.9	0	256
30	8080	J	0	25.2	35.2	0.9	0	269

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

J8815 - PELLY RIVER

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
30	8080	K	0	9.0	15.4	0.4	0	300
30	8080	M	2	43.3	29.5	2.8	0	248
30	8080	N	1	28.5	24.6	1.8	0	270
30	8080	O	2	36.3	30.4	2.0	0	263
30	8080	P	1	8.8	7.4	1.2	0	276
30	8080	Q	1	12.0	8.6	1.7	0	331
30	8090	A	1	16.6	17.2	1.1	0	305
30	8090	B	1	15.9	11.6	1.8	0	313
30	8090	C	2	25.9	16.8	2.5	0	259
30	8090	D	2	39.0	28.7	2.4	0	288
30	8090	E	2	27.3	13.1	3.8	0	436
30	8090	F	0	10.0	12.3	0.7	0	319
30	8090	G	0	31.5	44.8	0.9	0	244
30	8090	H	2	47.8	29.8	3.2	0	257
30	8090	J	1	28.5	31.6	1.3	0	241
30	8090	K	0	16.0	23.1	0.7	0	246
30	8090	M	0	35.6	55.0	0.9	0	244
30	8090	N	0	42.7	72.2	0.8	0	237
30	8090	O	0	23.8	32.5	0.9	0	238
30	8100	A	1	29.6	38.5	1.0	0	238
30	8100	B	0	35.3	55.1	0.9	0	252
30	8100	C	0	14.4	26.3	0.5	0	236
30	8100	D	0	24.9	36.0	0.8	0	227
30	8100	E	2	39.3	21.6	3.6	0	246
30	8100	F	0	27.8	46.5	0.7	0	238
30	8100	G	0	23.7	37.5	0.7	0	253
30	8100	H	0	6.8	9.8	0.5	0	323
30	8100	J	0	6.3	7.8	0.6	0	331
30	8100	K	2	17.6	10.9	2.3	0	277
30	8100	M	3	73.4	34.2	5.4	0	254
30	8100	N	1	16.3	11.6	1.9	0	258
30	8100	O	1	6.8	6.1	1.0	0	347
30	8110	A	2	11.8	6.9	2.2	0	330
30	8110	B	1	31.8	26.5	1.9	0	248
30	8110	C	3	91.1	56.8	4.0	0	272
30	8110	D	2	31.7	23.0	2.3	0	377
30	8110	E	0	10.3	12.0	0.8	0	298
30	8110	F	0	31.3	47.9	0.8	0	235
30	8110	G	0	26.5	38.9	0.8	0	234
30	8110	H	2	36.9	22.5	3.1	0	240
30	8110	J	1	21.8	25.1	1.1	0	242
30	8110	K	1	45.5	68.3	1.0	0	245

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
30	8110	M	1	52.8	77.5	1.1	0	235
30	8110	N	0	14.1	23.2	0.5	0	245
30	8120	A	0	30.8	44.5	0.9	0	267
30	8120	B	0	12.8	26.7	0.4	0	245
30	8120	C	2	26.5	18.1	2.4	0	247
30	8120	D	1	24.7	30.7	1.0	0	267
30	8120	E	1	13.5	13.2	1.1	0	308
30	8120	F	0	8.2	12.1	0.5	0	332
30	8120	G	2	21.6	12.2	2.8	0	257
30	8120	H	1	51.9	58.4	1.5	0	216
30	8120	J	1	25.1	24.5	1.4	0	235
30	8120	K	1	8.4	5.0	1.9	0	368
30	8120	M	2	15.7	7.4	3.3	0	352
30	8130	A	2	17.7	11.4	2.2	0	313
30	8130	B	3	19.5	8.0	4.2	0	342
30	8130	C	2	20.6	10.3	3.3	0	241
30	8130	D	2	36.2	26.5	2.4	0	288
30	8130	E	2	18.2	8.4	3.5	0	441
30	8130	F	0	10.0	10.3	0.9	0	324
30	8130	G	1	18.3	19.0	1.2	0	291
30	8130	H	1	21.2	24.3	1.1	0	252
30	8130	J	2	29.8	20.1	2.5	0	261
30	8130	K	0	37.0	55.9	0.9	0	243
30	8130	M	0	24.4	39.0	0.7	0	251
30	8140	A	1	56.2	83.0	1.1	0	240
30	8140	B	0	32.1	49.4	0.8	0	259
30	8140	C	1	19.9	22.2	1.1	0	276
30	8140	D	2	36.9	23.4	2.9	0	274
30	8140	E	3	35.4	15.0	4.9	0	280
30	8140	F	1	15.7	15.0	1.2	0	319
30	8140	G	1	15.7	16.1	1.1	0	300
30	8140	H	2	19.2	11.3	2.6	0	280
30	8140	J	2	41.5	28.4	2.7	0	247
30	8140	K	2	22.8	14.3	2.5	0	237
30	8140	M	3	10.7	3.4	4.9	0	369
30	8140	N	1	14.4	14.5	1.1	0	284
30	8150	A	1	13.1	13.4	1.0	0	299
30	8150	B	3	14.7	4.4	5.9	0	351
30	8150	C	3	27.1	10.9	4.8	0	264
30	8150	D	3	81.5	44.1	4.6	0	288
30	8150	E	1	18.7	19.8	1.1	0	286

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J8815 - PELLY RIVER

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
30	8150	F	1	22.2	23.9	1.2	0	285
30	8150	G	1	24.4	23.4	1.4	0	262
30	8150	H	2	49.0	28.0	3.7	0	255
30	8150	J	1	48.0	73.1	1.0	0	239
30	8160	A	1	56.2	83.8	1.1	0	240
30	8160	B	0	43.3	67.9	0.9	0	248
30	8160	C	1	26.3	23.7	1.6	0	238
30	8160	D	1	33.7	38.7	1.3	0	244
30	8160	E	2	37.1	22.8	3.0	0	262
30	8160	F	2	20.3	14.6	2.0	0	266
30	8160	G	1	26.7	33.7	1.0	0	252
30	8160	H	0	8.5	14.0	0.4	0	279
30	8160	J	2	56.6	41.1	2.8	0	211
30	8160	K	3	22.0	8.9	4.5	0	291
30	8160	M	3	10.0	3.6	4.0	0	371
30	8170	A	3	10.3	3.0	5.5	0	388
30	8170	B	3	25.7	11.3	4.2	0	261
30	8170	C	3	35.2	15.0	4.8	0	374
30	8170	D	0	12.1	14.3	0.8	0	289
30	8170	E	2	29.3	19.1	2.6	0	250
30	8170	F	2	41.7	25.3	3.2	0	244
30	8170	G	1	30.4	32.9	1.3	0	262
30	8170	H	2	18.3	12.3	2.1	0	300
30	8170	J	0	39.6	67.1	0.8	0	243
30	8170	K	0	15.6	33.0	0.4	0	209
30	8170	M	0	20.0	26.6	0.9	0	213
30	8180	A	1	32.1	32.9	1.5	0	213
30	8180	B	0	17.9	45.3	0.3	0	215
30	8180	C	0	20.4	36.9	0.6	0	262
30	8180	D	1	47.4	72.2	1.0	0	249
30	8180	E	0	16.2	29.6	0.5	0	235
30	8180	F	0	18.1	26.5	0.7	0	257
30	8180	G	1	21.4	16.1	1.9	0	275
30	8180	H	0	21.2	26.7	0.9	0	249
30	8180	J	1	23.7	30.0	1.0	0	260
30	8180	K	2	29.3	18.1	2.8	0	275
30	8180	M	0	19.1	24.5	0.9	0	290
30	8180	N	3	41.1	18.5	4.7	0	253
30	8180	O	2	25.0	14.4	2.9	0	263
30	8180	P	2	30.6	16.5	3.4	0	262
30	8180	Q	3	22.4	8.5	4.9	0	332
30	8180	R	1	19.5	14.2	1.9	0	318

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
30	8190	A	2	13.7	9.0	2.0	0	354
30	8190	B	3	27.9	8.9	6.6	0	332
30	8190	C	2	19.3	10.2	3.0	0	313
30	8190	D	1	19.2	17.3	1.4	0	349
30	8190	E	0	6.2	6.9	0.7	0	437
30	8190	F	0	23.9	32.4	0.9	0	279
30	8190	G	1	28.5	28.4	1.5	0	229
30	8190	H	1	21.3	25.6	1.0	0	269
30	8190	J	0	28.7	53.4	0.6	0	249
30	8190	K	0	10.6	28.4	0.2	0	215
30	8190	M	1	24.5	27.0	1.2	0	218
30	8200	A	1	22.1	22.7	1.3	0	234
30	8200	B	0	22.6	44.2	0.5	0	258
30	8200	C	1	25.2	30.3	1.1	0	267
30	8200	D	0	21.2	27.3	0.9	0	253
30	8200	E	2	24.2	11.1	3.9	0	272
30	8200	F	1	22.9	18.3	1.8	0	283
30	8200	G	1	24.2	18.9	1.9	0	256
30	8200	H	0	23.1	32.7	0.8	0	280
30	8200	J	1	19.4	16.0	1.6	0	273
30	8200	K	2	21.6	14.1	2.3	0	291
30	8200	M	3	26.4	11.6	4.2	0	326
30	8210	A	2	32.0	22.7	2.4	0	276
30	8210	B	0	15.0	17.3	0.9	0	326
30	8210	C	2	33.2	27.6	2.0	0	258
30	8210	D	1	41.7	48.9	1.3	0	250
30	8210	E	0	28.2	47.3	0.7	0	256
30	8210	F	1	20.6	22.8	1.1	0	231
31	8220	A	1	40.0	37.4	1.8	0	205
31	8220	B	0	17.8	45.7	0.3	0	242
31	8220	C	2	26.2	18.0	2.3	0	243
31	8220	D	2	29.7	19.4	2.6	0	259
31	8220	E	2	26.4	20.1	2.0	0	284
31	8220	F	0	27.6	41.2	0.8	0	257
31	8220	G	0	7.7	25.6	0.1	0	272
31	8220	H	0	11.8	18.0	0.6	0	238
31	8220	J	0	16.5	21.6	0.8	0	225
31	8220	K	2	33.3	26.2	2.1	0	232
31	8220	M	3	54.9	24.0	5.4	0	245
31	8220	N	3	44.0	15.0	7.0	0	253
31	8220	O	2	22.2	14.7	2.3	0	284

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
31	8230	A	2	34.0	24.3	2.4	0	254
31	8230	B	3	64.0	27.2	5.8	0	231
31	8230	C	3	63.0	29.8	5.1	0	228
31	8230	D	3	48.9	23.3	4.6	0	237
31	8230	E	1	20.3	22.3	1.1	0	299
31	8230	F	0	5.2	6.6	0.5	0	328
31	8230	G	1	22.5	25.6	1.1	0	265
31	8230	H	3	33.5	16.1	4.1	0	260
31	8230	J	2	48.3	33.6	2.8	0	251
31	8230	K	1	30.1	38.0	1.1	0	226
31	8230	M	1	27.4	36.7	1.0	0	244
31	8230	N	3	28.4	9.8	6.0	0	282
31	8230	O	0	25.1	41.2	0.7	0	247
31	8230	P	0	40.6	71.2	0.8	0	234
31	8230	Q	0	8.8	23.4	0.2	0	239
31	8230	R	1	22.3	17.9	1.8	0	230
31	8240	A	0	14.7	20.6	0.7	0	262
31	8240	B	2	38.9	32.2	2.1	0	205
31	8240	C	0	20.1	40.9	0.5	0	209
31	8240	D	3	36.3	14.7	5.2	0	258
31	8240	E	2	46.3	27.5	3.4	0	238
31	8240	F	3	52.7	28.2	4.1	0	234
31	8240	G	2	38.5	28.5	2.4	0	253
31	8240	H	0	8.3	12.5	0.5	0	270
31	8240	J	0	9.2	12.6	0.6	0	257
31	8240	K	0	14.3	19.9	0.7	0	234
31	8240	M	2	46.2	34.4	2.5	0	220
31	8240	N	2	50.0	29.7	3.5	0	237
31	8240	O	1	21.3	18.7	1.5	0	275
31	8250	A	1	26.4	26.1	1.4	0	241
31	8250	B	2	40.5	31.3	2.3	0	229
31	8250	C	1	29.0	28.0	1.5	0	241
31	8250	D	0	12.9	19.6	0.6	0	274
31	8250	E	0	15.9	21.2	0.8	0	255
31	8250	F	0	8.8	15.9	0.4	0	285
31	8250	G	2	34.5	26.0	2.3	0	282
31	8250	H	2	41.7	28.6	2.7	0	265
31	8250	J	1	31.9	35.8	1.3	0	236
31	8250	K	1	26.4	26.8	1.4	0	251
31	8250	M	0	12.6	30.9	0.3	0	228
31	8250	N	0	21.9	32.7	0.8	0	221
31	8250	O	1	26.5	24.7	1.5	0	225

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
31	8260	A	0	12.2	21.6	0.5	0	268
31	8260	B	0	10.1	14.7	0.6	0	245
31	8260	C	0	11.9	19.0	0.5	0	232
31	8260	D	0	10.6	19.8	0.4	0	230
31	8260	E	0	8.8	18.6	0.3	0	251
31	8260	F	0	21.0	42.5	0.5	0	241
31	8260	G	0	20.0	29.5	0.7	0	240
31	8260	H	1	32.4	43.3	1.0	0	255
31	8260	J	1	22.6	23.7	1.2	0	245
31	8260	K	2	46.4	29.0	3.2	0	237
31	8260	M	3	48.4	22.9	4.7	0	246
31	8260	N	1	29.4	33.1	1.2	0	237
31	8260	O	2	53.0	29.5	3.9	0	258
31	8260	P	3	70.3	36.8	4.6	0	251
31	8260	Q	2	52.9	34.8	3.1	0	253
31	8260	R	0	21.5	30.5	0.8	0	253
31	8260	S	0	7.0	14.1	0.3	0	260
31	8260	T	0	16.6	21.5	0.8	0	249
31	8260	U	0	14.1	18.3	0.8	0	242
31	8260	V	2	33.1	26.2	2.1	0	235
31	8260	W	1	19.8	22.7	1.0	0	244
31	8270	A	0	21.5	28.1	0.9	0	239
31	8270	B	2	32.7	23.6	2.3	0	256
31	8270	C	1	21.8	22.3	1.3	0	269
31	8270	D	0	15.6	21.1	0.8	0	265
31	8270	E	0	5.5	11.9	0.2	0	268
31	8270	F	0	19.5	27.5	0.8	0	264
31	8270	G	3	58.8	29.0	4.7	0	272
31	8270	H	3	38.8	17.0	4.8	0	272
31	8270	J	1	26.9	29.6	1.2	0	253
31	8270	K	2	32.9	17.4	3.6	0	264
31	8270	M	2	36.7	20.9	3.3	0	265
31	8270	N	2	36.4	26.8	2.4	0	252
31	8270	O	1	29.3	30.9	1.4	0	250
31	8270	P	1	41.0	51.1	1.2	0	250
31	8270	Q	1	24.1	28.7	1.1	0	241
31	8270	R	0	11.5	24.4	0.3	0	239
31	8270	S	1	14.9	14.6	1.2	0	319
31	8280	A	1	16.1	17.3	1.1	0	278
31	8280	B	0	9.5	20.9	0.3	0	244
31	8280	C	0	8.9	20.1	0.3	0	233
31	8280	D	1	20.1	24.2	1.0	0	288

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
31	8280	E	0	19.0	27.9	0.7	0	278
31	8280	F	1	22.5	24.3	1.2	0	271
31	8280	G	2	38.8	29.8	2.3	0	252
31	8280	H	3	36.3	17.7	4.1	0	258
31	8280	J	2	31.3	18.2	3.1	0	264
31	8280	K	2	26.3	16.6	2.6	0	287
31	8280	M	0	15.5	23.5	0.6	0	265
31	8280	N	0	14.0	18.9	0.7	0	273
31	8280	O	1	23.3	25.8	1.2	0	242
31	8280	P	1	39.1	37.2	1.7	0	236
31	8280	Q	2	40.2	33.6	2.1	0	237
31	8280	R	1	20.2	23.6	1.0	0	236
31	8290	A	0	16.2	27.0	0.6	0	233
31	8290	B	2	32.9	25.5	2.1	0	251
31	8290	C	2	35.6	27.4	2.2	0	300
31	8290	D	0	10.2	11.4	0.8	0	337
31	8290	E	0	9.8	19.4	0.3	0	283
31	8290	F	2	22.0	14.7	2.3	0	295
31	8290	G	1	28.5	29.2	1.4	0	262
31	8290	H	1	23.6	22.0	1.5	0	269
31	8290	J	2	30.2	16.4	3.3	0	281
31	8290	K	2	30.0	20.8	2.4	0	269
31	8290	M	1	24.2	24.9	1.3	0	269
31	8290	N	0	24.8	33.9	0.9	0	263
31	8290	O	0	9.8	17.0	0.4	0	261
31	8290	P	0	10.1	17.2	0.4	0	250
31	8300	A	0	15.6	18.2	0.9	0	272
31	8300	B	0	14.6	28.5	0.4	0	235
31	8300	C	1	37.0	45.1	1.2	0	246
31	8300	D	1	18.4	18.1	1.3	0	277
31	8300	E	2	23.3	17.2	2.0	0	295
31	8300	F	1	27.6	28.0	1.4	0	256
31	8300	G	1	21.6	17.7	1.7	0	272
31	8300	H	0	9.2	25.1	0.2	0	273
31	8300	J	0	13.0	14.6	0.9	0	295
31	8300	K	2	49.9	38.3	2.5	0	230
31	8300	M	1	27.1	22.2	1.9	0	253
31	8310	A	1	22.8	22.5	1.4	0	251
31	8310	B	1	28.4	23.9	1.8	0	229
31	8310	C	2	45.0	35.1	2.4	0	309
31	8310	D	1	13.1	12.5	1.1	0	356
31	8310	E	0	13.5	29.8	0.3	0	260

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
31	8310	F	1	23.2	21.1	1.5	0	250
31	8310	G	1	33.2	33.3	1.5	0	252
31	8310	H	3	40.9	19.4	4.4	0	289
31	8310	J	1	28.4	24.0	1.8	0	272
31	8310	K	0	16.2	23.9	0.7	0	261
31	8310	M	0	12.7	14.4	0.9	0	292
31	8320	A	1	12.8	13.5	1.0	0	298
31	8320	B	0	15.8	19.0	0.9	0	262
31	8320	C	1	23.7	28.2	1.1	0	268
31	8320	D	0	18.1	29.9	0.6	0	286
31	8320	E	0	11.5	24.5	0.3	0	270
31	8320	F	1	8.4	6.5	1.3	0	354
31	8320	G	2	46.9	42.3	2.0	0	208
31	8320	H	1	17.7	14.3	1.6	0	269
31	8330	A	2	32.7	24.1	2.3	0	257
31	8330	B	2	35.5	27.5	2.2	0	245
31	8330	C	1	26.9	27.0	1.4	0	353
31	8330	D	1	10.0	6.9	1.6	0	436
31	8330	E	0	16.4	32.2	0.4	0	278
31	8330	F	1	31.1	43.3	1.0	0	259
31	8330	G	1	27.3	24.1	1.7	0	271
31	8330	H	1	18.8	20.9	1.1	0	266
31	8330	J	0	12.1	12.9	0.9	0	310
31	8340	A	0	14.0	16.4	0.9	0	290
31	8340	B	0	18.9	25.2	0.8	0	262
31	8340	C	2	30.2	21.0	2.4	0	259
31	8340	D	2	34.0	23.6	2.5	0	255
31	8340	E	1	24.3	19.5	1.8	0	292
31	8340	F	1	14.9	10.9	1.7	0	339
31	8340	G	1	26.9	29.2	1.3	0	288
31	8340	H	1	19.3	20.5	1.1	0	320
31	8340	J	0	17.5	24.4	0.8	0	317
31	8340	K	1	8.4	5.4	1.7	0	373
31	8340	M	1	27.4	31.9	1.2	0	223
31	8340	N	1	34.7	38.2	1.4	0	216
31	8340	O	2	73.0	50.7	3.2	0	243
31	8340	P	2	54.4	33.3	3.5	0	262
31	8350	A	2	53.0	33.9	3.2	0	263
31	8350	B	2	51.4	33.9	3.1	0	267
31	8350	C	1	16.1	18.0	1.0	0	320
31	8350	D	2	10.2	5.7	2.2	0	445

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
31	8350	E	1	25.7	32.3	1.0	0	288
31	8350	F	1	27.8	27.2	1.5	0	285
31	8350	G	1	32.2	40.0	1.1	0	256
31	8350	H	1	24.7	24.1	1.4	0	264
31	8350	J	0	22.0	28.1	0.9	0	249
31	8350	K	0	10.3	13.1	0.7	0	318
31	8360	A	0	23.4	34.4	0.8	0	249
31	8360	B	3	48.7	25.7	4.0	0	270
31	8360	C	3	59.9	19.9	7.9	0	265
31	8360	D	1	30.6	32.8	1.4	0	270
31	8360	E	1	21.4	24.9	1.1	0	299
31	8360	F	0	10.4	12.3	0.8	0	369
31	8360	G	0	11.9	14.2	0.8	0	259
31	8360	H	1	34.4	44.0	1.1	0	224
31	8360	J	1	43.4	39.6	1.9	0	248
31	8360	K	2	46.3	36.5	2.4	0	254
31	8370	A	1	32.1	29.1	1.7	0	251
31	8370	B	1	30.7	29.6	1.6	0	249
31	8370	C	1	27.3	27.1	1.4	0	260
31	8370	D	1	29.7	29.6	1.5	0	288
31	8370	E	1	28.9	27.0	1.6	0	281
31	8370	F	3	56.3	18.9	7.6	0	266
31	8370	G	3	44.8	19.1	5.2	0	267
31	8370	H	2	26.4	15.5	2.9	0	256
31	8370	J	1	28.3	37.5	1.0	0	250
31	8380	A	0	18.6	31.9	0.6	0	238
31	8380	B	0	34.6	51.7	0.9	0	239
31	8380	C	1	21.1	18.3	1.6	0	261
31	8380	D	3	46.7	15.8	7.2	0	278
31	8380	E	3	39.5	17.3	4.8	0	251
31	8380	F	1	26.4	28.1	1.3	0	269
31	8380	G	1	28.8	36.4	1.1	0	287
31	8380	H	0	21.0	34.1	0.7	0	310
31	8380	J	1	26.7	30.2	1.2	0	337
31	8380	K	1	22.1	22.9	1.3	0	241
31	8380	M	1	25.0	27.2	1.2	0	246
31	8380	N	1	19.4	21.2	1.1	0	250
31	8390	A	1	27.3	22.7	1.8	0	242
31	8390	B	1	14.0	13.8	1.1	0	294
31	8390	C	1	27.9	30.8	1.3	0	290
31	8390	D	1	27.4	28.9	1.3	0	284

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
31	8390	E	2	30.3	19.2	2.7	0	261
31	8390	F	2	51.5	29.1	3.8	0	234
31	8390	G	3	60.5	23.2	6.6	0	255
31	8390	H	0	13.9	17.0	0.8	0	303
31	8390	J	0	12.7	28.2	0.3	0	257
31	8400	A	0	12.6	31.1	0.3	0	228
31	8400	B	2	38.4	24.2	3.0	0	272
31	8400	C	2	48.3	27.9	3.6	0	262
31	8400	D	3	42.9	16.1	6.1	0	276
31	8400	E	1	23.2	19.3	1.7	0	269
31	8400	F	0	18.6	23.7	0.9	0	297
31	8400	G	0	11.2	12.0	0.9	0	267
31	8400	H	1	19.5	18.3	1.4	0	264
31	8410	A	1	16.5	17.8	1.1	0	255
31	8410	B	0	10.1	11.0	0.9	0	311
31	8410	C	1	23.8	23.5	1.4	0	345
31	8410	D	1	27.6	33.9	1.1	0	276
31	8410	E	1	28.7	37.1	1.0	0	265
31	8410	F	1	23.5	20.0	1.7	0	278
31	8410	G	3	37.1	13.3	6.2	0	317
31	8410	H	2	18.5	12.4	2.1	0	340
31	8410	J	0	21.7	33.6	0.7	0	258
31	8410	K	0	7.5	17.7	0.2	0	254
31	8420	A	0	6.1	13.8	0.2	0	271
31	8420	B	0	3.8	13.6	0.1	0	269
31	8420	C	0	14.8	20.8	0.7	0	246
31	8420	D	0	26.5	38.1	0.9	0	244
31	8420	E	4	69.1	21.1	9.2	0	284
31	8420	F	3	65.4	22.3	7.8	0	284
31	8420	G	1	28.3	34.1	1.1	0	271
31	8420	H	0	23.0	34.3	0.8	0	276
31	8420	J	1	30.2	31.8	1.4	0	329
31	8420	K	1	17.9	19.8	1.1	0	244
31	8420	M	1	20.6	22.2	1.2	0	243
31	8430	A	1	15.6	16.1	1.1	0	292
31	8430	B	0	12.8	14.8	0.9	0	299
31	8430	C	1	35.3	39.1	1.4	0	304
31	8430	D	0	23.5	39.7	0.7	0	271
31	8430	E	1	28.3	36.5	1.0	0	272
31	8430	F	1	26.3	30.3	1.2	0	271
31	8430	G	3	56.1	21.1	6.6	0	284

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
31	8430	H	3	79.1	28.3	7.8	0	279
31	8430	J	1	34.5	45.5	1.1	0	248
31	8430	K	0	16.4	23.5	0.7	0	287
31	8430	M	0	5.8	15.3	0.2	0	255
31	8430	N	0	5.9	12.0	0.2	0	283
31	8440	A	0	8.2	15.3	0.3	0	263
31	8440	B	0	14.2	37.7	0.3	0	249
31	8440	C	0	18.8	30.4	0.6	0	260
31	8440	D	0	18.0	23.3	0.8	0	249
31	8440	E	1	29.3	40.0	1.0	0	235
31	8440	F	3	88.5	37.3	6.5	0	260
31	8440	G	3	78.0	31.9	6.5	0	264
31	8440	H	1	17.5	17.4	1.2	0	317
31	8440	J	0	21.4	37.5	0.6	0	269
31	8440	K	1	37.1	43.6	1.3	0	293
31	8440	M	1	24.1	29.7	1.0	0	231
31	8440	N	1	24.6	29.5	1.1	0	236
31	8450	A	1	20.5	17.1	1.6	0	267
31	8450	B	1	32.6	38.7	1.2	0	305
31	8450	C	1	24.3	27.0	1.2	0	284
31	8450	D	3	49.8	26.2	4.1	0	250
31	8450	E	3	61.7	27.5	5.4	0	261
31	8450	F	3	58.8	25.3	5.6	0	272
31	8450	G	1	46.7	66.4	1.1	0	219
31	8450	H	0	13.4	20.6	0.6	0	267
31	8450	J	0	16.6	38.7	0.3	0	262
31	8460	A	0	11.7	18.0	0.5	0	297
31	8460	B	0	10.1	25.5	0.2	0	241
31	8460	C	0	15.1	30.1	0.4	0	253
31	8460	D	0	29.2	41.6	0.9	0	232
31	8460	E	3	54.4	27.9	4.3	0	266
31	8460	F	3	70.5	32.1	5.5	0	269
31	8460	G	3	44.1	21.2	4.4	0	278
31	8460	H	2	38.0	26.5	2.6	0	292
31	8460	J	1	10.7	10.9	1.0	0	380
31	8460	K	1	33.8	35.9	1.4	0	302
31	8460	M	1	28.3	24.4	1.8	0	250
31	8470	A	1	34.3	29.6	1.9	0	241
31	8470	B	1	56.8	67.1	1.5	0	269
31	8470	C	1	28.5	38.1	1.0	0	266
31	8470	D	3	47.3	20.7	5.1	0	266

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
31	8470	E	3	46.5	22.5	4.5	0	283
31	8470	F	3	63.7	32.3	4.6	0	265
31	8470	G	3	65.4	31.8	4.9	0	261
31	8470	H	0	26.3	45.0	0.7	0	213
31	8470	J	0	21.7	43.6	0.5	0	230
31	8470	K	0	6.0	14.9	0.2	0	246
31	8470	M	0	12.6	20.9	0.5	0	287
31	8480	A	0	6.7	11.6	0.3	0	274
31	8480	B	0	7.5	21.0	0.2	0	259
31	8480	C	0	13.0	30.1	0.3	0	262
31	8480	D	0	24.4	37.6	0.8	0	268
31	8480	E	2	38.4	24.8	2.9	0	256
31	8480	F	2	33.1	17.6	3.5	0	262
31	8480	G	2	22.2	15.8	2.1	0	258
31	8480	H	3	60.1	30.1	4.6	0	262
31	8480	J	2	59.2	33.8	3.9	0	260
31	8480	K	3	52.6	24.5	4.9	0	273
31	8480	M	3	50.2	17.2	7.2	0	279
31	8480	N	1	31.3	42.2	1.0	0	258
31	8480	O	1	56.9	80.4	1.2	0	253
31	8480	P	1	55.2	60.8	1.6	0	263
31	8480	Q	1	36.2	31.6	1.9	0	234
31	8490	A	1	17.1	16.6	1.2	0	273
31	8490	B	1	43.1	55.0	1.2	0	279
31	8490	C	1	38.7	54.6	1.0	0	241
31	8490	D	1	27.4	32.3	1.1	0	268
31	8490	E	3	40.5	14.9	6.1	0	305
31	8490	F	3	50.3	26.6	4.1	0	270
31	8490	G	2	41.8	22.5	3.8	0	277
31	8490	H	2	31.2	16.1	3.6	0	266
31	8490	J	2	38.6	28.1	2.5	0	254
31	8490	K	1	26.5	24.0	1.6	0	234
31	8490	M	0	30.3	60.1	0.6	0	238
31	8490	N	0	9.8	13.1	0.6	0	310
31	8500	A	0	8.7	15.0	0.4	0	270
31	8500	B	0	12.9	24.6	0.4	0	242
31	8500	C	1	24.0	22.4	1.5	0	263
31	8500	D	2	32.1	23.4	2.3	0	280
31	8500	E	3	58.6	24.9	5.7	0	278
31	8500	F	2	30.0	22.3	2.2	0	261
31	8500	G	1	20.2	23.2	1.1	0	242
31	8500	H	0	17.3	23.8	0.8	0	247

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
31	8510	A	1	17.5	17.6	1.2	0	276
31	8510	B	1	39.3	55.8	1.0	0	255
31	8510	C	0	22.5	52.7	0.4	0	255
31	8510	D	1	22.0	27.4	1.0	0	291
31	8510	E	3	47.8	19.9	5.5	0	293
31	8510	F	1	22.8	19.3	1.7	0	291
31	8510	G	1	27.2	26.8	1.4	0	258
31	8510	H	0	13.9	20.1	0.6	0	230
31	8510	J	0	5.8	11.7	0.2	0	274
31	8520	A	0	6.4	12.0	0.3	0	252
31	8520	B	0	17.6	25.4	0.7	0	233
31	8520	C	0	25.7	41.9	0.7	0	249
31	8520	D	1	22.4	27.8	1.0	0	278
31	8520	E	1	24.5	28.3	1.1	0	269
31	8520	F	1	39.5	41.2	1.5	0	255
31	8520	G	2	39.7	28.8	2.5	0	271
31	8520	H	0	15.1	29.7	0.4	0	275
31	8520	J	0	16.0	42.8	0.3	0	252
31	8520	K	0	37.8	63.9	0.8	0	251
31	8520	M	1	21.8	22.3	1.3	0	263
31	8530	A	1	24.1	26.4	1.2	0	278
31	8530	B	0	32.5	53.7	0.8	0	272
31	8530	C	0	19.7	32.7	0.6	0	275
31	8530	D	1	22.7	20.8	1.5	0	285
31	8530	E	1	35.4	46.9	1.1	0	249
31	8530	F	2	24.2	17.3	2.1	0	292
31	8530	G	1	22.3	17.6	1.8	0	246
31	8530	H	1	27.4	28.8	1.3	0	257
31	8530	J	1	31.1	37.6	1.2	0	261
31	8530	K	0	32.8	54.5	0.8	0	250
31	8530	M	0	14.3	25.7	0.5	0	254
31	8540	A	0	24.5	55.7	0.4	0	237
31	8540	B	0	32.5	48.0	0.9	0	258
31	8540	C	1	33.1	41.6	1.1	0	242
31	8540	D	0	26.0	40.2	0.8	0	255
31	8540	E	1	25.5	21.0	1.8	0	269
31	8540	F	1	31.0	42.4	1.0	0	234
31	8540	G	1	25.5	27.8	1.2	0	266
31	8540	H	1	31.2	39.8	1.1	0	233
31	8540	J	0	20.2	33.5	0.6	0	279
31	8540	K	0	28.2	44.7	0.8	0	259

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
31	8540	M	1	26.2	32.8	1.0	0	251
31	8550	A	1	18.6	22.1	1.0	0	252
31	8550	B	0	18.4	25.0	0.8	0	279
31	8550	C	0	21.2	34.0	0.7	0	270
31	8550	D	1	27.7	34.3	1.1	0	254
31	8550	E	1	20.1	20.0	1.3	0	288
31	8550	F	1	37.5	35.4	1.7	0	246
31	8550	G	0	21.7	28.7	0.9	0	249
31	8550	H	2	38.8	23.9	3.1	0	272
31	8550	J	2	29.9	21.2	2.3	0	274
31	8550	K	0	19.8	26.2	0.9	0	272
31	8550	M	0	9.8	14.8	0.5	0	264
31	8560	A	0	8.2	11.5	0.5	0	270
31	8560	B	2	37.1	25.6	2.6	0	272
31	8560	C	2	51.8	32.3	3.3	0	261
31	8560	D	2	48.6	36.5	2.5	0	259
31	8560	E	3	58.2	30.9	4.2	0	263
31	8560	F	3	42.1	13.5	7.5	0	279
31	8560	G	2	37.0	20.3	3.5	0	260
31	8560	H	2	32.5	16.7	3.7	0	258
31	8560	J	1	21.9	21.3	1.4	0	276
31	8570	A	1	22.1	20.9	1.4	0	259
31	8570	B	3	42.7	19.8	4.6	0	252
31	8570	C	2	42.4	22.8	3.8	0	236
31	8570	D	2	98.1	73.7	3.2	0	229
31	8570	E	2	71.7	65.3	2.3	0	229
31	8570	F	3	78.0	46.1	4.0	0	232
31	8570	G	0	16.5	19.3	0.9	0	271
32	8580	A	2	35.5	21.1	3.1	0	282
32	8580	B	3	42.0	20.2	4.4	0	276
32	8580	C	2	27.2	17.0	2.7	0	241
32	8580	D	0	26.5	35.6	0.9	0	242
32	8590	A	1	15.0	16.0	1.0	0	261
32	8590	B	0	22.8	35.1	0.7	0	254
32	8590	C	2	19.9	13.3	2.2	0	267
32	8590	D	3	40.3	16.3	5.4	0	249
32	8590	E	3	72.1	28.2	6.7	0	249
32	8590	F	3	65.6	29.1	5.6	0	243
32	8590	G	2	36.4	27.1	2.3	0	261
32	8590	H	0	26.1	40.2	0.8	0	230

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
32	8590	J	0	29.3	49.5	0.7	0	228
32	8590	K	0	9.5	17.5	0.4	0	246
32	8590	M	1	25.3	32.4	1.0	0	245
32	8600	A	0	14.7	20.2	0.7	0	235
32	8600	B	0	26.3	44.7	0.7	0	235
32	8600	C	1	29.0	39.0	1.0	0	244
32	8600	D	2	29.7	23.6	2.0	0	259
32	8600	E	2	40.1	30.3	2.4	0	269
32	8600	F	1	33.4	44.1	1.1	0	248
32	8600	G	3	67.3	26.1	6.7	0	242
32	8600	H	0	28.2	47.7	0.7	0	235
32	8600	J	1	19.8	22.4	1.1	0	261
32	8610	A	2	37.1	30.2	2.1	0	244
32	8610	B	0	22.4	44.5	0.5	0	235
32	8610	C	3	51.0	20.2	6.0	0	258
32	8610	D	1	32.5	27.3	1.9	0	265
32	8610	E	0	15.7	41.9	0.3	0	237
32	8610	F	0	3.0	17.8	0.0	0	258
32	8610	G	0	11.5	30.8	0.2	0	270
32	8610	H	0	8.4	22.7	0.2	0	323
32	8620	A	0	18.8	39.4	0.4	0	224
32	8620	B	0	6.7	24.5	0.1	0	267
32	8620	C	0	6.6	24.4	0.1	0	243
32	8620	D	0	17.7	39.3	0.4	0	239
32	8620	E	0	21.1	36.2	0.6	0	248
32	8620	F	1	24.8	29.0	1.1	0	252
32	8620	G	2	43.4	38.4	2.0	0	252
32	8620	H	0	20.0	33.6	0.6	0	241
32	8620	J	0	16.3	26.2	0.6	0	277
32	8620	K	2	25.2	16.9	2.4	0	291
32	8620	M	0	15.4	36.4	0.3	0	243
32	8620	N	1	27.7	33.7	1.1	0	258
32	8620	O	1	28.9	34.3	1.2	0	255
32	8630	A	1	29.3	38.5	1.0	0	246
32	8630	B	3	26.7	12.2	4.0	0	259
32	8630	C	0	16.7	34.2	0.4	0	251
32	8630	D	0	11.9	30.1	0.3	0	265
32	8630	E	0	16.8	24.6	0.7	0	264
32	8630	F	0	9.6	28.4	0.2	0	273
32	8630	G	0	6.3	27.6	0.1	0	263
32	8630	H	0	9.1	26.6	0.2	0	271

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
32	8640	A	0	18.0	33.1	0.5	0	234
32	8640	B	0	13.1	44.3	0.2	0	242
32	8640	C	0	14.7	53.2	0.2	0	213
32	8640	D	0	12.9	53.0	0.1	0	218
32	8640	E	0	10.6	37.5	0.1	0	232
32	8640	F	1	16.4	18.8	1.0	0	271
32	8640	G	0	13.3	17.1	0.8	0	275
32	8640	H	0	16.5	34.0	0.4	0	244
32	8640	J	0	18.1	35.3	0.5	0	257
32	8640	K	1	20.6	19.5	1.4	0	281
32	8640	M	2	38.1	24.9	2.8	0	267
32	8640	N	1	18.5	14.1	1.8	0	251
32	8650	A	0	10.6	17.0	0.5	0	279
32	8650	B	0	9.8	29.6	0.2	0	248
32	8650	C	1	22.8	21.1	1.5	0	252
32	8650	D	2	31.6	24.0	2.2	0	248
32	8650	E	2	33.1	18.3	3.4	0	256
32	8650	F	1	45.3	46.2	1.7	0	255
32	8650	G	0	11.0	27.4	0.3	0	256
32	8650	H	0	13.2	18.8	0.6	0	267
32	8650	J	0	7.4	27.2	0.1	0	254
32	8650	K	0	22.7	63.1	0.3	0	239
32	8650	M	0	34.6	61.9	0.7	0	216
32	8650	N	0	16.7	34.1	0.4	0	249
32	8660	A	0	12.0	22.9	0.4	0	266
32	8660	B	0	15.1	25.2	0.5	0	256
32	8660	C	0	27.0	57.2	0.5	0	246
32	8660	D	0	11.2	32.8	0.2	0	244
32	8660	E	0	18.8	23.0	0.9	0	235
32	8660	F	1	16.0	18.3	1.0	0	250
32	8660	G	0	18.1	33.2	0.5	0	240
32	8660	H	0	16.2	26.9	0.6	0	249
32	8660	J	1	46.7	46.2	1.8	0	257
32	8660	K	2	53.4	46.7	2.2	0	254
32	8660	M	0	23.1	30.2	0.9	0	266
32	8660	N	0	13.2	23.6	0.5	0	271
32	8670	A	0	18.1	29.6	0.6	0	252
32	8670	B	0	26.4	35.3	0.9	0	257
32	8670	C	2	32.5	16.6	3.7	0	265
32	8670	D	2	45.6	40.8	2.0	0	264
32	8670	E	1	21.7	18.1	1.7	0	265

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
32	8670	F	1	23.8	19.3	1.8	0	258
32	8670	G	1	17.0	18.1	1.1	0	251
32	8670	H	0	15.0	41.2	0.3	0	230
32	8670	J	0	37.9	75.1	0.6	0	237
32	8670	K	0	15.1	27.9	0.5	0	242
32	8670	M	0	11.5	19.6	0.5	0	296
32	8680	A	0	13.8	26.9	0.4	0	263
32	8680	B	0	24.5	50.8	0.5	0	237
32	8680	C	0	24.2	43.9	0.6	0	246
32	8680	D	0	17.9	41.1	0.4	0	234
32	8680	E	1	29.3	32.0	1.3	0	250
32	8680	F	2	30.9	24.7	2.0	0	256
32	8680	G	0	15.4	22.3	0.7	0	273
32	8680	H	2	35.7	24.2	2.6	0	284
32	8680	J	3	38.0	15.9	5.1	0	284
32	8680	K	1	25.6	23.5	1.6	0	269
32	8680	M	1	28.5	27.5	1.5	0	280
33	8690	A	2	45.4	40.0	2.0	0	253
33	8690	B	1	31.5	31.2	1.5	0	243
33	8690	C	1	19.2	15.1	1.7	0	274
33	8690	D	4	72.0	24.5	8.1	0	250
33	8690	E	4	79.7	27.6	8.1	0	252
33	8690	F	2	44.8	24.0	3.9	0	252
33	8690	G	0	25.1	42.5	0.7	0	256
33	8690	H	0	19.5	25.5	0.9	0	246
33	8690	J	0	31.0	46.4	0.9	0	230
33	8690	K	2	31.6	22.5	2.4	0	235
33	8690	M	0	15.6	27.6	0.5	0	236
33	8690	N	0	13.1	27.7	0.4	0	236
33	8690	O	0	15.3	29.7	0.4	0	245
33	8690	P	0	29.1	43.7	0.8	0	248
33	8690	Q	0	13.9	22.2	0.6	0	271
33	8700	A	0	9.2	18.8	0.3	0	219
33	8700	B	0	17.2	32.2	0.5	0	249
33	8700	C	0	24.2	40.5	0.7	0	243
33	8700	D	0	17.8	34.1	0.5	0	229
33	8700	E	1	22.5	25.2	1.1	0	261
33	8700	F	0	21.0	26.8	0.9	0	258
33	8700	G	0	12.0	15.1	0.7	0	256
33	8700	H	0	15.3	29.0	0.5	0	255
33	8700	J	3	40.2	18.6	4.5	0	244
33	8700	K	3	77.3	29.2	7.2	0	249

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
33	8700	M	4	77.1	21.5	10.7	0	250
33	8700	N	1	23.5	25.0	1.2	0	247
33	8710	A	0	16.9	26.1	0.6	0	228
33	8710	B	0	22.5	28.7	0.9	0	243
33	8710	C	4	65.9	17.5	10.9	0	244
33	8710	D	3	77.8	28.2	7.6	0	241
33	8710	E	3	55.6	23.3	5.7	0	234
33	8710	F	3	41.5	18.7	4.7	0	233
33	8710	G	0	13.8	30.2	0.3	0	243
33	8710	H	0	23.8	33.2	0.9	0	239
33	8710	J	0	16.5	31.3	0.5	0	249
33	8710	K	0	15.1	33.7	0.4	0	228
33	8720	A	0	16.9	40.7	0.3	0	232
33	8720	B	0	24.8	43.6	0.6	0	239
33	8720	C	0	20.2	34.8	0.6	0	238
33	8720	D	2	25.2	17.0	2.4	0	256
33	8720	E	3	33.9	13.6	5.2	0	255
33	8720	F	3	55.5	23.9	5.5	0	237
33	8730	A	3	34.4	14.5	4.9	0	254
33	8730	B	2	31.1	17.7	3.2	0	248
33	8730	C	1	21.6	16.3	1.9	0	250
33	8730	D	1	21.5	25.3	1.0	0	253
33	8730	E	0	21.6	29.2	0.9	0	248
33	8730	F	0	28.6	45.1	0.8	0	234
33	8730	G	0	29.8	43.0	0.9	0	237
33	8730	H	0	20.3	33.0	0.6	0	255
33	8730	J	0	1.1	10.5	0.0	0	244
33	8740	A	0	3.2	14.2	0.0	0	233
33	8740	B	0	10.7	27.7	0.2	0	247
33	8740	C	1	41.9	54.1	1.2	0	216
33	8740	D	0	27.9	38.7	0.9	0	245
33	8740	E	0	18.5	25.8	0.8	0	266
33	8740	F	2	28.7	19.1	2.5	0	260
33	8740	G	1	18.0	18.1	1.2	0	257
33	8740	H	2	35.1	20.4	3.2	0	261
33	8750	A	2	22.5	11.9	3.1	0	271
33	8750	B	2	19.9	13.2	2.2	0	283
33	8750	C	2	26.5	19.5	2.1	0	265
33	8750	D	1	18.5	18.9	1.2	0	257
33	8750	E	0	27.6	41.0	0.8	0	239

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
33	8750	F	0	15.3	28.3	0.5	0	258
33	8750	G	0	13.5	37.7	0.2	0	248
33	8750	H	0	2.6	12.7	0.0	0	249
33	8760	A	0	1.9	15.5	0.0	0	247
33	8760	B	0	19.6	45.7	0.4	0	255
33	8760	C	0	18.3	33.8	0.5	0	240
33	8760	D	1	30.2	39.6	1.0	0	227
33	8760	E	1	16.4	14.3	1.4	0	283
33	8760	F	1	20.3	16.4	1.7	0	291
33	8760	G	3	31.8	11.3	6.0	0	269
33	8770	A	0	18.2	23.7	0.8	0	272
33	8770	B	0	24.4	38.6	0.7	0	266
33	8770	C	0	21.6	38.3	0.6	0	255
33	8770	D	0	21.1	36.4	0.6	0	252
33	8770	E	0	12.4	16.0	0.7	0	283
33	8781	A	0	11.9	23.3	0.4	0	242
33	8781	B	0	26.5	53.3	0.5	0	238
33	8781	C	0	26.4	50.6	0.6	0	243
33	8781	D	0	21.1	27.6	0.9	0	245
33	8781	E	2	33.2	16.9	3.8	0	270
33	8781	F	1	20.3	22.5	1.1	0	259
33	8781	G	0	19.2	34.1	0.6	0	248
33	8781	H	3	37.6	15.0	5.4	0	304
33	8790	A	3	38.3	15.9	5.1	0	301
33	8790	B	3	32.2	15.5	4.0	0	289
33	8790	C	0	14.5	23.6	0.6	0	265
33	8790	D	0	22.0	36.9	0.6	0	249
33	8790	E	0	19.4	27.0	0.8	0	255
33	8790	F	2	26.0	16.2	2.6	0	273
33	8790	G	0	16.7	19.6	0.9	0	262
33	8790	H	0	24.6	50.4	0.5	0	239
33	8790	J	0	31.6	60.6	0.6	0	230
33	8790	K	0	11.7	18.9	0.5	0	241
33	8790	M	0	9.2	16.3	0.4	0	256
33	8800	A	0	12.2	34.5	0.2	0	215
33	8800	B	0	15.9	28.4	0.5	0	266
33	8800	C	0	13.4	25.0	0.4	0	265
33	8800	D	0	14.2	19.5	0.7	0	265
33	8800	E	2	27.8	19.3	2.3	0	250
33	8800	F	2	39.1	24.6	3.0	0	247

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
33	8800	G	0	11.5	23.6	0.4	0	253
33	8800	H	0	11.7	21.9	0.4	0	262
33	8800	J	3	34.7	16.0	4.3	0	317
33	8810	A	2	22.2	14.7	2.3	0	298
33	8810	B	2	25.9	18.8	2.2	0	267
33	8810	C	2	31.7	20.6	2.7	0	270
33	8810	D	0	13.4	20.9	0.6	0	268
33	8810	E	0	18.9	40.3	0.4	0	240
33	8810	F	0	29.8	53.1	0.7	0	237
33	8810	G	0	17.1	36.6	0.4	0	235
33	8820	A	0	20.8	30.8	0.7	0	242
33	8820	B	0	21.4	39.6	0.6	0	253
33	8820	C	0	23.3	36.9	0.7	0	256
33	8820	D	0	20.6	31.8	0.7	0	258
33	8820	E	0	15.1	29.1	0.4	0	250
33	8820	F	2	38.3	29.6	2.3	0	247
33	8820	G	2	31.8	26.0	2.0	0	254
33	8820	H	0	18.0	33.3	0.5	0	231
33	8820	J	1	26.8	28.7	1.3	0	263
33	8820	K	1	26.4	27.0	1.4	0	268
33	8820	M	1	18.2	19.4	1.1	0	305
33	8830	A	0	13.8	19.9	0.7	0	300
33	8830	B	1	23.0	28.9	1.0	0	278
33	8830	C	1	25.4	24.0	1.5	0	269
33	8830	D	1	30.8	30.9	1.5	0	258
33	8830	E	1	25.3	30.1	1.1	0	251
33	8830	F	0	14.7	21.2	0.7	0	269
33	8830	G	1	23.0	18.3	1.8	0	284
33	8830	H	2	32.9	19.8	3.0	0	283
33	8830	J	0	16.5	28.0	0.6	0	263
33	8830	K	0	31.0	44.3	0.9	0	245
33	8830	M	0	29.7	44.8	0.8	0	247
33	8830	N	0	18.4	29.2	0.6	0	239
33	8830	O	0	25.9	36.5	0.9	0	223
33	8840	A	0	7.1	25.8	0.1	0	218
33	8840	B	0	15.5	26.1	0.5	0	245
33	8840	C	0	23.6	35.2	0.8	0	264
33	8840	D	1	23.8	21.1	1.6	0	238
33	8840	E	1	30.2	31.3	1.4	0	239
33	8840	F	0	16.5	29.9	0.5	0	233
33	8840	G	0	20.6	27.3	0.9	0	251

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
33	8840	H	1	25.0	27.5	1.2	0	264
33	8840	J	1	26.3	30.6	1.1	0	263
33	8840	K	1	21.6	25.1	1.1	0	276
33	8840	M	0	16.2	22.0	0.8	0	291
33	8840	N	0	12.8	19.3	0.6	0	315
33	8850	A	0	13.0	18.5	0.6	0	316
33	8850	B	0	13.6	18.1	0.7	0	313
33	8850	C	0	15.9	20.5	0.8	0	313
33	8850	D	1	27.2	28.9	1.3	0	257
33	8850	E	1	18.6	22.2	1.0	0	264
33	8850	F	1	14.9	13.9	1.2	0	290
33	8850	G	1	18.7	17.2	1.4	0	262
33	8850	H	1	25.4	33.0	1.0	0	254
33	8850	J	0	23.1	32.4	0.8	0	240
33	8850	K	0	16.4	33.8	0.4	0	255
33	8860	A	0	16.7	31.2	0.5	0	261
33	8860	B	0	19.3	36.2	0.5	0	254
33	8860	C	0	18.4	24.6	0.8	0	265
33	8860	D	0	17.3	31.6	0.5	0	249
33	8860	E	0	20.9	29.2	0.8	0	258
33	8860	F	1	19.0	21.0	1.1	0	254
33	8860	G	1	18.1	20.6	1.0	0	232
33	8860	H	0	25.7	35.9	0.9	0	232
33	8860	J	0	23.2	31.7	0.9	0	241
33	8860	K	1	26.3	26.7	1.4	0	255
33	8860	M	0	16.9	21.6	0.8	0	317
33	8860	N	0	16.3	26.5	0.6	0	287
33	8870	A	0	17.4	24.7	0.7	0	290
33	8870	B	1	22.4	26.6	1.0	0	294
33	8870	C	2	22.8	16.5	2.1	0	282
33	8870	D	2	29.8	17.8	2.9	0	274
33	8870	E	1	24.2	27.6	1.1	0	258
33	8870	F	1	18.0	20.3	1.0	0	274
33	8870	G	0	10.2	13.8	0.6	0	282
33	8870	H	1	21.6	16.5	1.9	0	293
33	8870	J	0	20.8	25.9	0.9	0	268
33	8870	K	0	18.9	35.7	0.5	0	246
33	8870	M	1	28.5	35.3	1.1	0	232
33	8870	N	0	9.9	16.8	0.4	0	271
33	8880	A	0	11.0	15.6	0.6	0	280
33	8880	B	0	5.0	18.3	0.1	0	215

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

J8815 - PELLY RIVER

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
33	8880	C	0	15.6	28.3	0.5	0	234
33	8880	D	1	26.9	34.3	1.0	0	240
33	8880	E	0	17.7	31.2	0.5	0	253
33	8880	F	1	20.5	17.9	1.5	0	287
33	8880	G	2	29.0	18.5	2.7	0	273
33	8880	H	0	16.3	19.4	0.9	0	322
33	8880	J	0	14.8	20.6	0.7	0	308
33	8890	A	0	13.9	21.0	0.6	0	296
33	8890	B	0	19.0	24.1	0.9	0	291
33	8890	C	1	21.6	23.0	1.2	0	281
33	8890	D	2	23.7	13.0	3.0	0	293
33	8890	E	2	30.0	16.5	3.3	0	280
33	8890	F	0	21.0	26.5	0.9	0	244
33	8890	G	1	23.5	22.3	1.4	0	276
33	8890	H	0	13.4	22.0	0.5	0	253
33	8890	J	0	16.6	30.7	0.5	0	246
33	8890	K	1	33.3	41.0	1.2	0	236
33	8890	M	0	27.5	39.1	0.9	0	248
33	8890	N	0	22.4	31.6	0.8	0	242
33	8890	O	0	4.6	13.5	0.1	0	276
33	8890	P	0	9.0	12.1	0.6	0	295
33	8900	A	0	9.2	16.3	0.4	0	270
33	8900	B	1	30.1	36.8	1.1	0	235
33	8900	C	1	29.8	34.9	1.2	0	246
33	8900	D	0	9.9	19.2	0.4	0	258
33	8900	E	1	26.0	30.2	1.1	0	238
33	8900	F	0	10.5	17.4	0.5	0	255
33	8900	G	2	39.2	22.9	3.3	0	259
33	8900	H	0	9.8	14.8	0.5	0	334
33	8900	J	0	9.3	15.5	0.4	0	316
33	8910	A	0	14.2	19.4	0.7	0	281
33	8910	B	0	13.5	22.0	0.5	0	279
33	8910	C	0	21.4	28.8	0.9	0	263
33	8910	D	1	22.9	24.1	1.2	0	259
33	8910	E	2	34.6	18.4	3.6	0	272
33	8910	F	1	19.0	19.2	1.2	0	270
33	8910	G	0	9.0	21.2	0.2	0	280
33	8910	H	0	7.8	24.7	0.1	0	256
33	8910	J	0	17.8	24.5	0.8	0	260
33	8910	K	1	20.5	22.2	1.1	0	274
33	8910	M	0	13.8	24.7	0.5	0	254
33	8910	N	0	21.7	30.5	0.8	0	240

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
33	8910	O	1	34.0	41.4	1.2	0	234
33	8910	P	1	28.3	33.3	1.2	0	245
33	8920	A	0	4.9	13.0	0.1	0	289
33	8920	B	0	15.5	29.5	0.5	0	237
33	8920	C	0	29.8	44.8	0.8	0	221
33	8920	D	0	13.5	24.5	0.5	0	240
33	8920	E	0	19.3	26.8	0.8	0	225
33	8920	F	0	26.3	35.1	0.9	0	223
33	8920	G	2	31.3	20.9	2.6	0	242
33	8920	H	0	17.5	29.5	0.6	0	245
33	8920	J	0	19.6	32.6	0.6	0	252
33	8930	A	0	13.3	15.2	0.9	0	282
33	8930	B	0	17.7	32.9	0.5	0	251
33	8930	C	0	14.7	27.2	0.5	0	258
33	8930	D	0	13.7	22.7	0.5	0	246
33	8930	E	1	22.4	19.0	1.7	0	244
33	8930	F	0	14.2	21.1	0.6	0	252
33	8930	G	0	9.4	17.0	0.4	0	254
33	8930	H	0	13.3	26.0	0.4	0	257
33	8930	J	0	23.5	31.1	0.9	0	240
33	8930	K	1	22.9	24.2	1.2	0	270
33	8940	A	0	10.6	23.9	0.3	0	251
33	8940	B	0	16.1	45.3	0.3	0	242
33	8940	C	0	14.4	18.4	0.8	0	239
33	8940	D	0	7.2	31.7	0.1	0	235
33	8940	E	0	9.3	21.2	0.3	0	236
33	8940	F	0	7.4	15.6	0.3	0	262
33	8940	G	0	4.1	13.6	0.1	0	260
33	8940	H	0	5.2	15.4	0.1	0	286
33	8940	J	0	8.9	13.1	0.5	0	313
33	8950	A	0	19.8	37.5	0.5	0	241
33	8950	B	0	12.4	17.8	0.6	0	251
33	8950	C	0	5.0	16.7	0.1	0	253
33	8950	D	0	6.7	10.3	0.4	0	267
33	8950	E	1	20.8	18.8	1.5	0	262
33	8950	F	0	14.2	36.9	0.3	0	243
33	8950	G	0	13.3	32.5	0.3	0	239
33	8950	H	0	17.3	27.7	0.6	0	267
33	8960	A	0	23.3	40.4	0.6	0	204
33	8960	B	0	15.1	40.3	0.3	0	235

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
33	8960	C	0	10.5	31.5	0.2	0	240
33	8960	D	0	16.5	20.6	0.9	0	277
33	8960	E	1	22.3	20.8	1.5	0	275
33	8960	F	0	5.2	14.7	0.1	0	237
33	8960	G	0	5.4	18.1	0.1	0	226
33	8960	H	0	5.1	25.0	0.0	0	225
33	8960	J	0	4.9	20.0	0.0	0	245
33	8960	K	0	14.1	24.7	0.5	0	247
33	8960	M	0	21.7	29.2	0.9	0	248
33	8970	A	1	37.6	51.1	1.1	0	228
33	8970	B	0	18.6	25.8	0.8	0	248
33	8970	C	0	8.5	25.8	0.2	0	242
33	8970	D	0	7.6	14.8	0.3	0	243
33	8970	E	0	3.8	10.6	0.1	0	269
33	8970	F	2	38.1	32.4	2.0	0	253
33	8970	G	1	49.0	45.9	1.9	0	253
33	8970	H	0	14.8	30.1	0.4	0	242
33	8970	J	0	4.7	17.5	0.1	0	242
33	8980	A	0	7.4	27.1	0.1	0	216
33	8980	B	0	3.4	24.9	0.0	0	224
33	8980	C	0	23.0	39.2	0.6	0	251
33	8980	D	0	10.2	20.7	0.3	0	276
33	8980	E	0	16.6	34.6	0.4	0	250
33	8980	F	2	53.4	48.8	2.0	0	262
33	8980	G	2	47.3	37.9	2.3	0	266
33	8980	H	0	3.1	14.1	0.0	0	242
33	8980	J	0	11.4	31.2	0.2	0	251
33	8980	K	0	15.0	21.1	0.7	0	275
33	8990	A	2	42.6	31.0	2.5	0	265
33	8990	B	2	31.8	24.4	2.1	0	262
33	8990	C	2	50.7	40.1	2.4	0	262
33	8990	D	2	58.7	43.6	2.7	0	262
33	8990	E	0	13.8	25.5	0.5	0	297
33	8990	F	0	9.0	22.9	0.2	0	253
33	9000	A	0	14.5	29.8	0.4	0	235
33	9000	B	0	13.1	23.6	0.5	0	233
33	9000	C	0	26.0	41.4	0.7	0	242
33	9000	D	1	29.0	27.9	1.5	0	260
33	9000	E	2	39.6	25.0	3.0	0	271
33	9000	F	2	32.6	22.7	2.5	0	267
33	9000	G	0	2.9	12.4	0.0	0	266

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
33	9000	H	0	12.0	26.1	0.3	0	256
33	9000	J	2	40.3	31.1	2.3	0	251
33	9000	K	2	45.2	32.2	2.7	0	260
33	9000	M	2	41.1	28.9	2.6	0	260
33	9000	N	2	36.1	29.5	2.1	0	261
33	9010	A	2	32.4	24.3	2.2	0	266
33	9010	B	2	41.6	31.9	2.4	0	263
33	9010	C	2	30.9	22.4	2.3	0	271
33	9010	D	0	3.1	10.2	0.1	0	281
33	9010	E	2	25.7	16.2	2.6	0	267
33	9010	F	2	39.9	23.4	3.3	0	268
33	9010	G	2	33.0	20.5	2.9	0	277
33	9010	H	0	9.0	20.9	0.3	0	263
33	9010	J	0	9.2	17.7	0.3	0	266
33	9010	K	0	14.6	20.0	0.7	0	248
33	9010	M	0	12.7	24.8	0.4	0	300
33	9010	N	0	9.9	22.6	0.3	0	252
33	9020	A	0	8.1	16.9	0.3	0	274
33	9020	B	0	11.0	21.3	0.4	0	279
33	9020	C	0	12.8	16.9	0.7	0	234
33	9020	D	0	9.2	24.8	0.2	0	239
33	9020	E	1	35.3	30.3	1.9	0	247
33	9020	F	2	47.8	27.0	3.7	0	250
33	9020	G	0	3.9	13.2	0.1	0	246
33	9020	H	1	31.4	33.0	1.4	0	263
33	9020	J	2	41.8	36.8	2.0	0	263
33	9030	A	1	51.7	55.1	1.6	0	238
33	9030	B	1	67.4	80.3	1.6	0	226
33	9030	C	1	53.7	67.8	1.3	0	228
33	9030	D	0	5.5	11.0	0.2	0	259
33	9030	E	2	39.9	22.6	3.5	0	257
33	9030	F	1	32.2	27.3	1.9	0	260
33	9030	G	1	27.7	32.8	1.1	0	244
33	9030	H	0	13.2	25.2	0.4	0	245
33	9030	J	0	20.9	43.1	0.5	0	223
33	9030	K	0	19.5	23.9	0.9	0	218
33	9040	A	0	10.6	12.5	0.8	0	308
33	9040	B	0	21.5	44.0	0.5	0	259
33	9040	C	0	13.0	28.3	0.3	0	263
33	9040	D	0	14.8	23.6	0.6	0	241
33	9040	E	0	18.3	27.5	0.7	0	252

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
33	9040	F	2	22.0	16.0	2.0	0	280
33	9040	G	0	21.6	29.1	0.9	0	255
33	9040	H	1	38.9	38.7	1.6	0	248
33	9040	J	1	32.8	38.6	1.2	0	252
33	9050	A	1	36.6	35.6	1.6	0	271
33	9050	B	2	51.2	46.6	2.0	0	261
33	9050	C	1	45.5	45.2	1.7	0	231
33	9050	D	0	6.5	16.6	0.2	0	254
33	9050	E	1	24.4	19.4	1.9	0	253
33	9050	F	0	14.9	21.3	0.7	0	251
33	9050	G	1	18.9	20.5	1.1	0	251
33	9050	H	1	14.7	14.6	1.1	0	295
34	9060	A	1	17.4	18.0	1.1	0	251
34	9060	B	1	17.6	20.1	1.0	0	244
34	9060	C	1	19.0	19.6	1.2	0	249
34	9060	D	1	16.8	13.7	1.6	0	288
34	9060	E	0	5.2	9.3	0.3	0	265
34	9060	F	0	11.7	23.6	0.4	0	236
34	9060	G	1	19.7	17.6	1.5	0	250
34	9060	H	1	42.3	44.7	1.5	0	241
34	9070	A	1	22.3	19.6	1.6	0	276
34	9070	B	1	18.4	15.5	1.6	0	276
34	9070	C	0	7.8	9.9	0.6	0	287
34	9070	D	1	17.7	13.8	1.7	0	271
34	9070	E	2	43.3	37.1	2.1	0	243
34	9070	F	1	35.2	31.9	1.8	0	245
34	9070	G	0	20.1	28.2	0.8	0	260
34	9070	H	0	20.3	28.9	0.8	0	258
34	9070	J	0	9.9	18.2	0.4	0	244
34	9080	A	0	15.7	21.8	0.7	0	240
34	9080	B	0	17.6	32.4	0.5	0	232
34	9080	C	0	5.7	7.0	0.6	0	270
34	9080	D	0	10.3	22.3	0.3	0	252
34	9080	E	1	21.5	24.0	1.1	0	268
34	9080	F	1	26.5	26.9	1.4	0	266
34	9080	G	2	51.4	30.3	3.6	0	263
34	9080	H	2	31.8	22.0	2.5	0	275
34	9080	J	0	3.9	12.5	0.1	0	277
34	9080	K	1	23.4	24.8	1.2	0	254
34	9080	M	1	16.8	17.2	1.1	0	260
34	9080	N	0	10.3	19.0	0.4	0	254

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

J8815 - PELLY RIVER

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
34	9080	O	0	24.9	32.7	0.9	0	243
34	9090	A	1	27.8	35.5	1.0	0	245
34	9090	B	0	5.4	9.9	0.3	0	287
34	9090	C	1	20.3	19.5	1.3	0	263
34	9090	D	0	10.5	16.6	0.5	0	264
34	9090	E	2	26.8	20.6	2.0	0	285
34	9090	F	2	37.8	22.4	3.2	0	283
34	9090	G	1	27.7	30.6	1.3	0	246
34	9090	H	1	26.2	31.7	1.1	0	259
34	9090	J	0	13.7	41.8	0.2	0	238
34	9090	K	0	6.2	5.5	0.9	0	296
34	9090	M	0	20.2	33.0	0.6	0	233
34	9090	N	1	19.8	21.7	1.1	0	254
34	9100	A	1	15.1	14.8	1.2	0	247
34	9100	B	0	8.6	22.2	0.2	0	219
34	9100	C	1	21.7	24.3	1.1	0	265
34	9100	D	1	18.0	20.7	1.0	0	265
34	9100	E	0	15.5	19.3	0.8	0	268
34	9100	F	2	32.1	21.1	2.6	0	295
34	9100	G	2	26.1	17.2	2.5	0	296
34	9100	H	1	23.6	19.3	1.8	0	266
34	9100	J	0	8.9	15.6	0.4	0	266
34	9100	K	1	18.4	20.4	1.1	0	257
34	9110	A	0	8.0	15.7	0.3	0	273
34	9110	B	1	16.6	15.1	1.3	0	285
34	9110	C	2	27.3	21.6	2.0	0	266
34	9110	D	2	38.2	25.1	2.8	0	268
34	9110	E	1	20.9	21.3	1.3	0	254
34	9110	F	1	20.4	20.7	1.3	0	255
34	9110	G	1	18.7	14.0	1.8	0	258
34	9110	H	0	14.8	18.5	0.8	0	242
34	9110	J	0	22.3	36.7	0.7	0	263
34	9120	A	0	22.0	32.2	0.8	0	237
34	9120	B	0	18.2	24.9	0.8	0	241
34	9120	C	2	32.1	23.5	2.3	0	232
34	9120	D	0	21.2	50.9	0.4	0	197
34	9120	E	1	28.0	33.4	1.1	0	239
34	9120	F	1	22.3	21.4	1.4	0	263
34	9120	G	1	19.3	19.1	1.3	0	282
34	9120	H	2	31.4	17.0	3.4	0	302
34	9120	J	2	37.2	20.1	3.6	0	279

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

J8815 - PELLY RIVER

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
34	9120	K	1	19.8	19.1	1.3	0	246
34	9120	M	1	17.0	19.1	1.0	0	254
34	9130	A	0	24.1	31.6	0.9	0	287
34	9130	B	0	14.5	18.6	0.8	0	273
34	9130	C	1	24.1	22.3	1.5	0	267
34	9130	D	0	4.2	10.1	0.1	0	245
34	9130	E	3	66.8	37.5	4.1	0	234
34	9130	F	2	81.6	50.5	3.9	0	237
34	9130	G	2	70.3	46.4	3.4	0	239
34	9130	H	1	29.2	25.9	1.7	0	258
34	9130	J	1	24.4	20.8	1.7	0	278
34	9130	K	2	24.2	15.4	2.5	0	274
34	9130	M	0	17.0	21.0	0.9	0	250
34	9130	N	0	19.4	28.6	0.7	0	265
34	9130	O	0	12.4	16.4	0.7	0	271
34	9140	A	0	7.7	9.6	0.6	0	323
34	9140	B	0	10.2	14.8	0.6	0	293
34	9140	C	2	24.9	18.7	2.0	0	257
34	9140	D	1	20.2	18.6	1.4	0	245
34	9140	E	0	23.3	36.5	0.7	0	217
34	9140	F	2	37.4	23.2	3.0	0	281
34	9140	G	2	33.8	20.3	3.0	0	297
34	9140	H	0	6.3	11.1	0.3	0	286
34	9140	J	1	19.3	18.9	1.3	0	284
34	9140	K	1	24.8	31.6	1.0	0	262
34	9150	A	0	21.9	29.0	0.9	0	270
34	9150	B	1	15.0	11.7	1.6	0	322
34	9150	C	0	9.6	11.0	0.8	0	267
34	9150	D	0	7.6	7.1	0.9	0	259
34	9150	E	0	11.5	14.8	0.7	0	259
34	9150	F	2	44.5	29.7	2.9	0	262
34	9150	G	2	37.6	26.9	2.5	0	257
34	9150	H	1	33.3	29.9	1.8	0	244
34	9150	J	1	24.0	21.4	1.6	0	258
34	9150	K	1	23.6	19.6	1.7	0	258
34	9150	M	1	23.3	18.0	1.9	0	265
34	9160	A	0	18.7	35.1	0.5	0	243
34	9160	B	0	19.2	31.6	0.6	0	239
34	9160	C	0	20.8	26.2	0.9	0	228
34	9160	D	1	23.5	26.3	1.2	0	222
34	9160	E	1	25.3	26.1	1.3	0	233

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

J8815 - PELLY RIVER

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
34	9160	F	1	30.2	27.7	1.7	0	242
34	9160	G	2	23.2	15.9	2.2	0	279
34	9160	H	2	30.2	16.7	3.3	0	295
34	9160	J	3	34.5	15.1	4.6	0	316
34	9160	K	2	18.5	11.6	2.3	0	335
34	9160	M	2	19.8	10.3	3.1	0	307
34	9160	N	2	14.2	9.3	2.0	0	319
34	9160	O	2	17.2	9.9	2.6	0	360
34	9160	P	0	17.4	25.4	0.7	0	260
34	9160	Q	1	22.2	26.0	1.1	0	260
34	9170	A	0	30.7	45.2	0.9	0	233
34	9170	B	3	22.5	9.8	4.1	0	335
34	9170	C	3	70.1	29.0	6.2	0	273
34	9170	D	3	48.2	23.8	4.4	0	276
34	9170	E	3	58.4	25.9	5.4	0	253
34	9170	F	2	65.2	40.1	3.6	0	224
34	9170	G	2	49.4	39.4	2.4	0	228
34	9170	H	1	19.9	21.1	1.2	0	244
34	9170	J	1	16.1	15.2	1.3	0	257
34	9170	K	1	15.1	14.8	1.2	0	275
34	9170	M	0	24.2	36.8	0.8	0	271
34	9170	N	0	13.3	18.1	0.7	0	316
34	9170	O	0	13.7	16.9	0.8	0	267
34	9180	A	0	19.7	35.6	0.5	0	261
34	9180	B	0	12.6	13.8	0.9	0	262
34	9180	C	1	24.4	19.5	1.8	0	241
34	9180	D	1	17.1	16.7	1.2	0	222
34	9180	E	0	19.0	27.3	0.7	0	232
34	9180	F	2	29.0	22.7	2.0	0	254
34	9180	G	3	44.3	21.0	4.5	0	278
34	9180	H	3	57.4	27.9	4.7	0	282
34	9180	J	3	58.3	23.5	6.1	0	276
34	9180	K	2	26.0	15.1	2.9	0	322
34	9180	M	0	15.0	20.7	0.7	0	251
34	9180	N	0	19.9	25.3	0.9	0	256
34	9190	A	0	26.0	43.9	0.7	0	229
34	9190	B	0	14.8	19.3	0.8	0	273
34	9190	C	2	58.0	38.1	3.2	0	255
34	9190	D	3	46.6	23.7	4.2	0	285
34	9190	E	2	49.3	31.5	3.2	0	231
34	9190	F	0	18.5	23.4	0.9	0	242
34	9190	G	2	20.2	14.4	2.0	0	254

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J8815 - PELLY RIVER

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
34	9190	H	2	23.8	14.1	2.7	0	267
34	9190	J	1	14.2	13.3	1.2	0	280
34	9190	K	0	14.3	27.1	0.4	0	250
34	9200	A	0	13.7	16.2	0.9	0	251
34	9200	B	1	23.3	17.8	1.9	0	257
34	9200	C	1	23.0	25.3	1.2	0	247
34	9200	D	1	22.6	28.0	1.0	0	231
34	9200	E	3	41.8	20.0	4.4	0	263
34	9200	F	3	41.6	17.4	5.2	0	262
34	9200	G	3	60.3	31.8	4.3	0	279
34	9200	H	3	48.2	25.8	4.0	0	260
34	9200	J	0	13.0	19.9	0.6	0	249
34	9200	K	0	17.8	32.9	0.5	0	234
34	9210	A	0	12.9	29.3	0.3	0	239
34	9210	B	0	17.9	32.9	0.5	0	226
34	9210	C	0	14.0	27.7	0.4	0	245
34	9210	D	3	45.5	22.3	4.4	0	270
34	9210	E	3	63.0	25.4	6.2	0	278
34	9210	F	3	69.9	36.5	4.6	0	255
34	9210	G	3	92.5	50.7	4.7	0	234
34	9210	H	3	96.7	52.4	4.8	0	229
34	9210	J	3	74.4	34.4	5.5	0	238
34	9210	K	3	62.2	33.7	4.2	0	239
34	9210	M	3	55.6	30.1	4.1	0	240
34	9210	N	0	20.4	27.6	0.8	0	234
34	9210	O	0	11.8	17.2	0.6	0	286
34	9210	P	2	16.7	10.1	2.4	0	320
34	9210	Q	1	10.7	10.4	1.0	0	288
34	9210	R	0	8.9	15.8	0.4	0	279
34	9210	S	0	17.3	22.0	0.9	0	266
34	9220	A	0	9.2	13.3	0.5	0	265
34	9220	B	2	29.5	21.3	2.3	0	264
34	9220	C	1	24.5	27.8	1.2	0	249
34	9220	D	0	23.3	33.0	0.8	0	240
34	9220	E	0	2.7	16.1	0.0	0	223
34	9220	F	0	15.8	27.3	0.5	0	228
34	9220	G	0	15.9	27.4	0.5	0	233
34	9220	H	2	28.5	18.0	2.7	0	282
34	9220	J	3	59.5	26.6	5.3	0	273
34	9220	K	3	59.8	23.6	6.3	0	285
34	9220	M	3	36.8	16.6	4.6	0	292
34	9220	N	2	33.8	20.0	3.1	0	268

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
34	9220	O	0	17.4	34.9	0.4	0	224
34	9220	P	0	12.9	24.2	0.4	0	242
34	9230	A	0	10.6	15.1	0.6	0	263
34	9230	B	2	38.4	23.1	3.2	0	255
34	9230	C	2	47.1	27.3	3.5	0	267
34	9230	D	3	51.1	20.8	5.8	0	277
34	9230	E	3	42.1	21.0	4.2	0	268
34	9230	F	2	24.2	18.5	2.0	0	261
34	9230	G	0	20.7	30.9	0.7	0	230
34	9230	H	0	2.1	8.3	0.0	0	265
34	9230	J	1	24.5	28.6	1.1	0	261
34	9230	K	2	34.3	19.1	3.4	0	282
34	9230	M	0	14.2	16.1	0.9	0	276
34	9240	A	0	11.0	19.7	0.4	0	244
34	9240	B	2	29.5	21.9	2.2	0	256
34	9240	C	2	34.8	23.5	2.6	0	260
34	9240	D	1	22.5	27.4	1.0	0	251
34	9240	E	0	18.8	34.4	0.5	0	235
34	9240	F	1	16.7	17.8	1.1	0	272
34	9240	G	2	27.9	14.8	3.4	0	293
34	9240	H	2	24.4	12.9	3.2	0	273
34	9240	J	0	11.5	17.2	0.6	0	250
34	9250	A	0	10.0	14.5	0.6	0	267
34	9250	B	2	28.8	14.5	3.6	0	297
34	9250	C	0	19.5	26.9	0.8	0	264
34	9250	D	0	22.1	32.6	0.8	0	259
34	9250	E	1	16.9	14.3	1.5	0	304
34	9250	F	2	17.4	7.5	3.8	0	342
34	9260	A	0	11.9	19.2	0.5	0	246
34	9260	B	1	28.2	23.4	1.9	0	257
34	9260	C	1	28.2	22.7	1.9	0	258
34	9260	D	0	23.4	31.4	0.9	0	240
34	9260	E	0	24.1	37.9	0.7	0	235
34	9260	F	0	26.6	37.0	0.9	0	244
34	9260	G	1	24.0	26.2	1.2	0	261
34	9260	H	1	18.9	19.3	1.2	0	270
34	9260	J	3	35.2	17.3	4.0	0	291
34	9260	K	0	15.3	24.6	0.6	0	233
34	9270	A	0	13.4	24.5	0.5	0	245
34	9270	B	0	9.8	16.6	0.4	0	252

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
34	9270	C	2	29.7	15.1	3.6	0	297
34	9270	D	1	26.8	31.2	1.2	0	249
34	9270	E	1	22.9	25.1	1.2	0	272
34	9270	F	1	24.1	27.6	1.1	0	273
34	9270	G	0	16.3	22.9	0.7	0	242
34	9270	H	2	18.0	10.8	2.5	0	309
34	9270	J	1	12.2	7.9	1.9	0	316
34	9270	K	1	15.7	17.2	1.0	0	271
34	9280	A	0	12.0	20.4	0.5	0	239
34	9280	B	2	40.5	33.4	2.1	0	226
34	9280	C	1	38.8	35.7	1.8	0	225
34	9280	D	0	16.6	31.5	0.5	0	222
34	9280	E	0	15.3	22.0	0.7	0	263
34	9280	F	1	19.2	23.2	1.0	0	267
34	9280	G	1	26.0	32.6	1.0	0	254
34	9280	H	1	26.3	34.5	1.0	0	241
34	9280	J	2	20.9	15.4	2.0	0	295
34	9280	K	0	7.8	19.0	0.2	0	236
34	9290	A	0	7.7	15.7	0.3	0	260
34	9290	B	0	6.9	8.5	0.6	0	306
34	9290	C	2	23.2	12.9	3.0	0	297
34	9290	D	2	21.1	10.6	3.3	0	299
34	9290	E	1	22.8	24.3	1.2	0	242
34	9290	F	1	27.6	31.1	1.2	0	259
34	9290	G	0	20.1	27.5	0.8	0	258
34	9290	H	0	9.7	18.8	0.4	0	254
34	9290	J	0	14.8	23.5	0.6	0	243
34	9290	K	2	16.7	11.1	2.1	0	296
34	9300	A	1	23.1	21.2	1.5	0	237
34	9300	B	1	32.2	27.7	1.8	0	228
34	9300	C	0	35.3	58.9	0.8	0	206
34	9300	D	1	31.0	37.7	1.1	0	238
34	9300	E	0	16.0	21.6	0.8	0	254
34	9300	F	2	28.5	17.2	2.8	0	300
34	9300	G	2	30.7	20.0	2.6	0	286
34	9300	H	0	13.4	26.1	0.4	0	294
34	9300	J	0	9.3	14.3	0.5	0	277
34	9300	K	0	11.6	22.0	0.4	0	250
34	9310	A	1	29.4	28.2	1.5	0	256
34	9310	B	1	22.5	25.4	1.1	0	250
34	9310	C	1	20.5	15.8	1.8	0	278

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J8815 - PELLY RIVER

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
34	9310	D	1	13.2	9.2	1.8	0	299
34	9320	A	1	25.6	27.4	1.3	0	255
34	9320	B	2	21.4	14.8	2.1	0	267
34	9320	C	1	19.3	17.0	1.5	0	256
34	9320	D	1	32.6	36.0	1.3	0	211
34	9330	A	1	33.8	36.6	1.4	0	228
34	9330	B	0	13.4	32.8	0.3	0	255
34	9330	C	1	15.9	16.3	1.1	0	276
34	9330	D	2	20.2	12.9	2.3	0	275
35	9340	A	2	22.1	14.7	2.3	0	282
35	9340	B	2	22.4	16.4	2.0	0	272
35	9340	C	0	16.7	41.3	0.3	0	245
35	9340	D	1	44.0	41.4	1.8	0	221
35	9350	A	2	55.4	45.9	2.3	0	215
35	9350	B	0	12.9	37.5	0.2	0	245
35	9350	C	2	19.1	11.8	2.4	0	270
35	9350	D	0	11.2	23.3	0.3	0	265
35	9360	A	0	21.4	34.5	0.7	0	235
35	9360	B	2	24.5	16.5	2.3	0	247
35	9360	C	1	16.5	14.4	1.4	0	251
35	9360	D	1	48.6	47.7	1.8	0	222
35	9370	A	1	27.5	33.9	1.1	0	228
35	9370	B	1	19.5	17.0	1.5	0	249
35	9370	C	2	28.5	19.4	2.4	0	253
35	9370	D	0	12.0	26.9	0.3	0	254
35	9370	E	0	15.2	20.8	0.7	0	247
35	9380	A	0	21.2	31.4	0.8	0	226
35	9380	B	0	16.0	27.3	0.5	0	270
35	9380	C	2	20.3	14.2	2.1	0	258
35	9380	D	1	14.1	14.3	1.1	0	245
35	9380	E	0	23.7	52.2	0.4	0	232
35	9390	A	0	19.2	38.9	0.5	0	248
35	9390	B	0	3.8	22.5	0.0	0	256
35	9390	C	1	12.5	9.7	1.5	0	301
35	9390	D	1	13.9	9.4	1.9	0	296
35	9390	E	0	8.4	17.8	0.3	0	259
35	9390	F	0	10.2	23.4	0.3	0	256

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J8815 - PELLY RIVER

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
35	9390	G	0	14.5	34.5	0.3	0	229
35	9390	H	0	8.8	15.9	0.4	0	231
35	9400	A	0	8.8	23.7	0.2	0	243
35	9400	B	0	13.1	33.1	0.3	0	242
35	9400	C	2	25.7	17.6	2.3	0	252
35	9400	D	1	20.4	18.8	1.4	0	248
35	9400	E	0	25.0	53.2	0.5	0	232
35	9410	A	0	10.5	40.9	0.1	0	213
35	9410	B	0	23.7	47.6	0.5	0	237
35	9410	C	2	23.7	14.0	2.8	0	263
35	9420	A	0	10.6	22.8	0.3	0	244
35	9420	B	1	18.4	17.3	1.3	0	260
35	9420	C	1	20.4	18.3	1.5	0	259
35	9420	D	0	12.6	35.7	0.2	0	251
35	9430	A	0	27.0	38.8	0.9	0	255
35	9430	B	0	7.5	24.2	0.1	0	236
35	9440	A	0	28.1	43.9	0.8	0	235
35	9440	B	0	21.1	53.4	0.3	0	233
35	9440	C	0	15.8	35.4	0.4	0	256
35	9450	A	0	22.1	52.4	0.4	0	239
35	9450	B	0	14.5	30.7	0.4	0	243
35	9450	C	0	27.5	42.9	0.8	0	248
35	9460	A	0	17.7	48.7	0.3	0	235
35	9470	A	0	15.7	53.4	0.2	0	222
35	9480	A	0	13.7	33.6	0.3	0	230
35	9490	A	0	14.2	27.1	0.4	0	240
35	9500	A	0	5.7	26.2	0.0	0	228
35	9510	A	0	4.8	19.7	0.0	0	232

Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.

APPENDIX III

CERTIFICATE OF QUALIFICATIONS

1. I hold a PhD in Geophysics from Charles University, Czechoslovakia having graduated in 1967.

2. I reside at 146 Three Valleys Drive, in the town of Don Mills, Ontario.

3. I have been continuously engaged in both professional and managerial roles in the minerals industry in Canada and abroad for the past 18 years.

4. I have been an active member of the Society of Exploration Geophysicists since 1978 and a member of KEGS since 1978.

5. The accompanying report was prepared from information published by government agencies, materials supplied by Prime Explorations Limited and from a review of the proprietary airborne geophysical survey flown by Aerodat Limited for Prime Explorations Limited. I have not personally visited the property.

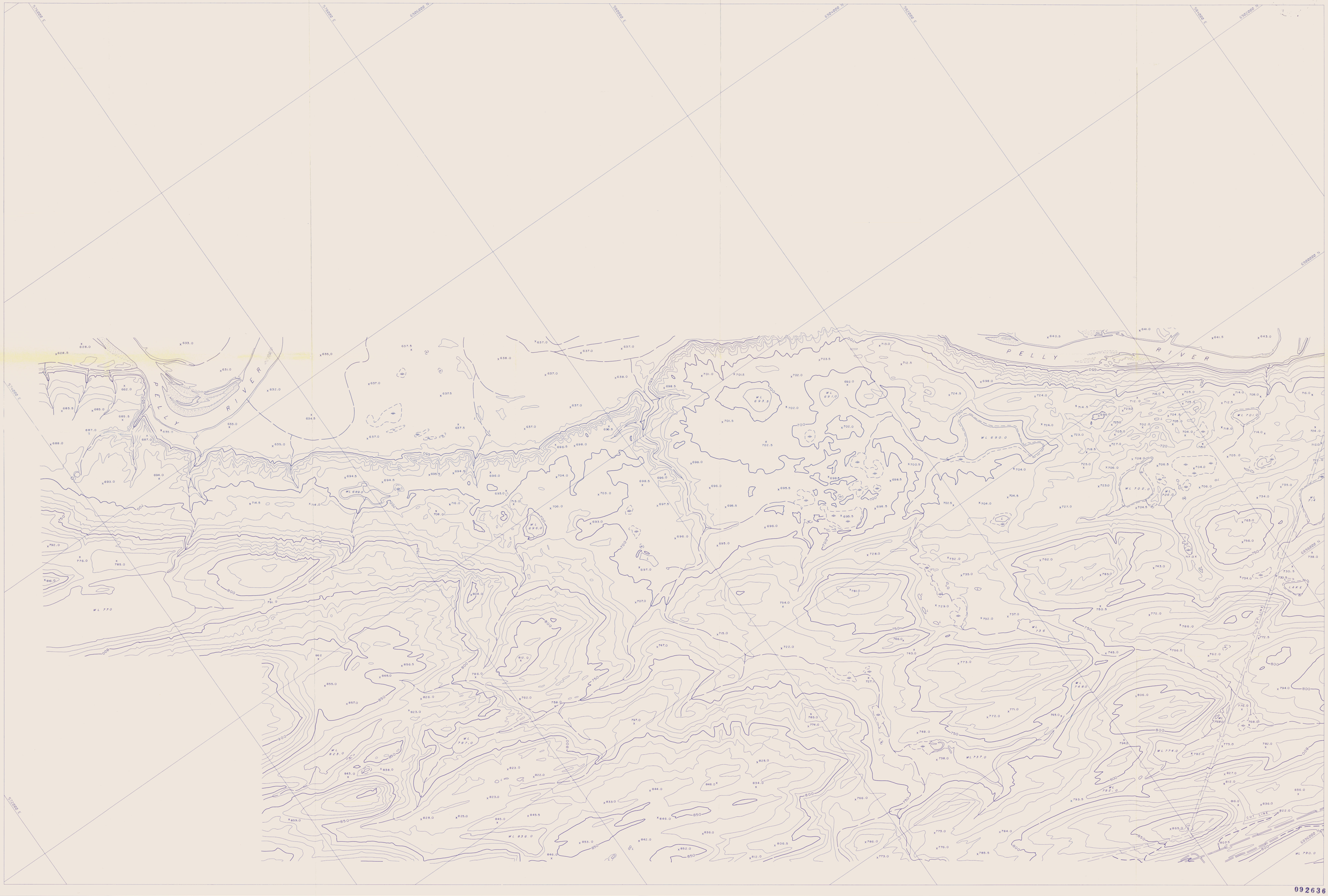
6. I have no interest, direct or indirect, in the property described nor do I hold securities in Prime Explorations Limited.

Signed,

Z. Dvorak

Don Mills, Ontario

Zbynek Dvorak
Consulting Geophysicist



092636

BAYWEST AIRBORNE
SHEET 8
Maps 1-7

8 7 6 5 4 3 2 1
SHEET INDEX

PRELIMINARY RECONNAISSANCE TYPE MAPPING
SCALE AND ELEVATION DATUM BASED ON LIMITED GROUND CONTROL
RESULTING IN GOOD RELATIVE BUT UNCERTAIN MAP ACCURACY.

McElhanney

REF. NO. 11530-

THE MCELHANNEY GROUP LTD.
200-1166 ALBERNI STREET, VANCOUVER, B C (604) 683-8521

COMPILED FROM AERIAL PHOTOGRAPHY TAKEN IN 1967
AT AN APPROXIMATE SCALE OF 1:55000

MAP SCALE	1:10,000	CONTOUR INTERVAL	10 METRE
DATE COMPILED	10-MARCH 1988	SHEET NUMBER	8 OF 8

OREQUEST CONSULTANTS

PELLY RIVER (52)



092636

SHEET INDEX

8 7 6 5 4 3 2 1

PRELIMINARY RECONNAISSANCE TYPE MAPPING
SCALE AND ELEVATION DATUM BASED ON LIMITED GROUND CONTROL RESULTING IN GOOD RELATIVE BUT UNCERTAIN MAP ACCURACY.

McElhanney

REF. NO. 11530-

THE McELHANNEY GROUP LTD.
200-1166 ALBERNI STREET, VANCOUVER, B.C. (604) 683-8521

COMPILED FROM AERIAL PHOTOGRAPHY TAKEN IN 1967 AT AN APPROXIMATE SCALE OF 1:55000

MAP SCALE 1:10,000	CONTOUR INTERVAL 20 METRE
DATE COMPILED 10-MARCH 1988	SHEET NUMBER 8 OF 8

OREQUEST CONSULTANTS

(60) PELLY RIVER

ORTHOPHOTO

572000
6902000



PRIME EXPLORATIONS LTD

BASE MAP

PELLY RIVER
YUKON TERRITORY

092636

SCALE 1:10,000

0 330 660 1320 1 1/2 MILE
0 500 1000 2000 KILOMETRE

AERODAT LIMITED

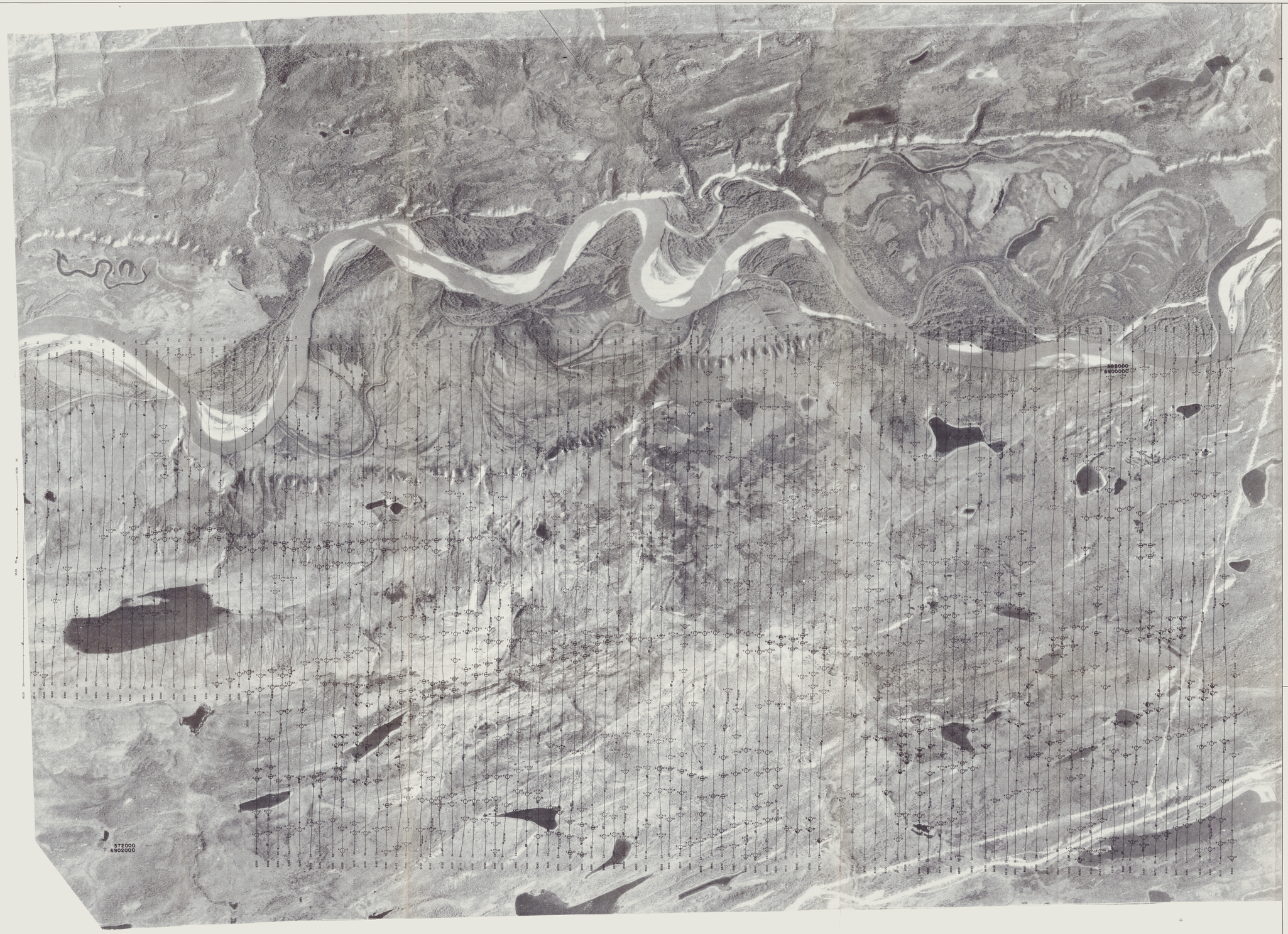
DATE: MARCH/APRIL 1988

NTS No: 105 K/3, K/4, K/5

MAP No: 1

J8815-8

(53)



Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

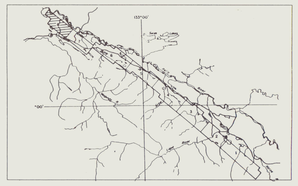
Average terrain clearance 60m
Average line spacing 100m

EM Anomalies

Conductivity Thickness (mhos)

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 8
- 8 - 15
- 15 - 30
- > 30

EM Anomaly A, 4600 Hz, Inphase amplitude 7 ppm, Conductivity thickness 1-2 mhos (see code).



PRIME EXPLORATIONS LTD

FLIGHT PATH

PELLY RIVER

YUKON TERRITORY

092636

SCALE 1:10,000

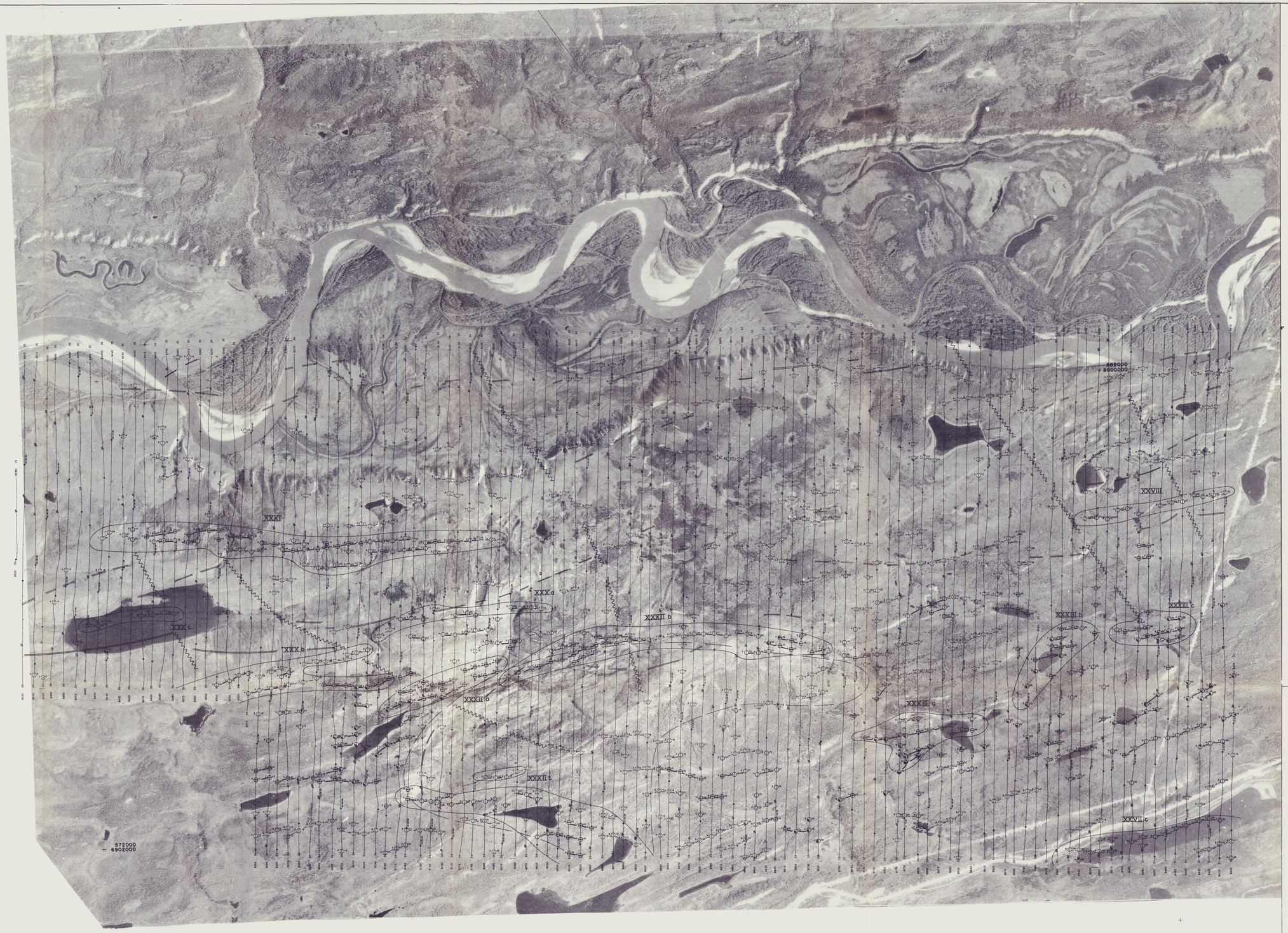
0 330 660 1320 1/2 MILE

0 150 300 600 900 1 KILOMETRE

AERODAT LIMITED

54

DATE:	MARCH/APRIL 1988
NTS No:	105 K/3, K/4, K/5
MAP No:	2 J8815-8



Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 100m

EM Anomalies

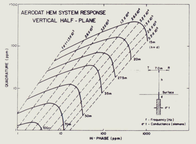
Conductivity Thickness (mmos)

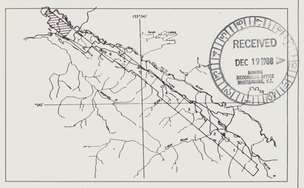
- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 8
- 8 - 15
- 15 - 30
- > 30

EM Anomaly A, 4600 Hz
Inphase amplitude 7 ppm
Conductivity thickness
1-2 mmos (see code).

INTERPRETATION LEGEND

- Interpreted bedrock conductor axis
- Possible bedrock conductor axis
- Fault
- Conductive Zone
- Magnetic trend
- Contact





PRIME EXPLORATIONS LTD

INTERPRETATION

PELLY RIVER

YUKON TERRITORY

092636

SCALE 1:10,000

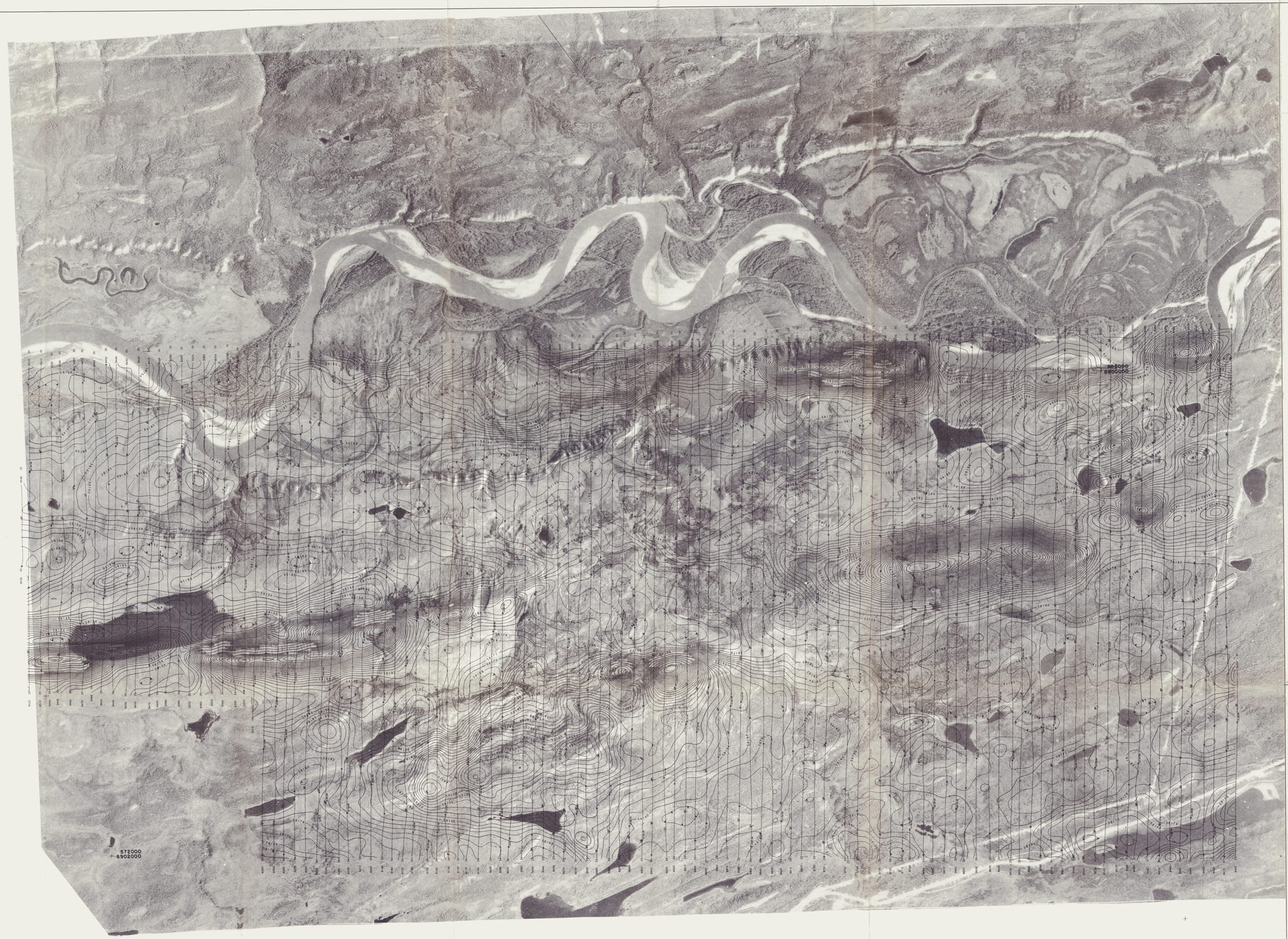
0 330 660 1320 1/2 MILE

0 100 200 500 1 KILOMETRE

AERODAT LIMITED

55

DATE:	MARCH/APRIL 1988
NTS No:	105 K/3, K/4, K/5
MAP No:	3 J881S-8



Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 100m

Magnetics

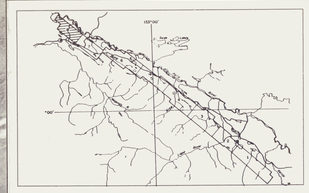
Total Field Magnetic Intensity Contours in nT.

Cesium high sensitivity magnetometer.

Sensor elevation 45m

Map contours are multiples of those listed below

- 2 nT
- 10 nT
- 50 nT
- 250 nT



PRIME EXPLORATIONS LTD

TOTAL FIELD MAGNETIC CONTOURS

PELLY RIVER 092636

YUKON TERRITORY

SCALE 1:10,000

0 330 660 1320 1/2 MILE

0 100 200 500 1 KILOMETRE

AERODAT LIMITED

56

DATE:	MARCH/APRIL 1988
NTS No:	105 K/3, K/4, K/5
MAP No:	4 J8815-8

572000
6902000

Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 100m

Vertical Gradient

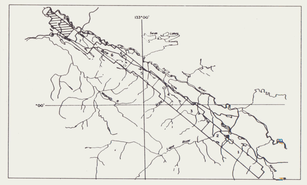
Vertical Magnetic Gradient calculated from the total field magnetic intensity in nT/m.

Cesium high sensitivity magnetometer.

Sensor elevation 45m

Map contours are multiples of those listed below.

- 0.2 nT/m
- 1 nT/m
- 5 nT/m
- 25 nT/m



PRIME EXPLORATIONS LTD.

CALCULATED VERTICAL MAGNETIC GRADIENT

PELLY RIVER 092636

YUKON TERRITORY

SCALE 1:10,000

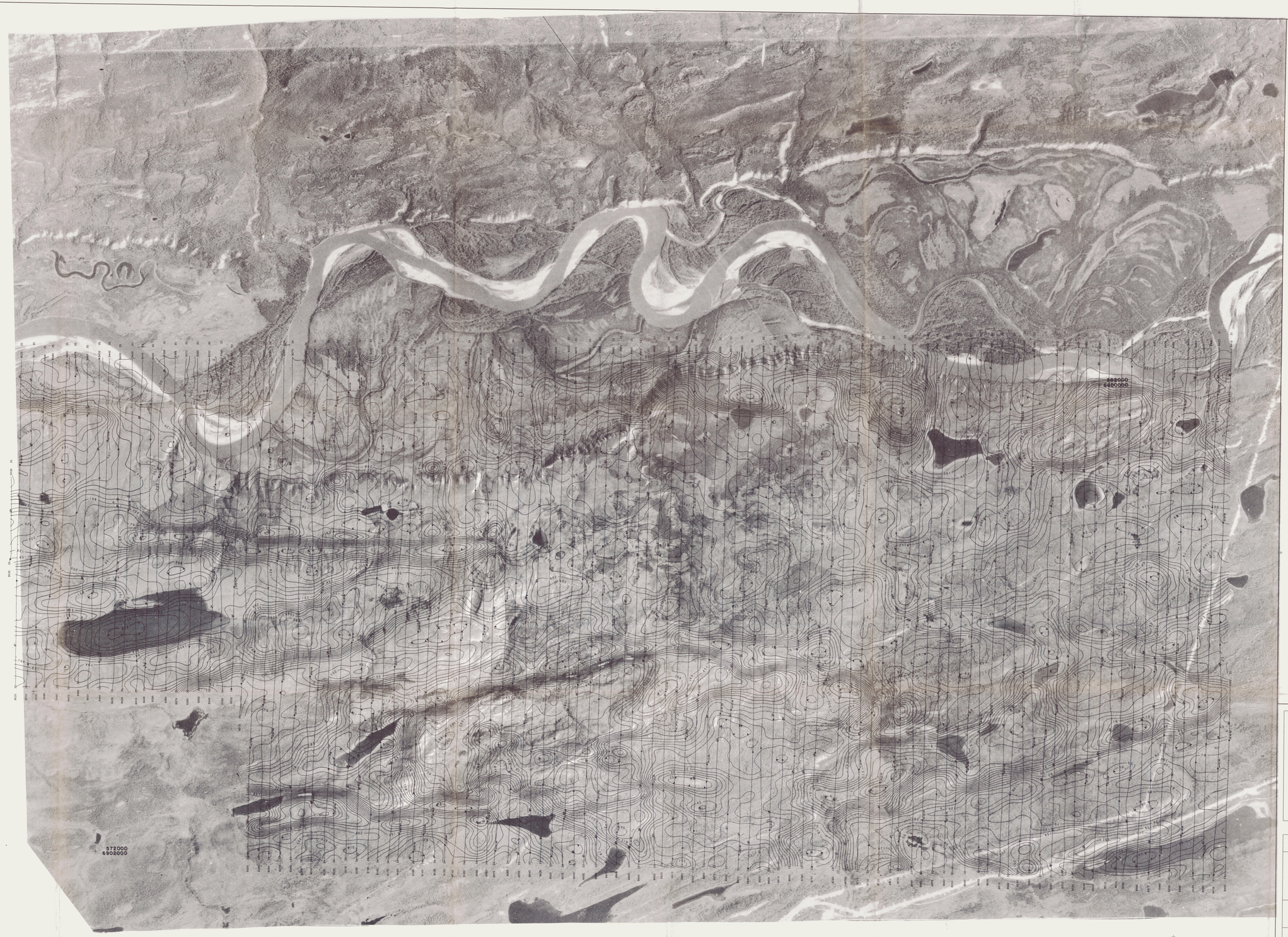
0 330 660 1320 1/2 MILE
0 250 500 1000 KILOMETRE

AERODAT LIMITED (57)

DATE: MARCH/APRIL 1988

NTS No: 105 K/3, K/4, K/5

MAP No: 5 J8815-88



Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 100m

Apparent Resistivity

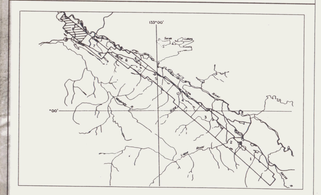
Calculated from 4600 Hz coaxial EM response assuming a 200 m conductive layer.

Contouring in ohm-m at logarithmic intervals.

Sensor elevation 30m

Map contours are multiples of those listed below

- 0.1 log(ohm-m)
- 0.5 log(ohm-m)
- 2.5 log(ohm-m)



PRIME EXPLORATIONS LTD

APPARENT RESISTIVITY CONTOURS

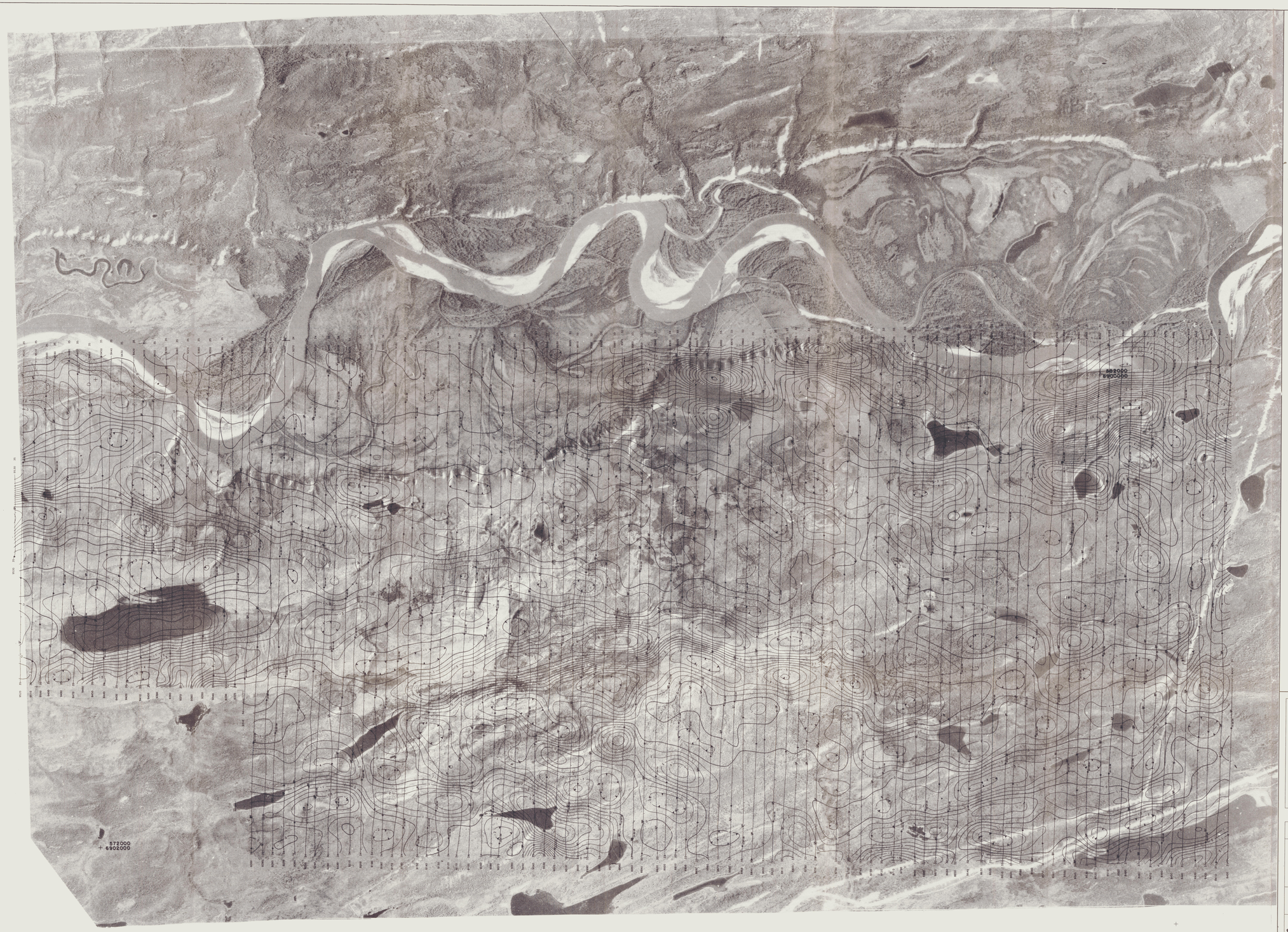
PELLY RIVER
YUKON TERRITORY

092G36

SCALE 1:10,000

AERODAT LIMITED

DATE: MARCH/APRIL 1988
NTS NO: 105 K/3, K/4, K/5
MAP NO: 6
J8815-8



Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 100m

VLF-EM

Fraser Filtered VLF-EM
Conductor axes correspond to positive peaks.

Station: NLK
Jim Creek, Washington
24.8 kHz

Station: NAA
Cutler, Maine
24.0 kHz

Sensor elevation 45m

Map contours are multiples of those listed below:

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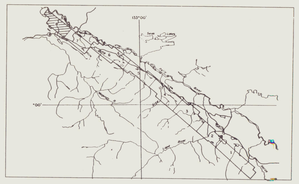
25



PRIME EXPLORATIONS LTD

FRASER FILTERED VLF-EM CONTOURS

PELLY RIVER
YUKON TERRITORY

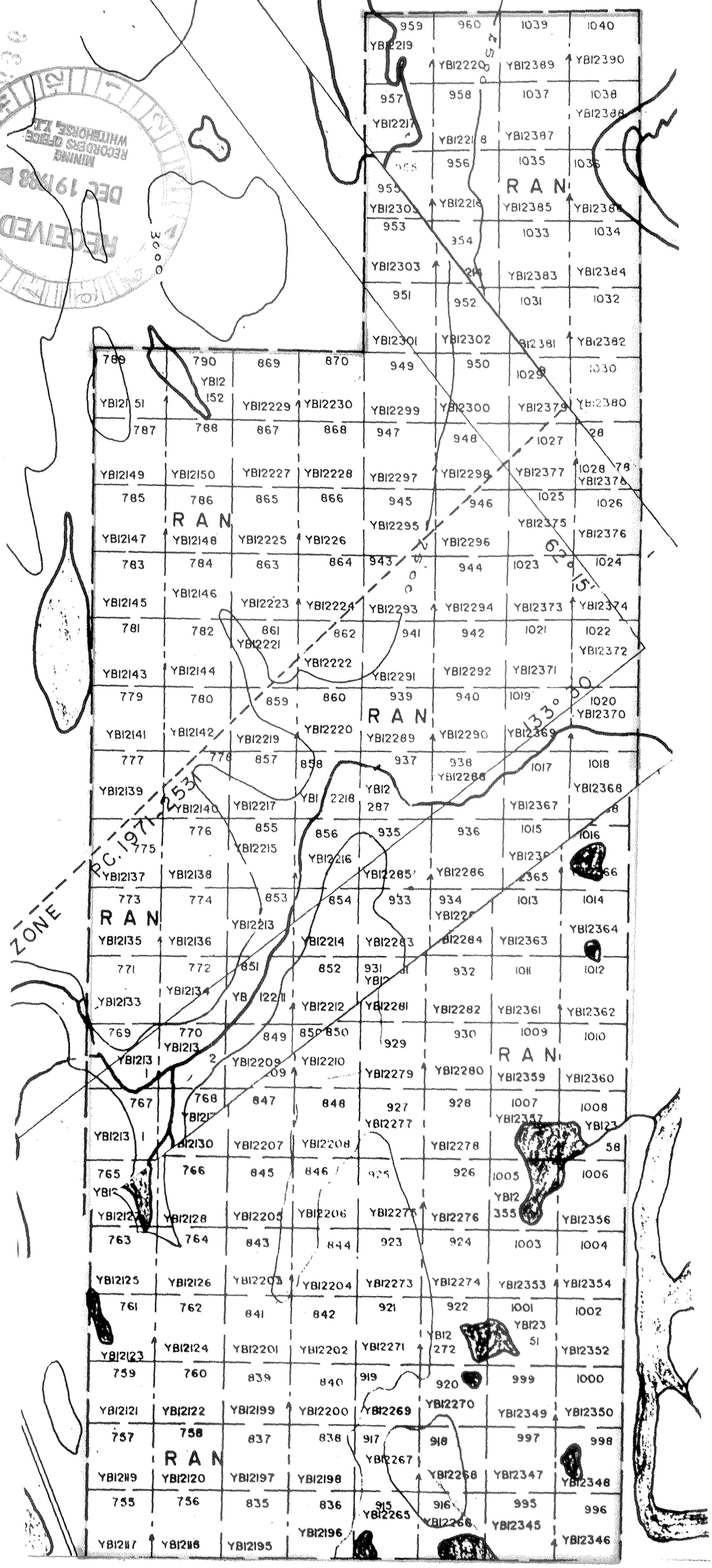
092636

SCALE 1:10,000
1/2 MILE
1/2 KILOMETRE

AERODAT LIMITED

DATE: MARCH/APRIL 1988
NTS No: 105 K/3, K/4, K/5
MAP No: 7 J8815-8i

59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DEC 19 1988
MINING
RECORDERS OFFICE
WHITEHORSE, Y.T.

STATEMENT OF EXPENDITURES

Airborne Survey	45517.42
Landsat + Orthophoto Survey	9117.56
Total	54,634.98



PRIME EXPLORATIONS LTD.

Suite 1590, 609 Granville Street
P.O. Box 10108
Vancouver, B.C. V7Y 1C6
Telephone (604) 687-6628
Telecopier (604) 687-2309
Telex 04-508542

January 29, 1988

Invoice No. BAY001

BAYWEST CAPITAL EQUITIES CORP.
1700-355 Burrard Street
Vancouver, B.C. V7C 2G8



Re: GREW CREEK PROPERTY, YUKON
Exploration Expenditures

I N V O I C E

Expenditures as per attached invoices:

AERODAT LIMITED, Inv.No. 19-8815-0021, Jan.20/88: $110,000.00
Advance for Airborne Geophysical Survey.

Baywest Share: $ 13,750.00

J.PAUL SORBARA, Inv. Jan.27/88: 2,000.00
Engineering Report.

$ 15,750.00

Please remit to Prime Explorations Ltd.: $ 15,750.00

Diane J. Gregory
Office Manager

Reid
Feb 2
Deposit
Feb 15

092636

AERODAT LIMITED

3883 NASHUA DRIVE • MISSISSAUGA • ONTARIO • CANADA • L4V 1R3
Telephone: (416) 671-2446 Telex: 06-968872 Cable: Caneerodat Toronto

Invoice No: 19-8815-0021
Date: January 20, 1988

Prime Explorations Ltd.
609 Granville Street
Suite 1590
Vancouver, B. C.

In Account with:

Aerodat Limited
3883 Nashua Drive
Mississauga, Ontario
L4V 1R3

RECEIVED
DEC - 1 1988
MINING
RECORDERS OFFICE
WHITEHORSE, Y.T.

RE: Airborne Geophysical Survey - Ross River Area, Yukon Territory

Pursuant to paragraph 10 a (on signing) of Agreement between Prime Explorations Ltd. and Aerodat Limited dated January 19, 1988

AMOUNT DUE $110,000.00

PRIME EXPLORATIONS LTD.

A PRIME GROUP COMPANY

Suite 1590, 609 Granville Street
P.O. Box 10108
Vancouver, B.C. V7Y 1C6
Telephone (604) 687-6628
Telecopier (604) 687-2309
Telex 04-508542

May 4, 1988



Invoice No. BAY005

BAYWEST CAPITAL EQUITIES CORP.
1700-355 Burrard Street
Vancouver, B.C. V7C 2G8

Re: **GREW CREEK PROPERTY, YUKON**
Exploration Expenditures

I N V O I C E

Expenditures as per attached invoice:

AERODAT LIMITED, Inv. No. 19-8815-0126, April 15/88: $110,000.00
Second advance for Airborne Geophysical survey.

BAYWEST share (11.0%):	$ 12,100.00
Prime Explorations 15% mgmt fee:	1,815.00
	$ 13,915.00
Less remainder of Feb.15/88 Advance:	$ 2,389.41
Please remit to Prime Explorations Ltd.:	$ 11,525.59

Chet Idziszek, President

AERODAT LIMITED

3883 NASHUA DRIVE • MISSISSAUGA • ONTARIO • CANADA • L4V 1R3
Telephone: (416) 671-2446 Telex: 06-968872 Fax: (416) 671-8160

Invoice No: 19-8815-0126
Date: April 15, 1988

Diane. Add 15% fee to Prime and allocate as follows:

Golden Nevada.	22.3%
Mintel.	9.4%.
Baywest	11.0%
Norman	4.55%
Gigi	4.55%
Hemlo	9.5%
Argo	18.8%.
Halcyon	9.8%
Wildfire	10.1%
	100.0%

Prime Explorations Ltd.
609 Granville Street
Suite 1590
Vancouver, British Columbia

In Account with:

Aerodat Limited
3883 Nashua Drive
Mississauga, Ontario
L4V 1R3

RE: Airborne Geophysical Surveys - Ross River, Yukon

Pursuant to paragraph 10 b (on completion of survey flying) of Agreement between Prime Explorations Ltd. and Aerodat Limited dated January 19, 1988

AMOUNT DUE $110,000.00

CI JF DP DG FILE

APR 18 RECD

URGENT READ FYI

RECEIVED
APR 18 1988
MINING RECORDERS WHITEHORSE

PRIME EXPLORATIONS LTD.

A PRIME GROUP COMPANY
Suite 1590, 609 Granville Street
P.O. Box 10105
Vancouver, B.C. V7Y 1C6
Telephone (604) 687-6625
Telecopier (604) 687-3809
Telex 04-508542

August 24, 1988

Invoice No. **BAY006**

BAYWEST CAPITAL EQUITIES CORP.
1550-609 Granville Street
Vancouver, B.C. V7Y 1C6

Re: **GREW CREEK PROJECT, BRITISH COLUMBIA**
Exploration Expenditures

I N V O I C E

Expenditures as per attached invoices:

AERODAT LIMITED, Invoice #19-8815-0252, Aug.12/88:		$113,200.00
Airborne Survey, 3rd & final payment.		
Baywest Share (11.0%):	$ 11,452.00	
Prime Explorations management fee:	1,867.80	
	$ 14,319.80	

Please remit to PRIME EXPLORATIONS LTD.: **$ 14,319.80**

Diane J. Gregory
Office Manager

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DEC - 1 1988
MINING RECORDERS OFFICE
WHITEHORSE, Y.T.

AERODAT LIMITED

3883 NASHUA DRIVE • MISSISSAUGA • ONTARIO • CANADA • L4V 1R3
Telephone: (416) 671-2446 Telex: 06-968872 Fax: (416) 671-8160

Invoice No: 19-8815-0252
Date: August 12, 1988

Prime Explorations Ltd.
609 Granville Street
Suite 1590
Vancouver, B.C.

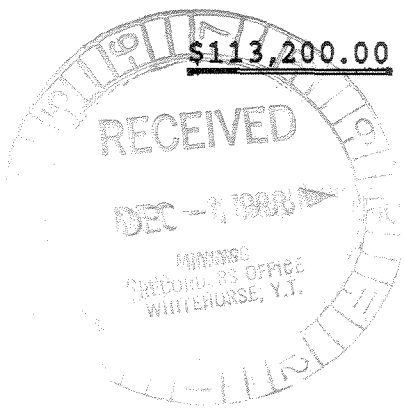
In Account with:

Aerodat Limited
3883 Nashua Drive
Mississauga, Ontario
L4V 1R3

Re: Airborne Geophysical Survey - Ross River, Yukon

Pursuant to paragraph 10 c (on delivery of final maps and report) of Agreement between Prime Explorations Ltd. and Aerodat Limited dated January 19, 1988

Total survey 4900 km @ $68.00/line-km	$333,200.00
Less Invoice # 19-8815-0126	$110,000.00
Less Invoice # 19-8815-0021	$110,000.00
Amount Due	$113,200.00



NOVEMBER 30, 1988

General Ledger Listing

Current fiscal period 10, Accounts from [1586] Dept. [ ] to [1586] Dept. [10]
Fiscal periods from [1] to [12]

Detail listing for batches 1 to 88.

Acct Code	Dept Code	Pd	S	Date	Account Name / Description	Ref	Debit	Credit	Net Change	Balance	
1586					BAYWEST 88/YUKON DISB.					0.00	
		6	4	Jul 31 88	McELHANNEY #3010805	F12	50.86				
		6	4	Jul 31 88	McELHANNEY #3010816	F13	129.22				
		6	4	Jul 31 88	BC RESEARCH #21288/32488	F13	1,081.30				
		6	4	Jul 31 88	McELHANNEY #3010767	F13	2,939.53				
		6	4	Jul 31 88	McELHANNEY #3010808	F12	50.86		4,251.77	4,251.77	
		7	7	Jul 25 88	NORTHWESTEL	72588	5.92				
		7	7	Jul 30 88	TRANS NORTH AIR	73088	1,287.30				
		7	7	Jul 31 88	CAMPBELL & ASSOCIATES	284	204.17				
		7	7	Aug 02 88	GORDON CLARK & ASSOC. LT	80288	475.00				
		7	7	Aug 05 88	TRANS NORTH AIR	81968	1,532.50		3,504.89	7,756.66	
		8	4	Sep 30 88	BC RESEARCH GRANT 21288	H23		540.65			
		8	6	Sep 30 88	#868 - BAYWEST	OREINV		7,765.90			
		8	7	Jul 31 88	ROSS RIVER SERVICE CENTR	73188	9.24		8,297.31-	540.65-	*
1586	10				BAYWEST 88/YUKON LABOUR					0.00	
		5	5	Jun 30 88	WP HRS SAVILLE	1	11.01		11.01	11.01	
		6	5	Jul 31 88	PR DAYS N.DEBOCK (P)	1	150.00				
		6	5	Jul 31 88	PR DAYS E.DEBOCK (P)	1	150.00		300.00	311.01	
		7	5	Aug 31 88	ST DAYS STREGGER	2	200.00				
		7	5	Aug 31 88	ST DAYS PICKSTON	2	300.00		500.00	811.01	
		8	6	Sep 30 88	#868 - BAYWEST	OREINV		811.01	811.01-	0.00	*
							8,576.91	9,117.56			

2 accounts listed.
19 transactions processed.

RECEIVED
DEC - 1 1988
MINING RECORDER'S OFFICE
WHITEHORSE, Y.T.

STATEMENT OF EXPENDITURES
NORMAN, YUKON

Airbourne Survey	$ 39,168.00
Mob & Demob	14,085.62
Field Costs	48,039.42
Support Costs	30,613.13
Transportation & Communication	10,293.00
Equipment Rentals	2,634.00
Contract Services	3,825.63
Analysis	3,352.77
Report Costs	191.47
Total	$148,850.27



Statement of Expend.
Norman

	May	June	July	
Airbourne Survey				39,168.00
Mob + Demob.	4,859.33	2,451.15	6,775.14	14,085.62
Field Costs	3,397.50	4,357.09	40,284.83	48,039.42
Support Costs	4,649.17	7,085.39	18,878.57	30,613.13
Transportation + Communication	61.58	1,858.42	8,372.96	10,293.00
Equipment Rentals.			2,634.00	2,634.00
Contract Services	154.13	1,014.03	3,825.63	3,825.63
Analysis			3,352.77	3,352.77
Report Costs			191.47	191.47
				148,850.27

136 Claims

Expenditures Required		Filing Fees
13,600.00	for 1 year	$680.00
27,200.00	" 2 "	$1,360.00
40,800.00	" 3 "	$2,040.00
54,400.00	" 4 "	$2,720.00

#856

FILENAME: NGIJLINV
JULY/88

NORMAN RESOURCES LTD/GIGI RESOURCES LTD
COST/INVOICE ANALYSIS

	$ OR INV #	RATE	COST	INVOICE
Mobilization/Demob.				
Jul MO DAYS EGG	2.00	265.00	300.00	530.00
Jul MO DAYS SAX	3.00	240.00	405.00	720.00
GREW COMMON COSTS			4,751.80	5,525.14
				6,775.14
Field Costs				
CAVEY REP & SUPERVISION	6.00	450.00		2,700.00
Jul GL DAYS RAVEN	7.00	360.00	1,435.00	2,520.00
Jul AD DAYS R.LEWIS	3.00	300.00	562.50	900.00
Jul GC DAYS PICKSTON	7.00	265.00	1,050.00	1,855.00
Jul GL DAYS E.DEBOCK	2.00	265.00	300.00	530.00
Jul ST DAYS EGG	8.50	265.00	1,275.00	2,252.50
Jul GL DAYS N.DEBOCK	2.00	265.00	300.00	530.00
Jul CM DAYS EGG	1.00	265.00	150.00	265.00
Jul GL DAYS T.LEWIS	1.00	240.00	135.00	240.00
Jul DF DAYS SAX	1.00	240.00	135.00	240.00
Jul EX DAYS SAX	0.50	240.00	67.50	120.00
Jul ST DAYS SAX	6.00	240.00	810.00	1,440.00
Jul GC DAYS McGINN	10.00	220.00	1,250.00	2,200.00
Jul GC DAYS STREGGER	10.00	175.00	1,000.00	1,750.00
Aug GC DAYS HUI	4.00	175.00	360.00	700.00
Jul GC DAYS McADAM	1.00	175.00	100.00	175.00
Jul GC DAYS CALLOWAY	7.00	175.00	700.00	1,225.00
Aug GC DAYS CALLOWAY	11.00	175.00	1,100.00	1,925.00
Jul GC DAYS KOKORUDZ	6.00	175.00	600.00	1,050.00
Jul GL DAYS McGOWEN	2.00	160.00	180.00	320.00
Jul GC DAYS HELGASON	6.00	160.00	540.00	960.00
Jul GC DAYS HUI	7.00	160.00	630.00	1,120.00
Jul GC DAYS D.PAGE	9.00	160.00	810.00	1,440.00
Jul GC DAYS LINLEY	4.00	160.00	360.00	640.00
Jul GC DAYS H.PAGE	9.00	160.00	810.00	1,440.00
Jun WP HRS SAVILLE	1.00	20.00	11.05	20.00
Jul AD HRS GOWANS	21.00	20.00	231.21	420.00
GREW COMMON COSTS			5,755.05	11,307.33
				40,284.83
Support Costs				
FARO HARDWARE	70288		193.91	193.91
FARO HARDWARE	71188		163.57	163.57
KELINDA SAX	72688		375.75	375.75
RICK McGINN	62688		189.45	189.45
ROSS RIVER SERVICE CTR	63088		70.00	70.00

ROSS RIVER SERVICE CTR	71588	4,062.00	4,062.00
TWIN RIVER SERVICES	71588	269.12	269.12
WALTER EGG	72588	461.12	461.12
WESLEY RAVEN	71588	293.25	293.25
GREW COMMON COSTS		12,800.40	12,800.40
			18,878.57

Transportation & Communication

TRANS NORTH AIR	72188	6,191.30	6,191.30
WALTER EGG	726881	490.80	490.80
GREW COMMON COSTS		1,690.86	1,690.86
			8,372.96

Equipment Rentals

GREW COMMON COSTS		2,634.00	2,634.00
			2,634.00

Contract Services

GREW COMMON COSTS		3,825.63	3,825.63
			3,825.63

Analysis

VANGEOCHEM LAB	0825NA	231.00	231.00
VANGEOCHEM LAB	0633NA	429.00	429.00
GREW COMMON COSTS		2,692.77	2,692.77
			3,352.77

Report Costs (Prelim. & Final)

DOMINION BLUEPRINT	27439	14.25	14.25
GREW COMMON COSTS		177.22	177.22
			191.47

Other Costs

			0.00
TOTAL COST		63,369.51	84,315.37

FILENAME: GREWINV
JULY/88

OREQUEST CONSULTANTS LTD

GREW COMMON COSTS ALLOCATION
COST/INVOICE ANALYSIS

	TOTAL COSTS	HALCYON 1/3	NORMAN/GIGI 1/3	WILDFIRE 1/3
Mobilization/Demob.	$16,575.42	5,525.14	5,525.14	5,525.14
Field Costs	33,922.00	11,307.33	11,307.33	11,307.33
Support Costs	38,401.21	12,800.40	12,800.40	12,800.40
Transportation	5,072.59	1,690.86	1,690.86	1,690.86
Equipment Rentals	7,902.00	2,634.00	2,634.00	2,634.00
Contract Services	11,476.90	3,825.63	3,825.63	3,825.63
Analysis	8,078.30	2,692.77	2,692.77	2,692.77
Report Costs (Prelim. & Final)	531.65	177.22	177.22	177.22
Other Costs	0.00	0.00	0.00	0.00
Contingency	0.00	0.00	0.00	0.00
Total	$121,960.07	40,653.36	40,653.36	40,653.36

FILENAME: GREWINV
JULY/88

GREW COMMON COSTS
COST/INVOICE ANALYSIS

	$ OR INV #	RATE	COST	INVOICE
Mobilization/Demob.				
Jul TL DAYS CAMPBELL	3.00	360.00	615.00	1,080.00
Jul TL DAYS K.HUDSON	1.00	350.00	200.00	350.00
Jul TL DAYS MONTGOMERY	2.00	265.00	300.00	530.00
Jul TL DAYS L.LEWIS	3.00	240.00	405.00	720.00
Jul TL DAYS McADAM	1.00	175.00	100.00	175.00
Jul MO DAYS WADSWORTH	1.00	175.00	100.00	175.00
Jun MO DAYS McADAM	2.00	175.00	200.00	350.00
Jul TL DAYS CALLOWAY	1.00	175.00	100.00	175.00
Jul TL DAYS J.HUDSON	2.00	175.00	200.00	350.00
Jul MO DAYS STREGGER	1.00	175.00	100.00	175.00
Jul MO DAYS GREENOUGH	1.00	160.00	90.00	160.00
Jul TL DAYS VOLKMER	1.00	160.00	90.00	160.00
Jul TL DAYS GREENOUGH	1.00	160.00	90.00	160.00
Jul MO DAYS EVANS	2.00	160.00	180.00	320.00
Jul TL DAYS D.PAGE	1.00	160.00	90.00	160.00
Jul TL DAYS H.PAGE	1.00	160.00	90.00	160.00
Jul MO DAYS LINLEY	1.00	160.00	90.00	160.00
ALKAN AIR LTD	63088		2,491.50	2,491.50
ALKAN AIR LTD	70188		384.87	384.87
ALKAN AIR LTD	71388		82.65	82.65
CHINA TRAVEL SERVICE	61788		2,026.60	2,026.60
PIONEER TRAVELCENTRE	16150		1,358.10	1,358.10
PIONEER TRAVELCENTRE	16165		452.70	452.70
PIONEER TRAVELCENTRE	22532		780.00	780.00
PIONEER TRAVELCENTRE	22533		1,366.80	1,366.80
PIONEER TRAVELCENTRE	22534		1,366.80	1,366.80
PIONEER TRAVELCENTRE	22762		905.40	905.40
PIONEER TRAVELCENTRE	71388		(452.70)	(452.70)
YUKON COMMON COSTS			452.70	452.70
				16,575.42
Field Costs				
CAVEY REP & SUPERVISION	8.00	450.00		3,600.00
Jul GL DAYS RAVEN	7.00	360.00	1,435.00	2,520.00
Jul XY DAYS K.HUDSON	1.00	350.00	200.00	350.00
Jul AD DAYS R.LEWIS	5.00	300.00	937.50	1,500.00
Jul CG DAYS PICKSTON	12.00	265.00	1,800.00	3,180.00
Jun GL DAYS MONTGOMERY	6.00	265.00	900.00	1,590.00
Jul GL DAYS L.LEWIS	2.00	240.00	270.00	480.00
Jul GC DAYS T.LEWIS	3.00	240.00	405.00	720.00
Jul MT DAYS L.LEWIS	2.00	240.00	270.00	480.00
Jul GC DAYS McGINN	6.00	220.00	750.00	1,320.00

Jul GL DAYS GORDON	1.00	175.00	100.00	175.00	
Jul CM DAYS STREGGER	1.00	175.00	100.00	175.00	
Jul EX DAYS STREGGER	2.00	175.00	200.00	350.00	
Jul AD DAYS KOKORUDZ	6.00	175.00	600.00	1,050.00	
Jun GL DAYS STREGGER	9.00	175.00	900.00	1,575.00	
Jul EX DAYS HELGASON	3.00	160.00	270.00	480.00	
Jul CA DAYS SMEDLEY	30.00	160.00	2,700.00	4,800.00	
Jul GC DAYS LINLEY	4.00	160.00	360.00	640.00	
Jul GL DAYS McGOWEN	1.00	160.00	90.00	160.00	
Jul CM DAYS HELGASON	1.00	160.00	90.00	160.00	
Jul CM DAYS HUI	1.00	160.00	90.00	160.00	
Jul CM DAYS D.PAGE	1.00	160.00	90.00	160.00	
Jul CM DAYS H.PAGE	1.00	160.00	90.00	160.00	
Jul CM DAYS HUIE	1.00	160.00	90.00	160.00	
Jul GL DAYS MACKIE	1.00	160.00	90.00	160.00	
Jul GP HRS LEBEL	1.00	70.00	40.00	70.00	
Jul DF HRS MOORE	6.50	30.00	114.59	195.00	
Jun DF HRS MOORE	4.25	30.00	74.92	127.50	
Jun PH HRS WILLIAMS	2.25	22.00	27.87	49.50	
Jun WP HRS SAVILLE	1.50	20.00	16.51	30.00	
Jul AD HRS GOWANS	21.00	20.00	231.21	420.00	
Jul WP HRS SAVILLE	7.50	20.00	82.57	150.00	
				33,922.00	

Support Costs

B.C. RESEARCH	F1	(1,966.00)	(1,966.00)	
969 - B.C. RESEARCH	21288	2,000.00	2,000.00	? - B.C. Research
969 - B.C. RESEARCH	32488	1,932.00	1,932.00	
969 - DEAKIN EQUIPMENT	77457	9,204.10	9,204.10	
969 - DEAKIN EQUIPMENT	52588	2,211.86	2,211.86	
FOOD FOR THOUGHT	10	30.79	30.79	
GEORGE CAVEY	62488	60.80	60.80	
IAN CAMPBELL	70288	208.95	208.95	
McGINN EXP	62688	189.45	189.45	
McGINN EXP	71188	28.00	28.00	
MINING RECORDER	12088	12.00	12.00	
NELSON'S HARDWARE	16338	5.99	5.99	
NELSON'S HARDWARE	16444	21.90	21.90	
969 NEVILLE CROSBY	61248	3,231.73	3,231.73	
NEVILLE CROSBY	63083	1,136.45	1,136.45	
NORTHERN STORES INC	53188	1,211.98	1,211.98	
PACIFIC PRESS LIMITED	62288	30.00	30.00	
PHOENIX GEOPHYSICS LTD	231533	162.69	162.69	
ROSS RIVER SERVICE CTR	63088	5,908.45	5,908.45	5966
TORONTO DOMINION BANK	71288	16.70	16.70	
TORONTO DOMINION BANK	72688	26.75	26.75	
TORONTO DOMINION - VISA	71988	2,403.40	2,403.40	
TRANS NORTH AIR	1128	800.00	800.00	
TRANS NORTH AIR	1178	33.82	33.82	
TRANS NORTH AIR	51788	2,100.00	2,100.00	
TRANS NORTH AIR	72688	800.00	800.00	
[illegible]	70488	153.40	153.40	

WESLEY RAVEN	630881	577.09	577.09
YUKON PRO HARDWARE	63088	2,108.98	2,108.98
YUKON COMMON COSTS		1,939.14	1,939.14
			38,401.21

Transportation & Communication

B.C. TELEPHONE COMPANY	51588	26.27	26.27
B.C. TELEPHONE COMPANY	61488	988.51	988.51
B.C. TELEPHONE COMPANY	61488	5.07	5.07
B.C. TELEPHONE COMPANY	71488	96.90	96.90
B.C. TELEPHONE COMPANY	71488	621.01	621.01
CANADIAN AIRLINES	852888	13.00	13.00
CANADIAN AIRLINES	873398	42.00	42.00
CANADIAN AIRLINES	878373	112.00	112.00
CANADIAN AIRLINES	883183	72.15	72.15
NORTHWESTEL	62488	223.31	223.31
NORTHWESTEL	62588	93.68	93.68
RENT-A-WRECK	62288	479.00	479.00
RENT-A-WRECK	86432	1,506.68	1,506.68
TOM LEWIS	53188	270.00	270.00
WIGWAG MOTORS	70888	235.00	235.00
YUKON COMMON COSTS		288.01	288.01
			5,072.59

Equipment Rentals

NORCAN LEASING LTD	62988	702.00	702.00
PARAGON INC	52788	6,200.00	6,200.00
PARAGON INC	62188	1,000.00	1,000.00
			7,902.00

Contract Services

MATSEN'S GENERAL CONTRACT	781	365.00	365.00
969 McELHANNEY GROUP	10767	10,689.20	10,689.20
NORTECH SERVICES	71560	85.20	85.20
WHITE RAM CONTRACTING	783	337.50	337.50
			11,476.90

Analysis

VANGEOCHEM LABS	0705NA	8,021.35	8,021.35
VANGEOCHEM LABS	0652NA	56.95	56.95
			8,078.30

Report Costs (Prelim. & Final)

DOMINION BLUEPRINT	63088	385.03	385.03

		531.65
Other Costs		0.00
TOTAL COST	102,983.24	121,960.07

FILENAME:YUKINV
JULY/88

YUKON COMMON COSTS
COST/INVOICE ANALYSIS

	$ OR INV #	RATE	COST	INVOICE
Mobilization/Demob.				
PIONEER TRAVELCENTRE	22600		452.70	452.70
				452.70
Field Costs				
				0.00
Support Costs				
ANDREA WILLIAMS - PETTY	60888		3.00	3.00
GEORGE CAVEY	62488		5.20	5.20
HUSKY OIL MARKETING	62488		157.24	157.24
TORONTO DOMINION BANK	60788		16.70	16.70
TORONTO DOMINION VISA	61888		1,473.70	1,473.70
WESLEY RAVEN	63088		283.30	283.30
				1,939.14
Transportation				
ARROW TRANSPORTATION	81501		123.06	123.06
B.C. TELEPHONE COMPANY	51588		62.35	62.35
B.C. TELEPHONE COMPANY	61488		26.89	26.89
CANADIAN AIRLINES	862257		73.71	73.71
RUSH COURIERS	62088		2.00	2.00
				288.01
Equipment Rentals				
				0.00
Contract Services				
				0.00
Analysis				
				0.00

WESTERN REPRODUCERS	10678	146.62	146.62
			146.62
Other Costs			0.00
TOTAL COST		2,826.47	2,826.47

849

FILENAME: NORGIJUN
JUNE 30/88

NORMAN RESOURCES LTD./GIGI RESOURCES LTD.
INVOICE/COST ANALYSIS

	$ OR INV #	RATE	COST	INVOICE
Mobilization/Demob.				
GREW CREEK COMMON COSTS			1,971.82	2,451.15
				2,451.15
Field Costs				
GREW CREEK COMMON COSTS			2,163.24	4,357.09
				4,357.09
Support Costs				
GREW CREEK COMMON COSTS			7,085.39	7,085.39
				7,085.39
Transportation				
GREW CREEK COMMON COSTS			1,858.42	1,858.42
				1,858.42
Equipment Rentals				
				0.00
Contract Services				
GREW CREEK COMMON COSTS			1,014.03	1,014.03
				1,014.03
Analysis				
				0.00
Report Costs (Prelim. & Final)				
				0.00
Other Costs				

		0.00
TOTAL COST	14,092.90	16,766.08

FILENAME: GREWJUN

OREQUEST CONSULTANTS LTD

COMMON COSTS GREW CREEK PROJECTS
HALCYON/NORMAN/GIGI/WILDFIRE

JUNE 30, 1988

	COSTS	HALCYON 1/3	NORMAN/GIGI 1/3	WILDFIRE 1/3
Mobilization/Demob.	$7,353.46	2,451.15	2,451.15	2,451.16
Field Costs	13,071.26	4,357.09	4,357.09	4,357.08
Support Costs	21,256.18	7,085.39	7,085.39	7,085.40
Transportation	5,575.25	1,858.42	1,858.42	1,858.41
Equipment Rentals	0.00	0.00	0.00	0.00
Contract Services	3,042.10	1,014.03	1,014.03	1,014.04
Analysis	0.00	0.00	0.00	0.00
Report Costs (Prelim. & Final)	0.00	0.00	0.00	0.00
Other Costs	0.00	0.00	0.00	0.00
Contingency	0.00	0.00	0.00	0.00
Total	$50,298.25	$16,766.08	$16,766.08	$16,766.09

FILENAME: GREWJUN
COST ANALYSIS

GREW CREEK COMMON COSTS
COSTS TO JUNE 30, 1988

	# OR INV #	RATE	COST	INVOICE
Mobilization/Demob.				
Jun MO DAYS RAVEN	1.00	360.00	205.00	360.00
Jun MO DAYS PICKSTON	5.00	265.00	750.00	1,325.00
Jun MO DAYS McGOWEN	2.00	160.00	180.00	320.00
Jun MO DAYS HELGASEN	2.00	160.00	180.00	320.00
Jun MO DAYS MACKIE	2.00	160.00	180.00	320.00
PIONEER TRAVELCENTRE	61088		853.50	853.50
YUKON COMMON COSTS			3,566.96	3,854.96
				7,353.46
Field Costs				
JUN GL DAYS CAVEY	4.00	450.00		2,250.00
Jun GL DAYS CHAPMAN	1.00	390.00	250.00	390.00
Jun AD DAYS RAVEN	10.00	360.00	2,050.00	3,600.00
Jun AD DAYS PICKSTON	5.00	265.00	750.00	1,325.00
Jun GL DAYS LINLEY	1.00	160.00	90.00	160.00
Jun AD HRS LEBEL	33.00	56.25	1,320.00	1,856.26
Jun AD DAYS GOWANS	6.00	140.00	462.42	840.00
Jun AD DAYS WILLIAMS	10.00	140.00	867.30	1,400.00
Jun AD DAYS LEWIS R	5.00	250.00	700.00	1,250.00
				13,071.26
Support Costs				
CAMPBELL EXP.	8802		811.40	811.40
CAMPBELL EXP.	8804		1,490.88	1,490.88
DEAKIN EQUIPMENT LTD.	60788		1,275.20	1,275.20
J.L. LEBEL	61688		40.00	40.00
MOORE EXP.	60788		140.38	140.38
NEVILLE CROSBY INC.	62815		741.48	741.48
PARAGON INC.	63088		7,200.00	7,200.00
RAVEN EXP.	61588		1,198.74	1,198.74
ROSS RIVER SERVICE CENTR	61588		4,019.69	4,019.69
ROYAL MASTER CARD EXP.	62588		800.00	800.00
TWIN RIVER SERVICES	60988		841.00	841.00
T. LEWIS EXP.	60788		622.99	622.99
YUKON COMMON COSTS			2,074.42	2,074.42
				21,256.18
Transportation & Communications				
ALKAN AIR LTD.	61388		927.75	927.75
MAC'S SERVICES	880111		2,685.50	2,685.50
RUSH COURIER	61088		2.00	2.00
TRANS NORTH AIR	70188		800.00	800.00

			5,575.25
Equipment Rentals			
			0.00
Contract Services			
CAMPBELL & ASSOCIATES	60888	1,405.00	1,405.00
THE MCELHANNEY GROUP LTD	010816	1,174.71	1,174.71
THE MCELHANNEY GROUP LTD	10808	462.39	462.39
			3,042.10
Analysis			
			0.00
Report Costs (Prelim. & Final)			
			0.00
Other Costs			
			0.00
TOTAL COST		42,278.71	50,298.25

FILENAME:YUKPRIM

OREQUEST CONSULTANTS LTD

COMMON COSTS YUKON PROJECTS
PRIME EXPLORATIONS/DOMINION EXPLORERS

JUNE 30, 1988

	TOTAL COSTS	PRIME 4/5	DOMINION 1/5
Mobilization/Demob.	$4,818.70	3,854.96	963.74
Field Costs	0.00	0.00	0.00
Support Costs	2,593.03	2,074.42	518.61
Transportation	1,450.00	1,160.00	290.00
Equipment Rentals	0.00	0.00	0.00
Contract Services	0.00	0.00	0.00
Analysis	0.00	0.00	0.00
Report Costs (Prelim. & Final)	0.00	0.00	0.00
Other Costs	0.00	0.00	0.00
Contingency	0.00	0.00	0.00
Total	$8,861.73	$7,089.38	$1,772.35

FILENAME:YUKPRIM YUKON COMMON COSTS TO JUNE 30, 1988
COST ANALYSIS

	# OR INV #	RATE	COST	INVOICE
Mobilization/Demob.				
Jun MO DAYS DEBOCK E.	1.00	265.00	175.00	265.00
Jun MO DAYS DEBOCK N.	1.00	265.00	175.00	265.00
Jun MO DAYS McGINN	2.00	190.00	250.00	380.00
Jun MO DAYS WOODSWORTH	1.00	150.00	100.00	150.00
PIONEER TRAVELCENTRE	20688		3,758.70	3,758.70
				4,818.70
Field Costs				
				0.00
Support Costs				
DAVE PICKSTON	60688		418.49	418.49
DEAKIN EQUIPMENT LTD.	77774		915.20	915.20
LINDA KOKORUDZ	60688		326.24	326.24
RICK MCGINN	60688		38.60	38.60
ROYAL TRUST MASTERCARD	62588		800.00	800.00
TWIN RIVER SERVICES	61588		94.50	94.50
				2,593.03
Transportation				
ALKAN AIR LTD.	60488		1,450.00	1,450.00
				1,450.00
Equipment Rentals				
				0.00
Contract Services				
				0.00
Analysis				
				0.00

Report Costs (Prelim. & Final)

		0.00
Other Costs		
		0.00
TOTAL COST	8,501.73	8,861.73

#850

FILENAME: NORGIMAY
MAY 31/88

NORMAN RESOURCES LTD./GIGI RESOURCES LTD.
INVOICE/COST ANALYSIS

	$ OR INV #	RATE	COST	INVOICE
Mobilization/Demob.				
GREW CREEK COMMON COSTS			3,599.00	4,859.33
				4,859.33
Field Costs				
GREW CREEK COMMON COSTS			2,221.66	3,397.50
				3,397.50
Support Costs				
GREW CREEK COMMON COSTS			4,649.17	4,649.17
				4,649.17
Transportation				
GREW CREEK COMMON COSTS			61.58	61.58
				61.58
Equipment Rentals				
				0.00
Contract Services				
GREW CREEK COMMON COSTS			154.13	154.13
				154.13
Analysis				
				0.00
Report Costs (Prelim. & Final)				
GREW CREEK COMMON COSTS			156.96	211.15
				211.15
Other Costs				

		0.00
TOTAL COST	10,842.50	13,332.86

FILENAME: GREWMAY

OREQUEST CONSULTANTS LTD
MAY 31, 1988

GREW CREEK COMMON COSTS
HALCYON/NORMAN/GIGI/WILDFIRE

	TOTAL COSTS	HALCYON 1/3	NORMAN/GIGI 1/3	WILDFIRE 1/3
Mobilization/Demob.	$14,578.00	4,859.33	4,859.33	4,859.34
Field Costs	10,192.50	3,397.50	3,397.50	3,397.50
Support Costs	13,947.50	4,649.17	4,649.17	4,649.16
Transportation	184.73	61.58	61.58	61.57
Equipment Rentals	0.00	0.00	0.00	0.00
Contract Services	462.39	154.13	154.13	154.13
Analysis	0.00	0.00	0.00	0.00
Report Costs (Prelim. & Final)	633.44	211.15	211.15	211.14
Other Costs	0.00	0.00	0.00	0.00
Contingency	0.00	0.00	0.00	0.00
Total	$39,998.56	13,332.86	13,332.86	13,332.84

FILENAME: GREWMAY
COST ANALYSIS

GREW CREEK COMMON COSTS
COSTS TO MAY 31, 1988

	# OR INV #	RATE	COST	INVOICE
Mobilization/Demob.				
May TL DAYS PICKSTON	1.00	265.00	150.00	265.00
May MO DAYS T.LEWIS	5.00	240.00	675.00	1,200.00
May MO DAYS KNIGHT	4.00	220.00	500.00	880.00
May MO DAYS GORDON	9.00	175.00	900.00	1,575.00
May MO DAYS SMEDLEY	4.00	160.00	360.00	640.00
May MO DAYS EVANS	9.00	160.00	810.00	1,440.00
PIONEER TRAVELCENTRE	15759		1,328.00	1,328.00
PIONEER TRAVELCENTRE	21626		842.00	842.00
YUKON COMMON COSTS			5,232.00	6,408.00
				14,578.00
Field Costs				
May AD DAYS RAVEN	9.50	315.00	1,710.00	2,992.50
Apr AD HRS LEBEL	7.00	56.25	280.00	393.75
Apr GP HRS LEBEL	4.00	56.25	760.00	225.00
May GP HRS LEBEL	2.00	56.25	80.00	112.50
Mar AD HRS LEBEL	19.00	56.25	760.00	1,068.75
May AD DAYS CAMPBELL	15.00	360.00	3,075.00	5,400.00
				10,192.50
Support Costs				
CAMPBELL EXP	8801		1,644.00	1,644.00
CAMPBELL EXP	8803		643.90	643.90
J.L. LEBEL	32488		106.23	106.23
MINING RECORDER	31288		12.05	12.05
NEVILLE CROSBY	62152		945.95	945.95
RAVEN EXP	50588		101.99	101.99
RAVEN EXP	51688		523.19	523.19
RAVEN EXP	51788		731.55	731.55
ROSS RIVER SERVICE CENTRE	53188		4,323.86	4,323.86
YUKON COMMON COSTS			4,914.78	4,914.78
				13,947.50
Transportation				
PUROLATOR	52788		58.28	58.28
RUSH COURIER	22288		29.05	29.05
RUSH COURIER	41188		2.00	2.00
YUKON COMMON COSTS			95.40	95.40
				184.73

Equipment Rentals				
				0.00
Contract Services				
THE MCELHANNEY GROUP LTD	10805		462.39	462.39
				462.39
Analysis				
				0.00
Report Costs (Prelim. & Final)				
May DF HRS MOORE	11.25	32.00	197.44	360.00
VANCAL REPRODUCTIONS	53188		273.44	273.44
				633.44
Other Costs				
				0.00
TOTAL COST			32,527.50	39,998.56

FILENAME: YUKMAY

OREQUEST CONSULTANTS LTD
MAY 31, 1988

YUKON COMMON COSTS TO MAY 31, 1988
PRIME EXPLORATIONS/DOMINION EXPLORERS

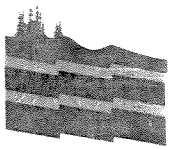
	TOTAL COSTS	PRIME 4/5	DOMINION 1/5
Mobilization/Demob.	$8,010.00	6408.00	1,602.00
Field Costs	0.00	0.00	0.00
Support Costs	6,143.48	4914.78	1,228.70
Transportation	119.25	95.40	23.85
Equipment Rentals	0.00	0.00	0.00
Contract Services	0.00	0.00	0.00
Analysis	0.00	0.00	0.00
Report Costs (Prelim. & Final)	0.00	0.00	0.00
Other Costs	0.00	0.00	0.00
Contingency	0.00	0.00	0.00
Total	$14,272.73	11418.18	2,854.55

FILENAME: YUKMAY YUKON COMMON COSTS TO MAY 31, 1988
COST ANALYSIS

	$ OR INV #	RATE	COST	INVOICE
Mobilization/Demob.				
May MO DAYS L.LEWIS	8.00	240.00	1,080.00	1,920.00
May MO DAYS VOLKMER	9.00	160.00	810.00	1,440.00
PIONEER TRAVELCENTRE	21752		644.00	644.00
PIONEER TRAVELCENTRE	15809		1,328.00	1,328.00
PIONEER TRAVELCENTRE	15619		664.00	664.00
PIONEER TRAVELCENTRE	15447		342.00	342.00
PIONEER TRAVELCENTRE	21831		20.00	20.00
PIONEER TRAVELCENTRE	15759		664.00	664.00
PIONEER TRAVELCENTRE	21834		(664.00)	(664.00)
PIONEER TRAVELCENTRE	21692		988.00	988.00
PIONEER TRAVELCENTRE	15618		664.00	664.00
				8,010.00
Field Costs				
				0.00
Support Costs				
FOOD FOR THOUGHT	6		141.08	141.08
JOHN STREGGER	52188		283.40	283.40
LINDA KOKORUDZ	52188		283.40	283.40
NEVILLE CROSBY INC.	52788		2,097.26	2,097.26
NEVILLE CROSBY INC.	53088		1,907.25	1,907.25
ROYAL TRUST MASTERCARD	50888		45.50	45.50
YUKON PRO HARDWARE	52388		1,385.59	1,385.59
				6,143.48
Transportation				
AIR CANADA	817998		106.10	106.10
B.C. TELEPHONE COMPANY	41488		13.15	13.15
				119.25
Equipment Rentals				
				0.00
Contract Services				

		0.00
Analysis		
		0.00
Report Costs (Prelim. & Final)		
		0.00
Other Costs		
		0.00
TOTAL COST	12,802.73	14,272.73

OREQUEST





November 29, 1988

Whitehorse Mining Recorder
Room 201
Federal Building
Whitehorse, Yukon Territories
Y1A 2B5

To whom it may concern:

Please find enclosed three applications for a certificate of work complete with expenditures documentation submitted for assessment credit on the claims shown. The maps showing the location of the work will follow shortly as they are still being drafted and form part of a report which will be submitted in duplicate when complete. The reports should be complete within the next few weeks.

The documentation of expenditures for the claims YB09365 to YB09368 has been sent to Watson Lake as these four claims form a small portion of a much larger property that lies in the Watson Lake Mining District.

I hope the forms are complete and the expenditure documentation sufficient for your office. If there are any questions regarding this letter please contact me in Vancouver at 604-688-6788.

Yours sincerely,
OREQUEST CONSULTANTS LTD.

Wesley Raven

Wesley Raven

WR:jels

Encl.

OREQUEST

INVOICE 943

December 13, 1988.

RECEIVED
DEC 19 1988
MINING RECORDERS OFFICE WHITEHORSE, Y.T.

OFFICE OF THE REGIONAL MANAGER
MINERAL RIGHTS
JAN 09 1989
WHITEHORSE
YUKON TERRITORY

Prime Explorations Ltd.
Box 10, 808 West Hastings St.
Vancouver, B.C. V6C 2X6

Attention: J. Foster

FINAL INVOICE

Re: Norman Resources Ltd./Gigi Resources Ltd.
Grew Creek Project, Yukon

Final billing for the 1988 exploration program on the above property completed December, 1988 (Cost analysis attached). All costs this invoice were incurred between June 1, 1988 and December 15, 1988 and were Canadian Exploration Expenditures.

Exploration Costs	113,472.15
less Norman Cash Calls	(25,000.00)
less Gigi Cash Calls	(25,000.00)
Balance Due	**$63,472.15**

Please now remit $63,472.15 to Orequest Consultants Ltd.

Yours truly,
OREQUEST CONSULTANTS LTD.

Robert Lewis
Controller

TERMS: Due upon receipt. Interest charged at 1.5% per month (18% per annum) on accounts over 30 days.

INVOICE 943

December 13, 1988.

Prime Explorations Ltd.
Box 10, 808 West Hastings St.
Vancouver, B.C. V6C 2X6

Attention: J. Foster

FINAL INVOICE

Re: Norman Resources Ltd./Gigi Resources Ltd.
Grew Creek Project, Yukon

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less Gigi Cash Calls	(25,000.00)
Balance Due	$63,472.15

Please now remit $63,472.15 to Orequest Consultants Ltd.

Yours truly,
OREQUEST CONSULTANTS LTD.

Robert Lewis
Controller

TERMS: Due upon receipt. Interest charged at 1.5% per month (18% per annum) on accounts over 30 days.

PARAGON INC.	59215	1,394.85
REDMONDS DEPT. STORE LTD	80188	733.53
ROSS RIVER SERVICE CENTR	72788	2,263.25
ROSS RIVER SERVICE CENTR	73188	1,076.36
R. MCGINN	62688	(189.45)
TOM LEWIS	70188	60.00
TORONTO DOMINION - VISA	82188	744.35
TRANS NORTH AIR	73088	2,635.90
TWIN RIVER SERVICES	80188	162.10
WESLEY RAVEN	72288	128.33
WESLEY RAVEN	72388	275.62
WESLEY RAVEN	102688	74.25
WILLIAMS & MACKIE LTD.	56775	20.03
		16,029.00

Transportation & Communication

B.C. TELEPHONE COMPANY	045688A	5.57
B.C. TELEPHONE COMPANY	111488	57.80
GREW COMMON AUG - DEC		3,609.72
HUSKY OIL MARKETING LIMI	81988	117.91
NORTHWESTEL	72588	22.45
NORTHWESTEL	82488	2.81
		3,816.24

Equipment Rentals

GREW COMMON AUG - DEC		1,840.39
		1,840.39

Contract Services

BC RESEARCH	21288	894.53
BC RESEARCH GRANT 21288	H23	(477.25)
CAMPBELL & ASSOCIATES	284	168.90
GORDON CLARK	71388	4,035.74
GREW COMMON AUG - DEC		2,545.40
GREW COMMON JULY CR.		(3,563.37)
MCELHANNEY	3010805	42.08
MCELHANNEY	3010808	42.08
MCELHANNEY	3010767	2,431.79
MCELHANNEY	3013816	106.90
		6,197.10

Analysis

VANGEOCHEM LABS LTD.	0805NA	4,035.00
VANGEOCHEM LABS LTD.	0820NA	81.00
VANGEOCHEM LABS LTD.	0943NA	2,754.00
VANGEOCHEM LABS LTD.	1051NA	102.60
VANGEOCHEM LABS LTD.	880855	4,851.00
VANGEOCHEM LABS LTD.	881062	68.25

VANGEOCHEM LABS LTD.	1807		5,466.50
VANGEOCHEM LABS LTD.	1835		122.40
VANGEOCHEM LABS LTD.	1848		6.00
			17,486.75

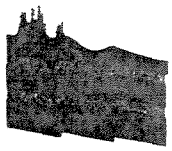
Report Costs (Prelim. & Final)

Sep DF HRS MOORE	3.50	38.00	133.00
Aug DF HRS MOORE	0.25	38.00	9.50
Nov DF HRS MOORE	6.25	38.00	237.50
Dec DF HRS MOORE E	22.00	38.00	836.00
Sep RP HRS SAVILLE	0.50	22.00	11.00
Oct RP HRS SAVILLE	5.00	22.00	110.00
Nov RP HRS SAVILLE	4.00	22.00	88.00
Sep RP HRS WILLIAMS	1.00	22.00	22.00
GREW COMMON AUG - DEC			495.31
DOMINION BLUEPRINT & REP	39822		11.51
VANCAL REPRODUCTIONS	93066		69.34
REPORT REPRODUCTION AND BINDING			1,000.00
			3,213.16

Other Costs

	0.00
TOTAL COST	113,472.15

OREQUEST



INVOICE 856

August 9, 1988

Prime Explorations Ltd.
1590 - 609 Granville St.
Vancouver, B.C. V7Y 1C6

Attention: J. Foster

PROGRESS INVOICE

Re: Norman Resources Ltd./Gigi Resources Ltd.
Grew Creek Project, Yukon

For costs incurred on the above project July 1 to July 30, 1988. Cash calls #1 & #2 for $25,000.00 will be accounted for with the final billing.

Exploration costs (list attached)	$84,315.37
BALANCE DUE	$84,315.37

Please remit $84,315.37 to Orequest Consultants Ltd.

Yours truly,
OREQUEST CONSULTANTS LTD.

Robert Lewis
Controller

TERMS: Due upon receipt. Interest charged at 1.5% per month (18% per annum) on accounts over 30 days.

FILENAME: NGIJLINV
JULY/88

NORMAN RESOURCES LTD/GIGI RESOURCES LTD
COST/INVOICE ANALYSIS

	$ OR INV #	RATE	INVOICE
Mobilization/Demob.			
Jul MO DAYS EGG	2.00	265.00	530.00
Jul MO DAYS SAX	3.00	240.00	720.00
GREW COMMON COSTS			5,525.14
			6,775.14
Field Costs			
CAVEY REP & SUPERVISION	6.00	450.00	2,700.00
Jul GL DAYS RAVEN	7.00	360.00	2,520.00
Jul AD DAYS R.LEWIS	3.00	300.00	900.00
Jul GC DAYS PICKSTON	7.00	265.00	1,855.00
Jul GL DAYS E.DEBOCK	2.00	265.00	530.00
Jul ST DAYS EGG	8.50	265.00	2,252.50
Jul GL DAYS N.DEBOCK	2.00	265.00	530.00
Jul CM DAYS EGG	1.00	265.00	265.00
Jul GL DAYS T.LEWIS	1.00	240.00	240.00
Jul DF DAYS SAX	1.00	240.00	240.00
Jul EX DAYS SAX	0.50	240.00	120.00
Jul ST DAYS SAX	6.00	240.00	1,440.00
Jul GC DAYS McGINN	10.00	220.00	2,200.00
Jul GC DAYS STREGGER	10.00	175.00	1,750.00
Aug GC DAYS HUI	4.00	175.00	700.00
Jul GC DAYS McADAM	1.00	175.00	175.00
Jul GC DAYS CALLOWAY	7.00	175.00	1,225.00
Aug GC DAYS CALLOWAY	11.00	175.00	1,925.00
Jul GC DAYS KOKORUDZ	6.00	175.00	1,050.00
Jul GL DAYS McGOWEN	2.00	160.00	320.00
Jul GC DAYS HELGASON	6.00	160.00	960.00
Jul GC DAYS HUI	7.00	160.00	1,120.00
Jul GC DAYS D.PAGE	9.00	160.00	1,440.00
Jul GC DAYS LINLEY	4.00	160.00	640.00
Jul GC DAYS H.PAGE	9.00	160.00	1,440.00
Jun WP HRS SAVILLE	1.00	20.00	20.00
Jul AD HRS GOWANS	21.00	20.00	420.00
GREW COMMON COSTS			11,307.33
			40,284.83
Support Costs			
FARO HARDWARE	70288		193.91
FARO HARDWARE	71188		163.57
KELINDA SAX	72688		375.75
RICK McGINN	62688		189.45
ROSS RIVER COURIER LTD	63088		70.00

ROSS RIVER SERVICE CTR	71588	4,062.00
TWIN RIVER SERVICES	71588	269.12
WALTER EGG	72588	461.12
WESLEY RAVEN	71588	293.25
GREW COMMON COSTS		12,800.40
		18,878.57

Transportation & Communication

TRANS NORTH AIR	72188	6,191.30
WALTER EGG	726881	490.80
GREW COMMON COSTS		1,690.86
		8,372.96

Equipment Rentals

GREW COMMON COSTS		2,634.00
		2,634.00

Contract Services

GREW COMMON COSTS		3,825.63
		3,825.63

Analysis

VANGEOCHEM LAB	0825NA	231.00
VANGEOCHEM LAB	0633NA	429.00
GREW COMMON COSTS		2,692.77
		3,352.77

Report Costs (Prelim. & Final)

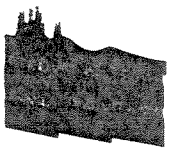
DOMINION BLUEPRINT	27439	14.25
GREW COMMON COSTS		177.22
		191.47

Other Costs

	0.00

TOTAL COST	84,315.37

OREQUEST



INVOICE 849

July 21, 1988

Prime Explorations Ltd.
1590 - 609 Granville St.
Vancouver, B.C. V7Y 1C6

Attention: J. Foster

PROGRESS INVOICE

Re: Norman Resources Ltd./Gigi Resources Ltd.
Grew Creek Project, Yukon

For costs incurred on the above project June 1 to 30, 1988. Cash call #1 & #2 from the two companies for $50,000.00 will be accounted for with the final billing.

Exploration costs (list attached)	$16,766.08

Please now remit $16,766.08 to Orequest Consultants Ltd.

Yours truly,
OREQUEST CONSULTANTS LTD.

per

Robert Lewis
Controller

TERMS: Due upon receipt. Interest charged at 1.5% per month (18% per annum) on accounts over 30 days.

FILENAME: NORGIJUN
JUNE 30/88

NORMAN RESOURCES LTD./GIGI RESOURCES LTD.
INVOICE/COST ANALYSIS

	$ OR INV $	RATE	INVOICE
Mobilization/Demob.			
GREW CREEK COMMON COSTS			2,451.15
			2,451.15
Field Costs			
GREW CREEK COMMON COSTS			4,357.09
			4,357.09
Support Costs			
GREW CREEK COMMON COSTS			7,085.39
			7,085.39
Transportation			
GREW CREEK COMMON COSTS			1,858.42
			1,858.42
Equipment Rentals			
			0.00
Contract Services			
GREW CREEK COMMON COSTS			1,014.03
			1,014.03
Analysis			
			0.00
Report Costs (Prelim. & Final)			
			0.00
Other Costs			

	0.00

TOTAL COST	16,766.08
	==========

OREQUEST

INVOICE 850

July 21, 1988

Prime Explorations Ltd.
1590 - 609 Granville St.
Vancouver, B.C. V7Y 1C6

Attention: J. Foster

PROGRESS INVOICE

Re: Norman Resources Ltd./Gigi Resources Ltd.
Grew Creek Project, Yukon

For costs incurred on the above project to May 31, 1988. Cash call #1 & #2 from the two companies for $50,000.00 will be accounted for with the final billing.

Exploration costs (list attached)	$13,332.86

Please now remit $13,332.86 to Orequest Consultants Ltd.

Yours truly,
OREQUEST CONSULTANTS LTD.

Robert Lewis
Controller

TERMS: Due upon receipt. Interest charged at 1.5% per month (18% per annum) on accounts over 30 days.

FILENAME: NORGIMAY
MAY 31/88

NORMAN RESOURCES LTD./GIGI RESOURCES LTD.
INVOICE/COST ANALYSIS

	$ OR INV #	RATE	INVOICE
Mobilization/Demob.			
GREW CREEK COMMON COSTS			4,859.33
			4,859.33
Field Costs			
GREW CREEK COMMON COSTS			3,397.50
			3,397.50
Support Costs			
GREW CREEK COMMON COSTS			4,649.17
			4,649.17
Transportation			
GREW CREEK COMMON COSTS			61.58
			61.58
Equipment Rentals			
			0.00
Contract Services			
GREW CREEK COMMON COSTS			154.13
			154.13
Analysis			
			0.00
Report Costs (Prelim. & Final)			
GREW CREEK COMMON COSTS			211.15
			211.15
Other Costs			

	0.00

TOTAL COST	13,332.86
	==========

PRIME EXPLORATIONS LTD.

1590, 609 Granville Street
P.O. Box 10108
Vancouver, B.C. V7Y 1C6
Telephone (604) 687-0628
Telecopier (604) 687-2309
Telex 04-508542

January 29, 1988



Invoice No. **BAY001**

BAYWEST CAPITAL EQUITIES CORP.
1700-355 Burrard Street
Vancouver, B.C. V7C 2G8

Re: **GREW CREEK PROPERTY, YUKON**
Exploration Expenditures

I N V O I C E

Expenditures as per attached invoices:

AERODAT LIMITED, Inv.No. 19-8815-0021, Jan.20/88: Advance for Airborne Geophysical Survey.		$110,000.00
Baywest Share:	$ 13,750.00	
J.PAUL SORBARA, Inv. Jan.27/88: Engineering Report.	2,000.00	
	$ 15,750.00	

Please remit to Prime Explorations Ltd.: **$ 15,750.00**

Diane J. Gregory

Diane J. Gregory
Office Manager

Reid
Feb 2
Deposit
Feb 15

AERODAT LIMITED

3883 NASHUA DRIVE • MISSISSAUGA • ONTARIO • CANADA • L4V 1R3
Telephone: (416) 671-2446 Telex: 06-968872 Cable: Canaerodat Toronto

Invoice No: 19-8815-0021
Date: January 20, 1988

Prime Explorations Ltd.
609 Granville Street
Suite 1590
Vancouver, B. C.

In Account with:

Aerodat Limited
3883 Nashua Drive
Mississauga, Ontario
L4V 1R3

RE: Airborne Geophysical Survey - Ross River Area, Yukon Territory

Pursuant to paragraph 10 a (on signing) of Agreement between Prime Explorations Ltd. and Aerodat Limited dated January 19, 1988

AMOUNT DUE $110,000.00

PRIME EXPLORATION LTD.

A PRIME GROUP COMPANY
Suite 1590, 609 Granville Street
P.O. Box 10108
Vancouver, B.C. V7Y 1C6
Telephone (604) 687-6628
Telecopier (604) 687-2309
Telex 04-508542

May 4, 1988

Invoice No. BAY005

BAYWEST CAPITAL EQUITIES CORP.
1700-355 Burrard Street
Vancouver, B.C. V7C 2G8

Re: GREW CREEK PROPERTY, YUKON
Exploration Expenditures

I N V O I C E

Expenditures as per attached invoice:

AERODAT LIMITED, Inv. No. 19-8815-0126, April 15/88: $110,000.00
Second advance for Airborne Geophysical survey.

BAYWEST share (11.0%):	$ 12,100.00
Prime Explorations 15% mgmt fee:	1,815.00
	$ 13,915.00
Less remainder of Feb.15/88 Advance:	$ 2,389.41
Please remit to Prime Explorations Ltd.:	$ **11,525.59**

Chet Idziszek, President

AERODAT LIMITED

3883 NASHUA DRIVE • MISSISSAUGA • ONTARIO • CANADA • L4V 1R3
Telephone: (416) 671-2446 Telex: 06-968872 Fax: (416) 671-8160

Invoice No: 19-8815-0126
Date: April 15, 1988

Diane. Add 15% fee to Prime and allocate as follows:

Golden Nevada	22.3%
Mintel.	9.4%.
Baywest	11.0%
Norman	4.55%
Gigi	4.55%
Hemlo	9.5%
Argo	18.8%.
Halcyon	9.8%
Wildfire	10.1%
	100.0%

Prime Explorations Ltd.
609 Granville Street
Suite 1590
Vancouver, British Columbia

In Account with:

Aerodat Limited
3883 Nashua Drive
Mississauga, Ontario
L4V 1R3

RE: Airborne Geophysical Surveys - Ross River, Yukon

Pursuant to paragraph 10 b (on completion of survey flying) of Agreement between Prime Explorations Ltd. and Aerodat Limited dated January 19, 1988

AMOUNT DUE $110,000.00

CL JF DP DG FILE

APR 18 RECD

URGENT READ FYI

PRIME EXPLORATIONS LTD.

A PRIME GROUP COMPANY
Suite 1590, 609 Granville Street
P.O. Box 10105
Vancouver, B.C. V7Y 1C6
Telephone (604) 687-6625
Telecopier (604) 687-2309
Telex 04-508543

August 24, 1988

Invoice No. **BAY006**

BAYWEST CAPITAL EQUITIES CORP.
1550-609 Granville Street
Vancouver, B.C. V7Y 1C6

Re: **GREW CREEK PROJECT, BRITISH COLUMBIA**
Exploration Expenditures

I N V O I C E

Expenditures as per attached invoices:

AERODAT LIMITED, Invoice #19-8815-0252, Aug.12/88:		$113,200.00
Airborne Survey, 3rd & final payment.		
Baywest Share (11.0%):	$ 11,452.00	
Prime Explorations management fee:	1,867.80	
	$ 14,319.80	

Please remit to PRIME EXPLORATIONS LTD.: **$ 14,319.80**

Diane J. Gregory
Office Manager

AERODAT LIMITED

3883 NASHUA DRIVE • MISSISSAUGA • ONTARIO • CANADA • L4V 1R3
Telephone: (416) 671-2446 Telex: 06-968872 Fax: (416) 671-8160

Invoice No: 19-8815-0252
Date: August 12, 1988

Prime Explorations Ltd.
609 Granville Street
Suite 1590
Vancouver, B.C.

In Account with:

Aerodat Limited
3883 Nashua Drive
Mississauga, Ontario
L4V 1R3

Re: Airborne Geophysical Survey - Ross River, Yukon

Pursuant to paragraph 10 c (on delivery of final maps and report) of Agreement between Prime Explorations Ltd. and Aerodat Limited dated January 19, 1988

Total survey 4900 km @ $68.00/line-km	$333,200.00
Less Invoice # 19-8815-0126	$110,000.00
Less Invoice # 19-8815-0021	$110,000.00
Amount Due	$113,200.00