REPORT

ON A
COMBINED HELICOPTER-BORNE
ELECTROMAGNETIC AND
MAGNETIC SURVEY

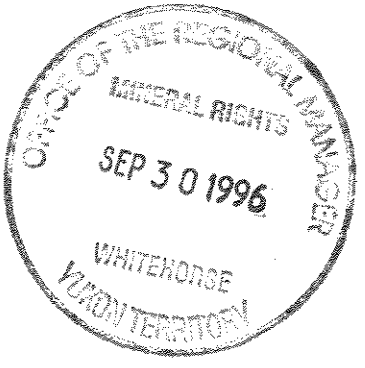
PELLY MOUNTAIN
YUKON TERRITORY, CANADA

FOR

COMINCO LTD.
500 - 200 BURRARD STREET
VANCOUVER, BRITISH COLUMBIA
CANADA V6C 3L7

BY

AERODAT INC.
3883 NASHUA DRIVE
MISSISSAUGA, ONTARIO
CANADA L4V 1R3
PHONE: 905-671-2446



AUGUST 12, 1996

J9618

TABLE OF CONTENTS

INFORMATION ON MAPS

1. INTRODUCTION 1

2. SURVEY AREA AND SPECIFICATIONS 1

3. SURVEY PERSONNEL AND PROCEDURES 4

4. DELIVERABLES 5

5. AIRCRAFT AND SURVEY EQUIPMENT 6
   - 5.1 Aircraft 6
   - 5.2 Electromagnetic System 6
   - 5.3 Magnetometer 6
   - 5.4 Ancillary Systems 6

6. DATA PROCESSING AND PRESENTATION 9
   - 6.1 Base Maps 9
   - 6.2 Flight Path and Registration 10
   - 6.3 Electromagnetic Survey Data 11
   - 6.4 Total Field Magnetics 13
   - 6.5 Calculated Vertical Magnetic Gradient 13

7. SUMMARY 14

LIST OF PERSONNEL

APPENDIX A Area Name and Line Numbers
APPENDIX B Flight Number and Area
APPENDIX C Pelly Mountain Airborne EM/Mag. Interpretation
APPENDIX D List of Expenditures
APPENDIX E Statement
APPENDIX F Certificate of Qualifications

MAPS

The results of the survey are presented at a scale of 1:20,000. The survey is comprised of 9 survey blocks. All blocks are covered in 1 map sheet except for the Holmes and ML areas which are covered in 2 map sheets.

All maps show a UTM grid in metres. The black line maps show a screened topographic base. The colour maps show planimetry digitized from local topographic maps.

Map types are as follows:

Maps Scale 1:20,000

1. Topographic base map
2. Total magnetic field
3. Vertical magnetic gradient
4. HEM offset profiles of 935 Hz coaxial data
5. HEM offset profiles of 4600 Hz coaxial data

All maps show the survey area boundary. All but the base maps show the flight path.

REPORT ON A COMBINED HELICOPTER-BORNE ELECTROMAGNETIC AND MAGNETIC SURVEY

PELLY MOUNTAIN YUKON TERRITORY, CANADA

1. INTRODUCTION

This report describes a helicopter-borne geophysical survey carried out on behalf of Cominco Ltd. by Aerodat Inc. under an agreement dated February 21, 1996. Principal geophysical sensors included a five frequency electromagnetic system and a high sensitivity cesium vapour magnetometer. Ancillary equipment included a Global Positioning System (GPS) navigation system plus GPS base station, a colour video tracking camera, radar and barometric altimeters and a base station magnetometer.

The flight line spacing was 200 metres. The survey was flown in the period March 22 - April 26, 1996. Total survey coverage (traverse plus tie lines) within the survey boundary is 6,070 line km. The Aerodat job number is J9618.

This report describes the survey, the data processing and presentation.

2. SURVEY AREA AND SPECIFICATIONS

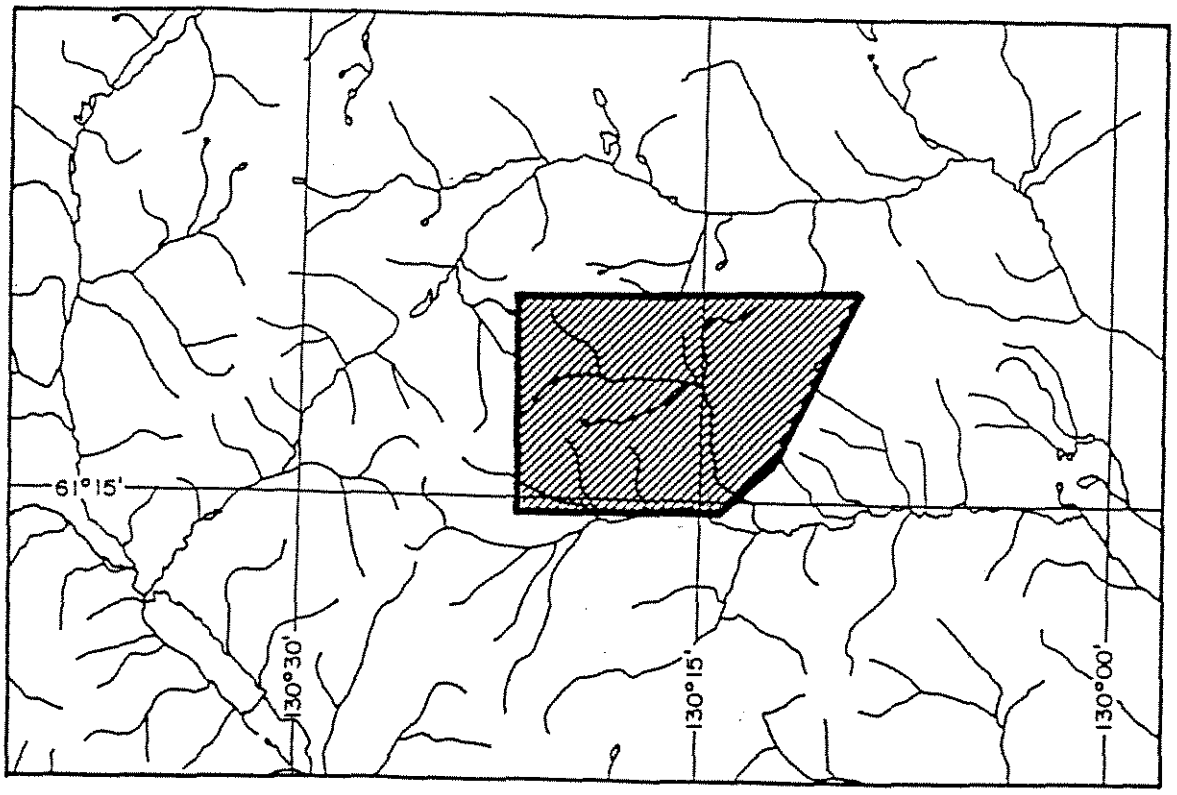
The survey areas are extended from about 15 to 175 kilometres north - northwest of Watson Lake, Yukon Territory. The survey is comprised of 9 survey blocks which encompass a total of approximately 1115 km^2. The survey border coordinates are outlined on the following page.

Topography is shown on the 1:50,000 scale topographic map sheets. Local relief is rugged with elevations ranging from 2,400 feet to 6,800 feet above mean sea level. The table below outlines the survey parameters.

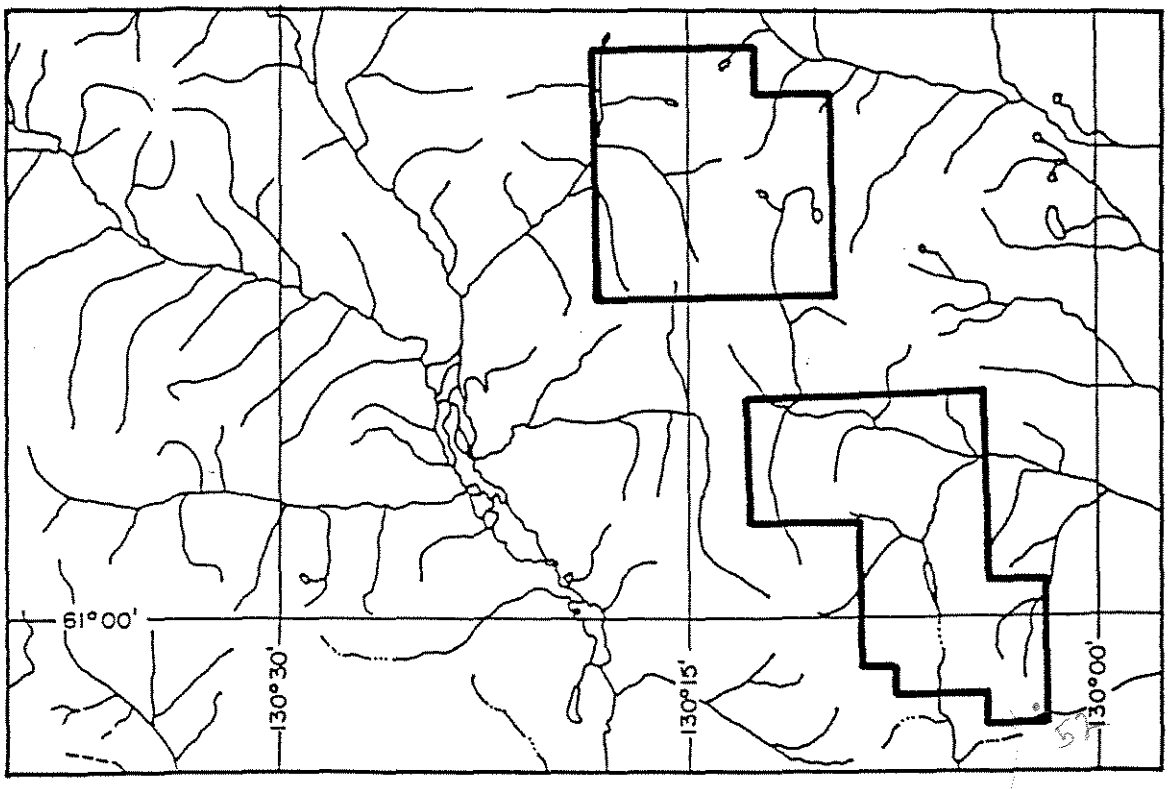
The survey areas are outlined in figures 1 - 8. The index maps include local topography and latitude - longitude co-ordinates. These index maps also appear on all black line map products.

ANG

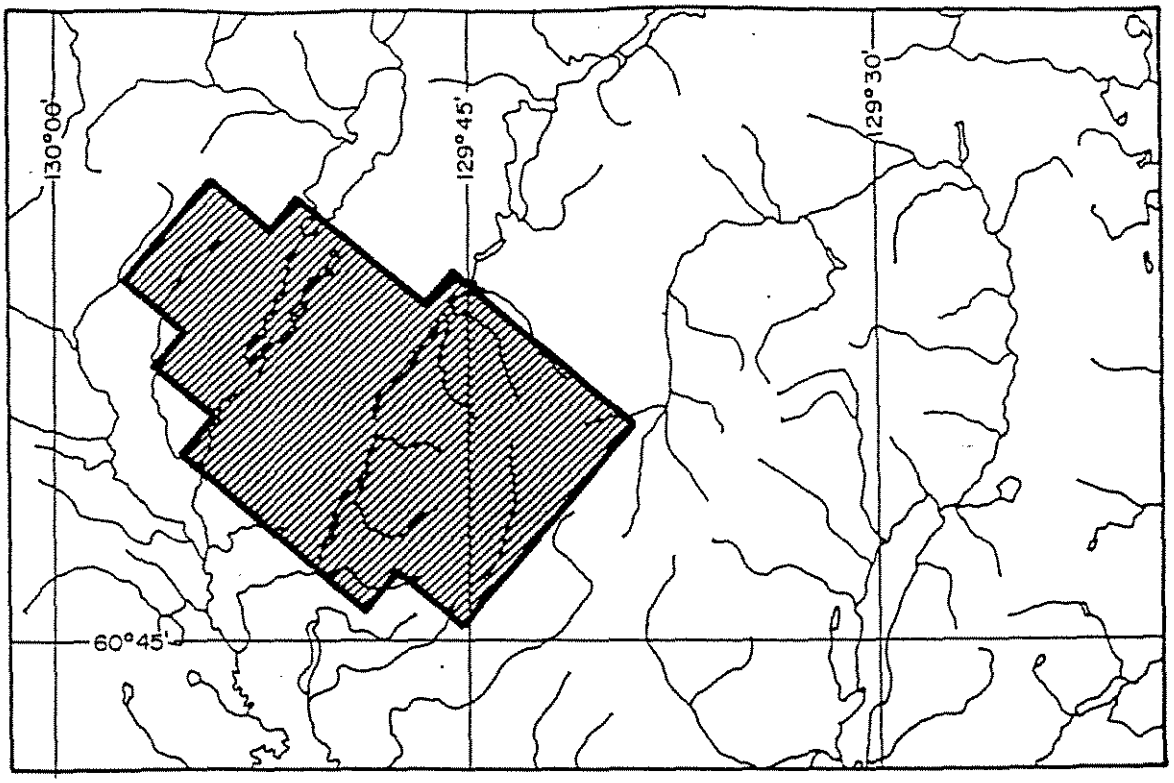
TIN



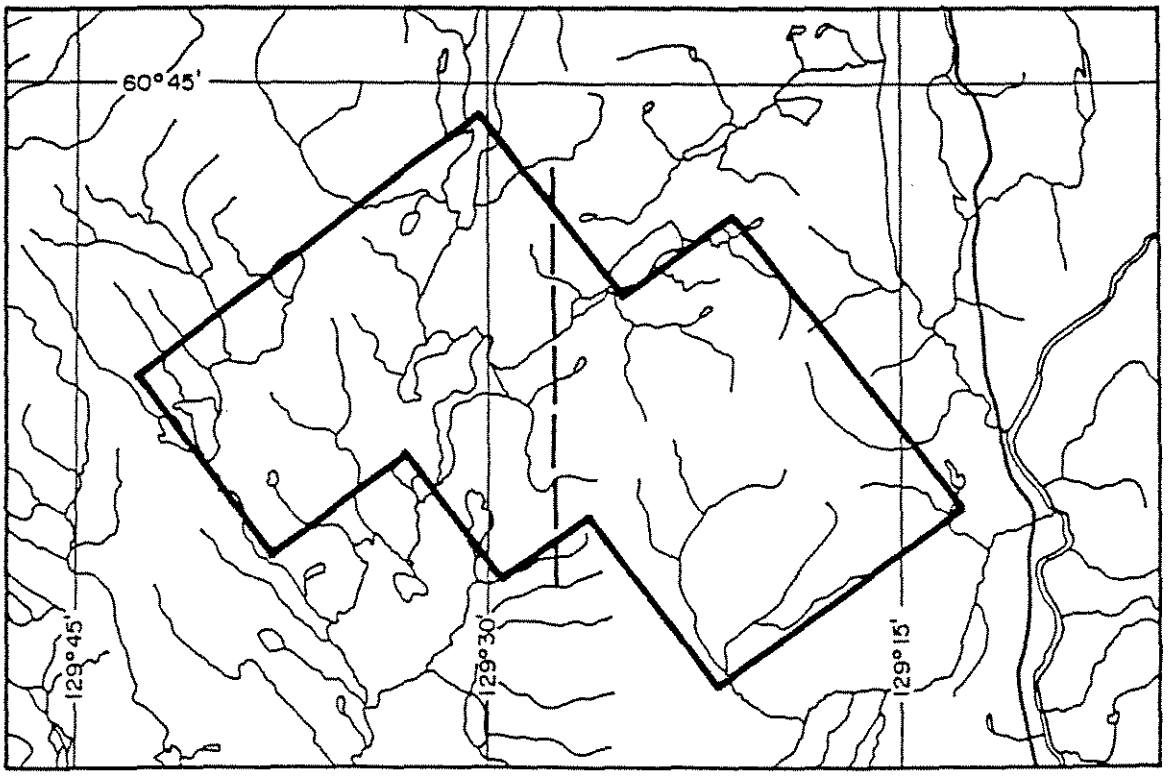
MONW



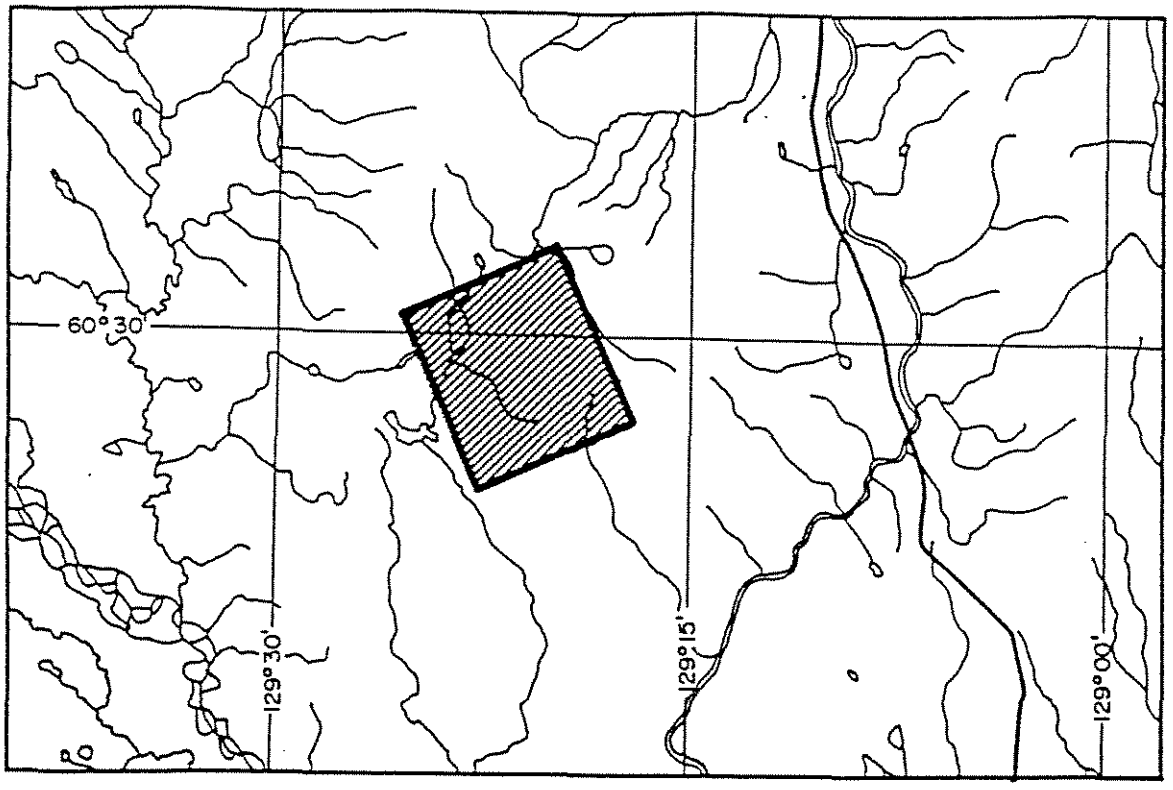
EXP & WAT



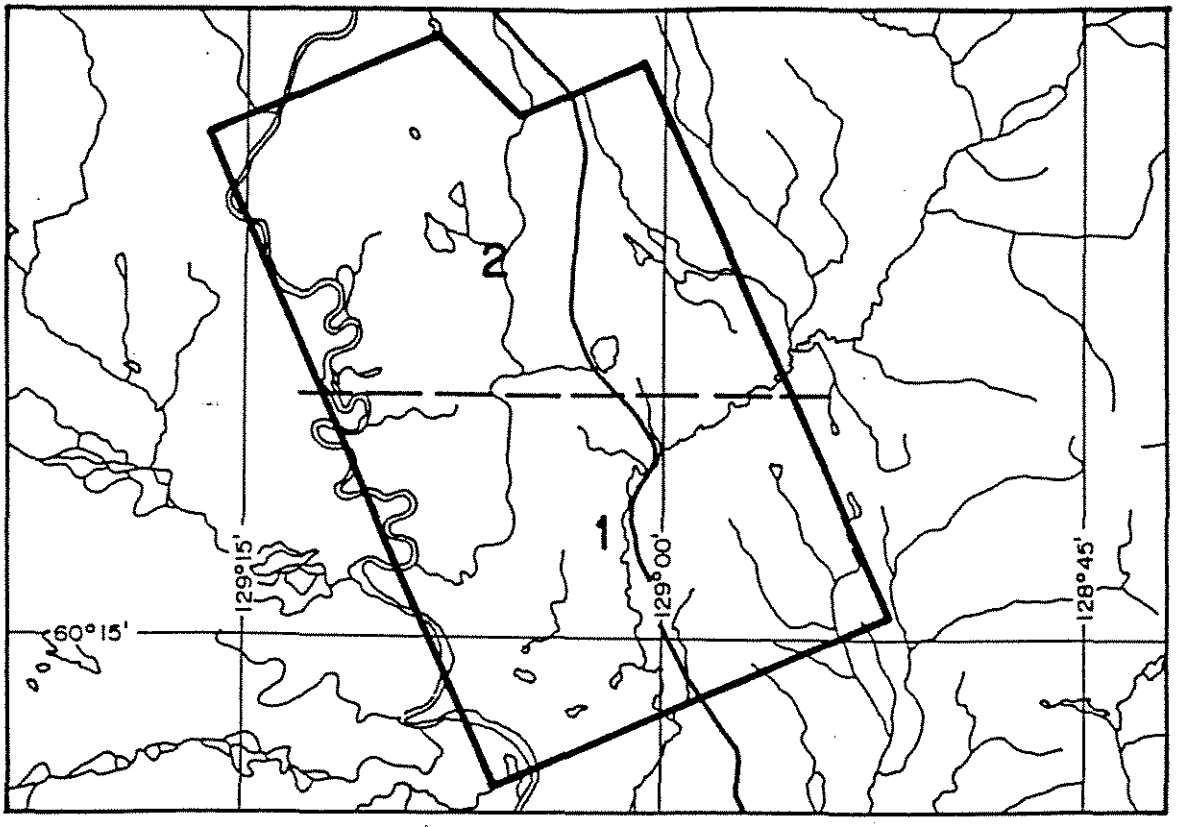
LJL



ML



YON



HOLMES

SURVEY AREA BORDER COORDINATES					
AREA	UTME	UTMN	AREA	UTME	UTMN
ANG	423800	6807500	TIN	379200	6821800
	423800	6812300		378900	6820900
	426800	6813400		379400	6820750
	426800	6818600		378200	6817050
	428500	6819400		377950	6817100
	436900	6812900		376650	6813200
	438500	6807500		372550	6814600
				375400	6823100
MONW	438250	6798000			
	435300	6792300	EXP	429600	6774000
	433600	6790700		429600	6782500
	426800	6790700		435000	6782500
	426800	6798000		435000	6780800
				437400	6780800
WAT	434400	6766600		437400	6774000
	434400	6770800			
	442200	6770800	LJL	464800	6742000
	442200	6764600		459000	6735400
	444200	6764600		456800	6737200
	444200	6759200		455600	6736000
	442000	6759200		449600	6741200
	442000	6760400		450800	6742400
	439000	6760400		448800	6744200
	439000	6761400		449800	6745400
	438000	6761400		448000	6747200
	438000	6766600		450800	6750600
				452600	6749000
HOLMES	485000	6695800		453600	6749800
	492400	6699100		457800	6746400
	495200	6696400		458800	6747400
	499700	6698400			
	509000	6677500	ML	461000	6725000
	505500	6676200		472400	6733800
	506300	6674200		477000	6727800
	499600	6671200		480800	6730500
.	497800	6675400		488200	6720600
.	494400	6674000		480000	6714400
				475550	6720100
YON	476600	6707600		473000	6718200
	481800	6709900		470000	6722400
	484200	6704000		465400	6719100
	479200	6701700			

Table 1 - Survey Parameters						
Survey Area	Area (km^2)	Line Spacing (m)	Flight Line Direction (UTM's)	Traverse Line Kilometres (km)	Tie Line Kilometres (km)	Total Line Kilometres (km)
YON	32	200	N66°E	180	13	193
ML	247	200	N53°E	1270	52	1322
LJL	132	200	N40°E	691	48	739
WAT	58	200	N-S	355	25	380
ANG	104	200	N-S	562	29	591
EXP	60	200	N-S	317	16	333
MONW	71	200	E-W	349	24	373
HOLMES	370	200	N66°E	1851	75	1926
TIN	41	200	N105°E	195	18	213
TOTALS	1115	-	-	5770	300	6070

Specifications

Traverse line spacing :	200 m
Traverse line direction :	see table 1
Tie line direction :	90° to flight lines
Nominal aircraft ground speed :	60 knots - 30 metres per second
Nominal terrain clearances :	60 metres

Magnetometer Specifications

Sensitivity	0.005 nT
Resolution	0.01 nT
Noise Level	0.1 nT
Range	20,000 - 100,000 nT
Sampling Interval	0.1 second

Electromagnetic Specifications

Resolution	- coaxial	0.03 ppm
	- 865Hz/4175Hz coplanar	0.06 ppm
	- 33,000Hz coplanar	0.125 ppm
Noise Level		1.00 ppm
Range	- coaxial	0 - 1000 ppm
	- 865Hz/4175Hz coplanar	0 - 2000 ppm
	- 33,000Hz coplanar	0 - 4000 ppm
Sampling Interval		0.1 second

Tolerances

1. Within the normal safety limitations of the aircraft and crew, the aircraft terrain clearance will be 60 metres in flat areas and higher in areas of topographic relief.

2. The distance between adjacent traverse lines will not exceed 1.25 times the line spacing for a distance of more than 1.0 kilometres along any flight line.

3. The diurnal variation will not exceed variations greater than 10 nT over a 2 minute chord.

3. SURVEY PERSONNEL AND PROCEDURES

The survey was flown in the period March 27 - April 26, 1996. Forty-five (45) survey flights were needed to complete the project. The personnel involved in the project were as follows

Pilot:	Gord Suthern
Operator:	Gord Webster (March 27 - April 14)
Operator:	Gary Bissonette (April 15 - April 26)
Field Quality Control:	Sean McDonald
Data Processing:	Tom Furuya, George McDonald
Report:	Tom Furuya

The flight line spacing was 200 metres. The flight line direction varied with each survey block flown. The aircraft ground speed was maintained at approximately 60 knots (30 metres per second).

Navigation was assisted by a GPS receiver and data acquisition system which translates GPS coordinates as WGS 84 latitude/longitude into UTM x/y coordinates, directs the pilot over a pre-programmed survey grid and records current on line position. A base station recorded static GPS positions for later differential correction of the airborne record. Field processing of the differential GPS data in the field utilizes a PC using software supplied by the manufacturer.

The published topographic maps provide the Universal Transverse Mercator (UTM) coordinates of the survey area corners. These coordinates program the navigation system. A test flight confirms if area coverage is correct. Thereafter the navigation system guides the pilot along the survey traverse lines marked on the topographic map. The operator also enters manual fiducials over prominent topographic features. Survey lines showing excessive deviation are re-flown.

Calibration lines at the start, middle (if required) and end of every survey flight were flown outside of ground effects to record electromagnetic zero levels.

A Geosoft pc based field processing system was set up to load and verify the data and produce preliminary maps. Differential GPS processing was performed to ensure the flight path was within contract specifications.

4. DELIVERABLES

The survey is described in a report which is provided in three copies. Folded copies of the black line maps are bound with the report. Three copies of all colour maps are provided. The colour maps and stable base originals of the black line maps are rolled and delivered in map tubes. One copy of the stacked profiles is provided.

The presentation scale is 1:20,000. All areas are covered in 1 map sheet except for the Holmes and ML areas which are covered in 2 map sheets.

All maps show a UTM grid in metres. The black line maps show a screened topographic base.

Map types are as follows:

Scale 1:20,000

1. Topographic base map
2. Total magnetic field
3. Vertical magnetic gradient
4. HEM offset profiles of 935 coaxial data
5. HEM offset profiles of 4600 coaxial data

All maps show the survey area boundary. All but the base maps show the flight path.

5. AIRCRAFT AND SURVEY EQUIPMENT

5.1 Aircraft

The survey aircraft was an Aerospatiale SA315B Lama helicopter, piloted by G. Suthem, owned and operated by Geosise Helicopters Ltd of Battle Mountain. G. Webster and G. Bissonnette of Aerodat acted as navigator and equipment operators. Aerodat performed the installation of the geophysical and ancillary equipment. The survey aircraft is flown at a mean terrain clearance of 60 metres (200 feet) and speed of 60 knots.

5.2 Electromagnetic System

The electromagnetic system is an Aerodat five frequency configuration. Two vertical coaxial coil pairs operate at frequency ranges of 935 Hz and 4,600 Hz and three horizontal coplanar coil pairs at frequency ranges of 865, 4,175 Hz and 33 kHz. The actual frequencies used depend on the particular bird configuration. At the present time Aerodat has eight bird systems. This survey utilized the Hawk bird with frequencies of 919 Hz and 4,341 Hz for the coaxial coil pairs and 847 Hz, 4,737 Hz and 33,360 Hz for the coplanar coil pairs. The transmitter-receiver separation is 6.4 metres. Inphase and quadrature signals are measured simultaneously for the five frequencies with a time constant of 0.1 seconds. The HEM bird is towed 30 metres (100 feet) below the helicopter.

5.3 Magnetometer

A Scintrex H8 cesium, optically pumped magnetometer sensor, measures the earth's magnetic field. The sensitivity of this instrument is 0.001 nanoTesla at a sampling rate of 0.2 second. The sensor is towed in a bird 15 metres (50 feet) below the helicopter 45 metres (150 feet) above the ground).

5.4 Ancillary Systems

Base Station Magnetometer

A Gem Systems, Inc. GSM19 magnetometer is set up at the base of operations to record diurnal variations of the earth's magnetic field. Synchronization of the clock of the base station with that of the airborne system is checked each day to insure diurnal corrections will be accurate. Recording resolution is 1 nT with an update rate of four seconds.

Magnetic field variation data are plotted on a 3" wide gridded paper chart analog recorder. Each division of the grid (0.25") is equivalent to one minute (chart speed) or five nT (vertical sensitivity). The date, time and current total field magnetic value are automatically recorded every 10 minutes. The data is also saved to digital tape.

Radar Altimeter

A King KRA-10 radar altimeter records terrain clearance. The output from the instrument is a linear function of altitude. The radar altimeter is pre-calibrated by the manufacturer and is checked after installation using an internal calibration procedure.

Tracking Camera

A Panasonic colour video camera records the flight path on VHS video tape. The camera operates in continuous mode. The video tape also shows the flight number, 24 hour clock time (to .01 second), and manual fiducial number.

Global Positioning System (GPS)

The Global Positioning System is a U.S. Department of Defense program that will provide worldwide, 24 hour, all weather position determination capability. GPS consists of three segments:

- a constellation of satellites
- ground stations that control the satellites
- a receiver

The receiver takes in coded data from satellites in view and there after works out the range to each satellite. The coded data must therefore include the instantaneous position of the satellite relative to some agreed earth-fixed coordinate system. The satellite constellation consists of 24 satellites with a proportion of the satellites acting as standby spares.

Analog Recorder

An RMS dot matrix recorder displays the data during the survey. Record contents are as follows:

LABEL	PARAMETER	CHART SCALE
MAGF	Total Field Magnetics, Fine	2.5 nT/mm
MAGC	Total Field Magnetics, Coarse	25 nT/mm
L9XI	935 Hz, Coaxial, Inphase	2.5 ppm/mm

LABEL	PARAMETER	CHART SCALE
L9XQ	935 Hz,Coaxial,Quadrature	2.5 ppm/mm
M4XI	4,600 Hz, Coaxial, Inphase	2.5 ppm/mm
M4XQ	4,600 Hz, Coaxial, Quadrature	2.5 ppm/mm
L8PI	865 Hz, Coplanar, Inphase	10 ppm/mm
L8PQ	865 Hz, Coplanar, Quadrature	10 ppm/mm
M4PI	4,175 Hz, Coplanar, Inphase	10 ppm/mm
M4PQ	4,175 Hz, Coplanar, Quadrature	10 ppm/mm
H3PI	32,000 Hz, Coplanar, Inphase	20 ppm/mm
H3PQ	32,000 Hz, Coplanar, Quadrature	20 ppm/mm
GALT	Gps Altimeter	50 ft/mm
BARO	Barometer	50 ft/mm
RALT	Radar Altimeter	10 ft/mm
PWRL	60 Hz Power Line Monitor	-

Data is recorded with positive - up, negative - down. The analog zero of the radar altimeter is 5 cm from the top of the analog record. A helicopter terrain clearance of 60 m (200 feet) should therefore be seen some 3 cm from the top of the analog record.

Chart speed is 2 mm/second. The 24-hour clock time is printed every 20 seconds. The total magnetic field value is printed every 30 seconds. The ranges from the navigation system are printed every minute.

Vertical lines crossing the record are manual fiducial markers activated by the operator. The start of any survey line is identified by two closely spaced manual fiducials. The end of any survey line is identified by three closely spaced manual fiducials. Manual fiducials are numbered in order. Every tenth manual fiducial is indicated by its number, printed at the bottom of the record.

Calibration sequences are located at the start and end of each flight and at intermediate times where needed.

Digital Recorder

A DGR-33 data system records the digital survey data on magnetic media. Contents and update rates are as follows:

DATA TYPE	RECORDING INTERVAL	RECORDING RESOLUTION
Magnetometer	0.1 second	0.001 nT
HEM, (8 or 10 Channels)	0.1 second	
HEM, coaxial		0.03 ppm
HEM, coplanar- 865 Hz/4,175 Hz		0.06 ppm
HEM, coplanar- 32,000 Hz		0.125 ppm
Position (2 Channels)	0.2 second	0.1 m
Altimeter	0.2 second	0.05 m
Power Line Monitor	0.2 second	
Manual Fiducial		
Clock Time		

6. DATA PROCESSING AND PRESENTATION

6.1 Base Maps

Base maps for the black line presentation have been constructed by combining and enlarging local 1:50,000 scale topographic maps. These maps show latitude/longitude coordinates and a UTM grid in metres.

Base maps are constructed assuming the scale of the topographic maps is correct to within the accuracy required - normally better than 0.5 %. When registering the airborne results to the base maps, a larger scale error may be detected and the bases are redone. The scale of the airborne maps as given by GPS latitude and longitude is assumed to be correct.

Prominent roads and rivers were digitized to form a base for the colour maps.

6.2 Flight Path and Registration

Global Positioning System

The GPS receiver takes in coded data from satellites in view and there after calculates the range to each satellite. The coded data must therefore include the instantaneous position of the satellite relative to some agreed earth-fixed coordinate system.
A further calculation using ranges to several satellites gives the position of the receiver in that coordinate system (eg. UTM, lat/long.). The elevation of the receiver is given with respect to a model ellipsoidal earth.

Normally the receiver must see four satellites for a full positional determination (three space coordinates and time). If the elevation is known in advance, only three satellites are needed. These are termed 3D and 2D solutions.

The position of the receiver is updated every tenth of a second. The accuracy of any one position determination is described by the Circular Error Probability (CEP). Ninety-five percent of all position determinations will fall within a circle of a certain radius. If the horizontal position accuracy is 25 m CEP, for example, 95% of all trials will fall within a circle of 25 m radius centred on the mean. The system may be degraded for civilian use and the autonomous accuracy is then 100 m CEP. This situation is called selective availability (SA). Much of this error (due principally to satellite position/time errors and atmospheric delays) can be removed using two GPS receivers operating simultaneously. One receiver acting as the base station, is at a known position. The second remote receiver is in the unknown position. Differential corrections determined for the base station may then be applied to the remote station. Differential positions are accurate to five m CEP (for a one second sample). Averaging will reduce this error further.

Flight Path

The raw flight path record, expressed as WGS 84 latitude/longitude, is differentially corrected using the base station GPS data. The corrected flight path is translated into x and y coordinates in the local UTM system.

The flight path is drawn using linear interpolation between x,y positions from the navigation system. These positions are updated every second (or about 1.5 mm at a scale of 1:20,000). Occasional dropouts occur when the optimum number of satellites are not available for the GPS to make accurate positional determinations. Processing includes speed checks to identify spikes and offsets which are removed. Interpolation is used to cover short flight path gaps. The navigator's flight path and/or the flight path recovered from the video tape may be stitched in to cover larger gaps. Such gaps may be recognized by the distinct straight line character of the flight path.

The manual fiducials are shown as a small circle and labeled by fiducial number. The 24-hour clock time is shown as a small square, plotted every 30 seconds. Small tick

marks are plotted every two seconds. Larger tick marks are plotted every 10 seconds. The line and flight numbers are given at the start and end of each survey line.

The aircraft position is expressed in geographic latitude and longitude coordinates, using the international WGS84 spheroid. Any particular survey area located on the globe has a specific reference ellipsoid or projection zone. A further refinement for a better fit to the earth's surface at the survey location is applied by adding or subtracting slight x, y and/or z datum shifts (a few metres to hundreds of metres) to the origin of the ellipsoid. The geographic coordinates are converted to fit this ellipsoid before calculating the UTM coordinates. The UTM coordinates are expressed as UTM eastings (x) and UTM northings (y). The positional information for this survey was converted to the Clarke 1866 spheroid using the NAD-27 local datum shifts. The constants used to perform these conversions are as follows:

Clarke 1866	Axis Major - 6378206.4 Axis Minor - 6356583.6 Flattening - 294.978698
NAD - 27	DX = 10 , DY = -158 , DZ = -187

The survey line and flight numbers are given at the start and end of each survey line.

Registration

Despite advances in absolute positioning systems such as GPS, the registration of the flight path to the local topographic maps is ultimately based on a reasonable fit between manual fiducials or points picked from the video tape and local topographic maps. In countries with reliable topographic maps, the theoretical registration (based on an assumed datum and translation from WGS 84 coordinates) and the registration based on a best fit with local topographic features are commonly identical.

6.3 Electromagnetic Survey Data

The electromagnetic data are recorded digitally at a sample rate of 10 per second with a time constant of 0.1 seconds. A two stage digital filtering process rejects major sferic events and reduces 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. This is referred to as a "surgical mute" in signal processing terms. The signal to noise ratio is further enhanced by the application of a low pass digital filter. This filter has zero phase shift that 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 gives minimal profile distortion.

Following the filtering process, a base level correction is made using EM zero levels determined during high altitude calibration sequences. 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 leveled data are the basis for the determination of apparent resistivity. The inphase and quadrature responses along the flight line are presented in profile form offset along the flight lines. Differentiation of the various profiles (inphase and quadrature) is achieved using two line types (solid and dashed).

There were a few sections that contained EM data that was not up to Aerodat's standards. These sections were defaulted out so as to not confuse or mislead anyone looking at the maps. The cause of these sections could be due to bird strike, severe topography causing excessive pitch and roll of the bird and temperature changes. A list of the defaulted areas is shown below.

LINE	FLIGHT	EM	TIME
28030	13	LX,MX,MP,HP	NUMEROUS GAPS
30080	29	LX.MX.LP,MP,HP	18:09:00-18:09:30
50343	36	LXQ	18:54:35-18:55:05
50350	36	LXQ	19:00:22-19:02:10
50360	36	LXQ	19:06:30-19:09:40
50370	36	LXQ	19:16:10-19:19:33
60190	36	LXQ	20:07:40-20:11:10
60200	36	LXQ	20:02:30-20:04:42,20:05:20-20:07:10
60210	36	LXQ	19:54:50-19:59:10
80053	4	LXI	00:29:10-00:30:10,00:30:57-00:31:50
80053	4	LXQ	WHOLE LINE
80061	4	LX	WHOLE LINE
80071	4	LXI	00:36:18-00:37:22
80071	4	LXQ	WHOLE LINE
80082	4	LX	00:40:38-00:40:49,00:41:38-00:41:49
100040	24	LXI	16:08:58-16:10:45
100040	24	LXQ	WHOLE LINE
100050	24	LXI	16:11:35-16:11:56,16:13:32-16:14:32
100050	24	LXQ	WHOLE LINE
100060	24	LXI	16:15:38-16:16:20
100060	24	LXQ	16:15:31-16:17:41
100800	37	MX	23:18:15-23:19:00
100810	37	MX	23:19:55-23:20:25
100820	38	MX	00:02:20-00:03:10

where LX-935 Hz coaxial, MX -4600 Hz coaxial, LP -850 Hz coplanar
MP- 4175 Hz coplanar, HP -33,000 Hz coplanar, I -inphase, Q- quadrature

6.4 Total Field Magnetics

The aeromagnetic data is corrected for diurnal variations by adjustment with the recorded base station magnetic values. The data was then leveled using the tie lines. No corrections for regional variations are applied. The corrected profile data are interpolated on to a regular grid using an Akima spline technique. The grid provided the basis for threading the presented contours. Minor level adjustments based on preliminary contour maps were made as needed. The minimum contour interval is 1,2 or 5 nT depending on the survey area with a grid cell size of 50 m. Magnetic high areas are assigned warm colours (orange/red) while magnetic low areas show as cool colours (blue).

Hanning profile and grid filters are used extensively in processing airborne geophysical data. These are cosine shaped low pass or smoothing filters which reduce noise with minimal signal distortion. Coefficients for a 7 point Hanning profile filter for example are .0625, .125, .1875, .25, .1875, .125 and .0625.

6.5 Calculated Vertical Magnetic Gradient

The vertical magnetic gradient is calculated from the gridded total field magnetic data. The calculation is based on a 17 x 17 point convolution in the space domain. The results are contoured using a minimum contour interval of 0.01. 0.025 and 0.05nT/m depending on the survey area. Grid cell sizes are the same as those used in processing the total field data. The high and low amplitude responses are give the same colour representation as the total field contours.

7. SUMMARY

The geophysical results of approximately 6,070 line kilometers covering 9 blocks in the Pelly Mountain area have been processed from a helicopter-borne electromagnetic and magnetic survey. The results of the survey have been presented on 11 map sheets; one sheet for each area with two areas needing two map sheets at a scale of 1:20,000. Map types include colour contour maps of the total magnetic intensity and vertical magnetic gradient. Post processing of differential GPS resulted in excellent flight path. All data was within contract specifications except for certain lines and frequencies of electromagnetic data which was defaulted on the final maps and digital data. Overall the data collected is of high quality and represents the geophysical response of the Earth over the survey areas.

Respectfully submitted,

T. Furuya
Geophysicist

AERODAT INC.

J9618

August 12, 1996

Revised by:

R.W. Holroyd
Senior Geophysicist
Cominco Ltd.

PERSONNEL

FIELD

Flown	March 27 - April 26, 1996
Pilot(s)	G. Suthern
Operator(s)	G. Webster and G. Bissonnette
Field Quality Control	M. King

OFFICE

Processing	T. Furuya G. McDonald

APPENDIX A

Area name	Traverse line numbers	Tie line numbers
TIN	10010-10460	18010-18020
ANG	20010-20740	28010-28030
MONW	30010-30370	38010-38040
EXP	40010-40400	48010-48020
WAT	50010-50500	58010-58040
LJL	60010-60810	68010-68040
ML	70010-71010	78010-78040
YON	80010-80330	88010-88021
HOLMES	100010-101420	108010-108030

APPENDIX B

FLIGHT	AREA
1	TIN
2	TIN
3	YON
4	YON
5	ML
6	TIN
7	TIN,ANG
8	ML
9	ML
10	ML
11	ML
12	ML
13	ANG
14	ANG
15	ML
16	ML
17	ANG
18	ANG,MONW
19	MONW
20	MONW,EXP,LJL
21	LJL
22	LJL
23	HOLMES
24	HOLMES
25	HOLMES
26	HOLMES
27	HOLMES
28	MONW
29	MONW,EXP
30	EXP
31	EXP
32	EXP,WAT
33	WAT
34	WAT
35	WAT
36	WAT,LJL
37	HOLMES
38	HOLMES
39	HOLMES
40	LJL
41	LJL
42	HOLMES
43	HOLMES
44	HOLMES
45	WAT,ANG,LJL,ML

COMINCO LTD. - PELLY MOUNTAIN, YUKON

TIN BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
1	10010	A/	0	5.0	7.5	0.4	4	51	378845.0	6821895.0
1	10010	B/	0	2.9	11.6	0.0	8	27	377622.5	6822350.5
1	10010	C/	0	12.7	18.4	0.6	21	19	376117.5	6822853.5
1	10010	D/	1	28.5	24.0	1.8	0	44	375420.0	6823128.5
1	10021	A/	0	10.8	18.8	0.4	2	36	377188.9	6822210.5
1	10021	B/	0	19.9	36.1	0.5	9	21	377303.6	6822168.5
1	10021	C/	1	45.9	61.1	1.2	10	17	377389.1	6822137.0
6	10031	A/	0	1.8	8.9	0.0	0	51	378013.6	6821738.5
6	10031	B/	0	9.2	13.8	0.5	8	36	377437.8	6821974.0
6	10031	C/	0	7.5	8.8	0.7	7	47	377181.4	6822071.0
6	10031	D/	0	16.3	28.8	0.5	19	13	376311.3	6822360.0
6	10031	E/	0	9.3	23.7	0.2	17	15	376205.3	6822398.0
6	10031	F/	0	10.3	19.4	0.4	18	19	376007.4	6822475.5
6	10031	G/	0	6.2	15.0	0.2	12	25	375879.5	6822526.0
1	10041	A/	0	8.7	24.5	0.2	5	25	378012.1	6821595.5
1	10041	B/	1	23.4	21.4	1.5	7	34	377229.1	6821856.0
1	10041	C/	0	8.9	19.9	0.3	10	25	376055.1	6822257.0
1	10050	A/	0	6.6	11.6	0.3	11	33	375662.2	6822112.0
1	10050	B/	2	21.9	15.5	2.1	18	27	375803.1	6822082.0
1	10050	C/	1	12.6	12.3	1.1	10	39	377149.7	6821620.5
1	10050	D/	1	18.2	17.0	1.3	5	39	377359.2	6821552.5
1	10050	E/	1	15.3	11.8	1.6	14	36	377447.4	6821528.5
2	10061	A/	0	4.4	9.4	0.2	6	40	378067.2	6821119.5
2	10061	B/	1	8.2	7.6	1.0	0	58	377089.3	6821471.5
2	10061	C/	1	6.9	5.8	1.1	27	37	375782.3	6821951.5
2	10061	D/	0	7.2	6.8	0.9	24	36	375636.9	6822003.0
2	10070	A/	2	17.3	8.9	3.0	3	50	377103.4	6821271.5
2	10070	B/	1	15.3	12.2	1.6	1	48	378584.2	6820745.5
2	10070	C/	2	16.4	8.3	3.0	12	42	378814.5	6820642.0
2	10070	D/	1	15.3	11.2	1.8	1	50	379043.9	6820576.5
2	10080	A/	1	18.5	15.9	1.5	14	31	379112.0	6820368.0
2	10080	B/	2	14.8	8.5	2.4	11	44	378239.1	6820610.0
2	10080	C/	0	16.4	22.8	0.7	0	37	377909.3	6820722.5
2	10080	D/	1	19.4	22.1	1.0	2	37	377736.3	6820783.0
2	10090	A/	0	12.6	23.1	0.4	2	33	377402.7	6820693.5
2	10090	B/	0	17.5	34.6	0.5	0	29	377511.8	6820659.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

TIN BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
2	10090	C/	0	14.6	17.9	0.8	9	32	377866.1	6820561.0
2	10100	A/	1	22.6	18.9	1.7	12	30	378887.8	6819997.0
2	10100	B/	0	10.9	11.7	0.9	12	37	378759.1	6820043.0
2	10100	C/	0	14.4	20.5	0.7	10	28	378551.4	6820122.5
2	10100	D/	1	20.1	24.3	1.0	14	24	378346.7	6820200.0
2	10110	A/	0	4.6	11.3	0.2	16	26	377487.0	6820292.5
2	10120	A/	0	6.6	23.6	0.1	5	23	378483.2	6819727.5
2	10120	B/	0	5.5	19.1	0.1	10	21	378121.3	6819840.5
2	10120	C/	0	6.5	17.8	0.2	9	25	377988.7	6819867.0
2	10132	A/	1	26.3	25.8	1.4	2	36	378286.3	6819543.5
2	10132	B/	0	17.6	21.1	0.9	10	29	378132.8	6819606.0
2	10132	C/	0	7.9	18.6	0.2	7	28	377918.0	6819684.5
2	10132	D/	0	14.7	19.9	0.7	0	40	375758.3	6820424.5
2	10132	E/	0	7.8	16.3	0.3	13	25	375258.7	6820602.5
2	10132	F/	0	6.0	16.8	0.1	15	20	374912.0	6820721.0
2	10140	A/	0	3.3	10.0	0.1	1	40	374862.1	6820570.5
2	10140	B/	2	14.2	8.8	2.2	0	57	375518.8	6820267.0
2	10140	C/	0	9.2	9.4	0.9	14	39	377828.2	6819505.0
2	10140	D/	1	14.9	12.1	1.5	0	50	378091.3	6819400.0
2	10140	E/	0	8.9	9.5	0.8	0	53	378279.4	6819333.0
2	10150	A/	0	10.6	22.7	0.3	3	31	378210.5	6819193.0
2	10150	B/	2	42.4	35.6	2.1	1	33	377879.1	6819313.0
2	10150	C/	1	26.8	27.8	1.3	9	27	377750.8	6819354.0
2	10160	A/	0	11.9	21.0	0.5	10	26	375564.5	6819879.0
2	10170	A/	0	11.7	13.8	0.8	5	41	377298.4	6819014.5
2	10170	B/	0	11.0	15.6	0.6	0	44	377107.9	6819080.5
2	10170	C/	0	9.4	30.6	0.1	10	17	375803.3	6819490.5
2	10170	D/	0	37.7	59.3	0.9	7	19	375333.8	6819660.5
6	10182	A/	0	7.0	13.3	0.3	0	48	377152.6	6818887.0
6	10182	B/	0	6.8	14.3	0.3	0	49	378180.8	6818516.5
6	10191	A/	0	6.1	15.5	0.2	0	44	378134.0	6818369.5
6	10191	B/	0	4.5	10.4	0.2	0	61	377070.8	6818754.0
6	10200	A/	0	7.6	25.4	0.1	3	25	375347.0	6819113.5
6	10200	B/	0	3.2	10.7	0.1	8	31	375704.2	6818969.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

TIN BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
6	10200	C/	0	10.3	23.1	0.3	0	35	377112.7	6818467.0
6	10200	D/	0	10.5	22.6	0.3	0	34	377531.9	6818311.0
6	10200	E/	1	17.8	19.9	1.0	0	40	377785.9	6818230.0
6	10200	F/	1	24.7	22.9	1.5	0	42	377933.3	6818181.0
6	10210	A/	0	13.5	15.9	0.9	0	55	377650.9	6818079.0
6	10210	B/	0	5.2	17.4	0.1	0	33	375571.6	6818782.0
6	10220	A/	0	4.3	18.8	0.0	4	25	374907.8	6818825.0
6	10220	B/	0	11.2	15.8	0.6	0	48	375526.9	6818604.5
6	10220	C/	0	11.9	15.5	0.7	8	35	376928.1	6818092.5
6	10220	D/	0	7.7	15.3	0.3	0	40	377280.6	6818000.0
6	10220	E/	0	15.7	29.0	0.5	8	24	378068.8	6817758.0
6	10230	A/	0	12.6	22.2	0.5	3	33	378275.1	6817456.5
6	10230	B/	0	8.8	15.4	0.4	0	45	376894.4	6817913.5
6	10230	C/	0	7.4	15.4	0.3	0	43	375503.2	6818381.0
6	10240	A/	0	6.4	11.8	0.3	13	31	375818.8	6818067.5
6	10240	B/	0	22.4	32.1	0.8	0	40	376954.0	6817665.5
6	10240	C/	1	28.9	37.1	1.0	0	33	377036.1	6817642.0
6	10240	D/	0	7.1	12.4	0.4	13	31	378094.4	6817303.0
6	10250	A/	0	8.3	13.3	0.4	0	48	376761.4	6817526.0
6	10250	B/	1	20.3	15.3	1.9	0	47	375350.4	6818025.0
6	10250	C/	0	3.1	14.2	0.0	0	40	375064.7	6818141.0
6	10260	A/	0	12.6	16.8	0.7	1	40	375375.0	6817775.5
6	10260	B/	0	4.7	9.6	0.2	17	29	375512.8	6817726.0
6	10260	C/	2	19.5	13.3	2.1	6	41	376846.8	6817305.0
6	10260	D/	1	18.8	21.1	1.1	3	37	377378.5	6817128.0
6	10260	E/	2	31.4	19.5	2.8	8	34	377603.0	6817055.0
6	10260	F/	2	33.7	21.9	2.7	5	35	377665.7	6817034.0
6	10270	A/	1	10.6	10.8	1.0	2	49	376370.5	6817230.5
6	10270	B/	2	32.7	24.9	2.2	11	27	375190.0	6817659.0
6	10280	A/	0	-2.2	13.9	0.0	0	40	374777.5	6817597.5
6	10280	B/	2	38.7	23.7	3.1	14	25	375085.7	6817500.0
6	10280	C/	1	22.6	28.2	1.0	9	26	375206.0	6817462.0
6	10280	D/	1	23.7	18.5	1.9	4	39	376215.8	6817113.0
6	10280	E/	1	16.6	15.5	1.3	5	40	376313.8	6817079.0
6	10280	F/	0	9.6	13.5	0.6	5	39	376580.9	6816979.5
6	10280	G/	1	24.4	29.1	1.1	0	35	377065.0	6816816.0
6	10280	H/	1	19.0	22.7	1.0	2	36	377180.5	6816775.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

TIN BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
6	10292	A/	0	-2.9	13.2	0.0	0	38	374624.7	6817463.0
6	10292	B/	2	14.8	7.7	2.8	16	39	375191.5	6817259.5
6	10292	C/	0	11.0	11.7	0.9	3	47	375360.0	6817193.0
6	10292	D/	1	8.9	6.1	1.6	18	44	376211.3	6816895.5
6	10292	E/	1	15.0	12.8	1.4	5	44	376390.6	6816823.5
6	10300	A/	0	11.3	13.6	0.8	7	39	376116.9	6816690.5
6	10300	B/	0	6.7	9.3	0.5	7	44	375889.8	6816768.0
6	10311	A/	1	9.8	8.7	1.1	1	54	375759.3	6816620.5
6	10321	A/	0	7.4	9.9	0.5	10	40	375552.1	6816458.0
6	10370	A/	0	6.8	14.3	0.3	10	30	377259.7	6814836.0
6	10430	A/	0	1.5	9.9	0.0	0	34	375781.8	6814078.0
6	10430	B/	0	1.2	9.0	0.0	10	21	376551.8	6813814.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ANG BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
13	20010	A/	0	2.7	15.3	0.0	10	19	423807.0	6812068.5
13	20010	B/	0	4.7	14.8	0.1	2	33	423787.5	6808361.0
13	20020	A/	0	4.2	17.9	0.0	4	26	424041.2	6807847.5
13	20020	B/	0	2.7	13.6	0.0	1	30	424034.4	6808319.5
13	20020	C/	0	0.0	6.6	0.0	0	27	424032.4	6808770.0
13	20020	D/	0	1.1	10.7	0.0	1	26	423984.6	6812151.5
13	20020	E/	0	2.6	15.9	0.0	3	24	423976.9	6812441.5
13	20030	A/	0	1.2	16.6	0.0	0	22	424235.5	6812345.0
13	20030	B/	0	2.2	15.3	0.0	7	20	424237.6	6812176.5
13	20030	C/	0	3.7	17.8	0.0	6	22	424214.9	6809571.5
13	20030	D/	0	0.9	10.3	0.0	8	18	424214.2	6808776.5
13	20030	E/	0	2.9	14.0	0.0	15	17	424222.2	6808257.5
13	20030	F/	0	4.0	23.2	0.0	0	24	424222.6	6808081.0
13	20030	G/	0	5.9	28.3	0.0	6	18	424218.6	6807881.5
13	20040	A/	0	4.1	17.0	0.0	12	19	424472.9	6807527.5
13	20040	B/	0	3.7	16.8	0.0	5	24	424456.1	6807707.0
13	20040	C/	0	4.0	14.8	0.1	5	29	424439.4	6807919.0
13	20040	D/	0	2.2	12.1	0.0	0	33	424434.3	6808050.5
13	20040	E/	0	4.3	9.8	0.2	10	34	424439.4	6809634.0
13	20040	F/	0	1.2	7.0	0.0	8	30	424404.4	6812228.0
13	20050	A/	0	2.3	13.2	0.0	9	21	424634.0	6812258.0
13	20050	B/	0	11.1	27.2	0.3	1	29	424620.7	6811517.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ANG BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
13	20050	C/	0	3.0	10.9	0.0	8	30	424624.8	6809691.5
13	20050	D/	0	2.9	12.6	0.0	13	20	424613.5	6808107.5
13	20050	E/	0	4.5	14.7	0.1	11	23	424616.8	6807963.0
13	20050	F/	0	3.3	13.2	0.0	11	23	424627.8	6807742.0
13	20050	G/	0	5.7	20.7	0.1	5	25	424624.8	6807492.0
13	20070	A/	0	2.4	7.8	0.0	17	27	425035.9	6812336.0
13	20070	B/	0	3.4	10.3	0.1	3	38	425037.2	6810806.0
13	20070	C/	0	2.5	9.6	0.0	19	19	424965.0	6808264.0
13	20070	D/	0	3.1	12.6	0.0	11	23	424963.0	6807897.5
13	20070	E/	0	3.1	9.6	0.1	17	24	424965.7	6807761.5
13	20070	F/	0	5.2	12.2	0.2	16	25	424964.3	6807448.5
13	20081	A/	0	0.3	9.5	0.0	0	32	425223.7	6807591.5
13	20081	B/	0	8.0	9.8	0.6	7	45	425220.8	6810741.0
13	20090	A/	0	2.9	7.1	0.1	6	43	425369.9	6812413.5
13	20090	B/	0	2.9	10.0	0.0	7	32	425388.8	6811493.5
13	20090	C/	0	4.5	8.8	0.2	15	33	425406.7	6810648.0
13	20090	D/	0	4.2	11.7	0.1	7	32	425414.2	6809810.0
13	20110	A/	0	4.3	12.0	0.1	13	26	425806.7	6812000.0
13	20110	B/	0	4.2	11.2	0.1	14	27	425804.6	6811532.0
13	20110	C/	0	3.8	9.4	0.1	8	36	425811.8	6809835.0
13	20120	A/	0	3.8	6.2	0.3	15	42	426045.1	6809900.5
13	20120	B/	0	4.1	9.3	0.2	11	35	426029.5	6811526.0
13	20130	A/	0	4.2	13.7	0.1	3	33	426202.8	6811711.5
13	20130	B/	0	3.2	10.0	0.1	1	39	426217.1	6809913.5
13	20130	C/	0	1.5	8.6	0.0	0	35	426248.4	6808278.0
13	20140	A/	0	2.9	7.0	0.1	0	56	426407.1	6808532.5
13	20140	B/	0	2.7	7.6	0.1	12	34	426410.2	6808712.5
13	20140	C/	0	12.0	44.5	0.1	0	24	426422.6	6811503.5
13	20140	D/	0	10.0	40.9	0.1	0	23	426419.2	6811650.0
13	20150	A/	0	2.9	16.3	0.0	1	27	426640.8	6811468.5
13	20150	B/	0	5.6	21.4	0.1	0	29	426631.7	6810901.0
13	20150	C/	0	1.9	9.6	0.0	0	37	426603.6	6808731.5
13	20150	D/	0	2.0	7.8	0.0	2	40	426607.8	6808566.0
13	20150	E/	0	2.4	10.6	0.0	0	39	426613.1	6808374.5
7	20160	A/	0	8.4	13.4	0.4	12	31	426852.5	6816959.5
7	20160	B/	0	2.2	7.9	0.0	8	34	426853.6	6811451.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ANG BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
7	20160	C/	0	3.8	11.5	0.1	2	37	426848.9	6810811.0
7	20160	D/	0	2.6	13.0	0.0	4	28	426809.9	6807741.0
7	20170	A/	0	2.9	10.2	0.0	10	29	427022.9	6807878.5
7	20170	B/	0	5.6	19.4	0.1	2	28	427027.0	6808684.0
7	20170	C/	0	5.8	21.5	0.1	2	27	427026.8	6810022.0
7	20170	D/	0	5.1	19.7	0.1	3	27	427033.7	6810151.0
7	20170	E/	0	5.5	16.9	0.1	0	34	427039.8	6810809.0
7	20170	F/	0	1.0	7.1	0.0	1	34	427043.1	6811463.0
7	20170	G/	0	3.7	9.4	0.1	7	37	427004.4	6814546.0
7	20170	H/	0	7.4	12.7	0.4	1	43	427017.3	6814920.5
7	20170	J/	0	5.1	11.2	0.2	1	42	427008.8	6816613.5
7	20170	K/	0	4.1	9.8	0.1	17	27	427008.6	6816958.0
7	20170	M/	0	15.0	37.6	0.3	0	34	427040.8	6818497.5
7	20170	N/	0	24.3	55.9	0.4	0	29	427058.8	6818624.0
7	20180	A/	0	18.4	46.7	0.3	0	30	427181.5	6818518.0
7	20180	B/	0	2.8	9.1	0.0	6	36	427219.1	6816969.5
7	20180	C/	0	5.3	11.2	0.2	7	36	427216.6	6816822.0
7	20180	D/	0	12.4	18.3	0.6	9	31	427213.7	6816611.5
7	20180	E/	0	8.2	15.4	0.3	6	34	427222.8	6814938.0
7	20180	F/	0	3.0	8.2	0.1	5	40	427223.2	6813942.5
7	20180	G/	0	2.4	7.7	0.0	0	45	427224.8	6813664.5
7	20180	H/	0	1.7	8.4	0.0	0	39	427234.9	6813116.0
7	20180	J/	0	3.9	10.3	0.1	7	35	427259.7	6811562.0
7	20180	K/	0	1.6	9.6	0.0	2	31	427260.8	6811464.5
7	20180	M/	0	7.0	16.5	0.2	4	32	427247.6	6810820.5
7	20180	N/	0	9.1	27.2	0.2	0	30	427231.1	6809482.5
7	20180	O/	0	8.7	18.4	0.3	0	36	427232.8	6808605.5
7	20180	P/	0	8.7	17.3	0.3	8	30	427237.1	6807737.0
7	20190	A/	0	4.6	11.4	0.1	6	36	427384.2	6809938.0
7	20190	B/	0	2.3	8.6	0.0	12	28	427418.2	6811492.5
7	20190	C/	0	2.8	7.0	0.1	4	45	427439.1	6813640.0
7	20190	D/	0	3.2	7.0	0.1	7	44	427431.9	6814024.5
7	20190	E/	0	5.3	8.1	0.4	9	43	427420.4	6814711.5
7	20190	F/	0	6.5	10.8	0.4	1	45	427421.1	6814918.0
7	20190	G/	0	2.9	7.6	0.1	4	42	427418.9	6815339.5
7	20190	H/	0	9.5	13.9	0.5	2	41	427420.0	6816556.5
7	20190	J/	0	6.4	7.8	0.6	13	43	427424.4	6816833.5
7	20200	A/	0	6.4	13.9	0.2	8	32	427604.4	6818906.0
7	20200	B/	0	10.3	28.3	0.2	7	22	427618.9	6818335.5
7	20200	C/	0	0.9	7.5	0.0	3	30	427634.7	6817763.0
7	20200	D/	0	6.6	9.8	0.4	3	47	427647.4	6816777.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ANG BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
7	20200	E/	0	8.2	13.1	0.4	8	36	427645.1	6816486.5
7	20200	F/	0	7.3	13.3	0.3	7	36	427644.3	6816153.0
7	20200	G/	0	2.2	10.6	0.0	4	30	427642.7	6814313.5
7	20200	H/	0	2.5	9.0	0.0	0	40	427646.9	6814073.0
7	20200	J/	0	-0.1	7.4	0.0	0	38	427638.8	6812115.5
7	20200	K/	0	2.0	11.5	0.0	1	31	427622.8	6810383.0
7	20200	M/	0	2.3	9.9	0.0	5	32	427626.4	6809908.0
7	20200	N/	0	4.2	11.1	0.1	4	37	427628.3	6809403.0
7	20200	O/	0	9.4	18.3	0.3	4	33	427605.9	6807563.5
7	20210	A/	1	19.6	17.3	1.5	3	40	427823.7	6807513.0
7	20210	B/	1	22.7	21.3	1.4	7	34	427827.7	6807593.0
7	20210	C/	0	0.1	9.3	0.0	0	24	427836.6	6809514.5
7	20210	D/	0	0.9	7.4	0.0	7	26	427837.0	6809937.0
7	20210	E/	0	1.3	10.4	0.0	5	24	427832.8	6810496.0
7	20210	F/	0	1.2	6.9	0.0	10	27	427828.4	6811488.0
7	20210	G/	0	5.9	9.9	0.3	4	44	427824.6	6814897.0
7	20210	H/	0	4.4	9.7	0.2	10	35	427825.5	6815272.0
7	20210	J/	0	7.7	14.6	0.3	3	38	427836.1	6815972.0
7	20210	K/	0	7.4	13.5	0.3	9	34	427836.4	6816238.0
7	20210	M/	0	9.9	11.7	0.8	12	36	427836.8	6816688.0
7	20210	N/	1	23.9	19.1	1.8	9	33	427861.4	6818771.0
7	20220	A/	3	62.3	28.6	5.2	4	31	428020.5	6819263.0
7	20220	B/	3	55.4	29.7	4.1	5	30	428023.0	6819174.0
7	20220	C/	2	26.2	16.4	2.6	7	37	428026.7	6818983.0
7	20220	D/	2	38.5	31.1	2.1	7	28	428022.0	6818779.5
7	20220	E/	0	16.2	29.6	0.5	9	22	428025.9	6818603.5
7	20220	F/	0	9.8	22.7	0.3	0	34	428028.2	6818362.0
7	20220	G/	0	15.8	20.7	0.8	1	38	428001.6	6816629.5
7	20220	H/	1	17.7	19.9	1.0	7	33	428002.1	6816478.5
7	20220	J/	0	8.3	13.9	0.4	5	37	427997.7	6816193.5
7	20220	K/	0	8.7	16.0	0.4	0	42	427993.8	6815925.0
7	20220	M/	0	6.4	11.0	0.3	8	38	427993.1	6815762.5
7	20220	N/	0	7.4	15.4	0.3	0	40	427995.9	6814894.5
7	20220	O/	0	3.1	10.6	0.0	7	31	428019.4	6813677.5
7	20220	P/	0	3.3	7.9	0.1	19	28	428007.2	6811406.5
7	20220	Q/	0	5.1	18.3	0.1	16	15	427996.7	6810425.5
7	20220	R/	0	3.0	7.8	0.1	17	29	428011.9	6809790.0
7	20220	S/	0	11.5	19.0	0.5	7	32	427993.4	6808677.0
7	20220	T/	0	12.0	17.6	0.6	1	39	427996.6	6807493.0
7	20230	A/	0	3.8	13.8	0.1	4	30	428214.5	6808565.5
7	20230	B/	0	5.7	15.9	0.1	6	30	428215.9	6808673.0
7	20230	C/	0	0.0	7.5	0.0	0	21	428195.7	6809784.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ANG BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
7	20230	D/	0	2.3	16.0	0.0	8	18	428185.6	6810493.5
7	20230	E/	0	1.0	12.2	0.0	1	22	428215.1	6811403.0
7	20230	F/	0	3.9	8.6	0.2	6	41	428164.8	6814915.5
7	20230	G/	0	7.7	10.2	0.6	4	46	428151.0	6816159.5
7	20230	H/	1	14.0	12.7	1.3	6	42	428145.6	6816407.5
7	20230	J/	0	8.8	11.5	0.6	6	42	428143.5	6816615.5
7	20230	K/	3	38.1	17.8	4.4	0	41	428196.9	6819041.5
7	20230	M/	3	54.2	23.6	5.4	0	38	428195.8	6819223.0
7	20240	A/	2	23.6	12.9	3.1	4	43	428376.7	6819284.0
7	20240	B/	2	24.5	16.7	2.3	1	42	428374.7	6819177.5
7	20240	C/	0	5.3	13.0	0.2	0	40	428413.7	6816552.5
7	20240	D/	0	7.5	16.0	0.3	3	35	428412.2	6816396.0
7	20240	E/	1	22.0	18.1	1.7	5	38	428409.5	6816283.5
7	20240	F/	1	29.2	23.7	1.9	1	38	428408.7	6816222.5
7	20240	G/	0	17.5	21.9	0.9	0	38	428409.1	6816079.0
7	20240	H/	0	5.2	15.3	0.1	0	36	428403.3	6815494.0
7	20240	J/	0	5.9	14.7	0.2	0	42	428403.2	6814858.5
7	20240	K/	0	2.1	10.2	0.0	4	31	428386.0	6811379.0
7	20240	M/	0	1.7	8.7	0.0	7	29	428388.8	6810770.5
7	20240	N/	0	2.8	10.7	0.0	0	41	428389.3	6810468.0
7	20240	O/	0	1.4	10.3	0.0	7	23	428373.8	6809699.0
7	20240	P/	0	1.7	10.1	0.0	7	26	428378.2	6809604.5
7	20240	Q/	0	3.2	8.9	0.1	4	39	428361.9	6808464.5
7	20240	R/	0	4.5	10.3	0.2	10	34	428383.5	6807942.0
7	20240	S/	0	4.9	10.4	0.2	11	34	428389.2	6807616.0
7	20250	A/	0	2.2	9.6	0.0	11	26	428548.0	6807510.5
7	20250	B/	0	2.9	12.3	0.0	8	26	428555.6	6807646.0
7	20250	C/	0	1.9	10.4	0.0	0	34	428568.5	6807952.0
7	20250	D/	0	2.4	9.2	0.0	9	30	428572.8	6809023.5
7	20250	E/	0	3.0	12.2	0.0	11	24	428580.9	6809621.0
7	20250	F/	0	3.0	11.7	0.0	1	35	428577.0	6810505.5
7	20250	G/	0	1.7	10.4	0.0	10	22	428580.6	6810749.0
7	20250	H/	0	2.5	11.3	0.0	12	23	428588.9	6811374.0
7	20250	J/	0	1.3	9.6	0.0	10	21	428593.2	6811792.5
7	20250	K/	0	3.8	10.0	0.1	8	34	428620.1	6814674.5
7	20250	M/	1	23.5	27.7	1.1	5	31	428615.3	6816035.0
7	20250	N/	2	53.2	38.0	2.8	2	31	428617.2	6816206.5
7	20250	O/	0	6.6	15.5	0.2	8	30	428619.3	6816467.5
7	20250	P/	0	11.9	15.1	0.7	2	42	428673.8	6818482.0
7	20250	Q/	2	15.8	10.1	2.1	8	44	428656.2	6819061.5
45	20263	A/	0	2.7	10.4	0.0	11	26	428805.8	6809621.5
45	20263	B/	0	2.1	12.7	0.0	12	18	428791.7	6810554.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ANG BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
45	20263	C/	0	0.9	10.5	0.0	4	22	428795.9	6810736.5
45	20263	D/	0	0.4	8.8	0.0	0	25	428804.7	6811737.0
45	20263	E/	0	13.3	19.1	0.6	6	34	428810.3	6816059.5
45	20263	F/	0	13.8	19.7	0.7	6	32	428809.9	6816203.0
45	20263	G/	0	10.2	16.7	0.5	11	29	428822.1	6818523.0
45	20263	H/	1	7.9	6.6	1.1	19	42	428815.1	6819001.5
14	20270	A/	0	14.1	22.1	0.6	4	32	429043.9	6818462.0
14	20270	B/	0	8.2	20.5	0.2	0	34	428984.4	6816045.5
14	20270	C/	0	0.6	12.3	0.0	0	37	429013.5	6813699.5
14	20270	D/	0	0.0	13.4	0.0	0	27	429011.3	6812351.0
14	20270	E/	0	-0.3	15.0	0.0	0	24	429007.6	6812164.5
14	20270	F/	0	0.0	14.7	0.0	0	19	428996.8	6811951.5
14	20270	G/	0	-1.0	16.4	0.0	0	19	428998.5	6811703.0
14	20270	H/	0	-0.3	17.1	0.0	0	18	428997.0	6811476.0
14	20270	J/	0	1.0	18.9	0.0	2	16	428991.3	6811265.5
14	20270	K/	0	-0.3	13.4	0.0	0	22	428994.3	6810958.5
14	20270	M/	0	1.1	18.5	0.0	0	20	428984.7	6810653.5
14	20270	N/	0	1.5	18.1	0.0	0	22	428983.4	6810540.5
14	20270	O/	0	0.4	13.2	0.0	0	37	428979.7	6809953.5
14	20270	P/	0	0.5	14.4	0.0	0	35	428975.3	6809590.5
14	20270	Q/	0	-0.3	11.7	0.0	0	29	428973.6	6809049.0
14	20270	R/	0	1.7	12.6	0.0	0	36	428972.0	6808896.5
14	20280	A/	0	-1.1	12.2	0.0	0	32	429210.6	6808249.5
14	20280	B/	0	3.4	17.6	0.0	0	36	429231.3	6808934.0
14	20280	C/	0	-1.3	10.5	0.0	0	37	429219.9	6809541.5
14	20280	D/	0	2.3	21.9	0.0	0	21	429217.8	6810537.0
14	20280	E/	0	-0.1	11.2	0.0	0	23	429215.9	6810756.0
14	20280	F/	0	-0.7	9.8	0.0	0	28	429213.5	6811102.5
14	20280	G/	0	-0.3	7.9	0.0	0	36	429246.8	6812389.5
14	20280	H/	0	1.6	11.0	0.0	0	36	429227.5	6813722.5
14	20280	J/	0	5.1	20.7	0.1	4	25	429198.0	6815891.0
14	20280	K/	0	5.6	18.1	0.1	4	29	429195.6	6816043.0
14	20280	M/	0	2.8	17.8	0.0	0	28	429205.2	6818071.5
14	20280	N/	0	14.2	27.0	0.4	3	29	429203.3	6818393.5
14	20290	A/	0	22.4	33.1	0.8	0	37	429393.4	6818645.5
14	20290	B/	0	23.6	40.3	0.6	0	34	429391.0	6818432.0
14	20290	C/	0	3.0	16.9	0.0	0	31	429403.0	6818018.5
14	20290	D/	0	5.6	13.9	0.2	0	40	429421.9	6816871.5
14	20290	E/	0	6.2	16.0	0.2	0	40	429431.8	6813843.0
14	20290	F/	0	2.0	13.5	0.0	1	27	429391.2	6811671.0
14	20290	G/	0	2.7	12.5	0.0	7	26	429391.3	6810532.5
14	20290	H/	0	2.5	10.5	0.0	1	35	429386.8	6809495.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ANG BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
14	20290	J/	0	1.9	11.7	0.0	0	30	429399.4	6809193.0
14	20290	K/	0	7.5	17.2	0.2	0	37	429411.9	6808923.0
14	20290	M/	0	1.9	6.6	0.0	5	40	429399.7	6808008.5
14	20300	A/	0	5.5	10.7	0.3	1	44	429641.9	6813839.5
14	20301	A/	0	7.9	17.3	0.3	0	37	429654.3	6814769.5
14	20301	B/	0	4.8	8.7	0.3	0	51	429611.8	6816846.0
14	20301	C/	0	30.1	48.1	0.8	0	31	429636.3	6818493.0
14	20310	A/	0	2.3	11.9	0.0	0	32	429820.5	6815786.5
14	20310	B/	0	3.6	13.8	0.0	4	29	429818.7	6815059.5
14	20310	C/	0	1.1	7.9	0.0	0	36	429797.8	6810970.5
14	20310	D/	0	0.9	5.2	0.0	12	30	429820.3	6810566.5
14	20310	E/	0	1.1	5.2	0.0	12	33	429875.7	6809798.0
14	20310	F/	0	3.1	10.3	0.1	0	42	429815.2	6809360.0
14	20310	G/	0	8.6	24.6	0.2	6	24	429825.8	6808947.5
14	20310	H/	0	5.3	23.3	0.0	4	23	429834.2	6808789.0
14	20310	J/	0	4.5	14.8	0.1	10	25	429809.2	6808324.0
14	20320	A/	0	1.4	4.6	0.0	3	49	430007.4	6808107.0
14	20320	B/	0	1.9	7.0	0.0	0	44	430006.0	6808353.0
14	20320	C/	0	2.5	8.2	0.0	0	45	430003.1	6808786.5
14	20320	D/	0	3.2	8.2	0.1	0	48	430001.4	6808975.0
14	20320	E/	0	-0.6	6.2	0.0	0	27	429988.3	6809827.5
14	20320	F/	0	0.1	8.4	0.0	0	29	430023.2	6811166.5
14	20320	G/	0	4.1	14.8	0.1	0	44	430001.1	6814585.0
14	20320	H/	0	4.0	14.7	0.1	0	36	429998.3	6814848.0
14	20320	J/	0	2.0	12.8	0.0	0	31	429991.9	6815047.5
14	20320	K/	0	18.1	31.4	0.6	0	38	429980.8	6817491.0
14	20330	A/	0	4.3	13.1	0.1	7	30	430178.0	6815242.0
14	20330	B/	0	4.8	14.1	0.1	5	32	430174.9	6814942.0
14	20330	C/	0	4.5	13.3	0.1	4	33	430172.3	6814786.0
14	20330	D/	0	5.1	14.9	0.1	5	30	430175.1	6814633.0
14	20330	E/	0	0.7	6.4	0.0	0	49	430216.5	6811707.5
14	20330	F/	0	1.0	7.1	0.0	0	37	430193.2	6811330.5
14	20330	G/	0	1.5	8.0	0.0	18	19	430183.1	6811184.5
14	20330	H/	0	1.5	6.9	0.0	18	23	430181.5	6811072.5
14	20330	J/	0	-0.4	5.3	0.0	0	45	430168.0	6810586.5
14	20330	K/	0	4.6	12.3	0.1	0	43	430200.7	6808982.0
14	20330	M/	0	5.1	15.5	0.1	0	35	430202.6	6808809.0
14	20330	N/	0	2.6	9.6	0.0	9	30	430207.4	6808088.0
14	20330	O/	0	0.8	8.9	0.0	15	13	430209.7	6807827.0
14	20340	A/	0	1.5	7.0	0.0	9	31	430389.6	6809303.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ANG BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	BIRD DEPTH MTRS	BIRD HEIGHT MTRS		
14	20340	B/	0	1.3	9.3	0.0	6	26	430415.5	6811138.0
14	20341	A/	0	14.6	29.4	0.4	0	33	430429.2	6815869.5
14	20350	A/	1	23.2	21.8	1.5	5	35	430621.0	6817700.5
14	20350	B/	0	12.9	20.1	0.6	0	43	430627.2	6815812.0
14	20350	C/	0	4.1	10.4	0.1	4	38	430611.2	6814301.0
14	20350	D/	0	0.8	7.3	0.0	0	36	430607.5	6811679.0
14	20350	E/	0	1.2	7.4	0.0	0	36	430590.4	6811384.5
14	20350	F/	0	1.1	8.7	0.0	3	28	430592.3	6811261.0
14	20350	G/	0	2.1	10.1	0.0	11	24	430594.8	6811136.0
14	20350	H/	0	2.2	10.5	0.0	5	29	430588.1	6810914.5
14	20350	J/	0	0.9	9.0	0.0	0	33	430583.7	6810617.5
14	20350	K/	0	1.3	10.0	0.0	11	19	430570.5	6809885.5
14	20350	M/	0	2.4	10.0	0.0	4	33	430594.8	6808708.0
14	20350	N/	0	1.5	8.2	0.0	5	31	430588.5	6808558.0
14	20350	O/	0	0.4	9.2	0.0	0	28	430580.9	6808332.5
14	20350	P/	0	1.8	10.2	0.0	6	27	430585.5	6808069.0
14	20360	A/	0	1.2	5.6	0.0	0	44	430820.4	6808075.5
14	20360	B/	0	0.3	6.2	0.0	0	37	430759.3	6809923.5
14	20360	C/	0	0.1	5.8	0.0	0	40	430770.8	6810644.5
14	20360	D/	0	3.8	11.1	0.1	0	44	430817.5	6814324.5
14	20360	E/	0	7.7	15.1	0.3	0	41	430807.5	6817138.0
14	20360	F/	1	20.4	16.2	1.7	3	41	430818.3	6817542.0
14	20370	A/	1	17.2	14.0	1.6	11	36	431029.2	6817189.5
14	20370	B/	0	13.6	15.9	0.9	0	43	431032.2	6817056.0
14	20370	C/	0	9.4	12.8	0.6	6	40	431033.7	6816846.5
14	20370	D/	0	9.8	20.9	0.3	0	37	431027.8	6816206.5
14	20370	E/	0	14.7	26.7	0.5	0	35	431031.5	6815957.0
14	20370	F/	0	8.8	18.6	0.3	0	36	431023.4	6815604.0
14	20370	G/	0	3.2	10.2	0.1	0	42	431027.5	6814118.0
14	20370	H/	0	2.9	14.0	0.0	0	31	431004.3	6811355.5
14	20370	J/	0	0.8	13.3	0.0	0	25	431001.0	6811027.0
14	20370	K/	0	1.4	9.7	0.0	0	31	430955.7	6809946.0
14	20370	M/	0	0.8	7.8	0.0	0	33	430959.4	6809532.0
14	20370	N/	0	2.1	6.9	0.0	0	50	430958.3	6808955.0
17	20380	A/	0	0.7	3.4	0.0	1	50	431230.8	6809932.5
17	20380	B/	0	0.9	5.0	0.0	0	47	431239.2	6810691.5
17	20380	C/	0	1.6	6.4	0.0	3	41	431212.8	6811342.5
17	20380	D/	0	1.9	6.5	0.0	0	48	431213.2	6811540.5
17	20380	E/	0	5.0	9.3	0.3	3	44	431189.7	6816122.5
17	20380	F/	1	15.9	12.1	1.7	9	41	431218.2	6817019.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ANG BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
17	20390	A/	2	12.8	7.3	2.3	7	51	431425.3	6817037.5
17	20390	B/	2	19.6	13.7	2.1	4	43	431432.7	6816643.0
17	20390	C/	0	10.8	12.5	0.8	6	42	431435.9	6816483.0
17	20390	D/	0	0.9	10.8	0.0	0	33	431411.9	6811461.0
17	20390	E/	0	1.6	8.2	0.0	7	30	431411.9	6809918.0
17	20390	F/	0	1.6	7.4	0.0	0	44	431414.0	6809306.0
17	20400	A/	0	2.0	10.8	0.0	0	40	431593.5	6808998.0
17	20400	B/	0	1.6	11.4	0.0	0	30	431588.1	6809307.0
17	20400	C/	0	0.1	8.7	0.0	0	30	431586.3	6809929.5
17	20400	D/	0	1.4	7.8	0.0	0	41	431619.6	6811424.5
17	20400	E/	2	23.2	16.4	2.1	1	44	431596.8	6816414.0
17	20400	F/	2	20.5	12.6	2.5	4	44	431603.2	6816487.5
17	20400	G/	2	18.6	12.8	2.1	0	50	431612.2	6816609.0
17	20400	H/	2	16.7	9.3	2.6	0	55	431616.4	6816956.0
17	20410	A/	2	35.8	22.2	3.0	0	39	431820.9	6816762.0
17	20410	B/	2	32.6	16.5	3.8	2	41	431830.8	6816167.0
17	20410	C/	2	24.7	14.3	2.9	7	39	431827.4	6815997.5
17	20410	D/	2	35.6	28.9	2.1	0	38	431821.4	6815783.5
17	20410	E/	1	35.6	35.5	1.6	1	32	431821.9	6815585.5
17	20410	F/	0	3.1	7.3	0.1	13	36	431804.0	6811419.5
17	20410	G/	0	3.4	8.3	0.1	10	37	431789.5	6810788.5
17	20410	H/	0	2.5	9.4	0.0	6	33	431802.9	6809974.5
17	20410	J/	0	5.2	15.1	0.1	12	23	431810.2	6809318.5
17	20410	K/	0	5.4	14.5	0.1	16	21	431816.1	6809057.0
17	20410	M/	0	6.7	16.5	0.2	14	22	431817.8	6808972.5
17	20410	N/	0	5.1	10.5	0.2	16	28	431823.1	6808741.0
17	20420	A/	0	3.6	9.3	0.1	0	43	432069.6	6808206.0
17	20420	B/	0	3.3	9.9	0.1	4	37	432076.1	6808780.0
17	20420	C/	0	3.4	9.6	0.1	6	36	432074.8	6808993.5
17	20420	D/	0	3.2	7.7	0.1	9	39	432072.3	6809361.5
17	20430	A/	0	0.2	7.9	0.0	0	30	432260.0	6810735.0
17	20430	B/	0	1.4	16.3	0.0	1	21	432228.4	6809577.0
17	20430	C/	0	3.5	20.7	0.0	8	17	432214.0	6809370.0
17	20430	D/	0	6.6	26.9	0.1	13	13	432211.3	6808964.0
17	20430	E/	0	6.1	27.1	0.0	12	13	432212.3	6808764.5
17	20430	F/	0	4.7	22.0	0.0	7	20	432208.9	6808510.0
17	20430	G/	0	4.7	22.6	0.0	8	18	432210.2	6808380.5
17	20430	H/	0	4.7	20.0	0.0	5	24	432213.7	6808217.0
17	20430	J/	0	3.8	19.6	0.0	3	24	432214.1	6807998.0
17	20430	K/	0	0.7	13.9	0.0	0	20	432207.3	6807705.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ANG BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
17	20440	A/	0	1.7	8.0	0.0	0	43	432396.8	6808007.5
17	20440	B/	0	2.7	10.9	0.0	0	37	432400.3	6808233.5
17	20440	C/	0	3.5	12.7	0.0	0	35	432399.7	6808415.5
17	20440	D/	0	3.6	11.6	0.1	8	29	432409.6	6808800.5
17	20440	E/	0	3.7	11.8	0.1	9	29	432413.1	6808980.5
17	20440	F/	0	0.4	5.9	0.0	0	33	432427.0	6811893.5
17	20450	A/	0	-0.5	6.4	0.0	0	39	432608.6	6811961.5
17	20450	B/	0	3.3	15.1	0.0	9	22	432617.0	6810102.5
17	20450	C/	0	5.0	11.9	0.2	19	22	432622.0	6809463.0
17	20450	D/	0	2.8	11.7	0.0	13	22	432617.7	6809204.5
17	20450	E/	0	8.6	33.6	0.1	10	15	432618.6	6808991.5
17	20450	F/	0	6.8	22.0	0.1	14	16	432620.2	6808863.5
17	20450	G/	0	5.1	13.2	0.1	13	26	432624.8	6808477.0
17	20450	H/	0	6.6	15.9	0.2	9	28	432625.9	6808277.0
17	20450	J/	0	5.2	12.1	0.2	13	28	432626.4	6808139.0
17	20450	K/	0	4.9	10.4	0.2	16	29	432625.7	6808026.0
17	20450	M/	0	4.0	8.9	0.2	18	28	432620.9	6807855.0
17	20450	N/	0	4.3	9.8	0.2	14	30	432618.1	6807761.0
17	20460	A/	0	2.6	7.6	0.1	13	32	432798.9	6807873.0
17	20460	B/	0	2.9	9.1	0.1	13	28	432797.8	6808066.5
17	20460	C/	0	4.1	13.0	0.1	10	27	432797.8	6808152.0
17	20460	D/	0	5.1	15.6	0.1	11	23	432798.8	6808296.0
17	20460	E/	0	4.3	12.1	0.1	14	24	432800.5	6808525.0
17	20460	F/	0	3.6	11.0	0.1	12	27	432811.7	6808922.5
17	20460	G/	0	4.4	12.1	0.1	8	31	432815.8	6809028.5
17	20460	H/	0	0.8	4.9	0.0	9	33	432827.0	6811449.5
17	20460	J/	0	1.2	7.6	0.0	9	27	432831.4	6812021.5
17	20460	K/	0	9.4	11.4	0.7	0	48	432823.2	6813343.0
17	20460	M/	2	23.9	11.1	3.8	5	43	432834.0	6815228.0
17	20460	N/	1	12.4	9.3	1.6	15	39	432838.8	6815640.5
17	20470	A/	3	36.5	15.1	5.1	2	40	433005.8	6815900.0
17	20470	B/	1	12.0	8.7	1.6	11	45	433003.5	6815431.0
17	20470	C/	2	22.6	10.4	3.8	3	47	432998.1	6815109.5
17	20470	D/	0	2.0	10.2	0.0	9	25	433011.8	6812079.0
17	20470	E/	0	1.1	8.2	0.0	10	23	433026.2	6811140.0
17	20470	F/	0	-0.3	8.0	0.0	0	20	433027.4	6810433.5
17	20470	G/	0	3.4	11.8	0.1	2	34	433014.7	6809017.5
17	20470	H/	0	1.7	9.9	0.0	3	30	433025.4	6808548.5
17	20470	J/	0	3.0	15.6	0.0	6	24	433033.2	6808285.5
17	20470	K/	0	1.3	11.1	0.0	4	24	433036.4	6808116.0
17	20470	M/	0	0.1	6.4	0.0	0	24	433038.0	6807889.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ANG BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
17	20480	A/	0	2.3	9.6	0.0	0	42	433223.2	6809084.0
17	20480	B/	2	16.7	7.8	3.4	0	58	433222.0	6814916.5
17	20480	C/	2	12.8	5.7	3.3	7	53	433221.0	6815151.5
17	20480	D/	2	27.2	13.1	3.8	3	43	433213.5	6815458.0
17	20490	A/	2	21.5	14.7	2.2	9	37	433387.4	6815565.0
17	20490	B/	2	17.8	8.8	3.2	0	57	433390.1	6815034.5
17	20490	C/	2	18.6	10.1	2.8	3	49	433389.7	6814811.0
17	20490	D/	0	3.3	11.4	0.1	20	17	433392.6	6809867.0
17	20490	E/	0	3.2	9.5	0.1	18	24	433400.0	6809357.0
17	20490	F/	0	6.0	14.4	0.2	12	26	433417.1	6809103.5
17	20490	G/	0	3.9	14.8	0.0	16	17	433429.1	6808661.0
17	20490	H/	0	2.5	15.9	0.0	11	17	433427.3	6808478.0
17	20490	J/	0	2.7	9.0	0.0	16	25	433430.4	6808340.5
17	20490	K/	0	-0.4	7.0	0.0	0	17	433434.0	6808049.0
17	20490	M/	0	2.6	6.0	0.1	29	24	433433.3	6807689.0
17	20490	N/	0	3.0	9.7	0.1	18	22	433436.4	6807527.0
17	20500	A/	0	2.7	5.4	0.2	19	38	433603.1	6808722.5
17	20500	B/	0	3.9	6.4	0.3	14	42	433606.4	6809154.0
17	20500	C/	0	3.6	6.7	0.2	24	29	433610.3	6812300.5
17	20500	D/	0	3.3	6.7	0.2	21	31	433609.9	6812433.5
17	20500	E/	3	28.8	9.7	6.2	0	51	433628.4	6814950.5
17	20500	F/	4	33.9	8.0	10.5	0	48	433627.6	6815087.0
17	20510	A/	2	14.4	6.4	3.4	5	53	433816.3	6814936.0
17	20510	B/	0	3.1	9.7	0.1	11	29	433803.8	6812377.5
17	20510	C/	0	2.5	7.5	0.1	24	21	433802.3	6812097.0
17	20510	D/	0	1.7	7.9	0.0	13	26	433782.0	6811203.5
17	20510	E/	0	0.5	8.0	0.0	0	26	433806.3	6809680.0
17	20510	F/	0	2.8	7.6	0.1	11	36	433807.2	6809199.0
17	20510	G/	0	1.9	9.6	0.0	9	26	433803.6	6808774.0
17	20510	H/	0	2.8	23.7	0.0	7	15	433796.8	6808446.5
17	20510	J/	0	2.4	15.4	0.0	15	12	433796.7	6808397.5
17	20510	K/	0	0.0	6.0	0.0	0	17	433800.3	6808137.5
17	20510	M/	0	0.0	4.9	0.0	0	25	433794.8	6807829.5
17	20510	N/	0	0.9	5.6	0.0	11	29	433790.9	6807509.0
17	20520	A/	0	0.9	6.4	0.0	17	19	434000.6	6807658.5
17	20520	B/	0	0.2	8.7	0.0	0	20	434003.0	6807928.5
17	20520	C/	0	0.6	5.5	0.0	14	21	434005.2	6808226.5
17	20520	D/	0	1.6	5.9	0.0	24	22	434004.2	6808451.5
17	20520	E/	0	2.8	7.1	0.1	9	39	434023.9	6809226.0
17	20520	F/	0	2.1	7.0	0.0	9	36	434025.5	6809322.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ANG BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
17	20520	G/	0	0.6	5.6	0.0	4	31	434025.5	6809866.0
17	20520	H/	0	1.3	4.2	0.0	16	38	434017.8	6812433.0
17	20520	J/	2	22.1	10.2	3.7	3	47	434000.2	6814593.5
17	20520	K/	3	40.1	15.7	5.6	3	38	434001.7	6814823.5
17	20520	M/	0	10.6	11.4	0.9	15	34	433998.8	6815045.0
17	20530	A/	0	1.9	5.0	0.1	13	41	434225.1	6812485.5
17	20530	B/	0	2.3	6.9	0.1	18	29	434188.8	6811278.5
17	20530	C/	0	2.3	8.1	0.0	13	28	434193.8	6811152.5
17	20530	D/	0	0.6	7.6	0.0	3	25	434216.2	6809911.0
17	20530	E/	0	0.5	6.9	0.0	0	29	434213.1	6809383.0
17	20530	F/	0	3.5	12.0	0.1	9	28	434212.9	6809178.0
17	20530	G/	0	0.4	6.4	0.0	4	23	434210.9	6808594.5
17	20530	H/	0	1.5	8.8	0.0	10	25	434203.6	6808414.0
17	20530	J/	0	0.6	7.2	0.0	7	22	434201.6	6808286.0
17	20530	K/	0	0.2	5.5	0.0	0	28	434203.2	6807954.0
17	20530	M/	0	-0.2	7.4	0.0	0	24	434197.6	6807701.0
17	20540	A/	0	0.0	5.8	0.0	0	29	434404.6	6807778.5
17	20540	B/	0	-0.2	5.6	0.0	0	27	434413.6	6808003.0
17	20540	C/	0	3.1	17.7	0.0	12	15	434431.2	6808376.5
17	20540	D/	0	2.0	10.3	0.0	19	15	434428.4	6808635.5
17	20540	E/	0	2.2	11.6	0.0	16	16	434427.6	6808701.5
17	20540	F/	0	3.3	11.3	0.1	9	28	434420.5	6809189.0
17	20540	G/	0	0.6	4.7	0.0	8	31	434419.8	6809438.0
17	20540	H/	0	2.1	5.6	0.1	11	41	434424.8	6811085.5
17	20540	J/	3	19.8	7.9	4.4	2	51	434423.1	6814284.0
17	20550	A/	4	36.0	10.0	8.6	0	45	434619.7	6814439.0
17	20550	B/	2	16.6	8.0	3.2	7	48	434617.0	6814169.5
17	20550	C/	0	1.9	8.0	0.0	4	36	434585.4	6811028.5
17	20550	D/	0	2.0	12.3	0.0	3	27	434623.8	6809170.0
17	20550	E/	0	2.1	10.7	0.0	11	23	434621.7	6809061.0
17	20550	F/	0	2.5	11.4	0.0	18	16	434624.1	6808707.0
17	20550	G/	0	2.0	9.5	0.0	19	17	434621.6	6808613.0
17	20550	H/	0	2.4	11.0	0.0	15	20	434613.3	6808371.5
17	20550	J/	0	-1.4	4.9	0.0	0	27	434629.4	6807659.0
17	20560	A/	2	18.1	9.5	2.9	0	52	434809.4	6814047.0
17	20560	B/	3	21.9	6.0	7.5	3	50	434807.9	6814246.5
18	20570	A/	0	0.0	3.9	0.0	0	73	434998.3	6808311.0
18	20571	A/	0	0.8	6.1	0.0	0	44	435035.0	6810885.0
18	20571	B/	2	15.2	9.4	2.2	1	52	435003.0	6813937.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ANG BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
18	20571	C/	3	20.1	7.4	4.9	2	51	435003.4	6814145.5
18	20571	D/	4	23.2	5.5	9.3	0	58	435005.4	6814320.0
18	20580	A/	3	28.9	11.4	5.0	0	51	435186.7	6814066.0
18	20580	B/	1	11.1	10.6	1.1	6	45	435190.5	6813809.5
18	20580	C/	0	1.9	8.8	0.0	1	36	435187.6	6812804.5
18	20580	D/	0	-0.9	14.3	0.0	0	26	435233.6	6809182.0
18	20580	E/	0	-1.8	7.1	0.0	0	26	435235.3	6808861.0
18	20580	F/	0	-1.5	4.8	0.0	0	16	435242.1	6807583.5
18	20590	A/	0	-1.9	5.6	0.0	0	49	435413.1	6808358.5
18	20590	B/	1	11.8	8.2	1.7	4	53	435407.4	6813806.5
18	20590	C/	2	19.6	9.0	3.6	0	52	435407.7	6813941.5
18	20590	D/	3	28.4	11.8	4.7	0	48	435407.5	6814036.5
18	20600	A/	0	1.8	6.8	0.0	8	36	435624.5	6809185.5
18	20600	B/	0	0.5	5.6	0.0	0	44	435609.1	6807944.5
18	20610	A/	0	-1.0	3.8	0.0	0	54	435818.3	6808255.5
18	20610	B/	0	2.3	6.8	0.1	4	43	435808.0	6810350.0
18	20610	C/	0	6.4	6.5	0.8	14	47	435820.1	6812126.5
18	20610	D/	1	13.3	12.2	1.2	8	41	435818.8	6812324.0
18	20620	A/	1	13.7	12.5	1.2	6	42	436007.7	6812335.5
18	20620	B/	1	12.7	11.1	1.3	16	34	436003.2	6812052.5
18	20620	C/	0	13.0	29.0	0.3	9	22	436007.9	6811633.5
18	20620	D/	0	5.5	15.2	0.1	13	23	436013.8	6811364.0
18	20620	E/	0	2.0	6.0	0.0	0	50	436029.7	6809144.5
18	20620	F/	0	-1.2	3.5	0.0	0	45	436002.3	6807892.5
18	20620	G/	0	-1.9	4.3	0.0	0	19	436012.0	6807698.0
18	20630	A/	0	2.9	4.7	0.2	12	51	436183.9	6809150.5
18	20630	B/	0	3.4	9.5	0.1	10	33	436197.6	6811063.0
18	20640	A/	0	6.1	10.1	0.4	16	32	436395.8	6811873.5
18	20640	B/	1	13.0	14.0	1.0	16	30	436392.9	6811540.0
18	20640	C/	0	11.2	21.6	0.4	4	31	436416.3	6810684.0
18	20640	D/	0	7.7	16.5	0.3	10	27	436419.0	6810550.5
18	20640	E/	0	3.4	12.8	0.0	7	28	436419.1	6810416.5
18	20640	F/	0	1.3	7.6	0.0	0	36	436415.6	6810247.0
18	20640	G/	0	1.9	6.7	0.0	1	44	436407.4	6809068.0
18	20640	H/	0	-0.7	5.3	0.0	0	35	436416.0	6808527.5
18	20650	A/	0	2.9	4.6	0.3	7	56	436614.8	6809074.5
18	20650	B/	0	3.1	7.5	0.1	9	39	436618.5	6810200.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ANG BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
18	20660	A/	0	4.3	7.8	0.3	21	31	436821.2	6811123.5
18	20660	B/	0	5.6	7.4	0.5	30	26	436796.6	6810676.0
18	20660	C/	0	10.1	14.2	0.6	11	32	436785.7	6810264.5
18	20660	D/	0	5.1	9.9	0.2	10	36	436782.6	6810165.5
18	20660	E/	0	3.4	4.5	0.4	19	48	436781.0	6809040.5
18	20670	A/	1	8.7	5.6	1.7	22	42	437022.1	6810007.5
18	20680	A/	0	3.0	8.7	0.1	14	29	437216.2	6811037.5
18	20680	B/	0	9.3	9.2	0.9	16	38	437200.6	6809936.5
18	20690	A/	0	6.3	8.0	0.5	15	40	437413.6	6810149.5
18	20700	A/	1	30.6	40.7	1.0	0	31	437605.1	6810600.5
18	20700	B/	0	12.1	24.7	0.4	3	30	437604.7	6810506.5
18	20700	C/	0	7.6	12.9	0.4	17	27	437584.8	6809830.0
18	20700	D/	0	8.6	13.8	0.4	10	33	437586.2	6809684.0
18	20700	E/	0	4.5	10.2	0.2	18	26	437600.9	6809448.0
18	20700	F/	0	3.4	6.0	0.2	25	31	437623.4	6809188.5
18	20700	G/	0	6.2	21.0	0.1	3	28	437606.9	6808453.5
18	20700	H/	0	6.5	21.5	0.1	1	29	437599.2	6808222.5
18	20710	A/	0	8.1	23.3	0.2	0	30	437788.4	6808133.0
18	20710	B/	0	3.9	5.4	0.4	34	28	437807.0	6809246.0
18	20720	A/	0	6.9	11.4	0.4	19	27	438013.4	6809296.0
18	20720	B/	0	6.3	9.8	0.4	13	36	438028.8	6808113.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

MONW BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
18	30010	A/	0	2.9	6.8	0.1	10	40	429476.9	6797980.0
18	30010	B/	0	6.6	11.2	0.4	6	40	430723.1	6797982.0
18	30010	C/	0	0.9	8.3	0.0	0	36	435238.3	6797952.5
18	30010	D/	0	2.5	11.0	0.0	5	30	436272.3	6797960.0
18	30010	E/	0	1.1	7.7	0.0	12	22	436589.7	6797969.0
18	30010	F/	0	1.3	14.4	0.0	8	15	438248.0	6797982.5
18	30020	A/	0	4.2	16.7	0.0	0	34	430558.7	6797756.5
18	30020	B/	0	0.7	8.0	0.0	0	36	429352.9	6797777.0
19	30030	A/	0	-2.2	14.4	0.0	0	18	438089.0	6797591.5
19	30030	B/	0	0.5	4.7	0.0	0	37	436636.8	6797597.0
19	30030	C/	0	2.9	12.3	0.0	0	37	436151.5	6797610.5
19	30030	D/	0	2.8	16.4	0.0	0	30	431084.0	6797574.5
19	30030	E/	0	1.6	12.1	0.0	0	38	430653.8	6797544.0
19	30030	F/	0	5.0	20.2	0.1	0	30	430475.5	6797557.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

MONW BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
19	30040	A/	0	4.1	10.3	0.1	9	34	428271.5	6797408.0
19	30040	B/	0	4.5	10.0	0.2	15	29	430124.9	6797403.5
19	30040	C/	0	6.7	9.8	0.5	5	45	430418.7	6797405.5
19	30040	D/	0	6.4	12.3	0.3	9	34	430692.6	6797403.5
19	30040	E/	0	4.0	6.3	0.3	3	54	436133.4	6797393.5
19	30040	F/	0	3.8	5.5	0.3	13	48	436653.3	6797379.0
29	30051	A/	0	3.1	12.0	0.0	1	35	436605.9	6797155.0
29	30051	B/	0	3.6	19.9	0.0	6	20	436080.6	6797152.0
29	30051	C/	0	1.2	9.9	0.0	0	32	435937.1	6797163.5
29	30051	D/	0	1.1	10.1	0.0	4	24	435711.6	6797173.0
29	30051	E/	0	2.4	18.2	0.0	12	12	435084.7	6797134.5
29	30051	F/	0	5.6	27.7	0.0	11	14	434974.3	6797134.5
29	30052	A/	0	8.6	39.8	0.1	9	12	430676.2	6797157.5
29	30052	B/	0	8.5	31.1	0.1	11	14	430476.6	6797160.0
29	30052	C/	0	1.8	20.2	0.0	5	16	430075.6	6797171.0
29	30052	D/	0	2.4	21.1	0.0	4	18	429935.7	6797178.0
29	30052	E/	0	5.7	19.2	0.1	6	26	428164.0	6797152.5
29	30052	F/	0	4.2	8.8	0.2	38	9	427448.0	6797144.0
29	30060	A/	0	4.6	13.5	0.1	6	31	436573.9	6796982.5
29	30060	B/	0	2.0	9.5	0.0	17	19	436155.4	6796971.5
29	30060	C/	0	2.5	12.4	0.0	11	22	436039.8	6796968.5
29	30060	D/	0	2.0	11.9	0.0	7	24	435931.7	6796973.0
29	30060	E/	0	1.1	10.1	0.0	5	23	435017.9	6796963.5
29	30060	F/	0	2.4	13.0	0.0	4	27	434960.5	6796967.0
29	30060	G/	0	3.6	13.0	0.0	21	14	434001.2	6796970.0
29	30060	H/	0	0.5	15.9	0.0	0	22	431040.2	6796966.5
29	30060	J/	0	3.3	17.8	0.0	4	23	430665.4	6796964.0
29	30060	K/	0	2.9	15.0	0.0	10	20	430429.4	6796975.0
29	30060	M/	0	-2.4	12.7	0.0	0	16	429919.6	6796987.5
29	30060	N/	0	-1.8	13.6	0.0	0	14	429830.6	6796992.0
29	30060	O/	0	3.4	30.9	0.0	5	14	429507.0	6797003.0
29	30060	P/	0	4.8	12.3	0.1	8	32	429018.5	6797016.5
29	30060	Q/	0	4.9	18.6	0.1	18	12	428341.9	6796989.5
29	30060	R/	0	5.2	15.7	0.1	11	24	428080.0	6796998.0
29	30060	S/	1	6.6	4.2	1.6	60	11	427520.7	6796988.5
29	30060	T/	2	7.5	3.4	2.7	68	5	427452.0	6796997.0
29	30070	A/	0	0.1	6.3	0.0	0	29	426925.1	6796785.0
29	30070	B/	0	3.4	10.6	0.1	13	26	428989.6	6796812.5
29	30070	C/	0	2.9	8.7	0.1	5	38	430647.9	6796790.0
29	30070	D/	0	1.8	11.4	0.0	0	31	433988.2	6796792.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

MONW BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
29	30070	E/	0	2.5	7.6	0.1	3	42	434983.1	6796763.0
29	30070	F/	0	1.4	6.6	0.0	0	61	436015.9	6796787.0
29	30070	G/	0	4.3	6.9	0.3	13	42	436598.1	6796760.0
29	30080	A/	0	5.4	11.5	0.2	7	36	436577.7	6796586.0
29	30080	B/	0	4.0	10.4	0.1	14	28	436150.0	6796597.5
29	30080	C/	0	3.7	12.6	0.1	10	27	435912.2	6796598.0
29	30080	D/	0	0.0	7.9	0.0	0	38	434979.1	6796557.5
29	30080	E/	0	4.9	24.2	0.0	2	23	431786.2	6796564.0
29	30080	F/	0	1.1	13.3	0.0	9	15	430589.8	6796563.5
29	30080	G/	0	2.4	13.6	0.0	0	29	430313.1	6796577.0
29	30080	H/	0	3.3	13.7	0.0	0	39	428954.1	6796596.5
29	30090	A/	0	6.9	8.2	0.6	2	53	427091.7	6796423.0
29	30090	B/	0	3.5	10.1	0.1	6	36	430537.3	6796389.0
29	30090	C/	0	2.1	8.9	0.0	0	43	434996.1	6796383.5
29	30090	D/	0	3.8	6.8	0.2	0	54	436569.6	6796364.5
29	30100	A/	0	1.0	8.9	0.0	0	35	436526.6	6796163.5
29	30100	B/	0	1.1	16.9	0.0	3	16	434982.4	6796175.0
29	30100	C/	0	1.7	17.5	0.0	0	26	431657.8	6796187.0
29	30100	D/	0	6.8	26.2	0.1	2	25	429968.2	6796207.5
29	30100	E/	0	3.6	13.3	0.0	3	32	428877.3	6796190.5
29	30100	F/	0	4.6	17.1	0.1	3	28	427808.9	6796192.0
29	30100	G/	0	3.0	13.7	0.0	0	32	427667.8	6796199.5
29	30100	H/	1	19.6	23.7	1.0	6	31	427059.4	6796188.5
29	30110	A/	0	10.4	21.3	0.3	0	43	427147.2	6795996.5
29	30110	B/	0	4.3	17.5	0.0	0	32	427304.8	6795987.0
29	30110	C/	0	3.1	12.7	0.0	0	49	430185.0	6795948.5
29	30110	D/	0	0.0	9.7	0.0	0	44	431208.5	6795968.5
28	30120	A/	0	7.2	15.6	0.3	20	18	436767.0	6795787.0
28	30120	B/	0	1.2	8.9	0.0	6	26	436355.4	6795784.0
28	30120	C/	0	2.2	9.5	0.0	21	16	436164.4	6795769.5
28	30120	D/	0	2.2	14.5	0.0	9	18	435800.6	6795758.5
28	30120	E/	0	1.9	13.2	0.0	12	17	435642.3	6795773.0
28	30120	F/	0	9.8	36.6	0.1	4	20	431631.9	6795813.0
28	30120	G/	0	4.5	24.6	0.0	5	20	430376.5	6795824.0
28	30120	H/	0	6.2	34.8	0.0	0	21	430262.8	6795822.5
28	30120	J/	0	9.2	43.1	0.1	0	22	430171.6	6795822.5
28	30120	K/	0	6.6	27.2	0.1	5	21	430012.4	6795819.5
28	30120	M/	0	5.5	22.5	0.1	4	24	429696.8	6795820.0
28	30120	N/	0	5.8	33.2	0.0	0	22	428909.7	6795817.5
28	30120	O/	0	1.6	16.7	0.0	3	20	427662.4	6795783.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

MONW BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	BIRD DEPTH MTRS	BIRD HEIGHT MTRS		
28	30120	P/	0	10.0	24.8	0.2	7	24	427479.7	6795773.5
28	30120	Q/	0	13.0	20.8	0.5	5	33	427364.7	6795774.5
28	30130	A/	1	7.7	4.4	1.9	16	53	427466.3	6795536.5
28	30130	B/	0	4.5	11.3	0.1	0	43	429098.3	6795558.0
28	30130	C/	0	6.3	14.7	0.2	4	35	429690.4	6795552.5
28	30130	D/	0	3.7	7.2	0.2	0	85	436608.7	6795581.0
28	30140	A/	1	10.7	8.1	1.5	1	56	427535.3	6795373.0
28	30140	B/	0	6.6	13.3	0.3	9	32	429710.2	6795367.0
28	30140	C/	0	6.5	13.5	0.3	10	31	429868.1	6795369.0
28	30140	D/	0	4.7	9.5	0.2	13	33	431683.4	6795384.0
28	30140	E/	0	11.3	16.2	0.6	1	40	432011.8	6795382.0
28	30140	F/	0	2.5	6.8	0.1	18	30	435028.8	6795363.5
28	30140	G/	1	10.8	10.9	1.0	0	56	435970.5	6795417.5
28	30140	H/	1	7.0	5.8	1.1	0	73	436611.7	6795396.5
28	30150	A/	1	11.2	9.3	1.3	17	37	436666.3	6795164.0
28	30150	B/	0	4.5	9.8	0.2	19	26	436141.6	6795148.0
28	30150	C/	0	6.4	13.4	0.2	18	23	435985.5	6795164.5
28	30150	D/	0	20.8	26.8	0.9	0	37	435828.0	6795168.5
28	30150	E/	0	18.7	22.6	0.9	9	29	435681.3	6795163.0
28	30150	F/	0	11.2	28.5	0.2	18	11	435575.5	6795157.5
28	30150	G/	0	4.4	9.5	0.2	38	7	435502.2	6795155.5
28	30150	H/	0	5.3	15.2	0.1	6	30	432266.2	6795197.5
28	30150	J/	0	4.0	13.9	0.1	7	27	431565.6	6795190.0
28	30150	K/	0	2.4	12.0	0.0	0	32	429688.2	6795199.0
28	30150	M/	0	0.1	9.0	0.0	0	30	429293.1	6795163.5
28	30150	N/	0	1.4	5.5	0.0	30	16	428955.2	6795159.5
28	30150	O/	1	11.2	10.4	1.1	10	42	427521.8	6795179.5
28	30160	A/	0	11.0	20.3	0.4	0	40	427556.2	6794973.5
28	30160	B/	0	8.0	12.0	0.5	2	44	432582.3	6794943.5
28	30160	C/	0	4.2	12.6	0.1	7	30	433225.3	6794933.5
28	30160	D/	1	8.9	5.9	1.7	0	73	435894.5	6794958.0
28	30170	A/	0	6.0	27.5	0.0	6	19	436158.8	6794824.5
28	30170	B/	0	12.9	34.3	0.2	6	21	436037.4	6794822.0
28	30170	C/	0	35.5	58.8	0.8	7	18	435927.7	6794849.5
28	30170	D/	0	20.9	36.8	0.6	18	11	435856.0	6794850.5
28	30170	E/	0	11.2	28.4	0.2	19	11	435743.8	6794821.0
28	30170	F/	0	6.0	18.7	0.1	18	14	435689.5	6794817.0
28	30170	G/	0	4.9	11.5	0.2	0	42	433229.2	6794838.0
28	30170	H/	0	8.4	18.8	0.3	0	38	432678.2	6794819.5
28	30170	J/	0	1.9	14.9	0.0	0	27	431308.1	6794798.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

MONW BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
28	30170	K/	0	2.9	7.5	0.1	20	27	429013.6	6794808.0
28	30170	M/	1	13.7	11.0	1.5	12	39	427639.7	6794812.5
28	30170	N/	0	9.6	10.5	0.8	1	49	427501.4	6794829.5
28	30180	A/	0	6.5	14.5	0.2	0	47	426777.1	6794526.0
28	30180	B/	0	0.0	8.7	0.0	0	48	426864.2	6794527.0
28	30180	C/	0	0.0	7.2	0.0	0	66	427125.2	6794536.5
28	30180	D/	0	1.5	10.6	0.0	0	49	431006.6	6794556.5
28	30180	E/	1	25.1	21.1	1.7	9	32	433660.7	6794556.5
28	30190	A/	0	5.4	14.8	0.1	21	15	436137.3	6794370.5
28	30190	B/	0	4.4	13.1	0.1	23	14	435968.9	6794378.5
28	30190	C/	0	3.8	9.5	0.1	13	31	435515.2	6794367.5
28	30190	D/	0	6.6	24.9	0.1	0	27	431101.0	6794407.0
28	30190	E/	0	0.3	14.1	0.0	0	39	428501.7	6794390.5
28	30190	F/	0	8.0	24.4	0.1	0	30	426847.5	6794443.0
28	30190	G/	1	42.8	51.7	1.3	7	21	426741.7	6794419.5
20	30200	A/	0	3.1	7.6	0.1	13	34	436140.8	6794177.5
20	30200	B/	0	2.7	8.0	0.1	4	40	432741.4	6794159.5
20	30200	C/	0	6.2	14.1	0.2	0	40	431062.6	6794152.0
20	30200	D/	0	0.8	9.2	0.0	0	37	428653.6	6794168.0
28	30204	A/	1	18.8	16.2	1.5	9	35	427508.7	6794173.0
20	30211	A/	0	5.8	10.1	0.3	20	28	429105.2	6793999.5
20	30211	B/	0	3.0	11.5	0.0	2	34	429994.4	6794020.5
20	30211	C/	0	3.4	9.4	0.1	0	43	431053.8	6794047.0
20	30211	D/	0	2.8	5.6	0.2	11	46	432741.8	6794026.0
20	30211	E/	0	7.2	12.8	0.3	17	27	435760.9	6794031.5
20	30220	A/	0	1.1	7.0	0.0	8	28	431264.9	6793831.5
20	30220	B/	0	3.1	8.7	0.1	4	40	431095.2	6793830.0
20	30220	C/	0	5.6	8.4	0.4	13	39	429189.8	6793844.0
28	30230	A/	0	5.3	11.1	0.2	16	28	431194.8	6793543.5
28	30251	A/	0	3.4	9.8	0.1	18	24	434830.1	6793150.0
28	30251	B/	0	5.4	12.7	0.2	11	29	427887.9	6793185.0
19	30260	A/	0	1.2	7.2	0.0	3	34	434807.2	6792973.5
19	30270	A/	0	4.5	11.5	0.1	0	43	430934.4	6792782.0
19	30270	B/	0	2.9	8.1	0.1	25	20	431474.4	6792799.5
19	30270	C/	0	1.7	11.9	0.0	1	28	434298.9	6792746.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

MONW BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
19	30280	A/	0	5.8	7.7	0.5	9	46	433383.1	6792556.0
19	30280	B/	0	0.0	9.7	0.0	0	26	431786.8	6792559.5
19	30280	C/	0	3.7	18.8	0.0	9	19	429986.9	6792583.5
19	30290	A/	0	2.3	9.7	0.0	7	31	428988.1	6792375.5
19	30290	B/	0	5.0	9.2	0.3	6	43	433422.0	6792409.0
19	30300	A/	0	0.1	8.1	0.0	0	44	431744.3	6792187.0
19	30300	B/	0	0.1	12.3	0.0	0	25	429506.3	6792180.5
19	30320	A/	0	6.2	10.4	0.4	8	39	432728.8	6791766.0
19	30320	B/	0	6.2	7.8	0.6	14	41	430817.9	6791741.5
19	30320	C/	0	8.1	10.3	0.6	4	46	429910.3	6791732.0
19	30320	D/	0	11.8	15.0	0.7	4	40	429739.0	6791732.0
19	30330	A/	1	9.8	8.4	1.2	4	52	429751.6	6791621.0
19	30330	B/	1	7.5	6.7	1.0	6	55	429933.2	6791616.0
19	30330	C/	0	7.1	9.4	0.5	15	36	430802.4	6791605.0
19	30330	D/	0	6.3	10.0	0.4	11	37	433535.3	6791609.0
19	30340	A/	0	6.5	10.5	0.4	4	43	432723.8	6791354.0
19	30340	B/	0	6.5	6.9	0.7	13	46	430831.1	6791389.5
19	30340	C/	1	15.4	15.0	1.2	2	43	429882.2	6791379.0
19	30350	A/	0	-1.3	4.4	0.0	0	31	426945.3	6791163.5
19	30350	B/	1	11.7	10.3	1.2	6	46	429915.9	6791198.0
19	30350	C/	0	6.0	9.2	0.4	13	37	432674.5	6791167.0
19	30360	A/	0	3.6	9.0	0.1	3	42	432651.0	6790984.0
19	30360	B/	0	2.6	9.8	0.0	0	40	432138.4	6790975.5
19	30360	C/	0	5.5	12.5	0.2	8	33	430852.3	6790965.5
19	30360	D/	0	6.1	10.4	0.3	0	47	429896.0	6790970.5
19	30360	E/	0	-0.2	6.2	0.0	0	15	426931.7	6790982.5
19	30370	A/	0	4.6	10.4	0.2	1	43	430913.8	6790763.5
19	30370	B/	0	2.9	12.5	0.0	0	39	431446.3	6790778.5
19	30370	C/	0	2.9	8.4	0.1	4	40	432147.0	6790787.0
19	30370	D/	0	2.3	7.9	0.0	1	42	432619.4	6790785.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

EXP BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
29	40010	A/	0	5.6	16.3	0.1	0	35	429597.3	6778930.0
29	40010	B/	0	4.0	16.3	0.0	2	29	429601.6	6778710.0
29	40020	A/	0	4.4	10.9	0.1	15	27	429821.8	6778728.5
29	40030	A/	0	4.6	10.1	0.2	12	32	430005.9	6779020.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

EXP BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
29	40030	B/	0	5.1	11.0	0.2	16	27	430016.9	6778704.5
29	40050	A/	0	3.1	10.4	0.1	19	20	430400.2	6776181.5
30	40060	A/	0	1.2	6.1	0.0	26	16	430600.9	6778305.5
30	40060	B/	0	1.2	5.9	0.0	25	17	430601.8	6778190.0
30	40060	C/	0	0.4	6.1	0.0	16	12	430603.7	6778091.0
30	40070	A/	0	0.0	6.2	0.0	0	30	430832.3	6777875.0
30	40080	A/	0	9.1	19.3	0.3	0	44	431003.7	6779033.0
30	40090	A/	0	9.3	16.6	0.4	0	46	431232.0	6779044.0
30	40100	A/	0	-1.1	3.7	0.0	0	47	431400.4	6781659.5
30	40100	B/	0	-0.6	4.6	0.0	0	32	431405.3	6781500.0
30	40100	C/	0	2.1	10.8	0.0	9	25	431386.7	6777456.5
30	40100	D/	0	-2.4	3.6	0.0	0	44	431451.8	6774203.0
30	40111	A/	0	0.2	8.2	0.0	0	21	431584.9	6777402.0
30	40120	A/	0	1.5	11.8	0.0	0	29	431784.9	6780763.5
30	40140	A/	0	2.4	13.2	0.0	7	23	432235.8	6780579.0
30	40140	B/	0	2.4	10.5	0.0	21	15	432232.1	6774219.0
30	40160	A/	0	2.8	10.2	0.0	11	27	432610.5	6780594.0
30	40160	B/	0	0.7	6.2	0.0	9	25	432633.7	6778931.0
30	40160	C/	0	0.4	6.3	0.0	0	34	432636.6	6778715.0
30	40170	A/	0	2.6	12.0	0.0	4	29	432821.3	6775605.5
30	40170	B/	0	1.5	8.3	0.0	8	28	432812.1	6778863.5
31	40180	A/	0	2.3	16.1	0.0	2	25	433002.3	6780739.5
31	40180	B/	0	1.3	11.8	0.0	0	27	432988.6	6778758.0
31	40180	C/	0	0.4	8.5	0.0	0	38	432976.2	6778091.0
31	40180	D/	0	3.5	12.0	0.1	2	35	432950.3	6775447.5
31	40190	A/	0	3.5	12.2	0.1	21	15	433193.5	6777497.0
31	40190	B/	0	2.4	12.2	0.0	14	18	433191.2	6777644.0
31	40200	A/	0	4.6	17.1	0.1	1	31	433428.5	6778830.0
31	40200	B/	0	0.3	7.8	0.0	0	31	433425.0	6777539.0
31	40210	A/	0	1.3	8.1	0.0	9	26	433615.6	6774515.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

EXP BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
31	40210	B/	0	-0.6	6.0	0.0	0	43	433592.1	6776735.0
31	40210	C/	0	5.0	18.2	0.1	4	27	433607.1	6778640.5
31	40220	A/	0	3.0	13.8	0.0	0	34	433814.3	6779985.0
31	40220	B/	0	0.2	13.0	0.0	0	53	433830.3	6778604.0
31	40220	C/	0	0.5	9.3	0.0	0	26	433802.0	6774296.5
31	40230	A/	0	1.4	10.1	0.0	10	20	433975.1	6774146.5
31	40230	B/	0	2.3	12.3	0.0	10	21	433982.9	6774686.0
31	40240	A/	0	2.5	13.8	0.0	4	26	434156.2	6782348.0
31	40240	B/	0	3.5	17.0	0.0	17	12	434184.0	6776943.5
31	40240	C/	0	0.0	16.0	0.0	0	14	434181.6	6776838.0
31	40250	A/	0	2.3	11.3	0.0	18	15	434350.0	6774116.0
31	40250	B/	0	0.3	7.8	0.0	0	38	434438.9	6777251.0
31	40250	C/	0	6.1	15.0	0.2	18	19	434418.0	6779424.0
31	40250	D/	0	2.2	8.6	0.0	15	24	434422.8	6781217.0
31	40250	E/	0	4.5	10.9	0.2	17	25	434433.6	6782396.5
31	40261	A/	0	4.6	17.2	0.1	0	33	434645.7	6782188.5
31	40261	B/	0	3.9	10.5	0.1	9	32	434636.5	6780986.0
31	40270	A/	0	3.0	11.2	0.0	18	18	434838.8	6774516.5
31	40270	B/	0	4.4	8.7	0.2	36	12	434856.9	6776280.5
31	40270	C/	0	1.7	9.4	0.0	6	29	434834.3	6777095.0
31	40270	D/	0	5.2	15.0	0.1	13	23	434875.3	6779649.5
31	40270	E/	0	7.6	22.3	0.2	14	17	434822.6	6781075.0
31	40270	F/	0	6.1	17.5	0.1	15	19	434880.5	6781623.5
31	40280	A/	0	5.9	17.9	0.1	17	16	434990.8	6780517.5
31	40280	B/	0	6.2	19.3	0.1	13	19	434998.4	6779897.0
31	40280	C/	0	6.9	22.5	0.1	8	22	435010.2	6779003.5
31	40280	D/	0	4.2	12.7	0.1	16	22	435016.7	6778808.5
31	40280	E/	0	3.4	11.0	0.1	23	16	435024.2	6778674.0
31	40280	F/	0	1.9	8.5	0.0	19	19	435027.3	6778567.5
31	40280	G/	0	1.1	7.5	0.0	5	30	434988.0	6776796.5
20	40290	A/	0	6.9	20.4	0.1	4	28	435183.8	6779926.5
20	40290	B/	0	0.7	6.7	0.0	0	34	435195.6	6778400.0
20	40290	C/	0	4.6	10.9	0.2	6	36	435219.7	6774451.0
20	40300	A/	0	6.5	12.0	0.3	3	40	435425.8	6775741.5
20	40300	B/	0	8.4	19.9	0.2	4	30	435441.1	6778549.5
20	40310	A/	0	5.5	15.6	0.1	9	26	435595.5	6775890.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

EXP BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
20	40320	A/	0	5.3	13.4	0.2	15	24	435822.4	6778663.0
20	40330	A/	0	3.9	14.4	0.1	1	32	436006.3	6779637.5
20	40330	B/	0	5.6	12.7	0.2	11	29	436040.0	6778435.5
31	40340	A/	0	7.1	13.8	0.3	20	21	436178.0	6778024.0
31	40340	B/	0	11.5	16.9	0.6	20	21	436181.8	6778258.0
31	40350	A/	0	3.3	12.2	0.0	18	18	436445.2	6775375.5
31	40360	A/	0	5.6	10.8	0.3	21	24	436618.6	6777315.5
31	40360	B/	0	6.5	13.9	0.2	20	20	436617.0	6778050.0
31	40360	C/	0	5.4	10.7	0.2	24	21	436619.0	6778163.0
31	40360	D/	0	7.4	9.5	0.6	26	26	436617.7	6778310.5
32	40391	A/	0	2.1	11.0	0.0	5	28	437220.9	6778340.5
32	40391	B/	0	2.7	7.7	0.1	18	27	437222.3	6778543.5
32	40400	A/	0	3.3	8.3	0.1	17	29	437423.4	6778605.5
32	40400	B/	0	3.4	8.5	0.1	20	25	437425.5	6778301.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

WAT BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
33	50010	A/	0	5.7	8.5	0.4	2	50	434395.6	6770090.0
33	50010	B/	0	4.8	10.9	0.2	9	33	434391.2	6768561.0
33	50010	C/	0	6.9	13.0	0.3	11	31	434397.8	6768367.5
33	50010	D/	1	15.7	16.8	1.0	4	39	434409.6	6767964.5
33	50020	A/	0	4.4	5.1	0.5	14	51	434611.3	6767853.0
33	50020	B/	1	7.8	6.0	1.3	16	48	434615.1	6769051.5
33	50030	A/	0	5.1	8.4	0.3	13	38	434829.7	6769347.5
33	50030	B/	0	11.4	16.2	0.6	7	35	434823.6	6768759.5
33	50030	C/	0	12.1	17.3	0.6	6	35	434835.3	6767673.0
33	50040	A/	0	13.1	15.1	0.9	5	39	434997.4	6767365.5
33	50040	B/	1	19.7	19.8	1.3	4	37	434999.8	6767468.5
33	50050	A/	0	14.0	22.5	0.6	0	36	435206.1	6768156.0
33	50050	B/	0	12.9	21.3	0.5	7	30	435203.5	6767553.5
33	50060	A/	1	48.6	44.8	1.9	6	25	435398.8	6766775.0
33	50070	A/	0	10.8	22.8	0.3	0	40	435586.3	6770519.0
33	50070	B/	0	6.9	20.1	0.1	5	27	435632.0	6767611.5
33	50070	C/	0	19.1	24.7	0.9	1	36	435643.9	6767229.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

WAT BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
33	50070	D/	0	18.3	31.8	0.6	5	27	435622.3	6766897.5
33	50070	E/	1	36.6	36.2	1.6	6	27	435571.1	6766652.5
33	50070	F/	2	40.9	32.8	2.2	2	32	435558.0	6766587.5
33	50080	A/	0	13.5	16.1	0.8	9	34	435831.2	6766720.5
33	50080	B/	0	17.6	24.6	0.8	0	38	435805.0	6767198.5
33	50080	C/	0	16.6	46.0	0.3	2	22	435770.5	6770473.0
32	50100	A/	0	38.0	57.3	0.9	0	28	436150.9	6766600.5
32	50100	B/	0	31.1	49.3	0.8	0	27	436162.5	6766670.0
32	50100	C/	0	1.0	11.8	0.0	0	27	436233.6	6769914.5
32	50110	A/	0	3.5	10.0	0.1	0	46	436389.7	6769850.0
32	50120	A/	0	5.9	23.3	0.1	2	26	436603.1	6768262.0
32	50120	B/	0	3.0	8.5	0.1	9	35	436555.5	6769808.0
32	50130	A/	2	9.5	4.1	3.1	17	51	436825.3	6770400.5
32	50130	B/	0	7.9	11.8	0.5	0	57	436830.7	6769919.5
32	50141	A/	0	10.1	16.9	0.5	5	35	437012.0	6767790.0
32	50141	B/	2	13.2	6.1	3.2	19	41	436996.6	6770433.5
32	50141	C/	2	12.7	5.6	3.3	11	50	437004.3	6770701.0
32	50150	A/	1	7.9	5.2	1.6	7	59	437206.8	6770632.5
32	50150	B/	2	9.0	5.0	2.1	9	56	437189.2	6770416.5
32	50150	C/	0	11.9	22.3	0.4	19	16	437186.8	6767733.0
32	50151	A/	2	13.2	8.3	2.1	5	50	437184.4	6766574.0
32	50151	B/	0	2.2	9.4	0.0	5	32	437206.8	6766865.5
32	50160	A/	0	7.3	17.5	0.2	0	42	437366.4	6767654.0
32	50160	B/	0	6.7	12.0	0.3	9	35	437369.9	6770113.5
32	50160	C/	1	9.2	7.7	1.2	12	46	437379.6	6770610.5
32	50160	D/	1	11.7	12.1	1.0	3	46	437369.8	6770887.5
32	50170	A/	2	25.3	18.6	2.1	0	45	437620.1	6770818.0
32	50170	B/	1	10.9	8.7	1.4	9	47	437587.1	6770396.5
32	50170	C/	0	7.4	14.3	0.3	21	20	437644.7	6768012.0
32	50170	D/	0	-53.8	14.9	0.0	0	17	437657.1	6767104.5
32	50170	E/	0	0.0	9.0	0.0	0	32	437698.0	6766715.0
32	50180	A/	0	2.0	13.3	0.0	3	26	437872.3	6767265.0
32	50180	B/	0	6.8	7.3	0.7	11	47	437780.9	6770393.0
32	50180	C/	1	18.4	15.4	1.6	1	44	437781.0	6770748.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

WAT BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
32	50180	D/	2	20.6	14.9	2.0	0	46	437787.1	6770823.5
32	50190	A/	1	20.8	15.4	1.9	2	43	438024.9	6770808.5
32	50190	B/	1	16.2	17.7	1.0	3	39	438025.9	6770677.0
32	50190	C/	1	10.0	9.9	1.0	13	40	437995.5	6770371.0
32	50191	A/	0	1.8	13.2	0.0	6	22	438032.8	6767262.0
32	50191	B/	0	2.5	10.2	0.0	0	46	438004.8	6766749.0
32	50191	C/	2	24.4	17.4	2.2	17	26	438020.8	6764292.5
32	50191	D/	0	19.7	25.7	0.9	7	29	438049.4	6763378.5
32	50191	E/	1	23.4	27.3	1.1	0	36	438052.9	6763261.5
32	50200	A/	2	27.4	19.7	2.2	13	28	438209.0	6764195.0
32	50200	B/	0	8.6	12.4	0.5	9	37	438213.3	6764781.0
32	50200	C/	0	3.0	9.2	0.1	4	37	438174.2	6767041.0
32	50200	D/	0	1.9	7.3	0.0	13	29	438176.6	6767292.5
32	50200	E/	2	10.6	6.4	2.0	1	60	438165.9	6770355.0
32	50200	F/	1	13.6	9.0	1.9	3	51	438139.4	6770773.0
34	50210	A/	1	13.4	14.2	1.0	2	43	438373.0	6770705.0
34	50210	B/	0	5.6	6.6	0.6	7	52	438380.9	6770279.0
34	50210	C/	0	-2.2	4.5	0.0	0	43	438405.3	6767048.5
34	50210	D/	0	-1.0	6.2	0.0	0	43	438418.3	6766910.5
34	50210	E/	0	14.5	18.4	0.8	0	48	438422.6	6764870.0
34	50210	F/	0	9.7	20.1	0.3	1	34	438423.9	6764751.5
34	50210	G/	2	28.4	22.6	2.0	16	24	438425.1	6764480.0
34	50210	H/	1	20.3	18.3	1.5	19	24	438419.0	6764062.0
34	50210	J/	0	6.4	9.8	0.4	8	41	438442.1	6761925.5
34	50220	A/	1	4.2	3.3	1.0	13	65	438587.7	6761819.5
34	50220	B/	1	17.7	16.0	1.4	14	30	438612.3	6762382.5
34	50220	C/	0	13.6	19.0	0.7	0	43	438602.0	6762652.5
34	50220	D/	0	4.4	7.3	0.3	26	28	438612.1	6764083.0
34	50221	A/	0	12.6	13.7	0.9	14	32	438618.4	6764487.5
34	50221	B/	0	15.3	24.1	0.6	9	26	438633.1	6764592.0
34	50221	C/	0	7.9	16.7	0.3	7	31	438644.7	6764859.0
34	50221	D/	0	9.3	16.7	0.4	1	38	438638.0	6764972.5
34	50221	E/	2	31.6	24.7	2.1	6	33	438633.3	6765110.0
34	50221	F/	0	2.7	6.3	0.1	14	38	438631.3	6767102.0
34	50221	G/	0	2.4	7.7	0.0	0	59	438627.9	6767736.0
34	50221	H/	0	1.3	7.7	0.0	0	53	438660.9	6769735.0
34	50221	J/	1	13.2	13.8	1.0	16	31	438650.2	6770120.5
34	50221	K/	1	16.3	17.3	1.1	7	36	438644.2	6770225.5
34	50221	M/	1	22.5	21.2	1.4	4	36	438644.7	6770623.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

WAT BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
34	50221	N/	1	26.2	25.0	1.5	4	34	438648.5	6770723.5
34	50221	O/	1	17.6	15.1	1.5	9	37	438654.1	6770809.5
34	50230	A/	1	28.1	26.6	1.5	12	25	438814.1	6770688.0
34	50230	B/	0	12.9	15.7	0.8	11	32	438832.8	6770214.5
34	50230	C/	0	5.4	9.6	0.3	14	34	438837.3	6769710.0
34	50230	D/	0	3.4	8.0	0.1	8	39	438820.5	6768284.5
34	50230	E/	0	3.1	13.1	0.0	2	31	438829.0	6767807.5
34	50230	F/	0	3.5	12.9	0.0	3	32	438833.4	6767754.5
34	50230	G/	0	8.1	19.5	0.2	0	37	438839.2	6767496.0
34	50230	H/	0	5.2	13.7	0.1	12	26	438835.3	6767144.0
34	50230	J/	0	6.3	13.0	0.3	0	46	438821.0	6764918.0
34	50230	K/	0	6.9	16.1	0.2	3	34	438818.4	6764525.0
34	50230	M/	1	21.0	25.5	1.0	7	29	438812.2	6762649.5
34	50230	N/	1	38.0	46.4	1.2	3	26	438815.8	6762365.0
34	50230	O/	1	34.9	47.5	1.0	8	20	438815.8	6762265.5
34	50230	P/	1	29.4	39.7	1.0	11	20	438813.8	6762205.5
34	50230	Q/	0	8.1	8.7	0.8	16	38	438803.5	6761753.5
34	50240	A/	0	6.7	9.8	0.5	22	27	438998.8	6761457.0
34	50240	B/	1	21.0	25.6	1.0	15	21	439013.2	6761970.0
34	50240	C/	1	26.3	25.5	1.5	7	31	439022.5	6762454.0
34	50240	D/	1	34.8	30.6	1.8	10	26	439025.4	6762735.5
34	50240	E/	0	0.3	6.4	0.0	0	65	439009.5	6764946.5
34	50240	F/	0	3.5	13.3	0.0	2	33	439010.0	6767733.5
34	50241	A/	0	2.9	12.0	0.0	5	29	439025.1	6768260.0
34	50241	B/	0	5.1	8.7	0.3	0	50	439025.1	6769715.0
34	50241	C/	0	5.5	5.6	0.7	15	49	439020.3	6770123.0
34	50241	D/	1	14.7	13.5	1.3	4	43	439026.5	6770472.5
34	50241	E/	2	27.1	13.9	3.5	4	42	439035.5	6770675.5
34	50250	A/	2	19.5	11.0	2.7	4	46	439233.8	6770596.5
34	50250	B/	1	19.8	17.2	1.5	3	41	439228.9	6770369.0
34	50250	C/	1	7.3	5.5	1.3	13	52	439235.7	6770064.0
34	50250	D/	0	4.5	14.1	0.1	0	48	439248.5	6768302.5
34	50250	E/	0	4.4	10.8	0.1	9	33	439260.6	6767894.5
34	50251	A/	0	4.8	13.6	0.1	0	45	439250.0	6767427.0
34	50251	B/	0	3.0	5.7	0.2	13	44	439200.9	6763553.5
34	50251	C/	0	5.7	14.7	0.2	4	33	439231.3	6761350.0
34	50260	A/	1	26.9	29.3	1.3	17	19	439423.5	6761689.0
34	50260	B/	0	28.7	49.9	0.7	8	18	439415.3	6762265.5
34	50260	C/	0	3.1	6.0	0.2	21	34	439422.6	6762745.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

WAT BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
34	50260	D/	0	3.8	6.0	0.3	26	32	439372.5	6763176.5
34	50260	E/	0	1.6	13.2	0.0	0	41	439344.8	6763859.5
34	50260	F/	0	0.7	7.8	0.0	0	33	439335.0	6764200.5
34	50260	G/	0	0.0	6.8	0.0	0	36	439359.8	6764872.0
34	50260	H/	0	2.4	9.3	0.0	2	37	439377.9	6767300.5
34	50260	J/	0	3.6	10.7	0.1	7	33	439380.3	6768251.5
34	50260	K/	0	5.4	9.0	0.3	5	44	439398.8	6769531.0
34	50260	M/	1	8.0	5.6	1.5	18	47	439413.9	6769997.5
34	50260	N/	2	38.9	26.6	2.7	1	37	439421.0	6770347.0
34	50260	O/	2	44.8	30.4	2.8	0	35	439422.3	6770385.5
34	50260	P/	2	33.5	22.0	2.7	7	32	439423.9	6770495.5
34	50260	Q/	0	5.8	11.3	0.3	11	33	439426.0	6770685.5
34	50270	A/	0	3.4	8.0	0.1	11	36	439624.0	6770627.5
34	50270	B/	2	18.6	11.9	2.3	15	34	439637.7	6770471.5
34	50270	C/	1	18.3	14.5	1.7	12	34	439660.7	6770249.5
34	50270	D/	0	7.0	11.7	0.4	6	39	439658.2	6769477.5
34	50270	E/	0	2.7	11.2	0.0	1	34	439666.2	6768423.5
34	50270	F/	0	4.1	11.9	0.1	4	35	439663.1	6768060.0
34	50270	G/	0	6.0	15.4	0.2	8	29	439601.9	6764779.5
34	50270	H/	0	2.2	7.7	0.0	0	51	439580.9	6763645.0
34	50270	J/	0	4.9	15.4	0.1	12	23	439560.8	6762710.0
34	50270	K/	0	6.7	8.8	0.5	3	49	439564.0	6762481.5
34	50270	M/	0	12.4	23.1	0.4	2	33	439540.6	6762153.0
34	50270	N/	0	21.2	40.1	0.5	4	24	439544.5	6762034.0
34	50270	O/	1	40.2	54.8	1.1	1	26	439553.3	6761808.0
34	50270	P/	1	40.3	48.5	1.3	10	19	439553.1	6761719.5
34	50270	Q/	1	21.5	18.2	1.6	20	23	439561.4	6761528.5
34	50270	R/	1	34.7	33.4	1.6	19	15	439591.9	6761184.0
34	50280	A/	0	12.9	14.9	0.9	9	36	439809.1	6761138.0
34	50280	B/	0	13.6	16.3	0.8	21	22	439808.7	6762297.0
34	50280	C/	0	5.7	9.0	0.4	18	32	439810.4	6762907.5
34	50280	D/	0	5.2	5.5	0.7	17	47	439806.5	6769427.0
34	50280	E/	1	12.1	10.9	1.2	10	41	439824.0	6770163.5
34	50280	F/	1	14.6	12.4	1.4	7	42	439830.7	6770287.0
34	50280	G/	0	7.0	7.0	0.8	10	49	439839.3	6770522.5
34	50290	A/	0	5.2	5.4	0.7	12	53	440046.3	6770480.0
34	50290	B/	2	18.9	12.4	2.2	8	40	440040.7	6770155.0
34	50290	C/	2	21.2	15.6	2.0	6	39	440041.6	6770033.5
34	50290	D/	0	12.5	21.9	0.5	0	37	440083.1	6768424.5
34	50290	E/	0	5.6	15.3	0.1	4	33	440087.2	6768275.0
34	50290	F/	0	14.0	31.7	0.3	5	24	440067.2	6765599.5
34	50290	G/	0	6.9	15.7	0.2	15	23	440038.6	6764506.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

WAT BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
34	50290	H/	0	2.9	12.1	0.0	5	30	440023.7	6763600.5
34	50290	J/	0	22.9	29.5	0.9	10	25	440026.2	6763352.5
34	50290	K/	1	18.8	14.7	1.7	10	36	440022.2	6763244.0
34	50290	M/	0	-4.4	7.3	0.0	0	22	440019.2	6762716.0
34	50290	N/	0	13.7	22.7	0.5	10	26	440039.3	6762353.5
34	50290	O/	1	14.9	12.6	1.4	19	30	440039.4	6761884.5
34	50300	A/	0	14.6	17.0	0.9	23	20	440187.1	6760344.5
34	50300	B/	2	7.5	3.2	2.9	30	43	440223.0	6761481.5
34	50300	C/	1	17.2	16.1	1.3	12	32	440199.2	6763046.0
34	50300	D/	1	25.7	30.4	1.1	7	28	440193.8	6763179.0
34	50300	E/	1	24.1	24.6	1.3	10	28	440190.3	6763285.0
34	50300	F/	0	6.3	11.7	0.3	14	30	440186.9	6763575.0
34	50300	G/	2	17.8	12.1	2.1	3	46	440208.3	6769949.0
34	50300	H/	2	23.4	13.0	3.0	2	45	440201.5	6770057.5
34	50300	J/	1	7.0	6.1	1.0	11	52	440216.7	6770431.0
34	50310	A/	0	5.5	7.0	0.5	10	47	440405.9	6770406.0
34	50310	B/	1	5.9	4.0	1.4	33	40	440415.6	6770259.0
34	50310	C/	2	14.6	6.6	3.4	2	56	440436.8	6769955.0
34	50310	D/	2	9.7	5.8	2.0	6	57	440439.2	6769793.5
34	50310	E/	1	13.0	10.8	1.4	3	48	440406.4	6768507.0
34	50312	A/	0	6.1	21.6	0.1	6	23	440394.6	6765702.0
34	50312	B/	0	6.5	15.2	0.2	16	22	440395.1	6762967.0
34	50312	C/	1	13.8	9.4	1.9	18	35	440421.9	6761121.5
35	50321	A/	0	19.2	48.1	0.3	5	20	440588.9	6767145.5
35	50321	B/	0	3.3	18.3	0.0	3	24	440572.9	6766893.5
35	50321	C/	0	7.5	16.6	0.2	13	24	440607.6	6762255.5
36	50324	A/	2	12.6	7.2	2.3	5	53	440587.9	6769765.5
35	50330	A/	0	8.1	11.4	0.5	14	33	440827.1	6763072.0
35	50330	B/	0	1.9	7.0	0.0	1	43	440812.3	6764101.0
35	50330	C/	0	5.1	8.1	0.3	8	44	440857.3	6766891.0
35	50330	D/	2	23.4	12.8	3.0	0	50	440827.4	6768926.5
35	50330	E/	2	29.5	14.7	3.7	1	44	440821.1	6769044.5
35	50330	F/	3	25.4	9.9	4.9	6	43	440814.0	6769175.5
35	50330	G/	2	31.7	21.9	2.5	0	40	440833.5	6769700.5
35	50330	H/	2	30.8	20.4	2.6	1	40	440835.7	6769775.0
35	50330	J/	3	28.9	12.6	4.4	2	44	440834.8	6769912.5
35	50330	K/	1	11.5	9.2	1.4	9	46	440824.6	6770064.5
35	50330	M/	1	13.2	9.6	1.7	1	53	440809.4	6770253.5
35	50330	N/	0	8.5	9.1	0.8	7	47	440807.5	6770354.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

WAT BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	BIRD DEPTH MTRS	BIRD HEIGHT MTRS		
36	50343	A/	0	4.9	8.3	0.3	11	40	440996.1	6770430.0
36	50343	B/	0	8.0	12.1	0.5	4	41	440988.3	6770235.5
36	50343	C/	1	10.8	10.3	1.1	16	36	440993.3	6770025.5
36	50343	D/	2	26.8	13.5	3.6	6	40	441001.6	6769849.5
36	50343	E/	2	26.4	14.8	3.1	4	41	441005.2	6769686.0
36	50343	F/	1	12.1	8.1	1.8	9	48	441012.1	6768973.5
36	50343	G/	1	17.6	16.1	1.4	17	27	441009.4	6767283.5
36	50343	H/	0	3.5	8.3	0.1	13	33	441010.4	6764203.0
36	50343	J/	0	5.6	13.9	0.2	11	28	441011.7	6763242.0
36	50350	A/	0	4.2	8.2	0.2	11	39	441201.7	6762133.0
36	50350	B/	0	5.0	11.7	0.2	0	45	441188.0	6766285.0
36	50350	C/	0	3.3	10.4	0.1	0	40	441179.3	6766770.0
36	50350	D/	0	3.2	10.0	0.1	11	29	441180.1	6767084.5
36	50350	E/	1	15.2	10.5	1.9	6	46	441181.5	6768190.0
36	50350	F/	1	13.4	9.9	1.7	5	48	441166.2	6768697.5
36	50350	G/	1	14.7	12.9	1.3	7	41	441164.9	6768883.0
36	50350	H/	0	10.9	11.6	0.9	6	43	441206.5	6769615.0
36	50350	J/	1	16.5	12.0	1.8	4	46	441214.9	6769768.5
36	50350	K/	0	7.5	8.3	0.7	7	48	441230.3	6770107.0
36	50350	M/	0	7.0	8.0	0.7	15	41	441245.3	6770388.0
36	50360	A/	0	2.4	7.0	0.1	0	58	441426.8	6770829.0
36	50360	B/	0	0.5	5.7	0.0	0	41	441427.7	6770646.0
36	50360	C/	0	5.8	6.9	0.6	12	46	441428.4	6770305.5
36	50360	D/	0	4.7	5.9	0.5	11	50	441422.2	6770050.0
36	50360	E/	1	15.6	10.7	1.9	5	47	441422.0	6769815.5
36	50360	F/	1	15.7	13.1	1.5	1	47	441420.2	6769725.5
36	50360	G/	1	11.1	9.5	1.3	9	44	441413.5	6769540.5
36	50360	H/	1	15.5	13.2	1.4	0	48	441414.7	6768790.0
36	50360	J/	1	9.6	7.2	1.4	4	56	441416.7	6768647.5
36	50360	K/	1	9.5	7.3	1.4	1	58	441412.5	6768051.0
36	50360	M/	0	3.8	13.8	0.1	0	36	441434.4	6766325.5
36	50360	N/	0	3.9	11.8	0.1	3	36	441413.5	6766119.0
36	50360	O/	0	5.5	7.8	0.4	22	32	441391.9	6761972.5
36	50370	A/	1	10.0	8.3	1.3	19	38	441616.4	6767974.0
36	50370	B/	1	8.2	5.6	1.5	24	41	441640.4	6768545.0
36	50370	C/	1	15.9	14.5	1.3	2	44	441636.8	6768760.0
36	50370	D/	2	27.0	16.8	2.7	13	30	441624.5	6769520.0
36	50370	E/	2	24.9	17.8	2.2	9	34	441621.1	6769635.5
36	50370	F/	2	33.2	19.3	3.1	7	34	441625.8	6769842.5
36	50370	G/	0	9.8	11.1	0.8	16	33	441625.2	6770055.5
36	50370	H/	0	6.8	9.9	0.5	16	34	441625.2	6770246.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

WAT BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
36	50380	A/	0	7.1	12.0	0.4	17	28	441768.0	6770703.5
36	50380	B/	0	4.5	9.9	0.2	14	31	441768.9	6770571.5
36	50380	C/	0	8.3	11.1	0.6	13	35	441814.3	6770153.0
36	50380	D/	0	10.6	11.5	0.9	18	31	441812.8	6770064.5
36	50380	E/	2	24.2	13.7	2.9	0	46	441806.4	6769766.5
36	50380	F/	2	23.7	13.0	3.0	4	43	441803.0	6769637.5
36	50380	G/	3	21.5	7.8	5.1	8	44	441801.3	6769531.0
36	50380	H/	2	19.7	8.9	3.7	8	44	441798.7	6768816.5
36	50380	J/	2	11.0	6.0	2.4	15	46	441796.0	6768539.0
36	50380	K/	1	14.6	13.0	1.3	4	44	441802.8	6767929.0
36	50380	M/	0	11.0	25.2	0.3	2	30	441809.6	6767696.5
36	50380	N/	0	2.7	6.7	0.1	11	39	441834.5	6761417.0
36	50380	O/	0	0.5	8.6	0.0	0	27	441819.1	6761114.0
33	50390	A/	0	2.9	12.9	0.0	0	37	442021.5	6767719.0
33	50390	B/	2	20.7	13.8	2.2	0	47	442012.8	6767907.5
33	50390	C/	1	8.9	6.3	1.5	15	47	442004.6	6768505.0
33	50390	D/	1	15.4	16.8	1.0	0	53	442008.3	6768710.0
33	50390	E/	2	38.2	21.3	3.5	0	42	442010.2	6768797.0
33	50390	F/	3	37.3	16.2	4.8	0	42	442012.2	6768885.5
33	50390	G/	3	31.8	11.5	5.8	4	42	441992.2	6769508.5
33	50390	H/	3	28.8	13.2	4.1	0	47	441976.7	6769671.0
33	50390	J/	2	31.0	16.2	3.5	0	45	441964.7	6769774.0
33	50390	K/	2	33.5	18.2	3.5	0	42	441954.8	6769856.5
33	50390	M/	1	21.9	17.3	1.8	0	43	441950.7	6770036.5
33	50390	N/	1	17.9	16.6	1.3	3	40	441976.4	6770137.0
33	50390	O/	0	0.7	8.0	0.0	0	28	441996.1	6770553.0
33	50390	P/	0	9.8	12.8	0.6	16	30	442009.5	6770686.0
33	50390	Q/	0	2.8	8.7	0.1	4	38	442002.6	6770849.0
33	50400	A/	0	-11.4	7.1	0.0	0	32	442211.5	6761154.5
33	50400	B/	0	-0.1	10.2	0.0	0	15	442190.7	6759787.5
45	50404	A/	0	2.1	5.0	0.1	7	49	442175.1	6770822.5
45	50404	B/	0	5.1	6.0	0.6	12	50	442174.2	6770711.5
45	50404	C/	1	15.5	10.7	1.9	12	40	442194.1	6770030.5
45	50404	D/	2	16.6	8.2	3.1	8	46	442184.4	6769838.5
45	50404	E/	3	24.5	10.4	4.3	2	47	442178.4	6769704.0
45	50404	F/	2	27.4	15.1	3.2	0	44	442175.1	6769619.0
45	50404	G/	3	40.1	15.0	6.0	3	39	442171.2	6769509.5
45	50404	H/	2	16.5	7.4	3.5	20	35	442191.8	6768845.0
45	50404	J/	2	13.9	8.8	2.1	14	41	442191.6	6768751.0
45	50404	K/	0	6.1	10.6	0.3	0	52	442220.5	6767751.5
33	50420	A/	0	5.4	9.0	0.3	3	47	442619.5	6761864.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

WAT BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
33	50430	A/	0	3.2	8.0	0.1	0	50	442835.3	6763539.0
33	50440	A/	0	-0.2	5.1	0.0	0	24	442994.7	6763917.0
33	50440	B/	0	2.2	8.4	0.0	0	50	442983.1	6763497.0
33	50440	C/	1	12.7	11.7	1.2	30	20	442998.0	6762005.5
33	50440	D/	0	2.1	9.3	0.0	18	19	442995.3	6761718.5
33	50440	E/	0	-2.6	3.1	0.0	0	62	442996.9	6761042.0
33	50450	A/	0	0.0	9.9	0.0	0	40	443179.0	6760766.5
33	50450	B/	0	3.0	8.4	0.1	4	40	443208.6	6761500.0
33	50450	C/	0	8.5	8.8	0.9	19	35	443210.3	6761994.5
33	50460	A/	2	19.2	11.7	2.5	8	42	443403.4	6761778.5
33	50460	B/	0	2.9	6.7	0.1	1	49	443415.0	6761137.5
33	50470	A/	0	1.9	8.8	0.0	20	17	443564.7	6761096.0
33	50470	B/	0	3.5	8.4	0.1	2	45	443576.5	6761379.0
33	50470	C/	2	28.5	18.3	2.6	17	25	443576.6	6761734.5
33	50480	A/	0	7.9	9.1	0.7	18	35	443764.9	6761782.5
33	50480	B/	0	4.5	11.1	0.1	4	37	443791.4	6760334.0
33	50490	A/	0	-6.6	2.5	0.0	0	72	444009.9	6759578.0
33	50490	B/	0	2.7	14.1	0.0	0	34	444026.2	6760277.5
33	50490	C/	0	2.3	11.7	0.0	0	33	444033.5	6760372.0
33	50490	D/	1	43.7	56.1	1.2	6	21	443990.4	6764598.0
33	50500	A/	0	8.3	15.2	0.4	7	33	444200.3	6764452.0
33	50500	B/	0	1.7	7.0	0.0	0	55	444220.1	6761005.5
33	50500	C/	0	4.0	14.5	0.1	4	30	444225.8	6760727.5
33	50500	D/	0	8.1	26.6	0.1	5	23	444215.2	6760383.0
33	50500	E/	0	7.4	24.6	0.1	5	23	444214.1	6760334.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

LJL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
41	60024	A/	0	2.1	10.5	0.0	1	33	461508.4	6738511.5
22	60030	A/	0	3.1	12.7	0.0	0	47	461581.4	6738953.5
22	60030	B/	0	4.6	14.3	0.1	0	51	461466.1	6738806.5
22	60030	C/	0	3.0	11.6	0.0	0	51	461385.8	6738698.5
22	60031	A/	0	2.4	13.1	0.0	97	-65	459606.4	6736716.0
22	60031	B/	0	5.8	15.2	0.2	99	-95	458965.9	6736033.0
22	60040	A/	0	2.7	11.0	0.0	0	50	461471.1	6739090.5
41	60064	A/	0	2.2	10.5	0.0	0	36	460185.7	6738199.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

LJL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
45	60093	A/	0	-1.7	5.5	0.0	0	18	462423.8	6741661.5
45	60093	B/	0	9.0	23.9	0.2	13	18	460869.0	6739856.5
45	60093	C/	0	9.5	25.6	0.2	8	22	460678.5	6739667.5
45	60093	D/	0	4.5	18.5	0.0	9	21	459497.8	6738359.5
36	60110	A/	0	5.6	14.0	0.2	13	25	459093.1	6738599.5
36	60120	A/	0	4.1	20.9	0.0	6	20	458969.7	6738722.0
36	60120	B/	0	3.5	19.8	0.0	6	20	458920.6	6738668.0
36	60130	A/	0	6.1	13.7	0.2	10	29	458812.8	6738902.0
41	60140	A/	0	4.8	13.7	0.1	14	23	459406.6	6739820.5
41	60140	B/	0	4.9	14.5	0.1	13	23	459548.0	6739973.5
41	60150	A/	0	5.5	22.4	0.1	3	25	459540.3	6740277.5
41	60150	B/	0	6.0	29.2	0.0	6	17	459357.7	6740075.5
41	60150	C/	0	5.4	21.9	0.1	11	17	459228.4	6739943.0
41	60150	D/	0	4.5	20.8	0.0	10	17	459133.6	6739843.5
41	60160	A/	0	4.6	17.1	0.1	13	18	459152.6	6740131.0
41	60160	B/	0	5.2	13.7	0.1	17	21	459429.7	6740428.0
41	60170	A/	0	8.0	14.2	0.4	5	36	462077.0	6743758.0
41	60170	B/	0	7.4	15.1	0.3	23	16	461724.8	6743329.0
41	60170	C/	0	3.8	17.9	0.0	10	19	459286.3	6740612.0
41	60170	D/	0	3.1	13.6	0.0	8	25	459127.6	6740413.5
40	60180	A/	0	0.3	9.7	0.0	0	19	459200.1	6740761.0
36	60200	A/	0	4.7	15.4	0.1	10	24	461727.8	6744243.5
22	60250	A/	0	1.1	8.9	0.0	0	52	460550.6	6744414.5
22	60310	A/	0	6.9	12.0	0.4	0	61	453687.0	6738458.0
22	60310	B/	0	1.5	14.3	0.0	0	39	453891.8	6738691.0
22	60340	A/	0	2.8	8.1	0.1	0	44	459473.5	6745857.0
22	60350	A/	0	5.4	16.1	0.1	0	36	453446.0	6739386.5
22	60360	A/	0	17.3	22.9	0.8	0	51	452907.3	6739080.5
21	60370	A/	0	14.1	20.2	0.7	7	32	452588.0	6739049.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

LJL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
21	60370	B/	0	18.5	26.5	0.7	4	31	452749.8	6739240.0
21	60370	C/	0	2.7	8.4	0.1	10	33	453185.6	6739724.5
21	60370	D/	0	9.7	25.3	0.2	7	23	458721.5	6746011.5
21	60380	A/	0	8.2	18.3	0.3	3	33	452872.8	6739664.0
21	60380	B/	0	17.4	26.9	0.7	0	34	452630.8	6739386.5
21	60380	C/	0	15.6	25.1	0.6	6	28	452457.9	6739195.5
21	60390	A/	0	7.3	14.2	0.3	5	36	452789.9	6739949.0
21	60400	A/	0	1.3	8.0	0.0	0	35	455087.8	6742799.0
21	60400	B/	0	1.5	8.5	0.0	3	32	455025.5	6742722.0
21	60400	C/	0	8.7	18.5	0.3	7	29	452693.6	6740133.5
21	60400	D/	0	16.3	20.8	0.8	0	39	452375.6	6739786.5
21	60410	A/	0	11.9	17.7	0.6	4	36	452262.9	6739913.5
21	60410	B/	0	7.1	16.0	0.2	1	36	452549.0	6740212.5
21	60410	C/	0	1.0	6.9	0.0	0	40	454883.5	6742793.0
21	60420	A/	0	0.7	6.4	0.0	0	49	454368.8	6742611.0
21	60420	B/	0	1.5	5.6	0.0	9	38	453081.8	6741160.0
21	60420	C/	0	3.1	8.8	0.1	7	37	452989.0	6741059.0
21	60420	D/	0	13.9	22.8	0.5	6	30	452106.1	6740058.0
21	60430	A/	0	5.4	14.0	0.2	5	33	452429.5	6740648.0
21	60430	B/	0	2.7	7.2	0.1	11	37	452990.3	6741276.5
21	60440	A/	0	2.7	7.5	0.1	11	35	452696.0	6741291.0
21	60440	B/	0	3.4	10.4	0.1	2	38	452397.9	6740948.5
21	60451	A/	0	5.6	11.9	0.2	6	37	452304.0	6741124.5
21	60480	A/	0	3.1	11.1	0.0	4	33	452078.3	6741780.5
21	60490	A/	0	4.2	9.1	0.2	16	31	453090.1	6743266.5
21	60500	A/	0	4.2	9.8	0.2	9	35	452959.2	6743306.0
21	60510	A/	0	6.0	12.2	0.3	12	30	452767.6	6743414.0
21	60510	B/	0	4.2	12.4	0.1	12	26	453263.8	6743949.0
21	60560	A/	0	13.8	25.7	0.4	3	30	453492.3	6745761.0
21	60600	A/	0	8.0	14.5	0.4	16	25	454115.6	6747713.5
21	60600	B/	0	9.1	16.4	0.4	11	28	454016.1	6747608.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

LJL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
20	60650	A/	0	3.4	8.8	0.1	19	25	449507.5	6743947.0
20	60660	A/	0	2.1	8.0	0.0	0	41	450167.8	6745084.5
20	60670	A/	0	3.4	9.0	0.1	15	29	450051.7	6745215.0
20	60680	A/	0	1.2	5.1	0.0	0	60	449853.4	6745333.0
40	60690	A/	0	3.9	15.1	0.0	20	13	451112.2	6747102.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
8	70021	A/	0	27.5	51.9	0.6	3	23	472257.8	6733296.0
8	70031	A/	0	19.2	42.2	0.4	1	26	472254.6	6733164.5
8	70031	B/	0	10.7	28.7	0.2	0	35	471927.2	6732896.0
8	70031	C/	0	5.9	21.0	0.1	0	30	471604.8	6732629.0
8	70031	D/	0	5.4	20.2	0.1	0	35	469533.1	6731025.5
8	70040	A/	0	13.5	33.8	0.3	0	35	465848.6	6727983.0
8	70040	B/	0	3.9	23.1	0.0	0	30	469074.1	6730455.0
8	70040	C/	0	6.0	21.0	0.1	2	28	469635.1	6730874.0
8	70050	A/	0	3.8	21.3	0.0	0	33	469238.7	6730238.5
8	70070	A/	0	18.8	23.7	0.9	0	38	464084.0	6725816.0
8	70080	A/	0	14.4	24.0	0.5	0	39	463479.1	6725095.5
8	70090	A/	0	3.6	16.1	0.0	0	38	468987.0	6729103.5
8	70121	A/	0	14.6	24.5	0.5	0	42	462922.5	6723650.5
8	70121	B/	1	26.1	22.4	1.7	2	38	469895.5	6729021.0
8	70121	C/	1	21.8	19.7	1.5	4	37	470068.0	6729157.5
8	70121	D/	0	11.3	23.1	0.4	0	40	471439.9	6730260.0
8	70130	A/	0	8.1	22.2	0.2	0	35	470931.3	6729569.0
8	70130	B/	1	23.7	27.8	1.1	5	30	470101.2	6728955.0
8	70130	C/	1	20.0	23.6	1.0	3	35	469927.6	6728823.0
8	70140	A/	0	7.5	14.6	0.3	0	51	469789.1	6728427.0
8	70140	B/	1	17.0	18.0	1.1	0	46	470078.1	6728650.5
8	70140	C/	1	17.5	18.6	1.1	0	45	470229.7	6728770.0
9	70150	A/	1	21.8	17.8	1.7	8	35	470295.3	6728509.0
9	70150	B/	1	21.5	18.3	1.6	9	33	470125.1	6728375.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
9	70150	C/	0	15.2	19.9	0.8	7	32	469832.3	6728150.5
9	70150	D/	0	4.2	16.9	0.0	1	30	466921.2	6725979.5
9	70160	A/	0	4.2	18.5	0.0	7	22	467009.4	6725798.5
9	70160	B/	1	16.9	13.7	1.6	4	44	470188.9	6728300.5
9	70160	C/	1	14.7	13.3	1.3	6	41	470355.3	6728433.5
9	70160	D/	0	1.3	7.9	0.0	0	48	474182.6	6731330.5
9	70180	A/	2	23.9	13.4	3.0	3	43	471031.1	6728372.5
9	70180	B/	0	8.3	15.4	0.3	9	31	471822.1	6728984.0
9	70180	C/	0	6.0	13.4	0.2	9	31	473724.6	6730470.5
9	70190	A/	0	2.7	5.5	0.1	17	40	474507.6	6730852.5
9	70190	B/	1	26.5	25.6	1.5	0	37	472028.1	6728846.0
9	70190	C/	2	27.4	21.5	2.0	2	38	471965.6	6728796.0
9	70190	D/	2	28.9	21.1	2.2	2	39	471698.8	6728586.0
9	70190	E/	2	21.1	13.2	2.4	0	48	471233.8	6728221.5
9	70190	F/	0	13.4	15.1	0.9	0	44	470083.5	6727364.0
9	70200	A/	2	18.8	8.8	3.5	11	41	471237.2	6728101.0
9	70200	B/	2	18.8	12.5	2.2	6	42	471364.3	6728203.5
9	70200	C/	2	28.2	16.2	3.0	7	37	471735.2	6728487.0
9	70200	D/	0	4.1	8.9	0.2	0	47	474652.1	6730682.5
9	70200	E/	0	7.7	10.6	0.5	8	41	474757.4	6730760.0
9	70210	A/	0	10.3	10.5	0.9	0	51	472820.5	6728995.0
9	70210	B/	3	28.7	11.5	4.9	0	48	472079.3	6728427.5
9	70210	C/	2	15.4	9.1	2.4	9	45	471619.2	6728077.0
45	70223	A/	2	5.1	2.4	2.2	23	60	470227.4	6726717.5
45	70223	B/	1	9.0	5.5	1.9	21	44	471787.5	6727927.5
45	70223	C/	3	17.1	6.0	5.0	5	51	472149.6	6728215.5
45	70223	D/	2	30.4	18.9	2.8	7	35	473146.7	6728997.0
45	70233	A/	0	10.6	13.5	0.7	3	43	474424.8	6729700.0
45	70233	B/	1	12.5	9.8	1.5	10	43	473449.0	6728953.0
45	70233	C/	1	20.9	17.2	1.7	10	33	472340.3	6728113.5
45	70233	D/	1	23.8	23.2	1.4	9	30	472165.6	6727984.0
45	70233	E/	1	28.7	23.1	1.9	11	28	472087.8	6727925.5
45	70233	F/	2	13.0	8.0	2.1	15	41	470518.2	6726719.0
45	70233	G/	0	8.9	11.5	0.6	12	36	470247.7	6726511.5
45	70243	A/	1	27.5	21.9	1.9	4	36	474558.9	6729604.5
9	70250	A/	0	11.3	15.8	0.6	0	44	474666.0	6729424.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
9	70250	B/	2	22.2	14.6	2.3	2	44	471802.9	6727225.0
9	70261	A/	1	8.3	6.0	1.4	4	59	474900.0	6729322.0
9	70261	B/	0	10.2	14.4	0.6	4	39	472977.9	6727845.5
9	70261	C/	0	10.7	13.5	0.7	5	40	472658.6	6727597.0
9	70261	D/	1	19.2	15.5	1.7	6	39	472549.5	6727512.5
9	70261	E/	3	41.7	18.9	4.7	4	35	471919.5	6727033.0
9	70270	A/	2	21.3	10.9	3.2	7	43	472093.1	6726919.5
9	70270	B/	1	17.9	14.2	1.7	6	41	475045.9	6729179.5
10	70280	A/	1	21.2	20.1	1.4	4	37	475127.1	6729035.5
10	70290	A/	1	14.8	14.1	1.2	7	40	475289.2	6728832.5
10	70300	A/	2	27.5	20.2	2.2	6	35	475394.5	6728670.5
10	70300	B/	1	19.1	20.7	1.1	7	33	474948.7	6728317.0
10	70300	C/	0	18.4	23.6	0.9	1	36	474867.4	6728256.5
10	70310	A/	0	14.7	19.5	0.8	9	30	475042.4	6728130.0
10	70310	B/	0	13.5	16.4	0.8	8	34	475123.0	6728192.5
10	70310	C/	0	9.0	18.2	0.3	8	29	475400.6	6728408.0
10	70310	D/	1	22.3	18.5	1.7	11	31	475524.4	6728503.0
10	70320	A/	2	23.2	15.5	2.3	11	34	475589.5	6728351.0
10	70320	B/	1	10.2	10.0	1.0	11	41	475240.1	6728082.0
10	70320	C/	1	21.5	22.2	1.2	7	32	475089.6	6727967.5
10	70320	D/	1	15.6	10.8	1.9	17	34	473189.5	6726519.0
10	70320	E/	2	21.4	11.4	3.1	4	45	472975.1	6726367.5
10	70320	F/	0	8.6	20.6	0.2	6	28	471568.6	6725312.0
10	70320	G/	0	6.4	16.2	0.2	6	30	471398.3	6725186.5
10	70330	A/	0	14.1	20.5	0.6	0	39	472217.8	6725485.5
10	70330	B/	1	21.5	20.8	1.4	4	37	472587.5	6725796.5
10	70330	C/	2	19.4	11.5	2.6	0	51	473373.3	6726410.5
10	70330	D/	1	13.7	11.5	1.4	5	45	475648.2	6728129.5
10	70330	E/	2	16.2	10.6	2.1	10	41	475743.0	6728209.0
10	70340	A/	0	1.4	9.5	0.0	0	39	476109.1	6728308.0
10	70340	B/	2	21.5	11.8	2.9	10	38	475807.5	6728084.0
10	70340	C/	2	21.9	14.1	2.4	7	40	475671.4	6727978.0
10	70340	D/	0	15.9	21.8	0.7	0	44	475481.2	6727832.5
10	70340	E/	0	9.4	16.1	0.4	9	31	474930.8	6727416.5
10	70340	F/	1	19.0	21.8	1.0	1	38	474427.8	6727029.0
10	70340	G/	2	30.4	16.0	3.5	11	33	474227.8	6726869.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
10	70340	H/	2	12.0	6.7	2.3	24	35	473511.5	6726324.5
10	70340	J/	2	12.9	6.6	2.7	1	57	473342.7	6726190.5
10	70340	K/	1	16.2	16.8	1.1	0	46	472435.9	6725493.0
10	70350	A/	0	1.7	6.1	0.0	4	42	471959.1	6724827.0
10	70350	B/	1	24.5	20.3	1.8	4	37	472616.2	6725308.0
10	70350	C/	2	19.9	12.1	2.5	8	41	472907.9	6725526.0
10	70350	D/	3	15.4	4.7	5.8	15	44	473522.9	6726023.5
10	70350	E/	1	16.9	13.3	1.7	0	51	474218.8	6726577.5
10	70350	F/	1	20.3	15.7	1.8	0	51	474343.7	6726679.0
10	70350	G/	1	16.1	13.0	1.6	4	44	474410.8	6726732.5
10	70350	H/	0	10.1	11.6	0.8	6	43	474478.9	6726786.0
10	70350	J/	1	14.5	13.7	1.2	7	40	475119.2	6727261.5
10	70350	K/	1	17.5	15.3	1.4	1	45	475700.2	6727678.5
10	70350	M/	2	25.4	11.7	3.9	9	38	475928.3	6727846.5
10	70350	N/	2	17.1	11.2	2.1	11	39	476090.0	6727970.0
10	70350	O/	0	12.1	15.3	0.7	3	41	476336.7	6728167.0
10	70350	P/	0	11.0	12.4	0.8	7	40	476407.6	6728225.0
11	70361	A/	1	19.3	20.5	1.1	5	35	476561.6	6728085.0
11	70361	B/	1	17.4	20.3	1.0	6	34	476490.0	6728033.0
11	70361	C/	1	15.8	13.3	1.5	9	39	476248.6	6727842.5
11	70361	D/	2	36.4	18.6	3.8	3	38	476029.3	6727670.5
11	70361	E/	1	20.9	24.3	1.0	6	31	475229.7	6727069.0
11	70361	F/	0	5.1	13.3	0.1	0	41	474587.5	6726586.0
11	70361	G/	1	14.8	16.2	1.0	7	36	473519.8	6725780.5
11	70361	H/	1	18.4	16.6	1.4	11	33	473211.9	6725555.5
11	70361	J/	0	11.0	15.1	0.6	6	37	473100.4	6725473.0
11	70361	K/	2	21.2	15.6	2.0	3	42	472991.6	6725393.5
11	70361	M/	1	26.5	27.0	1.4	0	41	472760.5	6725217.5
11	70361	N/	1	27.4	26.1	1.5	0	38	472632.9	6725120.0
11	70361	O/	0	18.1	27.0	0.7	0	35	472459.6	6724987.0
11	70361	P/	0	3.5	13.0	0.0	0	42	472086.3	6724695.0
11	70361	Q/	0	6.3	16.9	0.2	3	32	470717.8	6723633.0
11	70370	A/	0	6.7	13.0	0.3	0	42	470814.3	6723418.5
11	70370	B/	1	17.7	20.3	1.0	0	41	472634.5	6724787.5
11	70370	C/	1	21.0	18.6	1.5	0	47	472976.5	6725060.0
11	70370	D/	2	25.9	17.8	2.3	4	39	473182.9	6725222.5
11	70370	E/	2	27.4	16.1	2.9	1	43	473247.6	6725273.5
11	70370	F/	1	19.4	19.3	1.3	0	42	473392.0	6725388.0
11	70370	G/	0	6.0	15.8	0.2	0	46	474710.3	6726441.5
11	70370	H/	1	24.1	19.7	1.8	1	40	475397.3	6726967.0
11	70370	J/	3	55.6	24.2	5.4	0	40	476163.7	6727533.0
11	70370	K/	3	51.6	24.2	4.8	0	39	476258.2	6727599.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
11	70370	M/	1	34.7	30.3	1.9	0	37	476380.5	6727683.5
11	70380	A/	2	26.2	19.5	2.1	0	44	476521.1	6727571.5
11	70380	B/	2	42.6	22.3	3.9	0	40	476327.6	6727428.0
11	70380	C/	3	44.3	19.9	4.9	0	40	476256.1	6727373.5
11	70380	D/	0	10.7	19.4	0.4	0	41	474855.6	6726297.0
11	70380	E/	2	27.0	19.2	2.2	0	42	473543.0	6725310.0
11	70380	F/	1	21.1	18.6	1.5	0	44	473449.1	6725240.0
11	70380	G/	2	26.9	15.6	2.9	1	43	473388.0	6725194.0
11	70380	H/	2	21.7	15.7	2.0	3	42	473285.7	6725116.0
11	70380	J/	1	16.3	17.7	1.0	4	38	473057.6	6724941.5
11	70380	K/	0	15.5	20.4	0.8	0	43	472949.4	6724858.0
11	70380	M/	0	6.1	15.1	0.2	0	38	470892.0	6723276.5
11	70390	A/	0	5.7	18.6	0.1	0	36	471403.7	6723388.5
11	70390	B/	0	11.8	13.4	0.9	5	41	473097.7	6724680.5
11	70390	C/	0	11.8	15.7	0.7	2	40	473260.6	6724805.5
11	70390	D/	1	22.1	23.4	1.2	5	33	473449.2	6724955.0
11	70390	E/	1	18.6	15.0	1.7	11	35	473502.8	6724997.0
11	70390	F/	0	13.9	16.6	0.9	6	37	473557.6	6725041.5
11	70390	G/	1	19.9	17.1	1.6	0	46	473719.6	6725172.5
11	70390	H/	1	19.4	15.4	1.7	3	43	473950.8	6725352.0
11	70390	J/	0	7.2	13.4	0.3	0	42	474989.9	6726149.5
11	70390	K/	0	13.9	21.3	0.6	0	38	477971.8	6728484.5
11	70390	M/	0	14.4	18.6	0.8	2	38	478084.0	6728569.0
11	70390	N/	1	16.7	15.8	1.3	5	39	478554.7	6728926.5
11	70390	O/	0	8.4	15.2	0.4	2	38	478642.5	6728988.5
11	70390	P/	0	9.1	18.1	0.3	0	38	478942.5	6729198.5
11	70390	Q/	0	1.9	7.8	0.0	0	47	479348.4	6729510.0
11	70390	R/	0	4.2	9.1	0.2	0	53	479452.4	6729587.5
11	70390	S/	1	12.5	9.0	1.7	11	43	479871.7	6729892.5
11	70390	T/	0	3.6	5.8	0.3	0	59	480250.4	6730181.5
11	70390	U/	0	12.0	14.4	0.8	0	55	480495.6	6730363.0
11	70390	V/	0	7.4	15.9	0.3	0	43	480616.3	6730446.5
11	70401	A/	0	4.4	10.8	0.1	0	48	480454.3	6730093.0
11	70401	B/	0	3.0	11.7	0.0	0	52	480335.9	6730005.0
11	70401	C/	1	15.3	10.8	1.9	0	51	480005.3	6729758.5
11	70401	D/	0	7.2	11.4	0.4	0	53	479525.4	6729399.0
11	70401	E/	0	6.2	11.1	0.3	1	44	479102.8	6729074.5
11	70401	F/	1	18.8	13.9	1.9	1	46	478958.9	6728963.0
11	70401	G/	1	20.4	19.5	1.4	0	41	478581.7	6728671.5
11	70401	H/	0	13.5	16.1	0.8	5	38	478170.7	6728347.0
11	70401	J/	0	11.2	12.9	0.8	0	47	477651.7	6727943.0
11	70401	K/	1	11.8	12.3	1.0	6	42	477084.7	6727514.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
11	70401	M/	0	9.1	14.0	0.5	1	43	476767.5	6727267.5
11	70401	N/	0	8.9	16.9	0.3	0	38	475990.0	6726665.0
11	70401	O/	0	7.8	17.2	0.3	0	42	475443.6	6726242.0
11	70401	P/	0	17.7	26.1	0.7	2	33	475119.2	6725989.0
11	70401	Q/	1	21.9	26.8	1.0	3	33	475022.8	6725914.5
11	70401	R/	1	31.7	35.1	1.3	0	39	474080.8	6725186.5
11	70401	S/	0	17.5	27.3	0.6	3	31	473826.4	6724995.0
11	70401	T/	1	22.1	22.6	1.3	6	33	473680.9	6724880.5
11	70401	U/	2	29.0	22.4	2.1	7	33	473616.9	6724831.0
11	70401	V/	1	25.7	26.0	1.4	5	32	473576.8	6724800.5
11	70401	W/	2	20.5	14.6	2.0	13	34	473374.8	6724649.5
11	70401	X/	0	1.7	8.2	0.0	2	35	471738.3	6723435.5
11	70401	Y/	0	7.6	14.8	0.3	0	43	471453.7	6723221.0
11	70410	A/	0	7.5	17.0	0.2	3	33	470540.7	6722252.0
11	70410	B/	0	16.3	23.0	0.7	0	42	473275.3	6724297.5
11	70410	C/	2	18.3	11.2	2.4	5	46	473559.0	6724510.0
11	70410	D/	2	27.3	16.5	2.8	0	45	473767.6	6724672.5
11	70410	E/	1	18.3	17.7	1.3	6	37	475111.2	6725724.5
11	70410	F/	1	22.2	16.7	1.9	0	46	475435.4	6725970.5
11	70410	G/	0	7.6	13.7	0.3	1	41	476081.9	6726467.0
11	70410	H/	2	13.0	8.2	2.0	14	42	477246.3	6727358.0
11	70410	J/	1	16.3	15.3	1.3	8	37	477802.5	6727795.5
11	70410	K/	1	15.8	15.7	1.2	2	43	478334.1	6728223.0
11	70410	M/	1	20.8	16.4	1.8	1	43	478729.6	6728548.5
11	70410	N/	1	17.9	13.9	1.7	6	42	479011.8	6728771.0
11	70410	O/	0	6.1	12.2	0.3	2	40	479228.8	6728942.0
11	70410	P/	0	8.7	11.3	0.6	9	39	479679.1	6729264.5
11	70410	Q/	0	7.1	10.3	0.5	0	50	480572.6	6729933.0
11	70420	A/	2	12.5	7.9	2.0	10	47	480720.7	6729793.0
11	70420	B/	0	21.2	28.3	0.9	0	35	480246.3	6729423.5
11	70420	C/	0	9.0	14.1	0.5	9	34	479811.8	6729086.0
11	70420	D/	2	20.3	14.8	2.0	4	42	479032.6	6728500.5
11	70420	E/	1	21.9	18.6	1.6	0	43	478934.1	6728426.5
11	70420	F/	1	17.4	14.8	1.5	4	42	478828.2	6728348.5
11	70420	G/	1	12.8	11.7	1.2	3	47	478435.4	6728053.5
11	70420	H/	1	27.0	21.8	1.9	8	33	477866.8	6727624.0
11	70420	J/	2	14.8	9.0	2.2	10	44	477358.7	6727242.0
11	70420	K/	2	18.8	12.6	2.1	9	39	477284.6	6727187.5
11	70420	M/	2	28.8	14.7	3.6	4	41	475587.7	6725857.0
11	70420	N/	1	19.8	15.3	1.8	6	39	475198.5	6725558.5
11	70420	O/	2	22.3	16.0	2.1	3	42	473844.5	6724512.0
11	70420	P/	2	18.0	10.6	2.5	9	42	473660.2	6724368.0
11	70420	Q/	1	14.2	10.4	1.7	4	48	473533.5	6724269.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
11	70420	R/	0	6.5	12.3	0.3	0	47	473279.2	6724073.0
11	70430	A/	1	19.7	18.1	1.4	0	46	473829.1	6724199.5
11	70430	B/	2	23.4	17.1	2.1	4	40	473994.4	6724328.0
11	70430	C/	0	13.7	21.5	0.6	0	38	474248.4	6724533.0
11	70430	D/	0	5.6	15.7	0.1	0	43	474807.4	6724976.0
11	70430	E/	0	10.4	13.7	0.7	8	37	477636.7	6727173.5
11	70430	F/	1	14.5	13.9	1.2	13	34	478040.2	6727496.5
11	70430	G/	0	14.5	20.2	0.7	3	36	478170.5	6727600.0
11	70430	H/	0	14.0	18.2	0.8	1	40	478281.2	6727685.5
11	70430	J/	0	7.6	12.4	0.4	0	46	478578.2	6727915.0
11	70430	K/	1	15.2	15.5	1.1	3	42	478948.7	6728199.0
11	70430	M/	2	27.8	17.4	2.7	0	45	479061.3	6728282.5
11	70430	N/	2	25.7	18.4	2.2	0	44	479147.3	6728348.5
11	70430	O/	0	5.9	15.0	0.2	5	32	479569.2	6728670.5
11	70430	P/	0	3.7	12.0	0.1	6	31	479724.6	6728790.0
11	70430	Q/	0	4.2	12.2	0.1	7	31	479959.0	6728968.0
11	70430	R/	1	15.5	17.7	1.0	0	44	480574.3	6729442.0
11	70430	S/	1	14.6	15.5	1.0	0	44	480682.1	6729526.5
11	70430	T/	1	15.4	12.2	1.6	2	47	480893.1	6729692.0
11	70430	U/	0	1.6	10.4	0.0	0	44	481108.2	6729858.5
11	70440	A/	0	8.2	12.2	0.5	7	39	480999.9	6729559.0
11	70440	B/	0	8.4	15.5	0.4	2	38	480880.8	6729464.5
11	70440	C/	0	13.1	14.5	0.9	5	40	480779.6	6729380.5
11	70440	D/	1	16.2	16.9	1.1	1	42	480646.6	6729269.0
11	70440	E/	0	1.6	10.2	0.0	0	36	480086.3	6728814.5
11	70440	F/	0	3.5	10.3	0.1	8	33	479876.5	6728645.5
11	70440	G/	0	6.6	14.6	0.2	3	36	479717.2	6728522.0
11	70440	H/	1	16.8	15.4	1.3	1	44	479422.0	6728294.5
11	70440	J/	2	25.0	18.7	2.0	0	47	479329.0	6728223.0
11	70440	K/	1	16.5	13.4	1.6	1	47	479145.6	6728080.5
11	70440	M/	1	12.3	12.3	1.0	2	46	479075.7	6728027.5
11	70440	N/	0	12.5	17.1	0.7	0	41	478502.4	6727586.5
11	70440	O/	0	7.1	10.0	0.5	14	36	478094.8	6727271.0
11	70440	P/	0	21.8	28.0	0.9	3	32	475948.1	6725617.0
11	70440	Q/	0	15.4	34.1	0.4	1	27	475132.2	6724979.0
11	70440	R/	0	14.9	17.0	0.9	1	41	474450.4	6724451.5
11	70440	S/	1	19.9	15.5	1.8	3	43	474321.5	6724352.5
11	70440	T/	1	20.2	17.8	1.5	0	48	474134.5	6724211.5
11	70440	U/	0	9.3	16.7	0.4	0	44	473909.2	6724041.0
11	70440	V/	0	4.1	8.2	0.2	7	42	473472.0	6723720.5
11	70450	A/	1	17.0	15.6	1.3	10	35	474512.6	6724212.0
11	70450	B/	0	11.6	15.6	0.7	5	37	474603.6	6724282.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
11	70450	C/	0	6.4	11.2	0.3	0	45	475117.1	6724683.5
11	70450	D/	1	21.8	16.5	1.9	0	44	475306.7	6724828.0
11	70450	E/	1	14.2	14.7	1.1	5	40	478783.6	6727504.5
11	70450	F/	1	27.6	22.7	1.9	0	42	479248.6	6727854.5
11	70450	G/	1	19.6	17.7	1.4	3	40	479326.7	6727917.0
11	70450	H/	0	14.9	17.5	0.9	5	37	479448.9	6728014.0
11	70450	J/	2	35.4	26.1	2.3	2	35	479557.0	6728099.0
11	70450	K/	0	11.3	23.5	0.3	0	34	479842.9	6728323.0
11	70450	M/	0	6.9	15.0	0.2	8	30	479994.9	6728440.5
11	70450	N/	0	2.5	6.1	0.1	15	36	480307.0	6728682.0
11	70450	O/	0	8.7	9.6	0.8	2	50	480603.1	6728901.5
11	70450	P/	1	14.7	12.1	1.5	4	45	480779.4	6729037.5
11	70450	Q/	1	17.6	13.4	1.8	0	48	480845.3	6729087.5
11	70450	R/	0	8.7	10.1	0.7	0	51	480980.9	6729190.0
11	70450	S/	0	9.3	9.2	0.9	0	54	481088.6	6729272.0
11	70450	T/	0	4.0	7.0	0.3	4	50	481191.7	6729349.0
11	70460	A/	0	9.6	15.7	0.5	0	47	481300.5	6729237.5
11	70460	B/	0	14.4	18.0	0.8	0	42	481212.3	6729161.5
11	70460	C/	0	10.4	11.2	0.9	2	48	481068.2	6729042.5
11	70460	D/	2	17.6	12.0	2.0	2	47	480941.8	6728939.0
11	70460	E/	1	18.8	15.2	1.7	0	47	480865.4	6728878.0
11	70460	F/	0	13.5	15.2	0.9	3	41	480707.6	6728756.0
11	70460	G/	0	5.4	8.2	0.4	18	34	480105.0	6728298.5
11	70460	H/	0	6.2	10.3	0.4	0	50	479818.3	6728090.0
11	70460	J/	1	13.8	15.1	1.0	0	45	479677.9	6727991.5
11	70460	K/	1	13.1	12.5	1.1	13	35	479514.0	6727872.0
11	70460	M/	1	18.1	13.6	1.8	8	39	479318.5	6727725.0
11	70460	N/	0	6.8	15.0	0.2	0	39	479099.1	6727553.5
11	70460	O/	1	14.5	16.2	1.0	13	31	478961.1	6727448.5
11	70460	P/	0	9.4	13.8	0.5	3	41	476206.0	6725311.0
11	70460	P/	0	8.7	13.0	0.5	9	36	475592.2	6724830.0
11	70460	Q/	2	30.8	24.9	2.0	3	35	475394.0	6724677.0
11	70460	R/	0	7.1	13.1	0.3	9	34	474595.7	6724077.0
11	70460	S/	1	16.8	18.1	1.1	3	39	474153.2	6723731.5
11	70470	A/	0	14.0	17.0	0.8	2	40	474342.3	6723583.0
11	70470	B/	2	65.7	44.3	3.2	3	28	475494.3	6724492.5
11	70470	C/	0	7.6	10.9	0.5	10	38	476391.1	6725184.5
11	70470	D/	1	12.6	13.2	1.0	0	47	479419.8	6727506.0
11	70470	E/	1	24.4	25.6	1.3	1	36	479565.4	6727617.0
11	70470	F/	1	24.9	28.7	1.1	0	37	479707.3	6727722.5
11	70470	G/	0	8.4	17.7	0.3	5	31	479911.8	6727880.5
11	70470	H/	0	5.9	12.4	0.2	4	38	480335.4	6728206.5
11	70470	J/	1	17.1	14.1	1.6	4	43	481038.7	6728728.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
11	70470	K/	1	20.6	16.1	1.8	1	44	481451.7	6729033.5
11	70480	A/	1	10.1	6.4	1.8	8	53	481563.5	6728937.5
11	70480	B/	1	16.7	12.7	1.7	0	49	481217.8	6728658.5
11	70480	C/	1	17.0	13.1	1.7	0	48	481159.2	6728613.5
11	70480	D/	0	7.9	9.2	0.7	12	41	480399.2	6728027.5
11	70480	E/	0	9.0	10.2	0.8	0	54	480235.1	6727896.0
11	70480	F/	0	4.4	6.4	0.4	22	36	480034.7	6727738.5
11	70480	G/	1	15.8	15.0	1.2	6	39	479781.3	6727553.0
11	70480	H/	1	16.3	16.6	1.1	0	44	479617.1	6727439.5
11	70480	J/	0	13.2	14.9	0.9	3	42	479485.8	6727344.5
11	70480	K/	0	6.8	9.9	0.5	14	36	479353.0	6727245.5
11	70480	M/	0	9.8	21.5	0.3	0	35	476523.5	6725038.0
11	70480	N/	1	20.8	18.1	1.6	10	33	475572.5	6724332.0
11	70480	O/	0	13.4	22.0	0.5	1	35	474539.4	6723536.5
11	70480	P/	0	12.9	17.8	0.7	3	38	474450.7	6723463.0
11	70490	A/	0	11.3	15.2	0.7	3	40	474642.8	6723384.5
11	70490	B/	0	6.0	14.3	0.2	0	42	475419.1	6723974.5
11	70490	C/	1	17.2	15.5	1.4	0	48	475664.8	6724166.0
11	70490	D/	0	5.8	6.5	0.6	21	39	476619.0	6724886.5
11	70490	E/	0	7.7	12.2	0.4	7	39	476661.8	6724919.0
11	70490	F/	0	5.9	8.3	0.5	12	41	479565.7	6727098.5
11	70490	G/	0	10.0	12.0	0.7	0	52	479720.9	6727219.0
11	70490	H/	0	11.1	14.5	0.7	0	50	479787.7	6727270.0
11	70490	J/	1	15.5	16.2	1.1	0	45	479908.8	6727363.0
11	70490	K/	0	5.7	10.7	0.3	7	39	480137.2	6727544.0
11	70490	M/	0	5.3	11.2	0.2	6	38	480195.8	6727588.0
11	70490	N/	1	13.8	14.5	1.0	5	41	480367.6	6727717.0
11	70490	O/	0	7.7	12.6	0.4	2	42	480510.3	6727824.0
11	70490	P/	2	33.5	22.7	2.6	0	41	481318.1	6728403.5
11	70490	Q/	2	24.6	17.1	2.2	3	40	481471.4	6728523.0
11	70490	R/	0	10.4	11.7	0.8	17	32	481770.0	6728749.5
12	70500	A/	0	4.3	13.2	0.1	3	34	481799.2	6728593.5
12	70500	B/	2	53.1	42.9	2.4	2	30	481534.1	6728384.0
12	70500	C/	1	23.6	24.6	1.3	4	34	481427.6	6728299.0
12	70500	D/	0	5.4	13.2	0.2	6	34	481126.5	6728057.5
12	70500	E/	0	6.9	11.9	0.4	0	50	480457.4	6727587.0
12	70500	F/	0	3.2	9.5	0.1	0	43	480220.3	6727407.0
12	70500	G/	0	12.9	19.8	0.6	0	45	480016.9	6727247.0
12	70500	H/	0	8.6	18.8	0.3	0	39	479752.8	6727027.5
12	70500	J/	0	7.8	17.5	0.2	3	34	476819.1	6724761.0
12	70500	K/	0	7.4	12.5	0.4	9	35	475865.7	6724009.5
12	70500	M/	2	48.1	31.2	3.1	7	28	475660.8	6723847.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
12	70500	N/	1	35.9	31.2	1.9	0	38	475446.5	6723679.5
12	70500	O/	1	16.0	11.6	1.8	0	51	474766.0	6723152.5
12	70510	A/	2	32.3	19.4	3.0	3	38	474922.4	6722997.0
12	70510	B/	1	20.5	21.3	1.2	2	38	475046.4	6723094.0
12	70510	C/	1	16.9	14.3	1.5	9	37	475851.0	6723716.5
12	70510	D/	0	5.9	10.0	0.3	0	51	476976.3	6724592.0
12	70510	E/	0	6.1	9.7	0.4	6	43	479883.3	6726826.0
12	70510	F/	0	5.9	10.5	0.3	5	41	480186.4	6727067.0
12	70510	G/	0	3.5	7.5	0.2	13	36	480621.0	6727413.0
12	70510	H/	1	24.1	19.9	1.8	4	38	481546.2	6728129.0
12	70510	J/	2	26.0	17.3	2.4	2	41	481667.2	6728221.5
12	70520	A/	1	36.2	34.4	1.7	2	32	481771.6	6728083.5
12	70520	B/	1	34.4	29.6	1.9	7	29	481707.2	6728026.5
12	70520	C/	1	26.1	22.0	1.8	4	36	481636.5	6727964.0
12	70520	D/	0	5.7	10.5	0.3	0	47	481486.8	6727828.5
12	70520	E/	0	3.7	9.2	0.1	6	38	480691.1	6727264.0
12	70520	F/	1	14.2	15.3	1.0	0	45	479887.6	6726661.5
12	70520	G/	0	15.4	17.7	0.9	2	40	479068.8	6726020.5
12	70520	H/	1	19.8	22.9	1.0	0	38	478982.6	6725951.0
12	70520	J/	0	6.6	15.7	0.2	10	27	478876.7	6725865.0
12	70520	K/	0	8.9	18.3	0.3	11	26	477064.8	6724471.0
12	70520	M/	1	13.4	11.5	1.3	6	44	475094.5	6722935.5
12	70520	N/	0	6.4	15.5	0.2	2	35	471804.7	6720399.5
12	70530	A/	0	4.4	13.7	0.1	0	42	474407.9	6722135.5
12	70530	B/	0	12.6	18.9	0.6	0	39	474947.9	6722537.0
12	70530	C/	1	16.3	13.4	1.5	12	35	475159.1	6722703.5
12	70530	D/	0	6.3	8.7	0.5	11	42	477208.2	6724307.0
12	70530	E/	1	14.3	10.8	1.6	11	40	479025.5	6725698.5
12	70530	F/	1	9.4	8.9	1.0	1	53	479700.8	6726218.5
12	70530	G/	1	13.8	14.9	1.0	0	45	480021.0	6726468.5
12	70530	H/	0	8.6	15.9	0.4	0	41	480518.5	6726866.0
12	70530	J/	0	4.4	9.2	0.2	0	47	480774.3	6727075.0
12	70530	K/	1	34.2	30.8	1.8	0	38	481833.5	6727855.5
12	70530	M/	1	22.1	19.9	1.5	3	39	481949.3	6727942.5
12	70530	N/	1	15.7	12.2	1.6	3	46	482056.4	6728021.0
12	70540	A/	1	21.8	19.5	1.5	7	35	482215.2	6727897.5
12	70540	B/	2	36.1	25.8	2.5	2	35	482159.1	6727858.0
12	70540	C/	2	45.4	32.7	2.6	1	34	481980.8	6727721.5
12	70540	D/	0	3.3	10.9	0.1	0	42	481739.3	6727531.0
12	70540	E/	0	4.2	8.8	0.2	0	57	480815.7	6726873.5
12	70540	F/	0	7.8	13.2	0.4	4	39	480336.3	6726492.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	BIRD DEPTH MTRS	BIRD HEIGHT MTRS		
12	70540	G/	0	11.2	19.7	0.4	3	34	480205.8	6726377.5
12	70540	H/	0	12.6	19.3	0.6	5	33	480129.4	6726308.5
12	70540	J/	0	13.4	16.8	0.8	0	44	479440.9	6725733.5
12	70540	K/	2	35.5	20.0	3.4	6	34	479251.1	6725586.0
12	70540	M/	0	7.7	13.7	0.4	2	40	477348.2	6724169.0
12	70540	N/	0	7.4	11.9	0.4	5	40	475071.5	6722426.0
12	70540	O/	0	8.0	14.4	0.4	0	43	472800.4	6720713.0
12	70540	P/	0	13.1	24.6	0.4	0	36	472667.7	6720611.5
12	70550	A/	0	4.5	5.3	0.5	13	51	477505.3	6724000.5
12	70550	B/	0	7.0	8.5	0.6	0	57	480243.4	6726110.5
12	70550	C/	0	6.5	8.6	0.5	3	50	480531.8	6726335.0
12	70550	D/	0	4.7	6.2	0.4	11	48	480963.9	6726661.5
12	70550	E/	2	39.6	29.8	2.4	0	37	482151.8	6727555.0
12	70550	F/	2	36.7	28.2	2.2	5	32	482235.8	6727617.0
12	70550	G/	2	34.1	24.5	2.4	4	34	482309.4	6727670.0
12	70561	A/	1	37.9	37.8	1.6	4	28	482419.3	6727612.5
12	70561	B/	1	51.3	50.5	1.8	1	28	482336.2	6727552.5
12	70561	C/	2	58.2	53.9	2.1	2	26	482247.8	6727491.0
12	70561	D/	0	7.8	14.9	0.3	1	39	482051.6	6727343.5
12	70561	E/	0	1.9	6.5	0.0	12	34	481737.0	6726999.0
12	70561	F/	0	6.5	10.3	0.4	0	55	480192.8	6725855.0
12	70561	G/	0	8.4	12.4	0.5	18	28	479711.2	6725470.0
12	70561	H/	1	9.5	6.9	1.5	6	54	479603.6	6725392.0
12	70561	J/	1	3.9	2.2	1.5	60	27	479512.5	6725324.5
12	70561	K/	0	2.8	6.8	0.1	0	52	479094.7	6724985.5
12	70561	M/	0	1.8	5.5	0.0	0	91	477616.6	6723826.5
12	70561	N/	0	2.0	7.1	0.0	1	42	476677.9	6723148.5
12	70570	A/	1	4.3	2.8	1.3	9	73	477741.7	6723713.5
12	70570	B/	1	7.2	6.3	1.0	19	43	479717.3	6725232.0
12	70570	C/	1	15.2	15.2	1.1	5	40	480015.3	6725460.5
12	70570	D/	1	17.6	15.6	1.4	9	36	480103.0	6725519.0
12	70570	E/	2	25.3	12.4	3.6	1	46	480469.1	6725772.0
12	70570	F/	0	7.3	8.3	0.7	19	36	480720.3	6725981.5
12	70570	G/	0	4.8	8.6	0.3	6	44	480807.4	6726069.5
12	70570	H/	1	36.4	48.9	1.1	3	26	482419.7	6727223.0
12	70570	J/	1	43.3	49.3	1.4	6	23	482473.7	6727265.5
12	70570	K/	2	34.7	26.9	2.2	9	28	482603.5	6727377.5
12	70580	A/	2	59.8	46.1	2.6	7	24	482656.2	6727273.5
12	70580	B/	1	36.2	33.4	1.8	5	29	482595.2	6727231.0
12	70580	C/	1	30.2	40.4	1.0	1	29	482472.6	6727136.5
12	70580	D/	0	18.0	32.0	0.5	5	26	482412.8	6727084.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
12	70580	E/	0	13.2	23.7	0.5	7	28	482294.6	6726988.0
12	70580	F/	0	1.9	5.4	0.0	0	54	481254.8	6726180.0
12	70580	G/	0	7.8	10.7	0.5	12	37	480893.5	6725910.5
12	70580	H/	0	4.6	7.5	0.3	0	61	479789.8	6725049.5
12	70580	J/	0	3.8	6.8	0.2	0	54	477229.7	6723062.0
12	70580	K/	0	7.7	13.0	0.4	4	39	473245.4	6720002.0
12	70580	M/	0	9.3	15.9	0.4	0	41	473063.9	6719859.5
12	70590	A/	0	8.0	12.9	0.4	0	44	473135.4	6719702.5
12	70590	B/	0	9.1	16.6	0.4	0	39	473342.9	6719858.5
12	70590	C/	1	12.4	11.9	1.1	4	46	477344.9	6722882.0
12	70590	D/	0	5.4	11.5	0.2	10	33	479313.7	6724405.0
12	70590	E/	0	6.1	12.5	0.3	15	27	479555.9	6724588.0
12	70590	F/	0	11.2	16.2	0.6	2	40	479870.0	6724829.5
12	70590	G/	0	5.3	12.2	0.2	11	30	481033.0	6725698.5
12	70590	H/	1	20.2	22.7	1.1	0	42	482628.2	6726926.0
12	70590	J/	0	28.6	39.3	0.9	0	31	482703.3	6726984.5
12	70590	K/	1	23.7	22.5	1.4	9	31	482799.3	6727058.5
12	70590	M/	1	23.0	19.4	1.7	9	33	482837.7	6727089.5
12	70600	A/	2	37.4	28.1	2.3	17	20	482936.3	6726967.5
12	70600	B/	1	21.0	22.3	1.2	15	24	482874.0	6726908.0
12	70600	C/	0	24.4	35.6	0.8	7	24	482798.2	6726835.0
12	70600	D/	0	16.3	23.3	0.7	11	25	482695.1	6726747.0
12	70600	E/	0	9.5	13.8	0.5	0	47	482437.8	6726561.0
12	70600	F/	0	0.7	7.7	0.0	2	27	482096.7	6726302.0
12	70600	G/	0	3.0	7.2	0.1	22	27	481324.3	6725709.5
12	70600	H/	0	6.7	11.5	0.4	14	31	479707.6	6724477.5
12	70600	J/	1	6.8	5.3	1.2	21	45	477469.9	6722722.0
12	70600	K/	2	65.3	39.1	3.8	5	27	476830.0	6722223.5
12	70600	M/	2	34.4	28.4	2.0	9	27	476725.9	6722144.0
12	70600	N/	0	0.4	2.5	0.0	6	47	475080.4	6720892.0
12	70600	O/	0	3.5	15.4	0.0	0	39	473894.6	6719989.5
12	70600	P/	0	3.1	12.0	0.0	2	33	473714.2	6719854.5
12	70600	Q/	0	8.2	14.5	0.4	8	34	473461.6	6719652.5
12	70600	R/	0	8.0	14.2	0.4	2	40	473268.5	6719487.0
12	70610	A/	0	10.0	17.0	0.4	4	36	473099.4	6719102.0
12	70610	B/	0	8.4	14.0	0.4	6	37	473367.4	6719306.5
12	70610	C/	0	4.1	9.7	0.1	3	41	473781.2	6719622.5
12	70610	D/	1	11.0	8.7	1.4	1	55	475155.8	6720664.0
12	70610	E/	2	17.2	12.0	2.0	13	36	476584.0	6721820.0
12	70610	F/	2	22.0	10.7	3.5	11	39	477041.8	6722156.0
12	70610	G/	3	40.1	19.3	4.3	7	33	477127.0	6722219.0
12	70610	H/	0	9.3	12.3	0.6	12	35	477539.0	6722520.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
12	70610	J/	0	5.2	11.3	0.2	13	29	477909.9	6722819.0
12	70610	K/	0	5.7	10.3	0.3	8	39	478163.3	6723023.5
12	70610	M/	0	15.6	23.6	0.6	2	34	479646.6	6724228.0
12	70610	N/	0	12.3	26.9	0.3	0	37	479772.7	6724333.0
12	70610	O/	1	16.8	17.7	1.1	1	41	479874.8	6724392.0
12	70610	P/	0	5.2	8.6	0.3	12	38	482584.1	6726437.5
12	70610	Q/	0	14.9	20.8	0.7	4	35	482878.3	6726653.5
12	70610	R/	1	12.2	9.7	1.4	8	45	483037.7	6726763.5
12	70621	A/	1	20.0	21.8	1.1	2	37	483147.8	6726567.5
12	70621	B/	0	12.8	23.0	0.5	1	34	482974.7	6726433.0
12	70621	C/	0	10.2	18.8	0.4	10	27	482807.5	6726317.0
12	70621	D/	0	6.6	12.5	0.3	11	32	482659.9	6726200.5
12	70621	E/	1	9.3	7.0	1.4	10	50	479913.8	6724102.5
12	70621	F/	0	6.9	8.0	0.7	0	60	479733.6	6723985.0
12	70621	G/	0	4.7	12.3	0.1	6	34	477960.3	6722623.0
12	70621	H/	1	16.9	19.0	1.0	0	43	477439.8	6722223.5
12	70621	J/	3	53.3	25.9	4.6	0	39	477310.4	6722132.0
12	70621	K/	3	47.4	22.6	4.6	4	34	477230.8	6722068.0
12	70621	M/	3	24.9	10.9	4.2	6	42	476482.4	6721478.0
12	70621	N/	2	12.6	8.0	2.0	4	52	475244.2	6720548.0
12	70630	A/	0	11.5	15.1	0.7	2	41	473758.4	6719117.0
12	70630	B/	0	6.1	8.4	0.5	6	47	474119.0	6719391.5
12	70630	C/	2	17.2	8.7	3.0	18	36	475283.5	6720325.0
12	70630	D/	2	18.5	8.5	3.6	4	49	475427.2	6720427.0
12	70630	E/	0	8.7	14.1	0.4	9	34	476226.5	6721016.0
12	70630	F/	3	38.7	18.1	4.4	0	41	476582.8	6721275.0
12	70630	G/	2	13.9	6.3	3.3	17	42	477344.2	6721825.0
12	70630	H/	1	17.3	14.7	1.5	1	45	477582.9	6722008.0
12	70630	J/	0	11.1	13.7	0.7	0	50	479939.9	6723826.5
12	70630	K/	0	6.7	10.9	0.4	11	36	482918.2	6726154.5
15	70640	A/	0	9.9	19.0	0.4	0	53	483076.5	6726065.0
15	70640	B/	0	14.3	22.9	0.6	3	33	482950.9	6725969.0
15	70640	C/	0	5.0	11.8	0.2	14	27	481521.3	6724849.0
15	70641	A/	0	5.1	8.9	0.3	0	71	477689.4	6721889.0
15	70641	B/	1	10.5	9.9	1.1	0	54	477472.7	6721690.0
15	70641	C/	0	3.2	9.0	0.1	2	41	477358.0	6721582.5
15	70641	D/	1	14.9	16.3	1.0	0	49	476383.1	6720853.0
15	70641	E/	0	9.3	17.4	0.4	0	43	476184.8	6720682.5
15	70641	F/	0	2.3	12.7	0.0	0	38	475967.5	6720510.5
15	70641	G/	0	5.0	6.1	0.5	0	64	475553.6	6720223.0
15	70641	H/	1	12.3	10.7	1.3	0	65	475408.6	6720120.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
15	70641	J/	0	4.7	13.2	0.1	0	48	474273.2	6719273.5
15	70641	K/	0	3.2	12.5	0.0	0	45	474169.4	6719193.0
15	70641	M/	0	8.9	14.9	0.4	0	49	473835.4	6718943.5
15	70650	A/	0	8.9	10.1	0.8	0	66	475643.6	6720035.5
15	70650	B/	2	31.3	15.5	3.8	1	42	475980.7	6720301.0
15	70650	C/	2	22.1	13.5	2.6	12	35	476121.9	6720405.5
15	70650	D/	0	13.1	18.3	0.7	0	44	476305.3	6720559.5
15	70650	E/	2	28.9	21.4	2.2	3	37	476516.6	6720720.0
15	70650	F/	1	10.2	8.8	1.2	9	46	476829.7	6720986.5
15	70650	G/	2	14.8	9.5	2.1	0	57	477056.5	6721165.5
15	70650	H/	2	16.5	7.8	3.3	8	47	477588.5	6721580.0
15	70650	J/	0	8.3	14.9	0.4	1	40	477827.1	6721763.0
15	70650	K/	0	8.4	18.9	0.3	6	30	478072.6	6721955.5
15	70650	M/	0	9.4	19.7	0.3	17	18	478162.8	6722033.5
15	70650	N/	1	16.3	17.6	1.1	0	48	480045.4	6723456.5
15	70650	O/	0	5.4	12.2	0.2	0	43	481228.1	6724340.0
15	70650	P/	0	6.6	11.3	0.4	12	34	481567.0	6724673.0
15	70650	Q/	0	10.2	23.5	0.3	0	34	481680.4	6724758.5
15	70651	A/	1	17.9	15.2	1.5	10	36	483387.3	6726004.0
15	70651	B/	1	19.4	16.8	1.5	5	39	483289.6	6725949.5
15	70651	C/	1	22.9	18.5	1.8	0	45	483200.8	6725897.5
15	70651	D/	0	17.1	21.3	0.9	0	39	483094.7	6725825.5
15	70660	A/	0	5.1	13.4	0.1	2	36	483501.0	6725894.0
15	70660	B/	0	7.1	16.6	0.2	0	37	483416.8	6725823.5
15	70660	C/	0	8.8	11.7	0.6	0	53	483154.3	6725638.0
15	70660	D/	0	3.8	14.2	0.0	0	35	481734.8	6724479.5
15	70660	E/	0	8.6	10.4	0.7	26	24	481316.5	6724142.0
15	70660	F/	1	15.1	12.9	1.4	0	65	480102.2	6723259.5
15	70660	G/	0	3.9	10.5	0.1	0	43	479968.9	6723153.0
15	70660	H/	0	1.9	6.3	0.0	0	72	478714.7	6722206.0
15	70660	J/	0	7.5	9.9	0.6	5	45	477970.6	6721657.5
15	70660	K/	2	25.7	15.9	2.7	0	61	477626.7	6721406.0
15	70660	M/	2	30.3	14.7	3.9	0	45	477521.9	6721329.0
15	70660	N/	1	20.8	25.7	1.0	7	29	476877.4	6720806.5
15	70660	O/	3	43.4	19.5	4.8	14	25	476689.8	6720654.5
15	70660	P/	2	34.9	17.4	3.9	10	32	476617.2	6720596.0
15	70660	Q/	3	43.6	14.9	6.9	0	48	476270.2	6720320.5
15	70660	R/	4	49.8	12.9	10.4	0	41	476173.6	6720248.5
15	70660	S/	0	4.6	5.1	0.6	11	55	475730.8	6719908.5
15	70671	A/	2	15.7	10.3	2.1	4	48	475856.7	6719737.0
15	70671	B/	3	37.5	15.5	5.1	1	41	476353.0	6720103.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
15	70671	C/	3	35.3	13.4	5.6	6	38	476472.8	6720191.0
15	70671	D/	2	25.6	14.1	3.1	12	33	476822.2	6720467.5
15	70671	E/	1	22.7	21.0	1.5	6	34	476918.5	6720543.0
15	70671	F/	2	18.6	11.2	2.5	0	61	477414.2	6720910.5
15	70671	G/	2	17.5	10.7	2.4	0	67	477675.7	6721139.5
15	70671	H/	3	19.7	8.1	4.2	5	47	477906.6	6721332.5
15	70671	J/	2	16.7	7.8	3.4	5	50	477961.1	6721372.5
15	70671	K/	2	17.9	11.9	2.1	1	48	478092.3	6721476.5
15	70671	M/	1	13.3	12.2	1.2	6	43	478814.6	6722020.5
15	70671	N/	0	4.5	6.8	0.4	21	36	480005.1	6722947.0
15	70671	O/	1	15.5	12.2	1.6	9	40	480172.2	6723076.0
15	70671	P/	2	21.6	16.0	2.0	0	45	480241.2	6723129.0
15	70671	Q/	1	17.7	18.5	1.1	4	38	481385.3	6723993.0
15	70671	R/	1	15.5	16.6	1.0	15	28	481562.5	6724156.5
15	70671	S/	1	18.2	15.4	1.5	18	27	481664.3	6724244.0
15	70671	T/	0	5.7	7.3	0.5	0	71	482401.4	6724760.0
15	70671	U/	0	6.9	6.8	0.8	12	48	482861.0	6725064.0
15	70671	V/	0	9.1	10.9	0.7	10	40	482982.5	6725151.5
15	70671	W/	0	1.8	4.6	0.1	22	34	483640.2	6725665.0
15	70680	A/	0	2.4	7.4	0.0	1	44	484016.5	6725769.5
15	70680	B/	0	2.7	5.6	0.1	27	29	483724.4	6725543.0
15	70680	C/	0	7.8	12.4	0.4	0	47	483086.1	6725039.5
15	70680	D/	0	9.3	19.9	0.3	17	18	481913.5	6724066.5
15	70680	E/	2	59.8	54.7	2.1	6	23	481815.0	6723999.5
15	70680	F/	1	41.9	46.3	1.5	1	29	481763.6	6723964.5
15	70680	G/	0	11.1	17.6	0.5	5	35	481471.5	6723757.5
15	70680	H/	0	8.4	15.2	0.4	7	33	481341.1	6723664.0
15	70680	J/	1	5.8	3.5	1.6	17	58	480277.0	6722864.0
15	70680	K/	0	6.3	8.6	0.5	10	43	479489.4	6722254.5
15	70680	M/	2	19.5	9.6	3.3	12	39	478067.0	6721202.0
15	70680	N/	3	20.4	8.8	4.0	7	44	477965.3	6721127.5
15	70680	O/	2	17.7	8.1	3.5	14	40	477786.6	6720983.0
15	70680	P/	1	14.3	14.3	1.1	13	33	477168.2	6720492.0
15	70680	Q/	2	23.9	13.1	3.1	14	33	476889.1	6720286.0
15	70680	R/	3	25.2	8.8	5.7	8	42	476535.8	6720037.5
15	70680	S/	3	33.3	11.9	6.0	1	44	476432.1	6719961.5
15	70680	T/	2	7.1	3.5	2.3	8	65	475961.1	6719591.0
15	70690	A/	3	90.7	38.9	6.4	5	26	476281.7	6719542.0
15	70690	B/	3	74.3	36.0	5.2	1	31	476383.9	6719608.0
15	70690	C/	3	66.2	35.9	4.3	4	28	476557.5	6719767.5
15	70690	D/	0	1.8	7.0	0.0	17	26	476738.8	6719905.0
15	70690	E/	0	8.8	10.1	0.7	18	33	477001.9	6720119.0
15	70690	F/	2	30.9	25.2	2.0	0	48	477827.9	6720736.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
15	70690	G/	2	24.0	16.7	2.2	3	41	477918.5	6720817.0
15	70690	H/	0	16.4	19.3	0.9	0	44	477996.5	6720889.0
15	70690	J/	2	43.3	26.4	3.2	3	34	478118.4	6720977.0
15	70690	K/	2	29.8	21.8	2.2	5	35	478246.3	6721084.0
15	70690	M/	1	20.1	19.6	1.3	10	31	478344.0	6721170.5
15	70690	N/	1	9.3	6.4	1.6	0	63	479042.7	6721685.0
15	70690	O/	0	14.2	19.0	0.7	0	42	479534.5	6722070.0
15	70690	P/	0	13.9	19.0	0.7	5	35	479633.1	6722138.5
15	70690	Q/	0	12.5	21.9	0.5	4	31	479750.6	6722227.5
15	70690	R/	1	13.0	10.8	1.4	0	56	480417.7	6722726.5
15	70690	S/	0	6.9	11.2	0.4	0	52	481359.7	6723535.0
15	70690	T/	0	8.9	21.2	0.2	8	25	481549.5	6723660.0
15	70690	U/	0	5.2	9.7	0.3	9	38	481896.3	6723874.0
15	70690	V/	2	14.1	8.1	2.4	9	46	482630.9	6724424.5
15	70690	W/	0	8.8	8.7	0.9	15	39	483053.6	6724756.5
15	70690	X/	0	3.8	8.1	0.2	17	31	483866.2	6725343.0
15	70690	Y/	0	4.0	9.0	0.2	12	34	484247.3	6725640.0
15	70700	A/	1	11.8	12.4	1.0	6	42	483100.2	6724578.0
15	70700	B/	1	16.1	11.6	1.8	9	41	482771.5	6724329.0
15	70700	C/	2	20.2	12.3	2.5	0	51	482693.6	6724256.0
15	70700	D/	0	4.1	9.0	0.2	18	29	481831.4	6723585.5
15	70700	E/	2	15.7	10.2	2.1	2	50	480545.8	6722583.5
15	70700	F/	0	7.3	7.8	0.8	10	46	479339.4	6721611.5
15	70700	G/	1	16.0	17.0	1.1	12	31	478435.8	6720980.0
15	70700	H/	1	12.5	8.9	1.7	11	44	478259.8	6720841.5
15	70700	J/	2	19.6	13.6	2.1	0	47	478162.8	6720768.0
15	70700	K/	0	12.6	15.1	0.8	0	47	478034.3	6720677.5
15	70700	M/	1	37.9	38.7	1.6	1	31	477619.7	6720349.0
15	70700	N/	0	14.0	17.6	0.8	4	37	477347.8	6720138.5
15	70700	O/	0	11.0	16.9	0.5	7	33	477188.9	6720018.5
15	70700	P/	3	15.8	5.9	4.5	8	50	476714.8	6719678.0
15	70700	Q/	3	27.2	12.6	4.0	0	52	476614.6	6719617.0
15	70700	R/	4	29.0	7.9	8.3	0	54	476339.9	6719443.5
15	70710	A/	1	16.8	15.5	1.3	7	38	476294.2	6719186.0
15	70710	B/	4	67.5	20.3	9.3	4	31	476493.2	6719263.5
15	70710	C/	2	24.7	16.8	2.3	15	29	476639.6	6719383.0
15	70710	D/	0	12.4	14.0	0.9	11	35	476903.9	6719585.5
15	70710	E/	1	16.6	12.8	1.7	0	58	477768.1	6720211.5
15	70710	F/	2	21.0	12.3	2.7	0	64	477913.3	6720327.0
15	70710	G/	1	15.0	15.5	1.1	0	54	479213.8	6721305.0
15	70710	H/	0	9.5	10.9	0.8	1	49	479478.7	6721502.5
15	70710	J/	2	32.3	18.4	3.2	0	54	480727.3	6722435.0
15	70710	K/	0	5.9	11.2	0.3	10	35	481592.6	6723053.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
15	70710	M/	0	2.5	11.2	0.0	20	15	482005.4	6723440.5
15	70710	N/	2	27.1	20.9	2.0	0	42	482813.5	6724057.5
15	70710	O/	1	25.6	20.0	1.9	8	33	482868.0	6724100.5
15	70710	P/	0	6.0	16.0	0.2	0	38	483467.0	6724560.0
15	70710	Q/	0	3.2	9.2	0.1	9	33	484158.9	6725073.0
15	70720	A/	0	4.2	12.4	0.1	9	29	484099.0	6724801.0
15	70720	B/	0	7.3	13.8	0.3	26	16	483904.2	6724653.5
15	70720	C/	0	6.6	18.7	0.1	11	22	483761.7	6724547.0
15	70720	D/	0	6.7	14.5	0.2	14	25	483687.7	6724495.5
15	70720	E/	0	6.2	12.1	0.3	13	30	483557.0	6724405.5
15	70720	F/	0	6.8	13.4	0.3	7	34	483247.1	6724176.0
15	70720	G/	1	18.1	15.9	1.5	7	38	482958.5	6723939.5
15	70720	H/	2	34.1	23.1	2.6	0	43	482859.0	6723866.5
15	70720	J/	0	14.2	15.9	0.9	5	39	482765.9	6723797.5
15	70720	K/	0	1.5	7.7	0.0	16	22	482186.6	6723358.0
15	70720	M/	0	1.3	8.2	0.0	6	29	481950.2	6723191.5
15	70720	N/	0	4.4	11.2	0.1	3	38	481792.9	6723082.5
15	70720	O/	0	6.9	14.0	0.3	5	36	481668.6	6722983.5
15	70720	P/	2	16.7	8.7	2.9	0	56	480800.1	6722342.0
15	70720	Q/	0	7.7	10.7	0.5	0	59	480633.3	6722206.5
15	70720	R/	0	8.6	10.6	0.7	0	52	479475.8	6721316.0
15	70720	S/	0	9.5	10.4	0.8	8	43	478259.3	6720338.5
15	70720	T/	1	11.1	7.0	1.9	9	51	478128.0	6720243.5
15	70720	U/	3	21.7	8.2	4.9	5	46	476614.6	6719044.0
15	70720	V/	2	18.0	11.3	2.3	5	45	476502.4	6718947.5
15	70740	Q/	0	3.4	9.4	0.1	13	30	484605.1	6724719.5
15	70740	R/	0	2.5	8.6	0.0	10	31	484467.5	6724602.0
15	70740	S/	0	5.3	13.6	0.2	12	26	484248.2	6724408.0
15	70740	T/	0	17.6	28.8	0.6	9	24	484027.6	6724224.0
15	70740	U/	0	8.2	13.5	0.4	26	17	483906.2	6724132.0
15	70740	V/	1	19.4	22.1	1.0	2	37	483479.8	6723815.0
15	70740	W/	0	15.5	21.2	0.7	8	30	483359.5	6723728.5
15	70740	X/	0	15.6	22.4	0.7	3	34	483272.3	6723657.0
15	70740	Y/	2	27.5	18.3	2.5	11	31	483165.3	6723556.5
15	70740	Z/	0	2.2	8.6	0.0	13	27	481993.2	6722640.0
15	70740	AA/	2	17.7	11.4	2.2	7	43	481024.3	6721907.5
15	70740	AB/	0	7.8	11.3	0.5	14	33	479649.3	6720916.5
15	70740	AC/	2	13.5	7.6	2.4	13	44	478283.9	6719868.5
15	70740	AD/	2	17.2	11.9	2.0	0	62	477807.8	6719503.0
15	70740	AE/	0	16.3	20.3	0.9	0	39	477715.7	6719427.0
15	70740	AF/	0	8.1	11.5	0.5	13	34	476887.7	6718779.0
15	70740	AG/	0	6.0	8.8	0.4	22	30	476706.1	6718641.0
15	70750	A/	1	13.3	12.1	1.2	7	42	477639.0	6719075.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
15	70750	B/	2	11.9	4.6	3.9	0	89	478030.6	6719346.5
15	70750	C/	1	20.1	19.0	1.4	10	31	478444.2	6719659.5
15	70750	D/	1	12.8	12.9	1.1	8	40	481119.0	6721720.0
15	70750	E/	0	3.2	9.4	0.1	0	54	481862.1	6722299.5
15	70750	F/	2	25.1	17.7	2.2	7	37	483231.7	6723424.5
15	70750	G/	1	10.0	8.7	1.2	12	44	483406.0	6723556.5
15	70750	H/	1	10.5	8.3	1.4	8	49	483607.1	6723707.0
15	70750	J/	0	4.9	10.6	0.2	1	43	483763.4	6723821.0
15	70750	K/	0	12.1	18.6	0.6	12	27	484124.4	6724106.5
15	70750	M/	0	4.1	10.0	0.1	13	30	484327.8	6724258.5
15	70750	N/	0	2.4	11.0	0.0	7	28	484561.3	6724437.0
15	70760	A/	0	3.3	11.3	0.1	14	24	484805.9	6724393.5
15	70760	B/	0	3.7	9.3	0.1	8	36	484373.0	6724024.5
15	70760	C/	0	8.3	12.7	0.5	6	38	484214.7	6723895.0
15	70760	D/	0	17.8	26.1	0.7	2	33	483632.3	6723461.5
15	70760	E/	1	24.1	25.2	1.3	7	30	483541.8	6723387.0
15	70760	F/	2	27.2	14.0	3.5	17	29	483232.6	6723108.5
15	70760	G/	2	29.5	17.1	3.0	0	50	483128.0	6723033.0
15	70760	H/	0	1.4	9.8	0.0	0	41	482637.4	6722655.5
15	70760	J/	1	7.2	6.2	1.0	23	40	481171.3	6721543.0
15	70760	K/	1	14.4	11.4	1.5	3	48	479823.8	6720534.5
15	70760	M/	1	13.7	9.1	1.9	11	43	478974.7	6719879.5
15	70760	N/	1	37.7	40.0	1.5	0	39	478825.0	6719783.0
15	70760	O/	1	22.0	20.3	1.5	0	41	478574.7	6719591.5
15	70760	P/	1	17.5	18.4	1.1	7	35	478502.0	6719535.0
15	70760	Q/	2	28.0	21.5	2.0	0	41	477907.3	6719041.0
15	70760	R/	1	23.4	28.2	1.0	2	33	477786.4	6718948.0
15	70760	S/	0	12.5	16.4	0.7	12	30	477576.0	6718796.0
15	70770	A/	1	15.0	16.2	1.0	17	27	477641.8	6718586.0
15	70770	B/	0	18.2	23.5	0.9	6	31	477761.9	6718676.5
15	70770	C/	0	17.0	20.8	0.9	11	28	477903.5	6718785.0
15	70770	D/	2	21.2	15.2	2.0	5	41	478907.4	6719584.0
15	70770	E/	2	20.0	13.2	2.2	0	60	479620.1	6720140.5
15	70770	F/	0	9.4	13.1	0.6	16	30	480008.6	6720420.5
15	70770	G/	1	25.1	21.1	1.7	0	45	481282.7	6721382.5
15	70770	H/	0	2.9	9.1	0.1	14	27	482685.9	6722467.0
15	70770	J/	2	25.8	18.8	2.1	11	31	483025.1	6722723.5
15	70770	K/	1	24.8	25.5	1.3	5	32	483084.6	6722772.0
15	70770	M/	2	26.5	13.6	3.5	15	31	483173.8	6722846.0
15	70770	N/	1	8.6	6.4	1.4	0	74	483333.4	6722977.5
15	70770	O/	1	13.6	11.5	1.4	11	39	483655.0	6723238.5
15	70770	P/	1	13.0	12.4	1.1	5	43	483762.8	6723319.5
15	70770	Q/	0	7.3	13.0	0.3	9	34	484302.8	6723737.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
15	70770	R/	0	3.8	9.8	0.1	11	32	484465.0	6723873.5
16	70780	A/	0	7.4	17.1	0.2	5	31	484227.8	6723393.5
16	70780	B/	1	20.0	22.9	1.1	2	36	483925.6	6723140.5
16	70780	C/	0	8.9	17.2	0.3	1	37	483837.7	6723066.0
16	70780	D/	1	17.7	20.9	1.0	0	40	483746.0	6722994.5
16	70780	E/	1	22.5	24.8	1.2	0	41	483666.6	6722937.0
16	70780	F/	0	12.9	19.5	0.6	1	37	483609.2	6722894.0
16	70780	G/	2	33.1	24.7	2.3	0	40	483369.2	6722707.5
16	70780	H/	2	47.0	28.7	3.3	5	31	483324.8	6722674.0
16	70780	J/	2	28.1	20.8	2.2	10	30	483255.3	6722616.5
16	70780	K/	0	10.0	13.1	0.6	7	38	483154.1	6722542.0
16	70780	M/	0	2.3	11.1	0.0	0	39	482034.3	6721701.0
16	70780	N/	0	7.6	7.8	0.8	0	66	481397.1	6721203.0
16	70780	O/	0	5.4	9.5	0.3	18	30	480421.2	6720440.5
16	70780	P/	0	8.2	11.6	0.5	17	30	480171.5	6720246.0
16	70780	Q/	0	12.1	19.2	0.5	6	33	479836.3	6719988.0
16	70780	R/	1	15.1	15.2	1.1	4	41	479557.6	6719770.5
16	70780	S/	2	30.7	20.5	2.5	0	43	478961.1	6719315.5
16	70780	T/	1	19.4	21.1	1.1	0	43	478369.0	6718884.5
16	70780	U/	1	18.8	18.6	1.3	9	33	478282.2	6718813.5
16	70780	V/	0	20.2	30.8	0.7	2	31	477981.8	6718587.5
16	70780	W/	0	21.7	29.5	0.9	7	27	477848.5	6718492.0
16	70780	X/	0	17.9	25.5	0.7	5	31	477752.9	6718426.0
16	70790	A/	0	10.0	12.3	0.7	8	39	477452.9	6717922.0
16	70790	B/	1	22.8	18.3	1.8	11	32	477889.3	6718243.5
16	70790	C/	3	29.0	12.4	4.5	14	32	478005.2	6718335.5
16	70790	D/	1	12.9	13.2	1.0	0	59	478765.0	6718945.0
16	70790	E/	2	28.3	17.5	2.7	0	55	479074.1	6719193.5
16	70790	F/	0	15.6	18.1	0.9	1	40	479261.6	6719324.0
16	70790	G/	0	13.3	19.8	0.6	4	34	479951.1	6719840.5
16	70790	H/	0	14.1	18.5	0.8	1	39	480224.8	6720040.5
16	70790	J/	0	4.4	9.3	0.2	0	62	481033.1	6720666.5
16	70790	K/	0	7.1	9.9	0.5	19	31	481248.5	6720831.0
16	70790	M/	0	9.6	10.0	0.9	0	55	481457.0	6720982.5
16	70790	N/	0	2.0	9.8	0.0	0	38	482179.5	6721567.0
16	70790	O/	0	0.4	12.2	0.0	0	23	482572.5	6721858.5
16	70790	P/	2	13.2	6.9	2.7	0	69	483416.8	6722503.0
16	70790	Q/	1	20.7	18.1	1.5	1	42	483501.8	6722568.0
16	70790	R/	2	18.7	11.4	2.4	0	56	483741.6	6722764.0
16	70790	S/	2	27.6	21.2	2.0	1	39	483833.8	6722830.0
16	70790	T/	1	16.7	13.4	1.6	11	36	484100.2	6723030.0
16	70800	A/	2	36.9	30.1	2.1	2	33	484288.2	6722956.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
16	70800	B/	1	25.5	24.8	1.4	4	33	484234.0	6722908.0
16	70800	C/	1	21.6	20.2	1.4	1	40	483936.4	6722663.0
16	70800	D/	1	35.3	30.9	1.9	5	30	483849.4	6722600.0
16	70800	E/	1	34.4	32.7	1.7	14	20	483797.9	6722561.0
16	70800	F/	3	79.5	45.3	4.3	6	24	483482.3	6722311.0
16	70800	G/	3	65.4	35.0	4.4	0	33	483431.6	6722276.0
16	70800	H/	0	2.5	10.3	0.0	0	59	481881.9	6721083.5
16	70800	J/	0	7.0	13.6	0.3	10	31	481231.1	6720550.0
16	70800	K/	0	4.9	17.6	0.1	8	23	480961.1	6720332.5
16	70800	M/	0	6.3	13.4	0.2	1	40	480641.8	6720095.5
16	70800	N/	0	8.0	11.1	0.5	4	43	480019.1	6719636.0
16	70800	O/	0	7.4	13.2	0.4	0	55	479748.1	6719434.5
16	70800	P/	0	11.6	15.8	0.7	13	29	479499.6	6719239.0
16	70800	Q/	2	15.3	9.9	2.1	2	51	479032.8	6718894.0
16	70800	R/	0	14.6	21.4	0.7	8	29	478326.0	6718334.0
16	70800	S/	1	33.3	34.9	1.4	7	27	478088.3	6718147.0
16	70800	T/	2	44.4	35.8	2.3	7	27	477939.0	6718039.0
16	70800	U/	1	30.4	38.2	1.1	7	24	477547.8	6717744.5
16	70810	A/	2	24.5	17.3	2.2	12	31	478103.4	6717896.0
16	70810	B/	1	16.1	15.6	1.2	10	34	478396.0	6718115.0
16	70810	C/	1	18.9	17.2	1.4	4	39	478597.4	6718278.5
16	70810	D/	1	19.4	15.4	1.7	0	61	479060.3	6718648.5
16	70810	E/	0	15.6	19.2	0.9	1	39	479672.5	6719132.5
16	70810	F/	1	12.6	9.8	1.5	0	71	480147.4	6719491.0
16	70810	G/	0	7.3	9.1	0.6	7	45	480386.6	6719675.5
16	70810	H/	0	4.3	10.2	0.2	7	37	481093.8	6720232.0
16	70810	J/	0	4.2	8.9	0.2	6	41	481782.9	6720745.5
16	70810	K/	1	25.5	21.8	1.7	9	31	483615.6	6722151.0
16	70810	M/	2	54.3	48.7	2.1	2	28	483863.9	6722323.5
16	70810	N/	2	52.6	43.5	2.3	7	24	483936.4	6722371.0
16	70810	O/	1	27.9	23.8	1.8	16	23	484022.1	6722427.5
16	70810	P/	2	21.4	15.5	2.0	6	39	484456.8	6722748.0
16	70810	Q/	1	22.0	18.6	1.7	2	40	484493.2	6722780.5
16	70810	R/	0	4.7	12.1	0.1	0	43	484818.2	6723053.5
16	70820	A/	0	15.9	19.4	0.9	2	38	484604.2	6722660.0
16	70820	B/	1	15.9	17.0	1.1	7	36	484540.5	6722607.0
16	70820	C/	2	46.7	33.8	2.6	5	29	484192.2	6722326.5
16	70820	D/	1	49.6	50.0	1.7	4	26	484139.4	6722291.0
16	70820	E/	1	61.7	63.2	1.8	7	20	484009.0	6722198.5
16	70820	F/	1	37.7	38.4	1.6	9	24	483904.6	6722121.5
16	70820	G/	1	32.5	37.1	1.3	11	21	483699.5	6721981.5
16	70820	H/	3	50.0	26.5	4.1	15	22	483617.8	6721919.0
16	70820	J/	2	22.5	14.5	2.4	4	42	483484.3	6721804.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
16	70820	K/	0	3.1	8.4	0.1	16	29	481867.7	6720592.5
16	70820	M/	2	19.2	12.1	2.3	0	61	480148.3	6719234.0
16	70820	N/	1	21.0	25.7	1.0	1	35	479964.2	6719107.0
16	70820	O/	0	14.2	17.7	0.8	0	44	479817.0	6718995.5
16	70820	P/	0	11.5	13.7	0.8	8	38	479602.6	6718818.0
16	70820	Q/	1	15.7	13.3	1.5	0	65	479107.6	6718412.0
16	70820	R/	0	10.7	14.5	0.6	0	44	478837.6	6718192.5
16	70820	S/	0	21.3	26.8	0.9	6	30	478476.9	6717912.5
16	70830	A/	1	20.2	18.3	1.5	13	30	478049.4	6717317.5
16	70830	B/	3	31.7	14.1	4.4	9	35	478295.7	6717536.0
16	70830	C/	1	19.8	17.8	1.5	7	36	478383.2	6717612.0
16	70830	D/	2	22.6	14.2	2.5	0	51	478526.3	6717727.0
16	70830	E/	1	16.3	17.8	1.0	5	37	478705.3	6717867.5
16	70830	F/	1	19.0	16.9	1.5	3	41	479192.1	6718229.5
16	70830	G/	1	16.6	15.2	1.3	0	49	479456.4	6718423.0
16	70830	H/	1	24.1	25.0	1.3	3	35	479976.1	6718827.0
16	70830	J/	2	30.7	20.4	2.6	2	39	480156.8	6718960.5
16	70830	K/	1	14.0	11.1	1.5	1	49	480369.8	6719124.5
16	70830	M/	0	11.0	15.1	0.6	1	42	480633.9	6719343.5
16	70830	N/	0	7.4	14.6	0.3	6	34	480908.3	6719585.5
16	70830	O/	0	7.2	17.6	0.2	9	27	481013.0	6719649.0
16	70830	P/	0	7.6	22.3	0.2	9	22	481143.4	6719741.5
16	70830	Q/	2	59.4	35.2	3.7	0	38	483676.5	6721693.5
16	70830	R/	3	69.2	37.7	4.3	0	34	483718.1	6721734.0
16	70830	S/	1	26.5	21.6	1.9	3	37	484064.9	6722010.0
16	70830	T/	2	26.5	18.6	2.3	1	41	484183.1	6722087.5
16	70830	U/	2	14.8	7.4	2.9	14	42	484323.3	6722189.0
16	70830	V/	1	13.6	9.6	1.8	4	49	484684.9	6722465.5
16	70840	A/	1	34.9	34.2	1.6	1	33	484751.2	6722330.0
16	70840	B/	1	23.5	25.4	1.2	7	31	484666.2	6722259.5
16	70840	C/	1	20.9	16.7	1.7	16	28	484364.5	6722019.0
16	70840	D/	1	26.4	26.8	1.4	5	31	484255.0	6721928.0
16	70840	E/	1	26.4	26.8	1.4	3	34	484182.6	6721867.5
16	70840	F/	1	35.1	33.9	1.6	3	31	484010.9	6721731.5
16	70840	G/	1	19.4	18.2	1.4	3	40	483851.3	6721610.0
16	70840	H/	2	52.1	31.3	3.5	0	36	483706.0	6721490.0
16	70840	J/	1	13.9	12.7	1.2	0	50	483536.2	6721347.5
16	70840	K/	0	5.8	12.7	0.2	10	31	482192.4	6720299.0
16	70840	M/	0	4.6	10.5	0.2	12	31	481262.3	6719542.0
16	70840	N/	0	14.9	20.3	0.7	0	38	480832.5	6719237.5
16	70840	O/	0	16.5	22.5	0.8	8	30	480726.4	6719156.0
16	70840	P/	2	53.2	34.6	3.2	3	31	480304.3	6718834.0
16	70840	Q/	2	56.9	41.0	2.8	4	28	480262.4	6718802.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
16	70840	R/	1	31.2	29.5	1.6	8	28	480159.4	6718725.0
16	70840	S/	1	22.5	26.5	1.1	8	28	480081.2	6718665.5
16	70840	T/	1	17.5	17.2	1.2	11	32	479840.7	6718484.5
16	70840	U/	1	20.2	15.4	1.8	8	37	479554.2	6718277.5
16	70840	V/	0	18.6	23.2	0.9	0	39	478771.0	6717678.5
16	70840	W/	2	36.8	27.4	2.3	0	44	478652.0	6717588.0
16	70840	X/	1	29.0	25.6	1.7	0	39	478515.3	6717483.0
16	70840	Y/	3	60.8	22.2	7.0	5	31	478405.5	6717396.5
16	70840	Z/	2	28.4	20.6	2.2	4	36	478298.2	6717327.5
16	70840	AA/	1	20.0	16.2	1.7	18	27	478124.2	6717180.0
16	70850	A/	1	11.1	10.4	1.1	13	39	478325.3	6717108.0
16	70850	B/	3	44.6	14.1	7.7	0	43	478556.3	6717269.5
16	70850	C/	2	21.4	12.9	2.6	16	32	478894.0	6717483.0
16	70850	D/	0	22.3	34.2	0.7	0	36	479205.4	6717753.5
16	70850	E/	1	21.0	20.9	1.3	1	39	479414.9	6717910.5
16	70850	F/	2	32.8	26.1	2.1	9	28	479597.0	6718038.5
16	70850	G/	2	45.9	32.9	2.7	7	28	479667.5	6718098.0
16	70850	H/	1	26.6	27.9	1.3	5	32	479867.4	6718260.5
16	70850	J/	1	25.7	29.0	1.2	9	26	479995.4	6718366.0
16	70850	K/	1	26.0	21.6	1.8	8	33	480334.0	6718620.0
16	70850	M/	1	21.0	17.3	1.7	12	31	480442.5	6718702.0
16	70850	N/	0	16.0	18.9	0.9	0	45	480725.1	6718917.5
16	70850	O/	0	13.6	18.9	0.7	7	32	480943.7	6719086.5
16	70850	P/	0	5.4	12.6	0.2	10	30	481295.7	6719366.0
16	70850	Q/	2	18.3	10.2	2.7	0	54	483779.7	6721307.0
16	70850	R/	1	29.2	27.3	1.6	2	35	484082.7	6721517.5
16	70850	S/	2	22.8	14.6	2.4	3	43	484339.8	6721713.5
16	70850	T/	2	23.5	16.8	2.1	0	48	484851.6	6722099.0
16	70850	U/	0	7.2	10.9	0.4	3	44	485274.3	6722381.5
5	70860	A/	1	28.3	31.3	1.3	24	10	478663.4	6717090.0
5	70860	B/	2	19.5	12.6	2.3	3	46	478996.8	6717349.5
5	70860	C/	1	16.4	16.5	1.2	0	48	479350.4	6717630.0
5	70860	D/	1	25.5	28.7	1.2	3	32	479494.1	6717739.5
5	70860	E/	1	20.0	21.8	1.1	9	30	479600.6	6717819.0
5	70860	F/	2	41.9	27.6	2.9	3	34	479780.4	6717950.5
5	70860	G/	0	10.9	14.7	0.6	4	40	481081.4	6718941.0
5	70860	H/	0	2.4	8.2	0.0	0	59	482640.6	6720128.5
5	70860	J/	2	19.3	11.0	2.7	6	44	483764.5	6720991.0
5	70860	K/	3	19.7	8.5	4.0	2	50	483869.3	6721070.0
5	70860	M/	2	17.8	10.9	2.4	4	47	484174.9	6721306.5
5	70860	N/	2	15.9	8.4	2.8	3	51	484427.8	6721505.0
5	70860	O/	1	12.2	10.3	1.3	7	45	484836.1	6721839.5
5	70860	P/	1	18.6	17.2	1.4	0	45	484928.2	6721910.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
5	70860	Q/	1	18.6	17.4	1.4	2	41	484984.2	6721953.5
5	70860	R/	1	6.2	5.3	1.0	16	50	485378.8	6722254.0
5	70870	A/	0	10.4	19.6	0.4	8	28	485115.1	6721771.0
5	70870	B/	1	23.4	22.6	1.4	10	29	484966.0	6721667.0
5	70870	C/	0	9.8	20.9	0.3	9	25	484827.9	6721571.0
5	70870	D/	1	17.4	12.7	1.9	11	38	484583.4	6721392.5
5	70870	E/	1	21.8	16.5	1.9	0	47	484469.9	6721314.0
5	70870	F/	1	11.9	9.2	1.5	0	54	483934.2	6720922.5
5	70870	G/	0	4.1	8.6	0.2	13	34	482745.0	6720039.5
5	70870	H/	0	5.4	8.2	0.4	16	36	482472.1	6719801.0
5	70870	J/	0	12.8	17.9	0.7	0	47	481543.1	6719066.0
5	70870	K/	1	27.1	34.1	1.0	0	44	480673.0	6718415.0
5	70870	M/	2	37.8	26.4	2.6	3	34	479903.2	6717853.5
5	70870	N/	2	38.1	28.2	2.4	4	32	479845.4	6717805.0
5	70870	O/	1	34.2	30.5	1.8	1	35	479645.9	6717643.0
5	70870	P/	1	24.1	19.4	1.8	9	33	479532.6	6717555.0
5	70870	Q/	2	25.7	17.8	2.3	9	34	478751.8	6716960.0
5	70870	R/	2	37.6	29.1	2.2	0	40	478528.0	6716792.0
5	70870	S/	1	35.9	31.7	1.9	8	27	478446.8	6716727.0
5	70880	A/	2	23.2	14.2	2.6	0	51	478882.3	6716713.0
5	70880	B/	1	22.8	18.7	1.7	3	40	478964.4	6716784.5
5	70880	C/	1	14.7	14.0	1.2	0	55	479280.1	6717062.5
5	70880	D/	0	14.4	20.3	0.7	0	49	479397.5	6717139.5
5	70880	E/	1	24.2	25.7	1.3	7	30	479638.6	6717345.0
5	70880	F/	1	28.1	28.3	1.4	7	29	479805.2	6717482.5
5	70880	G/	2	30.2	17.9	3.0	3	40	480072.5	6717692.5
5	70880	H/	2	29.6	18.3	2.8	0	45	480235.7	6717813.0
5	70880	J/	1	17.9	14.0	1.7	3	44	480484.4	6717994.0
5	70880	K/	1	20.6	20.0	1.3	0	53	481030.2	6718393.0
5	70880	M/	0	10.2	14.3	0.6	3	40	481294.1	6718606.0
5	70880	N/	2	23.0	14.1	2.6	7	39	483817.1	6720603.0
5	70880	O/	2	25.5	14.6	2.9	0	47	483975.3	6720711.5
5	70880	P/	2	21.3	14.8	2.1	12	34	484208.4	6720897.0
5	70880	Q/	3	30.9	13.5	4.5	5	39	484408.9	6721056.5
5	70880	R/	2	22.8	11.2	3.5	8	41	484670.4	6721253.0
5	70890	A/	0	9.0	12.5	0.6	11	35	485419.3	6721568.5
5	70890	B/	1	13.2	13.7	1.0	4	42	485318.3	6721494.5
5	70890	C/	0	10.4	13.0	0.7	0	57	485078.6	6721327.0
5	70890	D/	2	29.6	23.6	2.0	0	50	484890.6	6721192.0
5	70890	E/	2	35.6	23.7	2.7	0	41	484770.4	6721100.5
5	70890	F/	2	32.1	20.4	2.8	0	44	484585.3	6720935.5
5	70890	G/	2	35.6	25.3	2.5	2	36	484503.6	6720862.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
5	70890	H/	1	32.4	28.6	1.8	0	37	484384.1	6720762.5
5	70890	J/	1	32.8	36.1	1.3	6	27	484318.1	6720709.5
5	70890	K/	1	17.1	13.4	1.7	0	49	483992.7	6720465.0
5	70890	M/	1	19.5	18.3	1.4	0	45	483873.8	6720374.0
5	70890	N/	0	10.0	10.4	0.9	5	47	483478.9	6720058.0
5	70890	O/	0	10.6	16.9	0.5	15	25	481252.4	6718350.0
5	70890	P/	1	35.7	35.6	1.6	0	35	480511.8	6717790.0
5	70890	Q/	2	26.7	21.0	2.0	1	39	480148.1	6717492.0
5	70890	R/	2	22.7	17.1	2.0	0	48	479787.5	6717216.0
5	70890	S/	1	17.8	16.8	1.3	3	41	479513.6	6717011.0
5	70890	T/	1	18.5	18.8	1.2	0	50	479297.9	6716808.5
5	70890	U/	1	24.4	21.0	1.7	4	36	479014.2	6716580.5
5	70890	V/	0	11.8	14.5	0.8	0	45	478850.1	6716488.0
5	70890	W/	0	15.9	28.3	0.5	0	33	478661.6	6716348.0
5	70890	X/	0	12.1	21.5	0.5	11	25	478609.8	6716304.5
5	70900	A/	2	26.7	16.3	2.7	4	40	479116.0	6716423.0
5	70900	B/	1	24.5	20.1	1.8	2	40	479200.5	6716488.0
5	70900	C/	1	13.9	13.6	1.1	0	57	479429.8	6716669.5
5	70900	D/	1	17.2	17.3	1.2	7	36	479776.1	6716931.5
5	70900	E/	1	23.8	25.7	1.2	10	27	479923.4	6717049.5
5	70900	F/	1	26.6	30.1	1.2	7	28	480040.1	6717130.5
5	70900	G/	1	32.5	28.0	1.9	4	32	480280.1	6717314.5
5	70900	H/	2	36.2	28.0	2.2	6	31	480400.2	6717413.5
5	70900	J/	1	17.7	14.8	1.5	0	50	481025.0	6717899.0
5	70900	K/	1	11.0	10.0	1.1	5	47	483537.3	6719840.5
5	70900	M/	1	17.5	15.4	1.4	3	42	483995.4	6720200.0
5	70900	N/	2	17.2	11.7	2.0	0	53	484135.6	6720311.0
5	70900	O/	0	8.1	8.7	0.8	14	40	484401.2	6720524.5
5	70900	P/	2	25.1	18.8	2.0	4	38	484713.3	6720753.5
5	70900	Q/	2	26.5	17.9	2.4	7	35	484846.3	6720863.0
5	70900	R/	2	29.4	18.4	2.7	10	32	484916.1	6720921.5
5	70900	S/	2	28.3	16.5	3.0	8	36	485006.6	6720990.5
5	70900	T/	1	17.4	16.1	1.3	8	37	485254.5	6721168.5
5	70900	U/	0	8.9	13.4	0.5	7	37	485339.3	6721229.5
5	70910	A/	0	2.6	9.2	0.0	6	34	486113.7	6721410.5
5	70910	B/	0	11.5	18.6	0.5	7	32	485467.5	6720921.5
5	70910	C/	0	4.6	11.7	0.1	11	29	482396.8	6718685.0
5	70910	D/	0	15.3	18.2	0.9	4	37	481287.4	6717869.5
5	70910	E/	1	20.6	22.7	1.1	0	43	481008.2	6717679.5
5	70910	F/	1	40.0	36.5	1.8	7	27	480656.9	6717400.5
5	70910	G/	1	40.1	36.2	1.9	10	23	480357.5	6717197.5
5	70910	H/	1	33.2	37.3	1.3	7	25	480266.3	6717130.5
5	70910	J/	1	19.6	20.0	1.2	11	30	479947.3	6716905.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
5	70910	K/	1	13.7	10.7	1.5	0	66	479214.7	6716282.5
5	70910	M/	1	11.8	10.1	1.3	10	43	478795.1	6715971.5
5	70920	A/	2	23.6	15.6	2.4	6	39	484138.7	6719857.5
5	70920	B/	2	29.8	20.6	2.4	0	44	484271.5	6719957.5
5	70920	C/	0	15.9	19.7	0.9	8	32	484437.7	6720090.5
5	70920	D/	0	15.6	19.5	0.8	2	38	484559.0	6720183.5
5	70920	E/	0	9.0	13.2	0.5	6	39	485022.9	6720518.0
5	70920	F/	0	9.6	17.2	0.4	11	28	485509.8	6720863.5
5	70920	G/	0	4.5	9.3	0.2	17	30	486172.5	6721322.0
5	70930	A/	0	4.0	11.7	0.1	8	31	486738.4	6721523.0
5	70930	B/	0	7.3	17.5	0.2	2	34	486181.1	6721064.0
5	70930	C/	0	4.9	13.4	0.1	7	31	485880.3	6720818.0
5	70930	D/	0	7.2	10.0	0.5	20	30	484600.7	6719813.5
5	70930	E/	0	8.7	13.4	0.5	13	31	484491.9	6719732.5
5	70930	F/	1	26.2	24.7	1.5	1	37	484380.8	6719645.0
5	70930	G/	2	29.5	22.9	2.1	5	35	484276.3	6719560.0
5	70930	H/	0	16.8	22.5	0.8	6	31	483814.4	6719204.0
5	70930	J/	1	13.0	14.1	1.0	2	44	483626.5	6719058.0
5	70930	K/	0	6.1	10.7	0.3	6	40	482624.0	6718293.0
5	70930	M/	1	20.3	24.6	1.0	9	28	481821.8	6717731.0
5	70930	N/	1	17.0	19.0	1.0	10	31	481426.6	6717450.5
5	70930	O/	1	21.6	18.0	1.7	0	52	481185.7	6717283.5
5	70930	P/	1	21.6	19.8	1.5	0	49	481071.9	6717202.0
5	70930	Q/	1	23.6	19.2	1.8	0	45	480992.3	6717141.5
5	70930	R/	1	17.4	14.2	1.6	0	58	480730.7	6716940.5
5	70930	S/	1	22.8	24.0	1.2	12	26	480421.4	6716723.5
5	70930	T/	2	30.5	23.3	2.1	10	29	480142.8	6716539.0
5	70930	U/	2	26.1	18.9	2.2	11	31	480060.8	6716480.5
5	70930	V/	1	18.4	17.8	1.3	0	54	479546.2	6716058.0
5	70940	A/	0	14.5	23.8	0.6	3	33	479365.8	6715602.0
5	70940	B/	2	24.5	16.5	2.3	5	39	479574.0	6715765.0
5	70940	C/	0	14.5	18.5	0.8	4	37	480259.8	6716297.0
5	70940	D/	2	15.1	9.6	2.1	0	75	481056.3	6716887.0
5	70940	E/	1	16.5	18.0	1.0	3	39	481470.2	6717205.0
5	70940	F/	0	13.5	14.9	0.9	3	42	481974.2	6717587.5
5	70940	G/	0	4.6	11.0	0.2	0	43	482941.3	6718310.0
5	70940	H/	0	19.5	26.0	0.8	14	22	483637.1	6718831.0
5	70940	J/	0	21.0	27.1	0.9	5	30	483752.4	6718916.5
5	70940	K/	0	18.2	22.5	0.9	9	29	483838.3	6718983.5
5	70940	M/	2	25.3	19.6	2.0	10	31	484327.4	6719377.5
5	70940	N/	1	23.1	18.6	1.8	3	39	484436.1	6719467.0
5	70940	O/	0	8.5	14.1	0.4	10	32	484569.8	6719578.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
5	70940	P/	0	5.3	9.4	0.3	7	41	484799.7	6719769.5
5	70940	Q/	0	5.8	13.9	0.2	14	25	486774.5	6721337.5
5	70950	A/	0	7.6	13.8	0.3	3	39	484862.2	6719629.0
5	70950	B/	0	6.4	12.4	0.3	0	44	484662.1	6719481.5
5	70950	C/	1	22.8	19.7	1.6	6	36	484468.4	6719337.0
5	70950	D/	1	22.4	21.3	1.4	7	33	484328.3	6719225.0
5	70950	E/	0	24.6	34.6	0.9	2	29	483902.2	6718893.0
5	70950	F/	1	30.9	42.1	1.0	4	26	483779.4	6718799.5
5	70950	G/	0	23.8	35.5	0.8	6	25	483675.3	6718721.5
5	70951	A/	0	14.1	19.0	0.7	0	43	482019.9	6717526.0
5	70951	B/	1	26.4	24.8	1.5	5	34	481642.0	6717221.5
5	70951	C/	1	21.0	23.1	1.1	7	32	481514.7	6717123.5
5	70951	D/	1	14.8	11.6	1.6	0	66	480919.3	6716685.0
5	70951	E/	1	23.7	20.4	1.7	0	45	479817.0	6715761.5
5	70951	F/	1	27.9	27.1	1.5	0	39	479734.6	6715686.5
5	70960	A/	0	12.4	14.3	0.9	5	40	479447.9	6715200.0
5	70960	B/	2	23.0	16.3	2.1	0	44	479823.5	6715513.5
5	70960	C/	1	24.1	18.9	1.9	0	48	480917.4	6716333.0
5	70960	D/	2	29.9	18.3	2.8	0	46	481047.8	6716435.5
5	70960	E/	2	31.8	21.0	2.6	0	45	481154.5	6716523.5
5	70960	F/	2	29.9	19.5	2.6	0	47	481438.7	6716749.0
5	70960	G/	1	32.7	27.2	1.9	0	40	481853.2	6717037.0
5	70960	H/	0	9.7	20.7	0.3	3	32	482640.0	6717623.0
5	70960	J/	0	12.0	22.9	0.4	0	35	483475.5	6718192.0
5	70960	K/	0	14.3	26.8	0.4	2	31	483736.3	6718391.5
5	70960	M/	0	14.7	21.8	0.6	5	33	483902.2	6718515.5
5	70960	N/	1	22.8	19.4	1.7	6	36	484375.7	6718871.5
5	70960	O/	1	16.9	19.8	1.0	1	39	484448.9	6718930.5
5	70960	P/	1	24.2	18.6	1.9	5	38	484524.3	6718993.5
5	70960	Q/	0	7.4	12.6	0.4	9	35	484907.3	6719287.5
5	70960	R/	0	2.1	6.4	0.0	0	48	485709.8	6719855.5
5	70960	S/	0	6.4	12.7	0.3	0	43	486572.4	6720527.0
5	70970	A/	0	8.3	21.9	0.2	0	32	486777.7	6720536.5
5	70970	B/	0	7.1	16.5	0.2	0	40	486641.6	6720433.0
5	70970	C/	1	10.6	10.1	1.1	0	53	484548.5	6718851.5
5	70970	D/	2	20.2	12.5	2.4	0	51	484336.0	6718682.5
5	70970	E/	0	12.9	18.9	0.6	2	38	483556.6	6718079.5
5	70970	F/	0	10.3	16.0	0.5	6	35	482756.2	6717452.5
5	70970	G/	1	32.2	28.8	1.8	8	29	481429.1	6716471.5
5	70970	H/	1	15.4	16.4	1.0	4	40	480613.8	6715807.0
5	70970	J/	1	20.4	20.9	1.2	0	42	480320.8	6715571.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
5	70970	K/	0	21.9	30.1	0.8	4	30	479933.1	6715279.0
5	70970	M/	0	21.4	27.5	0.9	4	31	479810.7	6715184.5
5	70970	N/	1	19.3	20.3	1.2	5	35	479586.0	6715005.5
5	70980	A/	0	17.0	22.9	0.8	1	37	480652.3	6715577.0
5	70980	B/	1	35.5	42.2	1.2	2	28	480872.3	6715753.0
5	70980	C/	1	36.2	39.5	1.4	9	23	480964.7	6715825.0
5	70980	D/	1	26.2	21.4	1.8	0	49	481165.8	6715986.0
5	70980	E/	1	21.7	24.2	1.1	6	31	481601.5	6716326.0
5	70980	F/	1	21.5	20.7	1.4	1	40	482078.0	6716674.0
5	70980	G/	0	8.6	15.1	0.4	4	37	482864.3	6717281.0
5	70980	H/	0	7.5	13.4	0.4	5	37	483548.6	6717815.5
5	70980	J/	2	26.6	17.4	2.5	3	40	484442.8	6718499.0
5	70980	K/	1	19.1	16.7	1.5	11	33	484574.1	6718588.5
5	70980	M/	0	5.3	6.1	0.6	27	34	485042.7	6718958.0
5	70980	N/	0	7.5	8.8	0.7	7	46	485188.7	6719055.5
5	70980	O/	0	2.7	7.6	0.1	13	33	485730.5	6719440.5
5	70980	P/	0	2.4	5.5	0.1	11	44	486012.9	6719659.5
5	70990	A/	0	11.6	24.6	0.3	11	22	486859.7	6720154.0
5	70990	B/	0	2.4	7.0	0.1	9	38	486081.8	6719539.0
5	70990	C/	0	3.8	8.4	0.2	27	21	485788.7	6719297.0
5	70990	D/	0	8.8	9.7	0.8	8	44	485260.3	6718897.0
5	70990	E/	0	5.8	8.5	0.4	3	49	485127.5	6718792.0
5	70990	F/	3	39.8	20.0	4.0	0	43	484423.9	6718249.0
5	70990	G/	0	10.2	15.6	0.5	13	28	483791.4	6717794.5
5	70990	H/	0	22.5	30.0	0.9	6	28	481801.3	6716252.0
5	70990	J/	1	25.6	20.8	1.8	2	39	481088.3	6715691.5
5	70990	K/	2	30.8	23.8	2.1	2	37	480941.7	6715571.5
5	70990	M/	1	19.2	16.3	1.6	0	44	480796.4	6715454.0
5	70990	N/	0	12.5	19.2	0.6	0	40	479895.9	6714777.0
5	71000	A/	0	17.5	31.3	0.5	3	29	479937.3	6714525.5
5	71000	B/	0	21.7	28.4	0.9	4	31	481083.8	6715464.0
5	71000	C/	1	26.9	30.5	1.2	5	29	481166.5	6715527.0
5	71000	D/	1	21.6	24.0	1.1	8	30	481318.3	6715638.5
5	71000	E/	1	21.6	23.9	1.1	9	29	481432.8	6715723.0
5	71000	F/	1	26.6	27.5	1.3	0	37	481505.8	6715780.0
5	71000	G/	0	20.0	27.7	0.8	5	29	481702.5	6715938.5
5	71000	H/	0	18.1	22.3	0.9	4	34	481791.6	6716009.0
5	71000	J/	1	19.4	22.1	1.0	3	35	481851.0	6716055.5
5	71000	K/	1	20.5	22.0	1.2	2	37	481949.3	6716131.5
5	71000	M/	0	12.0	19.5	0.5	6	32	482231.8	6716336.5
5	71000	N/	0	17.8	21.5	0.9	0	40	482459.7	6716492.5
5	71000	O/	0	15.8	21.8	0.7	0	45	482831.1	6716776.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

ML BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
5	71000	P/	3	39.3	15.3	5.6	0	56	484446.1	6718064.0
5	71000	Q/	3	46.1	22.6	4.4	0	41	484591.3	6718171.0
5	71000	R/	2	36.6	20.7	3.4	0	42	484649.4	6718212.5
5	71000	S/	0	3.5	5.5	0.3	24	36	485140.9	6718582.5
5	71000	T/	0	10.9	12.1	0.9	8	40	485339.0	6718716.5
5	71000	U/	0	2.5	6.9	0.1	24	23	485845.3	6719072.0
5	71000	V/	0	4.7	14.4	0.1	0	38	486957.9	6719872.5
5	71000	W/	0	8.8	27.8	0.1	4	24	487157.6	6720036.5
5	71000	X/	0	12.3	25.9	0.4	6	26	487451.1	6720268.5
5	71010	A/	0	10.7	12.7	0.8	0	47	485444.0	6718528.0
5	71010	B/	0	3.6	7.3	0.2	8	43	485168.0	6718313.0
5	71010	C/	2	16.6	8.9	2.8	13	41	484752.7	6717957.0
5	71010	D/	3	24.9	9.2	5.3	6	43	484538.1	6717797.0
5	71010	E/	0	8.2	13.0	0.4	16	29	484051.3	6717430.5
5	71010	F/	0	7.8	11.9	0.5	0	46	483317.6	6716837.0
5	71010	G/	0	12.9	17.7	0.7	7	33	482719.5	6716399.0
5	71010	H/	0	15.9	20.0	0.8	11	29	482459.2	6716213.5
5	71010	J/	0	16.1	20.3	0.8	7	32	482199.3	6716019.5
5	71010	K/	0	18.4	23.3	0.9	6	31	482085.0	6715931.0
5	71010	M/	1	25.0	27.6	1.2	3	33	481957.4	6715833.0
5	71010	N/	1	27.1	32.9	1.1	1	32	481895.2	6715783.0
5	71010	O/	0	20.8	28.3	0.8	2	32	481805.7	6715710.5
5	71010	P/	0	16.0	23.1	0.7	3	33	481742.2	6715660.5
5	71010	Q/	1	16.9	19.3	1.0	2	39	481578.3	6715528.0
5	71010	R/	1	34.2	40.7	1.2	5	26	481393.9	6715384.5
5	71010	S/	0	14.5	21.8	0.6	5	32	481277.7	6715293.0
5	71010	T/	0	15.9	18.8	0.9	0	42	480682.9	6714870.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

YON BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
3	80020	A/	0	15.3	18.4	0.9	0	44	479516.3	6708655.0
3	80030	A/	0	15.6	24.7	0.6	0	36	479580.9	6708461.0
4	80061	A/	1	43.5	44.7	1.6	5	26	479761.4	6707894.0
4	80061	B/	0	30.5	48.7	0.8	3	24	479880.1	6707939.0
4	80061	C/	0	15.8	31.6	0.4	0	32	481730.7	6708756.0
4	80071	A/	0	7.0	13.5	0.3	2	39	477314.2	6706568.5
4	80082	A/	0	14.5	19.9	0.7	7	32	477597.1	6706403.5
4	80082	B/	1	33.2	31.7	1.6	1	34	479808.8	6707303.0
4	80082	C/	0	10.7	27.9	0.2	2	27	480602.6	6707651.0
4	80091	A/	1	16.0	13.2	1.5	0	49	479779.9	6707217.5
3	80101	A/	0	14.9	19.2	0.8	0	45	479281.0	6706810.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

YON BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
3	80110	A/	0	17.6	27.6	0.6	2	32	480560.7	6707149.0
3	80130	A/	0	19.2	31.7	0.6	4	28	479851.7	6706393.5
3	80130	B/	0	14.6	31.3	0.4	2	28	482444.6	6707557.0
3	80130	C/	0	14.6	35.8	0.3	0	27	482662.5	6707637.5
3	80140	A/	0	11.8	28.3	0.3	0	31	482653.5	6707424.5
3	80140	B/	0	11.2	28.9	0.2	2	27	482513.9	6707351.5
3	80161	A/	0	7.4	17.8	0.2	5	30	482759.1	6707054.0
4	80200	A/	0	11.9	23.4	0.4	2	32	483040.1	6706216.0
4	80210	A/	0	14.2	28.8	0.4	0	32	483296.2	6706164.0
4	80220	A/	1	13.8	13.1	1.2	10	38	481823.7	6705334.5
4	80250	A/	1	24.6	29.9	1.0	0	41	482941.1	6705100.5
4	80250	B/	1	27.3	28.1	1.4	0	41	482665.2	6704982.5
4	80260	A/	1	20.8	23.1	1.1	0	39	478764.5	6703123.5
4	80260	B/	0	22.7	29.4	0.9	3	31	478908.6	6703176.0
4	80260	C/	1	24.2	31.2	1.0	4	30	479046.9	6703231.5
4	80260	D/	0	19.4	25.2	0.9	2	34	480415.5	6703824.0
4	80271	A/	0	16.7	21.2	0.8	0	40	478938.5	6702930.0
4	80290	A/	1	30.8	41.5	1.0	2	28	483634.1	6704587.5
4	80300	A/	0	29.6	41.8	0.9	0	31	478922.7	6702345.5
4	80300	B/	0	28.0	40.3	0.9	5	25	479527.7	6702578.5
4	80300	C/	1	24.6	31.9	1.0	6	27	481960.5	6703595.0
4	80300	D/	1	32.3	37.3	1.2	1	31	482763.7	6703948.0
4	80310	A/	1	27.1	35.7	1.0	0	32	483121.0	6703896.5
4	80310	B/	0	17.2	23.8	0.8	2	35	480755.8	6702854.5
4	80320	A/	0	24.4	32.9	0.9	3	30	479286.3	6702015.5
4	80320	B/	0	28.9	44.1	0.8	2	26	479431.5	6702074.0
4	80320	C/	0	33.5	55.8	0.8	1	25	479531.5	6702119.0
4	80320	D/	0	28.6	45.8	0.8	1	27	479671.6	6702180.5
4	80320	E/	0	13.9	25.9	0.4	2	31	480496.9	6702533.0
4	80330	A/	0	31.9	47.3	0.9	0	28	483181.3	6703461.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

YON BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
4	80330	B/	0	18.5	23.5	0.9	3	34	481894.5	6702879.0
4	80330	C/	0	13.2	25.2	0.4	5	29	480454.5	6702287.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

HOLMES BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
24	100070	A/	1	16.3	17.1	1.1	8	35	493305.3	6698094.0
24	100070	B/	0	13.5	17.9	0.7	9	32	493162.4	6698032.0
24	100080	A/	0	13.7	23.8	0.5	4	30	491806.0	6697238.0
24	100080	B/	1	18.9	18.3	1.3	14	28	493273.7	6697872.0
24	100080	C/	1	24.7	21.4	1.7	15	25	493378.0	6697916.5
24	100090	A/	1	21.7	17.8	1.7	11	32	493473.0	6697744.0
24	100090	B/	1	18.0	13.4	1.8	17	31	493332.9	6697679.5
24	100103	A/	0	13.1	15.4	0.9	8	36	493518.9	6697482.5
24	100120	A/	2	22.8	15.2	2.3	15	31	493614.8	6697141.5
24	100120	B/	0	17.2	32.1	0.5	2	29	492179.3	6696509.5
24	100130	A/	2	26.1	13.4	3.4	10	36	493315.2	6696755.5
24	100130	B/	1	23.5	18.3	1.9	6	37	493384.8	6696786.5
24	100130	C/	2	29.4	18.1	2.8	4	38	493728.8	6696936.5
24	100140	A/	1	20.5	16.6	1.7	5	39	494088.4	6696883.0
24	100140	B/	2	18.7	12.0	2.3	12	37	493794.3	6696753.5
24	100140	C/	1	17.5	13.1	1.8	12	36	493544.8	6696646.5
24	100140	D/	2	22.8	15.1	2.3	7	39	493477.7	6696621.0
24	100140	E/	1	16.1	12.5	1.7	8	41	493397.0	6696590.5
24	100150	A/	2	22.9	13.2	2.8	16	31	493561.6	6696439.0
24	100150	B/	3	31.0	14.7	4.0	13	31	493627.8	6696468.5
24	100150	C/	1	14.9	15.6	1.1	14	30	493781.7	6696535.0
24	100150	D/	1	13.6	9.0	1.9	14	41	494203.3	6696714.0
24	100160	A/	1	10.8	7.9	1.5	17	41	494275.7	6696535.0
24	100160	B/	1	14.9	15.5	1.1	10	35	493974.6	6696397.0
24	100160	C/	1	15.8	16.0	1.1	10	34	493851.4	6696341.5
24	100160	D/	2	20.8	9.6	3.7	14	37	493715.3	6696277.0
24	100170	A/	1	16.8	12.0	1.9	9	40	493446.3	6695932.5
24	100170	B/	1	15.8	14.3	1.3	9	37	493720.3	6696059.5
24	100170	C/	2	35.9	20.1	3.4	7	34	493841.5	6696111.5
24	100170	D/	1	16.1	17.3	1.1	12	31	494083.7	6696218.0
24	100170	E/	1	11.4	9.4	1.3	17	37	494346.4	6696329.0
23	100180	A/	0	4.1	18.7	0.0	5	24	499503.3	6698367.0
23	100180	B/	0	10.8	28.6	0.2	2	27	498747.8	6698033.0
23	100180	C/	0	27.6	38.9	0.9	7	24	498499.0	6697936.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

HOLMES BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
23	100180	D/	0	7.8	25.5	0.1	3	25	496485.6	6697023.5
23	100180	E/	0	13.5	19.6	0.6	12	27	494979.8	6696382.5
23	100180	F/	0	15.2	20.8	0.7	9	30	494518.0	6696183.5
23	100180	G/	0	20.2	33.3	0.6	8	24	494141.6	6696020.5
23	100180	H/	1	29.4	32.0	1.3	14	20	494046.6	6695978.5
23	100180	J/	2	31.9	24.4	2.2	17	22	493982.5	6695950.5
23	100180	K/	2	35.8	22.6	2.9	5	34	493765.8	6695855.5
23	100180	M/	2	30.0	20.1	2.5	7	34	493525.7	6695750.0
23	100180	N/	2	26.8	19.1	2.2	7	35	493459.9	6695721.5
23	100180	O/	0	9.7	24.5	0.2	3	28	490154.1	6694341.0
23	100190	A/	1	47.2	65.7	1.1	2	24	486532.4	6692573.0
23	100190	B/	2	23.5	15.9	2.3	7	38	493521.5	6695553.0
23	100190	C/	2	29.0	17.1	3.0	4	39	493582.6	6695576.5
23	100190	D/	2	34.7	17.2	3.9	2	40	493696.8	6695621.5
23	100190	E/	3	34.4	14.7	4.8	3	40	493788.1	6695659.5
23	100190	F/	3	28.2	12.3	4.4	6	40	493855.5	6695687.0
23	100190	G/	2	22.7	13.7	2.6	4	42	494031.4	6695761.5
23	100190	H/	1	15.2	12.5	1.5	7	42	494646.0	6696038.5
23	100190	J/	0	15.1	22.6	0.6	4	32	498209.9	6697612.5
23	100190	K/	1	28.3	29.0	1.4	4	32	498433.4	6697715.5
23	100190	M/	0	3.1	11.1	0.0	5	32	499619.7	6698197.0
23	100200	A/	0	3.7	13.5	0.0	0	34	499725.9	6698099.5
23	100200	B/	0	19.8	28.4	0.8	2	32	498438.0	6697498.0
23	100200	C/	0	27.3	38.6	0.9	1	30	498313.4	6697445.5
23	100200	D/	0	19.4	28.7	0.7	7	27	498211.5	6697402.0
23	100200	E/	0	19.0	24.7	0.9	9	28	498080.1	6697345.0
23	100200	F/	1	20.9	21.0	1.3	8	32	494767.6	6695872.0
23	100200	G/	0	17.0	23.4	0.8	6	31	494656.4	6695823.5
23	100200	H/	0	23.5	31.4	0.9	14	20	494374.4	6695699.0
23	100200	J/	0	19.3	29.1	0.7	12	22	494172.1	6695606.0
23	100200	K/	2	36.7	25.2	2.6	13	25	494007.8	6695535.0
23	100200	M/	3	65.1	29.0	5.5	7	27	493799.8	6695440.5
23	100200	N/	3	76.5	40.1	4.7	5	26	493735.3	6695412.5
23	100200	O/	2	48.9	34.7	2.7	8	26	493635.5	6695371.0
23	100200	P/	0	16.1	28.9	0.5	3	30	493089.1	6695129.0
23	100200	Q/	0	9.2	27.2	0.2	6	23	490967.7	6694206.5
23	100210	A/	2	27.9	21.3	2.1	9	32	493649.6	6695158.0
23	100210	B/	2	38.4	23.0	3.2	9	30	493747.4	6695202.0
23	100210	C/	3	43.2	22.0	4.1	10	29	493823.2	6695236.5
23	100210	D/	2	29.5	20.9	2.3	12	29	493905.6	6695274.5
23	100210	E/	2	29.6	19.2	2.6	11	31	493988.8	6695312.5
23	100210	F/	2	34.6	19.9	3.2	9	32	494040.6	6695337.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

HOLMES BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
23	100210	G/	0	13.6	20.2	0.6	12	26	498061.8	6697085.0
23	100210	H/	1	22.5	19.3	1.6	21	21	498134.7	6697113.0
23	100210	J/	0	22.5	34.9	0.7	13	18	498261.8	6697162.5
23	100210	K/	0	25.4	33.6	0.9	14	18	498336.8	6697195.5
23	100210	M/	0	13.3	25.3	0.4	4	29	498859.8	6697441.5
23	100210	N/	0	9.1	23.2	0.2	4	28	498982.1	6697501.5
23	100210	O/	0	4.6	22.1	0.0	9	17	499377.1	6697671.5
23	100210	P/	0	3.7	18.0	0.0	9	20	499513.0	6697731.5
23	100210	Q/	0	7.0	23.8	0.1	10	18	499865.7	6697892.5
23	100220	A/	0	14.4	25.6	0.5	3	31	499009.4	6697310.0
23	100220	B/	0	6.2	17.5	0.1	3	31	498919.1	6697268.5
23	100220	C/	0	14.7	21.4	0.7	13	25	498390.2	6697040.0
23	100220	D/	0	12.5	22.4	0.5	14	21	498298.2	6697000.0
23	100220	E/	0	5.7	23.7	0.1	3	24	496993.2	6696427.5
23	100220	F/	2	27.9	20.1	2.2	13	28	493970.1	6695107.5
23	100220	G/	2	27.1	18.5	2.4	9	33	493784.1	6695032.5
23	100220	H/	1	24.0	18.5	1.9	7	35	493636.5	6694972.0
23	100230	A/	2	27.9	17.9	2.6	9	34	493685.3	6694762.0
23	100230	B/	2	35.2	25.5	2.4	8	30	493974.6	6694876.5
23	100230	C/	1	14.6	15.4	1.0	6	39	494993.9	6695306.5
23	100230	D/	0	10.8	25.3	0.3	4	28	496309.4	6695889.5
23	100230	E/	0	6.7	21.8	0.1	0	31	497177.7	6696287.5
23	100230	F/	0	14.9	21.5	0.7	12	26	498471.8	6696840.5
23	100230	G/	1	39.4	43.7	1.4	3	28	499089.9	6697094.5
23	100240	A/	0	27.9	39.2	0.9	3	28	499178.8	6696954.5
23	100240	B/	0	22.6	36.2	0.7	2	28	499104.8	6696921.0
23	100240	C/	0	7.5	21.4	0.2	2	29	498999.1	6696873.5
23	100240	D/	0	10.2	16.4	0.5	6	34	498536.6	6696676.5
23	100240	E/	0	15.2	18.9	0.8	17	24	498356.5	6696599.5
23	100240	F/	1	53.7	51.0	1.9	3	26	496461.4	6695788.0
23	100240	G/	1	30.7	33.7	1.3	4	29	496182.7	6695658.5
23	100240	H/	1	29.9	27.6	1.6	12	25	494019.3	6694702.5
23	100240	J/	1	21.8	21.8	1.3	11	28	493663.7	6694552.5
23	100250	A/	0	12.8	13.9	0.9	6	40	493757.1	6694336.5
23	100250	B/	1	13.9	14.2	1.1	0	58	494858.0	6694823.0
23	100250	C/	1	22.1	17.0	1.9	0	53	495028.0	6694899.0
23	100250	D/	2	33.4	23.1	2.5	4	35	496503.0	6695509.0
23	100250	E/	1	40.5	37.9	1.8	1	32	496712.8	6695598.0
23	100250	F/	0	12.9	18.8	0.6	12	27	498482.2	6696386.0
23	100250	G/	0	8.8	25.2	0.2	1	29	499100.7	6696675.0
23	100250	H/	0	6.1	21.7	0.1	1	28	499903.7	6697010.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

HOLMES BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
23	100260	A/	0	12.3	16.2	0.7	9	33	495128.2	6694759.0
23	100260	B/	0	8.6	13.5	0.5	0	51	494961.4	6694679.5
23	100260	C/	0	19.7	28.1	0.8	7	27	494147.7	6694330.5
23	100260	D/	1	27.7	24.2	1.7	9	30	493842.9	6694196.0
23	100270	A/	0	10.3	27.4	0.2	1	29	499781.9	6696559.5
23	100280	A/	0	7.8	17.3	0.3	2	35	499793.3	6696341.0
23	100280	B/	0	1.9	12.5	0.0	0	35	499519.1	6696220.5
23	100280	C/	0	9.0	26.3	0.2	6	23	495319.0	6694394.0
23	100280	D/	0	4.4	19.3	0.0	0	34	490349.2	6692210.0
24	100290	A/	0	11.1	26.1	0.3	13	18	499972.1	6696153.0
24	100290	B/	0	13.0	23.9	0.4	13	21	499868.0	6696103.0
24	100290	C/	1	24.1	28.6	1.1	3	32	496367.1	6694556.0
24	100290	D/	0	14.9	28.1	0.5	0	33	496211.0	6694489.0
24	100290	E/	1	23.2	24.0	1.3	8	31	495210.7	6694043.5
24	100290	F/	0	14.8	29.1	0.4	1	31	491185.6	6692348.0
25	100300	A/	0	15.9	24.8	0.6	12	23	499989.7	6695985.0
25	100300	B/	0	12.7	23.5	0.4	12	22	499896.0	6695941.0
25	100300	C/	1	29.1	28.2	1.5	2	34	496427.7	6694429.5
25	100300	D/	1	29.3	32.1	1.3	1	33	496290.2	6694372.5
25	100300	E/	0	21.1	28.9	0.8	3	32	495198.7	6693903.0
25	100300	F/	0	31.1	45.3	0.9	3	26	488762.0	6691119.0
25	100310	A/	1	17.5	19.7	1.0	0	45	496460.8	6694225.0
25	100310	B/	0	17.9	24.2	0.8	12	25	499988.6	6695728.0
25	100320	A/	0	22.7	34.5	0.7	3	29	495343.3	6693522.0
25	100320	B/	1	34.7	37.2	1.4	2	31	492163.7	6692143.0
25	100340	A/	0	19.1	41.4	0.4	2	25	492852.6	6692000.5
25	100340	B/	1	42.8	52.9	1.3	4	24	492115.2	6691688.0
25	100340	C/	1	48.9	64.4	1.2	3	22	492034.9	6691653.0
25	100340	D/	1	34.8	46.7	1.0	5	24	491872.6	6691578.0
25	100340	E/	0	30.2	55.6	0.6	3	22	491701.0	6691505.5
25	100340	F/	0	19.5	48.3	0.3	0	25	491210.8	6691289.0
25	100340	G/	0	25.4	44.9	0.6	3	24	490958.8	6691179.5
25	100340	H/	0	5.9	23.6	0.1	3	25	490480.8	6690977.5
25	100340	J/	0	30.6	47.6	0.8	2	26	488124.8	6689953.5
25	100350	A/	0	8.9	26.8	0.2	0	31	490374.3	6690733.5
25	100350	B/	0	22.9	39.2	0.6	7	22	490909.7	6690966.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

HOLMES BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
25	100350	C/	0	20.0	43.7	0.4	3	23	491208.4	6691076.5
25	100350	D/	1	22.0	27.0	1.0	0	35	491723.6	6691292.0
25	100350	E/	0	18.4	26.5	0.7	4	31	491864.5	6691354.5
25	100350	F/	1	33.4	30.9	1.7	2	33	492081.7	6691451.5
25	100360	A/	2	30.2	24.1	2.0	7	32	493840.6	6691988.5
25	100360	B/	0	17.7	26.0	0.7	5	30	493739.4	6691938.0
25	100360	C/	0	22.9	32.4	0.8	3	30	492158.8	6691243.5
25	100360	D/	0	20.7	27.0	0.9	4	31	491951.5	6691156.0
25	100360	E/	0	25.7	35.2	0.9	2	30	491786.7	6691085.5
25	100360	F/	0	14.9	20.5	0.7	0	40	490844.2	6690692.0
25	100370	A/	0	12.6	24.2	0.4	0	34	490893.5	6690459.5
25	100370	B/	0	15.5	23.0	0.7	0	37	491599.3	6690774.5
25	100370	C/	0	13.8	16.3	0.9	0	43	491911.4	6690899.0
25	100370	D/	1	18.9	14.1	1.9	9	38	493692.9	6691688.0
25	100370	E/	1	13.5	10.8	1.5	12	40	493863.7	6691764.0
25	100380	A/	0	13.3	15.7	0.9	5	39	494223.3	6691698.5
25	100380	B/	1	27.3	31.5	1.2	10	24	493958.6	6691591.0
25	100380	C/	1	26.3	21.4	1.9	10	30	493792.3	6691512.5
25	100380	D/	2	33.6	23.8	2.4	7	31	493672.8	6691458.0
25	100380	E/	2	31.6	20.8	2.6	13	28	493607.1	6691429.5
25	100380	F/	0	24.2	33.8	0.9	3	29	492360.1	6690905.5
25	100380	G/	1	31.1	35.1	1.3	6	26	492199.5	6690838.0
25	100380	H/	0	25.1	33.5	0.9	6	26	492098.0	6690794.5
25	100380	J/	0	19.5	28.7	0.7	5	29	491829.5	6690678.5
25	100380	K/	0	23.2	33.7	0.8	5	27	491645.8	6690602.5
25	100380	M/	0	12.7	20.0	0.6	6	32	490910.5	6690276.0
25	100380	N/	1	28.1	37.0	1.0	0	31	488216.4	6689109.5
25	100390	A/	1	21.2	21.0	1.3	0	43	489780.7	6689546.0
25	100390	B/	1	23.3	22.8	1.4	4	35	491646.7	6690344.5
25	100390	C/	1	26.2	22.3	1.7	5	35	491717.5	6690374.0
25	100390	D/	1	19.1	19.7	1.2	6	35	491834.7	6690425.5
25	100390	E/	1	22.4	27.8	1.0	4	31	492110.3	6690557.5
25	100390	F/	2	25.3	18.0	2.2	7	35	493431.0	6691128.0
25	100390	G/	1	16.6	15.5	1.3	12	33	493850.7	6691314.0
25	100390	H/	0	8.0	16.6	0.3	5	32	496189.8	6692331.0
25	100390	J/	3	62.3	34.1	4.2	3	30	500300.6	6694149.5
25	100390	K/	3	51.3	26.9	4.1	6	30	500406.3	6694193.0
25	100400	A/	3	88.0	52.3	4.2	3	26	501031.8	6694267.0
25	100400	B/	3	82.9	49.1	4.1	4	26	500972.0	6694240.5
25	100400	C/	3	53.9	24.4	5.1	1	35	500360.8	6693962.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

HOLMES BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
25	100400	D/	0	9.0	20.4	0.3	7	27	496385.7	6692216.5
25	100400	E/	0	8.6	21.2	0.2	7	26	496196.8	6692133.0
25	100400	F/	0	9.6	18.6	0.4	9	28	495371.2	6691744.5
25	100400	G/	0	17.6	27.7	0.6	1	32	494582.7	6691414.5
25	100400	H/	1	14.1	15.3	1.0	14	30	494280.8	6691297.0
25	100400	J/	1	15.3	17.3	1.0	15	28	494116.7	6691219.5
25	100400	K/	3	41.3	20.0	4.3	9	31	493500.7	6690936.5
25	100400	M/	2	42.8	24.5	3.5	5	33	493397.3	6690889.0
25	100400	N/	1	36.1	42.7	1.3	7	23	492273.9	6690390.5
25	100400	O/	1	34.0	44.4	1.1	7	22	492175.8	6690349.0
25	100400	P/	1	23.4	27.2	1.1	11	25	491804.2	6690198.5
25	100400	Q/	1	21.4	22.6	1.2	11	28	491682.2	6690148.5
25	100400	R/	0	16.4	27.6	0.6	5	28	490473.9	6689647.5
25	100400	S/	1	21.8	20.9	1.4	0	45	489811.3	6689348.0
25	100400	T/	0	19.6	27.3	0.8	0	39	489108.2	6689065.0
25	100400	U/	0	19.9	26.3	0.9	0	36	488293.6	6688722.0
25	100410	A/	1	20.7	25.7	1.0	0	45	490098.4	6689301.5
25	100410	B/	1	15.5	15.5	1.1	11	34	491707.0	6690001.5
25	100410	C/	1	21.1	21.1	1.3	1	39	491945.7	6690109.5
25	100410	D/	1	23.5	22.0	1.5	3	37	492147.2	6690194.5
25	100410	E/	2	32.9	16.7	3.8	9	34	493499.6	6690780.5
25	100410	F/	0	5.4	14.1	0.2	0	41	496479.1	6691980.5
25	100420	A/	0	4.3	14.2	0.1	0	36	496574.5	6691878.0
25	100420	B/	1	24.5	22.2	1.6	7	32	492226.9	6690032.0
25	100420	C/	1	18.7	17.8	1.3	7	35	491968.0	6689912.5
25	100420	D/	1	14.9	16.5	1.0	7	36	491827.9	6689849.5
25	100420	E/	1	20.6	20.9	1.3	5	35	491666.3	6689775.5
25	100420	F/	0	13.5	18.6	0.7	7	33	491531.3	6689718.5
25	100420	G/	0	20.6	27.2	0.9	4	31	490126.6	6689112.0
25	100430	A/	0	11.9	22.2	0.4	5	30	491021.3	6689223.0
25	100430	B/	1	13.0	13.9	1.0	10	36	491543.4	6689449.0
25	100430	C/	0	14.9	18.5	0.8	4	37	492046.1	6689662.5
25	100430	D/	1	21.7	19.4	1.5	4	38	492295.4	6689764.0
25	100430	E/	3	58.9	24.5	5.9	9	27	493105.6	6690132.0
25	100430	F/	0	8.2	16.3	0.3	4	34	495561.0	6691253.5
25	100430	G/	0	11.7	22.5	0.4	0	36	495776.3	6691348.0
25	100430	H/	0	7.0	12.9	0.3	4	39	496677.6	6691746.5
25	100430	J/	2	25.2	17.2	2.3	3	41	500775.0	6693514.5
25	100430	K/	1	31.8	26.7	1.9	0	37	500964.1	6693593.5
25	100440	A/	1	33.0	29.1	1.8	3	33	501052.3	6693371.0
25	100440	B/	1	24.3	27.5	1.2	7	29	498153.0	6692113.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

HOLMES BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
25	100440	C/	0	10.1	24.0	0.3	5	27	496990.6	6691604.5
25	100440	D/	0	12.2	21.8	0.4	1	34	495763.7	6691086.5
25	100440	E/	3	23.6	9.6	4.5	7	42	493056.5	6689888.5
25	100440	F/	2	33.1	27.2	2.0	2	35	492297.2	6689535.5
25	100440	G/	1	26.3	29.6	1.2	0	35	492032.7	6689417.5
25	100440	H/	2	37.9	25.8	2.7	8	30	491827.8	6689328.5
25	100440	J/	1	20.1	19.5	1.3	9	32	491691.2	6689268.5
25	100440	K/	1	17.3	20.2	1.0	10	30	491533.9	6689197.0
25	100450	A/	1	18.6	17.3	1.4	5	38	491696.7	6689080.0
25	100450	B/	2	23.7	13.8	2.8	7	40	491835.3	6689153.5
25	100450	C/	2	25.1	14.9	2.8	0	46	492404.3	6689402.5
25	100450	D/	1	20.4	15.8	1.8	3	41	492505.0	6689444.0
25	100450	E/	2	19.1	10.8	2.7	11	39	493013.6	6689663.5
25	100450	F/	0	12.6	19.3	0.6	0	38	495736.2	6690872.0
26	100460	A/	2	27.8	18.7	2.4	1	41	492405.0	6689239.0
26	100460	B/	1	29.3	24.0	1.9	8	31	491896.9	6689008.0
26	100460	C/	1	24.2	19.8	1.8	12	30	491724.9	6688923.5
26	100470	A/	2	27.4	15.5	3.1	4	40	491854.3	6688713.0
26	100470	B/	0	14.4	25.7	0.5	2	32	495596.8	6690375.5
26	100480	A/	0	11.4	25.5	0.3	5	27	496313.3	6690481.0
26	100480	B/	0	14.1	26.4	0.4	0	35	495671.0	6690189.0
26	100480	C/	0	23.6	32.2	0.9	5	28	492525.9	6688808.5
39	100492	A/	0	12.2	22.6	0.4	8	27	496115.8	6690168.0
44	100502	A/	2	29.7	21.4	2.3	0	40	501909.8	6692496.0
39	100512	A/	1	19.0	17.6	1.4	4	39	499061.3	6690994.5
39	100512	B/	2	41.8	35.4	2.1	1	33	501990.7	6692236.5
26	100521	A/	2	37.9	31.5	2.0	0	36	502031.1	6692071.5
26	100521	B/	2	43.5	28.2	3.0	0	44	501860.6	6691992.5
26	100521	C/	2	33.9	28.2	2.0	7	30	499422.3	6690986.5
26	100521	D/	0	16.0	26.9	0.6	1	32	499151.9	6690868.5
26	100531	A/	0	20.6	27.3	0.9	0	35	491162.5	6687154.0
26	100531	B/	0	10.3	20.6	0.3	2	33	495212.6	6688910.5
26	100531	C/	2	43.1	30.5	2.6	3	33	499544.5	6690782.5
26	100531	D/	2	33.4	24.0	2.4	0	40	501897.3	6691807.0
26	100531	E/	1	27.2	22.9	1.8	0	43	502058.4	6691879.0
26	100541	A/	1	33.5	47.4	1.0	3	25	499705.1	6690619.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

HOLMES BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
26	100541	B/	2	18.5	13.1	2.0	9	39	491528.7	6687103.5
27	100552	A/	0	27.7	41.3	0.8	0	30	500387.9	6690722.5
27	100552	B/	0	27.6	45.1	0.7	0	31	500295.0	6690682.0
27	100552	C/	1	61.4	86.7	1.2	0	27	500047.2	6690573.5
27	100552	D/	0	12.3	29.0	0.3	3	27	499598.3	6690386.5
27	100552	E/	1	23.2	19.3	1.7	6	35	491592.8	6686864.5
27	100561	A/	2	21.8	13.6	2.5	6	41	491680.1	6686695.0
27	100561	B/	0	23.8	33.5	0.8	0	36	495474.7	6688355.0
27	100561	C/	0	13.4	21.5	0.5	4	33	499639.8	6690166.5
27	100561	D/	0	21.5	32.4	0.7	0	33	500101.6	6690373.0
27	100570	A/	0	8.1	17.7	0.3	5	32	501686.4	6690852.5
27	100570	B/	0	10.1	16.9	0.5	1	39	501382.8	6690722.5
27	100570	C/	1	14.7	12.9	1.3	13	35	491751.3	6686516.5
27	100590	A/	0	9.1	23.5	0.2	3	28	502481.5	6690752.5
27	100590	B/	0	9.6	23.9	0.2	6	25	501637.8	6690398.0
27	100590	C/	0	10.4	24.3	0.3	5	27	501107.2	6690164.5
27	100590	D/	0	9.2	14.4	0.5	0	47	495635.1	6687779.0
27	100600	A/	0	15.2	21.3	0.7	0	39	495818.4	6687637.0
27	100610	A/	0	10.3	17.8	0.4	3	36	501604.9	6689944.5
27	100610	B/	0	29.3	40.8	0.9	0	34	501277.5	6689794.5
27	100610	C/	1	19.1	23.0	1.0	9	29	499860.7	6689171.5
27	100610	D/	0	13.5	20.0	0.6	4	34	499653.8	6689079.0
27	100610	E/	0	21.1	31.4	0.7	0	34	496438.4	6687678.5
27	100610	F/	0	27.1	42.6	0.8	0	31	495993.6	6687480.0
27	100610	G/	0	17.3	26.2	0.7	1	33	495647.0	6687329.5
27	100610	H/	0	12.6	23.1	0.4	5	30	493166.3	6686247.0
27	100620	A/	1	32.4	37.8	1.2	1	31	489923.1	6684657.0
27	100620	B/	0	11.7	19.9	0.5	7	30	493818.1	6686303.5
27	100620	C/	0	15.1	26.8	0.5	1	33	495882.1	6687177.0
27	100620	D/	0	18.1	27.7	0.7	0	37	496063.4	6687254.5
27	100620	E/	0	23.2	40.5	0.6	0	34	496265.9	6687341.5
27	100620	F/	0	29.1	44.0	0.8	0	31	496406.1	6687403.5
27	100620	G/	0	24.9	38.4	0.8	0	32	497863.7	6688095.5
27	100620	H/	0	9.9	21.4	0.3	6	28	499266.9	6688683.0
27	100620	J/	0	20.5	30.0	0.8	2	31	499780.8	6688906.5
27	100620	K/	1	18.0	21.1	1.0	8	32	500027.0	6689016.0
39	100632	A/	1	18.8	20.5	1.1	9	31	500032.7	6688807.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

HOLMES BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
39	100632	B/	0	25.5	38.0	0.8	2	29	497963.3	6687893.5
27	100640	A/	0	15.4	27.7	0.5	2	31	494163.3	6686005.0
27	100640	B/	0	12.7	29.9	0.3	0	31	496326.8	6686962.5
27	100640	C/	0	22.2	44.5	0.5	0	27	498059.3	6687721.5
27	100640	D/	2	35.9	27.3	2.3	4	33	499727.0	6688473.0
27	100640	E/	1	22.2	26.9	1.0	0	36	499982.8	6688577.5
27	100640	F/	0	13.4	17.1	0.8	5	36	500110.2	6688634.5
27	100650	A/	2	68.8	61.5	2.3	3	25	503284.7	6689801.5
27	100650	B/	0	23.3	44.1	0.6	4	24	503054.1	6689714.5
27	100650	C/	0	10.3	31.6	0.2	3	23	502920.9	6689656.5
27	100650	D/	0	14.1	30.0	0.4	3	27	501395.2	6688989.5
27	100650	E/	1	27.6	33.5	1.1	0	33	499993.3	6688344.5
27	100650	F/	1	26.8	27.0	1.4	6	31	499754.7	6688232.0
27	100650	G/	0	15.6	29.0	0.5	2	30	497638.5	6687333.0
27	100650	H/	0	13.5	27.5	0.4	0	32	496414.8	6686789.0
27	100650	J/	0	17.6	32.6	0.5	0	32	494323.1	6685893.0
27	100650	K/	0	16.4	24.0	0.7	2	34	493548.3	6685538.0
27	100650	M/	1	23.6	29.8	1.0	7	28	491371.4	6684606.0
27	100661	A/	0	18.1	26.2	0.7	3	33	496666.2	6686668.0
27	100661	B/	0	19.0	29.9	0.7	0	36	496943.6	6686797.5
27	100661	C/	0	25.7	36.5	0.9	0	33	497166.9	6686905.0
27	100661	D/	0	21.3	32.9	0.7	0	33	497781.0	6687188.0
27	100661	E/	0	12.0	13.6	0.9	5	41	501469.9	6688764.5
27	100661	F/	0	10.8	17.3	0.5	0	41	503181.8	6689560.5
27	100670	A/	0	15.7	20.3	0.8	10	30	500293.3	6688046.0
27	100670	B/	0	7.3	19.9	0.2	2	30	498252.0	6687158.5
27	100670	C/	0	35.3	67.6	0.7	0	24	496942.6	6686597.0
27	100670	D/	0	27.2	44.1	0.7	4	24	496674.6	6686480.0
27	100670	E/	0	22.6	31.4	0.8	0	34	496091.5	6686215.5
27	100680	A/	1	49.9	46.7	1.9	0	36	495834.6	6685876.0
27	100680	B/	0	7.8	16.6	0.3	4	34	498288.5	6686943.5
27	100680	C/	0	15.3	20.2	0.8	9	30	500337.8	6687865.0
37	100720	A/	1	29.0	33.0	1.2	4	29	495941.9	6685067.5
37	100730	A/	0	11.5	16.9	0.6	2	38	500249.9	6686705.5
37	100730	B/	0	11.5	20.0	0.5	3	34	500106.3	6686645.5
37	100730	C/	0	8.8	11.6	0.6	9	39	499799.2	6686516.5
37	100740	A/	1	16.3	17.1	1.1	10	33	499865.4	6686399.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

HOLMES BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
37	100750	A/	1	23.6	28.8	1.0	0	35	495548.8	6684259.5
37	100791	A/	0	9.2	12.0	0.6	8	39	504437.3	6687299.0
37	100810	A/	0	27.9	38.9	0.9	5	26	497326.3	6683723.5
43	100812	A/	0	9.3	12.4	0.6	7	40	504488.4	6686852.5
38	100820	A/	2	21.8	11.6	3.1	20	28	504361.0	6686529.5
38	100820	B/	0	15.9	29.7	0.5	5	27	497475.1	6683567.0
38	100820	C/	1	28.9	34.8	1.1	4	29	497304.6	6683487.0
38	100820	D/	1	30.1	39.0	1.0	2	29	494907.0	6682444.0
38	100830	A/	0	14.3	20.1	0.7	5	34	497628.2	6683422.5
38	100830	B/	2	27.9	18.3	2.5	6	37	499453.8	6684226.5
38	100830	C/	1	22.3	17.9	1.8	11	32	499661.1	6684324.0
38	100830	D/	2	28.4	19.9	2.3	13	28	504421.6	6686346.0
38	100830	E/	1	12.4	12.4	1.1	18	30	504621.8	6686429.0
38	100840	A/	0	9.9	10.3	0.9	26	25	504705.5	6686245.5
38	100840	B/	1	20.2	16.4	1.7	17	27	504530.1	6686151.0
38	100840	C/	0	16.4	33.5	0.4	0	33	499575.7	6683992.0
38	100840	D/	0	17.4	31.6	0.5	0	34	499484.4	6683955.5
38	100840	E/	1	24.9	25.2	1.4	2	36	496037.3	6682494.0
38	100850	A/	2	39.3	21.3	3.6	8	31	499562.2	6683817.0
38	100850	B/	2	51.8	33.1	3.2	9	25	499673.2	6683870.5
38	100850	C/	1	8.9	8.2	1.0	25	32	504573.0	6685982.0
38	100860	A/	0	10.9	12.4	0.8	24	23	504636.2	6685767.0
38	100860	B/	0	24.4	34.2	0.9	1	31	499765.3	6683650.0
38	100860	C/	0	20.6	25.7	0.9	4	33	499601.8	6683579.0
38	100860	D/	0	14.0	17.1	0.8	1	41	497035.3	6682474.0
38	100870	A/	1	18.8	21.8	1.0	4	35	495899.2	6681794.5
38	100870	B/	0	13.7	21.1	0.6	8	29	497371.2	6682397.5
38	100870	C/	0	8.2	14.5	0.4	11	30	497550.3	6682476.0
38	100870	D/	2	17.9	9.5	2.9	0	52	499892.8	6683499.0
38	100870	E/	0	12.4	18.4	0.6	14	26	504700.8	6685610.0
38	100880	A/	0	8.0	19.0	0.2	9	26	505093.4	6685540.0
38	100880	B/	0	11.5	15.8	0.6	5	37	504640.1	6685336.0
38	100880	C/	0	10.8	20.7	0.4	0	36	501772.5	6684019.5
38	100880	D/	0	6.7	16.0	0.2	6	31	497641.3	6682266.0

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

HOLMES BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
38	100890	A/	0	10.3	10.7	0.9	19	32	504707.1	6685135.5
38	100890	B/	0	10.8	16.5	0.5	9	32	505151.4	6685326.5
38	100900	A/	0	17.4	22.6	0.8	1	37	505105.3	6685113.0
38	100900	B/	0	10.4	18.6	0.4	6	32	502302.6	6683904.0
38	100900	C/	0	14.6	21.2	0.7	4	33	500641.3	6683209.0
38	100900	D/	0	18.0	21.6	0.9	3	35	500418.8	6683111.5
38	100910	A/	0	17.0	25.1	0.7	0	38	497105.0	6681391.5
38	100910	B/	0	10.9	14.7	0.6	5	39	497346.9	6681496.0
38	100910	C/	0	9.0	13.9	0.5	8	35	497872.1	6681724.5
38	100910	D/	1	23.8	27.0	1.1	3	34	505161.9	6684923.5
38	100910	E/	1	26.8	28.8	1.3	1	35	505302.8	6684987.0
38	100920	A/	1	21.1	24.8	1.0	4	33	505480.5	6684839.5
38	100920	B/	1	24.4	28.6	1.1	3	32	505210.7	6684714.5
38	100920	C/	0	22.9	30.7	0.9	3	30	505105.6	6684669.5
38	100920	D/	0	8.0	12.6	0.4	4	41	502368.3	6683415.0
38	100920	E/	0	7.8	15.7	0.3	0	38	501665.6	6683121.0
38	100920	F/	0	9.6	13.7	0.6	4	41	500895.5	6682802.5
38	100920	G/	0	11.9	20.5	0.5	7	30	497177.5	6681224.5
38	100930	A/	0	6.5	9.7	0.4	20	29	500660.1	6682564.5
38	100930	B/	0	10.1	14.2	0.6	4	40	501755.2	6683021.5
38	100930	C/	0	17.1	25.5	0.7	4	31	502389.9	6683279.0
38	100940	A/	0	11.8	18.7	0.5	2	36	502318.7	6683037.5
38	100940	B/	0	10.4	19.0	0.4	2	35	502047.3	6682921.5
38	100940	C/	0	13.0	19.3	0.6	10	29	501175.4	6682545.5
38	100950	A/	1	21.1	22.1	1.2	6	33	501330.5	6682402.0
38	100950	B/	0	13.6	23.2	0.5	0	35	504566.7	6683770.0
38	100950	C/	0	19.9	24.9	0.9	2	34	505007.3	6683950.0
38	100960	A/	0	11.7	17.7	0.6	2	38	505214.8	6683846.0
38	100960	B/	0	14.3	21.0	0.6	1	37	505108.4	6683794.0
38	100960	C/	0	9.7	21.6	0.3	4	30	501847.5	6682377.5
38	100960	D/	0	14.7	16.8	0.9	12	31	501597.6	6682271.5
38	100970	A/	0	11.4	18.7	0.5	3	36	502131.2	6682327.0
38	100970	B/	0	15.6	25.1	0.6	1	33	505275.3	6683659.5
38	100980	A/	0	21.1	26.8	0.9	2	34	505680.1	6683654.0
38	100980	B/	1	20.0	16.9	1.6	4	40	504090.5	6682911.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

HOLMES BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
38	100980	C/	0	12.7	18.5	0.6	12	28	503446.4	6682670.5
38	100980	D/	0	17.8	36.2	0.4	0	30	502369.1	6682165.0
38	100980	E/	0	16.7	24.1	0.7	7	29	501896.5	6681957.0
38	100980	F/	0	16.5	21.1	0.8	10	29	501813.8	6681920.0
43	100981	A/	0	22.2	30.2	0.9	2	32	497821.3	6680277.0
43	100990	A/	0	24.5	33.9	0.9	2	30	499398.0	6680683.5
43	100990	B/	0	13.9	21.6	0.6	1	35	502546.3	6682096.5
43	100990	C/	0	21.4	27.1	0.9	5	31	505724.5	6683564.5
43	101030	A/	1	19.6	18.5	1.4	7	36	501241.8	6680626.0
43	101050	A/	1	25.3	21.6	1.7	1	39	501198.4	6680146.5
43	101050	B/	0	12.4	23.7	0.4	15	19	501839.9	6680445.5
43	101050	C/	0	21.6	29.3	0.9	6	28	506455.0	6682442.0
43	101050	D/	0	22.4	32.7	0.8	7	26	506614.6	6682508.5
43	101070	A/	2	16.6	10.3	2.3	14	37	494694.4	6676917.0
43	101070	B/	1	40.5	36.4	1.9	0	33	500949.4	6679582.0
43	101070	C/	1	16.8	19.6	1.0	9	31	501611.0	6679901.0
43	101070	D/	2	25.3	18.5	2.1	14	28	502054.0	6680088.5
43	101090	A/	0	15.9	26.4	0.6	11	22	502136.9	6679702.0
43	101100	A/	0	9.2	11.9	0.6	9	38	502211.7	6679498.5
43	101100	B/	1	16.8	15.0	1.4	0	47	501581.6	6679223.0
43	101110	A/	2	59.2	43.9	2.8	5	26	501057.0	6678803.0
43	101110	B/	2	72.0	59.3	2.6	2	26	501123.9	6678833.5
43	101110	C/	2	67.0	49.9	2.9	5	25	501195.7	6678864.5
43	101110	D/	0	28.5	52.4	0.6	4	22	501703.8	6679091.0
43	101110	E/	0	22.1	38.3	0.6	12	17	501996.8	6679216.0
43	101110	F/	0	25.9	35.0	0.9	9	23	502298.8	6679342.5
43	101110	G/	0	16.4	24.7	0.7	7	28	505969.0	6680940.5
43	101110	H/	1	33.7	34.1	1.5	9	24	506595.1	6681217.5
43	101130	A/	1	28.5	27.3	1.5	7	29	501243.6	6678460.5
43	101130	B/	1	35.1	32.3	1.7	6	29	501382.3	6678528.0
43	101130	C/	0	19.2	37.0	0.5	3	25	502132.5	6678842.5
43	101130	D/	0	15.2	18.4	0.9	7	34	506653.1	6680783.0
44	101160	A/	1	39.8	47.0	1.3	3	27	506844.7	6680180.5
44	101160	B/	1	35.1	38.6	1.4	3	29	506720.9	6680128.0
44	101160	C/	1	21.7	18.9	1.6	6	36	501497.5	6677870.5

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.

COMINCO LTD. - PELLY MOUNTAIN, YUKON

HOLMES BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
44	101170	A/	2	23.2	14.7	2.5	6	40	501559.9	6677695.0
44	101170	B/	1	34.0	31.9	1.7	3	32	506809.2	6679944.5
44	101170	C/	1	35.0	32.3	1.7	2	33	506960.2	6680006.5
44	101180	A/	1	35.7	35.6	1.6	2	31	506981.8	6679807.5
44	101190	A/	1	16.9	16.8	1.2	0	46	501602.6	6677252.5
44	101190	B/	0	11.4	17.3	0.6	0	42	501682.6	6677288.5
44	101231	A/	1	30.7	38.9	1.1	2	29	507147.6	6678754.5
44	101231	B/	1	38.3	45.4	1.3	1	29	505419.5	6678047.5
42	101240	A/	1	19.6	23.8	1.0	0	42	502039.8	6676381.0
42	101240	B/	1	17.3	15.7	1.4	0	44	501861.6	6676306.0
42	101250	A/	0	16.2	27.0	0.6	2	31	502379.0	6676289.0
42	101270	A/	1	36.7	34.7	1.7	2	31	507023.3	6677817.0
42	101270	B/	2	47.3	39.7	2.2	2	30	507080.7	6677840.5
42	101290	A/	2	51.1	45.3	2.1	9	22	505577.0	6676813.5
42	101290	B/	1	52.0	52.5	1.8	8	21	505691.4	6676867.5
42	101290	C/	1	46.7	43.0	1.9	8	24	505966.3	6676993.0
42	101290	D/	2	51.5	42.6	2.3	7	24	506049.5	6677027.5
42	101290	E/	2	55.4	36.7	3.1	5	28	506148.3	6677063.5
42	101290	F/	1	31.4	40.6	1.1	8	23	508473.8	6678043.5
42	101310	A/	2	44.4	33.0	2.5	3	32	506191.6	6676664.0
42	101310	B/	1	33.2	41.7	1.1	6	25	508630.2	6677690.0
42	101320	A/	1	25.8	33.7	1.0	5	27	508585.2	6677425.0
42	101320	B/	2	38.1	31.3	2.1	0	37	506312.7	6676439.5
42	101350	A/	1	26.3	31.7	1.1	12	22	499623.9	6672885.5

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 C

PELLY MOUNTAIN AIRBORNE EM/MAG INTERPRETATION

TIN BLOCK

The western portion of the TIN block is dominated by very high magnetics (>700 nT above background) immediately flanked by a magnetic trough, responses relating to ultramafics which have been identified locally. The high mag. generally has some associated conductivity, though in the flanking magnetic low, considerable conductivity has been indicated, probably reflecting the presence of conductive shales. To the north and east more discrete magnetic features are evident along linear magnetic trends, several with moderate to strong conductivity. In the northeastern corner of the claim block another large magnetic high of 600-700 nT above background is outlined, and has little directly associated conductivity, though a strong conductor wraps around this magnetic feature to the west and south. This feature is also probably a mafic or ultramafic intrusive with conductivity along its contact.

ANG BLOCK

The predominant southeastern geologic strike is well defined in the airborne magnetic contours of the ANG block. The most evident response occurs along the northeastern boundary of the block, where magnetic highs of over 58500 nT (>200 nT above background) are traceable for about 9 kms. This magnetic trend is strongly and variably conductive. The vertical derivative magnetic plots of this area show that this feature comprises several more discrete magnetic features within the large total field anomaly, and are typical of iron formation responses. A strong isolated magnetic response of over 300 nT above background occurs along a strike length of approximately 1 km in the northwestern portion of the claim block, and has strong coincident AEM responses, and is part of a more extensive magnetic trend which continues westward beyond the ANG coverage, but is terminated abruptly to the southeast by a NE trending structure. A broad 2-3 km wide magnetic block occupies the central to southeastern portion of the survey area, extending southeast beyond the airborne coverage. This magnetic domain comprises three or four subparallel magnetic horizons with no significant associated conductivity. Some more localized magnetic features (<100 nT above background) are outlined in the southwest corner of the block, but again have little conductivity. No significant conductivity is outlined in the areas of low magnetics, suggesting that even the sediments are non-conductive.

MONW BLOCK

Several areas of moderate to strong magnetics (100-700 nT above background) are evident on the MONW Block. These magnetic features trend NNE but are disrupted by cross-cutting NW trending structures, generally defined by long linear magnetic lows. There is little, or no, conductivity associated with the magnetics on the MONW survey area, though the magnetic lows tend to have associated conductivity, probably reflecting conductive fill along the structures. A broader SSE trending magnetic low along the western margin of the block also is weakly conductive, producing AEM/Mag responses typical of slightly conductive shales.

EXP BLOCK

The EXP block is dominated by a large magnetic high (>250 nT above background) in the southwest corner. This feature has no significant conductivity and probably reflects the presence of a large mafic intrusive. Another large magnetic feature is evident in the northeastern portion of the survey area, though magnetic responses are less intense (~50 nT above background) than that in the southwest corner, but again no appreciable conductivity is associated. East-west trending magnetic features are evident in the central portion of the block, and are typically non-conductive. No discrete conductive targets were defined in the EXP block.

WAT BLOCK

The northern portion of the WAT survey area is dominated by a large SE-trending magnetic high of greater than 800 nT, associated with quite variable AEM responses, with some portions showing negative EM signatures, responses typical of magnetite. From that large magnetic high several ESE-trending magnetic features of similar intensity are evident, and probably represent similar sources, i.e., mafic intrusives. An exception is a continuous ESE-trending feature which is traced along the northern margin of the block, with direct EM correlation, and appears to represent an iron formation. In the south-central portion of the block the magnetic relief is somewhat subdued (<250 nT above background) with two trends, SE and N-S, converging, though only the SE trend to the west, has related conductivity. A large wedge of lower magnetics dominates the central portion of the block, with only broad weak conductivity associated, responses typical of sediments in this belt. The southeastern corner of the block contains a strong SE trending magnetic high of greater than 800 nT, with strong negative AEM responses, resembling those in the northwest corner of the block and are interpreted to be similar mafic intrusives.

LJL BLOCK

This airborne survey area produced little geophysical encouragement. The magnetic pattern ranges from high to the northeast (~100 nT above background) and gradually falling off to the southwest. The magnetic responses reflect a deep magnetic source, probably a large pluton to the northeast, with magnetic values attenuating gradually with increased distance from the source. Two SW-trending, shallower magnetic features are evident, and are interpreted as mafic dykes along SW-trending structures. There is general lack of conductivity in the LJL survey area.

ML BLOCK

The ML survey area is dominated by SE-trending formational magnetic trends, which extend across the entire survey area. The western magnetic trend, which is greater than 18 kms long, has variable AEM correlation, i.e., sometimes direct and, in many portions, flanking conductivity, with this narrow magnetic and conductive feature probably reflecting the presence of iron formation. Two other magnetic features occur along the northeastern margin of the survey area and show similar magnetic intensity, but each is made up of several closely spaced subparallel horizons, portions of which have weak to moderate associated conductivity, and probably represent iron formation sources. The magnetic lows flanking these large formational magnetic highs have strong broad AEM responses, typical of conductive sediments. Throughout the remainder of the ML area less intense and more localized magnetic anomalies are

scattered, generally oriented subparallel to the SE-trending formational features. Some weak to moderate conductivities can be correlated with these magnetic features, though the most conductive areas in this survey area occur in areas of magnetic lows, or flanking the magnetic highs, and are typically related to conductive sediments. A strong magnetic feature (>100 nT above background) occurs in the extreme northern corner of the ML area, with weaker magnetic branches extending from the main high. This feature is conductive, but produces very broad AEM responses and is probably due to a mafic intrusive.

YON BLOCK

The YON aeromagnetics shows strong magnetic responses in the southern corner of the block, with strong broad EM anomalies associated. Ultramafic rocks are the likely source of the high magnetics, which diminish to the north and east, reflecting the increase in distance from this large ultramafic intrusion. In the central portion of the YON block, moderate magnetic responses of 20-30 nT above background dominate, though only minor conductivity is associated. A local magnetic high, greater than 50 nT above estimated background, in the southeastern corner of the survey area has some associated conductivity. At the northern corner and northeastern flank of the block the magnetics are quite low, and have correlative broad conductivities, probably indicative of conductive shales.

HOLMES BLOCK

This large survey block is dominated by two large long magnetic features, one along the western margin of the block, and the other along the eastern margin. The western magnetic trend is believed to reflect the on-lapping of Tertiary mafic volcanics to the west, and shows variable but broad conductivities. The eastern magnetic trend shows a western dip and though quite extensive, is more disrupted than the western magnetic feature. Conductive responses within this unit are much narrower typically when directly associated with the magnetics, and broader on the western flanks of the magnetics. The source of the narrow magnetic conductors is believed to be a long intrusive complex, whereas the broad flanking conductors are interpreted as responses from conductive sediments. The area between the main magnetic trends comprises more subtle N-S and NW-SE trending magnetic features, typically less than 20 nT above background, and have little, or no, associated conductivity. Another magnetic domain, as indicated by a broad pervasive elevation of magnetic intensity, dominates the southern portion of the survey area. This magnetic domain appears to be controlled to the north by an E-W trending structure and increases in magnetic level to the south, extending beyond the southern limit of the survey area. The N-S and NW-SE fabric of the magnetics to the north is less apparent in this southern magnetic package. The general impression is that the increase in magnetic level to the south reflects the presence of a thin and variable veneer of overlying Tertiary volcanics. Minor conductive responses occur in this area, but typically are not directly related to the magnetic trends. A large magnetic high, almost 4 kms long, and greater than 100 nT above background, trends NNE in the southern portion of the HOLMES block, and has associated broad minor AEM responses. This feature is believed to be a mafic intrusive, possibly related to that along the eastern margin of the survey area.

APPENDIX D

LIST OF EXPENDITURES

PELLY MOUNTAIN PROJECT — TIN CLAIMS

AIRBORNE EM/MAG SURVEY

Survey Dates: March 27,28, 1996

Kilometres Surveyed: 195

CONTRACT COSTS: AERODAT INC.

Mobilization/Demobilization

Total mob/demob x $\frac{\text{TIN line-kms}}{\text{total line-kms}}$

$= \$7500 \times \frac{195 \text{ line-kms}}{5770 \text{ line-kms}}$ $253

Survey

Survey charges including all helicopter related costs, all field crew expenses and the acquisition and presentation of Electromagnetic and Magnetic data

195 line-kms @ $74.50/km $14,528

Other costs

Cost for merging data $750

OFFICE COSTS:

Cominco staff and material costs for project preparation, data processing, map generation, and reporting $4,899

TOTAL EXPENDITURES $20,160

LIST OF EXPENDITURES

PELLY MOUNTAIN PROJECT **ANG CLAIMS**

AIRBORNE EM/MAG SURVEY

Survey Dates: April 11,15,16,26, 1996

Kilometres Surveyed: 562

CONTRACT COSTS: AERODAT INC.

Mobilization/Demobilization

Total mob/demob x $\frac{\text{ANG line-kms}}{\text{total line-kms}}$

$= \$7500 \times \frac{562 \text{ line-kms}}{5770 \text{ line-kms}}$ $731

Survey

Survey charges including all helicopter related costs, all field crew expenses and the acquisition and presentation of Electromagnetic and Magnetic data

562 line-kms @ $74.50/km $41,869

Other costs

Cost for merging data $750

OFFICE COSTS:

Cominco staff and material costs for project preparation, data processing, map generation, and reporting

$9,120

TOTAL EXPENDITURES $52,470

LIST OF EXPENDITURES

PELLY MOUNTAIN PROJECT **MONW CLAIMS**

AIRBORNE EM/MAG SURVEY

Survey Dates: April 16,17,21, 1996

Kilometres Surveyed: 349

CONTRACT COSTS: AERODAT INC.

Mobilization/Demobilization

Total mob/demob x $\frac{\text{MONW line-kms}}{\text{total line-kms}}$

$= \$7500 \times \frac{349 \text{ line-kms}}{5770 \text{ line-kms}}$ $454

Survey

Survey charges including all helicopter related costs, all field crew expenses and the acquisition and presentation of Electromagnetic and Magnetic data

349 line-kms @ $74.50/km $26,001

Other costs

Cost for merging data $750

OFFICE COSTS:

Cominco staff and material costs for project preparation, data processing, map generation, and reporting

$4,115

TOTAL EXPENDITURES $31,320

LIST OF EXPENDITURES

PELLY MOUNTAIN PROJECT **EXP CLAIMS**

AIRBORNE EM/MAG SURVEY

Survey Dates: April 21,22, 1996

Kilometres Surveyed: 317

CONTRACT COSTS: AERODAT INC.

Mobilization/Demobilization

Total mob/demob x $\frac{\text{EXP line-kms}}{\text{total line-kms}}$

$= \$7500 \times \frac{317 \text{ line-kms}}{5770 \text{ line-kms}}$ $412

Survey

Survey charges including all helicopter related costs, all field crew expenses and the acquisition and presentation of Electromagnetic and Magnetic data

317 line-kms @ $74.50/km $23,617

Other costs

Cost for merging data $000

OFFICE COSTS:

Cominco staff and material costs for project preparation, data processing, map generation, and reporting

$5,311

TOTAL EXPENDITURES $29,340

LIST OF EXPENDITURES

PELLY MOUNTAIN PROJECT **WAT CLAIMS**

AIRBORNE EM/MAG SURVEY

Survey Dates: April 22,24,26, 1996

Kilometres Surveyed: 366

CONTRACT COSTS: AERODAT INC.

Mobilization/Demobilization

Total mob/demob x $\frac{\text{WAT line-kms}}{\text{total line-kms}}$

$= \$7500 \times \frac{366 \text{ line-kms}}{5770 \text{ line-kms}}$ $476

Survey

Survey charges including all helicopter related costs, all field crew expenses and the acquisition and presentation of Electromagnetic and Magnetic data

366 line-kms @ $74.50/km $27,267

Other costs

Cost for merging data $000

OFFICE COSTS:

Cominco staff and material costs for project preparation, data processing, map generation, and reporting

$5,197

TOTAL EXPENDITURES $32,940

LIST OF EXPENDITURES

PELLY MOUNTAIN PROJECT — LJL CLAIMS

AIRBORNE EM/MAG SURVEY

Survey Dates: April 17,18,24,25,26, 1996

Kilometres Surveyed: 691

CONTRACT COSTS: AERODAT INC.

Mobilization/Demobilization

Total mob/demob x $\frac{\text{LJL line-kms}}{\text{total line-kms}}$

= \$7500 x $\frac{691 \text{ line-kms}}{5770 \text{ line-kms}}$ — \$898

Survey

Survey charges including all helicopter related costs, all field crew expenses and the acquisition and presentation of Electromagnetic and Magnetic data

691 line-kms @ \$74.50/km — \$51,480

Other costs

Cost for merging data — \$000

OFFICE COSTS:

Cominco staff and material costs for project preparation, data processing, map generation, and reporting

\$10,622

TOTAL EXPENDITURES — \$63,000

LIST OF EXPENDITURES

PELLY MOUNTAIN PROJECT **ML CLAIMS**

AIRBORNE EM/MAG SURVEY

Survey Dates: April 10,12,13,14,15,26 1996

Kilometres Surveyed: 1270

CONTRACT COSTS: AERODAT INC.

Mobilization/Demobilization

Total mob/demob x $\frac{\text{ML line-kms}}{\text{total line-kms}}$

$= \$7500 \times \frac{1270 \text{ line-kms}}{5770 \text{ line-kms}}$ $1,651

Survey

Survey charges including all helicopter related costs, all field crew expenses and the acquisition and presentation of Electromagnetic and Magnetic data

1270 line-kms @ $74.50/km $94,615

Other costs

Cost for merging data $000

OFFICE COSTS:

Cominco staff and material costs for project preparation, data processing, map generation, and reporting

$18,484

TOTAL EXPENDITURES $114,750

LIST OF EXPENDITURES

PELLY MOUNTAIN PROJECT **YON CLAIMS**

AIRBORNE EM/MAG SURVEY

Survey Dates: April 4, 1996

Kilometres Surveyed: 195

CONTRACT COSTS: AERODAT INC.

Mobilization/Demobilization

Total mob/demob x $\frac{\text{YON line-kms}}{\text{total line-kms}}$

$= \$7500 \times \frac{195 \text{ line-kms}}{5770 \text{ line-kms}}$ $253

Survey

Survey charges including all helicopter related costs, all field crew expenses and the acquisition and presentation of Electromagnetic and Magnetic data

195 line-kms @ $74.50/km $14,258

Other costs

Cost for merging data $000

OFFICE COSTS:

Cominco staff and material costs for project preparation, data processing, map generation, and reporting

$2,679

TOTAL EXPENDITURES $17,190

LIST OF EXPENDITURES

PELLY MOUNTAIN PROJECT **HOLMES CLAIMS**

AIRBORNE EM/MAG SURVEY

Survey Dates: April 19,20,24,25,26, 1996

Kilometres Surveyed: 1851

CONTRACT COSTS: AERODAT INC.

Mobilization/Demobilization

Total mob/demob x $\frac{\text{HOLMES line-kms}}{\text{total line-kms}}$

$= \$7500 \times \frac{1851 \text{ line-kms}}{5770 \text{ line-kms}}$ $2,406

Survey

Survey charges including all helicopter related costs, all field crew expenses and the acquisition and presentation of Electromagnetic and Magnetic data

1851 line-kms @ $74.50/km $137,900

Other costs

Cost for merging data $000

OFFICE COSTS:

Cominco staff and material costs for project preparation, data processing, map generation, and reporting

$31,120

TOTAL EXPENDITURES $169,020

APPENDIX E

IN THE MATTER OF THE YUKON QUARTZ MINING ACT AND THE MATTER OF AN AIRBORNE GEOPHYSICAL PROGRAM CARRIED OUT ON THE PELLY MTN. PROPERTIES, INVOLVING 9 SURVEY BLOCKS LOCATED FROM40 TO 250 KMS NNW OF WATSON LAKE, YUKON IN THE WATSON LAKE MINING DIVISION OF THE YUKON TERRITORY, MORE PARTICULARLY, N.T.S. 105/G1,G8,G11,A6,A7,A11,A13,B16,

STATEMENT

I, Robert W. Holroyd, of 2752 Dollarton Highway, in the City of North Vancouver, in the Province of British Columbia, make oath and say:

1. THAT I am employed as a geophysicist by Cominco Ltd. and, as such have a personal knowledge of the facts to which I herein after depose;

2. THAT annexed hereto and marked as "Exhibit A" to this statement is a true copy of geophysical expenditures incurred on the ANG, EXP, HOLMES, LJL, ML, MONW, TIN, WAT, and YON Claims;

3. THAT the said expenditures were incurred during the period March 22 to April 26, 1996, for the purpose of mineral exploration on the above mentioned claims.

R.W. Holroyd
Senior Geophysicist
Western Canada,
Cominco Ltd.

Dated this 14 day of Aug, 1996
at Vancouver, B.C.

APPENDIX F

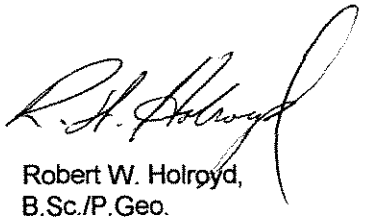
CERTIFICATION OF QUALIFICATIONS

I, ROBERT W. HOLROYD, of 2752 Dollarton Highway, in the City of North Vancouver, in the Province of British Columbia, do hereby certify:

i. THAT I graduated with a Bachelor of Science in Honours Applied Earth Science - Cooperative Programme, from the University of Waterloo in 1977.

ii. THAT I am a member in good standing of the Association of Professional Engineers and Geoscientists of the Province of British Columbia.

iii. THAT I have been actively practising my profession since 1973, and have been an employee of Cominco Ltd. from 1977 to present.



Robert W. Holroyd,
B.Sc./P.Geo.

August 14, 1996

372000 E | 374000 E | 376000 E | 378000 E | 380000 E

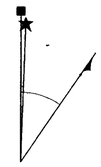
6824000 N | 6822000 N | 6820000 N | 6818000 N | 6816000 N | 6814000 N | 6812000 N

6824000 N | 6822000 N | 6820000 N | 6818000 N | 6816000 N | 6814000 N | 6812000 N

24 | 23 | 22 | 21

4500 | 5000 | 4400 | 5800 | 4700 | 4000 | 1500 | 1400 | 1200 | 1900

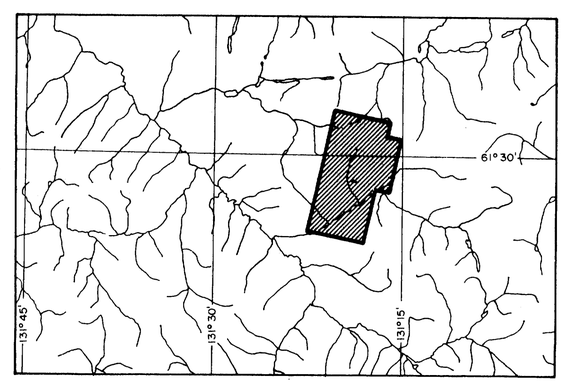
C | F



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 2.0°
Grid North - Magnetic North : 34.4°
Annual change : -0.07°



COMINCO LTD.

BASE MAP

TIN AREA 093550

PELLY MOUNTAIN, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105G

Project : J9618T Map Ref : 1 - 1

372000 E | 374000 E | 376000 E | 378000 E | 380000 E

6824000 N | 6822000 N | 6820000 N | 6818000 N | 6816000 N | 6814000 N | 6812000 N

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 2.0°
Grid North - Magnetic North : 34.4°
Annual change : -0.07°

TOTAL FIELD MAGNETICS

Total field magnetic intensity contour data, measured by a cesium high sensitivity magnetometer at an average sensor elevation of 50m, and corrected for diurnal variation.

Map contours are in nanoTeslas, and are multiples of those listed below:

- 2 nT
- 10 nT
- 50 nT
- 250 nT
- 1000 nT

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 105° - 295°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

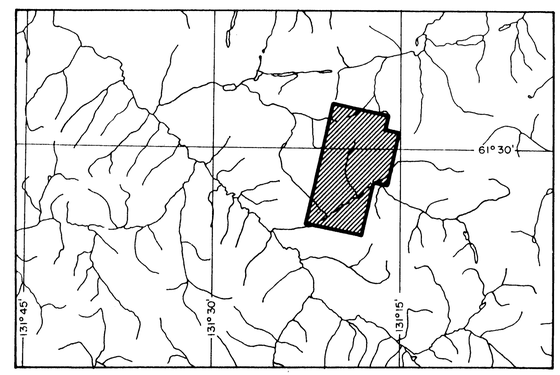
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



COMINCO LTD.

TOTAL FIELD MAGNETICS

TIN AREA 093559

PELLY MOUNTAIN, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat

AERODAT INC.

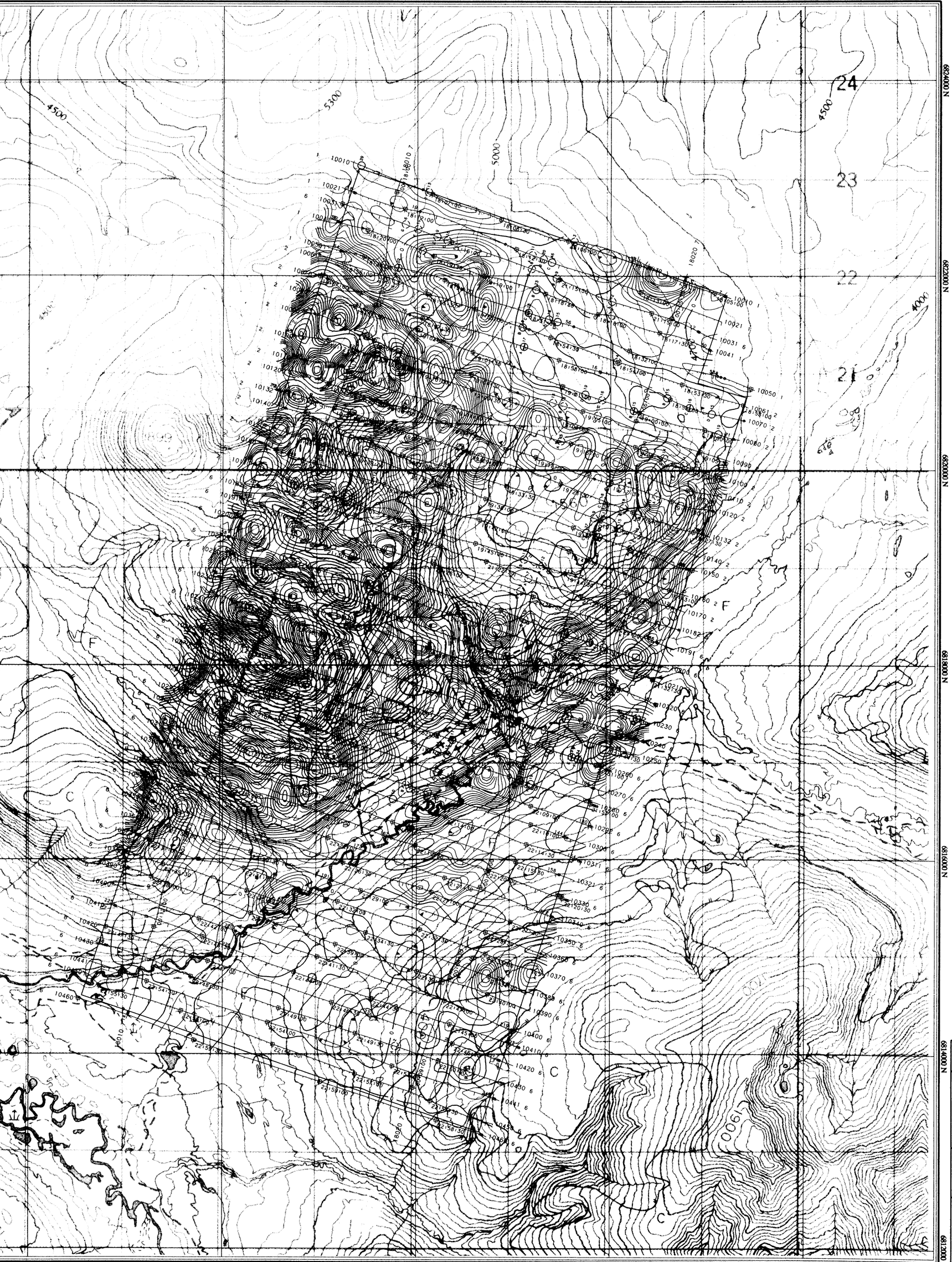
Date Flown : MARCH-APRIL 1996

NTS : 105G

Project : J9618T Map Ref : 1 - 2

372000 E 374000 E 376000 E 378000 E 380000 E

N 6820000 N N 6818000 N N 6816000 N N 6814000 N N 6812000 N



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 2.0°
Grid North - Magnetic North : 34.4°
Annual change : -0.07°

VERTICAL GRADIENT

Vertical magnetic gradient contour data, calculated from the gridded total field magnetics data using a 17x17 point convolution filter.

Map contours are in nanoTeslas/metre, and are multiples of those listed below:

- 0.025 nT/m
- 0.10 nT/m
- 0.50 nT/m
- 2.50 nT/m

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 105° - 295°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 85m was monitored by radar and barometric altimeters.

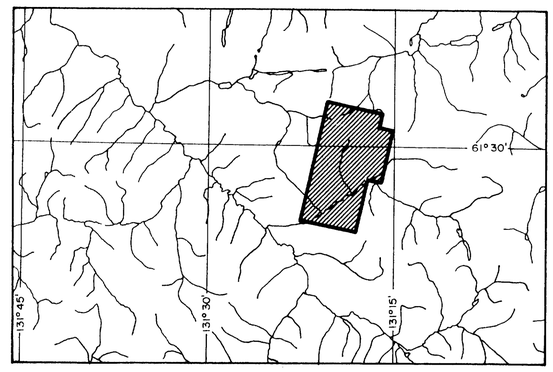
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4800 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4800 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



COMINCO LTD.

VERTICAL MAGNETIC GRADIENT

TIN AREA

PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105G

Project : J9618T Map Ref : 1 - 3

372000 E | 374000 E | 376000 E | 378000 E | 380000 E

6824000 N | 6822000 N | 6820000 N | 6818000 N | 6816000 N | 6814000 N | 6812000 N

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 2.0°
Grid North - Magnetic North : 34.4°
Annual change : -0.07°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

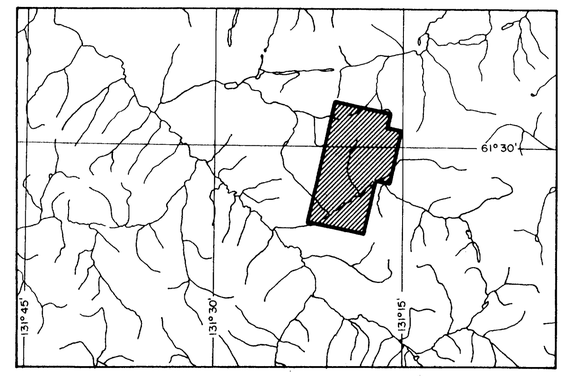
COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 2 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 105° - 295°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.



COMINCO LTD.

EM PROFILES
935 Hz COAXIAL

093550

TIN AREA
PELLY MOUNTAIN, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105G

Project : J9618T Map Ref : 1 - 4A

372000 E | 374000 E | 376000 E | 378000 E | 380000 E

6824000 N | 6822000 N | 6820000 N | 6818000 N | 6816000 N | 6814000 N | 6812000 N



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 2.0°
Grid North - Magnetic North : 34.4°
Annual change : -0.07°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

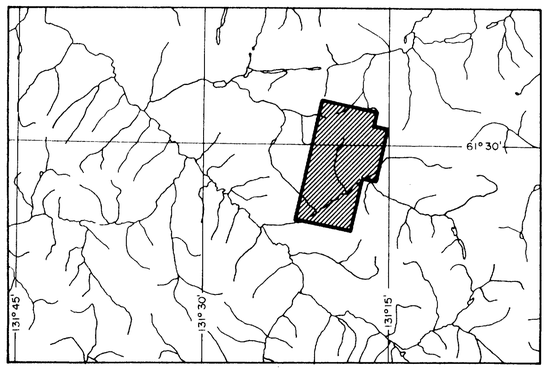
COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 2 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 105° - 295°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.



COMINCO LTD.

EM PROFILES
4600 Hz COAXIAL

093550

TIN AREA
PELLY MOUNTAIN, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105G

Project : J9618T Map Ref : 1 - 4B

424000 E | 426000 E | 428000 E | 430000 E | 432000 E | 434000 E | 436000 E | 438000 E

6820000 N | 6818000 N | 6816000 N | 6814000 N | 6812000 N | 6810000 N | 6808000 N | 6806000 N

N 0000089 | N 0008189 | N 0009189 | N 0009189 | N 0009189 | N 0009189 | N 0009089 | N 0009089

RANGE

WOLVERINE

CAMPBELL

LAKE

PELLY

RIVER

3705

3900

4200

4300

4400

4500

4005

1123

1254

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 33.7°
Annual change : -0.07°

61° 30'

132°30' | 132°15' | 132°00'

COMINCO LTD.

BASE MAP

ANG AREA
PELLY MOUNTAIN, YUKON

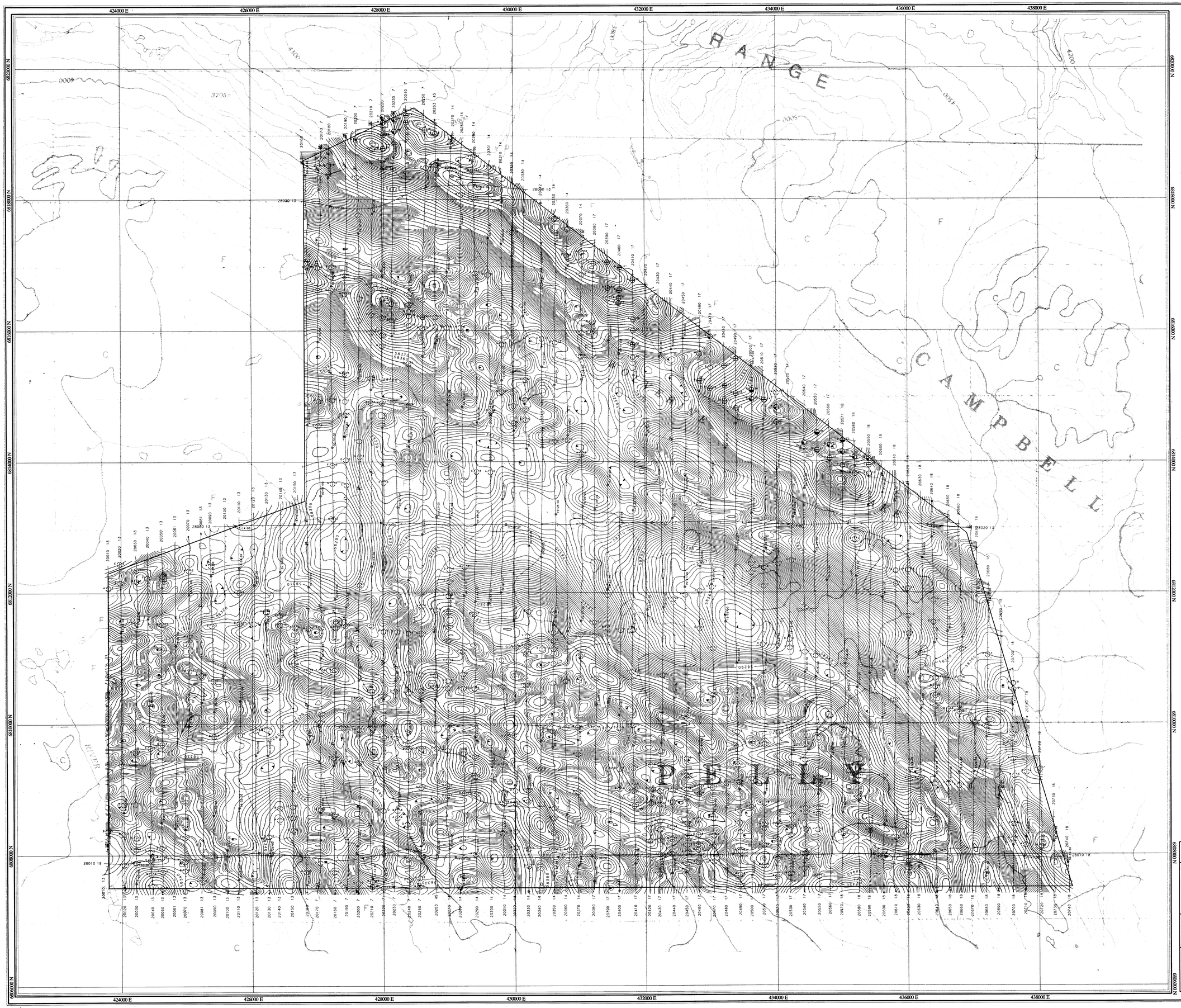
093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996
NTS : 105G
Project : J9618A Map Ref : 1 - 1



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 33.7°
Annual change : -0.07°

TOTAL FIELD MAGNETICS

Total field magnetic intensity contour data, measured by a cesium high sensitivity magnetometer at an average sensor elevation of 50m, and corrected for diurnal variation.

Map contours are in nanoTeslas, and are multiples of those listed below:

- 2 nT
- 10 nT
- 50 nT
- 250 nT
- 1000 nT

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 0° - 180°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

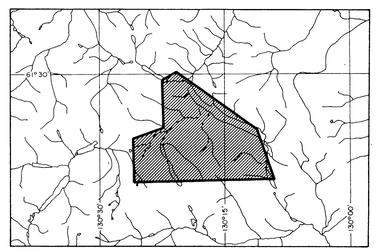
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



COMINCO LTD.

TOTAL FIELD MAGNETICS

ANG AREA
PELLY MOUNTAIN , YUKON

093550

SCALE 1:20 000

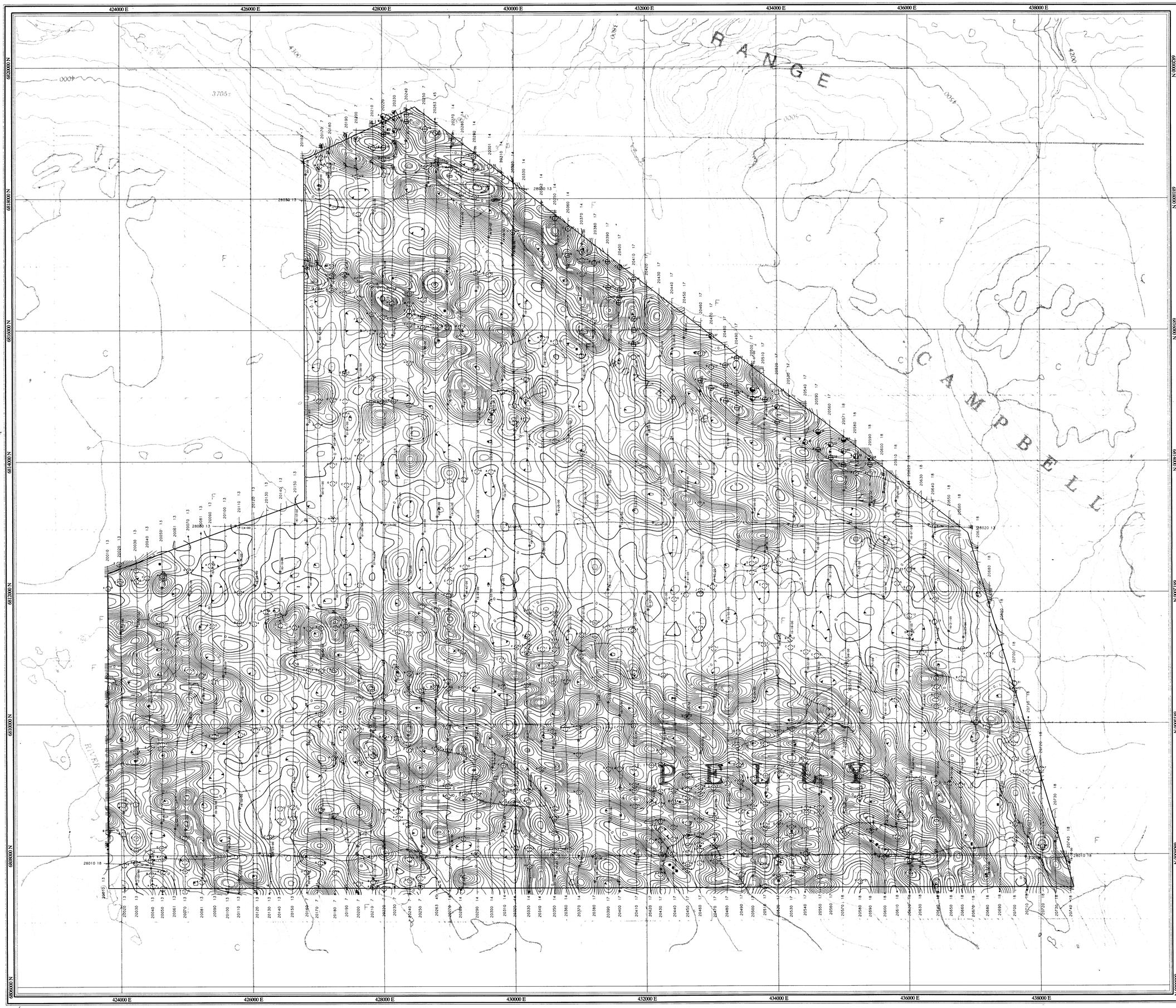
500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105G

Project : J9618A Map Ref : 1 - 2



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 33.7°
Annual change : -0.07°

VERTICAL GRADIENT

Vertical magnetic gradient contour data, calculated from the gridded total field magnetics data using a 17x17 point convolution filter.

Map contours are in nanoTeslas/metre, and are multiples of those listed below:

- 0.025 nT/m
- 0.10 nT/m
- 0.50 nT/m
- 2.50 nT/m

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 0° - 180°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

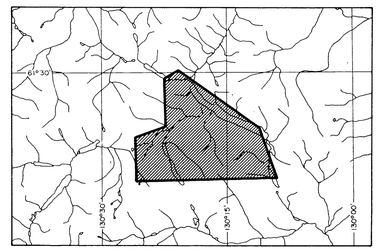
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- A : 0 - 1 mhos
- B : 1 - 2 mhos
- C : 2 - 4 mhos
- D : 4 - 8 mhos
- E : 8 - 16 mhos
- F : 16 - 32 mhos
- G : > 32 mhos



COMINCO LTD.

VERTICAL MAGNETIC GRADIENT

ANG AREA 093550
PELLY MOUNTAIN , YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996
NTS : 105G
Project : J9618A Map Ref : 1 - 3

424000 E | 426000 E | 428000 E | 430000 E | 432000 E | 434000 E | 436000 E | 438000 E

6820000 N | 6818000 N | 6816000 N | 6814000 N | 6812000 N | 6810000 N | 6808000 N | 6806000 N

N 10006289 | N 10006189 | N 10006089

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 33.7°
Annual change : -0.07°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

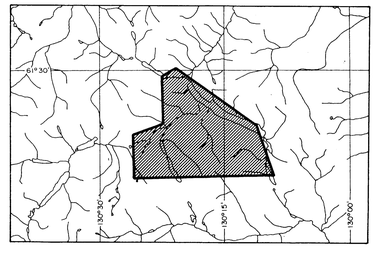
COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 2 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 0° - 180°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.



COMINCO LTD.

EM PROFILES
935 Hz COAXIAL

ANG AREA 093550
PELLY MOUNTAIN, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996
NTS : 105G
Project : J9618A Map Ref : 1 - 4A

424000 E | 426000 E | 428000 E | 430000 E | 432000 E | 434000 E | 436000 E | 438000 E

684000 N | 683000 N | 682000 N | 681000 N | 680000 N | 679000 N

RANGE

SOUTHERN

CAMPBELL

PELLY

RIVER

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 33.7°
Annual change : -0.07°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

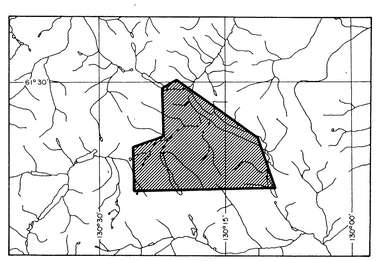
COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 2 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 0° - 180°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.



COMINCO LTD.

EM PROFILES
4600 Hz COAXIAL

ANG AREA 093550
PELLY MOUNTAIN, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996
NTS : 105G
Project : J9618A Map Ref : 1 - 4B

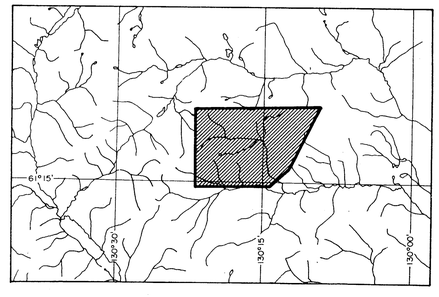
426000 E | 428000 E | 430000 E | 432000 E | 434000 E | 436000 E | 438000 E

6800000 N | 6796000 N | 6792000 N | 6790000 N

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 33.7°
Annual change : -0.07°



COMINCO LTD.

BASE MAP

MONW AREA 093550
PELLY MOUNTAIN, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

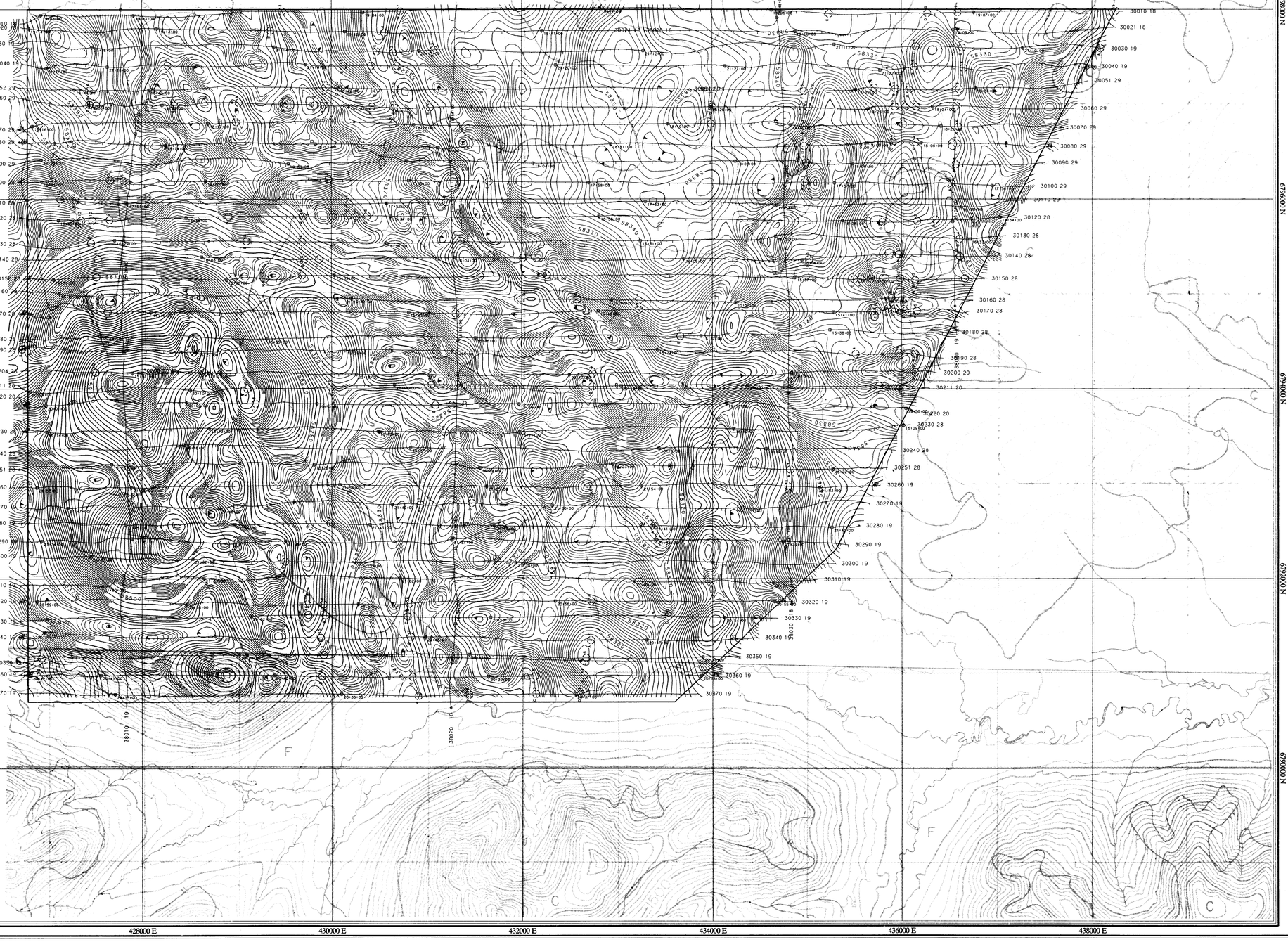
Date Flown : MARCH-APRIL 1996
NTS : 105G
Project : J9618MO Map Ref : 1 - 1

(11)

426000 E | 428000 E | 430000 E | 432000 E | 434000 E | 436000 E | 438000 E

6800000 N | 6798000 N | 6796000 N | 6794000 N | 6792000 N | 6790000 N

6800089 N | 6798089 N | 6796089 N | 6794089 N | 6792089 N | 6790089 N



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 33.7°
Annual change : -0.07°

TOTAL FIELD MAGNETICS

Total field magnetic intensity contour data, measured by a cesium high sensitivity magnetometer at an average sensor elevation of 50m, and corrected for diurnal variation.

Map contours are in nanoTeslas, and are multiples of those listed below:

- 2 nT
- 10 nT
- 50 nT
- 250 nT
- 1000 nT

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 90° - 270°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

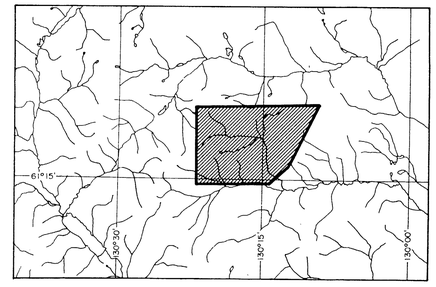
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



COMINCO LTD.

TOTAL FIELD MAGNETICS

MONW AREA

PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105G

Project : J9618MO Map Ref : 1 - 2

(2)

426000 E | 428000 E | 430000 E | 432000 E | 434000 E | 436000 E | 438000 E

680000 N | 679800 N | 679600 N | 679400 N | 679200 N | 679000 N

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 33.7°
Annual change : -0.07°

VERTICAL GRADIENT

Vertical magnetic gradient contour data, calculated from the gridded total field magnetics data using a 17x17 point convolution filter.

Map contours are in nanoTeslas/metre, and are multiples of those listed below:

- 0.025 nT/m
- 0.10 nT/m
- 0.50 nT/m
- 2.50 nT/m

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 90° - 270°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

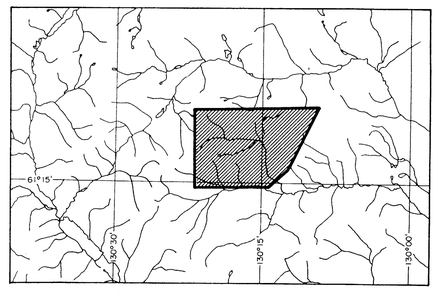
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



COMINCO LTD.

VERTICAL MAGNETIC GRADIENT

MONW AREA
PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105G

Project : J9618MO Map Ref : 1 - 3

13

426000 E | 428000 E | 430000 E | 432000 E | 434000 E | 436000 E | 438000 E

6800000 N | 6798000 N | 6796000 N | 6794000 N | 6792000 N | 6790000 N

N 6006629 | N 6008629 | N 6010629 | N 6012629 | N 6014629 | N 6016629

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 33.7°
Annual change : -0.07°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 2 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 90° - 270°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

61°15'
130°30'
130°15'
130°00'

COMINCO LTD.

EM PROFILES
935 Hz COAXIAL

MONW AREA
PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105G

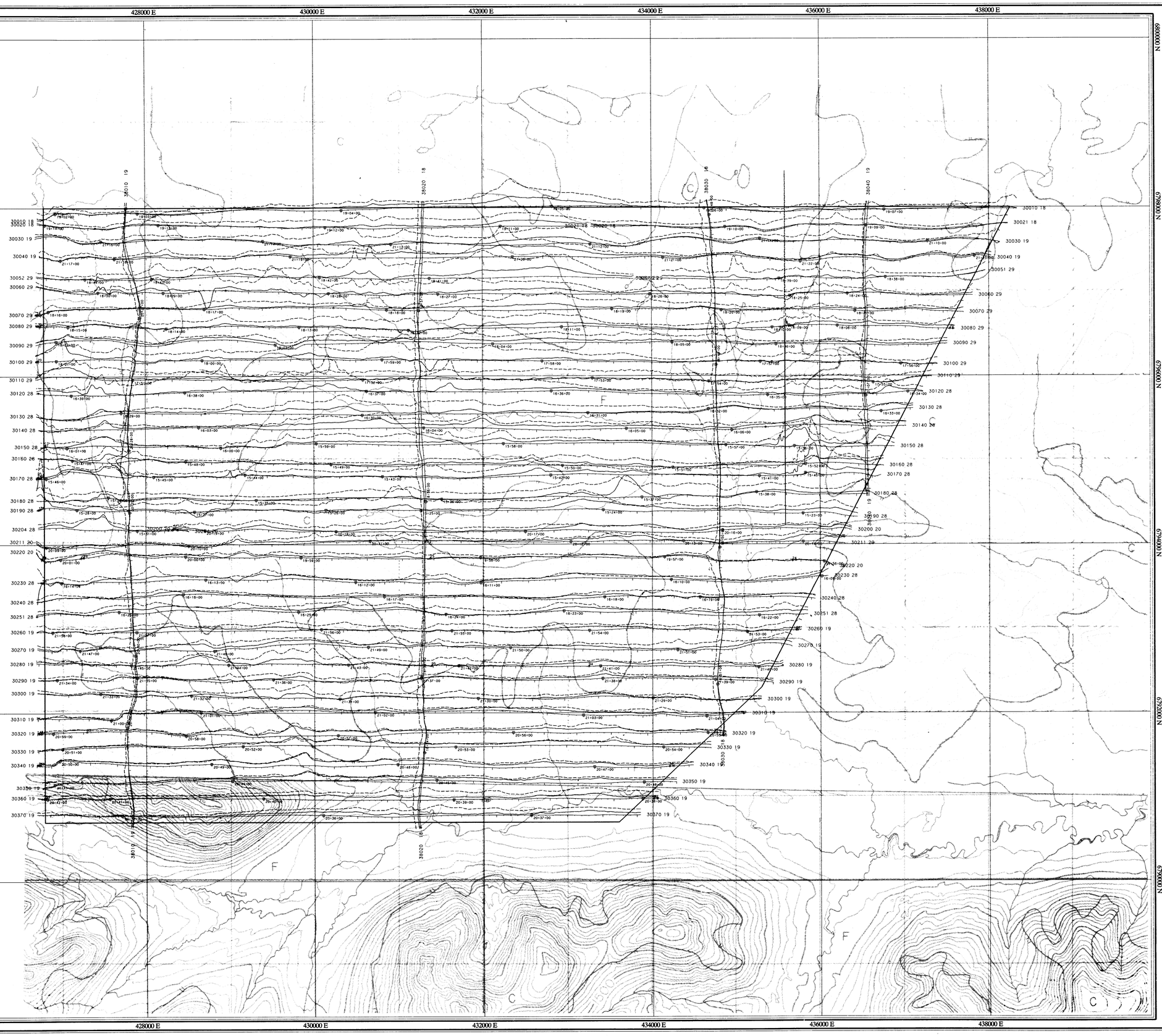
Project : J9618MO Map Ref : 1 - 4A

(1)

426000 E | 428000 E | 430000 E | 432000 E | 434000 E | 436000 E | 438000 E

6800000 N | 6798000 N | 6796000 N | 6794000 N | 6792000 N | 6790000 N

N 0000689 | N 0000679 | N 0000669 | N 0000659 | N 0000649 | N 0000639



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 89.7°
Annual change : -0.07°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

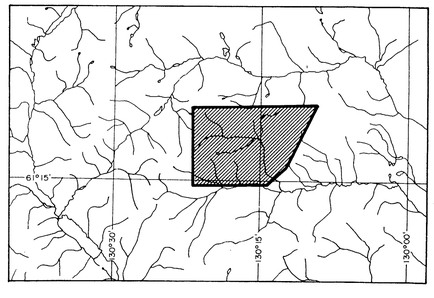
COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 2 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 90° - 270°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.



COMINCO LTD.

EM PROFILES
4600 Hz COAXIAL

MONW AREA 093550
PELLY MOUNTAIN, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996
NTS : 105G
Project : J9618MO Map Ref : 1 - 4B

430000 E | 432000 E | 434000 E | 436000 E | 438000 E

6784000 N | 6782000 N | 6780000 N | 6778000 N | 6776000 N | 6774000 N

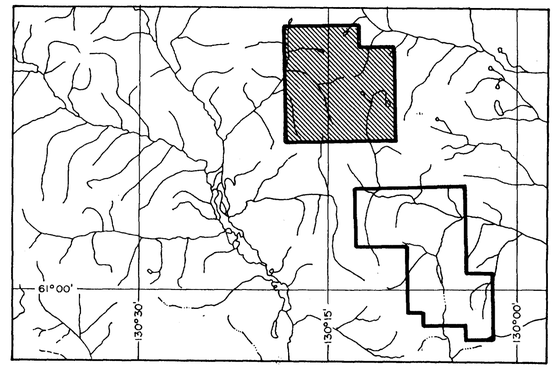
PELLY MOUNTAINS

CREEK

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 33.7°
Annual change : -0.07°



COMINCO LTD.

BASE MAP

EXP AREA
PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

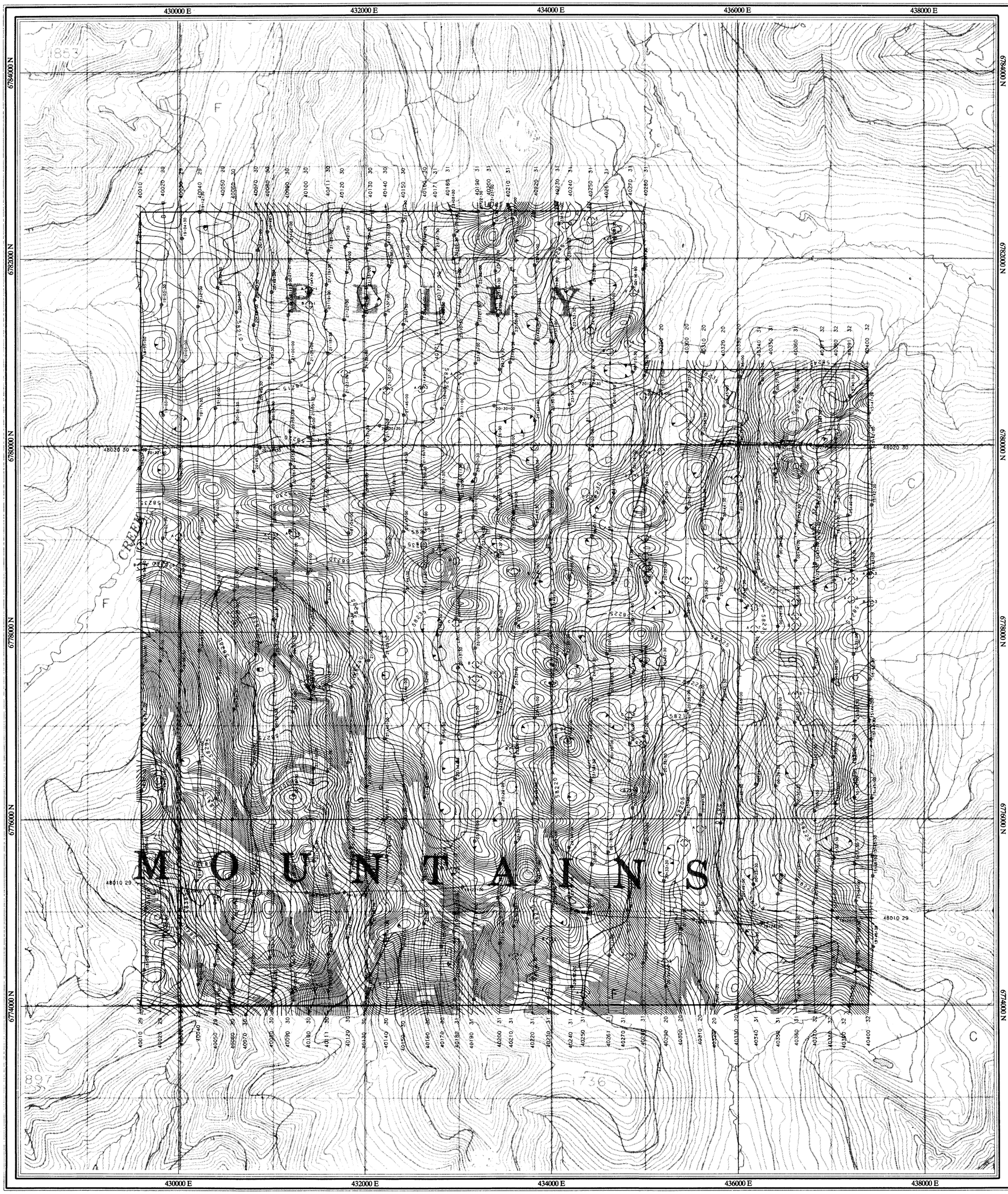
aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105G

Project : J9618E Map Ref : 1 - 1

16



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 33.7°
Annual change : -0.07°

TOTAL FIELD MAGNETICS

Total field magnetic intensity contour data, measured by a cesium high sensitivity magnetometer at an average sensor elevation of 50m, and corrected for diurnal variation.

Map contours are in nanoTeslas, and are multiples of those listed below:

- 1 nT
- 5 nT
- 25 nT
- 100 nT
- 500 nT

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 0° - 180°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

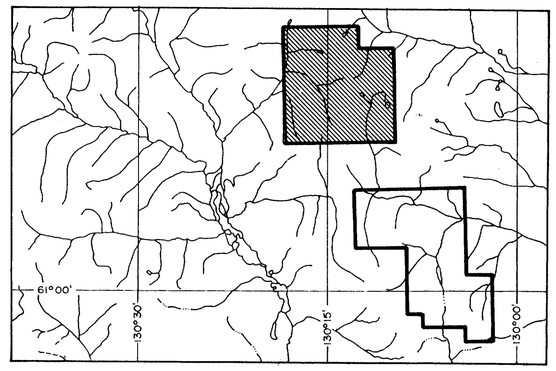
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



COMINCO LTD.

TOTAL FIELD MAGNETICS

EXP AREA
PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

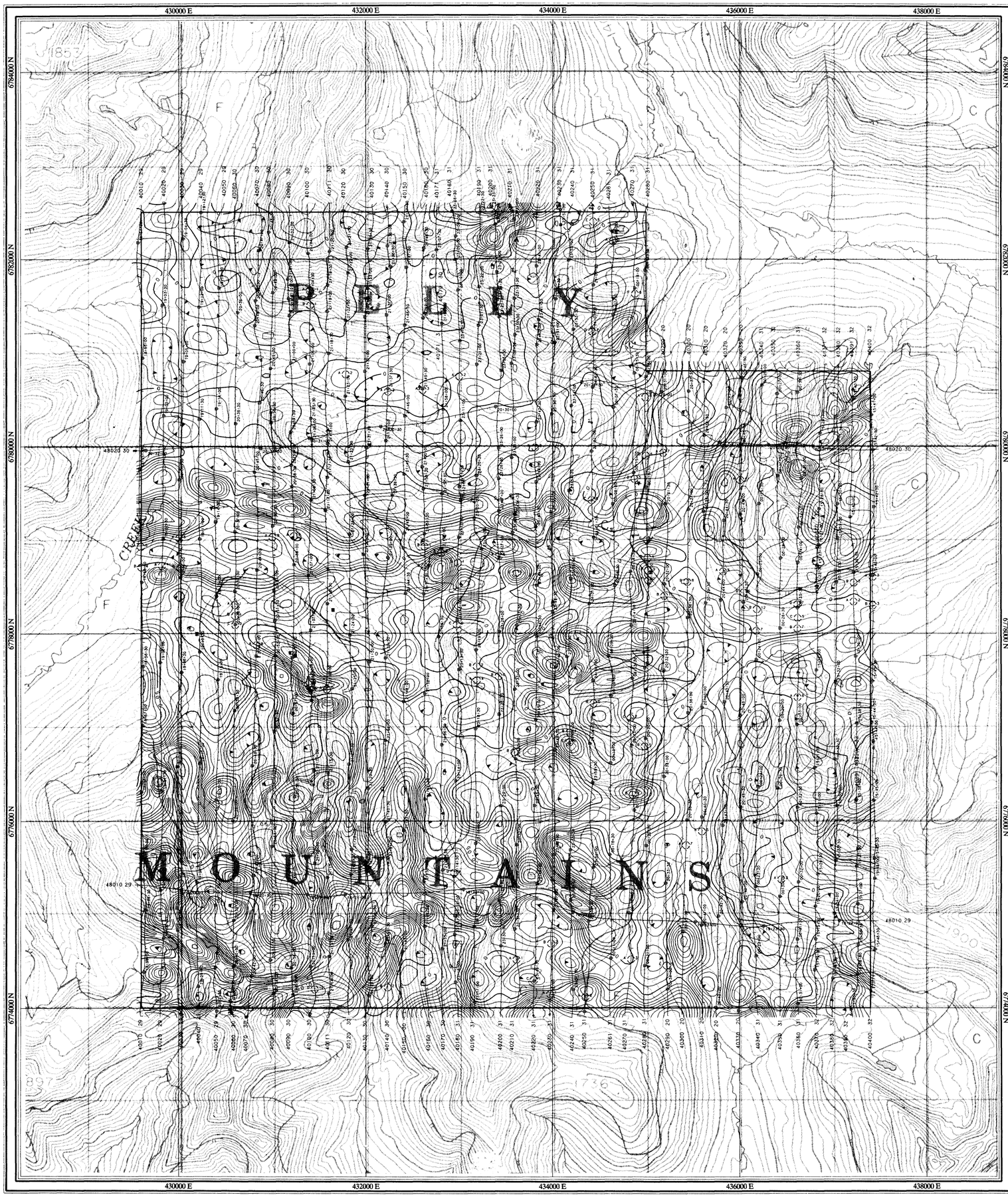
aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105G

Project : J9618E Map Ref : 1 - 2

(17)



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 33.7°
Annual change : -0.07°

VERTICAL GRADIENT

Vertical magnetic gradient contour data, calculated from the gridded total field magnetics data using a 17x17 point convolution filter.

Map contours are in nanoTeslas/metre, and are multiples of those listed below:

- 0.01 nT/m
- 0.05 nT/m
- 0.25 nT/m
- 1.00 nT/m

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 0° - 180°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

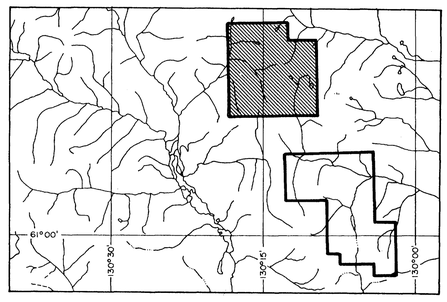
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



COMINCO LTD.

VERTICAL MAGNETIC GRADIENT

EXP AREA
PELLY MOUNTAIN, YUKON

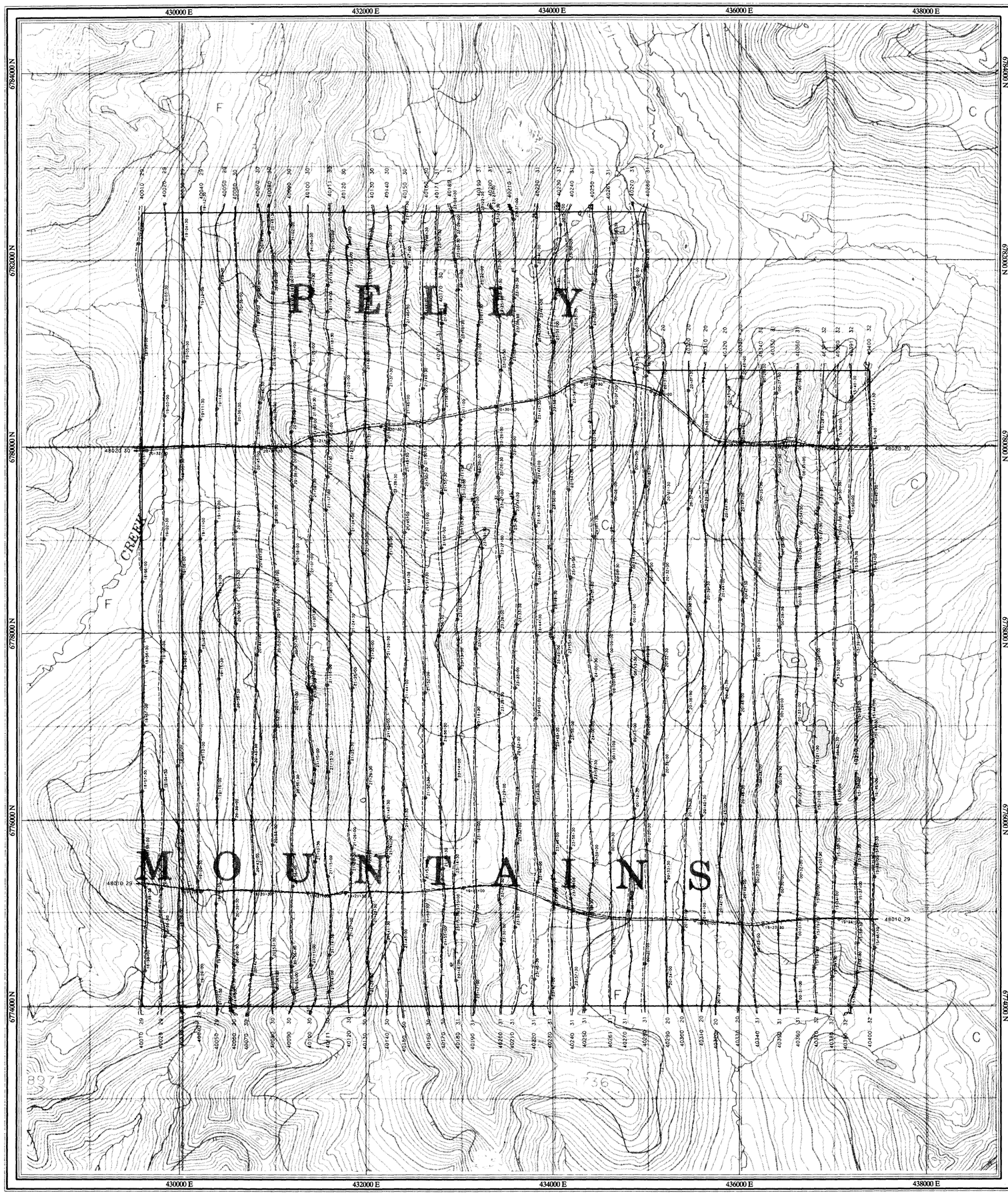
093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996
NTS : 105G
Project : J9618E Map Ref : 1 - 3



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 33.7°
Annual change : -0.07°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

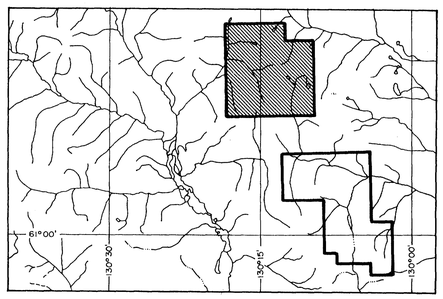
COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 2 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 0° - 180°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.



COMINCO LTD.

EM PROFILES
935 Hz COAXIAL

EXP AREA
PELLY MOUNTAIN, YUKON

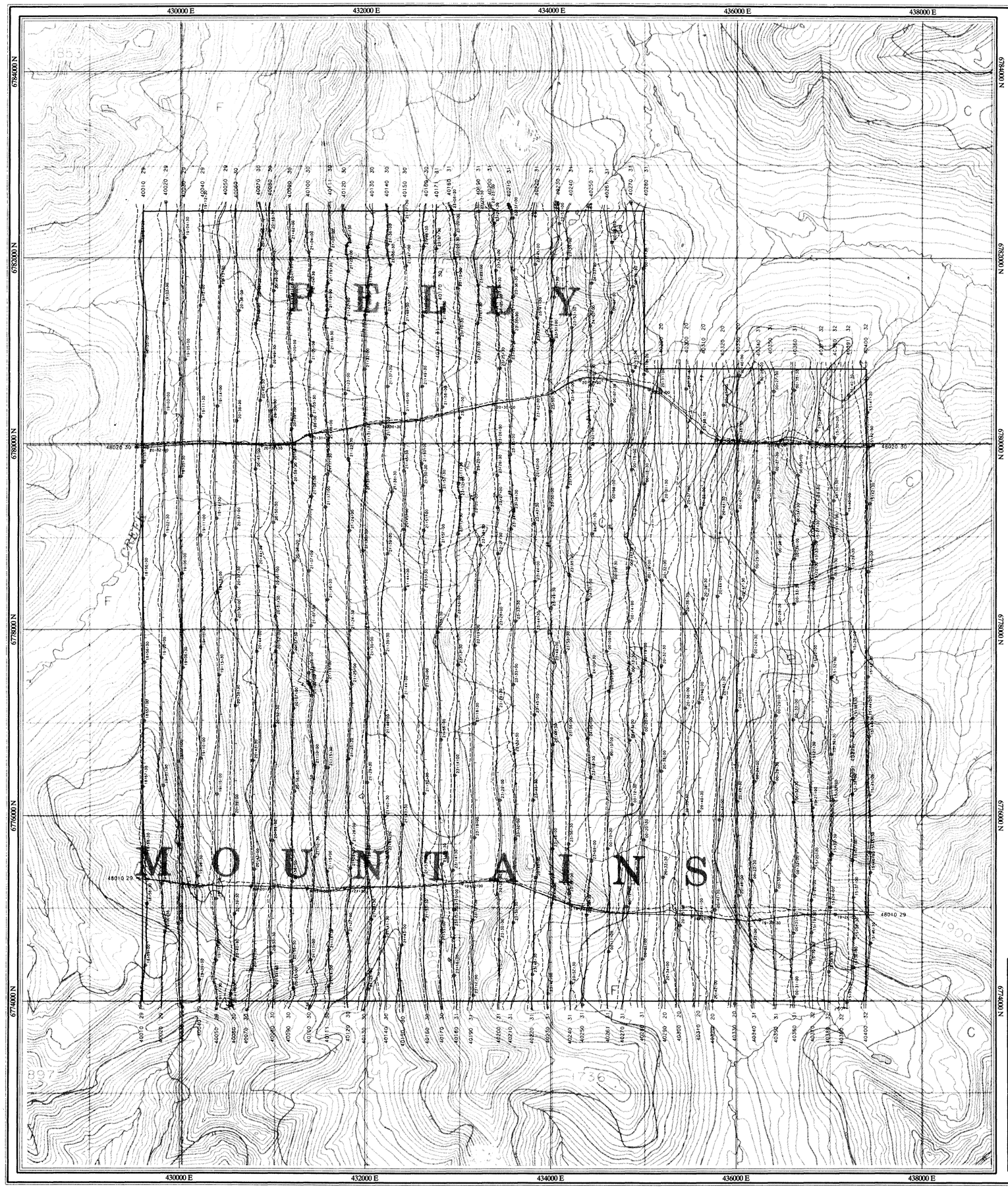
093E 6

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996
NTS : 105G
Project : J9618E Map Ref : 1 - 4A



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 33.7°
Annual change : -0.07°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

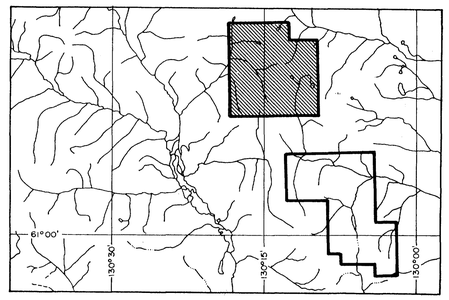
COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 2 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 0° - 180°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.



COMINCO LTD.

EM PROFILES
4600 Hz COAXIAL

EXP AREA
PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996
NTS : 105G
Project : J9618E Map Ref : 1 - 4B

(20)

434000 E | 436000 E | 438000 E | 440000 E | 442000 E | 444000 E

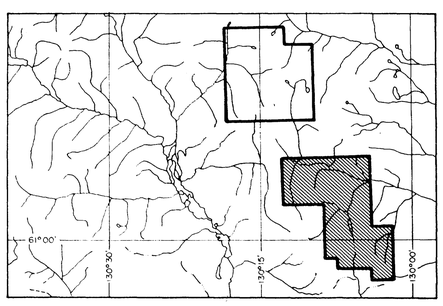
6772000 N | 6770000 N | 6768000 N | 6766000 N | 6764000 N | 6762000 N | 6760000 N | 6758000 N



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 33.7°
Annual change : -0.07°



COMINCO LTD.

BASE MAP 093550

WAT AREA

PELLY MOUNTAIN , YUKON

SCALE 1:20 000

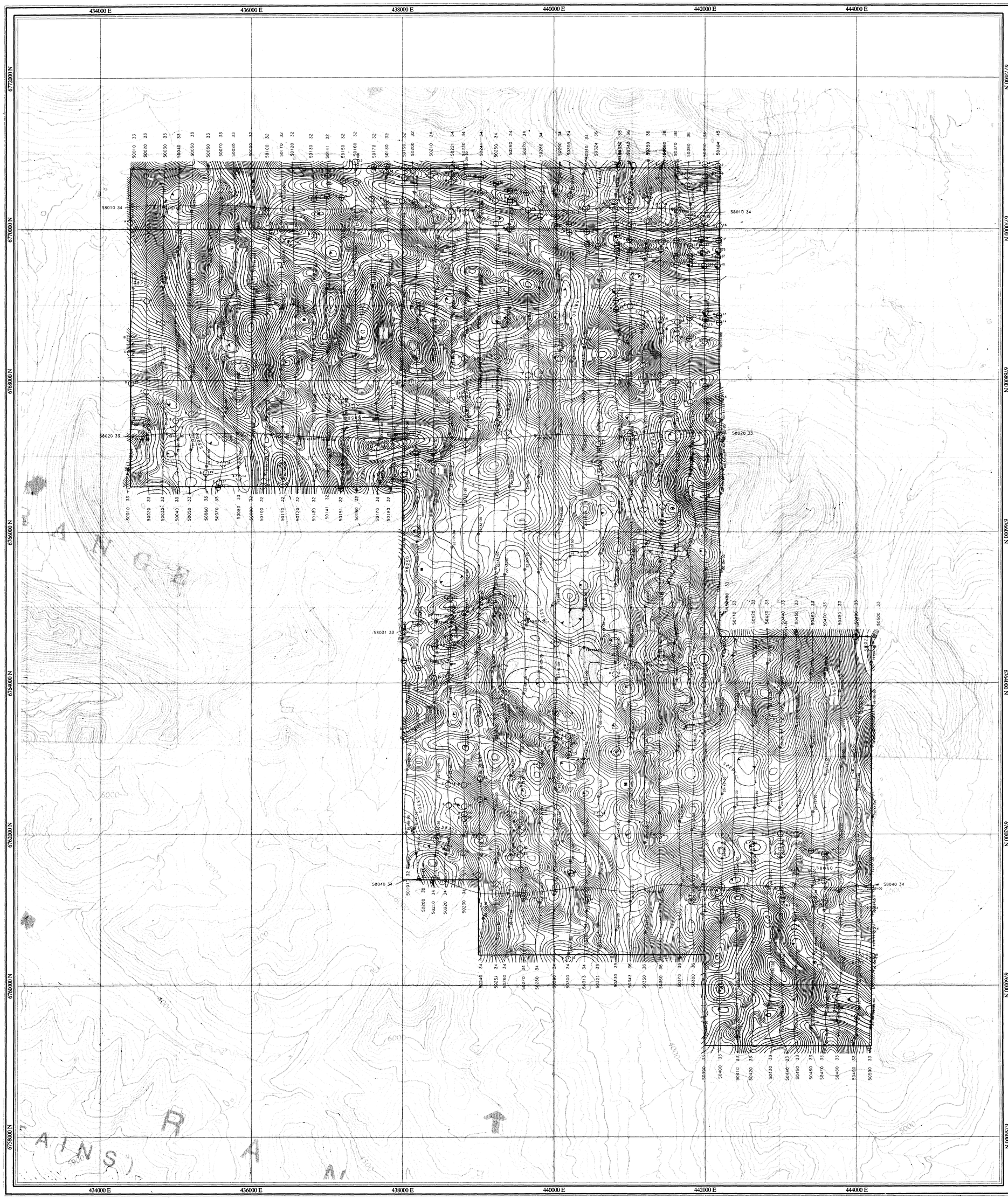
500 0 200 400 1000 2000 metres

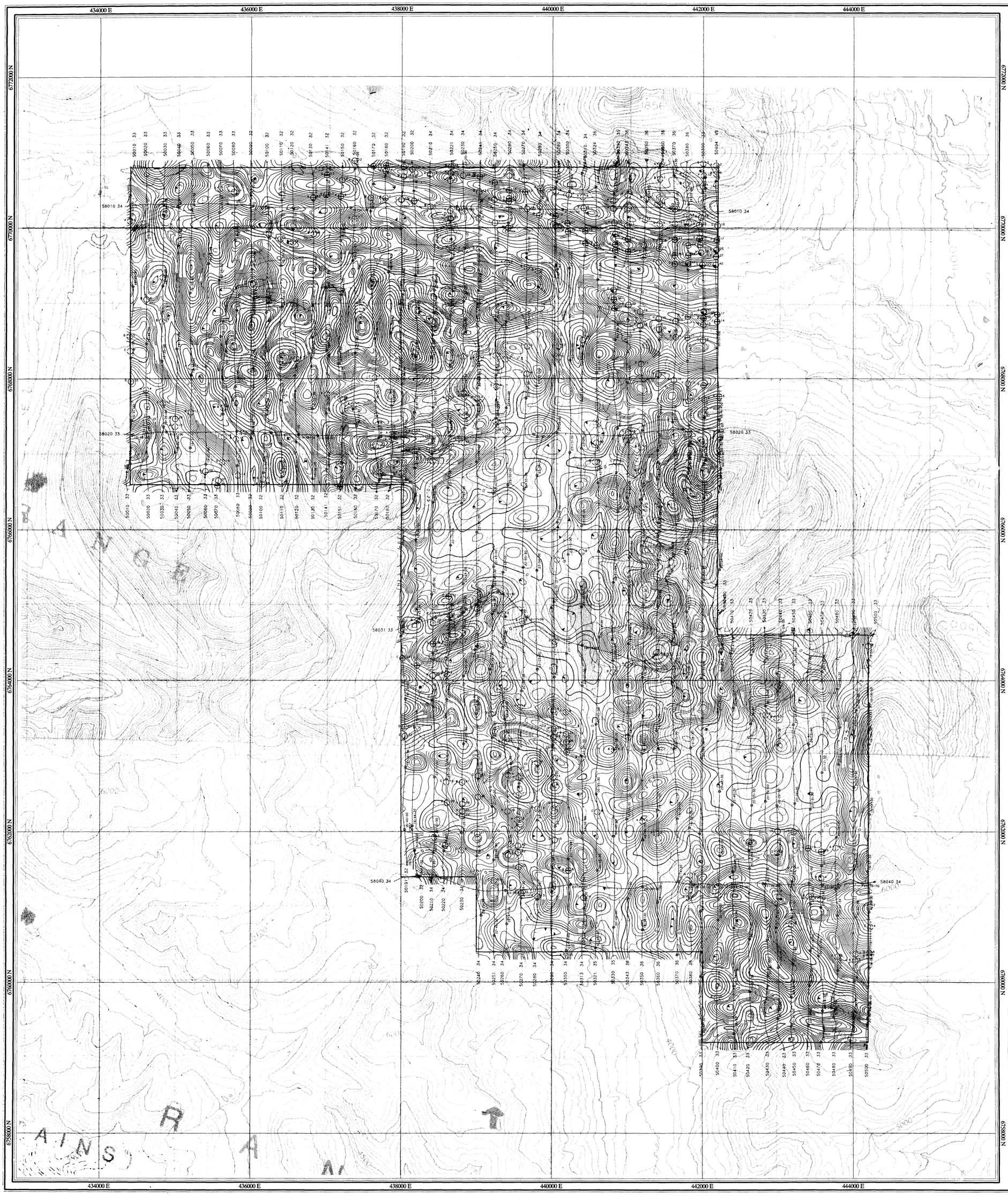
aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105G

Project : J9618W Map Ref : 1 - 1


434000 E
436000 E
438000 E
440000 E
442000 E
444000 E
6772000 N
6770000 N
6768000 N
6766000 N
6764000 N
6762000 N
6760000 N
6758000 N
6772000 N
6770000 N
6768000 N
6766000 N
6764000 N
6762000 N
6760000 N
6758000 N
58010 34
58020 33
58031 33
58040 34
58050
58060
58070
58080
58090
58100
58110
58120
58130
58140
58150
58160
58170
58180
58190
58200
58210
58220
58230
58240
58250
58260
58270
58280
58290
58300
58310
58320
58330
58340
58350
58360
58370
58380
58390
58400
58410
58420
58430
58440



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 33.7°
Annual change : -0.07°

VERTICAL GRADIENT

Vertical magnetic gradient contour data, calculated from the gridded total field magnetics data using a 17x17 point convolution filter.

Map contours are in nanoTeslas/metre, and are multiples of those listed below:

- 0.05 nT/m
- 0.25 nT/m
- 1.00 nT/m
- 5.00 nT/m

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 0° - 180°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

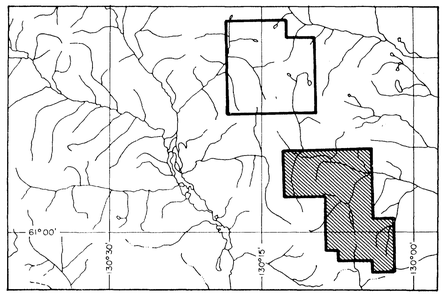
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- A - 0 - 1 mhos
- B - 1 - 2 mhos
- C - 2 - 4 mhos
- D - 4 - 8 mhos
- E - 8 - 16 mhos
- F - 16 - 32 mhos
- G - > 32 mhos



COMINCO LTD.

VERTICAL MAGNETIC GRADIENT

WAT AREA

PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

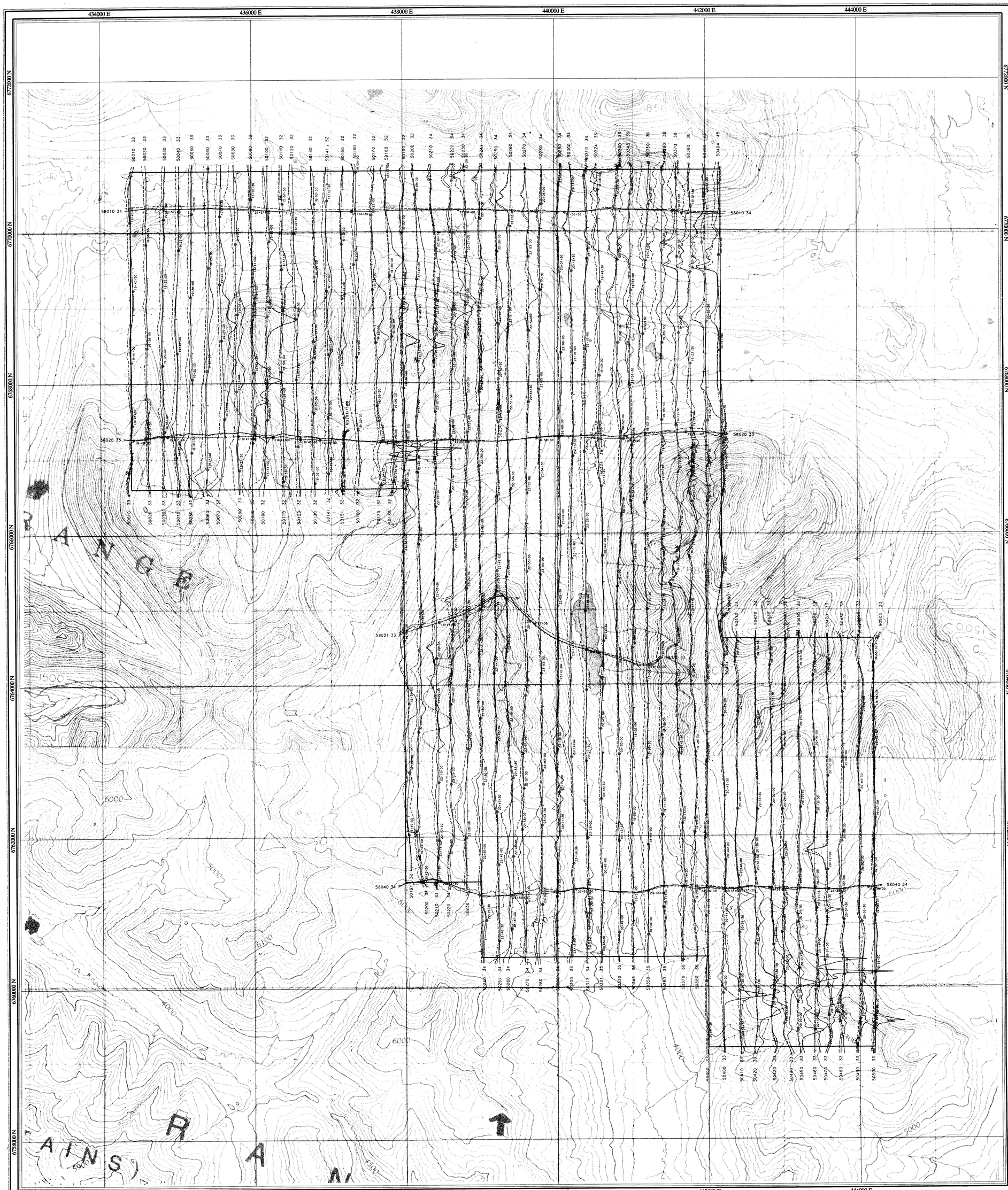
NTS : 105G

Project : J9618W Map Ref : 1 - 3

434000 E
436000 E
438000 E
440000 E
442000 E
444000 E

6772000 N
6770000 N
6768000 N
6766000 N
6764000 N
6762000 N
6760000 N
6758000 N

6772000 N
6770000 N
6768000 N
6766000 N
6764000 N
6762000 N
6760000 N
6758000 N



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 33.7°
Annual change : -0.07°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

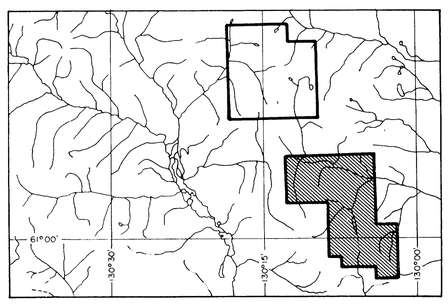
COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 2 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 0° - 180°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.



COMINCO LTD.

EM PROFILES
935 Hz COAXIAL

WAT AREA
PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

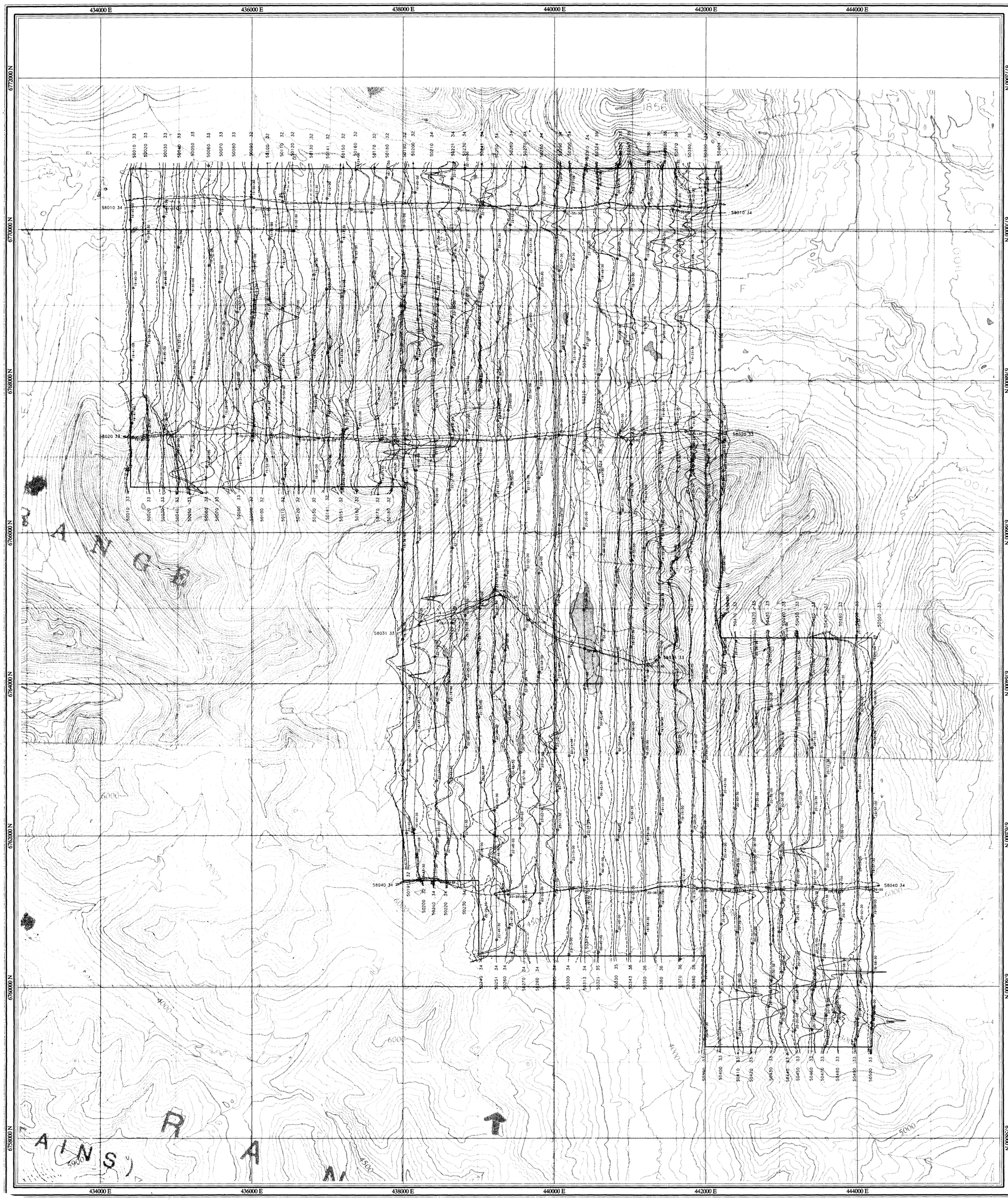
aerodat
AERODAT INC.

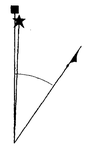
Date Flown : MARCH-APRIL 1996
NTS : 105G
Project : J9618W Map Ref : 1 - 4A

34

434000 E | 436000 E | 438000 E | 440000 E | 442000 E | 444000 E

6772000 N | 6770000 N | 6768000 N | 6766000 N | 6764000 N | 6762000 N | 6760000 N | 6758000 N





Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.1°
Grid North - Magnetic North : 33.7°
Annual change : -0.07°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

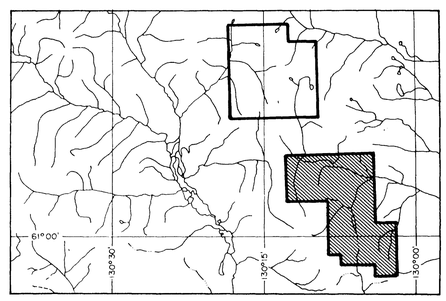
COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 2 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 0° - 180°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.



COMINCO LTD.

EM PROFILES
4600 Hz COAXIAL

WAT AREA
PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996
NTS : 105G
Project : J9618W Map Ref : 1 - 4B

448000 E 450000 E 452000 E 454000 E 456000 E 458000 E 460000 E 462000 E 464000 E 466000 E

675000 N 676000 N 677000 N 678000 N 679000 N 680000 N 681000 N 682000 N

Hasselberg Creek

Jimmy Lake

Porcupine Creek

Hasselberg Creek

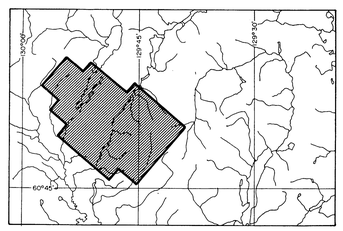
PELLY MOUNTAINS RANGE

VT

Squares: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°



COMINCO LTD.

BASE MAP

093550

LJL AREA

PELLY MOUNTAIN , YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105A

Project : J9618L Map Ref : 1 - 1

448000 E 450000 E 452000 E 454000 E 456000 E 458000 E 460000 E 462000 E 464000 E 466000 E

675000 N 676000 N 677000 N 678000 N 679000 N 680000 N

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°

TOTAL FIELD MAGNETICS

Total field magnetic intensity contour data, measured by a cesium high sensitivity magnetometer at an average sensor elevation of 50m, and corrected for diurnal variation.

Map contours are in nanoTeslas, and are multiples of those listed below:

- 2 nT
- 10 nT
- 50 nT
- 250 nT
- 1000 nT

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 40° - 220°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

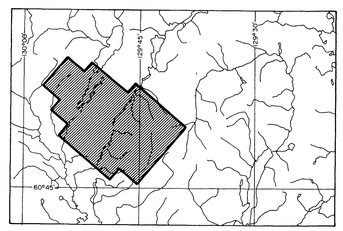
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- A, B: 0 - 1 mhos
- C: 1 - 2 mhos
- D: 2 - 4 mhos
- E: 4 - 8 mhos
- F: 8 - 16 mhos
- G: 16 - 32 mhos
- H: > 32 mhos



COMINCO LTD.

TOTAL FIELD MAGNETICS

LJL AREA
PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105A

Project : J9618L Map Ref : 1 - 2

448000 E 450000 E 452000 E 454000 E 456000 E 458000 E 460000 E 462000 E 464000 E 466000 E

675000 N 674800 N 674600 N 674400 N 674200 N 674000 N 673800 N 673600 N

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°

VERTICAL GRADIENT

Vertical magnetic gradient contour data, calculated from the gridded total field magnetics data using a 17x17 point convolution filter.

Map contours are in nanoTeslas/metre, and are multiples of those listed below:

- 0.025 nT/m
- 0.10 nT/m
- 0.50 nT/m
- 2.50 nT/m

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 40° - 220°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

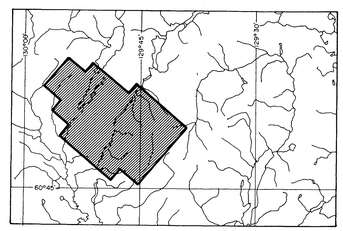
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- A, J — 0 - 1 mhos
- B, K — 1 - 2 mhos
- C, L — 2 - 4 mhos
- D, M — 4 - 8 mhos
- E, N — 8 - 16 mhos
- F, P — 16 - 32 mhos
- G, Q — > 32 mhos



COMINCO LTD.

VERTICAL MAGNETIC GRADIENT

LJL AREA 093550
PELLY MOUNTAIN , YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996
NTS : 105A
Project : J9618L Map Ref : 1 - 3

448000 E 450000 E 452000 E 454000 E 456000 E 458000 E 460000 E 462000 E 464000 E 466000 E

676000 N 676000 N 676000 N 676000 N 676000 N 676000 N 676000 N 676000 N 676000 N

Squares: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

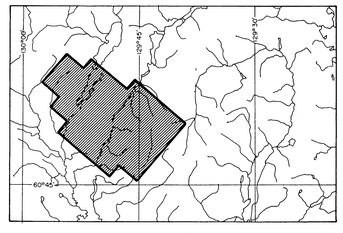
COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 2 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 40° - 220°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.



COMINCO LTD.

EM PROFILES
935 Hz COAXIAL

LJL AREA
PELLY MOUNTAIN, YUKON

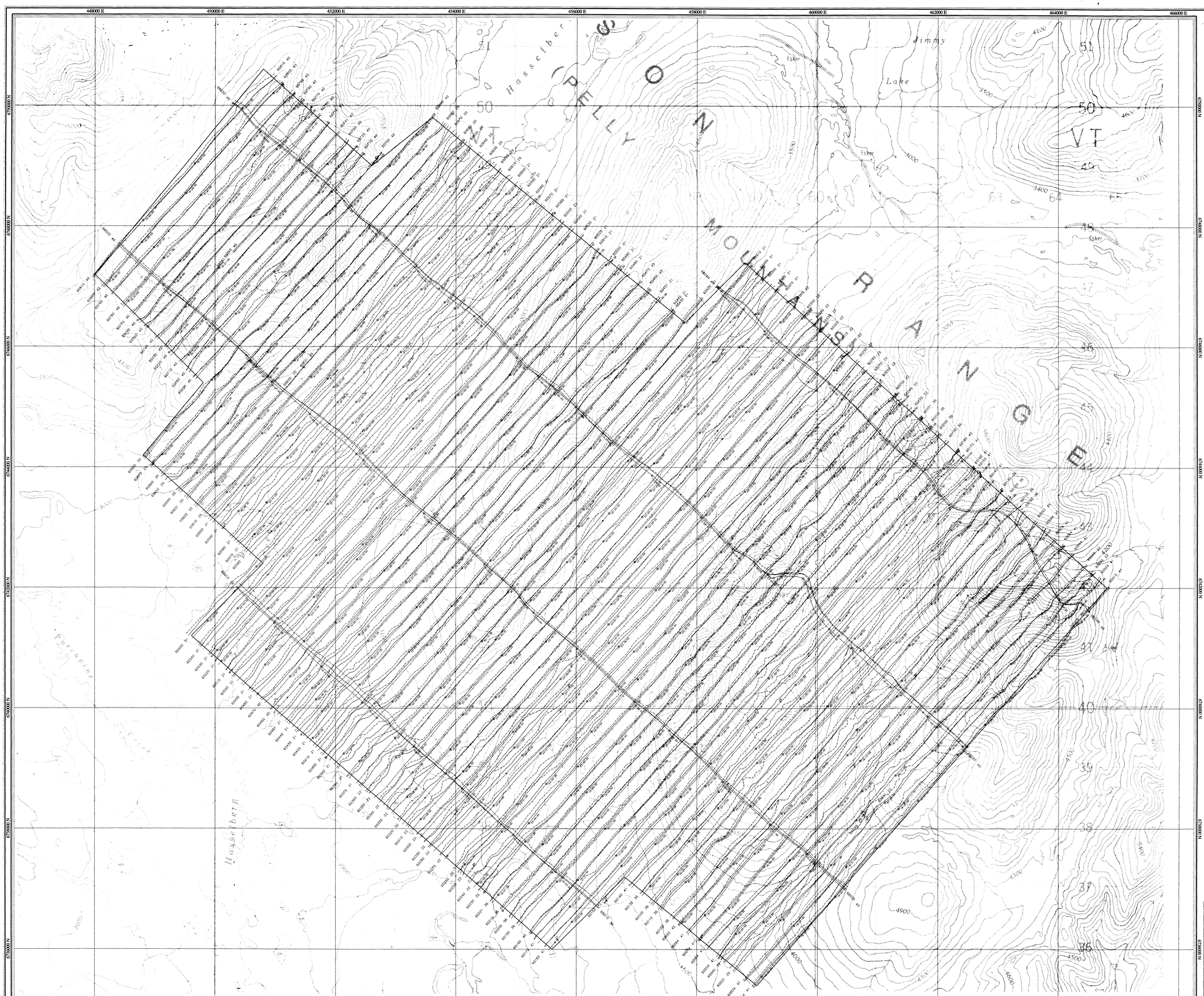
093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996
NTS : 105A
Project : J9618L Map Ref : 1 - 4A



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

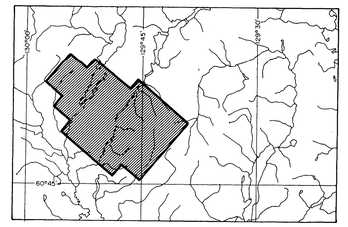
COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 2 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 40° - 220°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.



COMINCO LTD.

EM PROFILES
4600 Hz COAXIAL

093550

LJL AREA
PELLY MOUNTAIN , YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105A

Project : J9618L Map Ref : 1 - 4B

460000 E 462000 E 464000 E 466000 E 468000 E 470000 E 472000 E 474000 E 476000 E

6734000 N 6732000 N 6730000 N 6728000 N

6726000 N 6724000 N 6722000 N 6720000 N 6718000 N

PISON RANGE

Sambo Lake

Sambo Creek

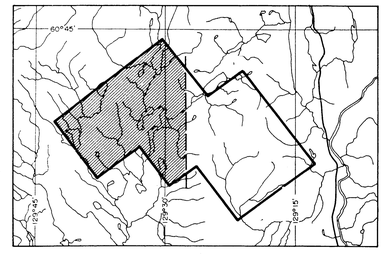
Twin Lakes

VT

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°



COMINCO LTD.

BASE MAP

093550

ML AREA

PELLY MOUNTAIN, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat

AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105A

Project : J9618ML Map Ref : 1 - 1

460000 E 462000 E 464000 E 466000 E 468000 E 470000 E 472000 E 474000 E 476000 E

674000 N 673800 N 673600 N 673400 N 673200 N 673000 N 672800 N 672600 N 672400 N 672200 N 672000 N 671800 N

P I S O N R A N G E

Sambo Lake

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°

TOTAL FIELD MAGNETICS

Total field magnetic intensity contour data, measured by a cesium high sensitivity magnetometer at an average sensor elevation of 50m, and corrected for diurnal variation.

Map contours are in nanoTeslas, and are multiples of those listed below:

- 1 nT
- 5 nT
- 25 nT
- 100 nT
- 500 nT

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 53° - 233°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

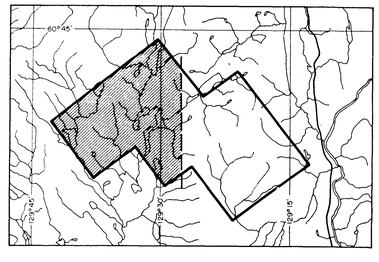
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



COMINCO LTD.

TOTAL FIELD MAGNETICS

ML AREA 093550

PELLY MOUNTAIN, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105A

Project : J9618ML Map Ref : 1 - 2

460000 E 462000 E 464000 E 466000 E 468000 E 470000 E 472000 E 474000 E 476000 E

674000 N 672000 N 670000 N 672000 N 674000 N 676000 N 678000 N

P S O N R A N G E

Sambo Lake

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°

VERTICAL GRADIENT

Vertical magnetic gradient contour data, calculated from the gridded total field magnetics data using a 17x17 point convolution filter.

Map contours are in nanoTeslas/metre, and are multiples of those listed below:

- 0.01 nT/m
- 0.05 nT/m
- 0.25 nT/m
- 1.00 nT/m

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 53° - 233°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

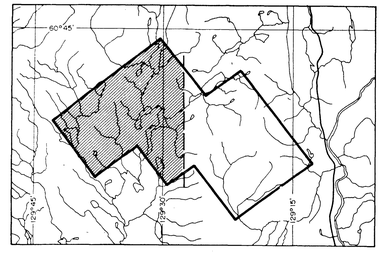
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



COMINCO LTD.

VERTICAL MAGNETIC GRADIENT

ML AREA 093550
PELLY MOUNTAIN , YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996
NTS : 105A
Project : J9618ML Map Ref : 1 - 3

460000 E 462000 E 464000 E 466000 E 468000 E 470000 E 472000 E 474000 E 476000 E

6734000 N 6732000 N 6730000 N 6728000 N 6726000 N 6724000 N 6722000 N 6720000 N 6718000 N

PISON RANGE

Sambo Lake



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 2 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 53° - 233°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

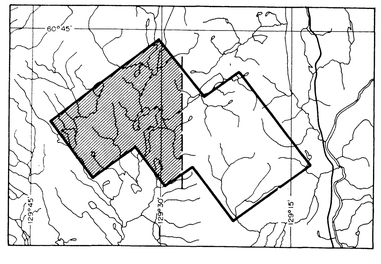
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



COMINCO LTD.

EM PROFILES
935 Hz COAXIAL

ML AREA
PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996
NTS : 105A
Project : J9618ML Map Ref : 1 - 4A

460000 E 462000 E 464000 E 466000 E 468000 E 470000 E 472000 E 474000 E 476000 E

674000 N 673000 N 672000 N 671000 N

PISON RANGE

Sambo Lake

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 2 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 53° - 233°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

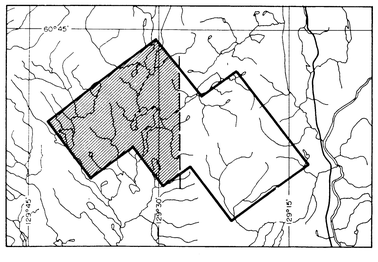
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- A - 0 - 1 mhos
- B - 1 - 2 mhos
- C - 2 - 4 mhos
- D - 4 - 8 mhos
- E - 8 - 16 mhos
- F - 16 - 32 mhos
- G - > 32 mhos



COMINCO LTD.

EM PROFILES
4600 Hz COAXIAL

ML AREA
PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105A

Project : J9618ML Map Ref : 1 - 4B

474000 E | 476000 E | 478000 E | 480000 E | 482000 E | 484000 E | 486000 E | 488000 E

6730000 N | 6728000 N | 6726000 N | 6724000 N | 6722000 N | 6720000 N | 6718000 N | 6716000 N

LAKE

Marten Lake

Boston Boundary

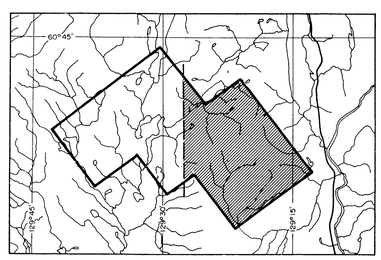
31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15

75 76 77 78 79 80 81 82 83 84 85 86 87 88 89

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°



COMINCO LTD.

BASE MAP 093550

ML AREA

PELLY MOUNTAIN , YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

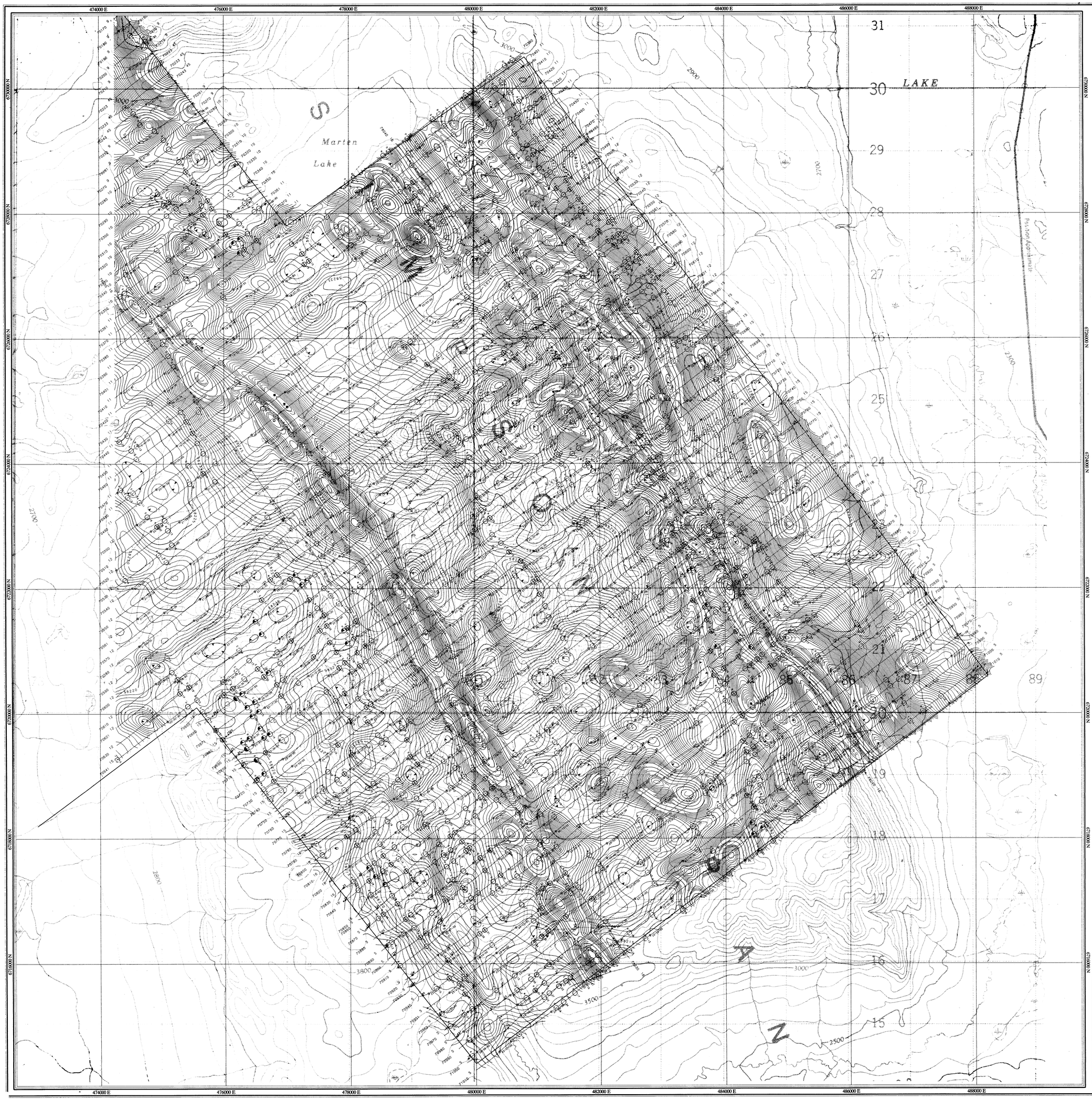
aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105A

Project : J9618ML Map Ref : 2 - 1

30



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°

TOTAL FIELD MAGNETICS

Total field magnetic intensity contour data, measured by a cesium high sensitivity magnetometer at an average sensor elevation of 50m, and corrected for diurnal variation.

Map contours are in nanoTeslas, and are multiples of those listed below:

- 1 nT
- 5 nT
- 25 nT
- 100 nT
- 500 nT

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 53° - 233°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

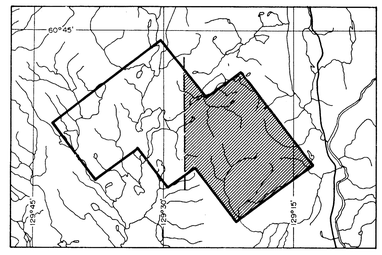
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



COMINCO LTD.

TOTAL FIELD MAGNETICS

ML AREA 093550

PELLY MOUNTAIN, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105A

Project : J9618ML Map Ref : 2 - 2

474000 E 476000 E 478000 E 480000 E 482000 E 484000 E 486000 E 488000 E

679000 N 678000 N 677000 N 676000 N 675000 N 674000 N 673000 N 672000 N 671000 N 670000 N

Marten Lake

LAKE

Position Approximate

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°

VERTICAL GRADIENT

Vertical magnetic gradient contour data, calculated from the gridded total field magnetics data using a 17x17 point convolution filter.

Map contours are in nanoTeslas/metre, and are multiples of those listed below:

- 0.01 nT/m
- 0.05 nT/m
- 0.25 nT/m
- 1.00 nT/m

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 53° - 233°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

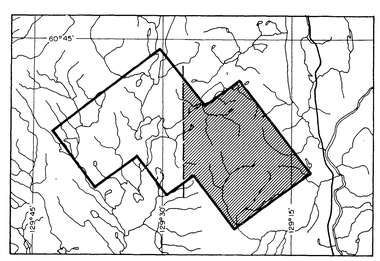
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



COMINCO LTD.

VERTICAL MAGNETIC GRADIENT

ML AREA 093550
PELLY MOUNTAIN, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105A

Project : J9618ML Map Ref : 2 - 3

474000 E 476000 E 478000 E 480000 E 482000 E 484000 E 486000 E 488000 E

6730000 N 6728000 N 6726000 N 6724000 N 6722000 N 6720000 N 6718000 N 6716000 N

Marten Lake

LAKE

Pastion Application Line

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

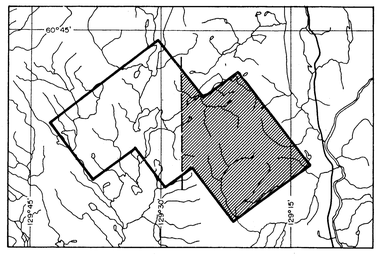
COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 2 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 53° - 233°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.



COMINCO LTD.

EM PROFILES
935 Hz COAXIAL

ML AREA
PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996
NTS : 105A
Project : J9618ML Map Ref : 2 - 4A

(29)

474000 E | 476000 E | 478000 E | 480000 E | 482000 E | 484000 E | 486000 E | 488000 E

6730000 N | 6728000 N | 6726000 N | 6724000 N | 6722000 N | 6720000 N | 6718000 N | 6716000 N

Marten Lake

LAKE

Position Approximate

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

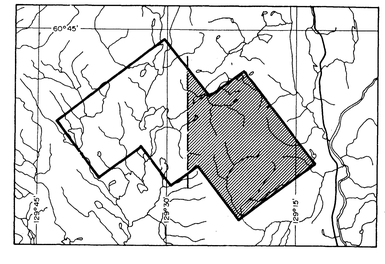
COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 2 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 53° - 233°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.



COMINCO LTD.

EM PROFILES
4600 Hz COAXIAL

093550

ML AREA
PELLY MOUNTAIN, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105A

Project : J9618ML Map Ref : 2 - 4B

476000 E | 478000 E | 480000 E | 482000 E | 484000 E

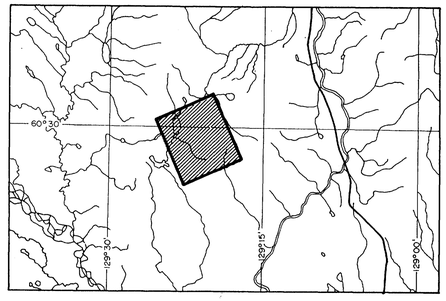
6710000 N | 6708000 N | 6706000 N | 6704000 N | 6702000 N | 6700000 N

2700 | 2800 | 3000

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°



COMINCO LTD.

BASE MAP

YON AREA 093550

PELLY MOUNTAIN, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

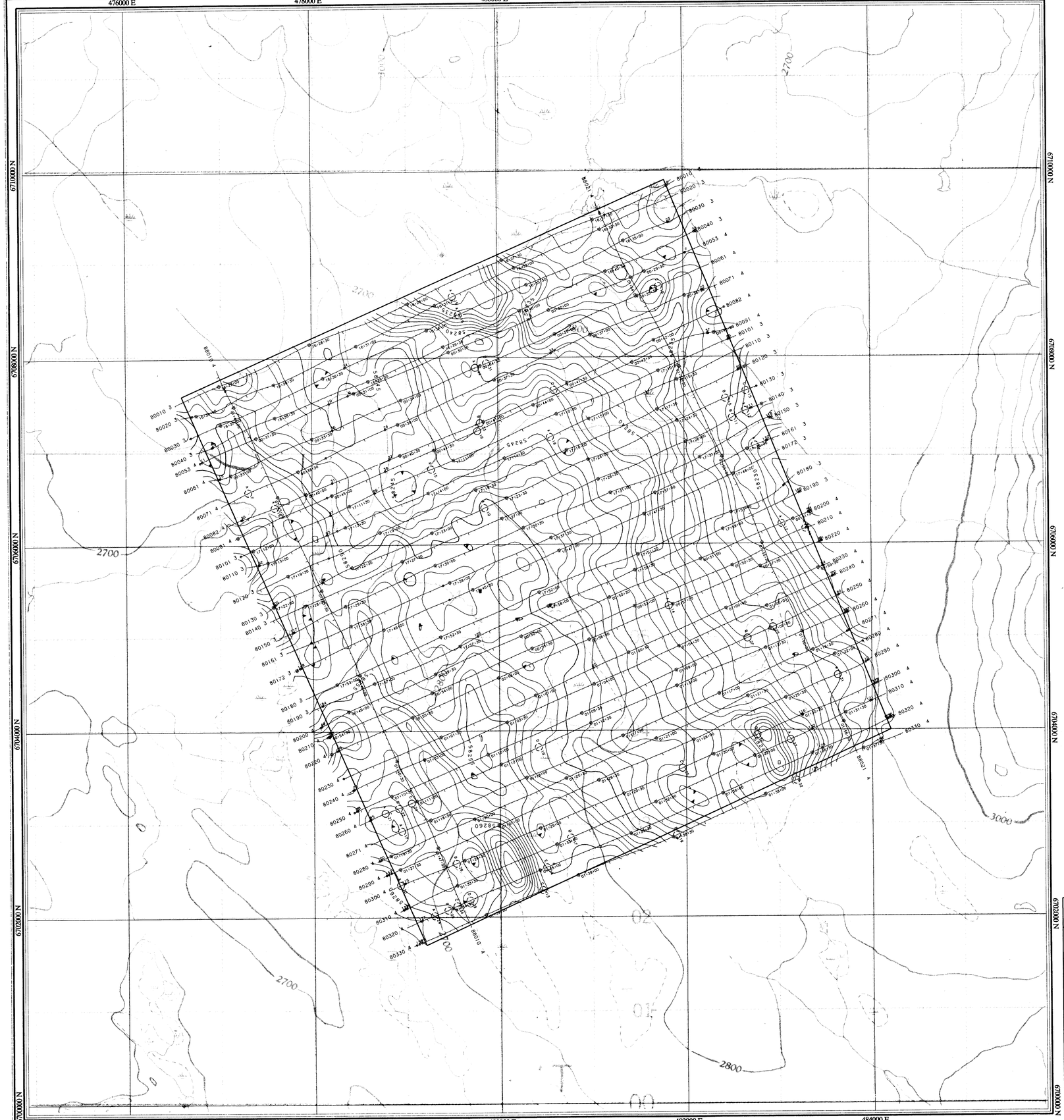
Date Flown : MARCH-APRIL 1996

NTS : 105A

Project : J9618Y Map Ref : 1 - 1

476000 E 478000 E 480000 E 482000 E 484000 N

6710000 N 6708000 N 6706000 N 6704000 N 6702000 N 6700000 N



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°

TOTAL FIELD MAGNETICS

Total field magnetic intensity contour data, measured by a cesium high sensitivity magnetometer at an average sensor elevation of 50m, and corrected for diurnal variation.

Map contours are in nanoTeslas, and are multiples of those listed below:

- 1 nT
- 5 nT
- 25 nT
- 100 nT
- 500 nT

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 66° - 246°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

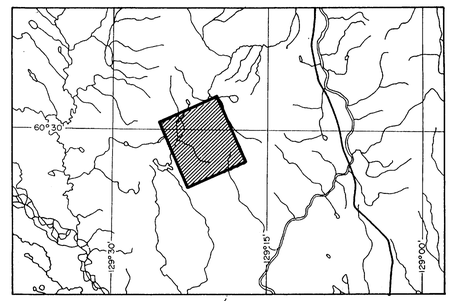
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



COMINCO LTD.

TOTAL FIELD MAGNETICS

YON AREA 093550
PELLY MOUNTAIN, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105A

Project : J9618Y Map Ref : 1 - 2

476000 E 478000 E 480000 E 482000 E 484000 E

6710000 N 6708000 N 6706000 N 6704000 N 6702000 N 6700000 N

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°

VERTICAL GRADIENT

Vertical magnetic gradient contour data, calculated from the gridded total field magnetics data using a 17x17 point convolution filter.

Map contours are in nanoTeslas/metre, and are multiples of those listed below:

- 0.01 nT/m
- 0.05 nT/m
- 0.25 nT/m
- 1.00 nT/m

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 66° - 246°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

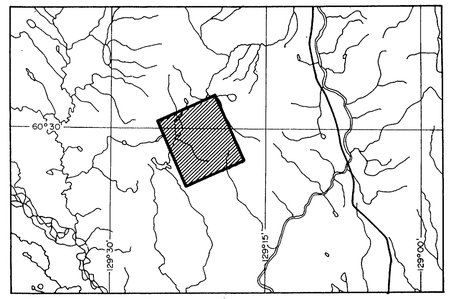
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- A, a² 0 - 1 mhos
- B 1 - 2 mhos
- C 2 - 4 mhos
- D 4 - 8 mhos
- E 8 - 16 mhos
- F 16 - 32 mhos
- G > 32 mhos



COMINCO LTD.

VERTICAL MAGNETIC GRADIENT

YON AREA 093S

PELLY MOUNTAIN, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

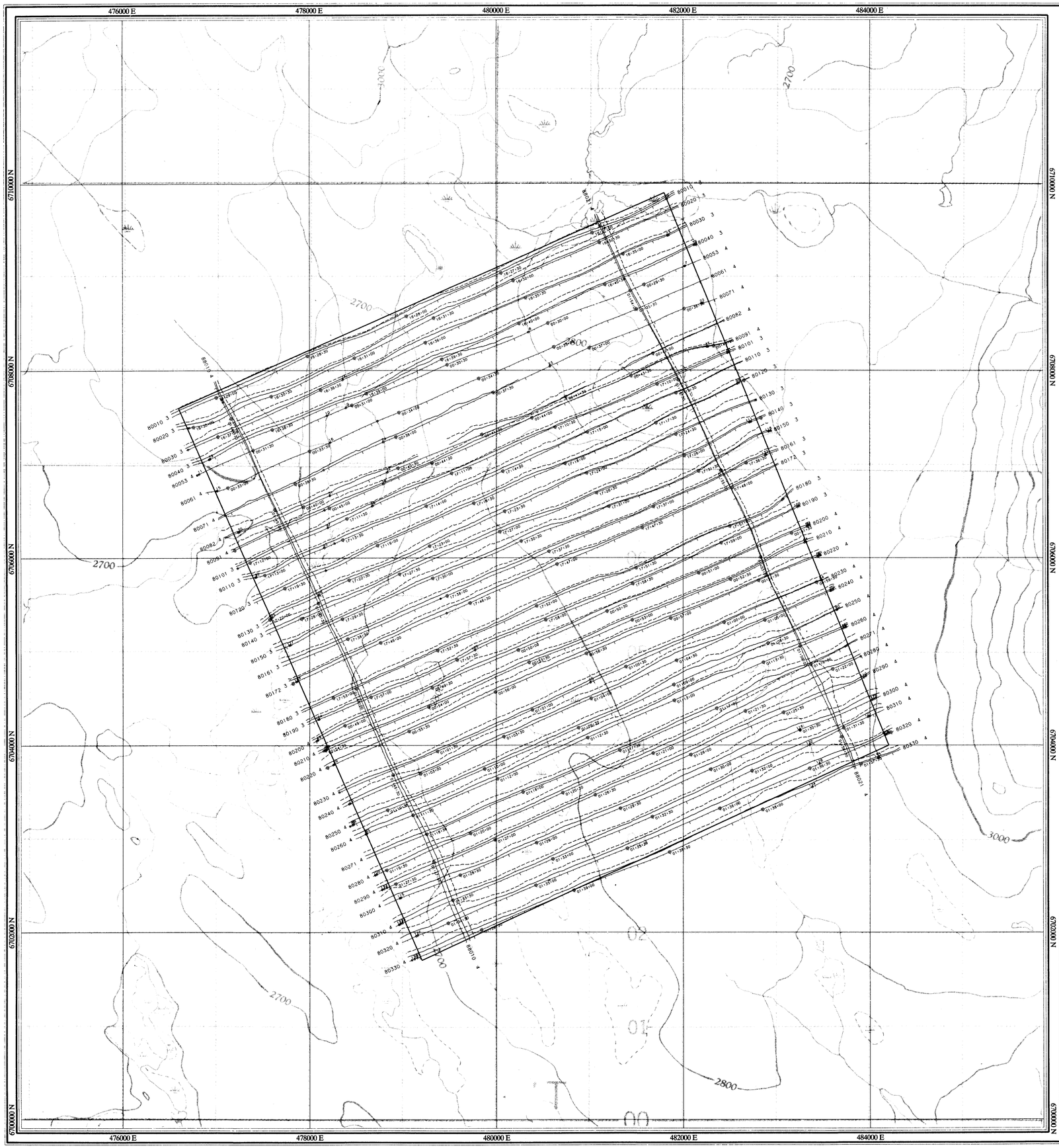
NTS : 105A

Project : J9618Y Map Ref : 1 - 3

13

476000 E | 478000 E | 480000 E | 482000 E | 484000 E

N 6710000 | N 6708000 | N 6706000 | N 6704000 | N 6702000 | N 6700000



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

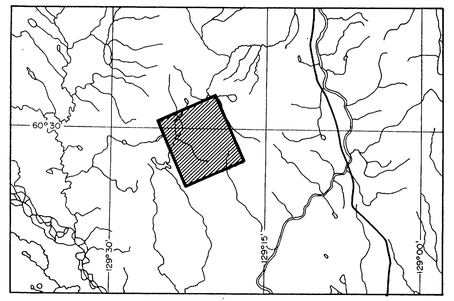
COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 2 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 66° - 246°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.



COMINCO LTD.

EM PROFILES
935 Hz COAXIAL

YON AREA 093550

PELLY MOUNTAIN, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

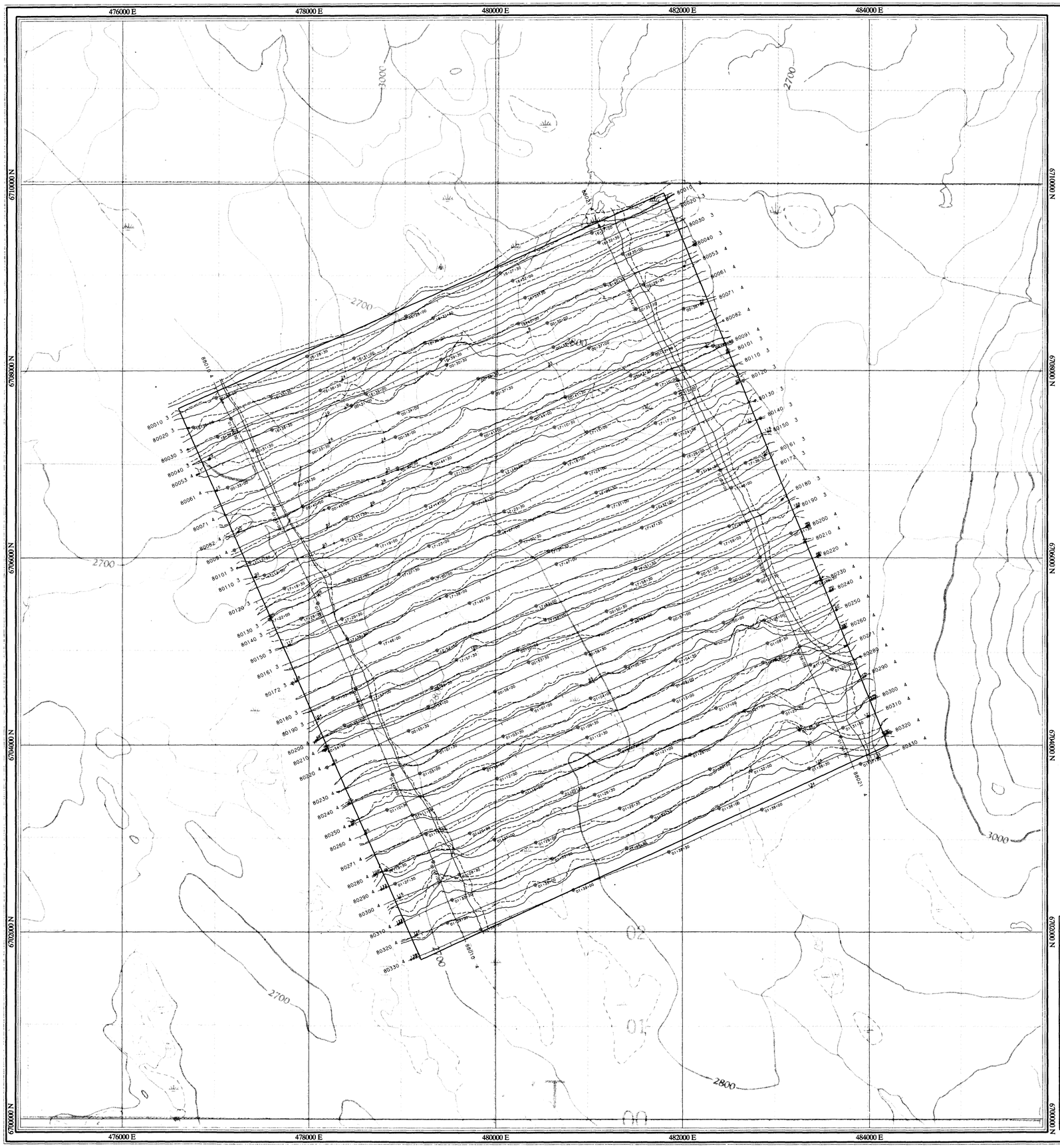
NTS : 105A

Project : J9618Y Map Ref : 1 - 4A

(44)

476000 E 478000 E 480000 E 482000 E 484000 E

6710000 N 6708000 N 6706000 N 6704000 N 6702000 N 6700000 N



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 0.65°
Grid North - Magnetic North : 33.12°
Annual change : -0.08°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

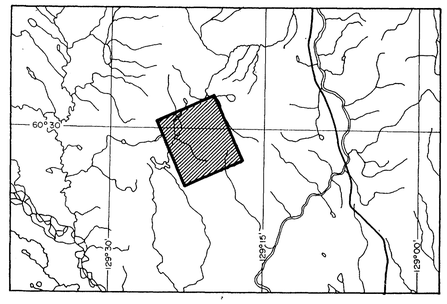
COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 2 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 66° - 246°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.



COMINCO LTD.

EM PROFILES
4600 Hz COAXIAL

YON AREA
PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

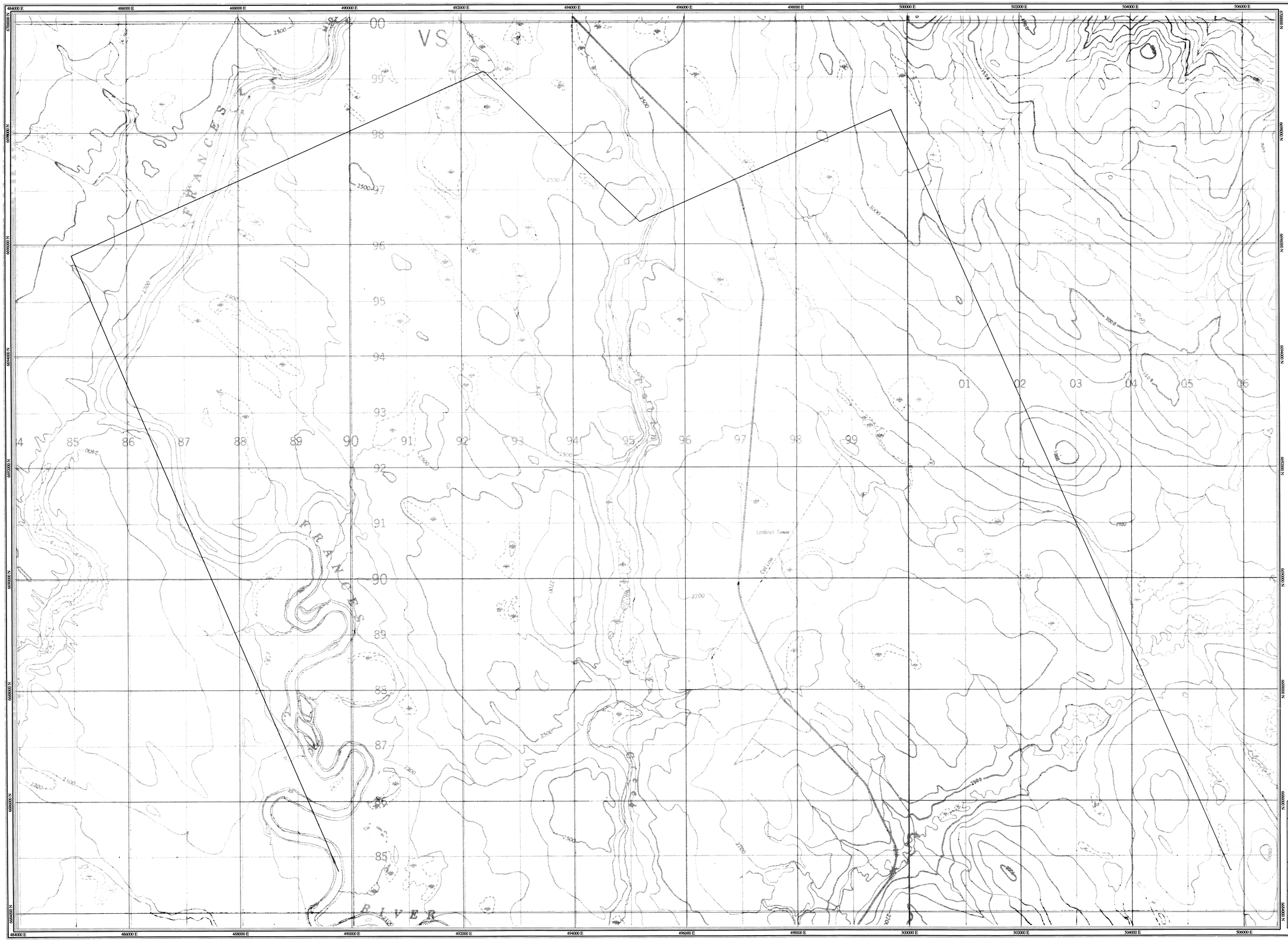
500 0 200 400 1000 2000 metres

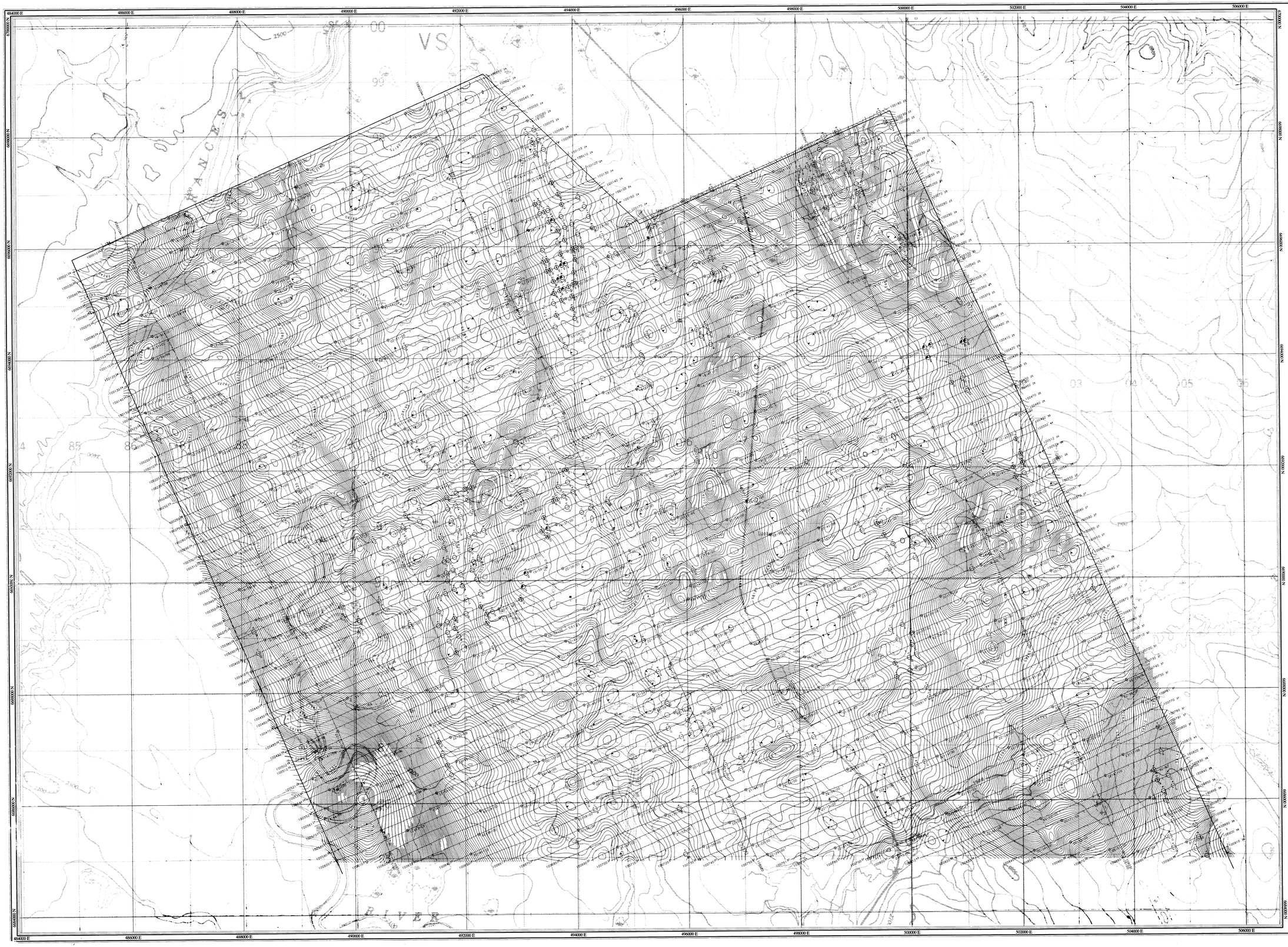
aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105A

Project : J9618Y Map Ref : 1 - 4B


484000 E
486000 E
488000 E
490000 E
492000 E
494000 E
496000 E
498000 E
500000 E
502000 E
504000 E
506000 E
6700000 N
6698000 N
6696000 N
6694000 N
6692000 N
6690000 N
6688000 N
6686000 N
6684000 N
N 6000699
N 6000699
N 6000699
N 6000699
N 6000699
N 6000699
N 6000699
N 6000699
N 6000699
VS
FRANCES
RIVER
Lambert Tower
Cut Line
2500
2600
2700
2800
2900
3000
3100
3200
3300
3400
3500
3600
3700
3800
3900
4000
4100
4200
4300
4400
4500
4600
4700
4800
4900
5000
5100
5200
5300
5400
5500
5600
5700
5800
5900
6000
6100
6200
6300
6400
6500
6600
6700
6800
6900
7000
7100
7200
7300
7400
7500
7600
7700
7800
7900
8000
8100
8200
8300
8400
8500
8600
8700
8800
8900
9000
9100
9200
9300
9400
9500
9600
9700
9800
9900
10000
10100
10200
10300
10400
10500
10600
10700
10800
10900
11000
11100
11200
11300
11400
11500
11600
11700
11800
11900
12000
12100
12200
12300
12400
12500
12600
12700
12800
12900
13000
13100
13200
13300
13400
13500
13600
13700
13800
13900
14000
14100
14200
14300
14400
14500
14600
14700
14800
14900
15000
15100
15200
15300
15400
15500
15600
15700
15800
15900
16000
16100
16200
16300
16400
16500
16600
16700
16800
16900
17000
17100
17200
17300
17400
17500
17600
17700
17800
17900
18000
18100
18200
18300
18400
18500
18600
18700
18800
18900
19000
19100
19200
19300
19400
19500
19600
19700
19800
19900
20000
20100
20200
20300
20400
20500
20600
20700
20800
20900
21000
21100
21200
21300
21400
21500
21600
21700
21800
21900
22000
22100
22200
22300
22400
22500
22600
22700
22800
22900
23000
23100
23200
23300
23400
23500
23600
23700
23800
23900
24000
24100
24200
24300
24400
24500
24600
24700
24800
24900
25000
25100
25200
25300
25400
25500
25600
25700
25800
25900
26000
26100
26200
26300
26400
26500
26600
26700
26800
26900
27000
27100
27200
27300
27400
27500
27600
27700
27800
27900
28000
28100
28200
28300
28400
28500
28600
28700
28800
28900
29000
29100
29200
29300
29400
29500
29600
29700
29800
29900
30000
30100
30200
30300
30400
30500
30600
30700
30800
30900
31000
31100
31200
31300
31400
31500
31600
31700
31800
31900
32000
32100
32200
32300
32400
32500
32600
32700
32800
32900
33000
33100
33200
33300
33400
33500
33600
33700
33800
33900
34000
34100
34200
34300
34400
34500
34600
34700
34800
34900
35000
35100
35200
35300
35400
35500
35600
35700
35800
35900
36000
36100
36200
36300
36400
36500
36600
36700
36800
36900
37000
37100
37200
37300
37400
37500
37600
37700
37800
37900
38000
38100
38200
38300
38400
38500
38600
38700
38800
38900
39000
39100
39200
39300
39400
39500
39600
39700
39800
39900
40000
40100
40200
40300
40400
40500
40600
40700
40800
40900
41000
41100
41200
41300
41400
41500
41600
41700
41800
41900
42000
42100
42200
42300
42400
42500
42600
42700
42800
42900
43000
43100
43200
43300
43400
43500
43600
43700
43800
43900
44000
44100
44200
44300
44400
44500
44600
44700
44800
44900
45000
45100
45200
45300
45400
45500
45600
45700
45800
45900
46000
46100
46200
46300
46400
46500
46600
46700
46800
46900
47000
47100
47200
47300
47400
47500
47600
47700
47800
47900
48000
48100
48200
48300
48400
48500
48600
48700
48800
48900
49000
49100
49200
49300
49400
49500
49600
49700
49800
49900
50000
50100
50200
50300
50400
50500
50600
50700
50800
50900
51000
51100
51200
51300
51400
51500
51600
51700
51800
51900
52000
52100
52200
52300
52400
52500
52600
52700
52800
52900
53000
53100
53200
53300
53400
53500
53600
53700
53800
53900
54000
54100
54200
54300
54400
54500
54600
54700
54800
54900
55000
55100
55200
55300
55400
55500
55600
55700
55800
55900
56000
56100
56200
56300
56400
56500
56600
56700
56800
56900
57000
57100
57200
57300
57400
57500
57600
57700
57800
57900
58000
58100
58200
58300
58400
58500
58600
58700
58800
58900
59000
59100
59200
59300
59400
59500
59600
59700
59800
59900
60000
60100
60200
60300
60400
60500
60600
60700
60800
60900
61000
61100
61200
61300
61400
61500
61600
61700
61800
61900
62000
62100
62200
62300
62400
62500
62600
62700
62800
62900
63000
63100
63200
63300
63400
63500
63600
63700
63800
63900
64000
64100
64200
64300
64400
64500
64600
64700
64800
64900
65000
65100
65200
65300
65400
65500
65600
65700
65800
65900
66000
66100
66200
66300
66400
66500
66600
66700
66800
66900
67000
67100
67200
67300
67400
67500
67600
67700
67800
67900
68000
68100
68200
68300
68400
68500
68600
68700
68800
68900
69000
69100
69200
69300
69400
69500
69600
69700
69800
69900
70000
70100
70200
70300
70400
70500
70600
70700
70800
70900
71000
71100
71200
71300
71400
71500
71600
71700
71800
71900
72000
72100
72200
72300
72400
72500
72600
72700
72800
72900
73000
73100
73200
73300
73400
73500
73600
73700
73800
73900
74000
74100
74200
74300
74400
74500
74600
74700
74800
74900
75000
75100
75200
75300
75400
75500
75600
75700
75800
75900
76000
76100
76200
76300
76400
76500
76600
76700
76800
76900
77000
77100
77200
77300
77400
77500
77600
77700
77800
77900
78000
78100
78200
78300
78400
78500
78600
78700
78800
78900
79000
79100
79200
79300
79400
79500
79600
79700
79800
79900
80000
80100
80200
80300
80400
80500
80600
80700
80800
80900
81000
81100
81200
81300
81400
81500
81600
81700
81800
81900
82000
82100
82200
82300
82400
82500
82600
82700
82800
82900
83000
83100
83200
83300
83400
83500
83600
83700
83800
83900
84000
84100
84200
84300
84400
84500
84600
84700
84800
84900
85000
85100
85200
85300
85400
85500
85600
85700
85800
85900
86000
86100
86200
86300
86400
86500
86600
86700
86800
86900
87000
87100
87200
87300
87400
87500
87600
87700
87800
87900
88000
88100
88200
88300
88400
88500
88600
88700
88800
88900
89000
89100
89200
89300
89400
89500
89600
89700
89800
89900
90000
90100
90200
90300
90400
90500
90600
90700
90800
90900
91000
91100
91200
91300
91400
91500
91600
91700
91800
91900
92000
92100
92200
92300
92400
92500
92600
92700
92800
92900
93000
93100
93200
93300
93400
93500
93600
93700
93800
93900
94000
94100
94200
94300
94400
94500
94600
94700
94800
94900
95000
95100
95200
95300
95400
95500
95600
95700
95800
95900
96000
96100
96200
96300
96400
96500
96600
96700
96800
96900
97000
97100
97200
97300
97400
97500
97600
97700
97800
97900
98000
98100
98200
98300
98400
98500
98600
98700
98800
98900
99000
99100
99200
99300
99400
99500
99600
99700
99800
99900
00
01
02
03
04
05
06
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
Squares: Grid North
Star: True North
Arrow: Magnetic North
Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.
Grid North - True North : -0.2°
Grid North - Magnetic North : 31.9°
Annual change : -0.09°
COMINCO LTD.
BASE MAP
HOLMES AREA 093550
PELLY MOUNTAIN, YUKON
SCALE 1:20 000
500 0 200 400 1000 2000 metres
aerodat
AERODAT INC.
Date Flown : MARCH-APRIL 1996
NTS : 105A
Project : J9618H
Map Ref : 1 -1



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : -0.2°
Grid North - Magnetic North : 31.9°
Annual change : -0.09°

TOTAL FIELD MAGNETICS

Total field magnetic intensity contour data, measured by a cesium high sensitivity magnetometer at an average sensor elevation of 50m, and corrected for diurnal variation.

Map contours are in nanoTeslas, and are multiples of those listed below:

- 1 nT
- 5 nT
- 25 nT
- 100 nT
- 500 nT

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 66 - 246°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

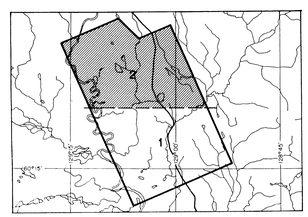
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



COMINCO LTD.

TOTAL FIELD MAGNETICS

HOLMES AREA
PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105A

Project : J9618H Map Ref : 1-2

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : -0.2°
Grid North - Magnetic North : 31.9°
Annual change : -0.09°

VERTICAL GRADIENT

Vertical magnetic gradient contour data, calculated from the gridded total field magnetics data using a 17x17 point convolution filter.

Map contours are in nanoTeslas/metre, and are multiples of those listed below:

- 0.01 nT/m
- 0.05 nT/m
- 0.25 nT/m
- 1.00 nT/m

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 66 - 246°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

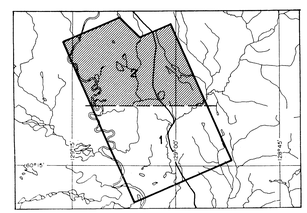
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



COMINCO LTD.

VERTICAL MAGNETIC GRADIENT

HOLMES AREA
PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

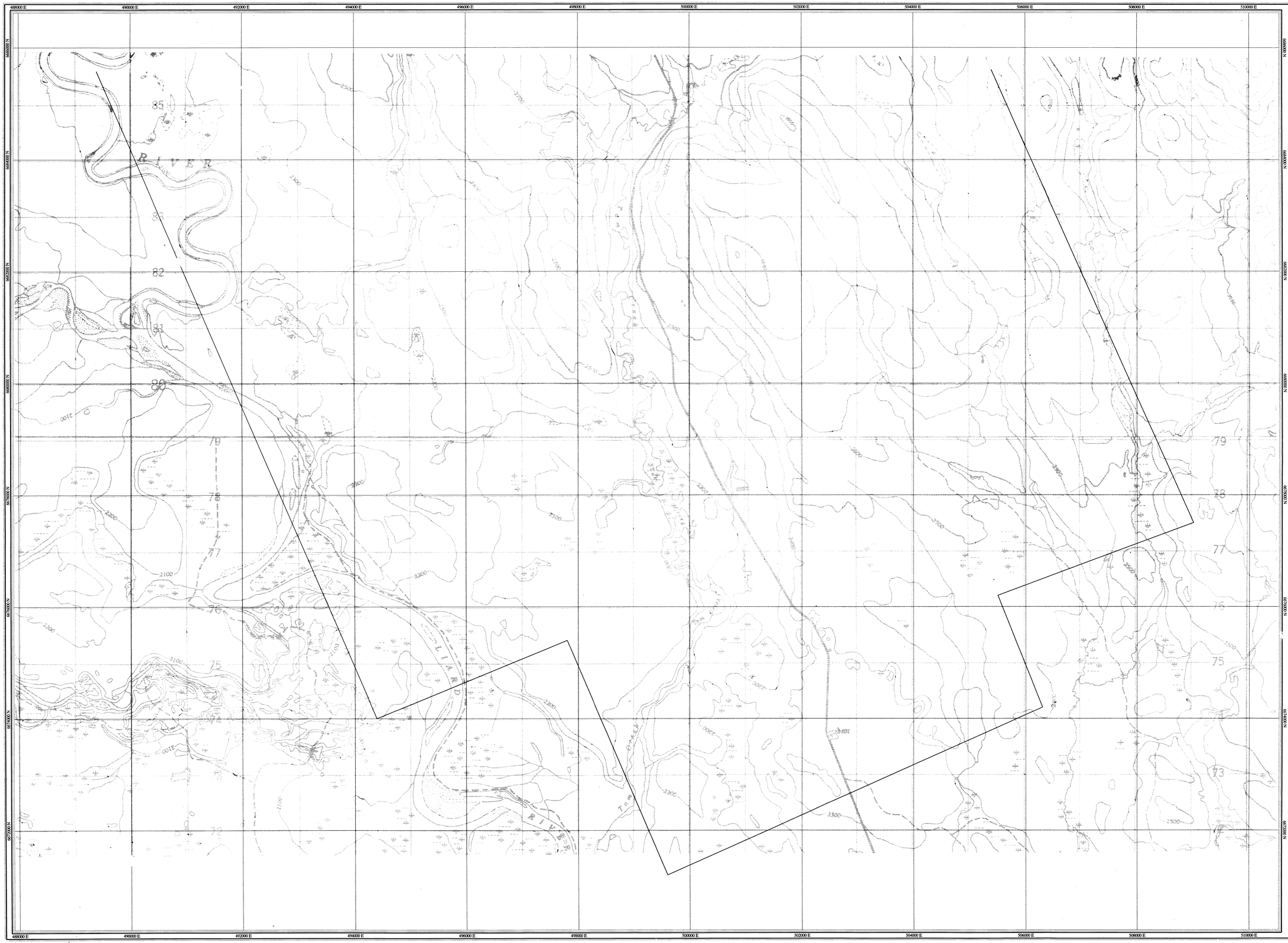
500 0 300 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996
NTS : 105A
Project : J9618H Map Ref : 1 - 3

488000 E | 490000 E | 492000 E | 494000 E | 496000 E | 498000 E | 500000 E | 502000 E | 504000 E | 506000 E | 508000 E | 510000 E

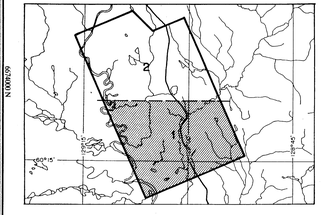
6690000 N | 6685000 N | 6680000 N | 6675000 N | 6670000 N | 6665000 N



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : -0.2°
Grid North - Magnetic North : 31.9°
Annual change : -0.09°



COMINCO LTD.

BASE MAP

HOLMES AREA

PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat

AERODAT INC.

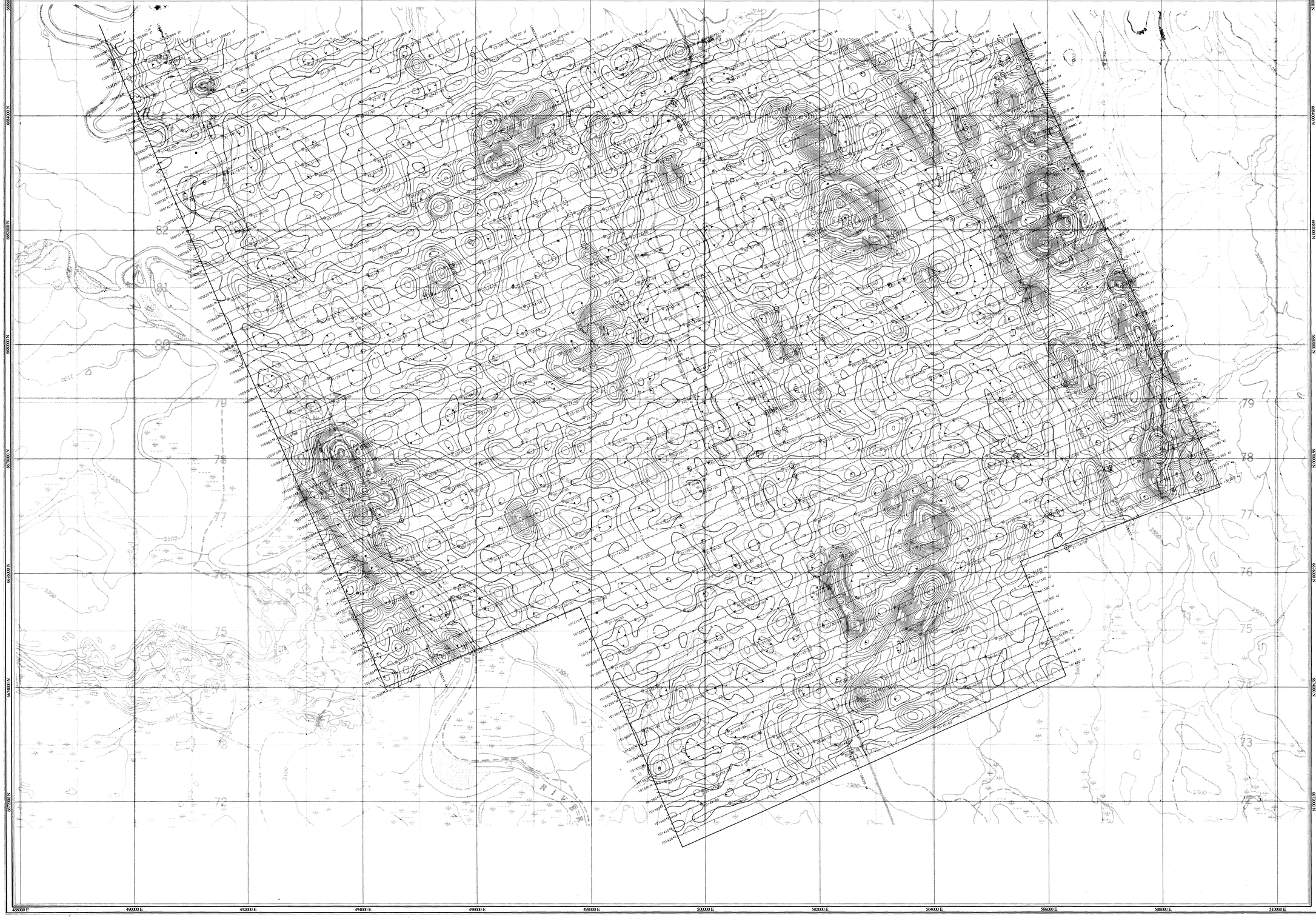
Date Flown : MARCH-APRIL 1996

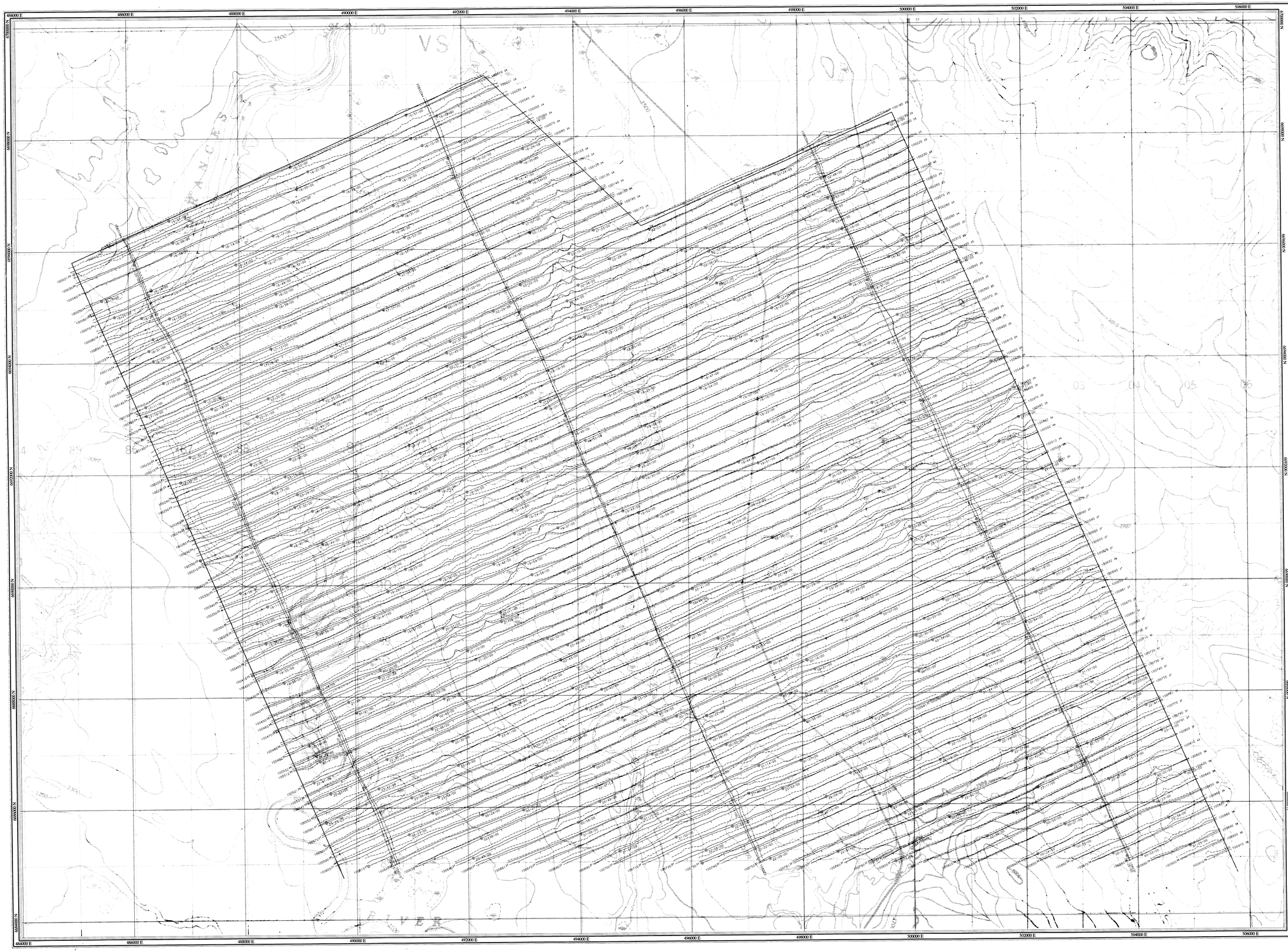
NTS : 105A

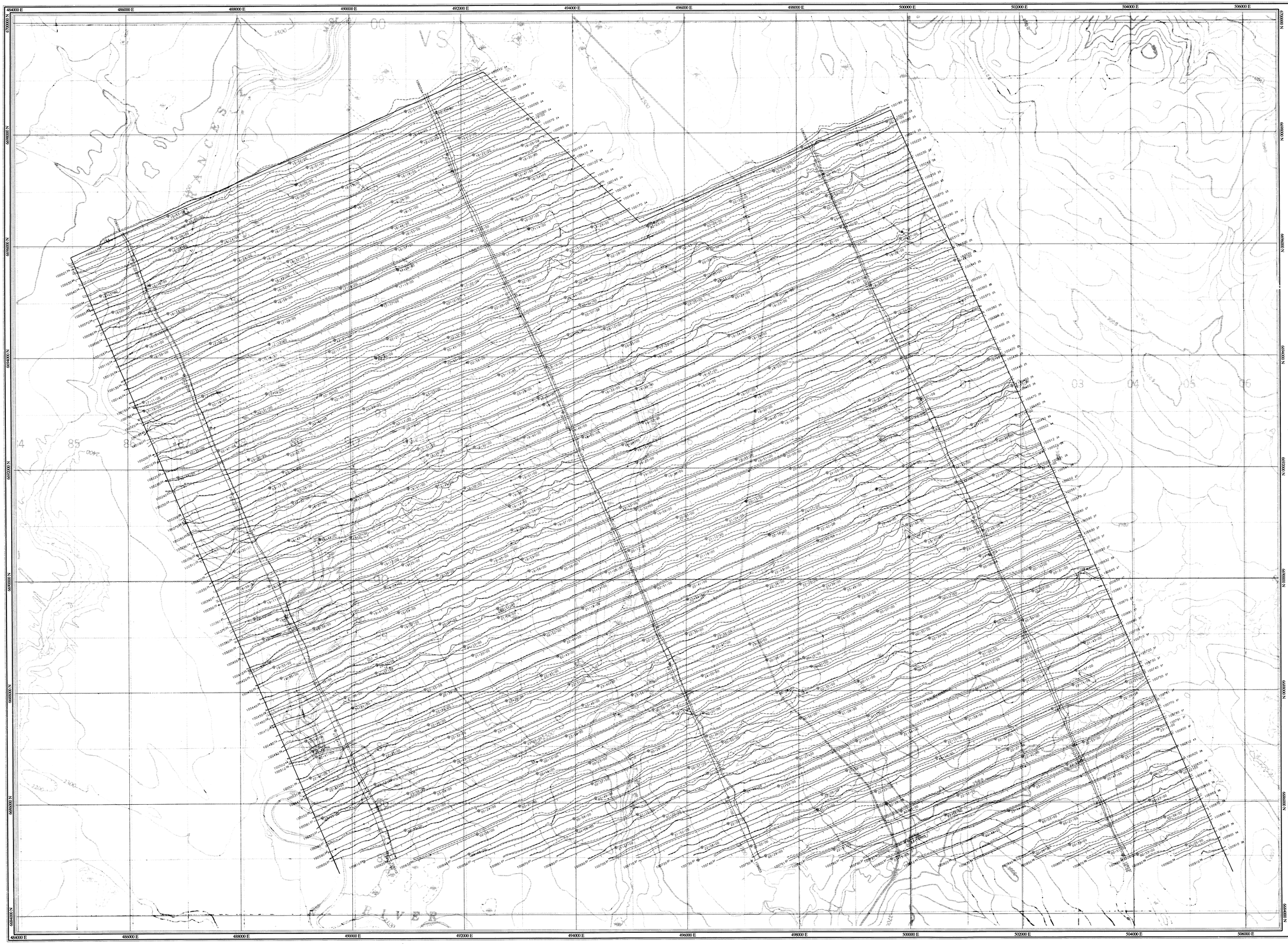
Project : J9618H Map Ref : 2 -1

488000 E 490000 E 492000 E 494000 E 496000 E 498000 E 500000 E 502000 E 504000 E 506000 E 508000 E 510000 E

6690000 N 6688000 N 6686000 N 6684000 N 6682000 N 6680000 N 6678000 N




484000 E
486000 E
488000 E
490000 E
492000 E
494000 E
496000 E
498000 E
500000 E
502000 E
504000 E
506000 E
6500000 N
6498000 N
6496000 N
6494000 N
6492000 N
6490000 N
6488000 N
6486000 N
6484000 N
6482000 N
6480000 N
6478000 N
6476000 N
6474000 N
6472000 N
6470000 N
6468000 N
6466000 N
6464000 N
6462000 N


484000 E
486000 E
488000 E
490000 E
492000 E
494000 E
496000 E
498000 E
500000 E
502000 E
504000 E
506000 E
6700000 N
6698000 N
6696000 N
6694000 N
6692000 N
6690000 N
6688000 N
6686000 N
6684000 N
6682000 N
6680000 N
6678000 N
6676000 N
6674000 N
6672000 N
6670000 N
6668000 N
6666000 N
6664000 N
6662000 N

488000 E 490000 E 492000 E 494000 E 496000 E 498000 E 500000 E 502000 E 504000 E 506000 E 508000 E 510000 E

6680000 N 6670000 N 6660000 N 6650000 N 6640000 N 6630000 N

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : -0.2°
Grid North - Magnetic North : 31.9°
Annual change : -0.09°

TOTAL FIELD MAGNETICS

Total field magnetic intensity contour data, measured by a cesium high sensitivity magnetometer at an average sensor elevation of 50m, and corrected for diurnal variation.

Map contours are in nanoTeslas, and are multiples of those listed below:

- 1 nT
- 5 nT
- 25 nT
- 100 nT
- 500 nT

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 66 - 246°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.

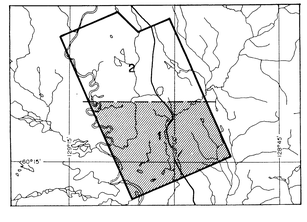
EM ANOMALIES

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



COMINCO LTD.

TOTAL FIELD MAGNETICS

HOLMES AREA
PELLY MOUNTAIN, YUKON

093550

SCALE 1:20 000

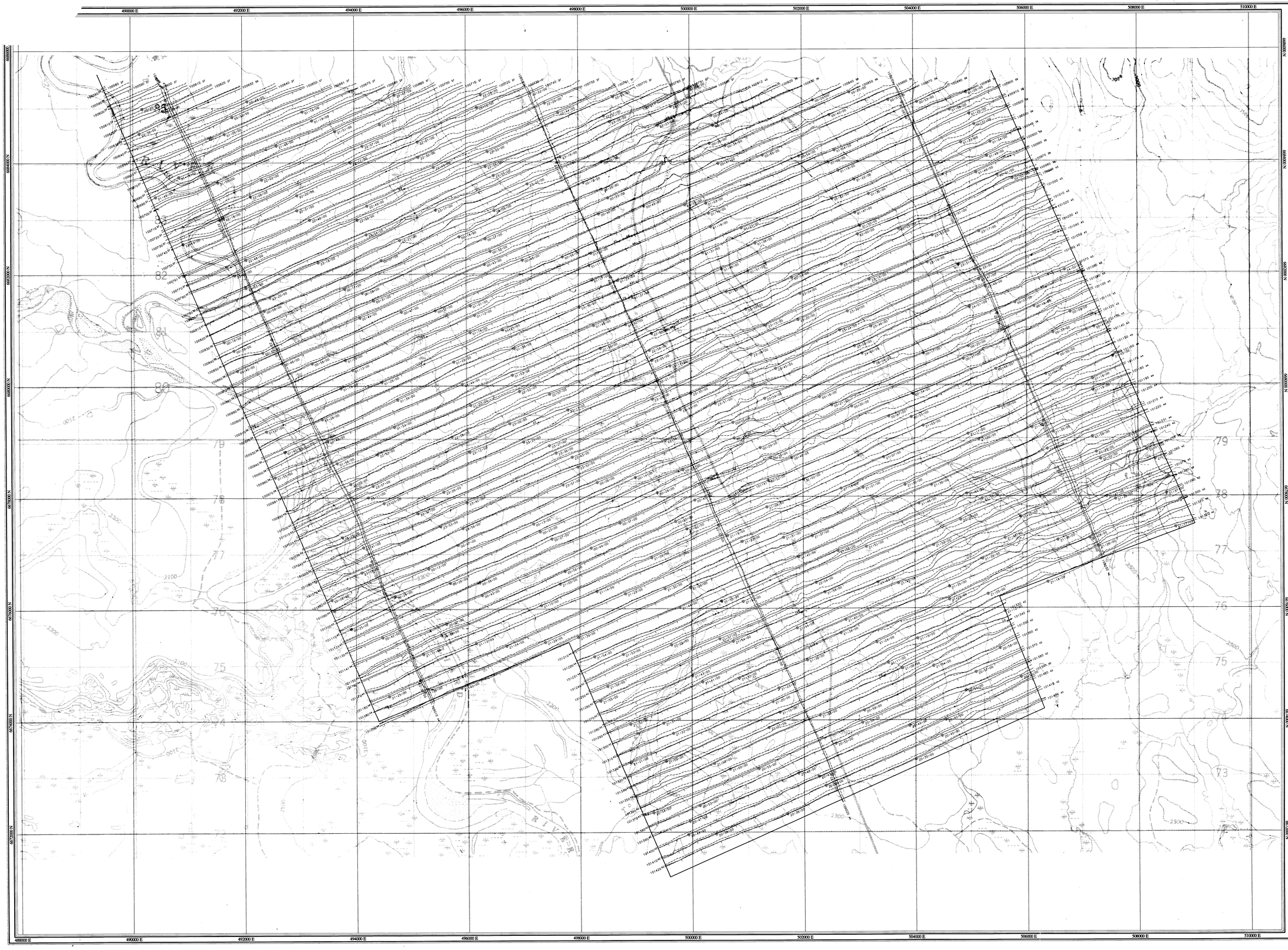
500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105A

Project : J9618H Map Ref : 2 -2


490000 E
492000 E
494000 E
496000 E
498000 E
500000 E
502000 E
504000 E
506000 E
508000 E
510000 E
6680000 N
6678000 N
6676000 N
6674000 N
6672000 N
6670000 N
N 6006599
N 6006399
N 6006199
N 6005999
N 6005799
N 6005599
Square: Grid North
Star: True North
Arrow: Magnetic North
Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.
Grid North - True North : -0.2°
Grid North - Magnetic North : 31.9°
Annual change : -0.09°
EM PROFILES
Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.
Profiles are presented as offsets from flight lines, using the vertical scales listed below:
COAXIAL
935 Hz - 2 ppm/mm
4800 Hz - 4 ppm/mm
FLIGHT PATH
Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.
Lines were flown at an azimuth of 66 - 246°, with an average line spacing of 200m.
Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.
COMINCO LTD.
EM PROFILES
935 Hz COAXIAL
HOLMES AREA
PELLY MOUNTAIN, YUKON
093550
SCALE 1:20 000
500 0 200 400 1000 2000 metres
aerodat
AERODAT INC.
Date Flown : MARCH-APRIL 1996
NTS : 105A
Project : J9618H
Map Ref : 2 -4A

488000 E | 490000 E | 492000 E | 494000 E | 496000 E | 498000 E | 500000 E | 502000 E | 504000 E | 506000 E | 508000 E | 510000 E

6686000 N | 6684000 N | 6682000 N | 6680000 N | 6678000 N | 6676000 N | 6674000 N

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : -0.2°
Grid North - Magnetic North : 31.9°
Annual change - -0.09°

EM PROFILES

Inphase and quadrature components (solid/dashed) of measured EM responses. Coaxial and coplanar coil pairs operating at fixed frequencies are mounted in a towed bird, with an average coil separation of 7.0m, and an average sensor elevation of 35m.

Profiles are presented as offsets from flight lines, using the vertical scales listed below:

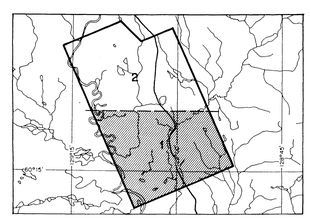
COAXIAL
935 Hz - 2 ppm/mm
4600 Hz - 4 ppm/mm

FLIGHT PATH

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 66 - 246°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 65m was monitored by radar and barometric altimeters.



COMINCO LTD.

EM PROFILES
4600 Hz COAXIAL

HOLMES AREA 093550

PELLY MOUNTAIN, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MARCH-APRIL 1996

NTS : 105A

Project : J9618H Map Ref : 2 - 4B