094943

2006 GEOPHYSICAL, AERIAL PHOTOGRAPHY AND ORTHOPHOTO ASSESSMENT REPORT ON THE KENO HILL PROPERTY

Comprising the Following Claims:

Alex and K Groups
Various UKHM holdings



Located in the:
Keno Hill Area
Mayo Mining District
Yukon Territory, Canada
N.T.S. 105M13 and 105M14

Latitude: 63° 57' N
Longitude: 135° 10' W

PREPARED FOR:

650399 BC Ltd.
(dba Alexco Resource Corp.)
1920-200 Granville Street
Vancouver, B.C. V6C 1S4

and

United Keno Hill Mines Limited in Receivership
(PricewaterhouseCoopers Inc.)
700 – 250 Howe Street
Vancouver, B.C. V6C 3S7

PREPARED BY:

Lou O'Connor, Geophysicist
Richard Lippoth, MS, Geologist
Mike Stammers, P.Geo.

Novagold Resources Inc.
2300-200 Granville St.
Vancouver, B.C. V6C 1S4

DATES WORK PERFORMED: June 29, 2006 to September 13, 2006

DATE OF REPORT: March 2007

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1.0 EXECUTIVE SUMMARY

Between 1921 and 1988, the Keno Hill district produced more than 217 million ounces of silver from ore having an average grade of 40.5 ounces per ton silver, 5.6% lead and 3.1% zinc. The historic grade would rank Keno Hill in the top 3% of today's global silver producers. The Keno Hill district is the second largest historical silver producer in Canada and was the economic backbone of the Yukon Territory for decades.

Since being selected as the preferred purchaser of the United Keno Hill Mines assets late in 2005, Alexco Resource Corp. has launched a comprehensive exploration campaign. Exploration work is supported and managed by a team of geologists from NovaGold Resources Inc. on behalf of Alexco. In the second half of 2006, Alexco completed airborne geophysical surveys, color aerial photography, orthophoto mapping and over 11,000 metres of diamond drilling in 40 holes.

2.0 INTRODUCTION

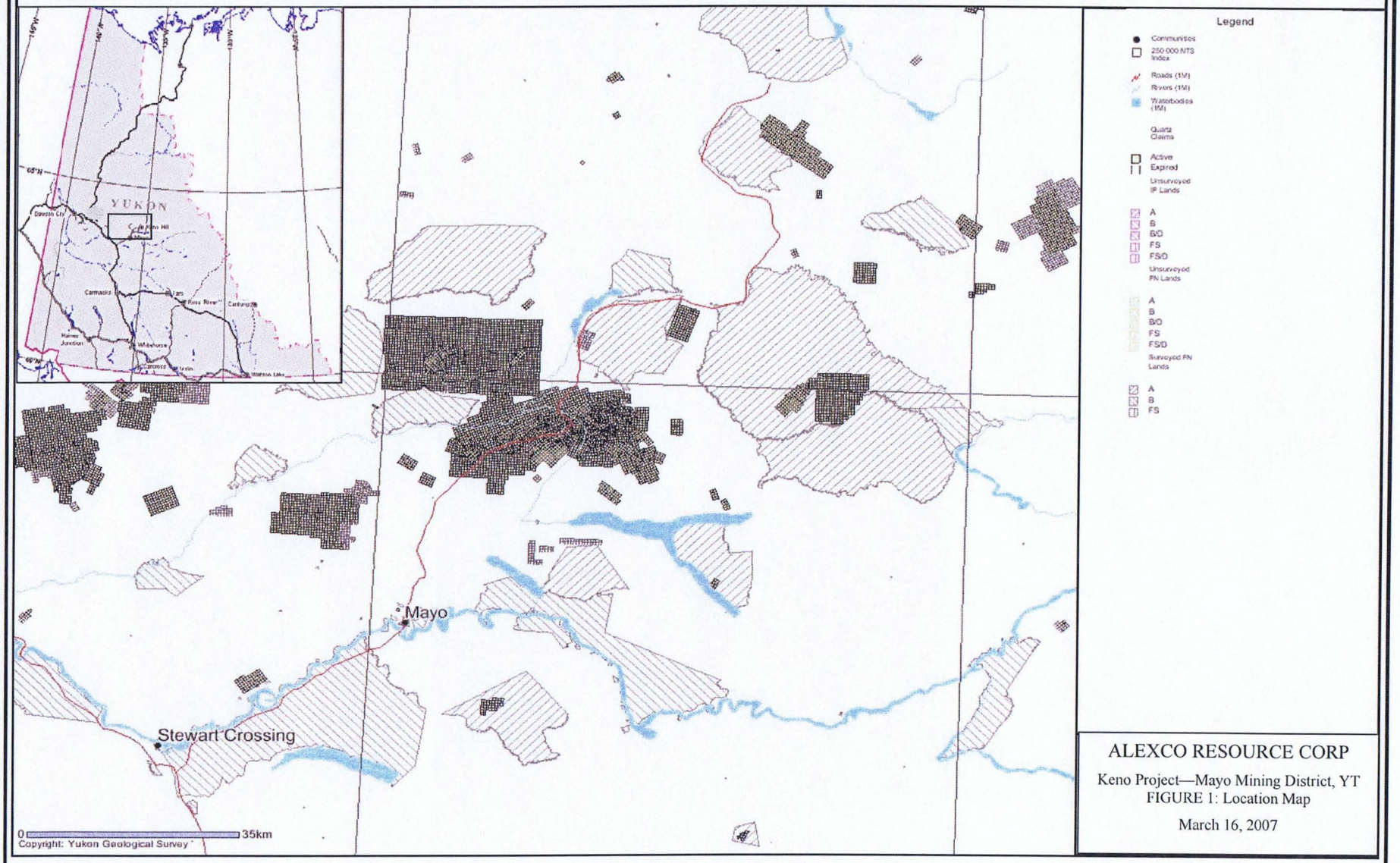
This report summarizes airborne geophysical, aerial photography and orthophoto mapping survey work completed on the Keno Hill property during the 2006 field season. Work for assessment purposes was conducted between June 29, 2006 and September 13, 2006. The two principal contractors engaged were McPhar Geosurveys Ltd. for the geophysical survey and Aero Geometrics Ltd. for the aerial photography and orthophoto mapping work. Planning, supervision and reporting work was provided by NovaGold Resources Inc. on behalf of 650399 BC Ltd. (dba Alexco Resource Corp.) and the court appointed receiver (Pricewaterhouse Coopers) of United Keno Hill Mines Limited (UKHM).

3.0 LOCATION AND ACCESS

The Keno Hill property consists of 121 quartz mining claims in the name of UKHM and 518 claims registered to 650399 BC Ltd. The property is located in the Mayo Mining District (Figure 1) approximately 350 km north of Whitehorse. The area is covered by NTS map sheets 105M/13 and 105M/14. The reference datum used is UTM NAD83 Zone 8, unless otherwise noted.

Access to the property can be had via the Silver Trail highway connecting the villages of Mayo and Keno City. The base of operations for the aircraft supported surveys was Mayo. Support personnel from NovaGold resided in camp facilities at Halfway Lakes or Elsa.

Keno Claims Location Map



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Keno Project—Mayo Mining District, YT
FIGURE 1: Location Map

March 16, 2007

4.0 CLAIM STATUS

The Keno Hill property is being explored by Alexco Resource Corp. It comprises a number of mining leases, crown grants and quartz mining claims (Figure 2). A total of 121 historic claims are registered in the name of United Keno Hill Mines Limited (UKHM) and are presently administered by PricewaterhouseCoopers Ltd, the court appointed receiver.

Two claim groups were acquired by 650399 BC Ltd (dba Alexco Resource Corp.) by staking in December 2005 and June 2006. The 85 "K" claims are mainly located in the eastern property area while the 418 "Alex" claims are situated to the north in the McQuesten River valley. All claim posts have been tagged in accordance with the Yukon Quartz Mining Act. Work is authorized under terms and conditions outlined in Mining Land Use Permit LQ00186 which was issued in July 2006 and is valid for 5 years.

A complete list of claims pertaining to this assessment report may be found in Appendix 1. Figure 2 is a claim location and ownership map. A cost statement and list of personnel related to the application of Certificates of Work are included as Appendices 2 and 3.

5.0 REGIONAL GEOLOGY

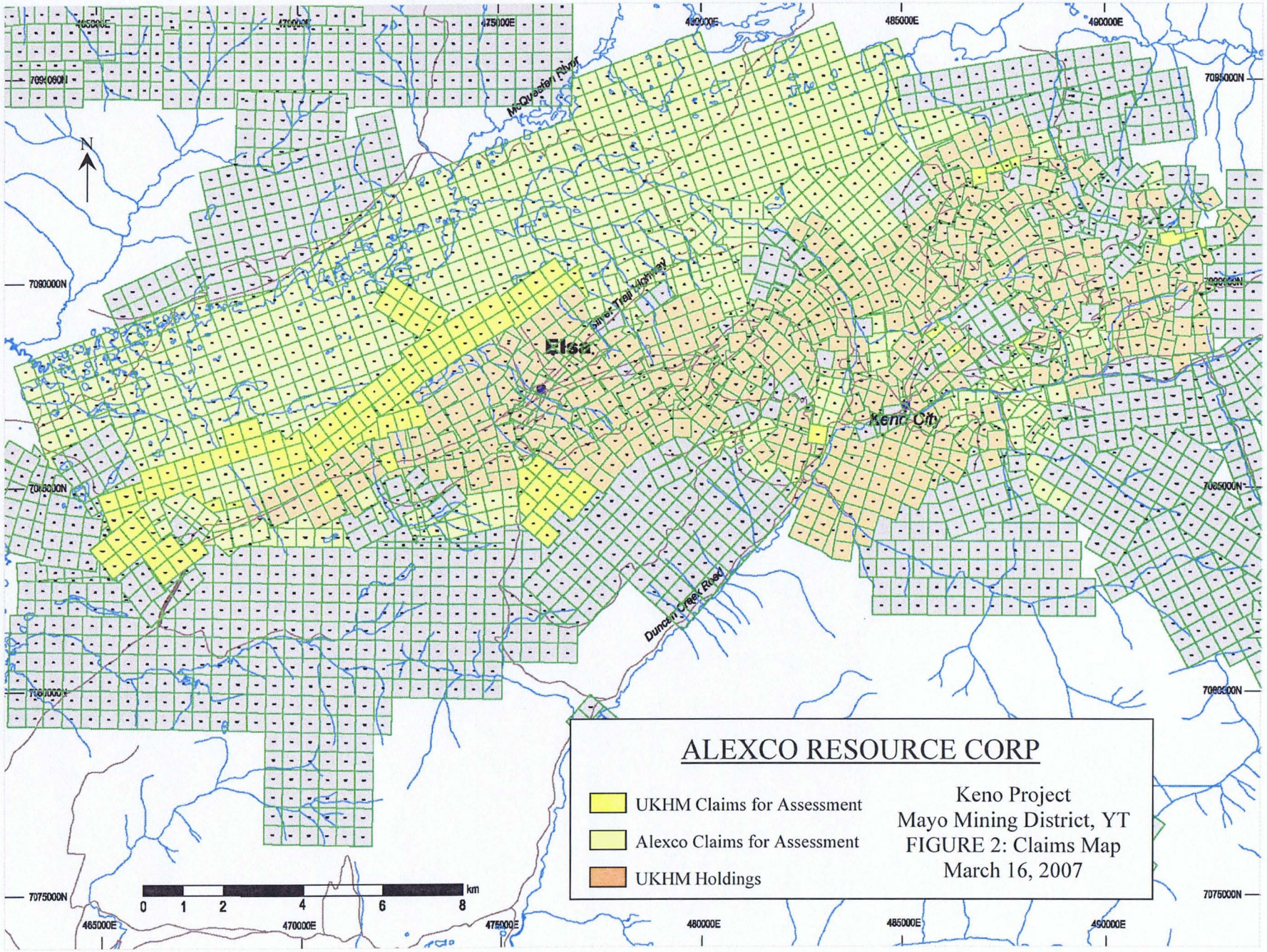
The property is situated within the western part of the Selwyn Basin in an area dominated by deformed and metamorphosed sediments accumulated at the edge of the Neoproterozoic to Paleozoic continental margin (Figure 3). During the Jurassic and Cretaceous, the area was subjected to compressional tectonic forces producing imbricate thrust sheets and widespread folding. In the mid-Cretaceous, renewed tectonism resulted in extensive brittle deformation and the emplacement of intrusive plutons.

Rocks thought to underlie the claim area include the Keno Hill Quartzite (Mississippian) host to most of the past producing ore bodies in the Keno Hill Camp. Structurally juxtaposed below the quartzite is the Lower Schist which has been correlated with the Devonian-Mississippian Earn Group. Overlying the quartzite in thrust contact is the Upper Schist (Hyland Group, pre-Cambrian to Cambrian).

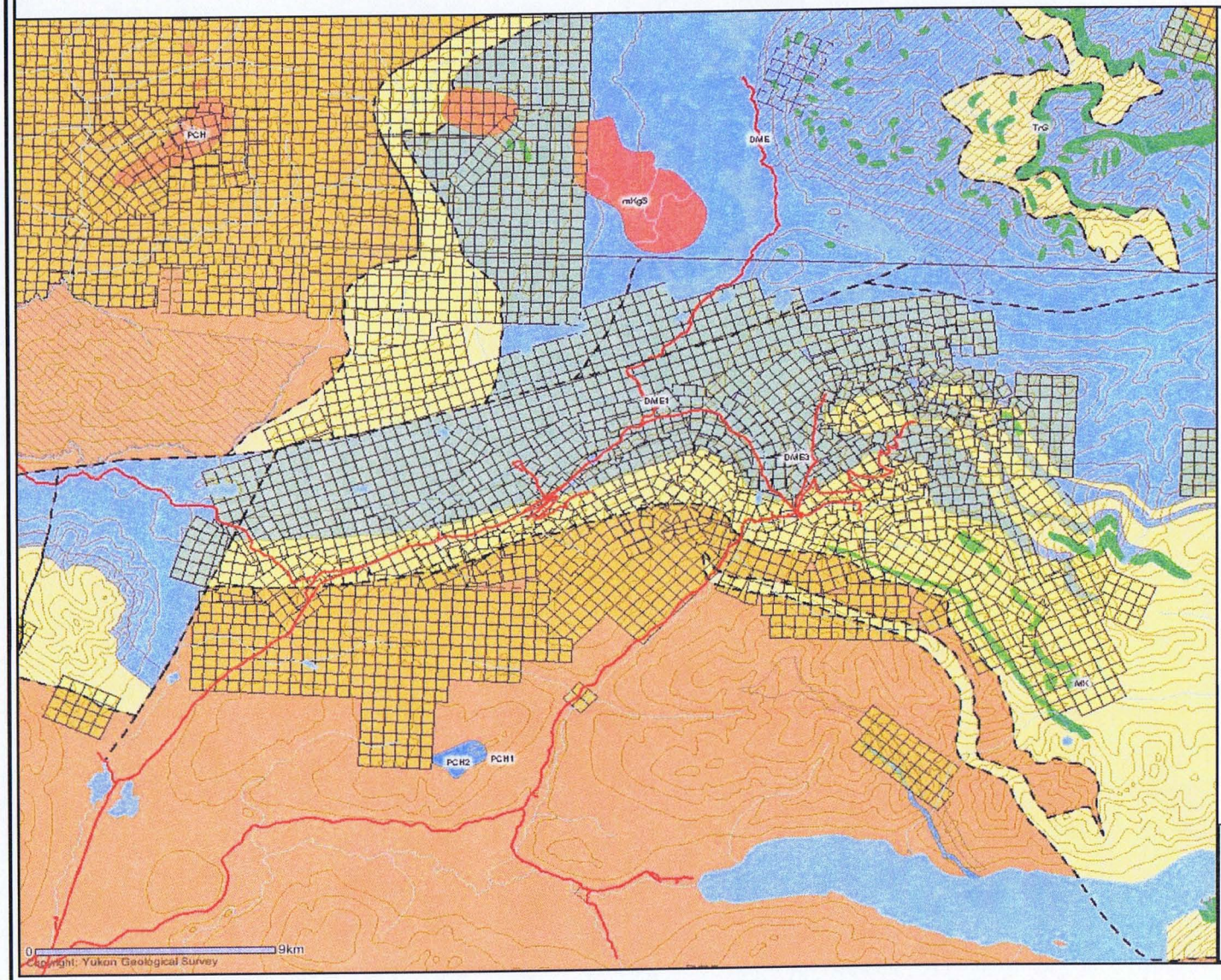
6.0 PROPERTY GEOLOGY

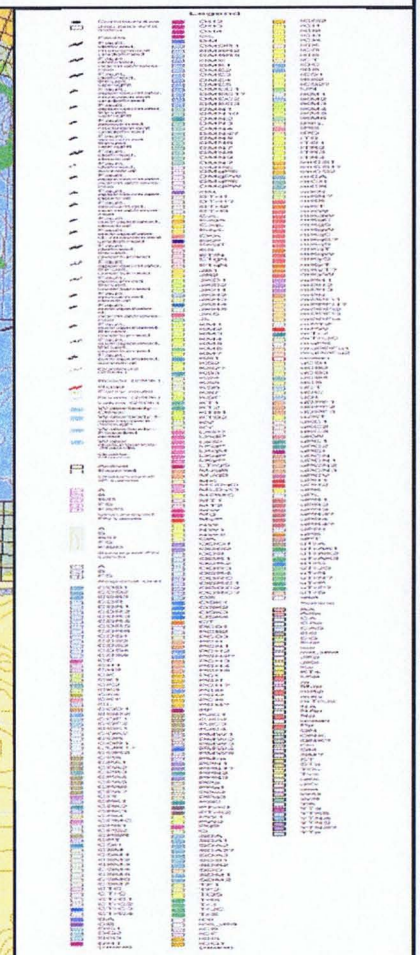
Much of the Keno hill area has seen periods of glaciation leaving till and other glacial deposits up to several metres thick. As a result, much of the bedrock geology is obscured and can only be determined from underground mine workings or drill holes. Geophysical techniques can provide indirect information about the subsurface geology.

A variety of mineral deposits occur near the claim areas, mainly localized by veins cutting interbanded quartzites and schists. Elsewhere, skarn type mineralization hosts


N
Elsa
Keno City
Duncan Creek Road
0 1 2 4 6 8 km
ALEXCO RESOURCE CORP
UKHM Claims for Assessment
Alexco Claims for Assessment
UKHM Holdings
Keno Project
Mayo Mining District, YT
FIGURE 2: Claims Map
March 16, 2007

Bedrock Geology - Keno Area





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Keno Project—Mayo Mining District, YT
FIGURE 3: Regional and Property Geology

March 16, 2007

potentially valuable concentrations of metals. In detail the structures controlling the distribution of mineralization form generally northeast trending zones that dip to the south. Intersecting structures are often important sites of mineral deposition where sufficiently brittle host rocks produce permeable fluid pathways.

7.0 AERIAL PHOTOGRAPHY AND ORTHOPHOTO WORK PROGRAM

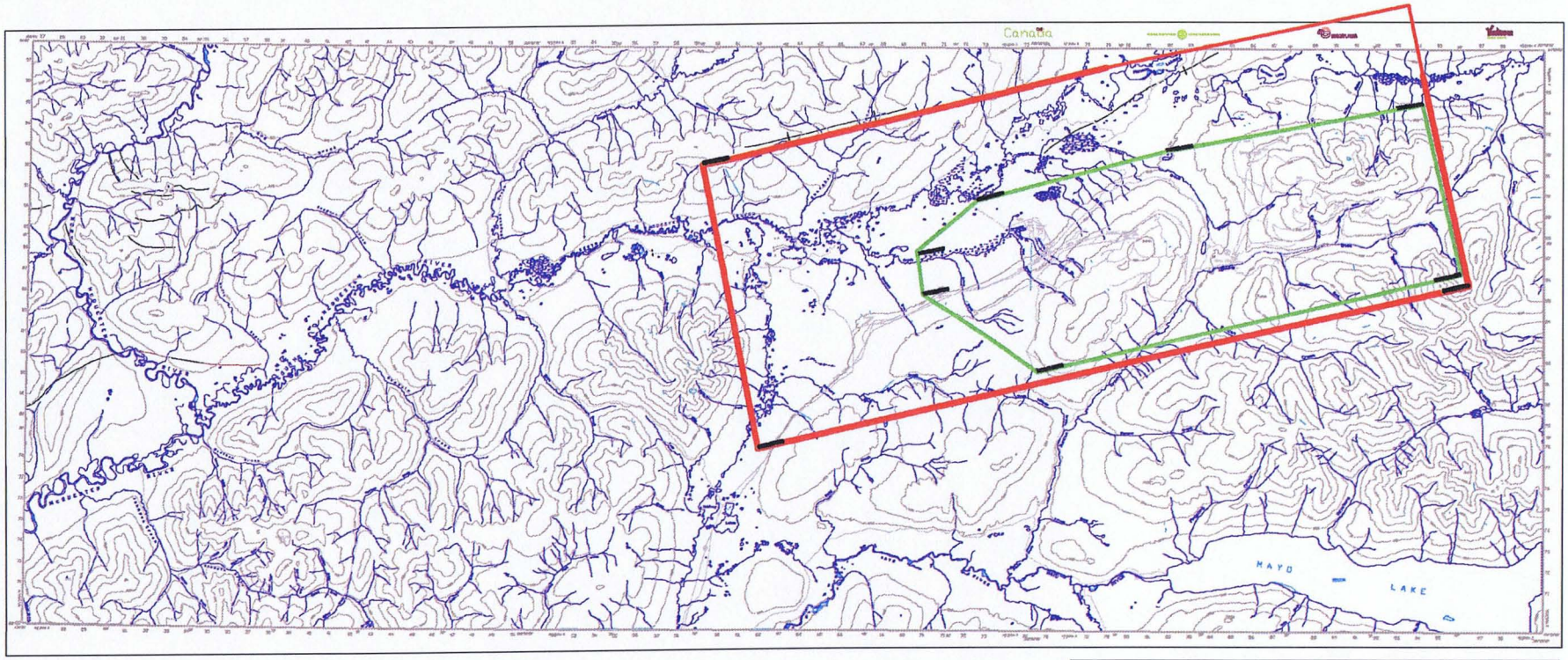
The colour aerial photography project was conceived to provide an up-to-date and accurate base map on which mineral exploration activities could be planned and recorded. Initial work began in July of 2006 and included the layout of approximately 25 targets to be used in rectifying the aerial photography. The aerial photography comprised 376 photographs and covered a 480 square kilometre area (Figure 4). A description of the work program and backup documentation from contractor Aero Geometrics is presented in Appendix 4. Associated survey control was performed by registered surveyors Aucoin Surveys, Ltd. Survey information is included as Appendix 5. The actual photography was delayed until the fall after all snow cover had disappeared and a succession of clear days allowed for optimum conditions. A photographic mapping camera with a focal length of 153 millimeter (6 inches) was used followed by scanning of the negative to produce digital images. Further work utilizing photogrammetry computer software resulted in orthophotographs and a digital stereo compilation which was used to generate surface topographic contour maps. The total area covered by orthophoto mapping was 220 square kilometers and is presented in 8 different sheets. A set of contour maps at a scale of 1:10,000 can be found as Sheets A1 – A4 and Sheets B1-B4 (in pocket).

8.0 AIRBORNE GEOPHYSICAL SURVEY

8.1 Introduction

During the summer of 2006 Alexco Resources contracted with McPhar GeoSurveys Ltd. to perform a helicopter combined magnetic and electromagnetic (EM) survey over an area of the Keno Hill camp. The survey was flown to map the magnetic and EM features associated with the regional geology and the high grade silver veins on an approximately 20 kilometre long east-northeast oriented belt containing numerous old mines and showings.

The geophysical survey instruments were a high resolution magnetometer and the THEM time domain electromagnetic (TDEM) system. The main survey covered 2016 line kilometres on a 365 square kilometre survey block with north-south oriented 200 metre spaced survey lines and 2000 metre spaced east-west oriented tie-lines. This main block extends a maximum of approximately 30 kilometres east-west and 15 kilometres north-south. During the time of the main survey a second area southwest of the main survey block was covered by a single north-south oriented 9 kilometre test line. Location of the main survey block and the separate test line is shown in Figure 5. An extensive data

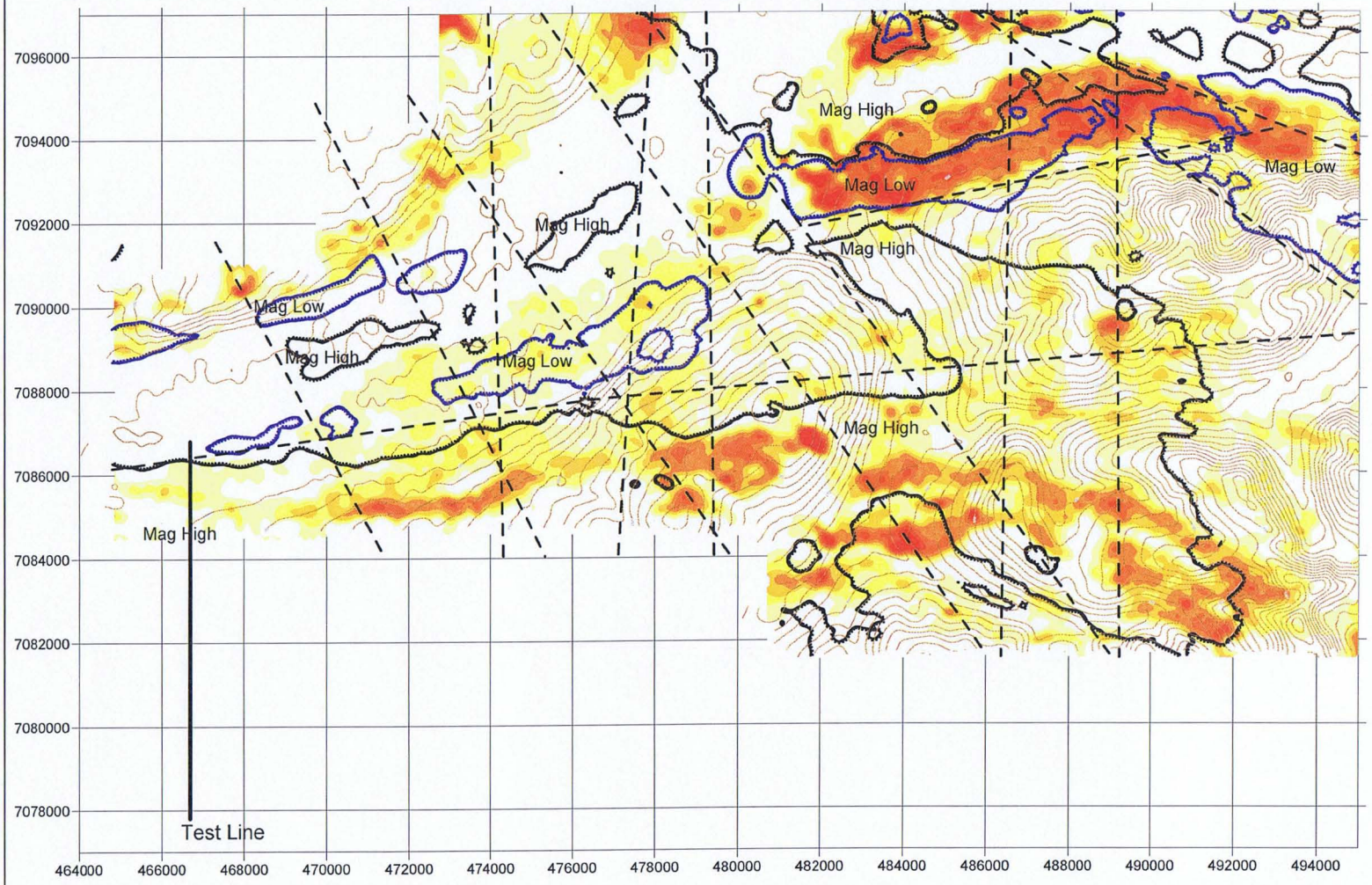


ALEXCO RESOURCE CORP

Keno Project—Mayo Mining District, YT
FIGURE 4: 2006 Air Photo Coverage
March 16, 2007

Flown Photo Area Outline
Orthophoto Area Outline

Keno Hill Summary Geophysical Interpretation Map
Conductive and Magnetic Trends on Contoured Digital Terrain Model



Conductance - Siemens

Outline Of Mag Low

Outline of Mag High

Magnetic Linear

Coordinates : UTM Zone 8; NAD 1983

Scale: 1/100,000

0 1000 2000

Meters

Alexco Resources

Keno Hill Project
Yukon
Canada

Helicopter
Magnetic and THEM Survey
Interpretation Map

Plotted by : Lou O'Connor
Date: 03/13/2007

report prepared by McPhar Geosurveys describing the instruments, survey procedures and data processing and containing the final mapping products is located in Appendix 6.

8.2 Summary of Results

The helicopter magnetic and EM survey of the Keno Hill area has produced complicated maps of magnetic and EM response reflecting the complex geology of the area. The survey did not produce distinct geophysical anomalies that can be directly associated with mineralization at the known vein silver deposits, but the magnetics and TDEM data did map structures and geology that may be related to ore controls and local geology.

The long wavelength magnetics are dominated by broad features trending east-west to east-northeast across the map (Figure 5). The magnetic pattern in the McQuesten River valley is consistent with a northeast-southwest fold axis following the valley. The strongest basement structure is a northwest-southeast trending linear from approximately 478000E, 7097000N to 490000E, 7082000N. Across this linear there appears to be a left lateral offset of up to 4 kilometres and a down drop on the southwest side. Existing mines are located proximal to a roughly east-west oriented magnetic contact. Most mines are typically one to two kilometres south of the contact between a magnetic low in the central third of the map and a low amplitude magnetic high that dominates the southern area of the map. This contact is offset by the previously mentioned northwest oriented structure.

Shorter wavelength features on the magnetic derivative maps are largely northeast to north trending except in the northeast corner of the map. They have typical strike lengths of 2 to 4 kilometres and are commonly terminated by numerous north-south and northwest trending linears. Since flight lines were flown north-south, any north-south features should be checked carefully for survey leveling problems.

The TDEM system is responding largely to the distribution of conductive and resistive units in the top 100 to 200 metres of the ground. On the EM maps the dominant trends of conductive and resistive units are again east-west to east-northeast. The strongest conductive features are long, narrow linear conductors trending east-west across the southern third of the map and a broad, complex conductor in the northeast quadrant of the survey block. The southern half of the conductor in the northeast quadrant shows direct correlation with a strong magnetic low possibly being produced by a reversely magnetized unit. The southern conductors are likely associated with carbonaceous to graphitic schist. Numerous small offsets of this unit are apparent along northwest trending structures. Between the northern and southern conductive features are weakly conductive, discontinuous zones, detectable at early time, which have largely decayed away by mid to late time windows. The McQuesten River valley appears as a broad resistive zone. An interpretive map of the geophysical surveys is presented as Figure 5.

8.3 Discussion - General

The 16 maps derived from the survey contained in the McPhar Geosurveys data report form the basis of this summary interpretation of the main survey block. Maps are in NAD83, UTM Zone 8N coordinate system. Contour maps are based on square 60 metre grids calculated from data points approximately every 2.5 to 3 metres along flight lines. The 16 maps can be separated into three sets: survey location maps (2), magnetic maps (7) and EM maps (7).

The survey location maps are a posting of flight line location and a contoured digital terrain model map. Flight line locations are based on differentially corrected GPS and the digital terrain model is calculated from radar altimeter data and GPS derived helicopter elevation. The digital terrain model has a range of elevations from about 650 to over 2000 metres. The low elevations follow the McQuesten River valley running through the north central to southwest corner of the survey area while the highest elevations are on the ridge tops in the eastern and southeastern areas of the map.

8.4 Discussion – Magnetics

The set of seven magnetic maps are:

-Total Magnetic Intensity (TMI)
-Total Magnetic Intensity with IGRF Removed (TMI-IGRF)
-Calculated Reduction To the Pole of TMI-IGRF (RTP TMI-IGRF)
-Calculated First Vertical Derivative of TMI-IGRF (1VD TMI-IGRF)
-Calculated Second Vertical Derivative of TMI-IGRF (2VD TMI-IGRF)
-Calculated Analytic Signal of the TMI (AS TMI)
-Calculated Horizontal Gradient of RTP TMI-IGRF

The color contoured images of TMI, TMI-IGRF and RTP TMI-IGRF all have very similar patterns. IGRF removal subtracts a very long wavelength reference field from the measured TMI. This does not significantly shift contour patterns in a local area. The RTP process centers anomalies on their sources. Here RTP is not significantly changing map patterns either since the magnetic field inclination at 78.5 degrees is nearly vertical anyway. The RTP TMI-IGRF will be used for discussing the broad features in the survey area. The last four listed maps are based on calculated spatial derivatives of the TMI based grids. They highlight lateral contacts and shorter wavelength features of the magnetic field and will be discussed separately.

The RTP TMI-IGRF map has a range from about +270 to about -425 nT over a complicated pattern of magnetic features. The strongest and sharpest anomalies occur as a set of positive and negative features in the northwest quadrant of the map. The intense magnetic lows, suggestive of reversely magnetized sources, occur in a 2 to 4 kilometre wide, broadly east-west oriented zone that extends from about 480000E to the eastern edge of the map with northings in the range of 7091000 N to 7095000N. Topographically this broad zone follows a north facing slope and an east-west trending

drainage. Within this broad zone are local anomalies with strike lengths and wavelengths of about 1 kilometre. North of this zone of magnetic lows is a 2 to 4 kilometre wide zone of magnetic highs again with local features on a scale of about 1 kilometre. The meandering axis of the magnetic high suggests the possibility of local fold axes. Two possible northeast trending axes are located in the area of 484000E, 7096000N and 485000E, 7095000N.

A northwest oriented linear from 490500E, 7062000N to 478000E, 7097000N separates magnetic features in the northeast quadrant of the map from similar looking anomalies to the east. This linear is associated with a major offset in the amplitude and lateral positions of the magnetic units. To the west of this linear, anomaly amplitudes decrease and the axis of the strong magnetic low is offset approximately 4 kilometres to the south. In net there appears to be both a left lateral offset and an increased depth to magnetic units east of the linear. Further complicating the structure in this area is a pair of north-south linears at about 478000E and 480000E.

In the northwest quadrant, the axis of the McQuesten River valley is approximately the location of a long northeast - southwest oriented magnetic high that is typically 2 to 3 kilometres wide and extends to the western edge of the map. To both the north and south the magnetic high is flanked by linear magnetic lows. The highs reach peak amplitudes of +100 to 125 nT and the lows have peak responses of about -50 nT. This pattern could be reflecting the axis of an anticline following the McQuesten valley.

In the southwest quadrant of the survey block, south of the McQuesten valley a strong magnetic linear can be followed from the southwest corner of the map at about 7086000N through to the eastern edge of the map at about 7089000N following an average azimuth of N85E. On the west it represents a contact between a relative magnetic low to the north and a broad magnetic unit to the south. Most of the existing mines in the western half of the district occur on the south side and within about a kilometre of this contact. In the eastern half of the map, this linear cuts through a broad, 100 square kilometre low amplitude magnetic high while the contact between the magnetic low and high that is proximal to the known mines is offset by the main northwest oriented structure. At the eastern edge of the map the linear appears to be associated with a narrow northeast trending dike-like magnetic high. The broad magnetic high has sharp gradients on a local 1 square kilometre high in the northwestern area of the anomaly indicating a shallow local source. Gentle gradients on the eastern margin, indicate the magnetic source either thins or deepens to the east.

The various spatial derivative maps do not provide any new information since they are derived from the TMI. The filtering involved in producing these maps helps to locate contacts, enhance edges of bodies and sharpen the short wavelength trends while suppressing the longer wavelength features on the RTP TMI-IGRF map. Magnetic features on the derivative maps show no clear association with known deposits, but they could be outlining local geological features that have some indirect relationship to distribution of mineralization at the different deposits. Only a detailed comparison with geology and structure at the deposit scale will be able to clarify the relationship of these

features to mineralization. When reviewing at a detailed scale the magnetic anomalies should be cross checked with potential cultural sources such as buildings, head frames and power lines.

The 1VD map has a complex pattern of generally northerly, northeast and northwest trending features. (The north-south trending features should be ground checked carefully since they parallel the primary flight line direction of the survey). In the northeast corner of the map northwesterly trends dominate, while over the rest of the map with a few exceptions, the northeast and northerly directions tend to dominate. In the western half of the map subtle northwest trends appear to be associated more with linear disruptions of contour patterns than with the responses of discrete sources, suggesting northwest trending faults, offsetting northerly and northeast oriented magnetic sources. In general both positive and negative features tend to be one half to one kilometre wide and have strike extents of one to six kilometres. In comparison to the 1VD map, the 2VD map has quite low relief over most of the survey area. The short wavelength, high amplitude anomalies visible on the RTP TMI-IGRF map that occur in the northeast quadrant and in the McQuesten River valley are the strongest features of the map. Subtle features and discontinuities though are visible and traceable over as much as 10 to 15 kilometres.

Both the horizontal gradient and the analytic signal maps use horizontal derivatives of the TMI. As such these maps tend to produce peak amplitudes at the edges of magnetic sources where the fields are changing most rapidly and relative lows where lateral changes in the field are smaller such as the interior of a wide zone with uniform magnetic properties. They do not preserve the sign of the original field. Outside of shifting anomalies to the edges of bodies, these maps show a strong similarity to the RTP TMI-IGRF map, but provide high resolution of lateral contacts.

8.5 Discussion – Electromagnetic Maps

The geometry and components of the THEM TDEM EM system and the data processing steps in the production of the EM interpretation maps are described in detail in the McPhar GeoSurveys report in Appendix 6. In summary, the system uses a vertical axis, 7.5 metre diameter, horizontal transmitter loop suspended about 50 metres below the helicopter. The transmitter waveform is an alternating half sine wave of 3.5644 milliseconds followed by an off-time interval of 16.6 milliseconds. The receiver, a three axes coil (x,y,z) located 27 metres above the transmitter on the magnetometer boom, digitally records the fields at 30 kilohertz or 1024 samples per cycle at a nominal sample interval of .016 milliseconds. In post flight processing EM signals are stacked and re-sampled into 35 windows for each pulse (9 on-time and 26 off-time) at10 times per second or approximately every 3 metres along the flight line. The final processing involved:

- Normalization of readings to ppm of the primary field
- Filtering and leveling of the EM windows
- Calculation of Apparent Conductance using a horizontal thin sheet algorithm
- Automatic EM anomaly picking for widows 15, 25 and 35.

Seven EM interpretation maps are included in this report:

- Contoured Window 15 dBz/dt Amplitude
- Contoured Window 25 dBz/dt Amplitude
- Contoured Window 35 dBz/dt Amplitude
- Apparent Conductance for Window 15 Bz
- Window 15 dBz/dt Offset Profiles with Picked Anomalies
- Window 25 dBz/dt Offset Profiles with Picked Anomalies
- Window 35 dBz/dt Offset Profiles with Picked Anomalies

The contoured amplitude maps for windows 15, 25 and 35 show the general trend of conductors as relative high amplitude responses. These windows centered at .41, 2.58 and 6.23 milliseconds after current turn off in the transmitter loop, represent the EM response of the ground at early, mid and late decay time with early off-time comparable to the high frequency response and late off-time comparable to the low frequency response in a frequency domain system. In a TDEM system the rate of decay of the response is related to its absolute CTP. The early off time window 15 will show both weak and strong conductors, but responses that persist to the mid and late time windows map are the stronger conductors. In general, depth penetration increases with delay time. Maximum depth penetration of the system is probably in the range of 150 to 200 metres, but is very dependent upon the local conductivity structure.

The window 15 map shows large response following long, roughly east-west to east-northeast bands in the northern and southern thirds of the map and weaker and less continuous roughly east-west to east-northeast trending responses in the central third of the map. The McQuesten River valley is a distinctive wide zone of low response indicating a uniformly resistive area. The narrow conductive trend in the southern third of the map extends over 20 kilometres and is undoubtedly reflecting a geologic unit containing graphitic or carbonaceous material. In the southeast corner of the map two or possibly even three similar parallel trends can be seen extending to the edge of the map.

A regular pattern of northwest oriented structures appear to be offsetting this conductor along strike. Every 1 to 3 kilometres there appears to be a right lateral step in the axis of the conductive horizon. These linears could extend across the survey area, but the low response in the central third of the map makes them hard to trace to the north. More irregularly spaced, but persistent north-south oriented linears can also be seen. Examples can be found at about 470000E, 4780000E, 480000E, 488000E and 493000E. Again, these north-south features parallel flight lines and should be double checked on the ground.

The southern conductors have a complex relationship with the magnetic anomaly pattern. In the western half of the trend the axis of the conductor and the axis of the magnetic high are near coincident, but on the east, magnetic and EM axes are generally offset. This could reflect changing geologic dip along strike from east to west. A flat dip on the west

half of the trend could cause overlapping of magnetic and EM responses that are coming from different geologic units.

In the northern third of the window 15 contour map, a weak trend is occurring on the northwest flank of the McQuesten River valley, on the north flank of the possible fold axis located in the valley. This conductor is at the northwest margin of the survey block and is not fully covered, but again a likely source would be a carbonaceous to weakly graphitic unit. This could explain this area's association with a weak magnetic low.

In the northeast quadrant of the map a 2 kilometre wide and 12 kilometre long zone of conductors is located in the area of the strong magnetic lows that appear to be associated with reversed magnetization. At least two parallel semi-continuous bands of conductors within the wide zone again show a complicated relationship with the magnetic anomaly pattern. Only the southern conductive trend is associated with the magnetic low. At the north edge of the map at 484000 to 486000E is a separate conductive trend that has not been fully covered. It too shows a correlation with a local magnetic low.

The contour maps for windows 25 and 35 EM amplitudes show how responses persist over time. The weaker responses in the central third of the map appear to decay most quickly. Line to line continuity is entirely gone by late time as signal has decayed to background. On the southern band of conductors about a dozen areas have local highs on the window 25 map and about a half dozen are still visible as relative highs on the window 35 map. The source of local increased response could be related to structure, increasing graphite content or a local increase in the thickness of the conductive horizon.

In the northern third of the window 25 and 35 maps the broad zone between 482000 and 494000E shows the greatest response, particularly on the southern horizon that is associated with the interpreted reversely magnetized zone. The northern horizon in this broad zone is less continuous and more spotty in appearance. At the northern edge of the map two local high conductance areas stand out. One occurs at 477000E and another occurs at 485500E.

Although known deposits do not show a consistent association with conductors, these local, more highly conductive zones should be field checked to determine their source. They could represent a different style of mineralization than what has been discovered so far in this district.

The window 15 apparent conductance map is an attempt at a quantitative interpretation of the conductance of the sources producing the EM responses. A thin conductive horizontal sheet model has been fitted to the early time decay curve to produce the conductance values. This is somewhat comparable to a high frequency apparent resistivity map as early time response is sensitive to shallow structure and weak conductivity contrasts. Conductances or conductivity-thickness products range from near zero to about 8 Siemens. These values are low for graphitic units, but the early time values are probably lower than what a later time model would produce for conductors that persist to late time. Lowest values follow the McQuesten drainage and highest

values follow the previously discussed zones in the northern and southern third of the survey block. The central third of the survey block has conductances that range between 0.5 and about 2 Siemens.

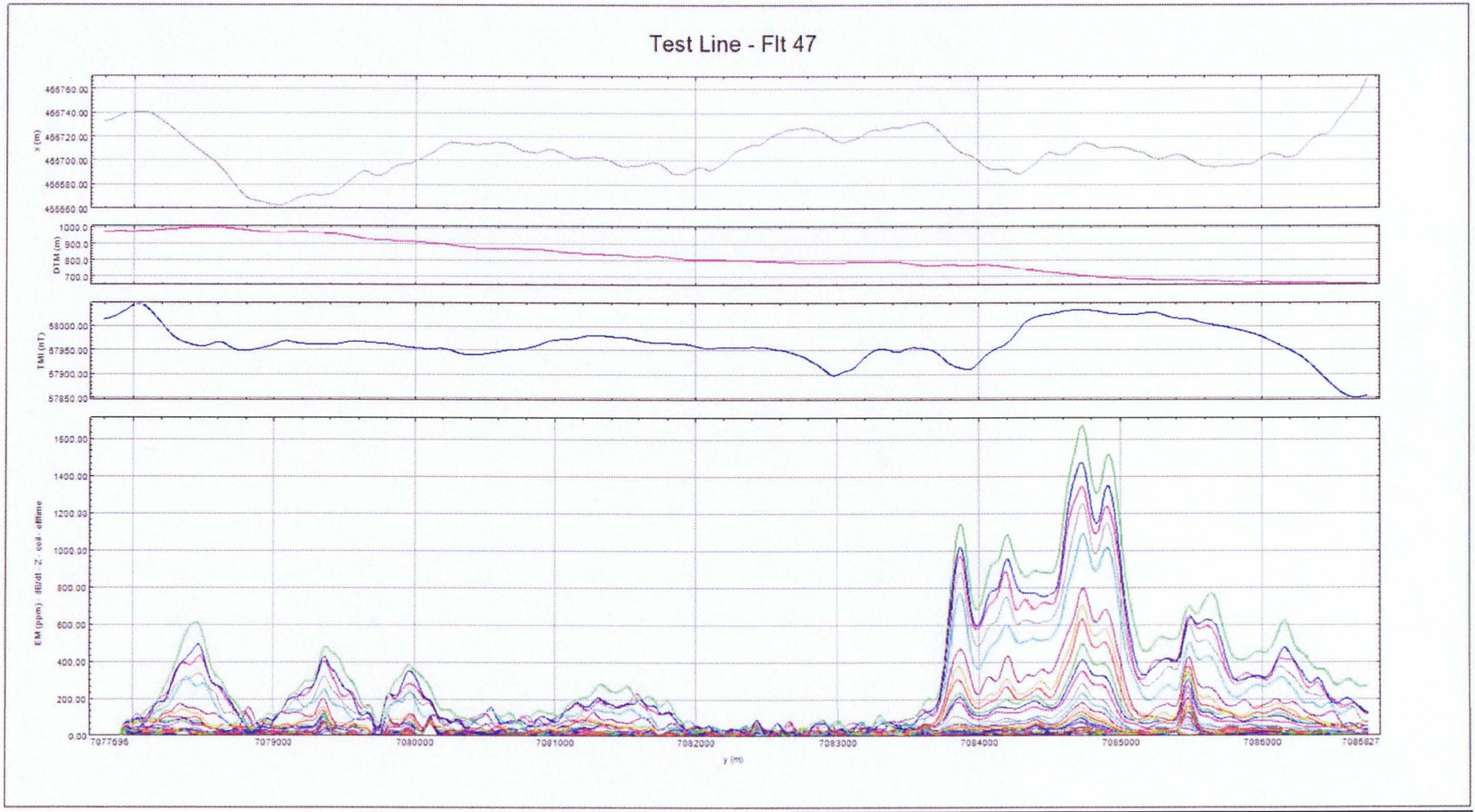
The maps of windows 15, 25 and 35 profiles with posted anomaly locations show the axes of conductors picked automatically by computer using a steeply dipping sheet model. These picks provide a high resolution location of the anomaly source on a line by line basis. They should be used for detailed location of conductors in the field. Each map has been picked separately, based on signal and noise levels of the window being picked. Weaker conductors do not produce recognizable anomalies at later times and will not be located on later time maps. Note that the conductance value assigned to each anomaly is the conductance determined from the early time decay analysis using an infinite horizontal sheet model and not a value derived from a vertical sheet model for the particular window being picked. These maps illustrate the contrast in character between the long linear conductors in the southern third of survey block and the much more complex distribution of conductors in the northeast quadrant of the survey block associated with the prominent magnetic low and suggests that different geologic sources could be involved.

8.6 Discussion – Test Line

The data from the nine kilometre north-south oriented test line located to the southwest of the main survey block is summarized in Figure 6, as a stacked section plot of profiles of total field magnetics and multi-window TDEM data. This single north-south line was flown outside the survey block as a test line. The magnetic profile has a range of 200 nT over the approximately nine kilometre line. Magnetic values peak at the south end of the line where a local 100 nT anomaly occurs at about 7078000N. A longer wavelength 100 to 150 nT high occurs at the north end of the line between 7084000N and 7086000N. The gentle gradients would suggest source depths could be a couple hundred metres. Two small local magnetic lows each with amplitudes of about -50 nT occur on the profile. One is located at 7083000N and another at 7083800N.

The multi-window EM profile data is much more active than the magnetics. At least twelve distinct peaks can be identified in two separate zones of conductors. Four broad, low amplitude and rapidly decaying anomalies can be identified in a southern band of conductors between 7078000N and 7082000N. A distinctly resistive and non-responsive area extends from 7082000N to 7083800N. From 7083800N to the north end of the line at 7086800N is the second band of conductors, characterized by narrow high amplitudes anomalies that persist to the late time channels. These conductors are undoubtedly the southwestern extension of the conductive trends identified in the main survey block. Strongest responses occur at 7084800N and 7085500N. The narrow and unusual looking feature at 7085500N could be related to culture.

Keno Hill 2006 Helicopter Magnetic and EM Survey



ALEXCO RESOURCE CORP

Keno Project—Mayo Mining District, YT
FIGURE 6: Test Line Geophysical Profiles
March 16, 2007

9.0 CONCLUSIONS AND RECOMMENDATIONS

The results of this survey should help greatly in upgrading the geologic mapping in the district. Obvious local conductive anomalies should be ground checked for geologic significance although it appears unlikely that strong responses will be related to a style of mineralization similar to the high grade veins. The greatest value of the data may be in detailed mapping of features and structures around existing mines. In this context it is important to keep in mind that this area has had a long history of mining activity and that the survey area contains a number of buildings, mine structures, phone lines and power lines (both active and inactive) that could be producing local magnetic and EM anomalies. Ground checking is required to confirm the source of any geophysical features of potential interest.

APPENDIX 1

LIST OF CLAIMS

650399 BC LTD.
UNITED KENO HILL MINES LIMITED

650399 BC LTD. - CLAIM RENEWALS

Grant Number	Claim Name	Claim Number	Record Date	EXPIRY DATES Current	Requested	Requested Renewal	NTS
YC42549	K	1	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42550	K	2	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42551	K	3	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42552	K	4	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42553	K	5	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42554	K	6	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42555	K	7	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42556	K	8	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42557	K	9	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42558	K	10	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42559	K	11	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42560	K	12	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42561	K	13	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42562	K	14	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42563	K	15	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42564	K	16	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42565	K	17	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42566	K	18	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42567	K	19	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42568	K	20	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42569	K	21	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42570	K	22	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42571	K	23	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42572	K	24	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42573	K	25	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42574	K	26	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42575	K	27	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42576	K	28	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42577	K	29	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42578	K	30	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42579	K	31	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42580	K	32	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42581	K	33	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42582	K	34	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42583	K	35	01/12/2005	01/12/2006	2 years to:	December 1, 2008	105M14
YC42584	K	36	01/12/2005	01/12/2006	2 years to:	December 1, 2008	105M14
YC42585	K	37	01/12/2005	01/12/2006	2 years to:	December 1, 2008	105M14
YC42586	K	38	01/12/2005	01/12/2006	2 years to:	December 1, 2008	105M14
YC42587	K	39	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42588	K	40	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42589	K	41	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42590	K	42	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42591	K	43	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42592	K	44	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42593	K	45	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42594	K	46	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42595	K	47	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14

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Grant Number	Claim Name	Claim Number	Record Date	EXPIRY DATES Current	Requested	Requested Renewal	NTS
YC42596	K	48	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42597	K	49	03/12/2005	03/12/2006	2 years to:	December 3, 2008	105M14
YC42598	K	50	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42599	K	51	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42600	K	52	03/12/2005	03/12/2006	2 years to:	December 3, 2008	105M14
YC42601	K	53	05/12/2005	05/12/2006	2 years to:	December 5, 2008	105M14
YC42602	K	54	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42603	K	55	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42604	K	56	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42605	K	57	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42606	K	58	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42607	K	59	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42608	K	60	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42609	K	61	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42610	K	62	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42611	K	63	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42612	K	64	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42613	K	65	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42614	K	66	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42615	K	67	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42616	K	68	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42617	K	69	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42618	K	70	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42619	K	71	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42620	K	72	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42621	K	73	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42622	K	74	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42623	K	75	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42624	K	76	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42625	k	77	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42626	k	78	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42627	K	79	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42628	K	80	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42629	K	81	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42630	K	82	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42631	K	83	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42632	K	84	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC42633	K	85	15/12/2005	15/12/2006	2 years to:	December 15, 2008	105M14
YC48132	Alex	1	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48133	Alex	2	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48134	Alex	3	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48135	Alex	4	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48136	Alex	5	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48137	Alex	6	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48138	Alex	7	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48139	Alex	8	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48140	Alex	9	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14

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Grant Number	Claim Name	Claim Number	Record Date	EXPIRY DATES Current	Requested	Requested Renewal	NTS
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YC48142	Alex	11	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48143	Alex	12	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48144	Alex	13	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48145	Alex	14	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48146	Alex	15	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48147	Alex	16	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48148	Alex	17F	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48149	Alex	18F	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48150	Alex	19F	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48151	Alex	20	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48152	Alex	21	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48153	Alex	22	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48154	Alex	23	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48155	Alex	24	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48156	Alex	25	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48157	Alex	26	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48158	Alex	27	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48159	Alex	28	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48160	Alex	29	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48161	Alex	30	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48162	Alex	31	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48163	Alex	32	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48164	Alex	33	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48165	Alex	34	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48166	Alex	35	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48167	Alex	36	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48168	Alex	37	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48169	Alex	38	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48170	Alex	39	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13,M14
YC48171	Alex	40	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13,M14
YC48172	Alex	41	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48173	Alex	42	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48174	Alex	43	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48175	Alex	44	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48176	Alex	45	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48177	Alex	46	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48178	Alex	47	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48179	Alex	48	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48180	Alex	49	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48181	Alex	50	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48182	Alex	51	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48183	Alex	52	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48184	Alex	53	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48185	Alex	54	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48186	Alex	55	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48187	Alex	56	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14

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Grant Number	Claim Name	Claim Number	Record Date	EXPIRY DATES Current	Requested	Requested Renewal	NTS
YC48188	Alex	57	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48189	Alex	58	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48190	Alex	59	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48191	Alex	60	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48192	Alex	61	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48193	Alex	62	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48194	Alex	63	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48195	Alex	64	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48196	Alex	65	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48197	Alex	66	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48198	Alex	67	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48199	Alex	68	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48200	Alex	69	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48201	Alex	70	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48202	Alex	71	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48203	Alex	72	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48204	Alex	73	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48205	Alex	74	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48206	Alex	75	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48207	Alex	76	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48208	Alex	77	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48209	Alex	78	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48210	Alex	79	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48211	Alex	80	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48212	Alex	81	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48213	Alex	82	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48214	Alex	83	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48215	Alex	84	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48216	Alex	85	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48217	Alex	86	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48218	Alex	87	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48219	Alex	88	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48220	Alex	89	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48221	Alex	90	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48222	Alex	91	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48223	Alex	92	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48224	Alex	93	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48225	Alex	94	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48226	Alex	95	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48227	Alex	96	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48228	Alex	97	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48229	Alex	98	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48230	Alex	99	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48231	Alex	100	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48232	Alex	101	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48233	Alex	102	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48234	Alex	103	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13

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Grant Number	Claim Name	Claim Number	Record Date	EXPIRY DATES Current	Requested	Requested Renewal	NTS
YC48235	Alex	104	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48236	Alex	105	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48237	Alex	106	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48238	Alex	107	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48239	Alex	108	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48240	Alex	109	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48241	Alex	110	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48242	Alex	111	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48243	Alex	112	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48244	Alex	113	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48245	Alex	114	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48246	Alex	115	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48247	Alex	116	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48248	Alex	117	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48249	Alex	118	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48250	Alex	119	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48251	Alex	120	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48252	Alex	121	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48253	Alex	122	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48254	Alex	123	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48255	Alex	124	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48256	Alex	125	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48257	Alex	126	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48258	Alex	127	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48259	Alex	128	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48260	Alex	129	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48261	Alex	130	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48262	Alex	131	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48263	Alex	132	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48264	Alex	133	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13,M14
YC48265	Alex	134	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13,M14
YC48266	Alex	135	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48267	Alex	136	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48268	Alex	137	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48269	Alex	138	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48270	Alex	139	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48271	Alex	140	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48272	Alex	141	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48273	Alex	142	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48274	Alex	143	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48275	Alex	144	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48276	Alex	145	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48277	Alex	146	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48278	Alex	147	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48279	Alex	148	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48280	Alex	149	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48281	Alex	150	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14

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YC48282	Alex	151	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48283	Alex	152	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48284	Alex	153	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48285	Alex	154	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48286	Alex	155	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48287	Alex	156	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48288	Alex	157	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48289	Alex	158	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48290	Alex	159	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48291	Alex	160	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48292	Alex	161	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48293	Alex	162	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48294	Alex	163	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48295	Alex	164	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48296	Alex	165	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48297	Alex	166	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48298	Alex	167	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48299	Alex	168	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48300	Alex	169	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48301	Alex	170	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48302	Alex	171	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48303	Alex	172	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48304	Alex	173	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48305	Alex	174	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48306	Alex	175	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48307	Alex	176	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48308	Alex	177	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48309	Alex	178F	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48310	Alex	179	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48311	Alex	180	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48312	Alex	181	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48313	Alex	182	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48314	Alex	183	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48315	Alex	184	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48316	Alex	185	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48317	Alex	186	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48318	Alex	187	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48319	Alex	188	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48320	Alex	189	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48321	Alex	190	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48322	Alex	191	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48323	Alex	192	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48324	Alex	193	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48325	Alex	194	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48326	Alex	195	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48327	Alex	196	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48328	Alex	197	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13

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YC48329	Alex	198	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48330	Alex	199	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48331	Alex	200	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48332	Alex	201	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48333	Alex	202	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48334	Alex	203	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48335	Alex	204	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48336	Alex	205	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48337	Alex	206	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48338	Alex	207	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48548	Alex	208	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48339	Alex	209	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48340	Alex	210	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48341	Alex	211	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48342	Alex	212	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48343	Alex	213	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48344	Alex	214	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48345	Alex	215	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48346	Alex	216	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48347	Alex	217	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48348	Alex	218	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48349	Alex	219	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48350	Alex	220	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48351	Alex	221	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48352	Alex	222F	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48353	Alex	223	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48354	Alex	224	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48355	Alex	225	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48356	Alex	226	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48357	Alex	227	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48358	Alex	228	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48359	Alex	229	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48360	Alex	230	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48361	Alex	231	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48362	Alex	232	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48363	Alex	233	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48364	Alex	234	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13,M14
YC48365	Alex	235	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13,M14
YC48366	Alex	236	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48367	Alex	237	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48368	Alex	238	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48369	Alex	239	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48370	Alex	240	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48371	Alex	241	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48372	Alex	242	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48373	Alex	243	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48374	Alex	244	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14

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YC48375	Alex	245	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48376	Alex	246	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48377	Alex	247	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48378	Alex	248	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48379	Alex	249	05/06/2006	05/06/2007	2 years to:	June 2, 2009	105M14
YC48380	Alex	250	05/06/2006	05/06/2007	2 years to:	June 2, 2009	105M14
YC48381	Alex	251	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48382	Alex	252	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48383	Alex	253	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48384	Alex	254	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48385	Alex	255	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48386	Alex	256	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48387	Alex	257	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48388	Alex	258	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48389	Alex	259	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48390	Alex	260	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48391	Alex	261	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48392	Alex	262	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48393	Alex	263	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48549	Alex	264	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48394	Alex	265	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48395	Alex	266	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48396	Alex	267	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48397	Alex	268	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48398	Alex	269	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48399	Alex	270	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48400	Alex	271	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48401	Alex	272	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48402	Alex	273	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48403	Alex	274	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48404	Alex	275	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48405	Alex	276	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48406	Alex	277	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48407	Alex	278	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48408	Alex	279	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48409	Alex	280	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48410	Alex	287	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48411	Alex	288	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48412	Alex	289	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48413	Alex	290F	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48414	Alex	291	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48415	Alex	292	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48416	Alex	293	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48417	Alex	294	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48418	Alex	295	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48419	Alex	296	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48420	Alex	297	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13

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YC48421	Alex	298	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48422	Alex	299	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48423	Alex	300	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48424	Alex	301	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48425	Alex	302	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48426	Alex	303	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48427	Alex	304	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48428	Alex	305	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48429	Alex	306	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48430	Alex	307	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48431	Alex	308	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48432	Alex	309	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48433	Alex	310	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48434	Alex	311	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48435	Alex	312	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48436	Alex	313	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48437	Alex	314	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48438	Alex	315	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48439	Alex	316	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48440	Alex	317	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48441	Alex	318	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48442	Alex	319	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48443	Alex	320	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48444	Alex	321	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48445	Alex	322	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48446	Alex	323	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48447	Alex	324	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48448	Alex	325F	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48449	Alex	326	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48450	Alex	327	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48451	Alex	328	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48452	Alex	329	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48453	Alex	330	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48454	Alex	331	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48455	Alex	332	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48456	Alex	333	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48457	Alex	334	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48458	Alex	335	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48459	Alex	336	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48460	Alex	337	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13,M14
YC48461	Alex	338	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13,M14
YC48462	Alex	339	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48463	Alex	340	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48464	Alex	341	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48465	Alex	342F	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48466	Alex	343	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48467	Alex	344	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14

650399 BC LTD. - CLAIM RENEWALS

Grant Number	Claim Name	Claim Number	Record Date	EXPIRY DATES Current	Requested	Requested Renewal	NTS
YC48468	Alex	345	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48469	Alex	346	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48470	Alex	347	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48471	Alex	348F	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48472	Alex	349	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48473	Alex	350	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48474	Alex	351	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48475	Alex	352	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48476	Alex	353	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48477	Alex	354	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48478	Alex	355	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48479	Alex	356	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48480	Alex	357	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48481	Alex	358	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48482	Alex	359	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48483	Alex	360	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48484	Alex	361	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48485	Alex	362	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48486	Alex	363	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48487	Alex	364	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48488	Alex	365	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48489	Alex	366	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48490	Alex	367	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48491	Alex	368	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48492	Alex	369	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48493	Alex	371	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48494	Alex	372	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48495	Alex	373	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48496	Alex	374	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48497	Alex	375	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48498	Alex	376F	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48499	Alex	377	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48500	Alex	379	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48501	Alex	380	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48502	Alex	381	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48503	Alex	382	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48504	Alex	383	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48505	Alex	384	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48506	Alex	386	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48507	Alex	400	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48508	Alex	401	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48509	Alex	403	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48510	Alex	404	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48511	Alex	423	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48512	Alex	424	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48513	Alex	425F	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M14
YC48514	Alex	429	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13

650399 BC LTD. - CLAIM RENEWALS

Grant Number	Claim Name	Claim Number	Record Date	EXPIRY DATES Current	Requested	Requested Renewal	NTS
YC48515	Alex	430F	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48516	Alex	431	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48517	Alex	432	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48518	Alex	433	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48519	Alex	434	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48520	Alex	435	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48521	Alex	436	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48522	Alex	437	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48523	Alex	438	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48524	Alex	439	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48525	Alex	440F	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48526	Alex	441	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48527	Alex	442	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48528	Alex	443	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48529	Alex	444	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48530	Alex	445	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48531	Alex	446	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48532	Alex	447	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48533	Alex	448	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48534	Alex	449	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48535	Alex	450	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48536	Alex	451	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48537	Alex	452	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48538	Alex	453	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48539	Alex	454	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48540	Alex	455	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48541	Alex	456	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48542	Alex	457	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48543	Alex	458	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48544	Alex	459F	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48545	Alex	460	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48546	Alex	461	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13
YC48547	Alex	462	02/06/2006	02/06/2007	2 years to:	June 2, 2009	105M13

Grant Number	Claim Name	Claim Number	Record Date	EXPIRY DATES Current	Requested	Requested Renewal	NTS
14858	ADA		30-Aug-23	1-Oct-06	2 years to:	October 1, 2008	105M14
YB29727	ALLA	4	19-Mar-93	19-Mar-07	2 years to:	March 19, 2009	105M13
YB29728	ALLA	5	19-Mar-93	19-Mar-07	2 years to:	March 19, 2009	105M13
YB29729	ALLA	6	19-Mar-93	19-Mar-07	2 years to:	March 19, 2009	105M13
YB43712	Barb One		12-Oct-94	12-Oct-06	2 years to:	October 12, 2008	105M14
14826	BELL YORK		9-Jul-23	1-Oct-06	2 years to:	October 1, 2008	105M14
55394	BOB		5-Mar-46	1-Oct-06	2 years to:	October 1, 2008	105M14
YA39498	Bulldozer	1	4-Apr-79	4-Apr-07	2 years to:	April 4, 2009	105M14
Y 68414	Case	1	17-Aug-72	17-Aug-07	2 years to:	August 17, 2009	105M13
Y 68415	Case	2	17-Aug-72	17-Aug-07	2 years to:	August 17, 2009	105M13
Y 68416	Case	3	17-Aug-72	17-Aug-07	2 years to:	August 17, 2009	105M13
YA40163	Dice	1	29-Jun-79	29-Jun-07	2 years to:	June 29, 2009	105M14
YA40164	Dice	2	29-Jun-79	29-Jun-07	2 years to:	June 29, 2009	105M14
YA40165	Dice	3	29-Jun-79	29-Jun-07	2 years to:	June 29, 2009	105M14
YA40166	Dice	4	29-Jun-79	29-Jun-07	2 years to:	June 29, 2009	105M14
YA40167	Dice	5	29-Jun-79	29-Jun-07	2 years to:	June 29, 2009	105M14
YA40168	Dice	6	29-Jun-79	29-Jun-07	2 years to:	June 29, 2009	105M14
YA40169	Dice	7	29-Jun-79	29-Jun-07	2 years to:	June 29, 2009	105M14
YA40170	Dice	8	29-Jun-79	29-Jun-07	2 years to:	June 29, 2009	105M14
YA40171	Dice	9	29-Jun-79	29-Jun-07	2 years to:	June 29, 2009	105M14
YA40173	Dice	11	29-Jun-79	29-Jun-07	2 years to:	June 29, 2009	105M14
YA40174	Dice	12	29-Jun-79	29-Jun-07	2 years to:	June 29, 2009	105M14
YA40175	Dice	13	29-Jun-79	29-Jun-07	2 years to:	June 29, 2009	105M14
YA40176	Dice	14	29-Jun-79	29-Jun-07	2 years to:	June 29, 2009	105M14
13412	FOREST		24-Sep-20	1-Oct-06	2 years to:	October 1, 2008	105M14
Y 69403	Galaxy		5-Jun-73	5-Jun-07	2 years to:	June 5, 2009	105M14
YA77506	Galena		13-Jun-84	13-Jun-07	2 years to:	June 13, 2009	105M14
13799	IVAN		23-Jun-21	1-Oct-06	2 years to:	October 1, 2008	105M14
80082	K.P.O.	1	5-Oct-56	1-Oct-06	2 years to:	October 1, 2008	105M13
80083	K.P.O.	2	5-Oct-56	1-Oct-06	2 years to:	October 1, 2008	105M13
80084	K.P.O.	3	5-Oct-56	1-Oct-06	2 years to:	October 1, 2008	105M13
80085	K.P.O.	4	5-Oct-56	1-Oct-06	2 years to:	October 1, 2008	105M13
80345	K.P.O.		14-Oct-58	1-Oct-06	2 years to:	October 1, 2008	105M13
80362	K.P.O.	13	24-Jul-59	1-Oct-06	2 years to:	October 1, 2008	105M13
80364	K.P.O.	15	24-Jul-59	1-Oct-06	2 years to:	October 1, 2008	105M13
80366	K.P.O.	17	24-Jul-59	1-Oct-06	2 years to:	October 1, 2008	105M13
80367	K.P.O.	18	24-Jul-59	1-Oct-06	2 years to:	October 1, 2008	105M13
80368	K.P.O.	19	24-Jul-59	1-Oct-06	2 years to:	October 1, 2008	105M13
80369	K.P.O.	20	24-Jul-59	1-Oct-06	2 years to:	October 1, 2008	105M13
80370	K.P.O.	21	24-Jul-59	1-Oct-06	2 years to:	October 1, 2008	105M13
80372	K.P.O.	23	24-Jul-59	1-Oct-06	2 years to:	October 1, 2008	105M13
80374	K.P.O.	25	24-Jul-59	1-Oct-06	2 years to:	October 1, 2008	105M13
80376	K.P.O.	27	24-Jul-59	1-Oct-06	2 years to:	October 1, 2008	105M13
80378	K.P.O.	29	28-Jul-59	1-Oct-06	2 years to:	October 1, 2008	105M13
59710	LEO	1	26-Sep-50	1-Oct-06	2 years to:	October 1, 2008	105M13
59711	LEO	2	26-Sep-50	1-Oct-06	2 years to:	October 1, 2008	105M13
59712	LEO	3	26-Sep-50	1-Oct-06	2 years to:	October 1, 2008	105M13
59714	LEO	4	26-Sep-50	1-Oct-06	2 years to:	October 1, 2008	105M13
59715	LEO	5	26-Sep-50	1-Oct-06	2 years to:	October 1, 2008	105M13

Grant Number	Claim Name	Claim Number	Record Date	EXPIRY DATES Current	Requested	Requested Renewal	NTS
59716	LEO	6	26-Sep-50	1-Oct-06	2 years to:	October 1, 2008	105M13
59717	LEO	7	26-Sep-50	1-Oct-06	2 years to:	October 1, 2008	105M13
59718	LEO	8	26-Sep-50	1-Oct-06	2 years to:	October 1, 2008	105M13
59849	LEO	9	2-Oct-50	1-Oct-06	2 years to:	October 1, 2008	105M13
59850	LEO	10	2-Oct-50	1-Oct-06	2 years to:	October 1, 2008	105M13
59851	LEO	11	2-Oct-50	1-Oct-06	2 years to:	October 1, 2008	105M13
59852	LEO	12	2-Oct-50	1-Oct-06	2 years to:	October 1, 2008	105M13
59853	LEO	13	2-Oct-50	1-Oct-06	2 years to:	October 1, 2008	105M13
59854	LEO	14	2-Oct-50	1-Oct-06	2 years to:	October 1, 2008	105M13
59855	LEO	15	2-Oct-50	1-Oct-06	2 years to:	October 1, 2008	105M13
59856	LEO	16	2-Oct-50	1-Oct-06	2 years to:	October 1, 2008	105M13
59857	LEO	17	2-Oct-50	1-Oct-06	2 years to:	October 1, 2008	105M13
59941	LEO	18	12-Oct-50	1-Oct-06	2 years to:	October 1, 2008	105M13
59942	LEO	19	12-Oct-50	1-Oct-06	2 years to:	October 1, 2008	105M13
61635	LEO		11-Jun-51	1-Oct-06	2 years to:	October 1, 2008	105M13
62950	ORCHID	1	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M13
62951	ORCHID	2	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M13
62952	ORCHID	3	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M13
62953	ORCHID	4	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M13
62954	ORCHID	5	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M13
62955	ORCHID	6	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M13
62956	ORCHID	7	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M13
62957	ORCHID	8	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M13
62958	ORCHID	9	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M13
62959	ORCHID	10	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M13
62960	ORCHID	11	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M13
62961	ORCHID	12	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M13
62964	ORCHID	17	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M13
62965	ORCHID	18	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M13
62966	ORCHID	19	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M14
62967	ORCHID	20	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M14
62968	ORCHID	21	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M14
62969	ORCHID	22	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M14
62970	ORCHID	23	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M14
62971	ORCHID	24	30-May-56	31-Oct-08	2 years to:	October 31, 2010	105M14
80169	ORCHID	44	3-Apr-57	31-Oct-08	2 years to:	October 31, 2010	105M14
80170	ORCHID	45	3-Apr-57	31-Oct-08	2 years to:	October 31, 2010	105M14
Y 68364	Orchid	46	19-Jul-72	19-Jul-07	2 years to:	July 19, 2009	105M13
Y 68365	Orchid	47	19-Jul-72	19-Jul-07	2 years to:	July 19, 2009	105M13
Y 68366	Orchid	48	19-Jul-72	19-Jul-07	2 years to:	July 19, 2009	105M13
Y 68367	Orchid	49	19-Jul-72	19-Jul-07	2 years to:	July 19, 2009	105M13
Y 68368	Orchid	50	19-Jul-72	19-Jul-07	2 years to:	July 19, 2009	105M13
Y 68369	Orchid	51	19-Jul-72	19-Jul-07	2 years to:	July 19, 2009	105M13
Y 68370	Orchid	52	19-Jul-72	19-Jul-07	2 years to:	July 19, 2009	105M13
Y 68371	Orchid	53	19-Jul-72	19-Jul-07	2 years to:	July 19, 2009	105M13
YB43729	Raven		18-Oct-94	18-Oct-06	2 years to:	October 18, 2008	105M13
Y 87462	Snowdrift	1	21-Mar-74	5-Jun-07	2 years to:	June 5, 2009	105M13
Y 87463	Snowdrift	2	21-Mar-74	5-Jun-07	2 years to:	June 5, 2009	105M13
Y 87464	Snowdrift	3	21-Mar-74	5-Jun-07	2 years to:	June 5, 2009	105M13

Grant Number	Claim Name	Claim Number	Record Date	EXPIRY DATES Current	Requested	Requested Renewal	NTS
Y 87465	Snowdrift	4	21-Mar-74	5-Jun-07	2 years to:	June 5, 2009	105M13
Y 87466	Snowdrift	5	21-Mar-74	5-Jun-07	2 years to:	June 5, 2009	105M13
Y 87467	Snowdrift	6	21-Mar-74	5-Jun-07	2 years to:	June 5, 2009	105M13
Y 87468	Snowdrift	7	21-Mar-74	5-Jun-07	2 years to:	June 5, 2009	105M13
Y 87469	Snowdrift	8	21-Mar-74	5-Jun-07	2 years to:	June 5, 2009	105M13
Y 87470	Snowdrift	9	21-Mar-74	5-Jun-07	2 years to:	June 5, 2009	105M13
Y 87471	Snowdrift	10	21-Mar-74	5-Jun-07	2 years to:	June 5, 2009	105M13
Y 87472	Snowdrift	11	21-Mar-74	5-Jun-07	2 years to:	June 5, 2009	105M13
Y 88686	Snowdrift		5-Jun-74	5-Jun-07	2 years to:	June 5, 2009	105M13
Y 97219	Snowdrift	12	23-Dec-74	5-Jun-07	2 years to:	June 5, 2009	105M13
Y 97220	Snowdrift	13	23-Dec-74	5-Jun-07	2 years to:	June 5, 2009	105M13
Y 97221	Snowdrift	14	23-Dec-74	5-Jun-07	2 years to:	June 5, 2009	105M13
Y 97222	Snowdrift	15	23-Dec-74	5-Jun-07	2 years to:	June 5, 2009	105M13
Y 97223	Snowdrift	16	23-Dec-74	5-Jun-07	2 years to:	June 5, 2009	105M13
YA01412	Snowdrift	17	8-Oct-75	5-Jun-07	2 years to:	June 5, 2009	105M13
YA01413	Snowdrift	18	8-Oct-75	5-Jun-07	2 years to:	June 5, 2009	105M13
YA01414	Snowdrift	19	8-Oct-75	5-Jun-07	2 years to:	June 5, 2009	105M13
YA01415	Snowdrift	20	8-Oct-75	5-Jun-07	2 years to:	June 5, 2009	105M13
YA01416	Snowdrift	21	8-Oct-75	5-Jun-07	2 years to:	June 5, 2009	105M13
Y 33308	Venus	3	6-Apr-70	4-Apr-07	2 years to:	April 4, 2009	105M14
Y 97333	Venus	4	9-May-75	9-May-07	2 years to:	May 9, 2009	105M14
YB65005	Webfoot		29-Sep-95	29-Sep-06	2 years to:	September 29, 2008	105M13
55392	YUKON		30-Jan-46	1-Oct-06	2 years to:	October 1, 2008	105M14

APPENDIX 2

LIST OF PERSONNEL AND CONTRACTORS

LIST OF PERSONNEL AND CONTRACTORS

Personnel:

Louis O'Connor
806 South Wright Bld.
P. O. Box 237
Liberty lake, WA 99019

Richard Lippoth
3890 N. Nicklaus Drive
Coeur d'Alene, ID 83815

Doug Brownlee
47 12th Avenue
Whitehorse, YK Y1A 4J7

Mike Stammers
941 Kennedy Ave.
North Vancouver, BC

Joe Clark, Surveyor/Technician, Alexco Resourc Corp.
Box 2012
Marsh Lake, YK Y0B 1Y2

Contractors:

McPhar Geosurveys Ltd.
1256B Kerrisdale Blvd.
Newmarket, Ontario L3Y 8Z9

Aero Geometrics
Terminal City Club Tower
209-837 West Hastings Street
Vancouver, BC V6C 3N6

Trans North Helicopters
P. O. Box 8, 115 Range Road
Whitehorse, YK Y1A 5X9

Aucoin Surveys, Ltd.
130 Finch Cresent
Whitehorse, YK Y1A 5X5

APPENDIX 3

STATEMENT OF EXPENDITURES

APPENDIX 3 – STATEMENT OF EXPENDITURES - KENO HILL CLAIMS

Alexco Resource Corp., UKHM and 650399 BC Ltd.

CONTRACT AIRBORNE GEOPHYSICAL SURVEYS

Contractor: McPhar Geosurveys Ltd.
Description: Helicopter Airborne Magnetics and EM Surveys

Direct Charges:	2022 Line Kilometres @ $91/km	$184,002.00	
Standby Charges:	5 days @ $4,500/day	$22,500.00	
Mobilization Charges:		$11,000.00	
Planning and Evaluation: Sr Geophysicist - 4d x $600/d		$2,400.00	
Planning and Evaluation: Exploration Mgr - 2.5d x $500/d		$1,250.00	
Total Minimum Expenditure of Geophysical Surveys		$221,152.00	
75% of cost applied based on survey area:			**$165,864.00**

CONTRACT AIR PHOTO SURVEY AND ORTHOPHOTO WORK

Contractor: Aero Geometrics Ltd.
Description: 1:10000 color photos; triangulation, mapping, DEM, orthophoto

Color Aerial Photos:	$30,550.00	
Scanning and Aerial Trianulation:	$20,350.00	
Mapping, DEM, 1 metre contours	$88,500.00	
Orthophoto	$5,250.00	
Two sets of Colouur prints:	$6,550.00	
Target Layout Costs: Surveyor, 8d x $325/d	$2,600.00	
Target Layout Costs: Transnorth Helicopters	$5,800.00	
Target Layout Costs: Truck, Fuel, Room and Board	$400.00	
Total Minimum Expenditure - Air Photo and Orthophoto Mapping Work	$160,000.00	
75% of cost applied based on survey area:		**$120,000.00**

Total Minimum Expenditures Applied: **$285,864.00**

Estimated Minimum Expenditure per Claim*: **$219.81**

*Pro-rated equally over property area which includes 1300 claims and leases

APPENDIX 4

AERO GEOMATICS PROPOSAL

Aerial Photography
Orthophoto Mapping

Aero Geometrics

Aerial Survey and Digital Mapping

Terminal City Club Tower
209 - 837 West Hastings Street
Vancouver, British Columbia
V6C 3N6
Tel 604-408-8740
Tel 604-408-8744
Fax 604-408-8747
manager@aerogeo.com
http://www.aerogeo.com

WCB # 351320-AQ(006) **G.S.T. #R100067214**

May 2nd, 2006

RE: Aerial Photo, Mapping, Orthophoto
Keno Hill Property, Yukon

Quotation prepared for:

Alexco Resource Corp.
900-570 GRANVILLE STREET
VANCOUVER
British Columbia
Canada
V6C 3P1

Contact: Michael Stammers, P. Geo.
mstammers@alexcoresource.com
tel: (604) 633-4888 fax: (604) 633-4887

Contact: Heather Brown (Nova Gold Resources Inc.)
heather.brown@novagold.net
tel: (604) 669-6227 (139)

Hello Heather & Michael;

Thank you for supplying the area map, and your request to provide a firm quotation to capture new aerial photo and generate accurate topographic mapping for your property in the Yukon. Aero Geometrics Ltd. has served government and private sector clients since 1975 and specializes in providing the highest quality geospatial data.

Corporate Profile

Aero Geometrics is a 100% Canadian company incorporated to do business in Alberta and British Columbia. We are business to satisfy a demand for precision mapping and a high level of expertise in the field of photogrammetry. We are the oldest purely photogrammetric geospatial mapping company in B.C. and Alberta. The Company has served government and private sector clients since 1975 with:

Aerial Photo, Satellite Imagery, Survey, Scanning, Softcopy, Aerial Triangulation, Digital Mapping, Map updates & revision Orthophoto, Digital Terrain Models, 3D Visualization, Volumetric Calculations GPS, GIS, Transformations, Monorestitution, Cadastral Surveys, Mobile solutions, Wireless applications, Physical 3D modeling

Response to Requirements:

This project is of a routine nature for Aero Geometrics Ltd. and constitutes the scope and nature of work which we perform on a regular basis (see work experience).

Qualification, Experience of Staff

All key management and technical positions will be filled by individuals who are very well qualified and experienced for the required function. The senior management and support personnel have extensive experience in similar mapping projects. Aero has been producing orthophoto since 1986 and has been flying aerial photo and conducting ground surveying for more than 30 years. Liaison will be maintained by the Project Manager on both contractual and production matters. All senior management and supervisory personnel will remain on this assignment throughout its entirety.
All of members of Aero's photogrammetry department have more than fifteen years of industry experience. This is an invaluable asset in our being able to assure our clients of unrivaled accuracy, quality and timely delivery.

Project Team

The project team will consist of the following three key individuals plus additional qualified staff as required.

Production Manager

Tim Daly will be responsible for scheduling, QA/QC, and all other management and liason related duties. Tim has been involved with Aero Geometrics Ltd. For more the 25 years and is currently the President and General Manager.

Photogrammetry Supervisor

Tim Sommerfeld will be responsible for digital mapping using KLT AtlasDSP softcopy stereoplotter. Tim has been a photogrammetrist for AERO since 1987, with extensive experience in municipal, forestry, and topographic mapping.
Education: B.A. and B. Ed. - University of Saskatchewan

Digital Process Supervisor

Rob Huntley will be responsible for coordinating and managing the survey components of this project. Rob has extensive surveying experience spanning over 20 years.
Education: B.C.I.T. AScT.

Methodology:

Survey (photo control)

Aero will suggest target locations and dimensions for you to lay prior to the flyover. Thirty five (35) targets for the entire (Red) area.

Aerial Photo

Aerial photo either in Colour or Black & White will be taken once we receive notice that all the targets are in place. A photogrammetric mapping camera with current calibration certificate using a six inch (153mm) focal length lens will be used incorporating forward motion compensation.

Aerial Triangulation

Aero triangulation will be performed in a softcopy photogrammetry environment using KLT Softcopy Workstations. The photography will be controlled using the control supplied. Pat B software will be utilized for the AT adjustment. All triangulation output files will be made available to the Client as per the request for quotation.

Scanning / Digital Orthophoto

The roll negative will be scanned with a calibrated photogrammetric scanner. Frequent checks will be performed during scanning to ensure parameters are optimum including radiometric and geometric properties are acceptable. Checks in brightness, contrast color, hue, saturation will be balanced thorough the use of histograms. Orthophotos will be generated using the 1:10,000 scale photography which will be scanned at 14 microns, yielding an approximate ground resolution of .14 metres per pixel. The scans will be imported and into the Softcopy workstation. Aero Geometrics uses the DIAP and the KLT ortho software. The Triangulated irregular network (TIN) will be used to orthorectify the scans, through bicubic convolution to a .15 metre pixel. The image will then be interactively adjusted for tonal differences and mosaiced into the final sheets. KLT allows the use of a single set of mosaic boundaries for the entire project, so there is no need to mosaic into a large image, then split into smaller ones. These boundaries (one per photo) will be arranged so that the final images will tile seamlessly, with no perspective or tonal shifts between images.

Data Capture Hardware / Digital Stereo Compilation

Stereo compilation will be performed using KLT ATLAS software on softcopy workstations.

Model Set-up

A printout of residuals is generated for each model as a check on the accuracy of the set-up.

Data Capture

Stereo compilation will be performed using KLT Softcopy Workstations by operators having no less than ten years experience in similar work. Softcopy photogrammetry allows for the simultaneous viewing of both the imagery and the line work. All features will be captured digitally, directly from the images.

Digital Processing and Editing

The captured break lines and DEM's will be merged from the original files and run through a series of checking programs. We will then use this DEM/BRKL file to generate a surface file (TIN).

The DEM/BRKL file is then used to orthorectify the photography and generate contours for the entire area.

Digital Processing and Editing

The newly created DEM will be used to rectify the images, this is used to generate a surface file (TIN).

Quality Control Approach

We are proud of the services we provide and the products we deliver to our Clients. The company has quality control and assurance procedures in place to check and verify all data outputs. All staff has been trained in ISO9001 environmental management systems and attained "Field Supervisor" (level three) certification.

Orthophoto

The following steps are taken to ensure accuracy and image quality is maintained. Random visual inspections of the images for blurr caused by poor elevation models, visible mosaic seam lines, and tone matching.
Additionally, the DEM breaklines will be overlaid onto images to confirm accuracy of the final ortho.

Warranty

With our established reputation, we are pleased to guarantee all work performed on this project for a period of one year from the date of the last submission. Any errors or omissions in the work that we have directly performed during the duration of this contract will be corrected at no additional cost to the Client.

Other

Aero Geometrics Ltd. also has an incredible product enabled by a new and exciting technology called Ngrain. Our firm has entered into an exclusive agreement to market and produce this valuable product. We would be happy to offer an N-grain deliverable for your area in order for you to assess its value and potential. Please contact us for further Ngrain information and pricing.

Policy

Our most significant company policy is that we believe all materials which have been assembled to complete a project as well as the final deliverables are the property of the client. We generally deliver them with the finished project, and archive them for clients. We have a continuing relationship with numerous clients, with some company's being continuous clients for more than 30 years.

Insurance

Aero Geometrics Ltd. is registered with WCB – 1351320-AQ (006). The firm has Insurance coverage with Canadian Northern Shield $2,000,000.00, including Up to date Professional Liability, Errors and Omissions and complete Automobile insurance coverage.

Deliverables

All deliverables shall be delivered to Alexco Resource Corp. in a timely manner on or before the final date of delivery agreed upon.
We express and warrant that we will not use or distribute data or results of work performed under a contract with Alexco Resource Corp.

References

1)
Mr. RJ (Ron) Savelieff
Manager Exploration

Lehigh Northwest Cement Limited
7777 Ross Road, Delta, BC V4G 1B8
(Mail: P.O. Box 950, Delta, BC V4K 3S6)
CANADA
T: 604-946-0411 F: 604-946-2420
info@lehighnw.com www.lehighnw.com rsavelieff@lehighcement.com

2)
Nicole Kohnert, P. Eng.
Manager Solid Waste

Regional District of North Okanagan
9848 Aberdeen Road
Coldstream, B. C.
V1B 2K9
Tel: (250) 545-5368 Fax: (250) 545-1445

3)
Mr. Hans Smit

Ascot Resources Ltd.
Suite 900 - 475 Howe Street
Vancouver, British Columbia,
Canada V6C 2B3
Phone: 604-684-8950 Fax: 604-684-9877 www.ascotresources.ca

Current (Lowest Bid) Projects (December 2005)

Sherwood Copper Corp, Minto Site - Yukon

New Gold Inc. – Kamloops Afton Mine – aerial photo, mapping 1 metre contours – 80 sq. km.

Great Panther Resources – aerial photo, survey (photo control & mine grid conversions) 2 metre contours – Topia & Guanajuato, Mexico.

Peregrine Diamonds – Thonokied Lake, NWT.

Recent Projects outlining Aero's experience

City of Abbotsford Engineering Department (2004)
Digital Orthophoto and Contour Data (2004) 02 18 File #5220-02
Attn: Mr. Eric Hoogenraad, C. Tech.
Mapping and Survey Manager
32315 South Fraser Way
Abbotsford, B. C.
V2T 1W7
Tel :(604)864-5514 Fax :(604)864-5550
EHoogenraad@city.abbotsford.bc.ca
Colour Aerial photo, Survey Layout, Scanning, Aerial Triangulation, and Orthophoto

Regional District of North Okanagan (2003)
Greater Vernon Water Utility
9848 Aberdeen Road
Coldstream, BC V1B 2K9
Phone: (250) 545-5368 Fax: (250) 545-1445 www.nord.bc.ca
Leon A. Gous, P.Eng. Project Director leon.gous@nord.bc.ca
RE: Coldstream - Valley, B. C.
Colour Aerial Photo, Survey, Scanning, AT, Mapping, Orthophoto

Greater Vancouver Regional District (2004)
Cache Creek Landfill / Ashcroft Ranch
Francisco Chang, EIT 604-432-6293.
Colour Aerial photo, Survey, Scanning, Aerial Triangulation, Orthophoto

Innovations

Aero Geometrics Ltd. would like you to consider an incredible locally developed voxel based technology allowing a better way to communicate this existing spatial data. The intuitive and user friendly technology enables users to visualize and interact with the information including images in 3D, providing a more realistic, intuitive and user friendly method of viewing, visualizing, and analyzing enhanced digital geospatial data more realistically superior to any other existing protocol.

Typical file sizes for Black and White image models are approximately 2 megabytes. The small file size retains a high degree of resolution and is suitable to transfer via email.

The technology offers the user a powerful unique ability to visualize and interpret geospatial data more accurately in interactive 3D, to make better decisions and communicate results more effectively. Decision makers who rely on geospatial data to analyze and interpret environmental impact scenarios and critical and hazardous situations use NGRAIN technology to help make better decisions and communicate recommendations more convincingly and with more impact. Turn traditional 2D geospatial data into the NGRAIN interactive 3D format, and create more realistic and accurate visualizations and simulations of terrain and scenarios, in real time.

NGRAIN's unique interactive 3D visualization and simulation solution enables more realistic and detailed viewing and simulation of scenarios. As a result, information can be viewed, analyzed and interpreted more accurately, leading to better informed decisions. And with NGRAIN, simulation results can be communicated to stakeholders more effectively, more convincingly and with more impact, by embedding the interactive 3D simulations inside Microsoft® Word or PowerPoint® files, for more engaging and convincing presentation of the findings.

Fire fighters can for instance predict where and how fast a fire is likely to spread, based on forest density, steepness of terrain, wind and composition of the forest. This enables them to better gauge if and which residences or other structures are in danger's way. City planners can assess how heavy rains or dams affect flood planes. Give project and program managers the ability to visualize and simulate scenarios in a detailed, realistic and interactive 3D format, allowing them to make more effective decisions and present recommendations to stakeholders for approval, in a more credible and convincing manner so key decisions can be expedited, and unnecessary delays to a project can be avoided. And since seeing is believing, convincing others about required actions is now made easier than ever. By including interactive visuals and simulations inside Microsoft® Word or PowerPoint® files, more realistic, accurate and convincing data can be shared with decision makers anywhere, anytime. With NGRAIN, interactive 3D simulations can be deployed to common desktop, laptops or tablet computers, providing end users with access to the information they need, when and where they need it, be it at the office or out in the field.

PRICING (B&W):

Description of Services	Amount
1:10 000 B & W Aerial Photo *(large red area)*	**$ 24,700.00**
Scanning & Aerial Triangulation *(large red area)*	**$ 16,650.00**
Mapping, DEM, 1 metre contours *(smaller green area)*	**$ 88,500.00**
Orthophoto *(green area) (includes hi resolution plots)*	**$ 4,500.00**
Sub Total	**$ 134,350.00**
P.S.T. (on photo)	**$ 1,729.50**
G.S.T.	**$ 9,404.50**
TOTAL COST	**$ 145,484.00**

PRICING (Colour):

Description of Services	Amount
1:10 000 Colour Aerial Photo *(large red area)*	**$ 30,550.00**
Scanning & Aerial Triangulation *(large red area)*	**$ 20,350.00**
Mapping, DEM, 1 metre contours *(smaller green area)*	**$ 88,500.00**
Orthophoto *(green area) (includes hi resolution plots)*	**$ 5,250.00**
Sub Total	**$ 144,650.00**
P.S.T. (on photo)	**$ 2,138.50**
G.S.T.	**$ 10,125.50**
TOTAL COST	**$ 156,914.00**

NOTES:

We propose to scan and triangulate the entire large red area, allowing future mapping in the event you wish to expand the area.

Also: We will pass on savings if we can collaborate this photo mission with another company at that time. My initial estimate would be around a $4000.00 reduction.

OPTIONS:

Set of B & W photographic prints: $ 2485.00 (plus taxes)
Set of Colour photographic prints: $ 3275.00 (plus taxes)

Conclusion

Thank you for considering Aero Geometrics Ltd. as we look forward to working with you on this project. We are a major supplier of the requested products for all levels of Government and major Corporations spanning decades. Our company is the preferred digital mapping firm for numerous mining firms, major forestry clients, government ministries, and engineering firms. We anticipate delivery of final product in stages of production and will complete the project to exceed your specification in every regard and prior to the due date.

The work performed by Aero Geometrics Ltd. has been accepted with complete satisfaction by all our clients and the company has never been involved in any way whatsoever with a dispute over quality of workmanship, materials delivered or timely delivery in over 30 years of business. We have in fact retained large corporate clients throughout the entire time in which the company has operated. All materials (including deliverable products and the materials, etc. used in their creation) constitute the sole property and ownership of you the client.

In closing, Aero Geometrics Ltd. would like to thank Alexco Resource Corp. for the opportunity to provide a quote for this work, and would be happy to answer any questions which may arise or to meet personally with you upon request. This is a straightforward project whose components are of a routine nature, consisting of what Aero produces for many clients on a regular and frequent basis.

We will provide the highest quality products at a very competitive price within your desired time frame. Please call if you have any questions.

Sincere regards,

Tim Daly
President,
Aero Geometrics Ltd.

470000 E | 471000 E | 472000 E | 473000 E | 474000 E | 475000 E | 476000 E

7094000 N | 7093000 N | 7092000 N | 7091000 N | 7090000 N | 7089000 N | 7088000 N

Dyke

Porcupine Gulch

Brefalt Creek

Legend

- Contour Index
- Contour Intermediate
- Contour Index depres
- Contour Inter depres
- Creek
- Building
- Road
- Wooded Opening
- Lone Tree
- PowerPole
- Fence
- Spot Height
- Marsh
- Swamp
- Scrub
- Lake
- Log Landing
- Wooded Area
- Pit Area
- Legal Boundary

Alexco Resource Corp.

Keno Hill – Yukon

1:10000

450m 0 450m

Data Source: Air Photo

Datum: Nad83, Projection UTM

CONTOUR INTERVAL : 1 METER

A1	A2	A3	A4
B1	B2	B3	B4

Sheet A1 of 8

N

Job Number 06200

Date of Photo: 13, 14 September, 2006

AERO GEOMETRICS LTD.

PHOTOGRAMMETRIC SERVICES

#209 837 West Hastings St.
Vancouver, B.C. V6C 3N6
Telephone: (604) 408-8740
Facsimile: (604) 408-8747

477000 E | 478000 E | 479000 E | 480000 E | 481000 E | 482000 E | 483000 E

7094000 N | 7093000 N | 7092000 N | 7091000 N | 7090000 N | 7089000 N | 7088000 N

Christal Creek

Sandy Creek

Star Creek

Legend

- Contour Index
- Contour Intermediate
- Contour Index depres
- Contour Inter depres
- Creek
- Building
- Road
- Wooded Opening
- Lone Tree
- PowerPole
- Fence
- Spot Height
- Marsh
- Swamp
- Scrub
- Lake
- Log Landing
- Wooded Area
- Pit Area
- Legal Boundary

Alexco Resource Corp.

Keno Hill – Yukon

1:10000

450m 0 450m

Data Source: Air Photo
Datum: Nad83, Projection UTM

CONTOUR INTERVAL : 1 METER

A1	A3	A4
B1	B2	B3	B4

Sheet A2 of 8

N

Job Number 06200

Date of Photo: 13, 14 September, 2006

AERO GEOMETRICS LTD.
PHOTOGRAMMETRIC SERVICES
#209 837 West Hastings St.
Vancouver, B.C. V6C 3N6
Telephone: (604) 408-8740
Facsimile: (604) 408-8747

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7094000 N | 7093000 N | 7092000 N | 7091000 N | 7090000 N | 7089000 N | 7088000 N

Wernecke

Christal Creek

Erikson Gulch

Charity Gulch

Legend

- Contour Index
- Contour Intermediate
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- Contour Inter depres
- Creek
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- Road
- Wooded Opening
- Lone Tree
- PowerPole
- Fence
- 82.7 Spot Height
- Marsh
- Swamp
- Sc Scrub
- Lake
- Log Landing
- Wooded Area
- Pit Area
- Legal Boundary

Alexco Resource Corp.

Keno Hill – Yukon

1:10000

450m 0 450m

Data Source: Air Photo

Datum: Nad83, Projection UTM

CONTOUR INTERVAL : 1 METER

A1	A2		A4
B1	B2	B3	B4

Sheet A3 of 8

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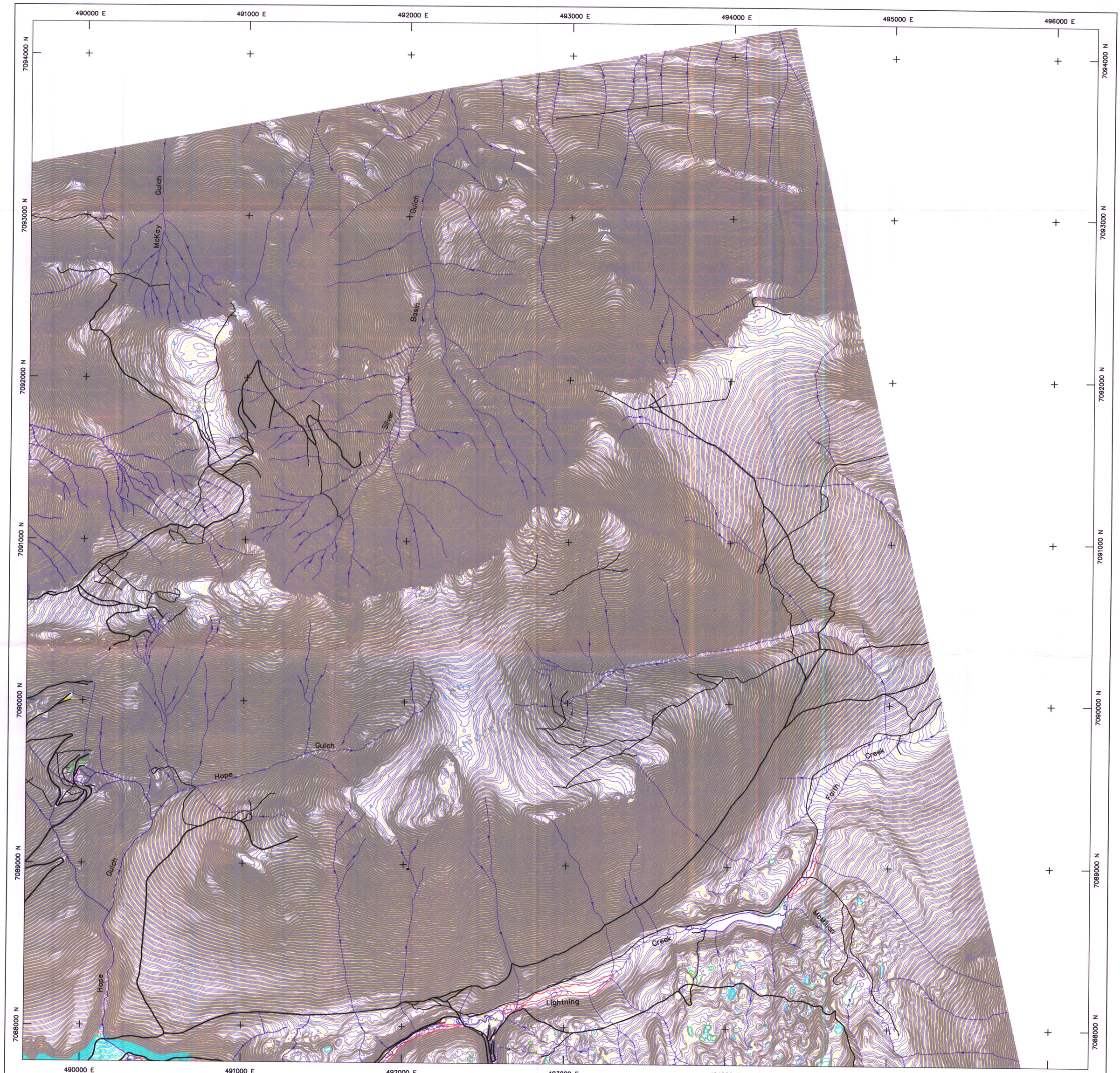
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Date of Photo: 13, 14 September, 2006

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Vancouver, B.C. V6C 3N6
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Legend

- Contour Index
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- Lone Tree
- PowerPole
- Fence
- Spot Height
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- Swamp
- Scrub
- Lake
- Log Landing
- Wooded Area
- Pit Area
- Legal Boundary

Alexco Resource Corp.

Keno Hill – Yukon

1:10000

450m 0 450m

Data Source: Air Photo

Datum: Nad83, Projection UTM

CONTOUR INTERVAL : 1 METER

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B1	B2	B3	B4

Sheet A4 of 8

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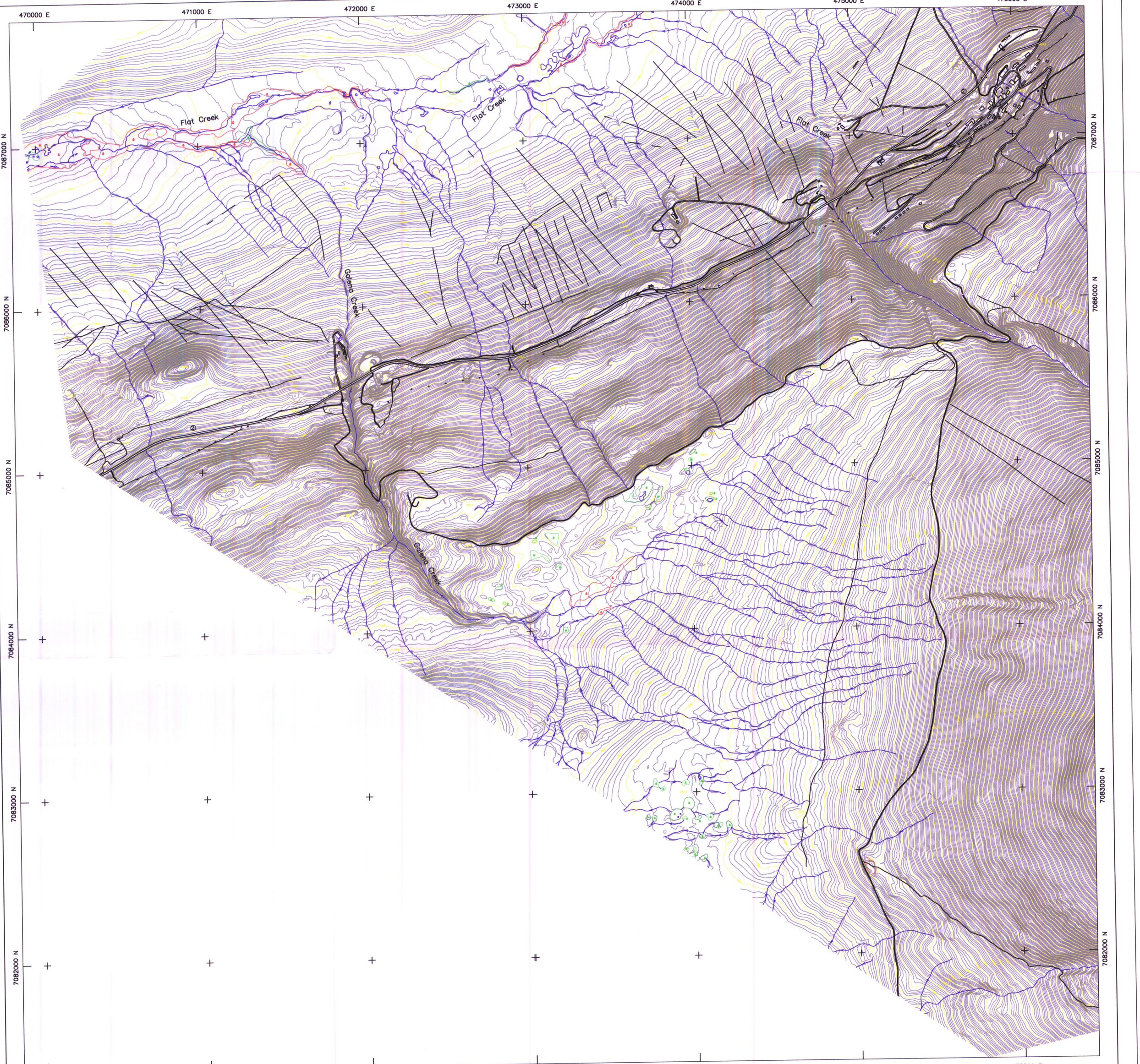
Job Number 06200

Date of Photo: 13, 14 September, 2006

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Legend

- Contour Index
- Contour Intermediate
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- Contour Inter depres
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- Road
- Wooded Opening
- Lone Tree
- PowerPole
- Fence
- Spot Height
- Marsh
- Swamp
- Scrub
- Lake
- Log Landing
- Wooded Area
- Pit Area
- Legal Boundary

Alexco Resource Corp.

Keno Hill – Yukon

1:10000

450m 0 450m

CONTOUR INTERVAL : 1 METER

Data Source: Air Photo
Datum: Nad83, Projection UTM

A1	A2	A3	A4
	B2	B3	B4

Sheet B1 of 8

N

Job Number 06200

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Telephone: (604) 408-8740
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477000 E | 478000 E | 479000 E | 480000 E | 481000 E | 482000 E | 483000 E

7087000 N | 7086000 N | 7085000 N | 7084000 N | 7083000 N | 7082000 N

Porcupine Gulch

Porcupine Gulch

Brefalt Creek

Duncan Creek

Duncan Creek

Forty Pup

Alexco Resource Corp.

Keno Hill – Yukon

1:10000

450m 0 450m

Data Source: Air Photo
Datum: Nad83, Projection UTM

CONTOUR INTERVAL : 1 METER

Legend

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- Contour Intermediate
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- Contour Inter depres
- Creek
- Building
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- Wooded Opening
- Lone Tree
- PowerPole
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- Scrub
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- Log Landing
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- Pit Area
- Legal Boundary

A1	A2	A3	A4
B1		B3	B4

Sheet B2 of 8

N

Job Number 06200

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Vancouver, B.C. V6C 3N6
Telephone: (604) 408-8740
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484000 E | 485000 E | 486000 E | 487000 E | 488000 E | 489000 E

7087000 N | 7086000 N | 7085000 N | 7084000 N | 7083000 N | 7082000 N

+/-858.3

Keno Hill

Creek

Lightning

Creek

Lightning

Creek

Lightning

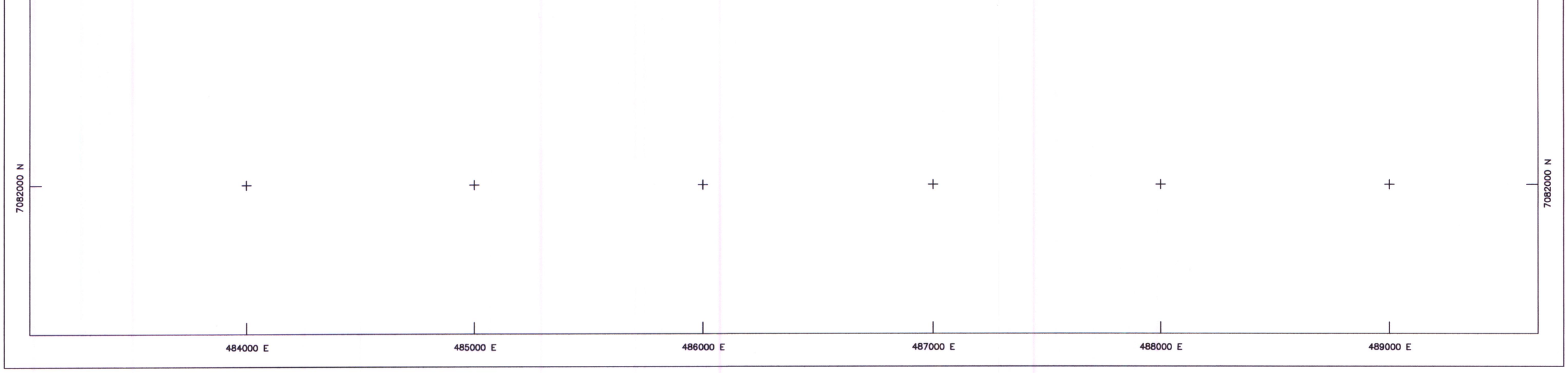
Thunder Gulch

Thunder

Sourdough Hill

Duncan

Creek



484000 E | 485000 E | 486000 E | 487000 E | 488000 E | 489000 E

Legend

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- Creek
- Building
- Road
- Wooded Opening
- Lone Tree
- PowerPole
- Fence
- 852.7 Spot Height
- Marsh
- Swamp
- Scrub
- Lake
- Log Landing
- Wooded Area
- Pit Area
- Legal Boundary

Alexco Resource Corp.

Keno Hill – Yukon

1:10000

450m 0 450m

CONTOUR INTERVAL : 1 METER

Data Source: Air Photo

Datum: Nad83, Projection UTM

A1	A2	A3	A4
B1	B2	B3	B4

Sheet B3 of 8

N

Job Number 06200

Date of Photo: 13, 14 September, 2006

AERO GEOMETRICS LTD.

PHOTOGRAMMETRIC SERVICES

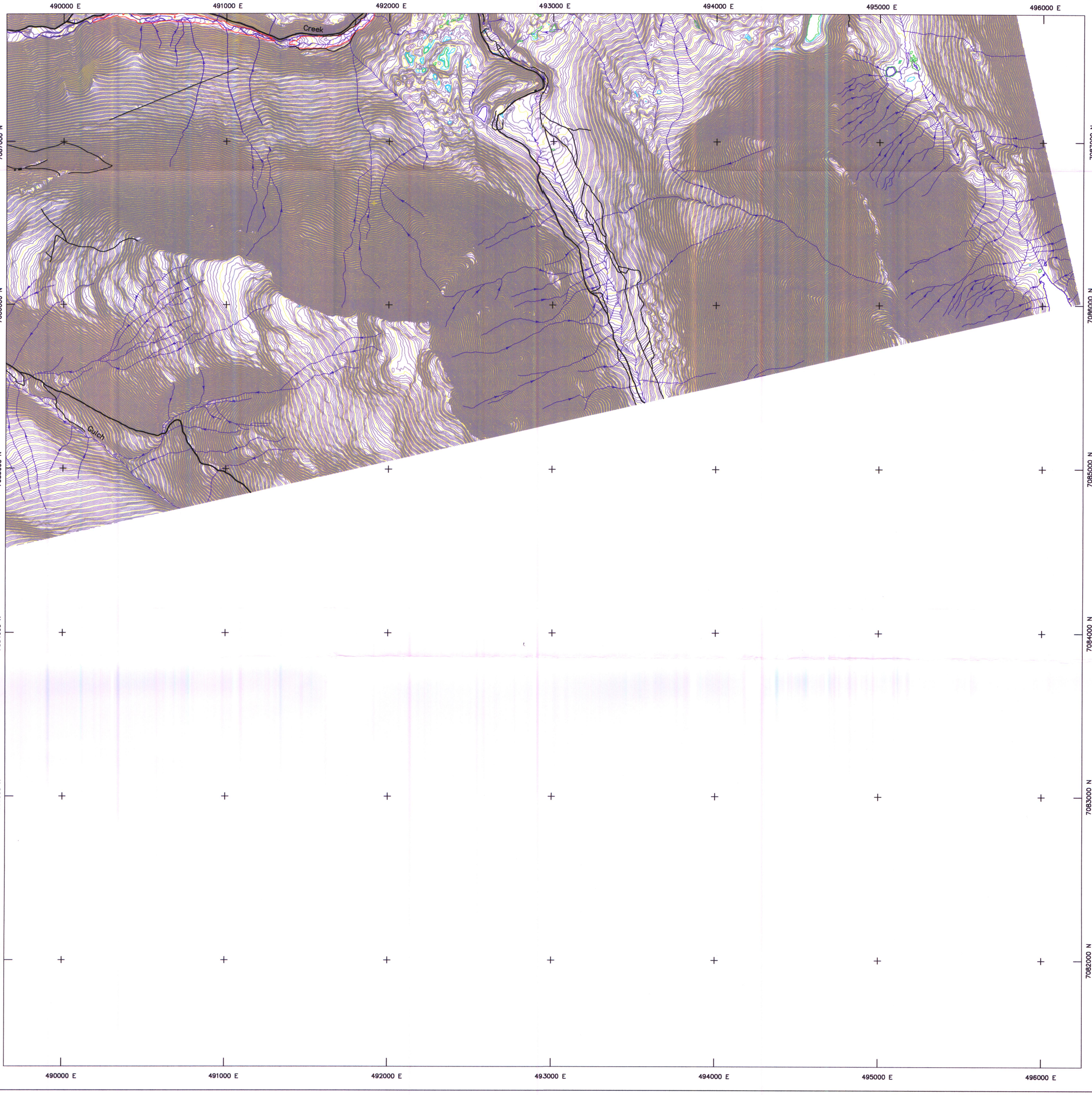
#209 837 West Hastings St.
Vancouver, B.C. V6C 3N6
Telephone: (604) 408-8740
Facsimile: (604) 408-8747

490000 E | 491000 E | 492000 E | 493000 E | 494000 E | 495000 E | 496000 E

7087000 N | 7086000 N | 7085000 N | 7084000 N | 7083000 N | 7082000 N

Creek

Gulch



490000 E | 491000 E | 492000 E | 493000 E | 494000 E | 495000 E | 496000 E

Legend

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- Contour Intermediate
- Contour Index depres
- Contour Inter depres
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- PowerPole
- Fence
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- Swamp
- Scrub
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- Log Landing
- Wooded Area
- Pit Area
- Legal Boundary

Alexco Resource Corp.

Keno Hill – Yukon

1:10000

450m 0 450m

Data Source: Air Photo

Datum: Nad83, Projection UTM

CONTOUR INTERVAL : 1 METER

A1	A2	A3	A4
B1	B2	B3	B4

Sheet B4 of 8

N

Job Number 06200

Date of Photo: 13, 14 September, 2006

AERO GEOMETRICS LTD.
PHOTOGRAMMETRIC SERVICES
#209 837 West Hastings St.
Vancouver, B.C. V6C 3N6
Telephone: (604) 408-8740
Facsimile: (604) 408-8747

COORDINATES ARE NAD83 UTM ZONE 8 DERIVED FROM A LEAST SQUARES ADJUSTMENT OF GPS BASELINES HOLDING FIXED THE COORDINATES AND ELEVATION FOR GEODETIC STATION WHS013 AT THE MAYO AIRPORT.

STATION	NORTHING	EASTING	ELEVATION	DESCRIPTION	COMBINED SCALE FACTOR
501 *					0.99954352
					0.99948644
					0.99937787
		(557)72.215	1442.901	UKHM 15 Galena N	0.99937778
9	7069706.856	466696.105	1572.378	UKHM 9 Keno Hill	0.99935454
8.30	7069067.434	475297.440	740.272	UKHM 33A	0.99946057
992	7067408.514	478308.850	918.921	UKHM 992 behind Eng. Office	0.99947785
9931	7066806.973	474827.235	705.881	YES TAG 9931	0.99949824
1251	7067380.257	475896.581	818.078	ASL1251 next Engineering Office	0.99947783
1039	7067631.349	471864.432	788.784	UKHM 1039 Silver King	0.99946810
99	7065842.477	472837.328	798.747	UKHM 99 top knoll next to Hwy.	0.99945313
1252	7066801.838	473691.983	743.018	ASL 1252 Husky S-W	0.99946103
1253	7065278.700	472218.326	818.094	ASL tag 1253 above Silver King	0.99948946
1254	7066618.867	474081.982	751.813	ASL tag 1254 Husky S-W	0.99945854
1255	7067111.353	475013.994	747.013	ASL tag 1255 Husky	0.99946909
1256	7067823.884	463460.858	882.554	ASL TAG 1256 GalKeno900	0.99946418
1257	7067795.223	463481.829	880.130	ASL TAG 1251 GalKeno900	0.99945456
1258	7067081.987	467360.388	1031.879	ASL TAG 1256 BeKeKeno	0.99943843
1259	7069963.684	467410.284	1031.396	ASL TAG 1258 BeKeKeno	0.99943849
1260	7065171.872	468722.243	1321.820	Found DVB Steel bolt/N1 strain old BeKeKeno	0.99939434
1261	7069462.445	469362.980	1458.885	ASL TAG 1261 Keno700	0.99937179
1262	7066442.874	469963.389	1487.088	ASL TAG 1262 Keno700	0.99936755
1263	7070583.514	466570.665	1338.458	ASL TAG 1263 near Lucky Queen adit	0.99939208
1264	7070686.859	466786.624	1411.369	ASL TAG 1264 edge ridge Blockcap	0.99939328
1266	7091137.520	467670.345	1488.791	ASL TAG 1269 at Lucky Queen 300 adit	0.99955621
412	7062947.332	467164.818	1422.811	UKHM 412 near Lucky Queen 300	0.99937835
2954	7066707.368	462828.135	1125.930	pre tag 012954 GalKeno 300	0.99942838
1265	7066808.869	462650.235	1125.908	ASL tag 1265 GalKeno300	0.99942894
					0.99944000 PROJECT AVERAGE

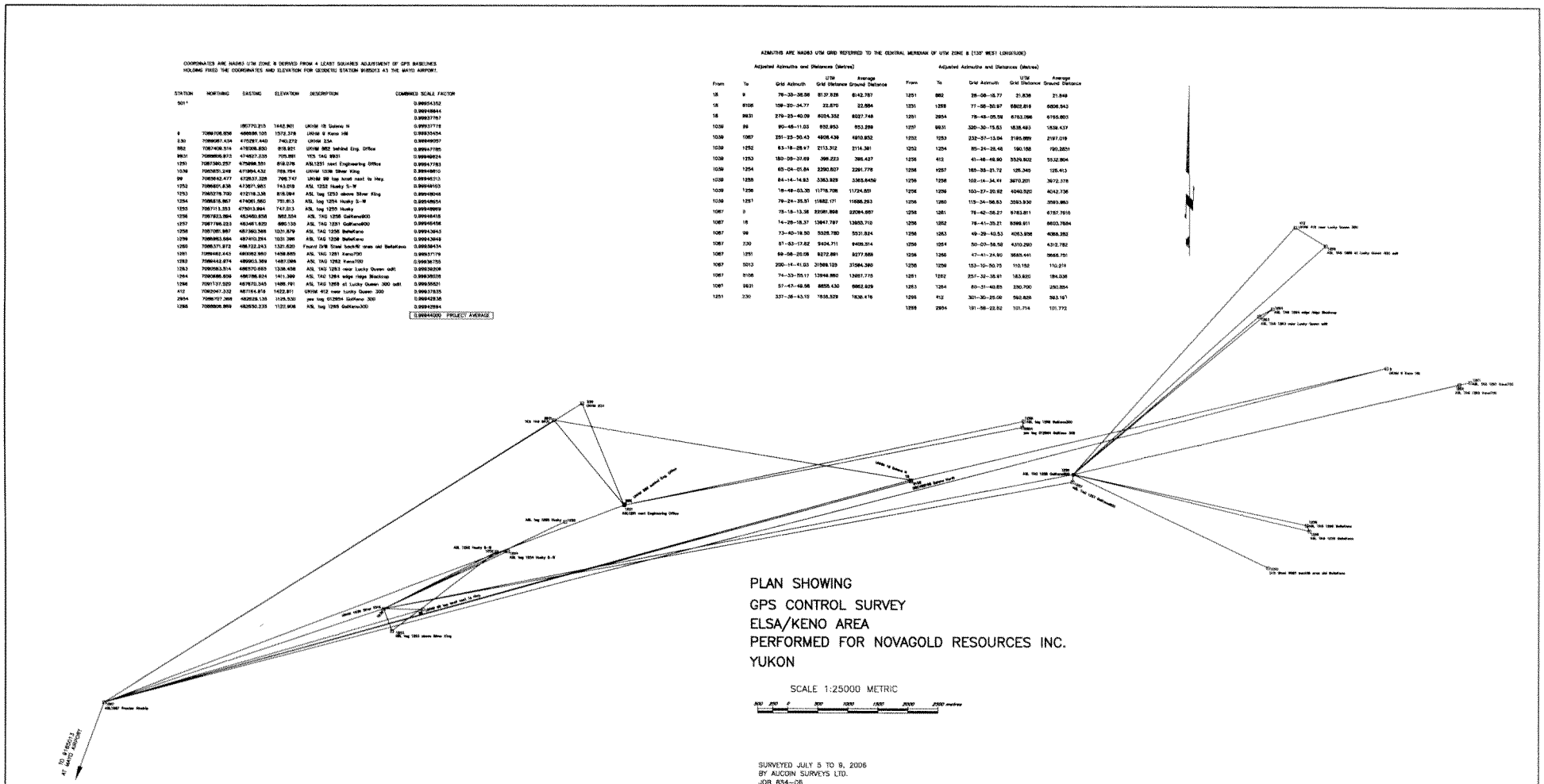
AZIMUTHS ARE NAD83 UTM GRID REFERRED TO THE CENTRAL MERIDIAN OF UTM ZONE 8 (135° WEST LONGITUDE)

Adjusted Azimuths and Distances (Metres)

From	To	Grid Azimuth	UTM Grid Distance	Average Ground Distance
18	9	76–20–36.96	8137.926	8142.787
18	8106	109–20–24.77	22.870	22.884
18	9931	279–23–40.09	8024.352	8027.748
1039	99	90–48–11.03	932.953	953.299
1039	1067	251–23–30.43	4808.439	4810.852
1039	1252	63–18–28.97	2113.312	2114.301
1039	1253	180–09–37.69	398.223	398.427
1039	1254	65–04–01.84	2390.807	2291.778
1039	1255	84–14–14.83	3363.929	3363.6450
1039	1256	18–48–03.35	11718.708	11724.631
1039	1251	79–24–35.91	11682.171	11688.293
1067	9	75–18–13.38	23381.868	22084.687
1067	18	14–29–18.37	13947.787	13853.710
1067	99	73–40–19.50	5528.780	5531.924
1067	730	57–53–17.62	9424.711	9409.514
1067	1251	69–56–20.08	9272.881	9277.588
1067	5013	200–14–41.03	21569.123	21564.360
1067	8106	74–53–55.17	13946.860	13957.775
1067	9931	57–47–48.58	8655.430	8662.629
1251	230	337–26–45.10	7858.529	7838.416

Adjusted Azimuths and Distances (Metres)

From	To	Grid Azimuth	UTM Grid Distance	Average Ground Distance
1251	992	28–08–18.77	21.838	21.849
1251	1258	77–56–30.97	6802.818	6806.543
1251	2954	79–48–05.58	6783.098	6785.803
1251	9931	320–30–15.53	1838.493	1838.437
1252	1253	232–57–13.04	2195.089	2197.019
1252	1254	89–24–28.48	180.158	180.2851
1253	412	41–46–48.90	3529.502	3532.894
1254	1257	180–38–01.72	125.349	125.413
1255	1258	102–14–34.49	3970.201	3972.378
1256	1259	103–37–20.92	4040.525	4042.736
1256	1260	115–34–56.53	3593.930	3593.983
1256	1261	79–42–36.27	9783.811	9787.7915
1256	1262	76–41–35.21	8396.911	8403.7884
1256	1263	49–29–40.53	4063.656	4066.352
1256	1264	30–03–36.58	4310.290	4312.782
1256	1266	47–41–24.90	9683.461	9665.751
1256	1259	153–10–50.75	110.152	110.214
1261	1262	257–32–35.91	183.620	184.038
1263	1264	60–51–40.85	280.700	280.884
1266	412	301–30–20.00	592.826	593.191
1259	2954	191–58–22.82	101.714	101.772



Final Report on a Helicopter-borne Geophysical Survey Keno Hills, Yukon



For

Alexco Resource Corp.
200 Granville Street
Vancouver, BC
Canada, V6C 1S4

By

McPhar Geosurveys Ltd.
1256B Kerrisdale Blvd.
Newmarket, Ontario
Canada, L3Y 8Z9

October, 2006

McPhar 0610

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- THEM Digital Time-Domain Electromagnetic System
- Geometrics G-822A Airborne Cesium Magnetometer
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- Dallas Antill
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- Asif Mirza

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SUMMARY

An airborne geophysical survey program was completed over the Keno Hills Area of the Yukon Territory. The area is situated in the surrounding area of Keno, under contract to Alexco Resource Corp., signed May 2006. The program consisted of a high-resolution helicopter magnetic and time domain electromagnetic (TDEM) survey.

Originally the Hummingbird EM system was going to survey this area. Due to technical issues the Hummingbird EM system was replaced by the THEM time domain electromagnetic system.

First tests and calibration flights were completed on 29 June 2006 with data acquisition initiated on 29 June 2006. The final survey flight was completed on 22 August 2006. A total of 2016 line-kilometres of data were acquired, covering an area of approximately 365 square kilometres. The survey area was flown in one block with a nominal mean helicopter terrain clearance of 85 metres on both flight lines and tie lines. Flight line spacing was approximately 200 metres and tie lines at a spacing of approximately 2000 metres.



Figure 1: Helicopter, THEM system.

1. INTRODUCTION

A detailed high-resolution helicopter-borne magnetic and time domain electromagnetic survey was carried out during the period of 05 June 2006 to 22 August 2006 on behalf of Alexco Resource Corp. hereinafter referred to as "Alexco", by McPhar Geosurveys Ltd, hereinafter referred to as "McPhar", over the survey block situated in the surrounding area of Keno, Yukon Territory.

The purpose of the survey was to acquire high-resolution geophysical data to map the geophysical characteristics of the geology and structure in an effort to provide an insight into geologic and geophysical settings conducive to economic (Au) mineralization.

The *THEM* geophysical system was mounted on Eurocopter AS-350B2 helicopter. The data acquisition involved the use of precision real-time differential GPS positioning, a high sensitivity magnetometer system incorporated into the *THEM* helicopter electromagnetic time domain system towed beneath a helicopter.

The survey area was flown as an individual block on survey lines flown in a north-south direction (360°) at spacing of 200 metres and tie lines flown in east-west direction (90°) at spacing of 2000 metres. The survey comprised a total of 2,016 line kilometres of data acquisition.

Table 1: Description of Survey Block

AREA NAME	APPROX AREA KM^2	LINE /T.L. SPACING	FLIGHT LINE-KM	TIE LINE-KM	TOTAL LINE-KM	PRIMARY FLIGHT DIRECTION
Keno Hill	365	200 m x 2,000 m	1,808	208	2,022	360^o /90°
Totals	**365**		**1,808**	**208**	**2,016**	

Initial mobilization of the helicopter, equipment and personnel from Toronto to Mayo was completed on 5 June. Several technical problems were recognized during the installation of Hummingbird frequency domain EM system. The final decision to replace the Hummingbird system with THEM system was made and the system replacement was approved by Alexco Resource Corp. A second mobilization of the helicopter, equipment and personnel from Toronto and Gatineau to Mayo was completed on 24 June. A fuel cache was established near the survey project area and production flights commenced on 29 June. Installation of the survey equipment into the helicopter and pre-survey test and calibration flights were completed on 28 and 29 June 2006. On 09 July 2006 the THEM sensor support welds broke and sections of the transmitter loop were damaged. Personnel and equipment were demobilized to Whitehorse for repair. Re-mobilization of equipment and personnel from Whitehorse back to Mayo was completed on 15 July 2006. On 26 July the THEM sensor struck a tree and sections of the transmitter loop were damaged. Personnel and equipment were again demobilized to Whitehorse for repair. Re-mobilization of the equipment and personnel from Whitehorse back to Mayo was completed on 6 August 2006.
On 10 August, the THEM sensor once struck a tree and sections of the transmitter loop were damaged.

The personnel and the equipment were demobilized to Whitehorse for repair. Re-mobilization of the equipment and personnel from Whitehorse back to Mayo was completed on 15 August 2006. The final production flight was completed on 22 August 2006.

2. SURVEY AREA

The survey consisted of one block located in the surrounding area of Keno, Yukon Territory (Figure 2). Topography of the survey area was variable, from rolling hills to steep heavily wooded slopes. Elevation ranged from approximately 200 metres to 2200 metres above sea level. Temperature conditions during the survey varied from -2 ^{o}C to 30 ^{o}C.

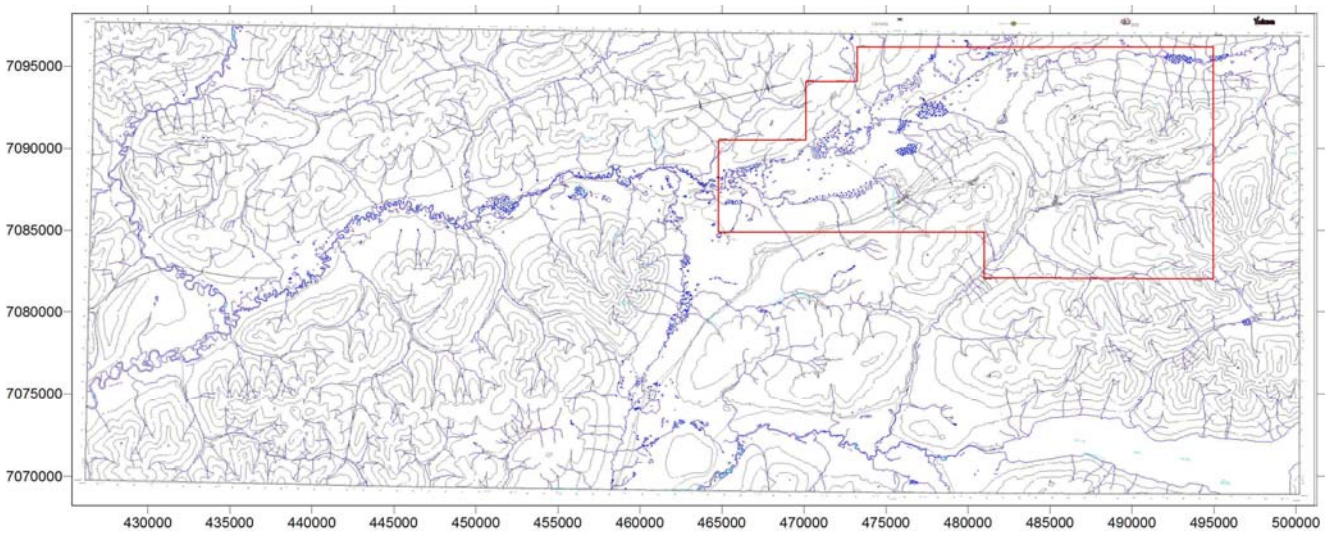


Figure 2: Location of the Survey Area.

The survey block was identified by Alexco as Keno Hill.

The survey block corner coordinates were provided by Alexco in NAD83, UTM Zone 8N easting and northing. Final maps were required in NAD83, UTM Zone 8N easting and northing. The following table contains the survey block corner coordinates.

Table 2: Boundary Coordinates of Survey Block in NAD83, UTM Zone 8N

Keno Hill		
Corner	UTM Easting	UTM Northing
1	495000	7082000
2	481000	7082000
3	481000	7085000
4	464800	7085000
5	464800	7090500
6	470000	7090500
7	470000	7094000
8	473000	7094000
9	473000	7097000
10	495000	7097000





Figure 3: Typical Survey Terrain

3. SURVEY OPERATIONS

3.1 Operations Base

Survey operations were based out of Mayo, Yukon Territory. Permission was obtained to park and operate the helicopter, and to locate and operate the GPS base station from the Trans North Helicopter Manager at Mayo base. A fuel cache was also established near the survey area to cut down ferry time during survey operations. The THEM system remained in the survey area after each flight, again to reduce helicopter ferry times.

Quality Control and preliminary data processing was undertaken by the crew at the BedRock Motel in Mayo.

3.2 Survey Conditions

Weather conditions during the survey were variable. Temperatures ranged from -2 °C to 30 °C, with most days being partly cloudy. Fog and/or high winds delayed some flights. No survey was possible on a total of five days, due to low cloud ceiling, rain or high winds.

Sunspot activity, and hence diurnal geomagnetic activity, was general quiet during the entire data acquisition period. Four lines of data were lost due to the geomagnetic activity being out of contract specification. They were reflown at a later date.

3.3 Navigation

The nominal data acquisition speed of the helicopter was approximately 90 kilometres per hour (25 metres per second). With a sampling rate of 0.1 second, TDEM, magnetometer and altimeter measurements were acquired approximately every 2.5 metres along the survey line. Therefore, a magnetic value, a terrain clearance value, and a position fix every 2.5 metres along the flight track was recorded.

Navigation was assisted by an OmniStar 3000 LRS real-time GPS receiver system that reports GPS co-ordinates as WGS-84 latitude & longitude and directs the pilot over the pre-programmed two-dimensional (2-D) survey grid. The x-y position of the helicopter as reported by the GPS system is recorded together with the terrain clearance, as reported by the radar altimeter.

Vertical navigation along flight lines was established using the radar altimeter. The nominal terrain clearance during normal survey flying was 85 metres for the helicopter, 36 metres for the THEM transmitter, and 60 metres for the magnetometer sensor and X, Y and Z-axis receiver coils. However, due to the terrain in some areas and/or the pilot's judgment of safe flying conditions, the prescribed terrain clearances were not possible 100% of the time.

The final vertical and horizontal survey positions were real-time differentially corrected during the flight, computed using the data from the onboard OmniStar 3000 LRS GPS receiver, to a precision of approximately ±1.5 metres.

The following geodetic and mapping parameters were selected throughout the data acquisition phase.

Approximate survey size:	2016 line-km
Flight line direction:	north - south
Line spacing:	200 m
Tie line direction:	east - west
Tie line spacing:	2000 m
Minimum line length:	5 km
Mean terrain clearance:	Helicopter – 85 m
	Magnetometer – 60 m
	THEM transmitter – 36 m
Navigation:	Real-Time Differential GPS
Projection:	UTM Zone 8N (NAD 83)

3.4 Magnetic Base Station

To monitor and record diurnal variations of the earth's magnetic field, a GSM-19 Overhauser magnetometer base station was utilized. It was set up at the fuel cache near the survey area. The same magnetic base station location was used for all survey lines flown. The details of the magnetic base station are included in the Magnetic Base Station Form in Appendix 1. Every effort was made to ensure that the magnetometer sensor was placed in a location with a low magnetic gradient, away from power lines and moving metallic objects, such as motor vehicles and aircraft, without compromising safety and local activity.

The total magnetic field recorded at the base station was averaged from all measurements acquired during the survey. The average total magnetic intensity was determined to be 57,745 nanoTesla. (nT)

The base-station magnetometer was operated continuously throughout the airborne data acquisition work with a sensitivity of 0.01 nT. Ground and airborne system clocks were synchronised using UTC time, to an accuracy of 1 second or better. The sampling rate was once per second. A continuously updated profile plot of the base station values was presented on the base station screen. The magnetometer base station's data were recorded in solid-state memory in the GSM-19 and downloaded to the Field Workstation after each day.

3.5 Field Processing & Quality Control

The survey data were transferred to portable recording media on a flight-by-flight basis, and then copied to the field data processing workstation. In-field data processing included reduction of the data to GEOSOFT GDB database format and inspection of the data for adherence to contract specifications. Survey lines that exhibited excessive deviation after differential correction, or that were considered to be of inferior quality, were reflown.

3.6 Survey Statistics and Project Diary

The survey entailed a total of 48 flights; of which 30 flights were production flights. The first production flight was Flt #2 on 29 June 2006, with the last production flight, Flt #48 on 22 August 2006. The remaining 18 flights were either test and/or calibration flights or flights that were aborted due to aircraft or equipment problems.

Table 3: Project Diary

Date	Flt #	Hours Flown	Line-Km Accepted	Comments
5 June				Crew mobilized by road/air to Whitehorse – Installation of equipment in helicopter
6 June				Crew mobilized to Mayo, Hummingbird was ground tested. Diurnal active in afternoon.
7 June	1	0.5		Radar test and Nav file checked. Diurnal active.
8 June				Repairs required on system – transmitter boards
9 June				Still repairing system. Helicopter released
10 June				Repairing system
11 June				Repairing system
Decision was made to replace EM Hummingbird with THEM time domain system				
24 June				Crew mobilized to Mayo with THEM system
25 June				Equipment assembled and ground tested
26 June				Waiting on arrival of helicopter
27 June				Waiting on arrival of helicopter
28 June				Helicopter arrived. Equipment installed
29 June	1,2	2.4	72	Calibration and one survey flight flown
30 June				Modifications made to system – no survey
1 July				Waiting on repair parts from Whitehorse
2 July				Repairs being made to system
3 July				Belly hook of helicopter failed during take off. Need to repair the receiver coil apparatus and tail stabilizer of the mag boom.
4 July	3,4,5,6,7	4.7	216	One test flight, one flight aborted and three production flights
5 July	8,9	1.8	45	Two production flights
6 July	10,11,12 & 13	4.4		Troubleshooting power to system
7 July				Troubleshooting power to system
8 July				Problem fixed – no survey due to poor weather
9 July	14			During flight support welds broke. Repairs to system will have to made in Whitehorse
10 July				Crew repairing system in Whitehorse
11 July				Crew repairing system in Whitehorse
12 July				Crew repairing system in Whitehorse
13 July				System reassembled and ground tested

14 July				System completely reassembled and tested
15 July				Crew returned back to Mayo
16 July				Equipment reinstalled in helicopter
17 July	15,16,17 & 18	4.7	91	Two GPS test flights and two production flights
18 July	19,20	2.9	11	Two production flights
19 July	21,22,23	1.9		Test flights flown to test DAS
20 July				Troubleshooting DAS
21 July	24,25,26	4.3	96	Two test flights and one production flight
22 July	27,28,29	8.6	423	Three production flights
23 July	30,31,32	8.7	408	Three production flights
24 July	33,34,35	4.9	174	Three production flights
25 July	36,37,38	8.6	241	Three production flights
26 July	39,40,41	8.2		THEM system hit a tree. System will be repaired in Whitehorse
27 July				Crew repairing system in Whitehorse
28 July				Crew repairing system in Whitehorse
29 July				Crew repairing system in Whitehorse
30 July				Crew repairing system in Whitehorse
31 July				Crew repairing system in Whitehorse
1 Aug				Crew repairing system in Whitehorse
2 Aug				Crew repairing system in Whitehorse
3 Aug				Crew repairing system in Whitehorse
4 Aug				Crew repairing system in Whitehorse
5 Aug				Crew repairing system in Whitehorse
6 Aug				Crew returned back to Mayo
7 Aug		2.1		Equipment assembled and test flown
8 Aug				No survey due to poor weather
9 Aug		1.9		Flight aborted due to poor weather
10 Aug	42	3.1	105	THEM system hit a tree
11 Aug				Crew repairing system in Whitehorse
12 Aug				Crew repairing system in Whitehorse
13 Aug				Crew repairing system in Whitehorse
14 Aug				Crew repairing system in Whitehorse
15 Aug				Crew returned back to Mayo
16 Aug				Equipment ground test. Waiting for Helicopter
17 Aug				Waiting on arrival of helicopter
18 Aug				Helicopter arrived and equipment was installed
19 Aug	43,44,45	3.0	123	Two flights aborted and one production flight
20 Aug	46,47	5.4	196	Two production flights
21 Aug				Due to the weather, no production flight
22 Aug	48	2.1	90	One production flight – survey completed
Totals		**84.2**	**2,291**	

- Totatls are inclusive 275 reflight line-kms.

The following personnel were the onsite crew on the project in Mayo:

Table 4: Field Personnel

Title	Name	Days Onsite
Project Coordinator	Kevin Lindsay	50
Project Manager/QC Geophysicist	Dallas Antill	60
QC Geophysicist	Asif Mirza	7
Technician/Operator	Jan Niemeijer	21
Technician/Operator	Jean Christphe	60
Technician/Operator	Len Sellwood	60
Technician/Operator	Mark Andrews	7
Helicopter Pilot	Doug Hladun	12
Helicopter Pilot	Grant Shannon	33
Helicopter Pilot	Steve Soubaubre	7
Helicopter Pilot	Al Stannard	4

McPhar Geosurveys Ltd. of Newmarket, Ontario, Canada, was responsible for the field operations, all geophysical matters and the overall coordination and management of the survey.

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4. HELICOPTER AND EQUIPMENT

4.1 The Helicopter

The survey was flown using a Eurocopter AS-350B2 helicopter. This helicopter was capable of up to 3.0 hours flight duration with the THEM system and a crew of two people on board. The helicopter was rented from Trans North Helicopters Limited of Whitehorse, Yukon.



Figure 4: Survey Helicopter AS-350B2

The installation of the geophysical and ancillary equipment was carried out by McPhar personnel in Whitehorse, with final adjustments, calibration and testing completed prior to production survey flights.

Aircraft Registration:	-	Canadian, C-GTNT
Engine:	-	Turbomeca ARRIEL 1B – 642 HP
Empty weight:	-	1750 lb/795 kg
Gross weight:	-	4960 lb/2254 kg
Max cruise:	-	135 kn/248 kph
Max rate of climb:	-	1350+ fpm/6.9 mps
Service ceiling:	-	16000 ft/4923 m
Standard fuel:	-	142 gal/540 litres
Survey duration:	-	3.0 hours

4.2 The Survey Instrumentation

4.2.1 THEM Survey System Overview

The THEM (**T**ime-domain **H**elicopter **E**lectro**M**agnetic) system is a member of the INPUT/GEOTEM/QUESTEM family of airborne EM systems, utilizing a half-sine wave pulse transmission, followed by an interval of transmitter off time in a continuous alternating series.

The nominal pulse width used in this application was 3.5644 ms for transmitter on-time followed by an off-time interval of approximately 16.6 ms. The system comprised of a vertical-axis 7.5-m diameter dipole transmitter suspended 48.7 metres below the helicopter. A mean terrain clearance of 85 metres for the helicopter yielded a 36.3 metre height above ground for the transmitter.

The receiver consisted of a 3-axis dipole (X, Y and Z-coils) housed in a Kevlar shell, mounted to the magnetometer boom. In this position it was 60.2 metres above the ground at the helicopter's nominal terrain clearance of 85 metres during the survey. Figure: 5 shows the THEM system configuration.

The tow cable was constructed of coaxial cables complete with a strain member. The length of the tow cable was nominally 55 metres between the helicopter and transmitter. A weak link assembly was used to attach the tow cable to the helicopter. The on-board section of the tow cable consisted of coaxial cable, with its length customized to suit the helicopter.

The THEM receiver recorded the time derivative of the magnetic component of electromagnetic field generated by the EM transmitter plus the secondary fields generated by conductors in the ground. The vertical and horizontal components of these fields were detected in the X, Y and Z coils respectively. Each of the X, Y and Z signals were recorded in raw form at a sampling rate of 30 kHz, or 1024 samples since the waveform repeated 60 times per second and recorded in the binary DAT file. The nominal sample width was 0.016 ms.

The nominal transmitter frequency was 30 Hz or 60 pulses per second. The current, X-coil, Y-coil and Z-coil data from each pulse was sampled using 1024 points and recorded in a binary file. In post-flight processing, the EM time series were stacked and output at 10 samples per second, or approximately 2.5 metre intervals along flight track. EM channel windows were programmable during post-flight processing.

Ancillary instrumentation installed in the helicopter included:

- A Geometrics G-822A high-sensitivity cesium magnetometer in a towed-bird airfoil, 0.001 nT/20 Hz resolution
- A real-time DGPS Navigation System, comprising a GPS/OmniStar 3000 LS receiver, and a GEONAV GPS computer and pilot steering indicator (PSI)
- A Terra TRA-3000/Tri - 30 Radar Altimeter
- The THEM Data Collector PC-based Data Acquisition System

A complement of spare parts and test equipment were maintained at the survey site.

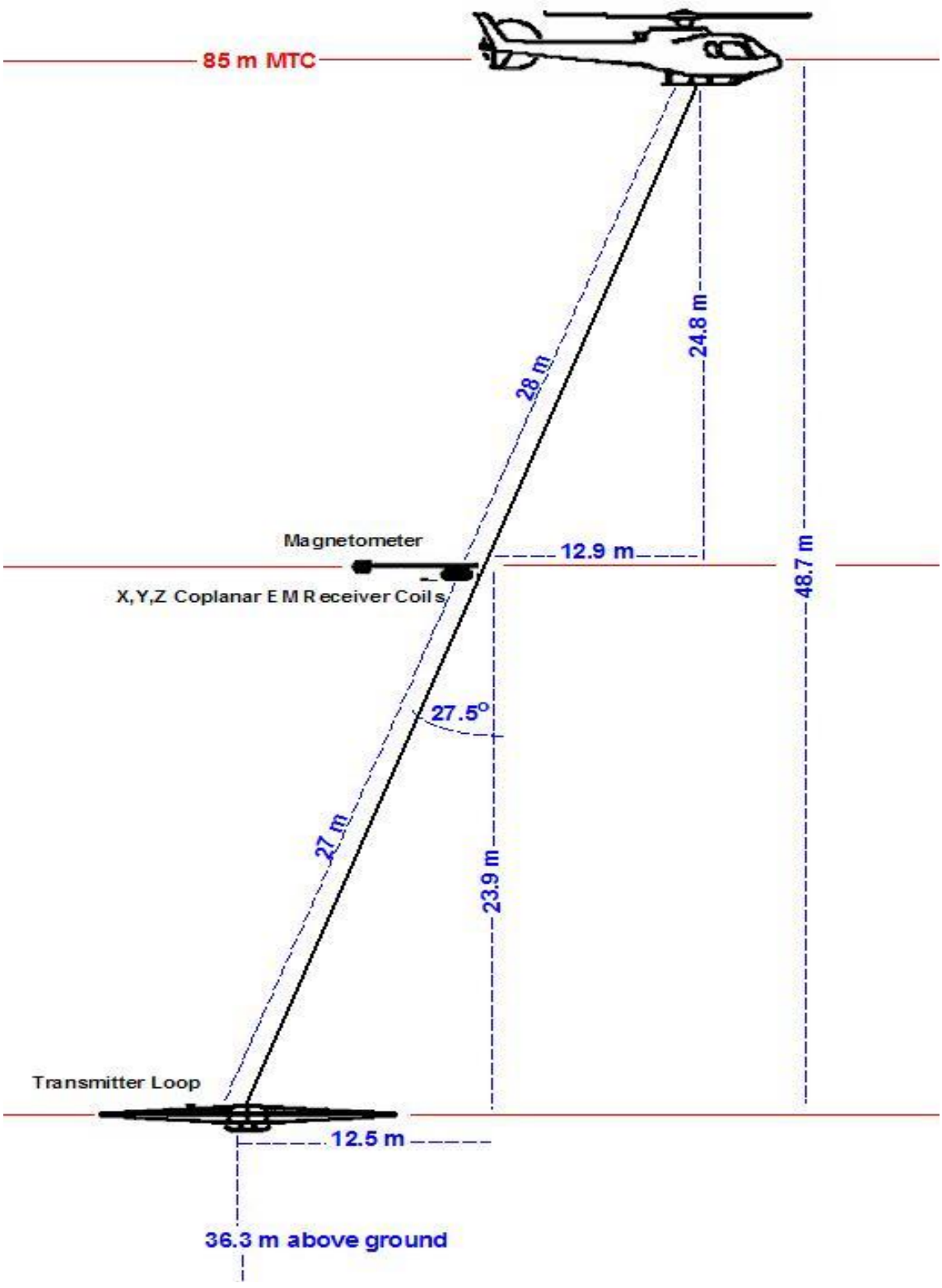


Figure 5: THEM System configuration.

4.2.2 Airborne Magnetometer



Figure 6: Geometrics G-822A Airborne Cesium Magnetometer Sensor

The magnetic sensor utilized for the survey was a Geometrics G-822A optically pumped cesium vapour magnetic field sensor, mounted on a boom. The reported sensitivity of the magnetic sensor is 0.0005 nanoTesla (nT) at a sampling rate of 20 times per second.

A cesium vapour magnetic sensor is in essence a miniature atomic absorption unit, which produces a signal whose frequency (Larmor frequency) is proportional to the intensity of the ambient magnetic field. The unit consists of three main elements: a cesium vapour lamp; an absorption cell; and a photosensitive diode. These three units are all mounted along a common optical axis within the sensor housing. The electronic support system is mounted approximately three metres from the sensor, and transmits the Larmor signal to a counter in the data acquisition system which converts the signal to magnetic field strength in nanoTesla.

The magnetometer sensor is housed in its own airfoil (bird) and is attached to the tow cable 23.9 metres above the THEM transmitter loop. In this position it was 60.2 metres above the ground at the helicopter's nominal terrain clearance of 85 metres during the survey.

The G-822A magnetometer is described in Appendix 2.

4.2.3 The Base Station Magnetometer

A GEM Systems GSM-19 Overhauser magnetometer, configured to make base station measurements, was utilized as a base station on this project. The GSM-19 has a resolution of 0.001 nT at a sampling rate of once per second. The base station magnetometer was positioned at the fuel cache near the survey area.



Figure 7: The Base station GEM GSM-19 Magnetometer and Data Logger

Every effort was made to ensure that the magnetometer sensor was placed in a location of a low magnetic gradient and away from electric transmission lines, and moving metallic objects, such as motor vehicles and aircraft.

The GSM-19 magnetometer is described in Appendix 2.

4.2.4 Altimeter

A Terra TRA-3000 radar altimeter system recorded the ground clearance to an accuracy of ± 1.5 m from 12 m – 30 m; ± 5% over a range of 30 m – 152 m; and 7% over a range of 152 m – 762 m. The antenna was mounted on the nose of the helicopter.

The altimeter was interfaced to the data acquisition system with the output sampled at 10 times/ second, and was digitally recorded.

The altimeter is further described in Appendix 2.

4.2.5 The GPS/Omnistar Navigation System

An OmniSTAR 3000LRS DGPS navigation system input to a navigation computer and pilot steering indicator (PSI) provided the navigation control. The pilot steering indicator (PSI) provided steering and cross-track guidance to the pilot. The pilot was provided with GPS and altimeter data to aid in the flying of the aircraft.

Survey co-ordinates were set-up prior to commencement of the survey, the information loaded into the airborne navigation system. The co-ordinate system employed in the survey design and digital recording was WGS-84 latitude and longitude. The GPS positional data was recorded at one-second intervals and used with data obtained from three different differential services: Space Based Augmentation Systems (SBAS), OmniSTAR, and DGPS beacon stations, to calculate real-time differentially corrected locations.

The GPS receiver is fully described in Appendix 2.

4.2.6 Data Acquisition/Recording System

A PC-based data acquisition system (DAS) referred to as the THEM Data Collector was used to record the geophysical and navigation data on board the helicopter. Data was simultaneously recorded on a hard disk at a repetition rate of 0.05 sec for post-flight computer processing. The five main functions fulfilled by the DAS are:

1) System control and monitoring;
2) Data acquisition;
3) Real-time data processing;
4) Navigation; and
5) Data playback and analysis.

The THEM data collector is a fully PC-compatible microcomputer. All data collection routines, checking, buffering, recording and verification are software controlled for maximum flexibility. The recorded data was monitored on a colour LCD display as pseudo-analog traces to verify quality and functionality of the system.

All geophysical and navigation data on board the helicopter was recorded in binary .DAT files.

The binary data was transferred to portable recording media (DVD) on a flight-by-flight basis, and then copied to the field data processing workstation. Binary data were extracted with THEM Geophysics' proprietary Extractor software and transferred to Geosoft's GDB database format for further inspection.

The THEM Data Collector is described in Appendix 2.

4.2.7 Field Computer Workstation

A Data Processing Field Workstation (FWS), comprised of a dedicated PC- based notebook computer for use at the technical base in the field, was used on this project. The FWS is designed for use with Geosoft's Oasis Montaj™ Data Processing Software. The FWS has a data replot capability, and if necessary, can be used to produce pseudo-analogue charts from the recorded digital data within less than 12 hours after the completion of a survey flight. It is also capable of processing and imaging all the geophysical and navigation data acquired during the survey, producing semi-final, preliminary-levelled maps.

The FWS was used to accomplish the following:

- **Quality Control/Digital Data Verification** - flight data quality and completeness were assured by both statistical and graphical means on a daily basis
- **Flight Path Plots** - flight path plots were generated from the GPS satellite data to verify the completeness and accuracy of each day's flying
- **Preliminary Maps** - the Geosoft's software system permitted preliminary maps to be quickly and efficiently created for noise and coherency checks.

Two workstations were dedicated to the project, a PC-compatible PENTIUM Centrino Notebook computer, 1 GB of memory and 60 GB hard disk drive, and one P4 desktop PC for Data backup and archiving. Data was backed up and stored on DVD on a regular basis.

The Oasis Montaj software is designed for airborne data editing, compilation, processing and plotting. The software reads the portable data media from the airborne system, then checks for gaps, spikes or other defects and permits the data to be edited where necessary. The base station GPS/magnetometer data is checked, edited, processed and then merged with the airborne data. GPS flight path plots are created and plotted for both flight planning and flight path verification.

The FWS is described in Appendix 2.

4.2.8 Spares

A normal compliment of spare parts, tools, back-up software, and necessary test instrumentation was kept available in the field office.

5. INSTRUMENT CHECKS AND CALIBRATIONS

5.1 Airborne Magnetometer and THEM System Tests and Calibrations

5.1.1 Magnetic Heading Effect

The magnetic heading effect was determined by flying a cloverleaf pattern oriented in the same direction as the survey lines and tie lines. Two passes in each direction were flown over a recognizable feature on the ground in order to obtain sufficient statistical information to estimate the heading error. The heading error of less then 1 nT was determined and was monitored continuously on daily basis during the survey following the data collected at tests line.

5.1.2 Lag Tests

A Lag Test was performed to ascertain the time difference between the magnetometer readings and the operation of the GPS System. The test was flown over an identifiable magnetic anomaly on selected test line by flying the same line in opposite directions at survey altitude. According to several reinstallations the system lag was monitored on daily basis and individual lag correction was applied for selected individual flights and lines. The lag test results indicated a variable shift lag from 1.2 to 3.5 seconds present in the system.

5.1.3 EM System

The system was calibrated according to the contractor's standard procedures. The operator maintained a daily log of any events that may have affected the overall system performance and calibration. Procedures for calibration outlined by the manufacturer of the THEM system were adhered to by the field personnel.

EM calibration sequences were carried out a minimum of two times per flight, at the beginning and end of each flight and possibly in the middle. The base level for each EM channel and channel drift was inspected and defined on a flight-by-flight basis. The method employed involved a combination of survey and data-processing procedures. The base level was defined by flying a high altitude (500 m or higher) segment at the start, in the middle and at the end of any production flight.

5.1.4 Altimeter Calibration Test

Checks of the radar altimeter calibration were undertaken before the production flights and after survey completion. Calibrations were determined by comparing the radar altitude with a suitable reading from the GPS system during radar "stack" over a flat area. The calibration of the radar altimeter was checked by the operator on a daily basis during the landing and taking-off of the helicopter at the operation base. Results of altimeter calibration test are in Appendix 2.

5.1.5 Other Daily Checks

The validity of data on all system channels was checked at the start and end of each survey flight, together with the synchronization of each of the systems (airborne and ground).

6. DATA QUALITY CONTROL AND PROCESSING

Data quality control and data processing were carried out in two stages. The initial field processing was completed on-site at the base of operations in Mayo. The final data processing was completed in data processing centre of McPhar in Newmarket, Ontario. A summary of the basic actions conducted during each data-processing stage appears below.

Field Processing

a.) Data pre-processing and extraction with THEM Geophysics' proprietary Extractor software
b.) Transfer of extracted data into Geosoft's Database
c.) Transfer and pre-processing of magnetic base station data in Geosoft's Database
d.) Preliminary processing of GPS and altimeter data in Geosoft's Database
e.) Compilation of flight path in Geosoft's Database
f.) Preliminary processing of magnetic data in Geosoft's Database
g.) Preliminary processing of EM data in Geosoft's Database

Final Processing

a.) Final flight path compilation
b.) Processing of GPS and altimeter data
c.) Processing of magnetic data
- Processing of magnetic base station data
- Corrections on magnetic data and levelling
- Production of magnetic derivative maps

d.) Processing of EM data
- Normalization to ppm
- Filtering and levelling of EM channels
- Calculation of Apparent Conductance
- EM anomaly selection and analysis

e.) Production of final maps

6.1 Data Management

Each production flight was recorded as separate raw data binary DAT files on removable 20 GB hard drives and archived onto DVD. The raw DAT file was comprised of:

- Real-time differentially corrected GPS data defined by WGS84 longitude, WGS84 latitude, WGS84 ellipsoidal height and GPS time
- Radar Altimeter data
- Magnetic data measured by airborne magnetometer
- Bx channel – EM data measured by horizontal longitudinal axis dipole (X-coil) on coplanar receiver - 1024 samples for the waveform
- By channel – EM data measured by horizontal lateral axis dipole (Y-coil) on coplanar receiver - 1024 samples for the waveform
- Bz channel - EM data measured by vertical-axis dipole (Z-coil) on coplanar receiver - 1024 samples for the waveform

Raw data in binary DAT file format were recorded in the helicopter on removable 20 GB hard drives.

Data duplication was carried out with DVD-ROM burning hardware and software and archived on DVD.

The binary DAT file was pre-processed and extracted to ASCII format using THEM Geophysics' proprietary Extractor software. The data pre-processing and extraction is illustrated by the flow chart in 8.

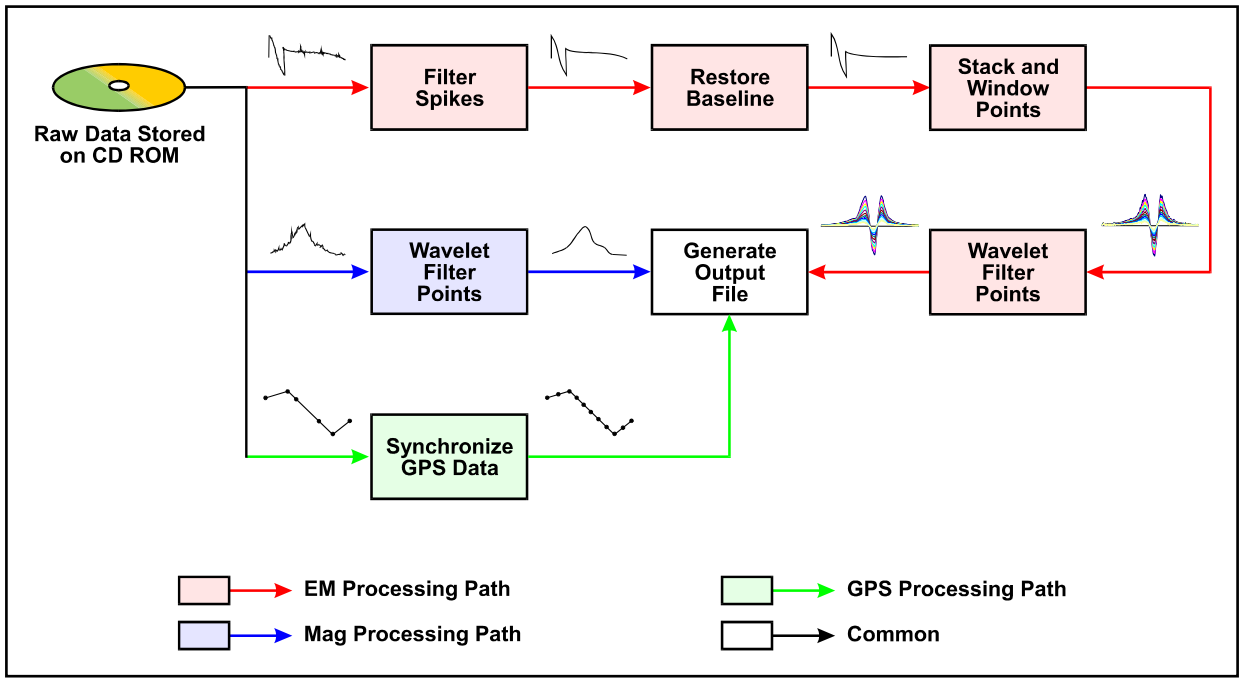


Figure 8: Data Processing Flow Chart.

The ASCII flight data was loaded on a daily basis into a flight specific Geosoft database. The EM drift, magnetic diurnal corrections, and other flight-scale phenomena were processed using Geosoft. Individual flights were separated into their constituent survey lines prior to the preparation of final products. The start and end frames for each flight line were determined and incorporated into the database. The line limits were refined via on-screen inspection of the actual flight path superimposed upon the planned flight path. Duplicate lines were inspected to determine which should be removed. Upon completion of the QA/QC process, the flight specific Geosoft database was merged into the project maser database.

The digitally recorded magnetic ground base station data was loaded and processed in a separate Geosoft database and merged into a master Geosoft database.

Following the survey demobilization, the raw data binary DAT files, magnetic base station data, daily and master Geosoft databases were shipped to the Newmarket, Ontario office of McPhar for final processing.

The following data were merged into the master Geosoft Database:

- Real-time differentially corrected GPS data
- Radar Altimeter data
- Magnetic data measured by airborne magnetometer
- Magnetic data measured by ground bases station magnetometer
- EM data – 35 extracted time windows for channel Bz

The project master database was used for preparation of flight path maps, all magnetic products, production and presentation of the digital elevation model (topography) product, basic and advanced EM processing, anomaly picking, and EM products. Data processing and data loading chart flow is described in 9.

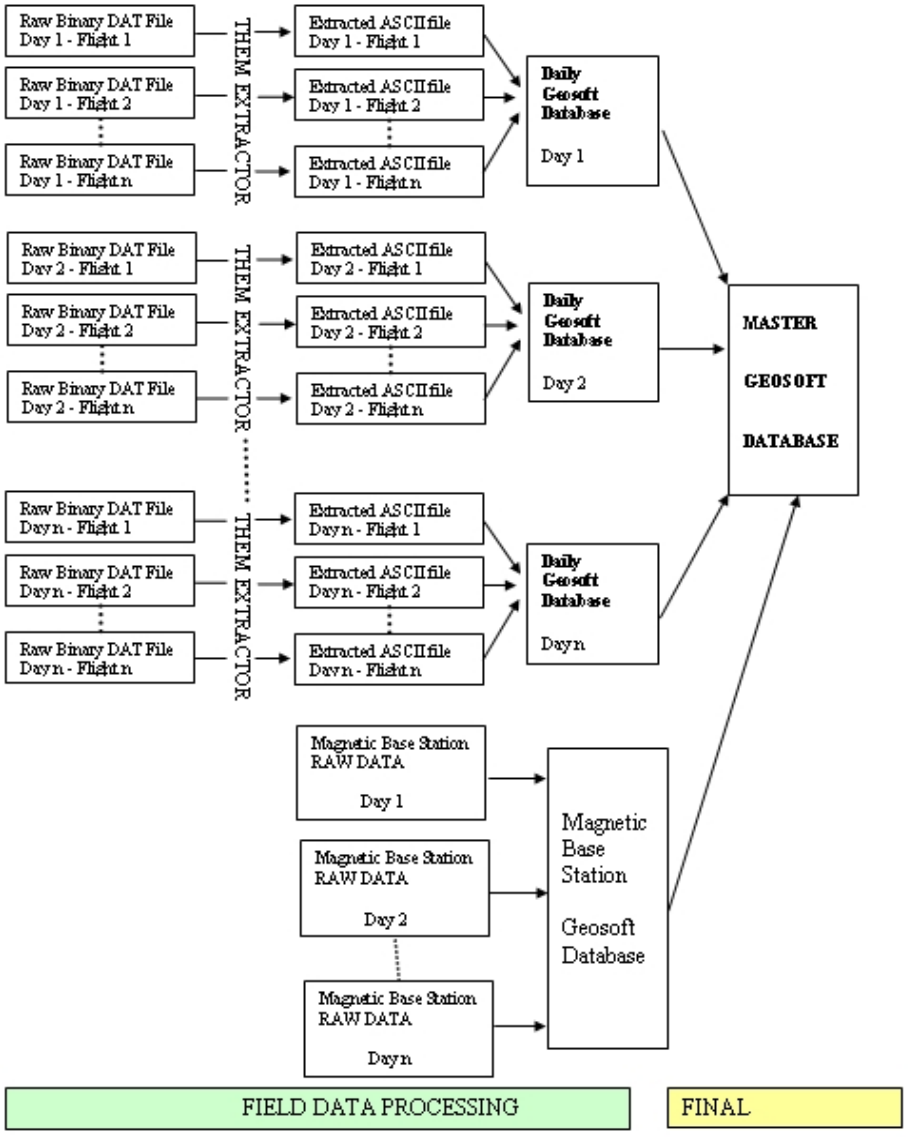


Figure 9: Data Processing and Data Loading Flow Chart

6.2 Field Data Quality Control and Field Pre-Processing

Daily quality control, initial processing and archiving of the data were completed on-site at the base of operations in Mayo using Geosoft's Montaj software and a notebook PC computer. All data were verified upon receipt.

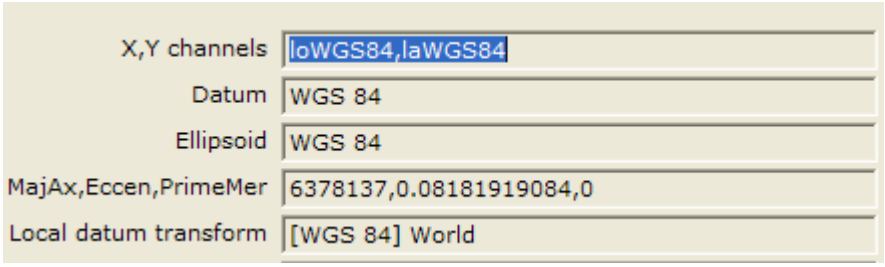
The pre-processing or in-field processing sequence included the following quality control measures:

a) Examination and checking of all incoming data to ensure completeness of data sets.
b) Data pre-processing with THEM Geophysics' proprietary Extractor software.
c) Extraction of pre-processed data to ASCII format using THEM Geophysics' proprietary Extractor software. Data pre-processing and extraction chart flow was described in **Error! Reference source not found.**.
d) Transfer of extracted ASCII data into a Geosoft database.
e) Merge and processing of magnetic base station data into Geosoft database.
f) The production of preliminary flight path maps, speed checks, terrain clearance checks. (The flight path was plotted and compared to the nominal flight plan. The line number and its delimiting fiducials were noted in the Flight Log and in the Geosoft database)
g) Full profile quality control of all acquired traces for noise levels, data completeness and adherence to contract specifications.
h) Preliminary processing of magnetic data:
   - The magnetic data were edited for spikes and interpolated.
   - Edited magnetic data was gridded using a minimum curvature algorithm and inspected in plan.
i) Preliminary processing of EM data:
   - The EM channels were processed and inspected as sets of coloured stacked profiles.
j) Archiving of raw and in field pre-processed data

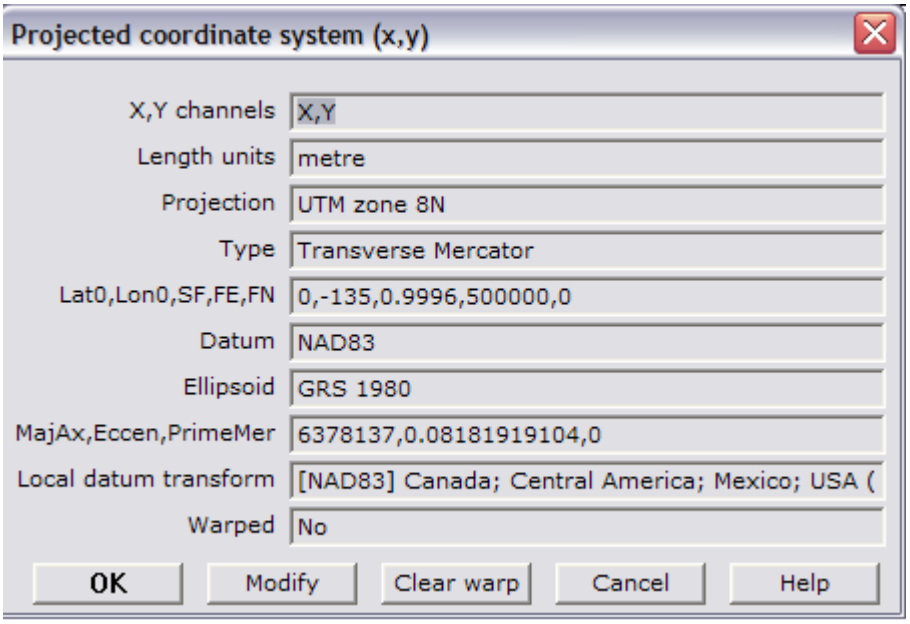
6.3 Flight Path Compilation

The flight path was derived from real-time differentially corrected GPS positions recorded by a GPS receiver and transferred to the data acquisition/recording system. A position was sampled and calculated 5 times per second (approximately each 5 metres along the flight path) to an accuracy of better than ±1.5 metres. These position data were merged together with electromagnetic, magnetic and ancillary data in the daily Geosoft GDB database, and finally in the project master Geosoft GDB Database. The GPS WGS84 latitude and longitudes were re-projected into NAD83, UTM Zone 8N. The flight path was plotted and compared to the nominal flight plan.

Survey GPS Latitude and Longitude were defined as:



Projected UTM coordinates were defined as:



6.4 Base Station Magnetic Data

The base station magnetometer data was edited, plotted and merged into the base station Geosoft GDB database on a daily basis for further processing. A non-linear filter to remove spikes and a 15 fiducial (15 seconds) low-pass filter were applied to smooth the diurnal channel. To adjust the airborne magnetic data for relative drift only, an average total field value of 57 745 nT was subtracted from all diurnal values.

The processed magnetic diurnal data were exported to an ASCII lookup table. The magnetic diurnal data were then imported into the Project Master Geosoft Database using the date and GPS time in seconds of day as the reference channel.

The QA/QC procedure to determine acceptable magnetic base station data involved:

- De-spiking of the base station data resulting from cultural activities not associated with the performance of the survey.
- Determination of the maximum noise of the observed total magnetic intensity (TMI; 1 nT maximum allowable).

- Determination of the rate of diurnal change (maximum gradient of 25 nT for a 5 minute chord).

6.5 Radar Altimeter Data and Digital Terrain Model

The radar altimeter data were filtered with a non-linear filter (filter width of 1 second; filter amplitude tolerance of 5 metres) to remove spurious spikes. Additional smoothing of the radar altimeter data was achieved through application of a low-pass filter.
A digital terrain model (DTM) channel was calculated by subtracting the filtered radar altimeter data from the GPS elevation defined by the WGS84 ellipsoidal height.

The DTM channel was gridded using a minimum curvature algorithm with a grid cell size of 60 metres and inspected for continuity. Micro-levelling of the DTM was then completed accompanied by further smoothing utilizing three passes of a 3 x 3 cell Hanning filter prior to contouring and DTM map production.

6.6 Magnetic Data

Final processing of the magnetic data involved the application of traditional corrections to compensate for diurnal variation, lag, heading effects and levelling prior to gridding. Processes applied to improve the gridding include micro-levelling and application of higher order filter operators.

6.6.1 Correction to the Magnetic Data

The processing of the data involved the application of the following corrections:

- Correction for diurnal variation using the digitally recorded ground base station magnetic values
- Adjustment of the data for the time lag between the GPS position and the position of the magnetic sensor
- Network adjustment using the flight line and tie line information to level the survey data set.
- Subtraction of International Geomagnetic Reference Field (IGRF) calculated for model year 2005.

The corrected data were then used to generate the Total Magnetic Intensity grid.

6.6.2 Additional Corrections Applied to Profile Data

After applying the above corrections to the profile data, residual line-direction-related noise was removed through application of micro-levelling. This technique consists of applying directional and high pass filters to produce a grid containing noise-only in the line direction. In order to differentiate between the signal and noise, the noise grid is extracted from the profile database. An optimum amplitude limit and a filter length are determined, so that the final error channel reflects only the noise present on the grid, without removing or changing the geological signal content. This error channel is then subtracted from the initial data channel to obtain the final micro levelled channel. The corrected data were then used to generate the final Total Magnetic Intensity grid free of line direction noise.

6.6.3 IGRF Removal

The International Geomagnetic Reference Field (IGRF) is a long-wavelength regional magnetic field

calculated from permanent observatory data collected around the world. The IGRF is updated and determined by an international committee of geophysicists every 5 years. Secular variations in the Earth's magnetic field are incorporated into the determination of the IGRF.

Through removal of the IGRF from the observed Total Magnetic Intensity (TMI), the resulting residual magnetic intensity allows for more valid modelling of individual near surface anomalies. Additionally, the data can be more easily incorporated into databases of magnetic data acquired in the past or to be acquired in the future.

The IGRF was calculated using the following parameters for the survey area:

IGRF model year: 2005
Survey Date: 2006/07/01
Mean elevation: 1100 m of ellipsoidal height

6.6.4 Gridding

The corrected data was used to generate the Total Magnetic Intensity grid. Corrected magnetic line data was interpolated between survey lines using a random point minimum curvature gridding algorithm to yield x-y grid values for a standard grid cell size of 1/3rd of the nominal flight line spacing (a 60 metre grid cell).

6.6.5 Filter Derivatives

The Total Magnetic Intensity data were subjected to a variety of filtering techniques, yielding colour/contour images of the following:

- Reduction to the pole (RTP)
- Calculation of the first vertical derivative (1VD)
- Calculation of the second vertical derivative (2VD)
- Calculation of the horizontal gradient
- Calculation of the analytic signal (AS)

All of these spatial filtering techniques were completed using the Oasis Montaj Magmap module for filtering in the 2D FFT domain.

6.6.5.1 Reduction-to-the-Pole

The true magnetic anomaly position over the source may be shifted by the magnetic inclination and declination of the magnetic field at a given location on the Earth. To compensate for the shift, the magnetic data was recomputed so that magnetic anomalies will appear as if located at the north magnetic pole. The result of this operation is that in theory, the magnetic anomaly is located directly overtop of the source. The computation is referred to as "reduction-to-the-pole" (RTP) and is computed using a FFT (Fast Fourier Transform) operation.
The RTP not only shifts the anomalies to their correct position with respect to the causative magnetic bodies, but assists in the direct correlation and comparison of magnetic anomalies, trends, structural axis, and discontinuities with mapped geologic surface expression.

The RTP was calculated using the following parameters for the survey area:

Geomagnetic Inclination: 78.5° N
Geomagnetic Declination: +25.6°

6.6.5.2 First Vertical Derivative

The vertical derivative indicate the rate of change of the magnetic field with height, z. The first vertical derivative (1VD) has the effect of sharpening anomalies and therefore allowing for improved spatial location of source axes and contacts. The 1VD was calculated using standard procedures implemented with the Geosoft Magmap module. The 1VD was calculated from the grid of RTP of the TMI after IGRF correction.

6.6.5.3 Second Vertical Derivative

To enhance local anomalies in the map and to help outline the edges of anomalous bodies from the data, a second vertical derivative (2VD) map was computed from the data. A second vertical derivative map is a powerful interpretive tool that can be used to assist in the delineation of causative bodies and accurately locate changes in the magnetic field gradients. Better definition of discontinuities and their relation to geology can be gained from the use of this tool. A second vertical derivative map will show steep gradients over faults and positive closures over "up thrown" blocks. The 2VD was calculated using standard procedures implemented with the Geosoft Magmap module. The 2VD was calculated from the grid of RTP of the TMI after IGRF correction.

6.6.5.4 Analytic Signal

The Analytic signal (Roest et al. 1992) is the square root of the sum of the squares of the derivatives in the x, y, and z directions of the TMI:

$$AS = \sqrt{\left(\frac{dTF}{dx}\right)^2 + \left(\frac{dTF}{dy}\right)^2 + \left(\frac{dTF}{dz}\right)^2}$$

Where: AS is the Analytic Signal;
dTF/dx is the horizontal gradient in the x direction;
dTF/dy is the horizontal gradient in the y direction;
dTF/dz is the horizontal gradient in the z direction;
and TF is the total magnetic field intensity.

The analytic signal image is useful for interpretation, as it does not depend of the direction of magnetization or the direction of the Earth's magnetic field. As a result, bodies of the same geometry will have the same analytic signal shape. The Analytic was also calculated using Geosoft Magmap module. Analytic Signal (AS) was calculated from the grid of TMI.

6.6.5.5 Horizontal Gradient

To highlight anomalous areas which may be the result of a magnetic source of limited strike length, a Total Horizontal Derivative (Horizontal Gradient) is computed. The horizontal gradient is an interpretive tool that can accurately define the edges of magnetic features such as dykes and vertical cylindrical geologic units that have sharp, but limited in area, magnetic gradients and geometry. The horizontal gradient will indicate peak gradients along the edges of narrow dykes and a circular, donut shaped anomaly over vertical cylinder sources. The Geosoft Magmap module is used again. The horizontal derivative in x direction and y direction was calculated from the grid of TMI after IGRF correction. The total horizontal gradient of was calculated from the x and y components.

6.7 Electromagnetic Data

Final Processing of electromagnetic data comprised of the following basic actions:

- Data pre-processing and window extraction with THEM Geophysics' Extractor software
- Application of lag, normalization and drift corrections to the electromagnetic data
- Application of additional levelling corrections to profile data
- Calculation of Apparent Conductance
- EM anomaly selection and analysis

The data pre-processing and window extraction was carried out in the field with THEM Geophysics' Extractor software. Additional processing was completed on data merged in the Project Master Geosoft's GDB Database using modules of Geosoft's Oasis Montaj.

6.7.1 Data Pre-Processing and Window Extraction

All production flight raw binary .DAT files were accessed with THEM Geophysics' proprietary Extractor software. Among the functions included in Extractor are:

- Average X,Y,Z and current full waveform reviewing
- GPS and geophysics synchronization
- Raw data high frequency noise rejection
- Raw data rectification and stacking
- End of pulse ringing suppression
- Baseline correction
- Normalization to ppm
- Interactive output window definition
- Output window filtering
- Output sample interval selection
- ASCII file preparation

Data pre-processing and extraction chart flow is illustrated in flow chart form in figure 9.
The Extractor program was used to convert the raw EM data to ASCII windowed data suitable for importing to Geosoft. While Extractor offered a number of processing options to smooth, normalize, and compensate the data, more control could be exercised once the data were imported into Geosoft.

Therefore only minimal smoothing and the normalization options were selected in the Extractor program.

Post-flight processing the EM time series consisted of stacking the signal to obtain output at 10 samples per second, or approximately 3 m intervals along the survey path. The full waveforms for each receiver were also integrated from 1024 samples into 35 "windows" or time-constrained channels (selected time gates).

The THEM data was extracted into nine (9) on-time windows and twenty-six (26) off-time windows. The on-time windows were used for calculation of the total primary field and for normalization/conversion of the measurement units to parts-per-million (ppm). The 35 off-time windows covered the entire off-time spectra including early, medium and late time gates.

The window channel setting is described in Appendix 1.

6.7.2 Correction to the Electromagnetic Data

The processing of the data involved the application of the following corrections:

- Filtering and normalization to ppm
- Offset levelling and drift corrections
- Adjustment of the data for the time lag between the GPS position and the position of the EM coils, according to lag test carried out at the start of production flights.

Extracted EM data were normalized to ppm by primary field strength as recorded at the receiver coils. Two windows (window # 1 and window # 9) were positioned in time such that the ranges of the on-time measurements were maximized. These channels were used for the calculation of the total primary field and to normalize to ppm.

The normalized EM data were filtered to remove spurious spikes through application of a non-linear filtering technique. This was followed by a low-pass filter with a wavelength of 35 fiducials (3.5 seconds) to remove any remaining high-frequency noise.

The objective of offset levelling and drift corrections was to establish the absolute base (zero) level for the EM data. Each EM channel base level was inspected and defined on a flight-by-flight basis. The method employed involved a combination of survey and data-processing procedures. The base level was defined by flying at high altitude (500 m or higher) at the start and at the end of each flight. To carry out levelling and/or drift corrections, the high-altitude flight data segments were inspected to determine the base (zero) level for each EM channel. "Base levels" were tabulated into a look up table and then interpolated over time across the entire dataset providing an adjustment for each data point on every EM channel. The "base level" look up table file was created using McPhar's proprietary TDEMZERO.GX for use in Geosoft's Oasis Montaj. Finally the tabulated and interpolated "base levels" were subtracted from the EM data.

6.7.3 Additional Corrections Applied to Profile Data

After applying the above corrections to the profile data, residual line-direction-related noise was removed through application of micro-levelling. The micro-levelling technique consists of adding additional "base level" points for each EM channel at the locations between high-altitude zero levels. To carry out "micro-levelling", the additional base levels for each EM channel were inspected and determined at flat non-anomalous data segments on a line-by-line basis.

6.7.4 Calculation of Apparent Conductance

The Apparent Conductance (AC) parameter in units of Siemens (S) was calculated from the extracted time windows of the total secondary field calculated from the Bz component (EM field by vertical-axis dipole Z-coil on the coplanar receiver).

The conductivity product compilation was comprised of the following steps:

- Generation of an Apparent Conductance Nomogram
- Calculation of the Apparent Time Constant (Tau)
- Apparent Conductance Inversion

The generation of the Apparent Conductance Nomogram was based on forward modelling carried out by Dr. Gordon West from University Toronto. The forward model was computed from the Maxwell image solution for the B field of a step (in time) magnetic dipole source over an infinite, conductive, thin sheet (Grant and West, Interpretation Theory in Applied Geophysics, 1965, p 498). The computed nomogram is unique to the technical specification of the THEM System (the transmitter current and waveform specifications, system geometry etc.) and this particular survey specifications (nominal survey height, time window definitions/setting). Model results were calculated for set of sheet conductance (S = conductivity-thickness product) and depths (D) below nominal ground surface. The model results were tabulated and further gridded in Geosoft to produce the Apparent Conductance and Depth Nomogram. The generated nomograms have an X-axis of decade logarithm of the time constant (Tau), and a Y-axis of decade logarithm of the secondary total field amplitude for the selected window (time gate) amplitude.
The total field amplitude (A) was calculated from the Bz component for window channel No. 15 (start time 3.939 msec, end time 4.4004 msec.)

The Apparent Time Constant (Tau) was statistically determined as the median of a series of Tau's, calculated for early-medium time windows No. 13, 14, 15, 16, and 17.

The values of the total field amplitude (A) and time constant (Tau) were calculated across the entire dataset of surveyed EM data.

The apparent conductance inversion processing involved conversion of the amplitude (A) and time constant (Tau) into an Apparent Conductance value in Siemens by using the pre-generated conductance and depth nomograms.

The next stage of processing involved filtering and gridding of the calculated apparent conductance channel.

6.7.5 Anomaly Selection and Analysis

The anomaly selection was based on the detection of an existing anomaly in three (3) selected off-time windows covering the early, medium and late time gate of the decay curve.

For final anomaly selection the following criteria was applied.

- Automatic picking was applied to off-time window channels No. 15, 25 and 35 of the Bz component.
- The peaks of all three time windows were selected if they exhibited minimum anomaly amplitude above the local background. The minimum anomaly amplitude above the local background was selected individually for each of three time windows.

Selected anomalies were plotted on the EM map products as symbols with annotations. The annotations include the anomaly strength, reported as the calculated apparent conductance in Siemens. No anomaly classification was used for this technical report

6.7.5.1 EM Anomaly Picking Criteria

EM anomalies were automatically picked from the offset profiles using Geosoft Automatic Picking module. The anomalies were picked from three time window channels, window No. 15 (early time gate), window No. 25 (medium time gate) and window No. 35 (late time gate) of the Bz component data (EM field measured by vertical-axis dipole Z-coil on coplanar receiver).

For final anomaly selection, the following criteria were applied:

Early time window No. 15

All peaks on the Bz channel time window No. 15 were picked if they have a minimum amplitude of 200 ppm over the background.

Medium time window No. 25

All peaks on the Bz channel time window No. 25 were picked if they have a minimum amplitude of 25 ppm over the background.

Late time window No. 35

All peaks on the Bz channel time window No. 35 were picked if they had a minimum amplitude of 20 ppm over the background.

The list of all picked anomalies is included in Anomaly Report in Appendix 1.

7. DELIVERABLE PRODUCTS

The survey data are presented as colour/contour maps on paper, produced at a scale of 1:50,000. A set of report-sized colour/contour images, on paper, is included as Appendix 5. The basic co-ordinate system used is NAD83, Universal Transverse Mercator Zone 8N. All digital data are also presented on CD-ROM in ASCII format.

The deliverable items of this survey are:

7.1 Maps

The following maps, at a scale of 1:50,000 are delivered in two (2) paper copies.

- Flight Path with Topography
- Digital Terrain Model Calculated from Survey Data (DTM)
- Total Magnetic Intensity (TMI)
- Total Magnetic Intensity IGRF removed (TMI IGRF)
- Reduction to the Magnetic Pole (RTP) of the TMI IGRF removed
- Calculated First Vertical Derivative (1VD) of the TMI IGRF removed
- Calculated Second Vertical Derivative (2VD) of the TMI IGRF Removed
- Analytic Signal of the Total Magnetic Intensity
- Horizontal gradient of the RTP TMI IGRF Removed
- Offset Profiles with Picked Anomalies; dB/dt Z-channel – Window No. 15
- Offset Profiles with Picked Anomalies; dB/dt Z-channel – Window No. 25
- Offset Profiles with Picked Anomalies; dB/dt Z-channel – Window No. 35
- EM Anomaly Map – dB/dt Z-channel – Window No. 15
- EM Anomaly Map – dB/dt Z-channel – Window No. 25
- EM Anomaly Map – dB/dt Z-channel – Window No. 35
- Apparent Conductance Map for selected time window No. 15 of Vertical Coplanar Coil Bz

7.2 Digital Data

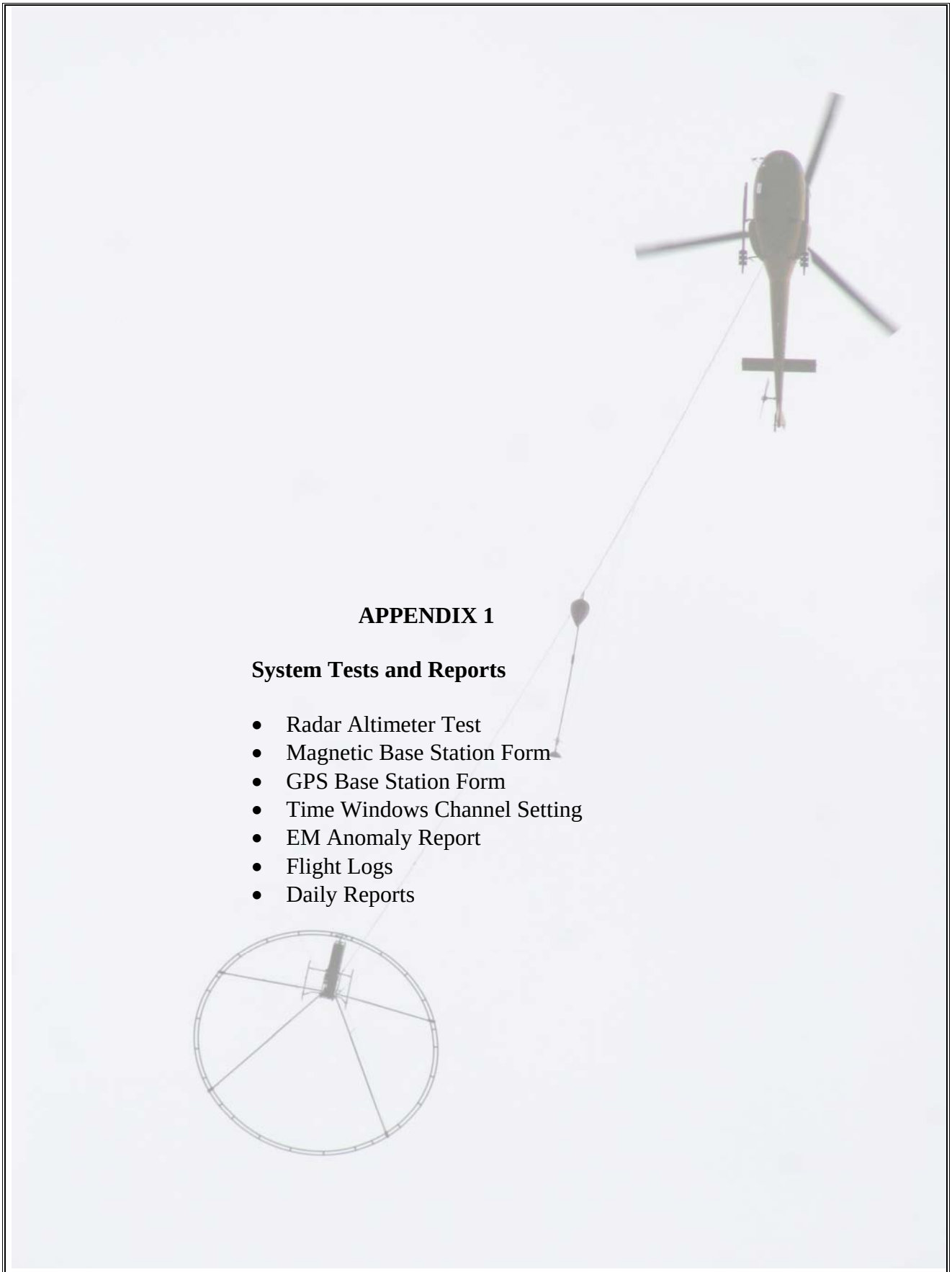
The final processed line and grid data, in GEOSOFT format, are delivered in three (3) copies on CD/DVD-ROM. Full descriptions of the digital data formats are included in Appendix 4.

7.3 Report

Three (3) copies of a survey report were delivered, complete with all final maps as page size maps. This report provides information about the acquisition, processing and presentation of the survey data.

Respectfully submitted,
McPhar Geosurveys Ltd.

Dr. Tomas Grand
Chief Geophysicist



APPENDIX 1

System Tests and Reports

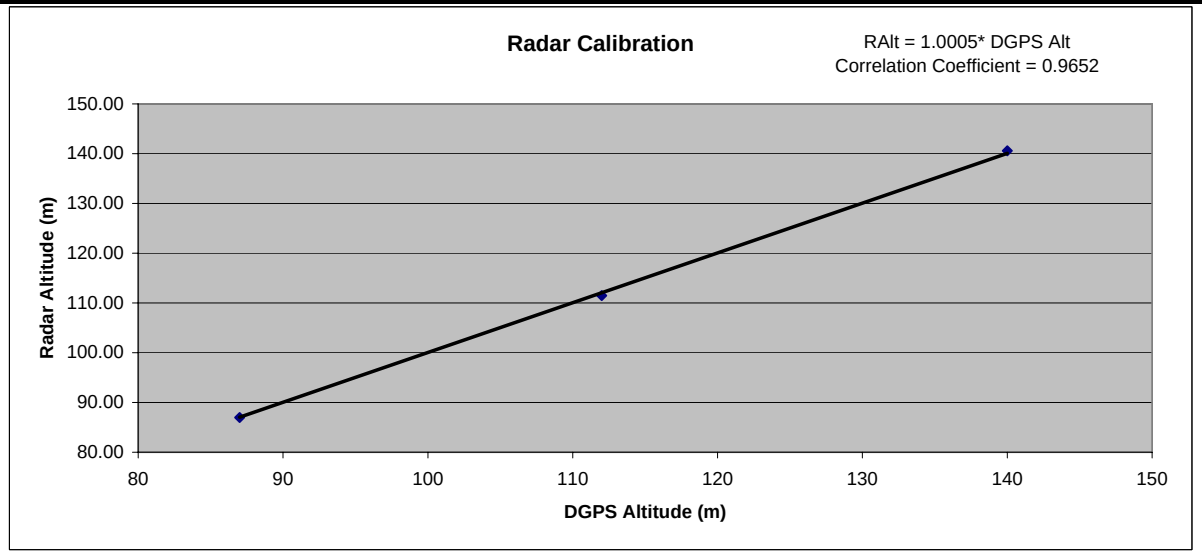
- Radar Altimeter Test
- Magnetic Base Station Form
- GPS Base Station Form
- Time Windows Channel Setting
- EM Anomaly Report
- Flight Logs
- Daily Reports

McPhar Geosurveys Ltd.
Altimeter Calibration Test

Project:	**0610 - Alexco Resource Corp.**
Location:	Mayo
Date:	29/06/2006
Flight:	1
Test No.	1
Aircraft:	Helicopter C-GTNT

mV Ratio 4 mV/feet

Line	Nominal Altitude above ground (m)	Nominal Altitude above ground (ft)	Radar Altitude Raw Data (m)	DGPS Altitude Ellipsoidal Height (m)	DTM = DGPS - Radar Alt Ellipsoidal Height WGS84 (m)	DGPS Altitude (ALT) ALT=DGPS - AVERAGE(DTM) (m)
P3	86.87	285	87	799	712.00	86.97
P4	111.86	367	112	823.5	711.50	111.47
P5	140.21	460	140	852.6	712.60	140.57
					712.03	
					AVERAGE	



Pilot: Doug Hladun
Operator: Len Sellwood
QC: Dallas Antill
PM: Kevin Lindsay
Clients Rep.:

Approved:

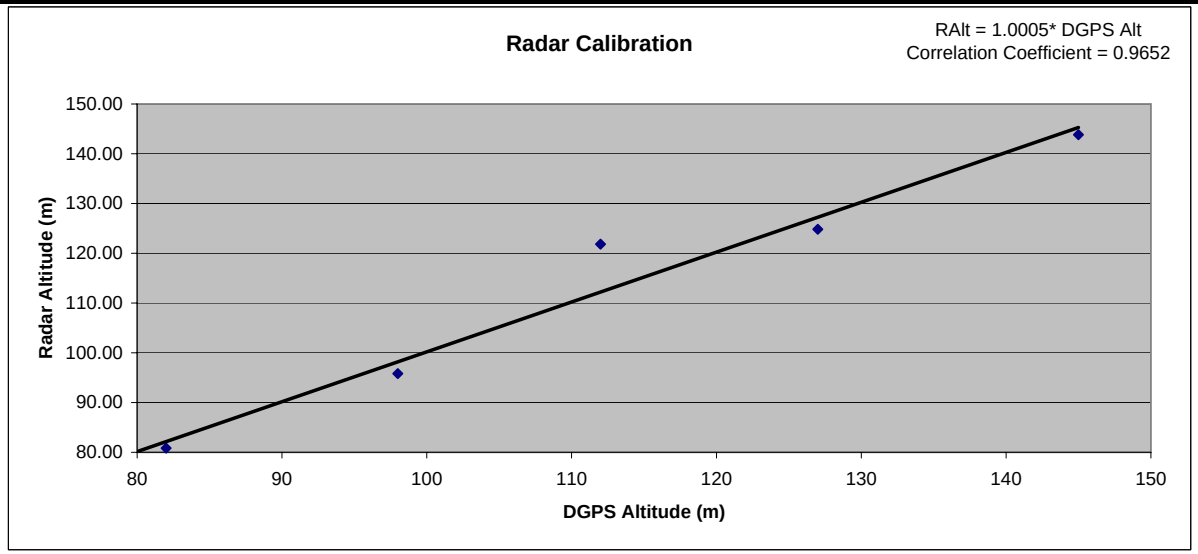
Date: 29/06/2006
Name: Tomas Grand

McPhar Geosurveys Ltd.
Altimeter Calibration Test

Project:	**0610 - Alexco Resource Corp.**
Location:	Mayo
Date:	20/08/2006
Flight:	47
Test No.	2
Aircraft:	Helicopter C-GTNT

mV Ratio 4 mV/feet

Line	Nominal Altitude above ground (m)	Nominal Altitude above ground (ft)	Radar Altitude Raw Data (m)	DGPS Altitude Ellipsoidal Height (m)	DTM = DGPS - Radar Alt Ellipsoidal Height WGS84 (m)	DGPS Altitude (ALT) ALT=DGPS - AVERAGE(DTM) (m)
Radar1	70.10	230	70	783	713.00	66.83
Radar2	81.99	269	82	797	715.00	80.83
Radar3	97.84	321	98	812	714.00	95.83
Radar4	111.86	367	112	838	726.00	121.83
Radar5	126.80	416	127	841	714.00	124.83
Radar6	144.78	475	145	860	715.00	143.83
					716.17	
					AVERAGE	



Pilot: Al Stannard
Operator: Len Sellwood
QC: Dallas Antill
PM: Dallas Antill
Clients Rep.:

Approved: Date:
Name:

Magnetic Base Station Form

Station	*Number:*	**MB01**	*Location:*	**Mayo, Yukon**		*Type:*	**Base Station**
	City:	**Mayo**	*Prov:*	**Yukon**	*Country:*	**Canada**	
Position	*System:*	*Latitude:*	*SD*	*Longitude:*	*SD*	*Ellipsoidal Height*	*SD*
	WGS-84	**N 63° 52' 55.5"**	**3 m**	**W 135° 39' 53.9"**	**3 m**	**785 m**	
	System:	*Easting*	*SD*	*Northing*	*SD*	*Sensor Height*	*SD*
	UTM zone 8N	**467338**	**3 m**	**7084046**	**3 m**	**125 cm**	
Magnetic	*System:*	*Total Magnetic Field*	*SD*	Inclination Declination			
	IGRF 2005	**57 882 nT**		**I=78.4°; D= 25.6°**			
	Av.Total Filed	**57 745 nT**					
Info	*Topographic description / Notes:*						
	Date of establishment:		**25-Jun-06**	*By:*	**McPhar Geosurveys Ltd.**		
	Date of measurement:		**25-Jun-06**	*By:*	**McPhar Geosurveys Ltd.**		





GPS Base Station Form

Station	*Number:*	**BASE01**	*Location:*	**Mayo, Yukon**		*Type:*	**Base Station**
	City:	**Mayo**	*Province:*	**Yukon**	*Country:*	**Canada**	
Position	*System:*	*Latitude:*	*SD*	*Longitude:*	*SD*	*Ellipsoidal Height*	*SD*
	WGS-84	**N 63° 36' 56.7"**	**1 m**	**W 135° 52' 54.4"**	**1 m**	**512 m**	
	System:	*Easting*	*SD*	*Northing*	*SD*	*Antenna Height*	
	UTM zone 8 N	**578505**	**1 m**	**4089134**	**1 m**	**220 cm**	
Info	*Topographic description / Notes:*						
	Date of establishment:	**7/15/2006**	*By:*	**McPhar Geosurveys Ltd.**			
	Date of measurement:	**7/15/2006**	*By:*	**McPhar Geosurveys Ltd.**			





EM Time Windows Settings

Project: 0610 - Alexco Resource Corp.

Window #	Start at sample	# of samples in window	Start Time	End Time	Window Centre	
			in milliseconds			
1	7	2	0.114	0.130	0.1221	ON TIME
2	44	1	0.716	0.716	0.7161	
3	69	1	1.123	1.123	1.1230	
4	91	1	1.481	1.481	1.4811	
5	108	2	1.758	1.774	1.7659	
6	131	1	2.132	2.132	2.1322	
7	157	1	2.555	2.555	2.5553	
8	197	1	3.206	3.206	3.2064	
9	219	1	3.564	3.564	3.5644	
10	227	3	3.695	3.727	3.7109	OFF TIME
11	229	3	3.727	3.760	3.7435	
12	231	3	3.760	3.792	3.7760	
13	233	5	3.792	3.857	3.8249	
14	238	5	3.874	3.939	3.9062	
15	242	5	3.939	4.004	3.9713	
16	246	11	4.004	4.167	4.0853	
17	249	17	4.053	4.313	4.1829	
18	258	23	4.199	4.557	4.3782	
19	265	29	4.313	4.769	4.5410	
20	272	35	4.427	4.980	4.7038	
21	283	41	4.606	5.257	4.9316	
22	298	47	4.850	5.599	5.2246	
23	312	53	5.078	5.924	5.5013	
24	328	59	5.339	6.283	5.8105	
25	345	65	5.615	6.657	6.1360	
26	364	71	5.924	7.064	6.4941	
27	382	77	6.217	7.454	6.8359	
28	400	83	6.510	7.845	7.1777	
29	415	89	6.755	8.187	7.4707	
30	432	95	7.031	8.561	7.7962	
31	452	101	7.357	8.984	8.1705	
32	476	107	7.747	9.473	8.6100	
33	495	113	8.057	9.880	8.9681	
34	520	119	8.464	10.384	9.4238	
35	540	125	8.789	10.807	9.7981	

Alexco Resource Corp.
Keno Hill Survey Area
EM Anomaly Report - dB/dt - Z-coil - Time Window No. 15 (3.97 ms; 0.41 ms after pulse)

Easting (m) NAD83 8N	Northing (m) NAD83 8N	Line #	Flight #.	Date	UTC Time (seconds)	Fiducial	Anomaly Bz15 (ppm)	Anomaly Bz25 (ppm)	Anomaly Bz35 (ppm)	Conductance (Siemens)	Anomaly Label
464885	7085054	L20	38	7/25/2006	79529.2	8259	575.4	52.6	4.8	2.4	A
464897	7089579	L20	38	7/25/2006	79333.3	6300	546.6	48.2	3.5	2.1	B
464913	7090083	L20	38	7/25/2006	79306.8	6035	617.0	64.9	7.4	3.5	C
465092	7084985	L30	38	7/25/2006	79025.3	3220	313.9	13.5	-3.7	1.7	A
465089	7089539	L30	38	7/25/2006	79179.8	4765	679.0	49.8	1.5	2.2	B
465294	7089575	L40	38	7/25/2006	78798.8	955	875.5	97.1	5.1	2.7	A
465304	7090350	L40	38	7/25/2006	78756.5	532	381.8	56.8	6.8	1.9	B
465480	7088968	L50	38	7/25/2006	78594	6811	289.0	26.5	-5.0	1.9	A
465524	7089532	L50	38	7/25/2006	78628.2	7153	482.1	48.7	-1.2	2.0	B
465700	7085682	L60	38	7/25/2006	78393.3	4804	228.2	22.8	-2.0	2.0	A
465705	7089537	L60	38	7/25/2006	78225.2	3123	289.7	21.0	2.5	1.7	B
465907	7085524	L70	38	7/25/2006	77959.5	466	308.3	28.7	-1.3	1.6	A
466101	7085665	L80	38	7/25/2006	77872.6	5063	218.4	22.5	5.0	2.8	A
466101	7090090	L80	38	7/25/2006	77656.9	2906	387.5	75.2	8.5	3.0	B
466292	7090115	L90	38	7/25/2006	77577.6	2113	615.0	112.0	32.3	2.5	A
466482	7089996	L100	41	7/26/2006	75179.2	12058	347.2	27.0	9.2	2.1	A
467106	7089922	L130	41	7/26/2006	74038.5	651	222.3	24.7	14.0	1.6	A
467303	7089958	L140	19	7/18/2006	50651.2	6195	432.2	27.3	-15.5	1.2	A
467479	7090109	L150	19	7/18/2006	50544.7	5130	299.5	29.1	6.5	1.3	A
467699	7090481	L160	41	7/26/2006	73938.5	16108	599.7	75.5	9.3	2.4	A
468496	7089719	L200	45	8/19/2006	79590.1	4502	408.1	29.6	1.1	1.0	A
468712	7084979	L210	45	8/19/2006	79994.1	8542	751.8	34.9	0.9	1.5	A
469120	7089949	L230	41	7/26/2006	71859.2	5865	267.6	28.3	2.5	1.7	A
469891	7085519	L270	45	8/19/2006	80622.3	14824	647.4	36.5	-0.8	1.7	A
469896	7087220	L270	45	8/19/2006	80544.6	14047	377.0	17.6	-3.6	1.2	B
470100	7085481	L280	38	7/25/2006	76717.4	3371	474.4	47.6	4.5	2.4	A
470117	7091119	L280	38	7/25/2006	76510.8	1305	408.5	38.1	8.6	1.6	B
470284	7091148	L290	38	7/25/2006	76261.6	5985	504.2	22.5	-0.8	1.9	A
470493	7085002	L300	38	7/25/2006	76017	3539	1076.0	133.6	14.2	2.8	A
470502	7091004	L300	38	7/25/2006	75804.9	1418	565.5	41.1	1.8	2.1	B
470695	7090999	L310	38	7/25/2006	75539.3	3838	588.3	72.3	0.1	2.5	A
470705	7091862	L310	38	7/25/2006	75572	4165	1575.2	164.0	14.7	3.2	B
470914	7085249	L320	37	7/25/2006	72744.3	7838	957.8	134.3	8.7	3.1	A
470911	7091386	L320	37	7/25/2006	72489.5	5290	698.4	86.1	1.3	2.6	B
470902	7091870	L320	37	7/25/2006	72463.2	5027	1022.2	164.8	18.6	2.8	C
471095	7085308	L330	37	7/25/2006	72013.1	526	1144.9	178.2	11.6	3.4	A
471120	7087828	L330	37	7/25/2006	72102.7	1422	245.3	39.0	12.4	1.2	B
471105	7091967	L330	37	7/25/2006	72240.5	2800	545.4	9.0	-8.9	1.8	C
471089	7093314	L330	37	7/25/2006	72286.4	3259	525.8	5.6	0.4	0.8	D
471289	7085162	L340	37	7/25/2006	71938.5	7556	1399.8	185.3	22.3	4.1	A
471311	7088129	L340	37	7/25/2006	71828.6	6457	286.1	18.7	5.4	1.5	B
471282	7092022	L340	37	7/25/2006	71677.3	4944	502.7	15.5	7.9	0.9	C
471488	7085110	L350	41	7/26/2006	70788.2	4751	801.2	94.5	4.8	3.5	A
471481	7091538	L350	41	7/26/2006	71002.6	6895	222.8	26.7	6.0	1.9	B
471720	7085036	L360	41	7/26/2006	70730.7	4176	892.5	105.1	14.7	3.1	A
471703	7091877	L360	41	7/26/2006	70435.6	1225	251.6	31.7	3.8	2.4	B
471886	7085161	L370	7	7/4/2006	12466.2	21835	1970.4	197.7	18.8	3.3	A
471895	7085282	L370	7	7/4/2006	12459.4	21767	2083.8	220.3	20.1	2.7	B
471895	7085695	L370	7	7/4/2006	12437.8	21551	776.9	49.5	-6.1	1.8	C
471899	7086665	L370	7	7/4/2006	12398.3	21156	403.1	29.1	-8.0	1.5	D
471896	7092293	L370	7	7/4/2006	12154.9	18722	1383.7	129.1	10.8	2.5	E
472086	7085060	L380	7	7/4/2006	11573.6	12909	1584.4	175.2	14.2	2.9	A
472088	7085357	L380	7	7/4/2006	11590.6	13079	1003.4	144.6	15.7	3.0	B
472102	7092353	L380	7	7/4/2006	11890.5	16078	1082.2	92.0	4.7	2.0	C
472284	7085252	L390	7	7/4/2006	11490.5	12078	1839.9	215.0	27.3	3.0	A
472278	7085359	L390	7	7/4/2006	11485.3	12026	1843.8	277.0	30.3	3.1	B
472282	7085930	L390	7	7/4/2006	11460	11773	574.4	38.7	-5.8	1.8	C
472289	7086628	L390	7	7/4/2006	11433.3	11506	430.6	32.1	-6.7	1.6	D
472301	7092828	L390	7	7/4/2006	11165.7	8830	677.2	43.5	-6.4	1.7	E
472495	7085351	L400	7	7/4/2006	10656.2	3735	1093.9	163.3	22.4	2.7	A
472494	7086038	L400	7	7/4/2006	10697.1	4144	452.6	26.5	-6.6	1.6	B
472499	7087166	L400	7	7/4/2006	10742.5	4598	408.1	23.6	-7.1	1.6	C
472502	7093123	L400	7	7/4/2006	10989.7	7070	1947.0	164.2	-0.9	3.1	D
472508	7093802	L400	7	7/4/2006	11022	7393	1305.2	124.5	7.3	2.1	E

472709	7085195	L410	37	7/25/2006	71157.7	7426	464.1	56.0	23.0	2.7	A
472706	7085931	L410	37	7/25/2006	71129.2	7141	322.4	31.7	-3.6	2.8	B
472699	7092717	L410	37	7/25/2006	70872.3	4572	338.4	40.5	5.3	1.1	C
472899	7085403	L420	37	7/25/2006	70476.1	610	558.2	98.9	19.3	3.5	A
472900	7086026	L420	37	7/25/2006	70497.5	824	443.4	35.8	-5.1	1.7	B
473109	7085350	L430	37	7/25/2006	70377	11145	695.1	92.9	2.6	3.6	A
473118	7086144	L430	37	7/25/2006	70344.1	10816	297.2	29.7	-18.9	1.7	B
473110	7093466	L430	37	7/25/2006	70073.7	8112	311.6	29.9	-3.9	1.5	C
473289	7085199	L440	37	7/25/2006	69318.7	562	666.9	119.7	17.9	3.2	A
473284	7086720	L440	37	7/25/2006	69376.4	1139	263.4	35.4	-1.3	2.2	B
473288	7088107	L440	37	7/25/2006	69420.7	1582	261.9	23.9	3.9	1.6	C
473295	7093212	L440	37	7/25/2006	69599.9	3374	298.8	25.2	0.0	2.2	D
473489	7085467	L450	37	7/25/2006	69221.3	9633	698.3	93.5	11.5	3.2	A
473495	7088250	L450	37	7/25/2006	69116	8580	244.7	19.1	-0.5	1.5	B
473504	7093319	L450	37	7/25/2006	68942.7	6847	221.2	14.8	-2.2	2.5	C
473517	7096686	L450	37	7/25/2006	68815.1	5571	559.7	33.5	-2.8	2.9	D
473684	7085449	L460	37	7/25/2006	68327.4	694	677.0	96.7	10.9	2.4	A
473688	7088271	L460	37	7/25/2006	68428.4	1704	252.3	22.0	-5.6	1.2	B
473696	7093326	L460	37	7/25/2006	68609.6	3516	367.7	25.3	0.4	2.0	C
473700	7096517	L460	37	7/25/2006	68732.5	4745	468.7	24.4	0.0	2.2	D
473900	7085628	L470	37	7/25/2006	68206.2	9953	964.0	92.9	4.4	3.3	A
473891	7086709	L470	37	7/25/2006	68160.8	9499	338.1	28.4	-3.4	1.8	B
473903	7088767	L470	37	7/25/2006	68090	8791	358.8	21.6	3.0	1.8	C
473903	7093547	L470	37	7/25/2006	67934.8	7239	258.5	22.2	-1.5	1.6	D
474085	7085491	L480	37	7/25/2006	67339.5	1286	1135.1	145.8	18.4	2.9	A
474094	7085713	L480	37	7/25/2006	67348.8	1379	1279.7	124.8	10.8	2.8	B
474098	7093692	L480	37	7/25/2006	67644	4331	340.9	37.3	1.4	2.7	C
474110	7096165	L480	37	7/25/2006	67731.6	5207	294.6	24.5	-0.5	2.2	D
474300	7085882	L490	3	7/4/2006	84085.5	41720	1616.1	201.6	22.5	2.7	A
474305	7093883	L490	3	7/4/2006	83786.5	38730	333.2	30.9	-4.2	1.8	B
474501	7086096	L500	3	7/4/2006	83093.9	31804	837.6	127.4	15.0	2.6	A
474497	7088702	L500	3	7/4/2006	83210.3	32968	413.6	29.0	-2.0	1.6	B
474495	7094024	L500	3	7/4/2006	83445.2	35317	443.9	27.7	-2.0	1.5	C
474707	7085923	L510	3	7/4/2006	82938.1	30246	1140.5	136.7	16.2	2.7	A
474712	7086136	L510	3	7/4/2006	82928.7	30152	1522.2	159.4	5.6	2.6	B
474894	7085986	L520	3	7/4/2006	81853.1	19396	602.1	100.0	16.3	2.7	A
474897	7088760	L520	3	7/4/2006	81974.3	20608	382.0	16.2	-6.1	1.6	B
474900	7095517	L520	3	7/4/2006	82311.7	23982	340.2	25.9	-0.7	1.5	C
475093	7086043	L530	3	7/4/2006	81695.6	17821	825.6	97.0	-2.4	2.3	A
475107	7086962	L530	3	7/4/2006	81639	17255	461.9	38.4	-1.7	1.6	B
475100	7088928	L530	3	7/4/2006	81551.9	16384	347.2	33.2	-2.2	1.8	C
475291	7088430	L540	3	7/4/2006	80621.2	7077	371.4	15.1	-9.2	1.1	A
475306	7096513	L540	3	7/4/2006	81034.3	11208	372.5	24.2	5.1	1.1	B
475521	7086390	L550	2	6/29/2006	13735.4	18739	847.9	75.0	9.3	1.9	A
475509	7088554	L550	2	6/29/2006	13639.5	17780	547.2	19.1	0.6	1.6	B
475709	7086274	L560	2	6/29/2006	12760.1	8986	856.9	102.4	17.2	2.3	A
475666	7088657	L560	2	6/29/2006	12849.7	9882	809.3	47.2	-1.3	1.7	B
475679	7089487	L560	2	6/29/2006	12879.4	10179	324.8	12.8	-1.3	1.3	C
475702	7095772	L560	2	6/29/2006	13164.1	13026	358.0	4.8	-3.8	1.0	D
475881	7085922	L570	2	6/29/2006	12584.5	7230	923.8	97.8	11.1	2.2	A
475903	7086479	L570	2	6/29/2006	12563.5	7020	1401.1	94.3	5.2	1.9	B
475916	7088642	L570	2	6/29/2006	12456.6	5951	634.1	28.5	1.0	1.7	C
475923	7089863	L570	2	6/29/2006	12407.4	5459	396.4	17.7	3.8	1.5	D
476103	7086280	L580	2	6/29/2006	11194.5	19388	1136.1	140.8	19.9	2.4	A
476094	7088541	L580	2	6/29/2006	11283.5	20278	983.0	39.0	-3.1	1.7	B
476109	7096203	L580	2	6/29/2006	11601.9	23462	1205.8	112.5	12.5	2.0	C
476289	7086285	L590	2	6/29/2006	10999.9	17442	1245.8	140.4	31.9	2.5	A
476325	7088819	L590	2	6/29/2006	10866	16103	761.0	41.9	-1.6	1.9	B
476535	7086191	L600	2	6/29/2006	9940.4	6847	760.4	72.1	6.7	2.1	A
476510	7086432	L600	2	6/29/2006	9951.3	6956	694.6	62.9	4.2	2.0	B
476507	7089035	L600	2	6/29/2006	10069.8	8141	390.2	19.2	4.2	1.4	C
476490	7096255	L600	2	6/29/2006	10392.1	11364	612.0	19.5	-3.5	1.5	D
476705	7086552	L610	20	7/18/2006	59558.8	1573	989.9	84.3	2.0	1.9	A
476696	7089890	L610	20	7/18/2006	59718.5	3170	440.5	21.8	-1.5	1.1	B
476705	7095485	L610	20	7/18/2006	59922.5	5210	751.2	117.7	-12.3	2.5	C
476682	7097277	L610	20	7/18/2006	59993.5	5920	1330.2	157.1	28.8	2.6	D
476897	7086396	L620	20	7/18/2006	60503.8	11023	652.2	88.6	9.9	2.0	A
476898	7088759	L620	20	7/18/2006	60368.1	9666	269.8	10.7	-3.3	1.1	B
476887	7096560	L620	20	7/18/2006	60060.9	6594	1755.8	145.7	8.3	2.4	C
477109	7086878	L630	20	7/18/2006	61046.1	16446	538.0	38.8	-0.9	1.8	A
477096	7089857	L630	20	7/18/2006	61191.6	17901	724.0	20.9	3.8	1.5	B

477125	7096096	L630	20	7/18/2006	61401.4	19999	1119.9	73.2	-12.3	2.2	C
477092	7097015	L630	20	7/18/2006	61433.1	20316	1342.9	248.3	48.7	3.2	D
477308	7086876	L640	20	7/18/2006	61944.6	25431	725.9	61.3	-8.3	2.1	A
477307	7089738	L640	20	7/18/2006	61790.5	23890	785.2	44.9	7.2	1.7	B
477295	7096655	L640	20	7/18/2006	61500.7	20992	1540.1	307.1	78.7	3.7	C
477505	7086871	L650	26	7/21/2006	83618	7125	471.4	37.9	-3.1	2.2	A
477499	7090087	L650	26	7/21/2006	83422.7	5172	315.7	27.5	2.0	2.1	B
477487	7096502	L650	26	7/21/2006	83140.5	2350	753.4	153.9	23.5	3.5	C
477698	7090075	L660	26	7/21/2006	84097.7	11922	733.6	56.8	-0.8	2.4	A
477912	7085708	L670	26	7/21/2006	84927.8	5660	332.3	-1.7	-3.2	1.4	A
477912	7086309	L670	26	7/21/2006	84900.9	5391	541.7	85.4	6.7	2.7	B
477894	7090274	L670	26	7/21/2006	84703.2	3414	596.8	27.5	-10.5	1.8	C
477895	7096912	L670	26	7/21/2006	84416.7	549	982.7	172.7	18.7	4.2	D
478093	7085145	L680	41	7/26/2006	69539.7	6483	478.0	48.5	-1.9	2.4	A
478093	7085843	L680	41	7/26/2006	69563.8	6724	327.7	19.9	-0.2	2.4	B
478091	7086509	L680	41	7/26/2006	69586.9	6955	749.9	97.2	12.2	2.7	C
478107	7088133	L680	41	7/26/2006	69653.6	7622	447.3	34.6	0.1	1.8	D
478100	7090377	L680	41	7/26/2006	69758.3	8669	377.4	20.6	-1.2	1.7	E
478267	7085264	L690	26	7/21/2006	85029.4	6676	367.6	18.2	-3.8	2.2	A
478266	7085926	L690	26	7/21/2006	85054.4	6926	820.4	136.5	7.9	3.0	B
478260	7087601	L690	26	7/21/2006	85126.5	7647	351.8	27.5	-2.1	1.6	C
478249	7089846	L690	26	7/21/2006	85235.8	8740	351.7	29.5	-0.4	1.2	D
478264	7096405	L690	26	7/21/2006	85448.2	10864	1151.9	243.7	51.5	3.1	E
478501	7085163	L700	35	7/24/2006	73399.2	10253	915.8	133.2	18.1	3.4	A
478513	7086507	L700	35	7/24/2006	73350.8	9769	855.6	136.3	18.4	3.4	B
478686	7085271	L710	35	7/24/2006	72416.2	423	649.8	92.1	7.9	3.4	A
478690	7086465	L710	35	7/24/2006	72459	851	805.9	115.0	13.6	3.1	B
478709	7090443	L710	35	7/24/2006	72657.5	2836	373.2	29.6	0.3	1.6	C
478914	7085483	L720	35	7/24/2006	72322.5	5000	591.3	105.9	10.1	3.2	A
478916	7086645	L720	35	7/24/2006	72274.2	4517	614.5	78.1	6.7	3.0	B
478906	7090395	L720	35	7/24/2006	72108.8	2863	285.0	26.3	-1.4	1.8	C
479076	7085217	L730	27	7/22/2006	46420.5	3486	771.0	99.0	6.4	3.2	A
479099	7086722	L730	27	7/22/2006	46472.3	4004	955.3	101.9	13.5	3.0	B
479109	7090989	L730	27	7/22/2006	46624	5521	426.9	32.3	-4.9	2.3	C
479097	7092308	L730	27	7/22/2006	46669.6	5977	506.1	52.3	-3.2	2.8	D
479302	7086362	L740	46	8/20/2006	59154.4	4485	1133.9	83.7	9.4	2.5	A
479308	7090834	L740	46	8/20/2006	58960.6	2547	290.8	31.9	-1.3	2.1	B
479299	7092038	L740	46	8/20/2006	58916.7	2108	327.1	36.9	4.3	1.9	C
479499	7086155	L750	41	7/26/2006	69371.5	4801	914.8	114.2	9.4	3.0	A
479499	7086442	L750	41	7/26/2006	69359	4676	885.8	99.9	9.3	2.7	B
479493	7087676	L750	41	7/26/2006	69295.3	4039	294.2	22.7	1.3	1.6	C
479511	7089485	L750	41	7/26/2006	69208.9	3175	275.5	16.9	1.1	1.8	D
479505	7090889	L750	41	7/26/2006	69129.3	2379	441.8	33.4	-3.5	2.4	E
479498	7091787	L750	41	7/26/2006	69091.6	2002	408.8	62.3	7.9	3.8	F
479694	7086469	L760	37	7/25/2006	62432.3	2514	1170.7	159.8	20.4	3.4	A
479693	7089677	L760	37	7/25/2006	62565.4	3845	309.5	28.3	0.6	1.7	B
479716	7090918	L760	37	7/25/2006	62620.9	4400	366.6	24.6	-1.2	2.4	C
479694	7091811	L760	37	7/25/2006	62664	4831	319.7	40.8	2.8	2.6	D
479893	7085884	L770	35	7/24/2006	71240.6	4485	518.5	57.2	5.1	2.9	A
479897	7086506	L770	35	7/24/2006	71215.1	4230	827.8	118.5	11.0	3.6	B
479910	7089798	L770	35	7/24/2006	71090.6	2985	359.0	42.6	-3.3	2.2	C
479898	7091848	L770	35	7/24/2006	71004.6	2125	351.8	41.0	-2.2	2.5	D
480086	7086046	L780	35	7/24/2006	70325.4	2451	722.3	70.1	7.3	2.7	A
480073	7086547	L780	35	7/24/2006	70342.1	2618	641.0	93.6	9.1	3.1	B
480101	7091849	L780	35	7/24/2006	70585.9	5056	327.6	50.1	-0.8	2.5	C
480295	7085881	L790	32	7/23/2006	80982.6	5461	527.5	49.5	4.3	2.2	A
480281	7086432	L790	32	7/23/2006	81001.5	5650	1524.9	200.3	27.9	3.8	B
480278	7086871	L790	32	7/23/2006	81016	5795	1091.7	188.4	29.5	3.0	C
480289	7089054	L790	32	7/23/2006	81096.9	6604	349.8	27.6	1.7	1.7	D
480296	7090911	L790	32	7/23/2006	81171.3	7348	293.6	16.4	3.1	1.3	E
480306	7092138	L790	32	7/23/2006	81212.5	7760	476.5	46.0	-3.4	2.7	F
480305	7092743	L790	32	7/23/2006	81232.7	7962	459.2	73.4	10.6	3.5	G
480505	7085795	L800	32	7/23/2006	80877.5	4410	625.4	74.5	2.0	2.9	A
480493	7086778	L800	32	7/23/2006	80837.3	4008	1842.7	209.9	26.3	3.6	B
480502	7088136	L800	32	7/23/2006	80789.7	3532	272.3	11.6	-5.8	1.0	C
480512	7089104	L800	32	7/23/2006	80753.3	3168	250.9	23.5	-5.2	1.1	D
480512	7090088	L800	32	7/23/2006	80718.3	2818	420.0	34.1	0.8	3.7	E
480522	7091679	L800	32	7/23/2006	80646	2095	360.7	38.5	6.9	1.7	F
480515	7093487	L800	32	7/23/2006	80580.9	1444	297.9	55.3	14.7	1.9	G
480685	7086391	L810	32	7/23/2006	79969.2	6535	1259.6	134.7	2.6	2.8	A
480692	7086877	L810	32	7/23/2006	79986.7	6710	2824.6	334.2	30.3	3.5	B

480716	7087718	L810	32	7/23/2006	80018.7	7030	341.2	23.4	-7.3	2.0	C
480695	7089097	L810	32	7/23/2006	80107	7913	312.4	31.5	3.4	1.5	D
480688	7090040	L810	32	7/23/2006	80144.9	8292	548.3	32.7	-1.0	1.6	E
480715	7091636	L810	32	7/23/2006	80221.2	9055	673.3	33.7	2.4	2.3	F
480690	7092745	L810	32	7/23/2006	80262.5	9468	371.3	53.4	-4.0	1.3	G
480892	7086325	L820	32	7/23/2006	79811.1	4954	1848.3	135.6	6.5	2.5	A
480904	7086692	L820	32	7/23/2006	79795.8	4801	1521.3	143.9	12.9	2.5	B
480881	7087741	L820	32	7/23/2006	79734.8	4191	336.6	22.8	-3.5	2.4	C
480902	7089322	L820	32	7/23/2006	79660.1	3444	389.4	13.1	-1.8	1.5	D
480901	7089950	L820	32	7/23/2006	79637.5	3218	357.5	15.3	-1.3	1.2	E
480906	7090806	L820	32	7/23/2006	79599.5	2838	269.3	15.6	1.7	1.1	F
480912	7093244	L820	32	7/23/2006	79482.1	1664	406.5	85.6	22.8	1.2	G
481076	7082485	L830	32	7/23/2006	78676.4	7789	258.9	15.6	-4.1	1.3	A
481118	7083337	L830	32	7/23/2006	78722.4	8249	729.0	73.9	6.3	2.2	B
481104	7083988	L830	32	7/23/2006	78751.1	8536	693.9	30.2	-1.5	1.7	C
481092	7084891	L830	32	7/23/2006	78783.8	8863	273.7	31.5	-3.5	0.9	D
481096	7086888	L830	32	7/23/2006	78867.3	9698	808.9	80.0	4.9	1.9	E
481114	7087942	L830	32	7/23/2006	78905.9	10084	288.7	23.7	-2.5	1.4	F
481102	7089502	L830	32	7/23/2006	78983.7	10862	269.1	17.6	3.4	0.9	G
481099	7090552	L830	32	7/23/2006	79030.1	11326	432.6	22.8	2.5	1.1	H
481093	7093429	L830	32	7/23/2006	79167.3	12698	625.7	106.1	15.4	4.1	I
481329	7083026	L840	32	7/23/2006	78553.9	6564	820.4	58.5	4.8	1.7	A
481319	7083421	L840	32	7/23/2006	78531.1	6336	755.8	113.3	4.5	3.0	B
481305	7084665	L840	32	7/23/2006	78458.8	5613	327.4	12.0	-7.0	1.2	C
481295	7086617	L840	32	7/23/2006	78372.4	4749	970.2	89.7	12.6	3.9	D
481304	7089746	L840	32	7/23/2006	78263.4	3659	360.5	19.9	-6.2	2.1	E
481307	7090220	L840	32	7/23/2006	78244.9	3474	350.6	20.9	3.4	1.5	F
481301	7092971	L840	32	7/23/2006	78096.2	1987	521.9	101.1	14.3	1.3	G
481320	7094486	L840	32	7/23/2006	78044.4	1469	313.9	37.9	-1.9	1.0	H
481508	7083728	L850	32	7/23/2006	77310.5	8470	696.2	18.4	-2.4	1.6	A
481491	7084751	L850	32	7/23/2006	77362.6	8991	271.3	24.5	-1.7	1.6	B
481493	7086722	L850	32	7/23/2006	77444.6	9811	698.4	76.1	7.7	2.8	C
481487	7087014	L850	32	7/23/2006	77453.9	9904	785.5	98.2	9.2	2.8	D
481514	7088326	L850	32	7/23/2006	77496.3	10328	547.6	28.7	2.5	2.5	E
481511	7089327	L850	32	7/23/2006	77534.9	10714	298.6	15.8	-1.0	1.6	F
481507	7089911	L850	32	7/23/2006	77556.1	10926	275.1	11.1	-4.3	0.8	G
481496	7091392	L850	32	7/23/2006	77621.9	11584	344.4	25.6	-3.4	1.0	H
481501	7093062	L850	32	7/23/2006	77695.7	12322	500.2	95.1	26.5	3.6	I
481502	7094703	L850	32	7/23/2006	77762.7	12992	413.6	66.2	2.8	1.1	J
481495	7095808	L850	32	7/23/2006	77805.8	13423	282.6	44.6	-54.6	0.9	K
481723	7083131	L860	32	7/23/2006	77122	6585	729.8	58.9	3.2	1.9	A
481712	7084621	L860	32	7/23/2006	77030	5665	354.2	44.4	1.5	1.8	B
481695	7086637	L860	32	7/23/2006	76945	4815	628.1	60.8	5.7	4.0	C
481698	7086982	L860	32	7/23/2006	76931.2	4677	685.3	78.2	7.1	6.4	D
481701	7087970	L860	32	7/23/2006	76898.3	4348	329.4	23.1	-2.6	1.8	E
481703	7091243	L860	32	7/23/2006	76741.9	2784	233.6	31.9	0.1	0.6	F
481702	7092020	L860	32	7/23/2006	76693.5	2300	656.6	12.2	-4.0	1.2	G
481702	7092984	L860	32	7/23/2006	76652.9	1894	429.1	59.4	12.0	4.5	H
481706	7093940	L860	32	7/23/2006	76613.8	1503	516.2	62.4	3.7	2.7	I
481912	7083327	L870	27	7/22/2006	49455.2	6561	469.2	57.5	0.7	3.8	A
481904	7084719	L870	27	7/22/2006	49397.4	5983	387.6	26.5	-3.7	3.1	B
481892	7087005	L870	27	7/22/2006	49289.5	4904	593.5	70.9	8.1	3.3	C
481910	7089423	L870	27	7/22/2006	49179.8	3807	377.0	18.6	2.1	1.0	D
481894	7092447	L870	27	7/22/2006	49022.8	2237	566.6	95.6	20.1	4.4	E
482116	7083329	L880	27	7/22/2006	49619.7	8206	673.0	65.2	4.1	3.0	A
482091	7084239	L880	27	7/22/2006	49657.5	8584	673.6	68.8	-2.2	2.9	B
482096	7086548	L880	27	7/22/2006	49751.3	9522	542.3	86.3	0.0	4.5	C
482086	7089569	L880	27	7/22/2006	49853	10539	311.2	27.5	-2.8	1.9	D
482108	7092485	L880	27	7/22/2006	49972.5	11734	1120.7	176.1	28.4	4.1	E
482111	7092715	L880	27	7/22/2006	49981.8	11827	960.9	145.6	13.8	3.9	F
482299	7083406	L890	27	7/22/2006	50800.1	5882	907.7	88.8	8.0	2.6	A
482303	7084379	L890	27	7/22/2006	50762.1	5502	854.4	126.9	15.1	5.0	B
482312	7086059	L890	27	7/22/2006	50697.5	4856	425.8	52.2	12.9	1.9	C
482297	7087690	L890	27	7/22/2006	50624.9	4130	359.3	26.6	-4.0	1.6	D
482295	7089506	L890	27	7/22/2006	50539.7	3278	379.1	25.3	12.8	1.9	E
482303	7092884	L890	27	7/22/2006	50403.2	1913	859.2	128.2	22.4	3.1	F
482299	7093991	L890	27	7/22/2006	50363.8	1519	519.2	85.1	-4.7	1.9	G
482510	7083450	L900	27	7/22/2006	50957.2	7453	1019.2	67.3	10.9	2.4	A
482510	7084446	L900	27	7/22/2006	50990.1	7782	512.1	63.3	12.9	3.0	B
482530	7085589	L900	27	7/22/2006	51030	8181	552.0	60.1	6.7	2.0	C
482508	7087912	L900	27	7/22/2006	51126.4	9145	420.9	36.8	-15.7	1.6	D

482489	7089779	L900	27	7/22/2006	51193.8	9819	336.2	28.5	6.9	1.2	E
482484	7092463	L900	27	7/22/2006	51298.1	10862	870.7	133.1	21.5	3.6	F
482511	7093421	L900	27	7/22/2006	51334.6	11227	656.3	116.9	23.4	5.4	G
482705	7083756	L910	39	7/26/2006	54628.7	6492	500.7	78.6	8.8	2.2	A
482710	7084414	L910	39	7/26/2006	54601.8	6223	820.1	109.9	4.8	3.1	B
482706	7085734	L910	39	7/26/2006	54533.7	5542	401.1	59.2	0.9	2.1	C
482706	7089398	L910	39	7/26/2006	54364.5	3850	350.3	28.4	1.6	1.6	D
482700	7092534	L910	39	7/26/2006	54228.9	2494	1179.8	187.9	29.0	3.4	E
482714	7093396	L910	39	7/26/2006	54193.7	2142	1045.0	180.2	26.4	3.5	F
482716	7095422	L910	39	7/26/2006	54108.9	1294	454.5	74.1	3.0	2.1	G
482705	7096373	L910	39	7/26/2006	54070.6	911	752.1	92.5	-2.1	3.0	H
482903	7083892	L920	32	7/23/2006	75848.4	7383	591.1	62.0	1.3	1.7	A
482920	7084566	L920	32	7/23/2006	75869.7	7596	1218.4	176.7	22.4	3.3	B
482910	7085873	L920	32	7/23/2006	75929.9	8198	588.4	80.5	1.3	2.8	C
482908	7089526	L920	32	7/23/2006	76074.7	9646	551.3	21.0	-4.5	1.3	D
482898	7092879	L920	32	7/23/2006	76238.2	11281	1038.3	164.4	25.0	3.4	E
482899	7095890	L920	32	7/23/2006	76353.3	12432	692.0	105.8	9.0	4.4	F
482919	7096463	L920	32	7/23/2006	76375.7	12656	568.5	86.0	1.0	2.8	G
483106	7083142	L930	32	7/23/2006	75691.4	5813	657.7	47.6	2.0	1.8	A
483100	7083883	L930	32	7/23/2006	75654.1	5440	1250.6	104.1	-0.1	2.7	B
483107	7084478	L930	32	7/23/2006	75629.7	5196	1000.8	134.9	19.2	4.4	C
483126	7085774	L930	32	7/23/2006	75572.3	4622	1073.1	109.7	0.4	4.0	D
483104	7089047	L930	32	7/23/2006	75447.6	3375	443.5	34.4	-1.6	2.7	E
483105	7091586	L930	32	7/23/2006	75342	2319	343.2	23.3	-10.9	1.2	F
483117	7092641	L930	32	7/23/2006	75304.7	1946	1163.7	188.5	30.2	3.5	G
483112	7093759	L930	32	7/23/2006	75263	1529	811.9	99.6	8.2	4.2	H
483098	7096359	L930	32	7/23/2006	75170	599	1366.9	178.6	15.4	3.5	I
483312	7083267	L940	32	7/23/2006	74575.9	3252	431.3	29.3	-3.7	2.0	A
483299	7083987	L940	32	7/23/2006	74598.2	3475	497.4	61.7	7.9	1.5	B
483297	7084634	L940	32	7/23/2006	74619.7	3690	1113.3	153.7	17.7	2.3	C
483295	7085026	L940	32	7/23/2006	74636.4	3857	788.0	35.7	-4.8	2.2	D
483300	7086024	L940	32	7/23/2006	74677.2	4265	606.8	62.7	-0.3	2.9	E
483294	7089495	L940	32	7/23/2006	74800.1	5494	382.7	25.3	-6.9	2.4	F
483307	7092655	L940	32	7/23/2006	74919.7	6690	1191.2	185.7	30.4	2.9	G
483302	7093391	L940	32	7/23/2006	74944.5	6938	1397.5	209.8	36.9	2.9	H
483315	7096032	L940	32	7/23/2006	75045.1	7944	1309.3	159.5	10.1	3.7	I
483317	7096727	L940	32	7/23/2006	75073.8	8231	861.7	105.7	6.9	3.2	J
483491	7083784	L950	31	7/23/2006	69184.3	11968	591.9	83.7	3.6	1.9	A
483501	7084586	L950	31	7/23/2006	69216.5	12290	1012.2	126.2	5.0	3.4	B
483488	7085636	L950	31	7/23/2006	69253.2	12657	619.9	89.9	8.9	3.0	C
483486	7086033	L950	31	7/23/2006	69266	12785	765.5	76.3	6.2	2.8	D
483517	7087544	L950	31	7/23/2006	69312.3	13248	497.7	29.1	-4.9	2.1	E
483496	7089264	L950	31	7/23/2006	69387.3	13998	578.7	27.8	5.1	2.3	F
483488	7091684	L950	31	7/23/2006	69518.5	15310	328.0	26.4	-4.8	1.6	G
483495	7092485	L950	31	7/23/2006	69545.1	15576	952.5	172.9	33.2	4.3	H
483486	7093393	L950	31	7/23/2006	69574.1	15866	1870.4	276.8	48.5	3.9	I
483510	7095875	L950	31	7/23/2006	69674.4	16869	1000.1	170.2	16.0	3.0	J
483477	7096521	L950	31	7/23/2006	69707.3	17198	787.9	91.6	-2.3	3.7	K
483714	7083540	L960	31	7/23/2006	68973.7	9862	390.6	62.6	14.5	1.7	A
483711	7084245	L960	31	7/23/2006	68937.4	9499	1634.4	229.1	39.0	4.5	B
483709	7084469	L960	31	7/23/2006	68924.7	9372	1654.5	219.6	25.9	3.6	C
483708	7085105	L960	31	7/23/2006	68897.1	9096	550.2	30.5	-8.6	2.1	D
483712	7085826	L960	31	7/23/2006	68864.7	8772	1211.7	112.4	-6.1	2.6	E
483707	7086084	L960	31	7/23/2006	68848.8	8613	1351.9	164.9	8.3	3.3	F
483698	7087534	L960	31	7/23/2006	68776.9	7894	357.8	43.8	5.0	2.7	G
483677	7089185	L960	31	7/23/2006	68679.4	6919	505.5	53.4	0.3	2.4	H
483698	7092556	L960	31	7/23/2006	68532.1	5446	1392.7	220.3	43.6	3.9	I
483698	7093482	L960	31	7/23/2006	68492.3	5048	1913.7	292.5	39.4	3.6	J
483710	7095910	L960	31	7/23/2006	68371.6	3841	800.4	86.9	0.1	2.7	K
483709	7096431	L960	31	7/23/2006	68337.6	3501	980.9	105.7	7.4	3.0	L
483890	7083376	L970	27	7/22/2006	52354.5	8000	631.8	61.6	4.9	2.4	A
483904	7084431	L970	27	7/22/2006	52399	8445	1437.3	190.2	31.1	3.7	B
483899	7085057	L970	27	7/22/2006	52422.5	8680	532.8	10.3	-5.9	1.7	C
483895	7085762	L970	27	7/22/2006	52449.8	8953	1007.7	130.4	10.0	4.0	D
483903	7086312	L970	27	7/22/2006	52470.5	9160	661.6	34.1	-8.5	2.5	E
483891	7087462	L970	27	7/22/2006	52514.2	9597	474.1	27.5	-5.0	1.8	F
483897	7088981	L970	27	7/22/2006	52570.7	10162	344.8	52.9	-2.6	2.3	G
483911	7092418	L970	27	7/22/2006	52692.1	11376	661.2	110.0	9.8	6.9	H
483900	7093388	L970	27	7/22/2006	52721.1	11666	1075.4	145.2	26.5	3.0	I
483883	7093930	L970	27	7/22/2006	52741.9	11874	1062.8	135.0	13.5	2.5	J
483883	7096057	L970	27	7/22/2006	52861.8	13073	756.5	110.9	21.0	3.4	K

483876	7096328	L970	27	7/22/2006	52881.5	13270	908.6	111.3	4.1	4.4	L
484129	7083346	L980	27	7/22/2006	53583.2	6173	927.4	113.2	-12.4	2.4	A
484090	7084341	L980	27	7/22/2006	53537.2	5713	1818.5	268.7	55.6	4.9	B
484115	7084763	L980	27	7/22/2006	53520.3	5544	2233.5	297.3	29.6	3.7	C
484112	7086135	L980	27	7/22/2006	53468	5021	1059.9	142.9	4.7	3.3	D
484078	7087540	L980	27	7/22/2006	53404.9	4390	475.4	28.1	-0.2	2.3	E
484086	7089381	L980	27	7/22/2006	53331.6	3657	302.4	20.8	2.4	2.0	F
484087	7092611	L980	27	7/22/2006	53199.3	2334	1847.0	243.5	31.1	4.5	G
484088	7092873	L980	27	7/22/2006	53188	2221	2047.8	307.2	55.0	4.0	H
484102	7093483	L980	27	7/22/2006	53161.9	1960	944.9	147.7	21.8	3.2	I
484109	7093841	L980	27	7/22/2006	53146.7	1808	948.0	82.5	0.1	2.7	J
484112	7094354	L980	27	7/22/2006	53118.4	1525	1360.1	97.1	-2.6	2.5	K
484130	7095922	L980	27	7/22/2006	53042.8	769	1052.3	105.6	20.2	3.0	L
484125	7096466	L980	27	7/22/2006	53006.8	409	698.8	70.9	-3.6	2.7	M
484294	7082662	L990	27	7/22/2006	53784.2	8183	379.6	-5.7	-10.5	1.8	A
484298	7083197	L990	27	7/22/2006	53808	8421	466.3	27.6	-13.7	2.0	B
484300	7084303	L990	27	7/22/2006	53859.1	8932	2381.5	372.5	79.3	4.8	C
484304	7085300	L990	27	7/22/2006	53898.5	9326	672.6	48.3	-25.3	2.0	D
484304	7086121	L990	27	7/22/2006	53930.3	9644	1635.2	162.2	4.6	3.4	E
484313	7086928	L990	27	7/22/2006	53964.1	9982	347.5	9.0	-5.6	1.5	F
484308	7087381	L990	27	7/22/2006	53981.2	10153	361.9	30.1	-14.0	2.9	G
484290	7089550	L990	27	7/22/2006	54063.5	10976	342.2	24.2	-1.4	1.3	H
484306	7092527	L990	27	7/22/2006	54182.8	12169	917.9	130.0	13.8	3.0	I
484317	7092975	L990	27	7/22/2006	54198.7	12328	920.4	136.3	40.4	3.6	J
484320	7093308	L990	27	7/22/2006	54210	12441	831.1	144.5	38.5	3.6	K
484311	7094026	L990	27	7/22/2006	54235.7	12698	883.0	134.8	2.4	2.7	L
484283	7096294	L990	27	7/22/2006	54345.8	13799	1015.5	140.4	9.5	1.5	M
484279	7096768	L990	27	7/22/2006	54365.5	13996	1035.8	77.6	1.6	2.8	N
484512	7083090	L1000	28	7/22/2006	59240.3	7346	375.3	25.3	-2.9	1.6	A
484498	7084255	L1000	28	7/22/2006	59176.2	6705	1931.2	297.7	56.5	3.7	B
484499	7084673	L1000	28	7/22/2006	59159.9	6542	1183.2	133.7	10.1	2.6	C
484507	7085266	L1000	28	7/22/2006	59137	6313	725.0	34.3	-8.2	2.5	D
484522	7086093	L1000	28	7/22/2006	59103.8	5981	753.8	81.3	0.9	2.8	E
484492	7088673	L1000	28	7/22/2006	58978.6	4729	304.9	28.9	3.4	1.5	F
484513	7092572	L1000	28	7/22/2006	58802.1	2964	1190.2	171.5	24.0	2.9	G
484517	7093225	L1000	28	7/22/2006	58774.5	2688	1279.1	202.6	43.3	3.8	H
484516	7094089	L1000	28	7/22/2006	58739.8	2341	881.9	131.0	11.9	2.9	I
484707	7083032	L1010	28	7/22/2006	59512.5	10068	286.8	25.2	-0.7	2.0	A
484690	7084209	L1010	28	7/22/2006	59593.9	10882	1374.6	188.7	31.7	3.2	B
484695	7084799	L1010	28	7/22/2006	59621.1	11154	867.6	74.3	-9.7	2.6	C
484690	7085360	L1010	28	7/22/2006	59644.3	11386	514.2	19.2	-6.4	2.2	D
484709	7086224	L1010	28	7/22/2006	59679.3	11736	663.1	49.7	2.5	2.6	E
484684	7088814	L1010	28	7/22/2006	59789.6	12839	331.2	21.0	0.8	1.8	F
484698	7093032	L1010	28	7/22/2006	59983.8	14781	1338.1	231.1	45.0	3.6	G
484703	7094358	L1010	28	7/22/2006	60035.6	15299	567.3	59.6	-1.8	2.3	H
484694	7096417	L1010	28	7/22/2006	60142.6	16369	3396.0	614.6	52.0	5.2	I
484913	7082228	L1020	28	7/22/2006	61132.7	9335	615.3	13.0	-8.7	1.7	A
484913	7082928	L1020	28	7/22/2006	61070.1	8709	352.2	31.5	0.7	2.4	B
484910	7084318	L1020	28	7/22/2006	60962.4	7632	1890.4	200.2	28.5	2.9	C
484925	7084752	L1020	28	7/22/2006	60942.5	7433	979.3	98.2	-13.9	3.1	D
484901	7085295	L1020	28	7/22/2006	60917.8	7186	733.1	40.3	-21.2	4.2	E
484899	7086058	L1020	28	7/22/2006	60880.2	6810	721.8	108.2	10.6	2.5	F
484879	7087679	L1020	28	7/22/2006	60784.3	5851	336.9	35.4	-1.8	1.5	G
484890	7088873	L1020	28	7/22/2006	60721	5218	357.0	15.9	5.3	1.2	H
484887	7089701	L1020	28	7/22/2006	60683	4838	252.4	16.5	-0.2	1.8	I
484907	7092846	L1020	28	7/22/2006	60524.6	3254	1354.6	188.3	26.7	3.2	J
484921	7093095	L1020	28	7/22/2006	60511.6	3124	1231.5	203.4	29.8	3.7	K
484873	7094272	L1020	28	7/22/2006	60434.7	2355	2997.0	395.9	36.9	3.7	L
484877	7094451	L1020	28	7/22/2006	60415.8	2166	1022.2	125.1	-6.3	2.8	M
484915	7096156	L1020	28	7/22/2006	60321.2	1220	1218.1	129.0	11.8	2.8	N
485122	7082318	L1030	29	7/22/2006	71105.5	8332	617.5	31.6	-6.3	1.5	A
485117	7082695	L1030	29	7/22/2006	71080	8077	406.9	56.1	8.3	3.9	B
485093	7083232	L1030	29	7/22/2006	71041.8	7695	382.4	15.0	2.6	1.7	C
485114	7084377	L1030	29	7/22/2006	70982.7	7104	1289.2	127.1	12.5	3.3	D
485091	7085364	L1030	29	7/22/2006	70940.8	6685	956.9	63.6	-8.2	2.8	E
485101	7085940	L1030	29	7/22/2006	70914	6417	789.3	106.4	4.1	2.5	F
485227	7087395	L1030	29	7/22/2006	70805.6	5333	450.3	48.3	-3.6	2.5	G
485108	7088879	L1030	29	7/22/2006	70740.5	4682	359.7	20.8	4.2	1.4	H
485114	7092950	L1030	29	7/22/2006	70568.6	2963	1295.6	215.1	35.4	3.7	I
485118	7093436	L1030	29	7/22/2006	70548	2757	1421.7	197.7	24.2	3.2	J
485107	7094313	L1030	29	7/22/2006	70486	2137	1838.7	256.0	28.4	3.4	K

485087	7096108	L1030	29	7/22/2006	70400.2	1279	481.8	36.8	2.2	1.0	L
485304	7082708	L1040	29	7/22/2006	71279	10067	842.0	86.5	-1.1	2.7	A
485273	7084562	L1040	29	7/22/2006	71401.9	11296	784.4	107.2	12.3	2.9	B
485277	7084962	L1040	29	7/22/2006	71421.1	11488	693.3	91.9	6.3	2.5	C
485289	7085366	L1040	29	7/22/2006	71439.9	11676	790.1	64.2	-14.7	2.5	D
485320	7085954	L1040	29	7/22/2006	71470.1	11978	1041.5	136.1	8.7	2.9	E
485288	7087499	L1040	29	7/22/2006	71593.6	13213	505.9	40.1	4.8	1.8	F
485280	7088977	L1040	29	7/22/2006	71661.2	13889	367.8	17.4	-2.4	1.8	G
485294	7093205	L1040	29	7/22/2006	71869.5	15972	1079.5	186.9	34.1	3.8	H
485314	7093777	L1040	29	7/22/2006	71904	16317	1195.9	151.8	18.3	2.8	I
485312	7094335	L1040	29	7/22/2006	71941.2	16689	994.0	111.8	10.7	3.2	J
485291	7095826	L1040	29	7/22/2006	72011.1	17388	299.6	27.4	-0.4	1.2	K
485283	7096878	L1040	29	7/22/2006	72062.8	17905	2360.6	285.0	18.3	4.7	L
485502	7082631	L1050	29	7/22/2006	72880.3	7898	600.5	63.6	0.7	2.0	A
485522	7084628	L1050	29	7/22/2006	72766	6755	951.3	117.1	9.9	2.6	B
485514	7085234	L1050	29	7/22/2006	72739.6	6491	458.1	52.1	-3.6	2.5	C
485517	7085945	L1050	29	7/22/2006	72707.7	6172	1275.8	163.7	5.8	2.6	D
485503	7087499	L1050	29	7/22/2006	72592.2	5017	376.5	23.1	-7.7	1.5	E
485499	7090312	L1050	29	7/22/2006	72468.3	3778	268.3	9.7	-0.1	1.1	F
485527	7093233	L1050	29	7/22/2006	72326.7	2362	2284.9	310.2	55.3	3.7	G
485519	7093570	L1050	29	7/22/2006	72309.6	2191	1135.6	163.0	18.0	3.2	H
485511	7093788	L1050	29	7/22/2006	72298.9	2084	1113.6	166.1	28.6	3.1	I
485502	7094183	L1050	29	7/22/2006	72278	1875	988.4	141.1	17.0	3.8	J
485503	7094395	L1050	29	7/22/2006	72265	1745	1537.0	156.2	11.2	3.6	K
485685	7084730	L1060	29	7/22/2006	73203.2	11127	741.5	113.7	20.7	3.0	A
485716	7085980	L1060	29	7/22/2006	73264.8	11743	595.3	93.7	8.7	2.8	B
485695	7087038	L1060	29	7/22/2006	73335.5	12450	342.8	20.1	0.9	1.4	C
485704	7090582	L1060	29	7/22/2006	73519.5	14290	378.1	19.6	5.0	2.6	D
485699	7091551	L1060	29	7/22/2006	73563	14725	694.9	16.1	-4.4	1.9	E
485697	7093490	L1060	29	7/22/2006	73657.9	15674	1477.4	195.7	23.7	3.4	F
485706	7093872	L1060	29	7/22/2006	73677.2	15867	978.7	132.3	4.7	3.3	G
485683	7096562	L1060	29	7/22/2006	73812.5	17220	3310.6	456.0	63.8	3.9	H
485683	7096880	L1060	29	7/22/2006	73828.7	17382	1992.0	340.6	60.0	3.8	I
485896	7082442	L1070	28	7/22/2006	67200.3	8301	363.0	33.6	8.8	2.8	A
485908	7084887	L1070	28	7/22/2006	67056.6	6864	1066.8	135.8	14.1	3.2	B
485890	7086058	L1070	28	7/22/2006	66992	6218	1041.3	139.3	16.7	2.8	C
485906	7087930	L1070	28	7/22/2006	66864.2	4940	462.8	21.4	-4.7	1.6	D
485892	7089152	L1070	28	7/22/2006	66800.3	4301	300.1	7.2	-3.6	1.2	E
485885	7090668	L1070	28	7/22/2006	66732.3	3621	303.8	27.6	3.5	2.8	F
485898	7091487	L1070	28	7/22/2006	66694.6	3244	333.3	21.1	0.4	2.2	G
485917	7093244	L1070	28	7/22/2006	66602	2318	1214.8	181.0	25.1	3.1	H
485916	7093563	L1070	28	7/22/2006	66586.2	2160	1645.9	241.8	40.0	3.1	I
485922	7093728	L1070	28	7/22/2006	66573	2028	1657.5	259.9	61.8	3.9	J
485922	7094736	L1070	28	7/22/2006	66514.8	1446	635.3	88.5	11.7	2.7	K
486076	7084916	L1080	28	7/22/2006	65693.3	12413	877.2	87.8	-7.0	2.9	A
486088	7085916	L1080	28	7/22/2006	65758	13060	1104.7	118.3	11.0	2.6	B
486088	7087376	L1080	28	7/22/2006	65847.4	13954	315.9	32.7	-12.5	1.7	C
486084	7087853	L1080	28	7/22/2006	65881.4	14294	285.5	45.1	-16.3	1.2	D
486084	7089159	L1080	28	7/22/2006	65950.7	14987	301.8	20.9	-2.8	1.9	E
486073	7090991	L1080	28	7/22/2006	66048.8	15968	375.3	35.7	0.2	1.3	F
486108	7091644	L1080	28	7/22/2006	66073.9	16219	349.4	3.4	-6.8	1.3	G
486082	7093016	L1080	28	7/22/2006	66138	16860	693.1	91.4	13.3	2.6	H
486074	7093537	L1080	28	7/22/2006	66168.7	17167	1194.6	182.7	32.0	3.4	I
486111	7094594	L1080	28	7/22/2006	66245.8	17938	1278.5	89.7	7.0	2.5	J
486099	7094872	L1080	28	7/22/2006	66263.4	18114	827.0	133.0	10.2	3.3	K
486078	7096857	L1080	28	7/22/2006	66354	19020	1823.4	260.7	52.1	4.1	L
486297	7082125	L1090	28	7/22/2006	65442	9900	246.8	26.0	-19.8	1.5	A
486289	7083016	L1090	28	7/22/2006	65382.1	9301	219.2	31.7	-14.3	1.7	B
486309	7084925	L1090	28	7/22/2006	65265.7	8137	739.0	126.7	9.7	2.9	C
486309	7085837	L1090	28	7/22/2006	65210.6	7586	658.4	65.0	9.7	2.6	D
486311	7086141	L1090	28	7/22/2006	65190.8	7388	1118.9	108.2	4.8	2.6	E
486315	7087303	L1090	28	7/22/2006	65104.7	6527	478.8	49.9	-8.8	2.0	F
486304	7087811	L1090	28	7/22/2006	65045.7	5937	289.3	31.0	7.6	2.1	G
486298	7089178	L1090	28	7/22/2006	64969.1	5171	307.3	19.3	10.5	1.2	H
486319	7090940	L1090	28	7/22/2006	64859.9	4079	361.4	30.3	0.5	1.9	I
486311	7093740	L1090	28	7/22/2006	64702	2500	1639.3	281.1	41.3	3.6	J
486308	7094473	L1090	28	7/22/2006	64654.9	2029	959.5	100.5	4.1	2.5	K
486312	7094659	L1090	28	7/22/2006	64640.3	1883	1212.6	174.5	14.5	3.5	L
486318	7095041	L1090	28	7/22/2006	64606.2	1542	1076.5	161.9	34.5	3.2	M
486517	7084971	L1100	28	7/22/2006	63712.6	12960	852.3	115.8	0.6	2.4	A
486496	7085539	L1100	28	7/22/2006	63744.2	13276	321.0	14.0	-3.9	1.9	B

486490	7086207	L1100	28	7/22/2006	63803.6	13870	884.3	81.9	5.9	2.3	C
486479	7086317	L1100	28	7/22/2006	63817.4	14008	665.7	67.7	-23.9	2.4	D
486495	7087308	L1100	28	7/22/2006	63920.4	15038	339.1	32.5	3.0	1.6	E
486492	7087800	L1100	28	7/22/2006	63964.6	15480	322.3	72.0	-16.9	2.3	F
486496	7089526	L1100	28	7/22/2006	64044.6	16280	349.2	37.7	1.0	1.5	G
486479	7090919	L1100	28	7/22/2006	64115.9	16993	238.2	30.2	-8.4	1.2	H
486494	7093687	L1100	28	7/22/2006	64231.4	18148	1634.9	220.7	42.1	3.6	I
486492	7093907	L1100	28	7/22/2006	64249	18324	1246.4	196.7	28.5	3.1	J
486492	7094249	L1100	28	7/22/2006	64272.7	18561	752.0	60.5	-13.0	1.9	K
486477	7094536	L1100	28	7/22/2006	64295.7	18791	1510.8	212.0	16.3	3.1	L
486490	7094758	L1100	28	7/22/2006	64311.8	18952	1475.9	255.9	48.0	3.6	M
486504	7095270	L1100	28	7/22/2006	64346.9	19303	1220.3	142.0	17.7	3.4	N
486704	7084880	L1110	28	7/22/2006	63219.6	8030	638.9	80.5	1.3	2.7	A
486711	7086223	L1110	28	7/22/2006	63158.2	7416	1088.1	99.4	8.3	2.8	B
486707	7087769	L1110	28	7/22/2006	63008.2	5916	323.6	46.7	-2.8	1.9	C
486697	7089484	L1110	28	7/22/2006	62912.1	4955	297.1	13.6	16.5	2.1	D
486719	7093273	L1110	28	7/22/2006	62676.6	2600	912.0	147.9	18.6	3.3	E
486718	7093773	L1110	28	7/22/2006	62643.7	2271	1472.1	169.1	17.2	2.9	F
486718	7093993	L1110	28	7/22/2006	62620.9	2043	1286.6	145.4	5.6	3.1	G
486718	7094825	L1110	28	7/22/2006	62568.6	1520	1663.2	248.6	38.9	3.7	H
486709	7095205	L1110	28	7/22/2006	62544.1	1275	868.7	129.6	13.0	4.0	I
486692	7096537	L1110	28	7/22/2006	62476.1	595	502.9	24.3	-3.2	3.5	J
486888	7084919	L1120	41	7/26/2006	67945.7	3504	674.3	84.1	8.2	2.6	A
486895	7085967	L1120	41	7/26/2006	67981.6	3863	639.3	69.7	4.7	2.5	B
486897	7086256	L1120	41	7/26/2006	67995.4	4001	870.1	112.0	10.6	2.4	C
486895	7093854	L1120	41	7/26/2006	68429.5	8342	931.6	133.4	16.3	2.9	D
486903	7095022	L1120	41	7/26/2006	68497.9	9026	1258.5	216.4	40.3	3.6	E
486891	7096840	L1120	41	7/26/2006	68574.7	9794	1551.5	196.3	8.7	3.2	F
487106	7084683	L1130	29	7/22/2006	74730.2	8171	813.4	122.6	-2.1	3.2	A
487121	7085954	L1130	29	7/22/2006	74671.5	7584	1113.2	162.2	23.3	3.2	B
487096	7087733	L1130	29	7/22/2006	74532.5	6194	419.4	62.8	-6.8	2.6	C
487103	7089956	L1130	29	7/22/2006	74404.9	4918	305.7	18.4	-2.4	1.7	D
487108	7094053	L1130	29	7/22/2006	74112.8	1997	1202.2	176.6	25.8	3.6	E
487108	7094330	L1130	29	7/22/2006	74090.7	1776	957.8	121.5	3.9	2.9	F
487121	7094845	L1130	29	7/22/2006	74055	1419	1255.2	181.1	12.9	3.6	G
487093	7096742	L1130	29	7/22/2006	73957.4	443	830.4	180.9	26.6	4.4	H
487286	7081986	L1140	29	7/22/2006	74964.9	10518	561.9	95.5	15.8	2.9	A
487317	7084428	L1140	29	7/22/2006	75096.4	11833	842.0	128.6	8.1	3.3	B
487304	7085812	L1140	29	7/22/2006	75154.6	12415	1207.8	146.4	4.6	2.7	C
487298	7087340	L1140	29	7/22/2006	75258.4	13453	362.1	64.5	-0.3	3.3	D
487291	7089084	L1140	29	7/22/2006	75355.6	14425	390.1	35.1	-6.9	1.9	E
487292	7089939	L1140	29	7/22/2006	75407.5	14944	386.4	29.5	1.4	2.2	F
487302	7093126	L1140	29	7/22/2006	75624.6	17115	316.8	26.3	-19.0	1.9	G
487312	7093770	L1140	29	7/22/2006	75665.7	17526	1356.9	184.0	23.2	3.2	H
487319	7094275	L1140	29	7/22/2006	75700.6	17875	1612.8	205.8	3.6	3.1	I
487299	7094615	L1140	29	7/22/2006	75728.2	18151	1671.9	164.3	-8.2	3.1	J
487314	7094901	L1140	29	7/22/2006	75750.6	18375	1374.6	180.3	11.4	3.7	K
487313	7095139	L1140	29	7/22/2006	75768.9	18558	1020.3	144.3	13.2	3.2	L
487297	7096781	L1140	29	7/22/2006	75852.4	19393	1676.3	239.8	21.6	3.5	M
487505	7082065	L1150	29	7/22/2006	76736.5	8470	686.9	64.6	-4.1	3.0	A
487494	7083030	L1150	29	7/22/2006	76670	7805	299.7	15.1	-13.1	2.4	B
487525	7084363	L1150	29	7/22/2006	76596.7	7072	1105.4	155.6	-2.9	2.7	C
487525	7084656	L1150	29	7/22/2006	76584.2	6947	910.1	66.6	5.3	2.4	D
487529	7085151	L1150	29	7/22/2006	76563.6	6741	666.2	88.8	4.5	2.5	E
487499	7085665	L1150	29	7/22/2006	76541.5	6520	898.0	117.3	11.1	2.8	F
487517	7087552	L1150	29	7/22/2006	76413.5	5240	423.1	66.7	-3.7	3.7	G
487507	7088313	L1150	29	7/22/2006	76360.4	4709	379.3	50.8	-6.1	2.1	H
487516	7089090	L1150	29	7/22/2006	76321.1	4316	512.2	57.3	-10.1	2.2	I
487481	7090145	L1150	29	7/22/2006	76262.9	3734	456.0	37.9	-0.4	2.3	J
487490	7090806	L1150	29	7/22/2006	76214.4	3249	343.8	32.8	0.3	2.4	K
487515	7091410	L1150	29	7/22/2006	76179.8	2903	262.8	47.2	-11.2	1.4	L
487511	7092333	L1150	29	7/22/2006	76128.2	2387	230.6	48.1	9.1	1.5	M
487497	7093817	L1150	29	7/22/2006	76059.6	1701	1246.8	182.5	21.6	3.0	N
487514	7094660	L1150	29	7/22/2006	76018.2	1287	1218.3	166.6	5.5	3.3	O
487520	7094971	L1150	29	7/22/2006	76003.4	1139	1093.7	150.6	0.9	3.1	P
487710	7084196	L1160	29	7/22/2006	76897.6	10081	800.7	110.7	3.0	2.6	A
487682	7085256	L1160	29	7/22/2006	76936.5	10470	770.6	104.3	6.4	3.4	B
487685	7085638	L1160	29	7/22/2006	76953	10635	606.5	120.5	-3.2	2.9	C
487690	7087491	L1160	29	7/22/2006	77078.5	11890	369.2	54.6	2.7	2.0	D
487677	7088170	L1160	29	7/22/2006	77126.7	12372	355.8	53.0	-21.4	1.2	E
487702	7089100	L1160	29	7/22/2006	77166.8	12773	310.9	32.0	-1.6	1.9	F

487696	7090138	L1160	29	7/22/2006	77231.3	13418	451.9	47.2	2.9	1.7	G
487700	7091367	L1160	29	7/22/2006	77303.1	14136	366.3	53.2	-6.6	1.9	H
487720	7094148	L1160	29	7/22/2006	77482.4	15929	2145.4	290.2	9.4	3.5	I
487712	7094330	L1160	29	7/22/2006	77492.6	16031	2910.9	450.2	58.4	3.6	J
487706	7094718	L1160	29	7/22/2006	77513.9	16244	1628.8	245.4	39.4	3.5	K
487695	7095051	L1160	29	7/22/2006	77530.6	16411	1381.6	252.8	57.3	3.6	L
487694	7095215	L1160	29	7/22/2006	77540.2	16507	1133.2	217.4	4.0	3.4	M
487702	7095366	L1160	29	7/22/2006	77552.2	16627	1018.4	141.9	0.4	2.7	N
487891	7082028	L1170	30	7/23/2006	47702	9339	395.5	34.9	3.8	2.1	A
487902	7084093	L1170	30	7/23/2006	47584.6	8165	379.7	42.6	4.0	2.0	B
487902	7084951	L1170	30	7/23/2006	47545.9	7778	425.4	43.5	7.6	2.7	C
487901	7085227	L1170	30	7/23/2006	47533.3	7652	608.0	76.5	9.9	2.6	D
487901	7085465	L1170	30	7/23/2006	47521.6	7535	709.5	74.8	14.0	2.6	E
487877	7090307	L1170	30	7/23/2006	47228.6	4605	304.6	17.0	5.2	1.5	F
487900	7093958	L1170	30	7/23/2006	46964.6	1965	1211.1	176.4	16.8	3.6	G
487890	7094367	L1170	30	7/23/2006	46939.9	1718	1988.0	283.2	29.6	4.1	H
487899	7094579	L1170	30	7/23/2006	46927.9	1598	1768.2	290.4	56.6	3.8	I
487912	7095262	L1170	30	7/23/2006	46895.5	1274	1367.8	201.8	18.6	3.2	J
487903	7095440	L1170	30	7/23/2006	46880.9	1128	1478.9	216.4	32.1	3.2	K
488082	7082066	L1180	30	7/23/2006	47772.8	10047	620.4	74.8	3.4	2.4	A
488090	7082946	L1180	30	7/23/2006	47831.3	10632	783.3	-4.0	-2.7	1.4	B
488110	7085207	L1180	30	7/23/2006	47933.5	11654	571.0	72.5	11.4	2.5	C
488102	7085579	L1180	30	7/23/2006	47950.1	11820	586.9	58.6	6.3	2.1	D
488095	7087337	L1180	30	7/23/2006	48058.6	12905	330.9	31.7	-2.4	1.9	E
488082	7093013	L1180	30	7/23/2006	48370.5	16024	217.6	6.2	-20.7	1.1	F
488113	7094104	L1180	30	7/23/2006	48429.8	16617	2491.0	317.3	22.5	3.9	G
488099	7094405	L1180	30	7/23/2006	48450.2	16821	3071.6	480.3	62.7	4.1	H
488092	7094658	L1180	30	7/23/2006	48464.1	16960	2226.0	362.0	61.4	3.7	I
488101	7094840	L1180	30	7/23/2006	48474.3	17062	2009.6	341.0	64.8	3.8	J
488117	7095430	L1180	30	7/23/2006	48506.5	17384	1109.3	152.3	10.6	2.9	K
488314	7081913	L1190	30	7/23/2006	49538.1	9432	798.2	115.6	16.2	1.8	A
488280	7085472	L1190	30	7/23/2006	49332.6	7377	738.7	85.4	9.1	2.2	B
488318	7087285	L1190	30	7/23/2006	49208.7	6138	396.8	38.0	6.6	1.9	C
488317	7090887	L1190	30	7/23/2006	48981.4	3865	262.8	19.0	-4.4	1.1	D
488310	7093033	L1190	30	7/23/2006	48835.2	2403	381.2	21.7	-4.0	1.9	E
488306	7094085	L1190	30	7/23/2006	48763.5	1686	1326.9	208.6	23.7	4.0	F
488306	7094979	L1190	30	7/23/2006	48715.1	1202	963.7	115.8	-4.2	3.2	G
488309	7095499	L1190	30	7/23/2006	48686.7	918	1016.9	125.0	16.1	3.4	H
488491	7083494	L1200	30	7/23/2006	49689.8	10949	164.0	-2.8	-3.2	0.9	A
488507	7085361	L1200	30	7/23/2006	49767.9	11730	839.9	112.1	28.1	3.9	B
488503	7085512	L1200	30	7/23/2006	49779.8	11849	882.5	100.0	9.4	3.2	C
488499	7087442	L1200	30	7/23/2006	49915.2	13203	431.3	36.3	30.0	1.6	D
488495	7089616	L1200	30	7/23/2006	50020.9	14260	311.9	23.0	-3.3	1.6	E
488517	7090918	L1200	30	7/23/2006	50072.4	14775	181.5	18.0	5.5	1.4	F
488508	7093075	L1200	30	7/23/2006	50189.8	15949	322.3	29.3	-12.1	1.4	G
488509	7093858	L1200	30	7/23/2006	50241.2	16463	1083.9	88.7	-19.7	2.6	H
488510	7094072	L1200	30	7/23/2006	50258.4	16635	2252.8	282.8	30.4	4.0	I
488492	7094740	L1200	30	7/23/2006	50296.8	17019	2119.8	351.5	63.6	3.7	J
488527	7095237	L1200	30	7/23/2006	50328.4	17335	2750.3	363.7	32.5	3.5	K
488528	7095532	L1200	30	7/23/2006	50350.3	17554	1252.4	160.7	-0.8	3.4	L
488694	7082056	L1210	30	7/23/2006	51359.7	9101	665.1	54.7	4.1	2.1	A
488706	7084081	L1210	30	7/23/2006	51238.6	7890	296.4	30.9	-9.5	1.4	B
488695	7084939	L1210	30	7/23/2006	51204.7	7551	629.4	70.7	6.3	2.5	C
488689	7085498	L1210	30	7/23/2006	51175.3	7257	1033.5	93.2	7.4	2.6	D
488728	7087458	L1210	30	7/23/2006	51044.6	5950	537.1	38.8	-6.2	1.5	E
488719	7089209	L1210	30	7/23/2006	50926.4	4768	623.8	63.1	4.5	2.2	F
488717	7091471	L1210	30	7/23/2006	50812	3624	281.0	26.0	-1.7	1.0	G
488719	7092146	L1210	30	7/23/2006	50751.7	3021	207.1	21.8	0.7	1.3	H
488689	7094231	L1210	30	7/23/2006	50606.6	1570	1081.0	141.1	7.7	3.3	I
488687	7094539	L1210	30	7/23/2006	50594.7	1451	1025.8	185.3	27.8	3.2	J
488699	7095005	L1210	30	7/23/2006	50577.2	1276	1345.8	226.2	35.6	3.5	K
488718	7095546	L1210	30	7/23/2006	50546.4	968	892.4	120.5	6.0	3.3	L
488885	7082087	L1220	30	7/23/2006	51430.8	9812	447.3	30.3	2.5	2.2	A
488896	7083998	L1220	30	7/23/2006	51538.8	10892	608.8	36.4	-6.1	2.3	B
488902	7084308	L1220	30	7/23/2006	51549.7	11001	553.3	63.5	1.7	1.9	C
488903	7084796	L1220	30	7/23/2006	51568.3	11187	464.7	54.7	5.1	2.3	D
488901	7085405	L1220	30	7/23/2006	51603.8	11542	767.4	85.4	9.1	3.5	E
488898	7087431	L1220	30	7/23/2006	51733.2	12836	423.3	26.2	1.5	1.6	F
488891	7088809	L1220	30	7/23/2006	51816.2	13666	386.8	50.3	4.2	2.5	G
488910	7089553	L1220	30	7/23/2006	51869.8	14202	1818.4	130.5	-3.4	3.5	H
488910	7091409	L1220	30	7/23/2006	51948.3	14987	283.7	11.1	9.9	1.3	I

488898	7093195	L1220	30	7/23/2006	52086.7	16371	460.3	21.4	-10.2	1.7	J
488909	7094509	L1220	30	7/23/2006	52152.9	17033	1285.3	251.7	46.4	3.9	K
488910	7094906	L1220	30	7/23/2006	52167.8	17182	938.8	172.6	37.0	3.9	L
488900	7095468	L1220	30	7/23/2006	52188.6	17390	784.6	134.0	11.4	3.1	M
489107	7083946	L1230	30	7/23/2006	52997.9	7335	436.2	63.8	9.4	2.7	A
489103	7084423	L1230	30	7/23/2006	52982.4	7180	502.9	36.5	2.1	2.0	B
489098	7085364	L1230	30	7/23/2006	52944.1	6797	1065.3	127.6	14.4	3.1	C
489110	7087421	L1230	30	7/23/2006	52829.9	5655	425.3	24.4	6.9	2.0	D
489114	7089722	L1230	30	7/23/2006	52687.1	4227	2157.5	94.0	-12.0	2.7	E
489130	7091308	L1230	30	7/23/2006	52588.5	3241	399.4	130.5	74.5	2.2	F
489115	7093543	L1230	30	7/23/2006	52428.3	1639	403.2	14.3	-6.3	1.6	G
489101	7094074	L1230	30	7/23/2006	52396.3	1319	1186.9	111.3	4.7	3.8	H
489107	7094441	L1230	30	7/23/2006	52383.1	1187	1277.1	171.2	23.2	4.2	I
489107	7094806	L1230	30	7/23/2006	52370.4	1060	1057.8	178.0	34.3	3.8	J
489123	7096887	L1230	30	7/23/2006	52299.1	347	444.2	42.2	-4.9	1.0	K
489294	7083774	L1240	30	7/23/2006	53319.8	10554	857.9	114.3	13.6	2.9	A
489297	7084270	L1240	30	7/23/2006	53336.9	10725	969.5	74.1	-2.3	2.5	B
489301	7085177	L1240	30	7/23/2006	53372.5	11081	937.9	107.3	5.6	3.3	C
489294	7086874	L1240	30	7/23/2006	53460.6	11962	372.2	24.9	1.4	2.0	D
489294	7089562	L1240	30	7/23/2006	53595.8	13314	811.8	42.6	-6.5	2.9	E
489308	7090946	L1240	30	7/23/2006	53678.9	14145	459.4	35.8	3.0	1.9	F
489317	7094147	L1240	30	7/23/2006	53866.8	16024	1417.0	147.2	6.8	3.4	G
489311	7094368	L1240	30	7/23/2006	53877.8	16134	1481.0	225.1	37.8	4.0	H
489303	7094801	L1240	30	7/23/2006	53896.5	16321	1116.5	192.8	23.0	4.1	I
489293	7095468	L1240	30	7/23/2006	53921.5	16571	1087.5	165.4	20.2	3.2	J
489509	7082552	L1250	30	7/23/2006	54820.7	8184	481.5	66.5	8.5	2.9	A
489502	7083206	L1250	30	7/23/2006	54774.6	7723	1129.4	108.1	0.5	2.6	B
489524	7083793	L1250	30	7/23/2006	54740.7	7384	1365.1	179.2	15.7	2.9	C
489505	7084227	L1250	30	7/23/2006	54725.1	7228	929.7	125.4	10.9	3.1	D
489492	7084837	L1250	30	7/23/2006	54698.8	6965	695.6	76.1	12.2	2.9	E
489483	7085293	L1250	30	7/23/2006	54680.4	6781	976.8	108.2	6.4	3.3	F
489511	7087351	L1250	30	7/23/2006	54557	5547	367.7	24.4	-2.0	2.5	G
489496	7088770	L1250	30	7/23/2006	54479.7	4774	329.1	47.7	1.6	1.9	H
489500	7089666	L1250	30	7/23/2006	54427.9	4256	636.9	39.0	1.5	2.0	I
489508	7090948	L1250	30	7/23/2006	54303.4	3011	486.3	40.2	10.6	1.4	J
489504	7091359	L1250	30	7/23/2006	54270.6	2683	415.7	16.4	-0.4	1.6	K
489490	7092010	L1250	30	7/23/2006	54238.2	2359	756.8	31.9	-0.1	1.8	L
489505	7093905	L1250	30	7/23/2006	54144.8	1425	1019.4	96.7	0.8	2.5	M
489515	7094150	L1250	30	7/23/2006	54134.2	1319	912.7	88.3	-4.2	2.3	N
489512	7094421	L1250	30	7/23/2006	54123.1	1208	1524.1	234.0	42.2	3.5	O
489510	7095138	L1250	30	7/23/2006	54097.5	952	1026.2	155.0	20.7	4.3	P
489510	7095625	L1250	30	7/23/2006	54081.6	793	788.6	114.2	13.2	2.7	Q
489678	7082600	L1260	31	7/23/2006	61409.6	3123	774.5	109.7	19.5	2.5	A
489674	7083743	L1260	31	7/23/2006	61467.8	3705	930.4	115.7	13.5	2.7	B
489678	7084133	L1260	31	7/23/2006	61480.9	3836	1024.2	123.7	12.4	2.6	C
489693	7084752	L1260	31	7/23/2006	61504.2	4069	494.9	46.2	-3.3	2.1	D
489692	7085122	L1260	31	7/23/2006	61518.4	4211	1151.9	146.5	10.0	3.2	E
489680	7089552	L1260	31	7/23/2006	61766.6	6693	730.8	20.0	-4.7	1.6	F
489695	7091655	L1260	31	7/23/2006	61924	8267	311.4	24.2	1.7	1.8	G
489700	7093885	L1260	31	7/23/2006	62058.3	9610	681.2	97.1	16.8	1.7	H
489710	7094157	L1260	31	7/23/2006	62072.8	9755	1648.8	178.3	4.3	3.0	I
489721	7094690	L1260	31	7/23/2006	62095.3	9980	1060.2	168.6	19.7	3.2	J
489707	7095089	L1260	31	7/23/2006	62111.5	10142	2758.8	490.9	92.4	4.6	K
489706	7095561	L1260	31	7/23/2006	62129.4	10321	953.9	129.9	10.4	2.9	L
489900	7082770	L1270	31	7/23/2006	63087.3	8796	887.6	159.1	19.7	3.1	A
489908	7083536	L1270	31	7/23/2006	63037.3	8296	1491.5	165.1	17.8	3.0	B
489920	7083704	L1270	31	7/23/2006	63027	8193	1356.6	128.9	10.4	2.6	C
489914	7084100	L1270	31	7/23/2006	63008.3	8006	1140.8	166.0	18.0	2.8	D
489904	7084718	L1270	31	7/23/2006	62980.5	7728	804.2	103.1	1.7	2.5	E
489896	7085118	L1270	31	7/23/2006	62964	7563	1660.8	160.4	14.1	2.9	F
489904	7087695	L1270	31	7/23/2006	62808.6	6009	500.8	64.7	-1.5	1.9	G
489891	7091101	L1270	40	7/26/2006	65342.4	13881	279.4	4.5	-9.9	1.2	A
489884	7091480	L1270	40	7/26/2006	65307.9	13536	235.0	13.2	-2.8	1.1	B
489916	7094298	L1270	40	7/26/2006	65124.9	11706	641.6	64.0	2.9	2.1	C
489918	7094666	L1270	40	7/26/2006	65110	11557	1270.2	189.6	23.9	3.7	D
489915	7095111	L1270	40	7/26/2006	65093.7	11394	1382.9	245.2	42.4	3.9	E
489914	7095693	L1270	40	7/26/2006	65071.6	11173	992.7	143.1	14.8	2.4	F
490089	7082732	L1280	31	7/23/2006	63275.8	10681	657.5	114.6	6.2	2.7	A
490091	7083557	L1280	31	7/23/2006	63322	11143	836.4	137.2	27.0	2.7	B
490092	7083989	L1280	31	7/23/2006	63342.1	11344	594.8	81.8	4.5	2.0	C
490106	7084607	L1280	31	7/23/2006	63372.2	11645	692.7	87.2	14.5	2.5	D

490102	7084946	L1280	31	7/23/2006	63388	11803	821.0	120.7	-20.7	2.7	E
490115	7086682	L1280	31	7/23/2006	63485.3	12776	245.1	29.8	3.1	1.3	F
490092	7087697	L1280	31	7/23/2006	63554.7	13470	641.2	57.2	7.0	2.0	G
490104	7088323	L1280	31	7/23/2006	63589.3	13816	905.7	65.7	4.3	2.3	H
490130	7088886	L1280	31	7/23/2006	63619.7	14120	474.1	68.2	21.1	2.2	I
490092	7091406	L1280	31	7/23/2006	63801.6	15939	256.6	0.6	18.1	1.2	J
490116	7093094	L1280	31	7/23/2006	63902.2	16945	304.4	11.0	-7.6	1.6	K
490109	7093877	L1280	31	7/23/2006	63947.7	17400	828.9	97.8	3.6	2.0	L
490088	7094473	L1280	31	7/23/2006	63973.6	17659	2187.1	347.2	45.2	3.4	M
490085	7094708	L1280	31	7/23/2006	63983.2	17755	1851.9	301.4	52.7	3.8	N
490103	7095052	L1280	31	7/23/2006	63998.3	17906	1810.9	279.4	34.1	3.6	O
490116	7095996	L1280	31	7/23/2006	64037.2	18295	305.9	33.3	-143.7	0.7	P
490307	7082574	L1290	31	7/23/2006	65002.6	9039	784.4	114.0	15.5	3.4	A
490307	7082923	L1290	31	7/23/2006	64982	8833	693.1	56.8	3.7	2.3	B
490314	7083605	L1290	31	7/23/2006	64936.3	8376	673.7	93.1	7.1	2.5	C
490317	7084012	L1290	31	7/23/2006	64914.6	8159	606.2	93.3	-5.9	2.2	D
490307	7084604	L1290	31	7/23/2006	64890.4	7917	755.5	116.1	15.7	2.4	E
490306	7084905	L1290	31	7/23/2006	64879.1	7804	1048.3	161.0	25.0	3.2	F
490299	7088445	L1290	31	7/23/2006	64678.6	5799	806.8	24.9	2.7	2.3	G
490300	7089018	L1290	31	7/23/2006	64649.9	5512	1043.3	51.4	-13.5	2.2	H
490311	7093371	L1290	31	7/23/2006	64309.5	2108	261.7	21.1	-3.7	1.2	I
490306	7093945	L1290	31	7/23/2006	64261.4	1627	729.6	101.1	2.2	2.4	J
490311	7094518	L1290	31	7/23/2006	64230.4	1317	1268.4	207.8	27.1	3.4	K
490318	7095063	L1290	31	7/23/2006	64208.2	1095	1251.6	194.4	21.6	3.5	L
490478	7082476	L1300	31	7/23/2006	65120.6	10219	958.8	122.6	16.6	2.9	A
490474	7082821	L1300	31	7/23/2006	65144.6	10459	1005.6	152.9	17.8	2.8	B
490501	7083876	L1300	31	7/23/2006	65197.7	10990	949.7	32.8	-17.0	1.8	C
490493	7084935	L1300	31	7/23/2006	65246.8	11481	1348.5	195.8	6.4	3.3	D
490525	7086040	L1300	31	7/23/2006	65300.3	12016	193.6	15.9	-4.9	0.7	E
490508	7086615	L1300	31	7/23/2006	65341.1	12424	247.1	27.2	1.0	1.3	F
490513	7087671	L1300	31	7/23/2006	65404.2	13055	731.9	65.8	-21.2	1.9	G
490480	7088323	L1300	31	7/23/2006	65447.6	13489	490.8	49.1	-12.4	1.9	H
490491	7088921	L1300	31	7/23/2006	65473.5	13748	355.0	17.5	-6.8	2.1	I
490489	7089299	L1300	31	7/23/2006	65494.6	13959	357.6	29.0	11.7	1.5	J
490480	7089978	L1300	31	7/23/2006	65544.3	14456	418.6	30.7	-14.0	1.3	K
490513	7091071	L1300	31	7/23/2006	65625.6	15269	326.2	24.9	6.6	1.3	L
490508	7093393	L1300	31	7/23/2006	65802.8	17041	486.6	4.8	-11.0	1.4	M
490516	7093833	L1300	31	7/23/2006	65830.7	17320	620.3	44.1	-15.6	1.8	N
490506	7094128	L1300	31	7/23/2006	65845.4	17467	1049.2	127.2	6.4	2.3	O
490504	7094407	L1300	31	7/23/2006	65857.7	17590	2450.2	355.2	71.0	3.9	P
490504	7094836	L1300	31	7/23/2006	65876.7	17780	3132.5	436.7	35.3	4.2	Q
490507	7095241	L1300	31	7/23/2006	65891.9	17932	1466.3	238.0	24.3	3.3	R
490678	7082577	L1310	31	7/23/2006	66920.8	9309	1199.4	233.1	35.7	3.6	A
490692	7082883	L1310	31	7/23/2006	66901.1	9112	757.6	96.5	7.8	3.1	B
490689	7083766	L1310	31	7/23/2006	66838.1	8482	560.3	45.0	-3.2	2.3	C
490719	7084534	L1310	31	7/23/2006	66797	8071	1256.7	146.9	2.2	2.3	D
490716	7084758	L1310	31	7/23/2006	66785	7951	996.9	129.7	-5.3	2.9	E
490706	7086605	L1310	31	7/23/2006	66665.1	6752	365.4	15.7	-4.9	1.3	F
490704	7087556	L1310	31	7/23/2006	66609.9	6200	449.7	26.5	0.4	2.1	G
490703	7088985	L1310	31	7/23/2006	66527.1	5372	482.9	47.0	2.3	2.0	H
490686	7089433	L1310	31	7/23/2006	66500.2	5103	528.6	64.8	-12.2	1.7	I
490706	7091230	L1310	31	7/23/2006	66363.5	3736	328.4	12.7	-0.6	1.2	J
490713	7093247	L1310	31	7/23/2006	66212	2221	289.0	25.7	-11.0	1.3	K
490711	7093882	L1310	31	7/23/2006	66172.3	1824	744.4	57.0	-22.1	2.1	L
490713	7094570	L1310	31	7/23/2006	66133.1	1432	1666.2	286.1	49.1	3.7	M
490708	7094732	L1310	31	7/23/2006	66125.4	1355	1943.0	318.8	55.4	4.1	N
490903	7082267	L1320	31	7/23/2006	67044.1	10542	1143.4	143.9	18.8	2.4	A
490906	7084361	L1320	31	7/23/2006	67165.9	11760	898.2	132.7	16.7	2.8	B
490897	7085409	L1320	31	7/23/2006	67228.7	12388	362.1	38.7	-9.8	1.2	C
490914	7086729	L1320	31	7/23/2006	67324.6	13347	284.8	28.4	-1.5	1.0	D
490899	7087516	L1320	31	7/23/2006	67377.2	13873	411.6	22.0	-6.7	1.8	E
490897	7088066	L1320	31	7/23/2006	67413.6	14237	290.6	32.8	12.5	1.7	F
490907	7089482	L1320	31	7/23/2006	67503.1	15132	593.9	33.3	2.3	1.8	G
490918	7090822	L1320	31	7/23/2006	67612.8	16229	227.9	29.0	-3.1	1.2	H
490907	7091187	L1320	31	7/23/2006	67644	16541	266.9	29.8	-3.9	0.9	I
490917	7093310	L1320	31	7/23/2006	67802.9	18130	350.6	-4.8	-6.1	1.2	J
490903	7094381	L1320	31	7/23/2006	67855.1	18652	788.0	326.1	277.6	4.0	K
490904	7094830	L1320	31	7/23/2006	67870.8	18809	843.1	138.0	18.7	3.8	L
491079	7082219	L1330	33	7/24/2006	48967.8	4749	2070.1	178.2	8.8	3.0	A
491093	7082893	L1330	33	7/24/2006	49007.7	5148	714.7	82.9	-5.6	2.8	B
491092	7083264	L1330	33	7/24/2006	49026.8	5339	1234.7	185.3	22.6	3.3	C

491097	7084199	L1330	33	7/24/2006	49094.4	6015	417.9	47.3	1.3	2.9	D
491088	7085634	L1330	33	7/24/2006	49174.6	6817	277.7	33.0	2.5	0.8	E
491100	7087425	L1330	33	7/24/2006	49303.8	8109	590.1	44.7	-1.7	2.1	F
491079	7088078	L1330	33	7/24/2006	49350.6	8577	393.4	23.4	5.4	2.4	G
491088	7088843	L1330	33	7/24/2006	49390.5	8976	454.6	21.7	1.0	1.3	H
491096	7089596	L1330	33	7/24/2006	49444.4	9515	599.9	44.1	0.8	1.7	I
491086	7091247	L1330	33	7/24/2006	49615.7	11228	237.1	15.8	-2.3	1.3	J
491116	7093115	L1330	33	7/24/2006	49772.6	12797	332.5	23.7	-5.7	2.2	K
491089	7094055	L1330	33	7/24/2006	49849.3	13564	960.3	76.7	1.4	2.6	L
491108	7094465	L1330	33	7/24/2006	49870.1	13772	1541.8	271.5	56.0	3.6	M
491114	7094911	L1330	33	7/24/2006	49889.1	13962	1219.9	212.4	34.0	3.1	N
491304	7093342	L1340	33	7/24/2006	50156.3	1721	294.9	-7.7	-4.4	1.4	A
491304	7094185	L1340	33	7/24/2006	50115.8	1316	1926.8	280.7	63.6	3.6	B
491311	7094362	L1340	33	7/24/2006	50108.7	1245	2381.9	382.6	78.2	3.9	C
491311	7082288	L1340	33	7/24/2006	51266	12818	1134.5	146.2	6.8	3.2	A
491316	7083164	L1340	33	7/24/2006	51209.4	12252	1280.2	122.9	-6.7	3.5	B
491311	7084183	L1340	33	7/24/2006	51144.1	11599	624.2	89.2	18.0	3.3	C
491299	7085590	L1340	33	7/24/2006	51074.1	10899	266.4	28.5	-2.6	2.1	D
491331	7087317	L1340	33	7/24/2006	50960.7	9765	896.9	39.5	-1.2	2.4	E
491311	7087990	L1340	33	7/24/2006	50919.2	9350	315.8	13.5	4.0	1.2	F
491302	7088447	L1340	33	7/24/2006	50892.9	9087	286.3	32.2	5.5	1.4	G
491286	7088963	L1340	33	7/24/2006	50863.6	8794	326.8	18.1	3.4	1.5	H
491294	7089621	L1340	33	7/24/2006	50813.1	8289	455.4	48.8	11.2	2.4	I
491317	7090448	L1340	33	7/24/2006	50744.2	7600	437.8	30.3	-0.8	2.1	J
491289	7091527	L1340	33	7/24/2006	50645.9	6617	184.2	-0.9	-4.5	0.8	K
491502	7082098	L1350	33	7/24/2006	51328.5	13443	698.1	101.3	10.7	3.9	A
491493	7083077	L1350	33	7/24/2006	51405.1	14209	1338.4	111.3	4.5	2.8	B
491480	7084152	L1350	33	7/24/2006	51465.3	14811	856.5	113.4	22.6	2.9	C
491510	7085702	L1350	33	7/24/2006	51532.7	15485	804.9	38.5	2.0	2.4	D
491499	7087319	L1350	33	7/24/2006	51642.2	16580	501.1	41.4	1.9	1.7	E
491495	7088101	L1350	33	7/24/2006	51689.2	17050	251.6	36.6	5.7	1.4	F
491494	7089046	L1350	33	7/24/2006	51731.5	17473	336.4	30.4	-2.2	1.7	G
491505	7089720	L1350	33	7/24/2006	51770.8	17866	681.9	62.5	2.2	2.3	H
491491	7090323	L1350	33	7/24/2006	51811.8	18276	350.8	-12.5	-10.0	1.0	I
491529	7091154	L1350	33	7/24/2006	51896.8	19126	474.7	40.7	5.5	1.1	J
491505	7093294	L1350	33	7/24/2006	52042	20578	371.4	19.6	7.6	2.0	K
491496	7094306	L1350	33	7/24/2006	52098.4	21142	1759.9	325.8	74.7	4.3	L
491491	7094841	L1350	33	7/24/2006	52119.9	21357	826.2	103.4	11.7	2.7	M
491706	7081987	L1360	33	7/24/2006	53109.1	8804	2514.5	334.6	46.7	3.7	A
491706	7082947	L1360	33	7/24/2006	53051.6	8229	510.3	50.9	-8.6	2.7	B
491712	7083396	L1360	33	7/24/2006	53027.1	7984	1178.8	124.6	3.5	2.7	C
491722	7083716	L1360	33	7/24/2006	53003.4	7747	1402.4	147.7	6.3	2.7	D
491706	7085553	L1360	33	7/24/2006	52909.3	6806	463.5	14.0	15.0	2.2	E
491709	7087138	L1360	33	7/24/2006	52801.1	5724	237.0	24.6	-9.7	1.5	F
491716	7088897	L1360	33	7/24/2006	52720.5	4918	431.2	19.2	4.0	1.2	G
491693	7089689	L1360	33	7/24/2006	52671.5	4428	570.9	49.0	2.0	2.3	H
491700	7090871	L1360	33	7/24/2006	52568.3	3396	366.7	-4.3	-7.7	0.8	I
491725	7091688	L1360	33	7/24/2006	52483.1	2544	234.0	10.3	1.6	1.7	J
491703	7094095	L1360	33	7/24/2006	52372.1	1434	923.9	151.9	32.5	2.3	K
491887	7082424	L1370	40	7/26/2006	64012.1	578	1511.0	166.0	-12.4	3.6	A
491897	7083048	L1370	40	7/26/2006	64066.4	1121	695.5	92.0	-2.0	2.7	B
491898	7083482	L1370	40	7/26/2006	64098.8	1445	1498.7	205.6	27.9	3.6	C
491883	7085277	L1370	40	7/26/2006	64189.9	2356	256.4	16.9	2.3	1.6	D
491884	7086613	L1370	40	7/26/2006	64297.3	3430	417.7	56.7	-2.2	1.8	E
491883	7089912	L1370	40	7/26/2006	64484.6	5303	394.3	19.6	2.8	0.9	F
491898	7090766	L1370	40	7/26/2006	64536	5817	209.5	14.0	-1.4	0.8	G
491898	7091321	L1370	40	7/26/2006	64602.2	6479	256.1	17.5	5.0	1.5	H
491910	7092179	L1370	40	7/26/2006	64654.9	7006	232.1	41.8	23.7	1.0	I
491906	7093182	L1370	40	7/26/2006	64714.3	7600	294.1	23.9	-5.7	2.1	J
491910	7094267	L1370	40	7/26/2006	64776.1	8218	584.1	96.7	22.0	3.5	K
491889	7094645	L1370	40	7/26/2006	64792.1	8378	528.5	62.8	-5.5	1.9	L
492102	7082050	L1380	40	7/26/2006	63933.9	19560	2376.2	328.5	25.7	3.2	A
492107	7082211	L1380	40	7/26/2006	63926.3	19484	1845.8	50.4	-13.4	2.2	B
492125	7082760	L1380	40	7/26/2006	63895.5	19176	1448.1	162.6	1.2	3.2	C
492108	7082952	L1380	40	7/26/2006	63878.7	19008	1267.5	160.3	11.5	2.9	D
492105	7083069	L1380	40	7/26/2006	63865.9	18880	1125.2	106.2	-6.3	2.7	E
492101	7083429	L1380	40	7/26/2006	63837	18591	1610.0	131.7	-2.0	3.1	F
492100	7084082	L1380	40	7/26/2006	63783.3	18054	581.9	28.1	-9.1	2.1	G
492107	7085641	L1380	40	7/26/2006	63703.6	17257	453.5	16.7	-0.2	1.6	H
492111	7086394	L1380	40	7/26/2006	63636.6	16587	246.6	17.3	-1.2	1.1	I
492099	7087935	L1380	40	7/26/2006	63554.2	15763	257.2	22.3	7.4	0.9	J

492099	7089396	L1380	40	7/26/2006	63449.4	14715	351.3	24.0	6.2	1.3	K
492099	7090069	L1380	40	7/26/2006	63415.4	14375	261.8	18.9	-10.1	1.1	L
492114	7091234	L1380	40	7/26/2006	63338.1	13602	285.2	37.8	-2.0	1.6	M
492106	7092913	L1380	40	7/26/2006	63241.9	12640	549.7	51.9	-9.0	2.0	N
492106	7094107	L1380	40	7/26/2006	63179.1	12012	913.1	155.3	33.3	3.5	O
492110	7094697	L1380	40	7/26/2006	63153.5	11756	524.1	98.7	15.3	2.2	P
492319	7082670	L1390	33	7/24/2006	54907.7	9110	866.4	123.7	20.1	3.1	A
492313	7083017	L1390	33	7/24/2006	54940.7	9440	602.1	82.2	11.3	2.7	B
492307	7083226	L1390	33	7/24/2006	54968.1	9714	1053.0	139.6	-6.8	3.4	C
492319	7083732	L1390	33	7/24/2006	54996	9993	925.5	112.1	43.3	2.7	D
492290	7085316	L1390	33	7/24/2006	55056.3	10596	325.1	31.0	-8.8	1.3	E
492287	7086355	L1390	33	7/24/2006	55148.2	11515	320.1	-22.8	-49.3	1.2	F
492311	7089057	L1390	33	7/24/2006	55281.9	12852	275.1	-11.6	15.7	1.4	G
492297	7090288	L1390	33	7/24/2006	55336.2	13395	325.7	15.0	1.7	1.3	H
492324	7092799	L1390	33	7/24/2006	55503	15063	436.5	46.3	-8.1	2.1	I
492292	7093851	L1390	33	7/24/2006	55569.8	15731	2195.7	379.4	67.2	3.7	J
492305	7094726	L1390	33	7/24/2006	55604.5	16078	856.7	117.3	10.1	2.6	K
492479	7082358	L1400	33	7/24/2006	56547.3	8432	748.2	30.8	-9.2	2.6	A
492502	7082730	L1400	33	7/24/2006	56527.2	8231	599.3	144.8	60.2	1.9	B
492494	7083241	L1400	33	7/24/2006	56478.8	7747	2621.9	396.6	45.7	4.1	C
492503	7083618	L1400	33	7/24/2006	56446.7	7426	990.6	73.0	0.5	2.1	D
492515	7085528	L1400	33	7/24/2006	56335	6309	303.4	25.0	17.4	1.7	E
492519	7086267	L1400	33	7/24/2006	56294.6	5905	329.6	17.7	-5.0	1.7	F
492512	7087091	L1400	33	7/24/2006	56239.2	5351	462.9	40.2	-8.0	2.0	G
492518	7089414	L1400	33	7/24/2006	56100.6	3965	370.0	1.0	-6.0	0.9	H
492500	7091267	L1400	33	7/24/2006	56005.7	3016	178.8	-10.1	2.1	0.8	I
492507	7092829	L1400	33	7/24/2006	55919.9	2158	672.8	64.6	-2.1	2.4	J
492507	7093987	L1400	33	7/24/2006	55849.3	1452	1344.3	207.0	41.6	3.8	K
492506	7094730	L1400	33	7/24/2006	55820.3	1162	542.5	74.3	9.9	2.9	L
492692	7082477	L1410	34	7/24/2006	60808.3	746	464.6	36.3	-0.7	1.7	A
492704	7083115	L1410	34	7/24/2006	60857.3	1236	520.1	53.8	3.4	2.5	B
492690	7083766	L1410	34	7/24/2006	60911.4	1777	1073.5	51.3	-5.4	2.0	C
492693	7085992	L1410	34	7/24/2006	61056.8	3231	345.5	31.2	1.8	1.5	D
492685	7086972	L1410	34	7/24/2006	61125.9	3922	542.4	39.1	3.5	1.9	E
492713	7092031	L1410	34	7/24/2006	61407.6	6739	257.8	12.9	-5.2	1.0	F
492711	7093724	L1410	34	7/24/2006	61525	7913	1178.1	170.0	27.1	3.3	G
492699	7093896	L1410	34	7/24/2006	61536.6	8029	1903.5	280.5	45.7	3.5	H
492702	7094238	L1410	34	7/24/2006	61554.6	8209	1941.3	263.9	33.3	3.3	I
492702	7094564	L1410	34	7/24/2006	61568.4	8347	830.9	121.8	5.1	3.8	J
492688	7096705	L1410	34	7/24/2006	61647.3	9136	367.2	4.1	-1.3	1.8	K
492895	7082699	L1420	40	7/26/2006	62079.1	1012	543.8	51.8	-4.7	2.2	A
492896	7083111	L1420	40	7/26/2006	62127.1	1492	741.3	143.6	12.0	3.5	B
492893	7083667	L1420	40	7/26/2006	62173.5	1956	633.7	63.1	0.9	2.5	C
492891	7085121	L1420	40	7/26/2006	62289.1	3112	310.6	25.4	-2.1	1.2	D
492907	7085616	L1420	40	7/26/2006	62337.7	3598	339.1	24.3	5.8	1.8	E
492896	7086810	L1420	40	7/26/2006	62410.3	4324	296.2	34.3	10.8	1.5	F
492907	7089799	L1420	40	7/26/2006	62569.4	5915	215.4	17.2	-0.3	0.7	G
492899	7092317	L1420	40	7/26/2006	62758	7801	252.5	17.0	-4.9	0.9	H
492893	7092796	L1420	40	7/26/2006	62790.3	8124	212.2	3.0	-12.3	0.8	I
492909	7093749	L1420	40	7/26/2006	62849.3	8714	1032.3	150.3	26.4	3.4	J
492903	7094297	L1420	40	7/26/2006	62875.2	8973	788.0	122.5	8.7	2.9	K
492904	7096903	L1420	40	7/26/2006	62976.1	9982	361.8	30.2	-8.9	1.7	L
493114	7082428	L1430	36	7/25/2006	53840.9	5384	664.3	59.4	-6.6	2.5	A
493091	7083043	L1430	36	7/25/2006	53910.1	6076	448.9	90.4	11.7	3.1	B
493090	7085366	L1430	36	7/25/2006	54129.3	8268	259.5	27.7	1.5	1.3	C
493104	7093723	L1430	36	7/25/2006	54597.2	12947	1239.8	220.8	43.4	3.9	D
493097	7096889	L1430	36	7/25/2006	54720.9	14184	394.6	28.4	-4.8	1.6	E
493311	7082270	L1440	36	7/25/2006	55730.5	9784	451.1	48.1	-2.6	1.8	A
493287	7082643	L1440	36	7/25/2006	55663.6	9115	844.4	132.5	23.9	2.3	B
493282	7083050	L1440	36	7/25/2006	55618.7	8666	1130.2	153.3	25.3	3.4	C
493316	7083506	L1440	36	7/25/2006	55577.9	8258	343.7	39.5	-11.9	1.9	D
493308	7084062	L1440	36	7/25/2006	55504.7	7526	598.0	53.1	-1.6	1.5	E
493303	7085078	L1440	36	7/25/2006	55434.8	6827	269.5	28.7	2.0	1.8	F
493313	7088473	L1440	36	7/25/2006	55295.7	5436	216.3	7.7	4.2	1.2	G
493313	7090231	L1440	36	7/25/2006	55182.7	4306	208.5	26.2	-4.5	1.3	H
493299	7093700	L1440	36	7/25/2006	54938.4	1863	1013.6	213.0	55.9	3.9	I
493304	7094160	L1440	36	7/25/2006	54920.4	1683	702.2	106.7	9.8	3.1	J
493307	7096815	L1440	36	7/25/2006	54809.2	571	331.0	23.9	1.9	1.6	K
493494	7083166	L1450	40	7/26/2006	58390.5	1428	619.3	95.6	13.4	2.3	A
493483	7083486	L1450	40	7/26/2006	58423.9	1762	527.3	34.9	-2.8	1.5	B
493495	7090398	L1450	40	7/26/2006	58762.7	5150	257.0	22.2	0.8	1.6	C

493510	7093714	L1450	40	7/26/2006	58951.3	7036	1250.6	210.5	34.8	3.7	D
493722	7083332	L1460	40	7/26/2006	59863.1	16154	319.4	29.3	5.1	2.1	A
493692	7084607	L1460	40	7/26/2006	59763.1	15154	627.3	45.2	3.9	2.3	B
493702	7086923	L1460	40	7/26/2006	59674.9	14272	336.5	37.6	2.0	2.5	C
493732	7092232	L1460	40	7/26/2006	59381	11333	365.8	33.5	-1.9	2.1	D
493708	7093516	L1460	40	7/26/2006	59301.3	10536	848.6	136.4	24.0	2.9	E
493714	7094078	L1460	40	7/26/2006	59272.3	10246	782.7	129.9	17.4	3.9	F
493881	7082690	L1470	40	7/26/2006	60069.2	18215	313.8	29.5	-1.9	1.2	A
493895	7084356	L1470	40	7/26/2006	60251.7	20040	306.3	20.3	-13.8	1.0	B
493896	7084804	L1470	40	7/26/2006	60266.7	20190	447.1	15.3	5.5	2.3	C
493882	7086211	L1470	40	7/26/2006	60321.8	20741	323.3	24.2	7.1	1.4	D
493887	7086835	L1470	40	7/26/2006	60346.3	20986	468.4	60.0	3.4	2.4	E
493888	7089193	L1470	40	7/26/2006	60439.7	21920	172.7	13.1	2.0	0.8	F
493896	7090181	L1470	40	7/26/2006	60487.7	22400	175.9	20.1	2.4	0.6	G
493896	7091511	L1470	40	7/26/2006	60560.8	23131	250.0	18.4	-2.5	0.9	H
493893	7092145	L1470	40	7/26/2006	60583.8	23361	263.8	31.4	0.9	1.1	I
493911	7093614	L1470	40	7/26/2006	60727.1	24794	943.7	136.4	30.3	2.6	J
493900	7093841	L1470	40	7/26/2006	60744.1	24964	1185.9	182.2	29.1	2.8	K
493898	7094199	L1470	40	7/26/2006	60770.9	25232	751.4	99.4	-1.4	2.7	L
493909	7094507	L1470	40	7/26/2006	60790.1	25424	761.3	91.8	5.9	2.4	M
494109	7086810	L1480	48	8/22/2006	62369.9	2043	377.5	51.2	-0.8	2.0	A
494100	7091964	L1480	48	8/22/2006	62547.9	3823	264.7	25.9	-0.3	1.1	B
494320	7086891	L1490	48	8/22/2006	61914.2	16641	1079.2	54.9	6.5	1.8	A
494292	7091150	L1490	48	8/22/2006	61778.4	15283	254.2	43.8	-1.4	1.1	B
494294	7094496	L1490	48	8/22/2006	61633.2	13831	346.5	39.5	12.1	1.6	C
494453	7086842	L1500	48	8/22/2006	61193.7	9436	315.2	40.3	8.3	1.8	A
494523	7091687	L1500	48	8/22/2006	61344.9	10948	477.7	24.6	-2.5	1.1	B
494688	7086783	L1510	48	8/22/2006	60749.2	4991	420.2	33.8	7.1	1.4	A
494690	7091461	L1510	48	8/22/2006	60596.7	3466	375.6	40.5	5.1	1.4	B
494699	7093152	L1510	48	8/22/2006	60501.9	2518	468.6	75.0	12.4	1.8	C
494900	7082279	L1520	40	7/26/2006	61827.9	9094	442.5	29.4	0.6	1.7	A
494897	7083834	L1520	40	7/26/2006	61693.4	7749	420.1	30.0	1.9	1.3	B
494891	7086158	L1520	40	7/26/2006	61542	6235	393.4	16.1	-10.4	1.3	C
494920	7086675	L1520	40	7/26/2006	61511.6	5931	327.3	18.4	4.6	1.4	D
494903	7088141	L1520	40	7/26/2006	61429.4	5109	247.1	35.0	7.1	0.9	E
494904	7091392	L1520	40	7/26/2006	61311.9	3934	443.2	69.1	19.9	2.4	F
494914	7093153	L1520	40	7/26/2006	61175.1	2566	719.0	126.4	21.4	3.8	G
494915	7093450	L1520	40	7/26/2006	61155.3	2368	589.3	79.8	11.5	2.0	H
494906	7094059	L1520	40	7/26/2006	61122.4	2039	620.0	78.3	10.2	2.0	I
473748	7096626	T9000	47	8/20/2006	69824.8	715	1002.9	26.8	-4.5	1.5	A
475467	7096602	T9000	47	8/20/2006	69891.3	1380	559.4	9.8	-14.3	1.1	B
476132	7096602	T9000	47	8/20/2006	69915.8	1625	761.8	90.0	6.4	1.8	C
477038	7096581	T9000	47	8/20/2006	69944.6	1913	1231.5	128.1	4.2	2.1	D
482797	7096540	T9000	47	8/20/2006	70160.4	4071	616.7	68.7	0.3	2.3	E
483755	7096566	T9000	47	8/20/2006	70207.7	4544	1460.7	106.0	6.0	2.0	F
484325	7096575	T9000	47	8/20/2006	70232.1	4788	1267.9	145.6	5.4	2.3	G
485806	7096589	T9000	47	8/20/2006	70281.8	5285	1916.6	252.8	41.1	2.8	H
486940	7096634	T9000	47	8/20/2006	70319.9	5666	1148.9	174.1	5.7	2.4	I
490019	7096594	T9000	47	8/20/2006	70431.8	6785	312.1	130.5	223.0	0.7	J
490416	7096579	T9000	47	8/20/2006	70444.5	6912	260.0	171.9	32.6	0.6	K
491387	7096580	T9000	47	8/20/2006	70476.5	7232	238.1	59.5	24.2	0.6	L
481926	7094610	T9010	42	8/10/2006	56080.1	11692	392.7	58.5	-5.7	1.5	A
483681	7094564	T9010	42	8/10/2006	56148	12371	522.6	62.2	4.6	1.5	B
484668	7094539	T9010	42	8/10/2006	56193.4	12825	1357.9	178.2	23.5	2.2	C
485179	7094549	T9010	42	8/10/2006	56218.4	13075	1117.3	121.5	9.0	1.9	D
486116	7094591	T9010	42	8/10/2006	56260.1	13492	2205.6	256.7	0.3	2.5	E
486837	7094611	T9010	42	8/10/2006	56292.7	13818	1239.9	91.5	-17.4	2.1	F
487140	7094610	T9010	42	8/10/2006	56305.3	13944	2014.0	247.8	17.8	2.6	G
487494	7094602	T9010	42	8/10/2006	56320.9	14100	1585.9	204.4	17.1	2.4	H
488193	7094580	T9010	42	8/10/2006	56349.6	14387	3399.8	406.2	32.1	3.2	I
488712	7094560	T9010	42	8/10/2006	56368.6	14577	2262.0	191.9	-12.5	2.5	J
489589	7094537	T9010	42	8/10/2006	56399.3	14884	2085.7	323.4	41.8	3.0	K
490255	7094554	T9010	42	8/10/2006	56422.1	15112	2032.1	280.9	30.5	2.8	L
490819	7094583	T9010	42	8/10/2006	56442.5	15316	2938.4	360.4	28.3	3.1	M
492151	7094582	T9010	42	8/10/2006	56491	15801	1022.9	148.2	12.5	2.1	N
472763	7093945	T9020	42	8/10/2006	55444.5	5336	806.8	92.1	6.0	1.8	A
472923	7092599	T9030	42	8/10/2006	57929.5	30186	389.8	31.3	1.1	1.2	A
480227	7092456	T9030	42	8/10/2006	57645.9	27350	522.6	73.2	3.1	1.7	B
483112	7092526	T9030	42	8/10/2006	57540.9	26300	756.2	80.6	2.4	1.8	C
483998	7092534	T9030	42	8/10/2006	57509.9	25990	2281.3	309.8	48.8	2.7	D
484582	7092560	T9030	42	8/10/2006	57490.3	25794	1389.8	184.2	26.6	2.2	E

485052	7092574	T9030	42	8/10/2006	57474.6	25637	1020.3	124.3	10.2	1.9	F
493582	7092607	T9030	42	8/10/2006	56964	20531	268.6	30.2	-0.7	1.2	G
477739	7090547	T9040	42	8/10/2006	58558.9	4136	755.0	37.1	1.1	1.4	A
479565	7090585	T9040	42	8/10/2006	58645.4	5001	425.0	28.6	1.4	1.2	B
481271	7090508	T9040	42	8/10/2006	58732.9	5876	640.2	17.4	-1.1	1.1	C
485683	7090579	T9040	42	8/10/2006	58916.8	7715	470.6	16.0	-0.1	1.1	D
491360	7090550	T9040	42	8/10/2006	59138.7	9934	315.3	19.2	-0.7	1.2	E
494760	7090594	T9040	42	8/10/2006	59264.3	11190	339.4	30.7	3.8	1.2	F
466295	7090456	T9050	47	8/20/2006	69411.1	1230	332.5	43.2	1.9	1.4	A
467974	7090436	T9050	47	8/20/2006	69492.4	2043	812.2	119.9	16.7	2.0	B
470049	7090446	T9050	47	8/20/2006	69561.2	2731	392.0	30.6	5.1	1.2	C
473819	7088636	T9060	42	8/10/2006	60227.6	20823	564.5	15.2	0.4	1.2	A
475725	7088585	T9060	42	8/10/2006	60161.2	20159	1865.5	145.0	1.9	2.3	B
482003	7088520	T9060	42	8/10/2006	59930.9	17856	309.5	22.8	5.1	1.0	C
487495	7088559	T9060	42	8/10/2006	59719.8	15745	386.3	18.5	0.2	1.0	D
489989	7088576	T9060	42	8/10/2006	59612.2	14669	420.5	29.8	1.1	1.1	E
473692	7086571	T9070	46	8/20/2006	60382.8	3861	490.9	34.1	-0.1	1.5	A
476224	7086549	T9070	46	8/20/2006	60485.6	4889	802.6	75.0	5.9	1.9	B
476851	7086515	T9070	46	8/20/2006	60512.4	5157	625.6	40.0	-3.7	1.4	C
478504	7086553	T9070	46	8/20/2006	60586.9	5902	2417.0	166.2	7.8	2.6	D
478688	7086552	T9070	46	8/20/2006	60596.1	5994	2051.2	211.8	23.4	2.5	E
479060	7086565	T9070	46	8/20/2006	60613.1	6164	1397.5	129.4	8.5	2.2	F
479673	7086565	T9070	46	8/20/2006	60637.1	6404	1101.7	103.0	2.3	2.1	G
480257	7086529	T9070	46	8/20/2006	60656.2	6595	827.1	74.8	-0.2	1.8	H
481774	7086569	T9070	46	8/20/2006	60714.3	7176	402.4	41.3	-4.9	1.6	I
484414	7086581	T9070	46	8/20/2006	60811	8143	230.4	18.1	-0.7	1.2	J
494145	7086607	T9070	46	8/20/2006	61256.9	12602	624.6	121.3	12.9	2.4	K
494405	7086839	T9070	46	8/20/2006	61288.2	12915	415.1	63.0	5.4	1.6	L
464672	7085083	T9080	46	8/20/2006	59909.3	5797	450.8	19.6	0.4	1.2	A
470303	7085054	T9080	46	8/20/2006	59737.2	4076	1091.6	127.0	11.8	2.1	B
471159	7085044	T9080	46	8/20/2006	59707.4	3778	1506.0	199.4	24.0	2.4	C
471834	7085035	T9080	46	8/20/2006	59683	3534	981.5	132.3	14.4	2.2	D
473116	7085051	T9080	46	8/20/2006	59639.3	3097	417.5	40.7	-1.3	1.4	E
478647	7085051	T9080	46	8/20/2006	59470.5	1409	711.3	106.2	15.4	2.2	F
482792	7084615	T9090	46	8/20/2006	61876.6	4729	507.8	37.0	-2.4	1.4	A
484067	7084599	T9090	46	8/20/2006	61841.2	4375	1095.2	121.3	19.9	1.9	B
487147	7084573	T9090	46	8/20/2006	61741.7	3380	844.5	99.2	12.6	2.0	C
490017	7084606	T9090	46	8/20/2006	61647.6	2439	261.5	41.7	9.1	1.6	D
482503	7082580	T10000	46	8/20/2006	62149.6	1125	221.7	4.9	0.4	0.9	A
484616	7082592	T10000	46	8/20/2006	62237.1	2000	276.3	15.2	6.6	1.3	B
485594	7082597	T10000	46	8/20/2006	62277	2399	719.4	84.5	18.4	2.1	C
488129	7082548	T10000	46	8/20/2006	62387	3499	229.2	6.5	0.0	1.0	D
489122	7082590	T10000	46	8/20/2006	62425.2	3881	344.0	355.6	149.3	0.5	E
489684	7082600	T10000	46	8/20/2006	62447	4099	759.2	177.8	-111.4	2.1	F
489985	7082589	T10000	46	8/20/2006	62458.2	4211	885.6	160.9	81.9	2.3	G
491044	7082604	T10000	46	8/20/2006	62501.7	4646	534.9	75.6	6.1	1.9	H
491570	7082594	T10000	46	8/20/2006	62527.7	4906	883.7	67.8	-1.0	2.1	I
492633	7082505	T10000	46	8/20/2006	62585.4	5483	354.5	35.8	4.2	1.7	J
493085	7082449	T10000	46	8/20/2006	62613.7	5766	575.7	49.6	-0.1	2.0	K
493503	7082409	T10000	46	8/20/2006	62642.6	6055	468.3	37.7	9.7	1.3	L

Alexco Resource Corp.
Keno Hill Survey Area
EM Anomaly Report - dB/dt - Z-coil - Time Window No. 25 (6.14 ms; 2.58 ms after pulse)

Easting (m) NAD83 8N	Northing (m) NAD83 8N	Line #	Flight #.	Date	UTC Time (seconds)	Fiducial	Anomaly Bz15 (ppm)	Anomaly Bz25 (ppm)	Anomaly Bz35 (ppm)	Conductance (Siemens)	Anomaly Label
464913	7090118	L20	38	7/25/2006	79304.5	6012	562.1	79.9	11.7	3.4	A
465295	7089616	L40	38	7/25/2006	78797	937	741.9	120.2	11.6	2.9	A
465524	7089572	L50	38	7/25/2006	78630.8	7179	418.1	60.3	0.3	2.0	A
466102	7090127	L80	38	7/25/2006	77655.3	2890	354.8	77.1	9.8	2.9	A
466292	7090116	L90	38	7/25/2006	77577.7	2114	615.0	112.1	32.0	2.5	A
469711	7089926	L260	38	7/25/2006	77049.8	707	91.3	40.5	8.6	0.8	A
470099	7087138	L280	38	7/25/2006	76660.3	2800	196.2	36.5	-19.5	1.0	A
470107	7091577	L280	38	7/25/2006	76492.4	1121	278.2	69.5	5.4	2.4	B
470290	7091590	L290	38	7/25/2006	76277.7	6146	282.9	44.8	4.9	2.2	A
470493	7084963	L300	38	7/25/2006	76018.5	3554	998.8	155.3	23.5	2.7	A
470501	7091059	L300	38	7/25/2006	75802.8	1397	488.4	48.8	0.2	2.0	B
470695	7091108	L310	38	7/25/2006	75542.9	3874	445.5	82.3	4.2	2.3	A
470705	7091906	L310	38	7/25/2006	75573.9	4184	1347.5	190.1	20.2	3.4	B
470912	7085184	L320	37	7/25/2006	72747.1	7866	839.7	143.7	31.1	3.3	A
470906	7091458	L320	37	7/25/2006	72484.5	5240	586.1	98.4	7.0	2.7	B
470902	7091917	L320	37	7/25/2006	72461.1	5006	955.8	203.5	28.5	2.8	C
471095	7085288	L330	37	7/25/2006	72012.3	518	1127.0	186.7	15.1	3.6	A
471291	7085135	L340	37	7/25/2006	71939.8	7569	1280.6	206.2	30.5	3.6	A
471487	7085185	L350	41	7/26/2006	70792.6	4795	632.5	102.7	11.0	3.5	A
471714	7085124	L360	41	7/26/2006	70726.3	4132	807.4	115.7	11.0	3.2	A
471894	7085266	L370	7	7/4/2006	12460.3	21776	1993.7	232.4	23.3	2.8	A
471896	7092303	L370	7	7/4/2006	12154.1	18714	1361.0	133.9	11.1	2.5	B
472083	7085021	L380	7	7/4/2006	11571	12883	1369.4	201.8	26.3	2.8	A
472099	7085330	L380	7	7/4/2006	11589.9	13072	994.9	147.4	16.2	3.0	B
472102	7092343	L380	7	7/4/2006	11889.9	16072	1073.6	92.6	4.4	1.9	C
472279	7085334	L390	7	7/4/2006	11486.5	12038	1736.7	300.9	41.7	3.2	A
472494	7085329	L400	7	7/4/2006	10654.9	3722	1013.4	181.8	28.3	2.8	A
472501	7093176	L400	7	7/4/2006	10992.2	7095	1725.3	210.9	5.8	3.7	B
472703	7093002	L410	37	7/25/2006	70859.3	4442	258.4	125.5	159.3	3.8	A
472899	7085378	L420	37	7/25/2006	70475.2	601	535.8	102.6	22.7	3.7	A
473110	7085308	L430	37	7/25/2006	70379	11165	616.7	117.3	16.3	4.0	A
473290	7085191	L440	37	7/25/2006	69318.3	558	661.1	120.7	18.8	3.2	A
473489	7085312	L450	37	7/25/2006	69228.3	9703	532.8	104.9	13.8	3.0	A
473685	7085405	L460	37	7/25/2006	68325.7	677	614.8	108.8	14.3	2.8	A
473889	7085406	L470	37	7/25/2006	68218.8	10079	766.4	117.7	10.6	3.4	A
474086	7085465	L480	37	7/25/2006	67338.4	1275	1079.0	153.4	20.2	2.9	A
474302	7085852	L490	3	7/4/2006	84086.8	41733	1513.8	224.4	33.2	2.9	A
474502	7086067	L500	3	7/4/2006	83092.6	31791	819.5	136.3	25.6	2.8	A
474712	7086103	L510	3	7/4/2006	82930.2	30167	1396.4	178.2	17.2	2.7	A
474894	7085973	L520	3	7/4/2006	81852.4	19389	598.4	101.0	17.1	2.7	A
475093	7086040	L530	3	7/4/2006	81695.8	17823	824.5	97.1	-1.7	2.3	A
475522	7086350	L550	2	6/29/2006	13737.6	18761	810.4	82.0	5.2	2.1	A
475710	7086251	L560	2	6/29/2006	12759.1	8976	842.6	104.3	19.2	2.2	A
475666	7088602	L560	2	6/29/2006	12847.7	9862	628.1	57.4	2.2	1.8	B
475902	7086415	L570	2	6/29/2006	12566.2	7047	1140.1	150.9	28.9	2.2	A
476103	7086259	L580	2	6/29/2006	11193.6	19379	1116.1	145.1	25.0	2.4	A
476095	7088476	L580	2	6/29/2006	11280.8	20251	746.8	58.0	-0.2	1.8	B
476110	7096136	L580	2	6/29/2006	11599.1	23434	985.7	156.2	18.0	2.2	C
476291	7086342	L590	2	6/29/2006	10997.6	17419	1070.2	142.1	26.3	2.4	A
476323	7088733	L590	2	6/29/2006	10869.8	16141	623.4	62.6	3.1	2.0	B
476539	7086168	L600	2	6/29/2006	9939.3	6836	717.1	78.3	5.8	2.1	A
476709	7086393	L610	20	7/18/2006	59552.2	1507	779.0	124.8	17.6	2.5	A
476705	7095409	L610	20	7/18/2006	59919.3	5178	707.8	154.0	-3.3	2.6	B
476681	7097369	L610	20	7/18/2006	59997	5955	1179.6	168.4	25.6	2.7	C
476903	7086292	L620	20	7/18/2006	60509.9	11084	633.1	101.1	22.2	2.3	A
476887	7096392	L620	20	7/18/2006	60067.8	6663	1536.0	190.7	12.4	2.7	B
477126	7095904	L630	20	7/18/2006	61395.1	19936	883.6	102.3	-5.6	2.3	A
477092	7097074	L630	20	7/18/2006	61435.2	20337	1265.4	264.9	64.2	3.2	B
477310	7086695	L640	20	7/18/2006	61955.6	25541	328.3	69.3	3.0	1.6	A
477306	7089776	L640	20	7/18/2006	61788.9	23874	707.0	47.6	-5.2	1.7	B
477310	7092732	L640	20	7/18/2006	61659.4	22579	90.9	34.6	-20.3	0.6	C
477308	7093992	L640	20	7/18/2006	61608.2	22067	70.1	48.6	-11.8	0.6	D
477295	7096650	L640	20	7/18/2006	61500.9	20994	1537.7	307.4	80.1	3.7	E
477505	7086841	L650	26	7/21/2006	83620.9	7154	442.3	46.8	-5.5	2.2	A

477491	7096695	L650	26	7/21/2006	83131.5	2260	633.8	162.3	40.7	3.6	B
477698	7090045	L660	26	7/21/2006	84096.6	11911	727.7	57.9	1.6	2.4	A
477913	7086291	L670	26	7/21/2006	84901.7	5399	516.5	89.3	7.9	2.6	A
477893	7096864	L670	26	7/21/2006	84418.6	568	896.7	187.9	34.2	4.1	B
478091	7086469	L680	41	7/26/2006	69585.4	6940	672.4	110.6	17.4	2.8	A
478265	7085910	L690	26	7/21/2006	85053.8	6920	816.2	139.3	12.9	3.1	A
478264	7096402	L690	26	7/21/2006	85448.1	10863	1150.6	243.7	52.0	3.1	B
478500	7085138	L700	35	7/24/2006	73400.3	10264	859.0	138.8	18.9	3.4	A
478513	7086461	L700	35	7/24/2006	73352.3	9784	819.2	140.6	20.3	3.4	B
478686	7085402	L710	35	7/24/2006	72420.4	465	553.8	108.7	14.2	3.8	A
478690	7086442	L710	35	7/24/2006	72458.1	842	782.6	117.4	11.8	3.0	B
478914	7085483	L720	35	7/24/2006	72322.5	5000	591.3	105.9	10.1	3.2	A
478916	7086655	L720	35	7/24/2006	72273.7	4512	613.0	78.3	7.5	2.9	B
479077	7085199	L730	27	7/22/2006	46419.9	3480	751.8	101.2	6.3	3.2	A
479097	7086627	L730	27	7/22/2006	46469.1	3972	922.5	149.0	3.0	3.1	B
479099	7092184	L730	27	7/22/2006	46665.2	5933	331.0	72.2	1.1	2.3	C
479300	7086540	L740	46	8/20/2006	59147.2	4413	1032.3	118.3	11.8	2.4	A
479499	7086100	L750	41	7/26/2006	69374	4826	813.8	131.9	13.8	3.0	A
479500	7091744	L750	41	7/26/2006	69093.3	2019	369.3	70.1	8.5	3.9	B
479693	7086439	L760	37	7/25/2006	62431.2	2503	1124.6	162.4	22.1	3.3	A
479710	7092342	L760	37	7/25/2006	62685	5041	217.0	60.1	9.6	2.3	B
479897	7086457	L770	35	7/24/2006	71217	4249	714.9	128.8	14.2	3.6	A
479893	7092236	L770	35	7/24/2006	70991.7	1996	283.7	83.6	18.3	3.0	B
480075	7086514	L780	35	7/24/2006	70341.1	2608	607.7	96.4	10.7	3.1	A
480103	7091775	L780	35	7/24/2006	70583.3	5030	260.4	62.9	4.7	2.2	B
480281	7086388	L790	32	7/23/2006	81000	5635	1284.9	225.1	36.2	3.9	A
480277	7086841	L790	32	7/23/2006	81015	5785	974.4	210.5	46.1	3.1	B
480305	7092748	L790	32	7/23/2006	81232.9	7964	458.8	73.5	10.1	3.5	C
480493	7086769	L800	32	7/23/2006	80837.6	4011	1829.7	210.7	26.3	3.6	A
480514	7093511	L800	32	7/23/2006	80580	1435	283.0	57.8	14.9	1.8	B
480687	7086335	L810	32	7/23/2006	79967.1	6514	1104.1	153.4	6.8	3.2	A
480691	7086826	L810	32	7/23/2006	79984.9	6692	2401.4	401.7	54.2	3.7	B
480701	7093655	L810	32	7/23/2006	80294.3	9786	293.7	72.9	17.9	1.2	C
480891	7086238	L820	32	7/23/2006	79814.8	4991	1451.7	192.7	9.9	3.0	A
480902	7086658	L820	32	7/23/2006	79797.2	4815	1490.3	149.1	17.7	2.4	B
480908	7093089	L820	32	7/23/2006	79487.8	1721	360.8	108.6	102.6	1.2	C
481107	7083229	L830	32	7/23/2006	78715.3	8178	712.4	113.9	19.1	2.4	A
481095	7086811	L830	32	7/23/2006	78864.5	9670	713.1	99.6	15.1	2.3	B
481094	7093385	L830	32	7/23/2006	79165.8	12683	588.5	110.5	19.8	3.7	C
481323	7083364	L840	32	7/23/2006	78535.8	6383	562.3	137.9	22.5	3.7	A
481293	7086526	L840	32	7/23/2006	78375.6	4781	862.5	102.5	10.3	3.5	B
481301	7092980	L840	32	7/23/2006	78095.9	1984	519.0	101.4	14.6	1.3	C
481298	7093499	L840	32	7/23/2006	78077.9	1804	199.4	90.2	26.5	1.4	D
481489	7086956	L850	32	7/23/2006	77452.1	9886	693.7	117.0	19.7	2.9	A
481500	7093044	L850	32	7/23/2006	77695.1	12316	494.5	97.4	28.5	3.4	B
481721	7083100	L860	32	7/23/2006	77123.5	6600	671.5	61.0	3.4	1.9	A
481699	7086963	L860	32	7/23/2006	76931.9	4684	668.8	79.8	7.9	7.2	B
481701	7094917	L860	32	7/23/2006	76577.2	1137	333.4	79.0	11.2	1.0	C
481914	7083219	L870	27	7/22/2006	49459.8	6607	333.7	71.7	-5.5	2.7	A
481892	7086686	L870	27	7/22/2006	49304.1	5050	439.2	86.4	14.2	5.4	B
481892	7092605	L870	27	7/22/2006	49017	2179	503.7	109.1	8.5	3.9	C
481920	7095415	L870	27	7/22/2006	48908	1089	342.0	96.9	25.6	2.1	D
482091	7084208	L880	27	7/22/2006	49656.2	8571	592.1	73.5	1.6	2.5	A
482098	7086478	L880	27	7/22/2006	49748.3	9492	499.2	95.8	5.8	3.9	B
482108	7092485	L880	27	7/22/2006	49972.5	11734	1120.7	176.1	28.4	4.1	C
482294	7083275	L890	27	7/22/2006	50805.2	5933	684.8	113.3	0.4	2.8	A
482303	7084344	L890	27	7/22/2006	50763.4	5515	796.0	140.6	20.9	5.2	B
482312	7086034	L890	27	7/22/2006	50698.5	4866	408.1	56.9	12.2	2.0	C
482303	7092882	L890	27	7/22/2006	50403.3	1914	859.1	128.3	22.5	3.1	D
482298	7093981	L890	27	7/22/2006	50364.2	1523	517.5	85.5	-4.8	2.0	E
482509	7083373	L900	27	7/22/2006	50954.6	7427	771.7	79.6	5.2	2.5	A
482511	7084414	L900	27	7/22/2006	50989	7771	466.4	75.3	15.8	2.9	B
482531	7085624	L900	27	7/22/2006	51031.3	8194	517.1	67.5	7.7	1.9	C
482484	7092425	L900	27	7/22/2006	51296.7	10848	810.1	137.3	19.2	3.6	D
482508	7093370	L900	27	7/22/2006	51332.7	11208	613.2	118.0	27.3	6.2	E
482705	7083761	L910	39	7/26/2006	54628.5	6490	500.3	78.7	8.6	2.1	A
482711	7084352	L910	39	7/26/2006	54604.4	6249	720.0	128.4	19.5	3.4	B
482705	7085700	L910	39	7/26/2006	54535.3	5558	381.0	64.4	4.1	2.2	C
482700	7092531	L910	39	7/26/2006	54229	2495	1179.8	188.1	29.2	3.4	D
482714	7093372	L910	39	7/26/2006	54194.7	2152	1021.3	186.7	30.2	3.6	E
482715	7095388	L910	39	7/26/2006	54110.3	1308	429.8	79.2	4.2	2.1	F
482709	7096305	L910	39	7/26/2006	54073.3	938	653.4	113.0	3.0	3.4	G
482902	7083848	L920	32	7/23/2006	75847.1	7370	548.4	73.3	4.9	1.9	A
482920	7084530	L920	32	7/23/2006	75868.5	7584	1092.0	201.5	34.3	3.5	B

482910	7085748	L920	32	7/23/2006	75923.8	8137	533.3	93.0	15.1	2.9	C
482919	7086512	L920	32	7/23/2006	75955.1	8450	232.0	85.0	-13.2	1.8	D
482898	7092876	L920	32	7/23/2006	76238.1	11280	1038.2	164.4	25.2	3.4	E
482898	7095858	L920	32	7/23/2006	76352	12419	650.1	113.7	9.0	4.6	F
482917	7096400	L920	32	7/23/2006	76373.3	12632	479.3	108.6	14.9	3.2	G
483102	7083846	L930	32	7/23/2006	75655.8	5457	1025.0	129.7	8.1	3.0	A
483106	7084429	L930	32	7/23/2006	75631.7	5216	930.2	153.8	31.6	4.3	B
483128	7085704	L930	32	7/23/2006	75575.3	4652	1043.2	137.4	12.4	3.5	C
483117	7092625	L930	32	7/23/2006	75305.3	1952	1157.6	190.1	30.8	3.5	D
483100	7096332	L930	32	7/23/2006	75171.1	610	1250.4	194.9	23.0	3.6	E
483300	7083938	L940	32	7/23/2006	74596.7	3460	423.5	72.7	8.8	1.7	A
483296	7084614	L940	32	7/23/2006	74618.9	3682	1079.7	161.3	24.0	2.5	B
483298	7085627	L940	32	7/23/2006	74660.3	4096	462.7	72.6	9.2	3.4	C
483308	7092643	L940	32	7/23/2006	74919.3	6686	1184.9	187.4	31.7	2.9	D
483302	7093386	L940	32	7/23/2006	74944.3	6936	1396.7	210.1	37.0	2.9	E
483314	7093890	L940	32	7/23/2006	74964.7	7140	691.4	153.0	66.7	5.3	F
483315	7096008	L940	32	7/23/2006	75044.1	7934	1275.4	166.1	9.8	3.8	G
483491	7083761	L950	31	7/23/2006	69183.5	11960	556.3	90.5	5.0	1.9	A
483502	7084554	L950	31	7/23/2006	69215.1	12276	923.9	148.9	14.3	3.8	B
483483	7085925	L950	31	7/23/2006	69262.6	12751	592.6	94.8	7.9	3.7	C
483509	7086709	L950	31	7/23/2006	69286.8	12993	330.3	52.0	22.1	1.5	D
483497	7089090	L950	31	7/23/2006	69378.6	13911	276.3	55.0	10.4	3.1	E
483495	7092465	L950	31	7/23/2006	69544.5	15570	934.1	177.0	33.4	4.1	F
483486	7093376	L950	31	7/23/2006	69573.5	15860	1837.9	282.4	52.4	3.9	G
483511	7095840	L950	31	7/23/2006	69673.1	16856	946.5	198.7	30.1	2.9	H
483476	7096447	L950	31	7/23/2006	69703.7	17162	684.1	114.2	16.1	3.6	I
483714	7083527	L960	31	7/23/2006	68974.3	9868	383.0	64.2	16.2	1.8	A
483712	7084275	L960	31	7/23/2006	68935.5	9480	1585.1	238.6	56.7	4.1	B
483708	7084451	L960	31	7/23/2006	68925.6	9381	1632.7	224.5	30.1	3.6	C
483708	7086067	L960	31	7/23/2006	68850	8625	1320.1	176.2	14.8	3.3	D
483684	7089296	L960	31	7/23/2006	68671.6	6841	226.4	68.0	29.6	2.7	E
483698	7092546	L960	31	7/23/2006	68532.5	5450	1382.9	221.1	45.0	3.9	F
483698	7093470	L960	31	7/23/2006	68492.8	5053	1893.3	296.0	40.8	3.6	G
483713	7096344	L960	31	7/23/2006	68342.1	3546	923.3	143.2	24.6	3.3	H
483891	7083282	L970	27	7/22/2006	52350.9	7964	510.8	71.5	22.1	2.5	A
483902	7084389	L970	27	7/22/2006	52397.3	8428	1379.5	216.7	42.2	3.5	B
483895	7085719	L970	27	7/22/2006	52448.2	8937	908.5	156.3	7.3	3.9	C
483910	7092408	L970	27	7/22/2006	52691.8	11373	657.8	110.7	7.6	6.8	D
483901	7093356	L970	27	7/22/2006	52720	11655	1026.9	153.7	35.4	3.0	E
483883	7093909	L970	27	7/22/2006	52741	11865	1032.0	140.4	13.1	2.6	F
483877	7096301	L970	27	7/22/2006	52879.7	13252	861.1	114.8	7.3	4.7	G
484132	7083309	L980	27	7/22/2006	53584.8	6189	906.1	128.1	7.6	2.4	A
484090	7084356	L980	27	7/22/2006	53536.6	5707	1806.5	269.8	54.3	4.8	B
484113	7084742	L980	27	7/22/2006	53521.1	5552	2152.7	312.8	48.2	3.8	C
484114	7086102	L980	27	7/22/2006	53469.5	5036	988.6	154.2	14.7	3.4	D
484088	7092855	L980	27	7/22/2006	53188.8	2229	2002.5	312.8	62.0	4.1	E
484102	7093521	L980	27	7/22/2006	53160.3	1944	919.3	150.1	17.8	3.0	F
484112	7094323	L980	27	7/22/2006	53120.5	1546	1180.2	112.5	-6.3	2.8	G
484126	7095875	L980	27	7/22/2006	53047.2	813	865.1	117.3	16.1	3.9	H
484297	7083075	L990	27	7/22/2006	53803.1	8372	230.4	40.6	-7.6	1.4	A
484299	7084291	L990	27	7/22/2006	53858.6	8927	2368.6	374.6	79.7	4.9	B
484303	7085281	L990	27	7/22/2006	53897.8	9319	660.0	49.6	-22.3	2.2	C
484305	7086076	L990	27	7/22/2006	53928.5	9626	1440.6	195.6	18.8	3.2	D
484284	7089065	L990	27	7/22/2006	54045.8	10799	257.6	55.3	-20.7	1.4	E
484313	7092712	L990	27	7/22/2006	54189.6	12237	808.1	139.6	23.5	3.4	F
484320	7093314	L990	27	7/22/2006	54210.2	12443	830.3	144.7	38.5	3.6	G
484310	7094039	L990	27	7/22/2006	54236.2	12703	880.3	135.0	-2.0	2.7	H
484284	7096292	L990	27	7/22/2006	54345.7	13798	1015.4	140.5	9.7	1.5	I
484513	7082169	L1000	28	7/22/2006	59306.7	8010	214.8	63.5	21.5	1.6	A
484498	7084243	L1000	28	7/22/2006	59176.7	6710	1922.5	300.1	58.0	3.7	B
484499	7084627	L1000	28	7/22/2006	59161.7	6560	1013.0	157.2	21.8	2.8	C
484523	7086032	L1000	28	7/22/2006	59106.3	6006	670.1	105.0	5.5	3.0	D
484513	7092557	L1000	28	7/22/2006	58802.8	2971	1168.2	175.6	23.8	2.9	E
484518	7093262	L1000	28	7/22/2006	58773	2673	1235.1	206.6	44.2	3.8	F
484516	7094070	L1000	28	7/22/2006	58740.6	2349	870.7	133.0	13.7	2.9	G
484508	7096577	L1000	28	7/22/2006	58595.7	900	750.4	102.1	9.6	3.2	H
484691	7084187	L1010	28	7/22/2006	59592.8	10871	1338.7	193.5	33.7	3.3	A
484709	7086138	L1010	28	7/22/2006	59676	11703	532.7	97.7	10.8	3.0	B
484697	7092989	L1010	28	7/22/2006	59982.3	14766	1291.0	239.0	46.9	3.7	C
484694	7096439	L1010	28	7/22/2006	60144.4	16387	3239.4	684.0	75.3	5.5	D
484915	7082860	L1020	28	7/22/2006	61076.4	8772	249.7	57.9	-5.4	2.6	A
484911	7084334	L1020	28	7/22/2006	60961.6	7624	1846.1	201.7	27.3	2.9	B
484899	7086022	L1020	28	7/22/2006	60882	6828	691.0	126.8	22.4	2.5	C
484920	7093067	L1020	28	7/22/2006	60513	3138	1198.6	216.2	36.8	3.7	D

484873	7094269	L1020	28	7/22/2006	60435.1	2359	2985.8	398.1	41.0	3.7	E
484913	7096125	L1020	28	7/22/2006	60324.2	1250	1101.0	140.7	9.0	2.7	F
485122	7082633	L1030	29	7/22/2006	71083.9	8116	332.1	63.2	10.3	4.2	A
485111	7084459	L1030	29	7/22/2006	70978.8	7065	1236.1	162.6	24.1	3.0	B
485104	7085894	L1030	29	7/22/2006	70916.2	6439	693.7	117.7	20.8	2.5	C
485114	7092950	L1030	29	7/22/2006	70568.6	2963	1295.6	215.1	35.4	3.7	D
485110	7093545	L1030	29	7/22/2006	70541.4	2691	1260.0	203.5	33.9	3.2	E
485108	7094297	L1030	29	7/22/2006	70487.2	2149	1781.7	268.0	35.2	3.5	F
485305	7082677	L1040	29	7/22/2006	71276.8	10045	788.0	105.2	-1.4	2.8	A
485274	7084389	L1040	29	7/22/2006	71393.2	11209	747.9	122.2	13.0	2.8	B
485320	7085932	L1040	29	7/22/2006	71468.8	11965	1006.5	147.1	13.8	3.0	C
485290	7088783	L1040	29	7/22/2006	71652.8	13805	186.3	55.6	17.7	1.8	D
485294	7093222	L1040	29	7/22/2006	71870.3	15980	1068.8	190.6	38.3	3.8	E
485307	7093675	L1040	29	7/22/2006	71895.9	16236	996.4	182.4	34.2	3.6	F
485311	7094316	L1040	29	7/22/2006	71940.1	16678	958.7	116.0	14.4	3.4	G
485283	7096876	L1040	29	7/22/2006	72062.7	17904	2357.9	285.2	18.9	4.7	H
485503	7082611	L1050	29	7/22/2006	72881.8	7913	595.8	68.6	0.7	2.2	A
485524	7084542	L1050	29	7/22/2006	72769.8	6793	859.1	140.6	21.6	2.9	B
485516	7085919	L1050	29	7/22/2006	72708.9	6184	1193.5	174.7	10.5	2.6	C
485485	7087791	L1050	29	7/22/2006	72577.8	4873	356.2	56.3	14.0	1.9	D
485528	7093200	L1050	29	7/22/2006	72328.4	2379	2147.4	321.9	56.0	3.7	E
485511	7093763	L1050	29	7/22/2006	72300.1	2096	1064.6	176.2	29.5	3.2	F
485503	7094375	L1050	29	7/22/2006	72266.3	1758	1389.2	165.9	9.2	3.7	G
485680	7084931	L1060	29	7/22/2006	73213.8	11233	573.2	115.8	13.4	5.3	A
485715	7085945	L1060	29	7/22/2006	73263.1	11726	545.2	102.0	11.0	2.9	B
485696	7093455	L1060	29	7/22/2006	73656.2	15657	1353.7	199.5	26.2	3.5	C
485706	7093892	L1060	29	7/22/2006	73678.4	15879	973.1	141.0	12.4	3.2	D
485683	7096569	L1060	29	7/22/2006	73812.9	17224	3293.3	458.7	65.3	4.0	E
485682	7096895	L1060	29	7/22/2006	73829.4	17389	1974.8	341.5	64.3	3.9	F
485909	7084859	L1070	28	7/22/2006	67058.1	6879	997.9	146.4	18.8	3.3	A
485890	7086023	L1070	28	7/22/2006	66994	6238	994.4	166.1	24.4	2.8	B
485907	7087841	L1070	28	7/22/2006	66868	4978	318.5	50.2	7.1	1.6	C
485917	7093220	L1070	28	7/22/2006	66603.1	2329	1164.6	190.1	30.5	3.1	D
485916	7093560	L1070	28	7/22/2006	66586.4	2162	1643.9	242.3	40.9	3.2	E
485922	7093727	L1070	28	7/22/2006	66573.1	2029	1656.3	259.9	61.9	3.9	F
485922	7094708	L1070	28	7/22/2006	66515.9	1457	615.2	93.4	16.5	2.7	G
486075	7084876	L1080	28	7/22/2006	65691.3	12393	694.1	130.8	4.6	3.3	A
486088	7085908	L1080	28	7/22/2006	65757.5	13055	1097.0	120.7	10.6	2.6	B
486082	7087574	L1080	28	7/22/2006	65865	14130	85.1	46.1	-15.5	1.1	C
486095	7088680	L1080	28	7/22/2006	65919.7	14677	136.6	45.1	-14.8	1.4	D
486073	7091013	L1080	28	7/22/2006	66049.6	15976	358.0	40.6	-3.3	1.2	E
486075	7093524	L1080	28	7/22/2006	66167.7	17157	1165.7	195.5	29.9	3.3	F
486071	7093754	L1080	28	7/22/2006	66185.1	17331	776.4	146.9	16.9	3.1	G
486099	7094865	L1080	28	7/22/2006	66263	18110	825.1	133.9	12.1	3.3	H
486077	7096847	L1080	28	7/22/2006	66353.5	19015	1803.5	265.1	54.5	4.1	I
486304	7081968	L1090	28	7/22/2006	65455.7	10037	162.9	41.5	-36.7	1.9	A
486292	7082168	L1090	28	7/22/2006	65438.2	9862	204.8	40.3	-9.1	1.3	B
486296	7084225	L1090	28	7/22/2006	65305.8	8538	54.2	70.4	8.9	0.4	C
486310	7084905	L1090	28	7/22/2006	65266.7	8147	701.8	135.3	15.2	2.9	D
486309	7086069	L1090	28	7/22/2006	65196.1	7441	916.4	117.6	22.9	2.5	E
486314	7087331	L1090	28	7/22/2006	65101	6490	404.3	59.1	-5.5	1.8	F
486295	7089218	L1090	28	7/22/2006	64965.5	5135	261.8	40.9	8.8	1.1	G
486315	7090846	L1090	28	7/22/2006	64864.3	4123	292.4	50.6	-7.4	2.0	H
486309	7093367	L1090	28	7/22/2006	64724.9	2729	1192.8	193.4	20.8	3.2	I
486310	7093742	L1090	28	7/22/2006	64701.9	2499	1638.7	281.2	41.7	3.6	J
486313	7094666	L1090	28	7/22/2006	64639.6	1876	1195.5	177.4	15.3	3.5	K
486318	7095048	L1090	28	7/22/2006	64605.7	1537	1073.2	163.4	34.5	3.2	L
486523	7084949	L1100	28	7/22/2006	63711.5	12949	809.2	118.4	6.6	2.5	A
486485	7085247	L1100	28	7/22/2006	63726.8	13102	160.7	37.8	-9.5	0.7	B
486492	7086166	L1100	28	7/22/2006	63798.7	13821	618.2	97.6	-3.0	2.3	C
486480	7086308	L1100	28	7/22/2006	63816.1	13995	603.7	83.4	-20.1	2.4	D
486472	7086984	L1100	28	7/22/2006	63888.6	14720	220.8	77.0	-11.5	1.5	E
486486	7087184	L1100	28	7/22/2006	63907.6	14910	226.4	70.2	-25.4	1.6	F
486493	7087793	L1100	28	7/22/2006	63964.2	15476	317.2	74.5	-22.3	2.4	G
486480	7088679	L1100	28	7/22/2006	64004.7	15881	184.4	55.6	1.0	1.3	H
486501	7089054	L1100	28	7/22/2006	64019.9	16033	139.0	56.1	7.7	1.0	I
486481	7090554	L1100	28	7/22/2006	64098.5	16819	201.0	50.3	-6.5	0.9	J
486493	7093675	L1100	28	7/22/2006	64230.7	18141	1607.1	224.1	36.2	3.6	K
486491	7093911	L1100	28	7/22/2006	64249.3	18327	1243.4	196.8	28.1	3.1	L
486478	7094527	L1100	28	7/22/2006	64295	18784	1480.2	215.3	19.2	3.1	M
486491	7094769	L1100	28	7/22/2006	64312.6	18960	1465.9	257.2	47.5	3.6	N
486504	7095242	L1100	28	7/22/2006	64345.2	19286	1109.8	161.2	17.6	3.5	O
486710	7083789	L1110	28	7/22/2006	63282.5	8659	71.5	42.3	-21.0	0.5	A
486704	7084871	L1110	28	7/22/2006	63220	8034	632.9	81.3	1.9	2.8	B

486713	7086158	L1110	28	7/22/2006	63161.9	7453	886.1	136.0	19.1	2.7	C
486724	7087025	L1110	28	7/22/2006	63084.5	6679	156.0	45.5	5.6	1.6	D
486712	7087666	L1110	28	7/22/2006	63017.8	6012	222.4	51.1	4.6	2.3	E
486696	7089615	L1110	28	7/22/2006	62897.9	4813	103.9	47.3	-0.2	1.4	F
486704	7090953	L1110	28	7/22/2006	62814.8	3982	67.4	39.1	0.6	0.8	G
486719	7093336	L1110	28	7/22/2006	62672.7	2561	821.0	174.0	23.7	3.2	H
486717	7093739	L1110	28	7/22/2006	62646.4	2298	1285.0	182.3	0.8	2.8	I
486718	7093994	L1110	28	7/22/2006	62620.8	2042	1286.2	145.4	6.2	3.1	J
486719	7094849	L1110	28	7/22/2006	62567	1504	1596.7	259.2	41.8	3.8	K
486710	7095183	L1110	28	7/22/2006	62545.4	1288	852.8	134.9	17.8	3.9	L
486889	7084891	L1120	41	7/26/2006	67944.8	3495	620.9	89.8	13.5	2.5	A
486897	7086229	L1120	41	7/26/2006	67994	3987	793.4	129.6	16.3	2.4	B
486905	7093603	L1120	41	7/26/2006	68415.2	8199	673.8	142.8	27.4	3.1	C
486903	7095016	L1120	41	7/26/2006	68497.6	9023	1256.8	216.7	40.5	3.6	D
486890	7096793	L1120	41	7/26/2006	68572.7	9774	1319.0	248.0	19.5	4.0	E
487107	7084670	L1130	29	7/22/2006	74730.8	8177	801.0	124.9	4.0	3.2	A
487122	7085934	L1130	29	7/22/2006	74672.5	7594	1091.6	164.7	24.0	3.2	B
487096	7087734	L1130	29	7/22/2006	74532.4	6193	419.3	62.9	-6.6	2.6	C
487082	7090657	L1130	29	7/22/2006	74344	4309	221.4	52.2	-16.2	1.3	D
487111	7092310	L1130	29	7/22/2006	74237	3239	163.4	48.4	23.4	1.9	E
487107	7094040	L1130	29	7/22/2006	74113.9	2008	1186.9	183.0	25.6	3.6	F
487120	7094831	L1130	29	7/22/2006	74055.9	1428	1236.6	185.2	12.5	3.5	G
487096	7096730	L1130	29	7/22/2006	73958.1	450	823.2	184.9	31.4	4.4	H
487291	7081960	L1140	29	7/22/2006	74963.5	10504	491.2	115.0	20.5	3.0	A
487317	7084431	L1140	29	7/22/2006	75096.5	11834	842.0	128.7	7.9	3.3	B
487304	7085781	L1140	29	7/22/2006	75153.3	12402	1162.3	159.7	10.9	2.7	C
487301	7087429	L1140	29	7/22/2006	75268	13549	290.3	68.9	-4.1	2.4	D
487301	7090046	L1140	29	7/22/2006	75415.2	15021	265.8	55.8	-10.3	1.9	E
487312	7093599	L1140	29	7/22/2006	75653.7	17406	1093.2	184.2	7.1	3.5	F
487312	7093758	L1140	29	7/22/2006	75664.8	17517	1326.6	186.9	24.5	3.3	G
487311	7094510	L1140	29	7/22/2006	75719.5	18064	1370.4	240.7	36.3	3.5	H
487313	7094878	L1140	29	7/22/2006	75748.6	18355	1300.9	193.2	14.6	3.6	I
487314	7095104	L1140	29	7/22/2006	75766.3	18532	888.0	153.9	3.9	3.2	J
487297	7096746	L1140	29	7/22/2006	75850.8	19377	1447.5	276.9	34.7	3.7	K
487505	7082010	L1150	29	7/22/2006	76739.8	8503	557.4	108.5	15.0	3.3	A
487524	7084346	L1150	29	7/22/2006	76597.4	7079	1079.3	164.1	-0.9	2.8	B
487526	7084607	L1150	29	7/22/2006	76586.4	6969	690.4	92.4	-1.3	2.3	C
487499	7085673	L1150	29	7/22/2006	76541.1	6516	889.2	118.7	10.8	2.8	D
487483	7086213	L1150	29	7/22/2006	76511.5	6220	210.6	54.6	-12.4	1.9	E
487522	7087325	L1150	29	7/22/2006	76432	5425	260.7	84.3	-11.5	2.5	F
487497	7090862	L1150	29	7/22/2006	76210.8	3213	256.7	76.6	-1.4	2.0	G
487497	7093799	L1150	29	7/22/2006	76060.4	1709	1227.3	186.3	23.5	3.0	H
487514	7094632	L1150	29	7/22/2006	76019.5	1300	1146.1	181.8	13.4	3.4	I
487516	7095311	L1150	29	7/22/2006	75984.7	952	868.1	139.4	13.4	3.2	J
487513	7096738	L1150	29	7/22/2006	75928.1	386	916.8	131.3	-3.0	4.4	K
487709	7084179	L1160	29	7/22/2006	76897	10075	795.1	114.1	4.3	2.7	A
487682	7085247	L1160	29	7/22/2006	76936.1	10466	757.8	106.0	9.2	3.4	B
487685	7085623	L1160	29	7/22/2006	76952.3	10628	578.3	127.6	-2.9	2.8	C
487686	7087691	L1160	29	7/22/2006	77094.4	12049	307.7	79.2	-6.9	2.1	D
487681	7087920	L1160	29	7/22/2006	77111	12215	249.3	68.9	-1.3	1.9	E
487708	7089453	L1160	29	7/22/2006	77182.2	12927	210.7	44.1	-10.0	1.1	F
487718	7089688	L1160	29	7/22/2006	77196	13065	212.5	50.4	-10.0	1.7	G
487703	7091070	L1160	29	7/22/2006	77289.4	13999	245.6	54.6	-1.6	1.5	H
487720	7094119	L1160	29	7/22/2006	77480.8	15913	1941.2	325.7	29.8	3.6	I
487713	7094319	L1160	29	7/22/2006	77492	16025	2818.1	470.3	76.5	3.6	J
487710	7094439	L1160	29	7/22/2006	77499.1	16096	1715.1	288.8	42.2	3.6	K
487707	7094712	L1160	29	7/22/2006	77513.6	16241	1624.2	246.4	42.9	3.5	L
487697	7095105	L1160	29	7/22/2006	77533.6	16441	1122.4	312.0	48.9	4.0	M
487702	7095373	L1160	29	7/22/2006	77552.9	16634	1013.0	146.3	2.8	2.8	N
487679	7096701	L1160	29	7/22/2006	77618.6	17291	859.1	108.1	-7.9	2.9	O
487904	7085576	L1170	30	7/23/2006	47515.3	7472	613.1	91.5	8.1	2.6	A
487900	7093949	L1170	30	7/23/2006	46965.1	1970	1204.1	177.4	17.4	3.5	B
487891	7094349	L1170	30	7/23/2006	46941	1729	1924.6	294.3	35.1	4.1	C
487899	7094567	L1170	30	7/23/2006	46928.5	1604	1746.5	296.3	59.9	3.8	D
487912	7095236	L1170	30	7/23/2006	46897	1289	1221.6	237.1	36.0	3.1	E
487903	7095439	L1170	30	7/23/2006	46881	1129	1478.4	216.5	31.8	3.2	F
488087	7082012	L1180	30	7/23/2006	47767.5	9994	400.7	103.1	7.3	3.3	A
488104	7085525	L1180	30	7/23/2006	47947.3	11792	495.0	82.7	9.8	2.3	B
488115	7094031	L1180	30	7/23/2006	48425.4	16573	2081.8	335.3	41.7	4.2	C
488101	7094385	L1180	30	7/23/2006	48449.1	16810	2907.6	518.0	85.3	4.2	D
488092	7094660	L1180	30	7/23/2006	48464.2	16961	2225.7	362.1	61.7	3.7	E
488100	7094823	L1180	30	7/23/2006	48473.4	17053	1972.5	347.6	68.8	3.8	F
488117	7095428	L1180	30	7/23/2006	48506.4	17383	1108.8	152.4	11.5	2.9	G
488281	7085432	L1190	30	7/23/2006	49335	7401	635.4	100.8	13.4	2.0	A

488306	7094075	L1190	30	7/23/2006	48764.3	1694	1313.7	211.5	25.5	4.0	B
488309	7095493	L1190	30	7/23/2006	48687.1	922	1011.4	125.7	16.3	3.4	C
488506	7085335	L1200	30	7/23/2006	49766.2	11713	768.2	126.5	29.3	3.5	A
488500	7087374	L1200	30	7/23/2006	49907.9	13130	311.2	59.6	-4.8	1.5	B
488492	7089398	L1200	30	7/23/2006	50012.2	14173	169.1	38.5	3.0	1.6	C
488509	7094046	L1200	30	7/23/2006	50256.5	16616	2116.1	311.9	30.1	4.1	D
488492	7094729	L1200	30	7/23/2006	50296.1	17012	2095.1	355.9	66.9	3.7	E
488524	7095212	L1200	30	7/23/2006	50326.9	17320	2584.3	404.1	49.0	3.7	F
488529	7095528	L1200	30	7/23/2006	50350	17551	1246.4	161.1	-0.8	3.4	G
488691	7085438	L1210	30	7/23/2006	51179.3	7297	947.3	143.7	26.9	2.8	A
488718	7089181	L1210	30	7/23/2006	50928.8	4792	590.9	72.9	3.0	2.3	B
488687	7094528	L1210	30	7/23/2006	50595.1	1455	1018.1	187.3	30.1	3.2	C
488699	7094986	L1210	30	7/23/2006	50578	1284	1324.7	229.5	35.6	3.5	D
488903	7084269	L1220	30	7/23/2006	51548.3	10987	449.0	73.5	-1.0	1.9	A
488904	7085368	L1220	30	7/23/2006	51600.9	11513	630.6	96.2	11.9	3.7	B
488909	7089515	L1220	30	7/23/2006	51867.9	14183	1769.3	142.6	-3.0	3.7	C
488909	7094496	L1220	30	7/23/2006	52152.4	17028	1276.7	255.3	48.3	4.0	D
488910	7094864	L1220	30	7/23/2006	52166.3	17167	919.3	190.2	37.1	3.8	E
488900	7095451	L1220	30	7/23/2006	52188	17384	768.8	137.1	13.5	3.1	F
489097	7085334	L1230	30	7/23/2006	52945.7	6813	1012.5	137.5	19.1	3.4	A
489109	7089600	L1230	30	7/23/2006	52693.1	4287	1587.3	187.6	9.5	3.9	B
489130	7091311	L1230	30	7/23/2006	52588.3	3239	397.0	131.9	76.1	2.1	C
489107	7094409	L1230	30	7/23/2006	52384.2	1198	1228.0	177.1	28.3	4.4	D
489107	7094794	L1230	30	7/23/2006	52370.8	1064	1053.4	179.4	35.0	3.8	E
489294	7083735	L1240	30	7/23/2006	53318.4	10540	806.6	124.2	19.4	2.9	A
489296	7084221	L1240	30	7/23/2006	53335.2	10708	811.2	87.3	6.8	2.7	B
489302	7085104	L1240	30	7/23/2006	53369.6	11052	779.6	115.5	8.2	3.6	C
489312	7094343	L1240	30	7/23/2006	53876.6	16122	1413.6	238.4	37.9	3.9	D
489304	7094776	L1240	30	7/23/2006	53895.5	16311	1103.5	196.0	19.6	4.1	E
489293	7095433	L1240	30	7/23/2006	53920.2	16558	1060.7	174.8	20.8	3.1	F
489505	7083287	L1250	30	7/23/2006	54768.7	7664	1097.1	113.1	-5.0	2.6	A
489527	7083737	L1250	30	7/23/2006	54743	7407	1355.1	206.9	27.8	3.1	B
489507	7084175	L1250	30	7/23/2006	54726.9	7246	813.4	149.0	15.3	3.1	C
489486	7085145	L1250	30	7/23/2006	54686.4	6841	667.8	115.8	14.9	3.2	D
489498	7089396	L1250	30	7/23/2006	54441.8	4395	283.8	57.0	-4.2	2.2	E
489512	7094090	L1250	30	7/23/2006	54136.7	1344	769.0	116.9	0.7	2.5	F
489512	7094398	L1250	30	7/23/2006	54124	1217	1470.9	242.0	42.8	3.3	G
489509	7095662	L1250	30	7/23/2006	54080.3	780	765.2	117.8	13.1	2.5	H
489680	7082649	L1260	31	7/23/2006	61412.4	3151	714.6	126.3	11.7	2.5	A
489673	7083706	L1260	31	7/23/2006	61466.4	3691	877.2	124.7	16.9	2.8	B
489678	7084083	L1260	31	7/23/2006	61479.3	3820	880.3	149.3	20.0	2.6	C
489693	7085087	L1260	31	7/23/2006	61517	4197	1025.5	163.5	13.6	3.1	D
489700	7093861	L1260	31	7/23/2006	62056.9	9596	576.7	134.2	47.4	1.6	E
489709	7094121	L1260	31	7/23/2006	62071.1	9738	1452.4	205.7	11.3	3.0	F
489707	7095071	L1260	31	7/23/2006	62110.8	10135	2699.0	510.9	104.7	4.7	G
489899	7082796	L1270	31	7/23/2006	63085.7	8780	861.3	168.7	20.3	3.0	A
489912	7083498	L1270	31	7/23/2006	63039.7	8320	1349.9	179.5	31.9	3.1	B
489914	7084073	L1270	31	7/23/2006	63009.4	8017	1000.1	182.3	24.6	2.9	C
489904	7084686	L1270	31	7/23/2006	62981.9	7742	715.5	119.9	10.2	2.4	D
489896	7085114	L1270	31	7/23/2006	62964.2	7565	1652.1	160.8	12.5	2.9	E
489903	7087764	L1270	31	7/23/2006	62802.7	5950	395.9	87.5	4.2	1.8	F
489918	7094631	L1270	40	7/26/2006	65111.3	11570	1224.1	194.8	26.3	3.6	A
489917	7095228	L1270	40	7/26/2006	65089.5	11352	1180.7	258.5	50.8	3.7	B
490089	7082719	L1280	31	7/23/2006	63275	10673	640.1	116.0	9.3	2.7	A
490091	7083561	L1280	31	7/23/2006	63322.2	11145	835.1	137.6	26.3	2.6	B
490092	7083986	L1280	31	7/23/2006	63342	11343	593.9	81.8	4.5	2.0	C
490102	7084920	L1280	31	7/23/2006	63386.8	11791	772.7	133.3	-9.3	2.8	D
490115	7086584	L1280	31	7/23/2006	63478.5	12708	144.9	39.6	10.3	1.0	E
490094	7087650	L1280	31	7/23/2006	63552	13443	530.0	80.0	23.4	2.0	F
490096	7088186	L1280	31	7/23/2006	63582.8	13751	691.4	79.0	7.3	2.0	G
490129	7088897	L1280	31	7/23/2006	63620.3	14126	468.1	70.1	24.6	2.2	H
490085	7090615	L1280	31	7/23/2006	63744.9	15372	20.2	35.9	-4.0	0.7	I
490117	7092504	L1280	31	7/23/2006	63858.2	16505	59.5	47.8	-7.6	0.7	J
490108	7093857	L1280	31	7/23/2006	63946.7	17390	773.0	106.9	2.2	2.0	K
490089	7094453	L1280	31	7/23/2006	63972.8	17651	2113.6	364.1	58.4	3.4	L
490088	7094758	L1280	31	7/23/2006	63985.4	17777	1697.0	306.7	50.4	3.7	M
490099	7094954	L1280	31	7/23/2006	63994.1	17864	1702.5	297.5	58.5	3.6	N
490116	7096013	L1280	31	7/23/2006	64037.9	18302	257.4	40.2	-124.4	0.7	O
490306	7082545	L1290	31	7/23/2006	65004.4	9057	726.9	127.2	18.0	3.5	A
490314	7083555	L1290	31	7/23/2006	64939.8	8411	616.3	111.4	9.9	2.6	B
490317	7084002	L1290	31	7/23/2006	64915	8163	598.2	95.7	-3.9	2.3	C
490306	7084857	L1290	31	7/23/2006	64881	7823	976.8	190.4	25.3	3.1	D
490302	7088979	L1290	31	7/23/2006	64652.2	5535	864.1	76.9	17.5	2.5	E
490319	7089572	L1290	31	7/23/2006	64610.1	5114	210.0	54.1	-12.1	1.4	F

490307	7093929	L1290	31	7/23/2006	64262.4	1637	688.2	106.9	5.2	2.4	G
490311	7094502	L1290	31	7/23/2006	64231.1	1324	1252.4	211.8	30.7	3.4	H
490318	7095030	L1290	31	7/23/2006	64209.5	1108	1219.9	200.7	28.3	3.7	I
490482	7082456	L1300	31	7/23/2006	65119	10203	927.8	133.2	14.5	2.9	A
490475	7082850	L1300	31	7/23/2006	65146.5	10478	965.6	166.9	29.8	3.0	B
490497	7084449	L1300	31	7/23/2006	65223	11243	602.1	106.8	11.1	2.5	C
490493	7084922	L1300	31	7/23/2006	65246	11473	1325.0	203.4	12.2	3.4	D
490514	7087697	L1300	31	7/23/2006	65406.6	13079	599.6	74.3	-26.6	1.6	E
490490	7089525	L1300	31	7/23/2006	65518.2	14195	275.0	65.2	20.2	1.6	F
490482	7090108	L1300	31	7/23/2006	65552.8	14541	243.2	51.1	10.8	1.2	G
490508	7092892	L1300	31	7/23/2006	65770.4	16717	128.3	47.7	-12.2	1.4	H
490504	7094396	L1300	31	7/23/2006	65857.2	17585	2423.8	358.1	68.4	3.9	I
490505	7094817	L1300	31	7/23/2006	65875.9	17772	2968.9	454.9	32.4	4.2	J
490507	7095233	L1300	31	7/23/2006	65891.6	17929	1463.4	238.6	27.2	3.3	K
490678	7082574	L1310	31	7/23/2006	66921	9311	1197.6	233.3	36.4	3.6	A
490692	7082895	L1310	31	7/23/2006	66900.2	9103	740.9	101.0	7.2	3.1	B
490720	7084497	L1310	31	7/23/2006	66798.9	8090	1176.8	164.4	15.8	2.1	C
490702	7088936	L1310	31	7/23/2006	66529.5	5396	441.1	68.1	4.1	2.4	D
490686	7089440	L1310	31	7/23/2006	66499.5	5096	524.9	68.9	-20.8	1.6	E
490697	7089973	L1310	31	7/23/2006	66457.1	4672	262.0	44.5	-2.7	1.5	F
490695	7091035	L1310	31	7/23/2006	66373.2	3833	127.2	60.4	9.2	1.2	G
490710	7092690	L1310	31	7/23/2006	66260.4	2705	8.1	52.8	16.5	0.4	H
490713	7094555	L1310	31	7/23/2006	66133.9	1440	1638.7	295.2	60.1	3.7	I
490708	7094721	L1310	31	7/23/2006	66125.9	1360	1912.9	322.1	60.7	4.1	J
490904	7082253	L1320	31	7/23/2006	67043.1	10532	1117.0	144.6	21.2	2.4	A
490902	7083466	L1320	31	7/23/2006	67113.7	11238	413.6	60.4	-12.8	2.2	B
490906	7084361	L1320	31	7/23/2006	67165.9	11760	898.2	132.7	16.7	2.8	C
490887	7088749	L1320	31	7/23/2006	67443.9	14540	214.1	69.2	2.3	2.1	D
490916	7091016	L1320	31	7/23/2006	67630	16401	136.7	66.5	20.7	0.9	E
490932	7092261	L1320	31	7/23/2006	67705.1	17152	67.1	52.0	6.4	0.4	F
490904	7094379	L1320	31	7/23/2006	67855	18651	787.0	327.4	278.4	4.0	G
490905	7094889	L1320	31	7/23/2006	67872.8	18829	772.9	159.3	35.8	3.7	H
490895	7095809	L1320	31	7/23/2006	67908.1	19182	52.4	39.2	-14.1	0.6	I
491079	7082354	L1330	33	7/24/2006	48977	4841	1358.7	222.4	38.2	3.5	A
491092	7083254	L1330	33	7/24/2006	49026.1	5332	1219.9	188.9	26.0	3.4	B
491093	7084351	L1330	33	7/24/2006	49100.3	6074	365.5	57.1	3.1	2.7	C
491094	7085478	L1330	33	7/24/2006	49160.9	6680	152.2	58.6	4.5	2.1	D
491101	7087440	L1330	33	7/24/2006	49304.8	8119	587.9	47.6	1.0	2.1	E
491096	7089629	L1330	33	7/24/2006	49449	9561	483.0	53.5	-1.4	2.0	F
491108	7094461	L1330	33	7/24/2006	49869.9	13770	1539.3	272.5	56.9	3.6	G
491114	7094888	L1330	33	7/24/2006	49888.2	13953	1207.2	221.5	43.0	3.1	H
491311	7094349	L1340	33	7/24/2006	50109.2	1250	2336.3	391.2	83.8	4.0	A
491313	7082229	L1340	33	7/24/2006	51268.4	12842	1069.9	173.6	2.0	3.3	A
491297	7082538	L1340	33	7/24/2006	51254	12698	1029.3	201.2	37.0	3.1	B
491306	7083073	L1340	33	7/24/2006	51214.7	12305	1136.7	154.6	4.6	3.5	C
491311	7084146	L1340	33	7/24/2006	51145.7	11615	548.0	97.8	19.6	3.2	D
491332	7087254	L1340	33	7/24/2006	50963.5	9793	617.8	63.2	-2.7	2.4	E
491294	7089623	L1340	33	7/24/2006	50812.9	8287	454.0	49.1	10.9	2.4	F
491300	7090241	L1340	33	7/24/2006	50760.2	7760	365.6	48.9	11.8	2.5	G
491502	7082104	L1350	33	7/24/2006	51328.8	13446	696.1	101.5	9.7	3.9	A
491490	7083050	L1350	33	7/24/2006	51403.2	14190	1203.2	122.1	2.3	3.1	B
491481	7084122	L1350	33	7/24/2006	51463.9	14797	799.0	117.4	22.3	2.7	C
491511	7085645	L1350	33	7/24/2006	51530	15458	545.8	64.1	-8.9	2.9	D
491498	7087275	L1350	33	7/24/2006	51639.5	16553	465.4	46.6	0.7	2.0	E
491505	7089722	L1350	33	7/24/2006	51771	17868	680.7	62.6	2.2	2.3	F
491527	7091127	L1350	33	7/24/2006	51893.9	19097	379.9	76.6	4.6	1.1	G
491504	7091498	L1350	33	7/24/2006	51920.2	19360	312.2	45.6	8.7	1.0	H
491509	7093354	L1350	33	7/24/2006	52046	20618	318.8	45.6	7.7	1.6	I
491496	7094296	L1350	33	7/24/2006	52098	21138	1754.6	327.5	74.2	4.3	J
491703	7081954	L1360	33	7/24/2006	53110.5	8818	2372.5	355.6	38.4	3.7	A
491719	7082192	L1360	33	7/24/2006	53099.6	8709	1827.2	302.6	28.2	3.7	B
491706	7082986	L1360	33	7/24/2006	53048.6	8199	451.1	74.7	5.8	2.7	C
491711	7083640	L1360	33	7/24/2006	53009.7	7810	1222.5	170.5	0.7	2.9	D
491707	7084121	L1360	33	7/24/2006	52977.2	7485	488.6	110.7	-39.2	2.7	E
491689	7085005	L1360	33	7/24/2006	52931.7	7030	158.9	68.3	-25.7	0.9	F
491704	7086224	L1360	33	7/24/2006	52860.5	6318	147.9	20.1	-3.2	1.2	G
491707	7087773	L1360	33	7/24/2006	52771.6	5429	89.4	35.5	10.0	1.0	H
491712	7089037	L1360	33	7/24/2006	52712.5	4838	313.6	44.2	-3.5	1.3	I
491692	7089672	L1360	33	7/24/2006	52672.8	4441	558.6	57.2	0.8	2.3	J
491702	7090952	L1360	33	7/24/2006	52550.8	3221	39.0	38.1	8.8	0.7	K
491708	7091087	L1360	33	7/24/2006	52529.9	3012	122.2	53.1	15.2	0.9	L
491706	7094216	L1360	33	7/24/2006	52367.6	1389	716.4	167.6	36.8	3.8	M
491879	7082319	L1370	40	7/26/2006	64005.3	510	1144.5	251.8	31.7	3.9	A
491902	7083152	L1370	40	7/26/2006	64075.1	1208	477.2	97.1	4.1	3.1	B

491898	7083488	L1370	40	7/26/2006	64099.3	1450	1493.6	207.3	26.5	3.6	C
491884	7086622	L1370	40	7/26/2006	64298.1	3438	401.7	59.6	-1.1	1.7	D
491885	7089654	L1370	40	7/26/2006	64470.6	5163	230.5	46.9	9.1	2.9	E
491910	7092177	L1370	40	7/26/2006	64654.8	7005	231.8	42.0	24.5	1.0	F
491909	7094291	L1370	40	7/26/2006	64777.1	8228	580.0	98.3	24.9	3.5	G
491892	7094581	L1370	40	7/26/2006	64789.3	8350	496.0	111.6	53.9	1.8	H
492129	7082720	L1380	40	7/26/2006	63898	19201	1141.3	193.3	6.0	3.5	A
492108	7082946	L1380	40	7/26/2006	63879.4	19015	1234.4	164.0	10.4	2.9	B
492096	7083321	L1380	40	7/26/2006	63845.5	18676	1091.6	166.1	5.8	3.4	C
492098	7088964	L1380	40	7/26/2006	63482.6	15047	98.6	41.1	-0.5	1.0	D
492102	7092799	L1380	40	7/26/2006	63248	12701	488.2	81.3	11.0	2.8	E
492106	7094105	L1380	40	7/26/2006	63179.2	12013	912.3	155.3	33.2	3.5	F
492109	7094676	L1380	40	7/26/2006	63154.3	11764	516.1	100.6	18.9	2.2	G
492319	7082658	L1390	33	7/24/2006	54907.1	9104	846.8	127.2	18.4	3.2	A
492307	7083235	L1390	33	7/24/2006	54968.8	9721	1045.1	142.8	-0.3	3.4	B
492320	7083748	L1390	33	7/24/2006	54997	10003	905.1	120.2	35.6	2.7	C
492291	7085261	L1390	33	7/24/2006	55054.3	10576	236.6	40.0	1.1	1.3	D
492282	7085945	L1390	33	7/24/2006	55106.7	11100	102.6	81.5	22.7	0.5	E
492322	7086768	L1390	33	7/24/2006	55173.2	11765	107.3	31.5	-5.5	1.3	F
492307	7087139	L1390	33	7/24/2006	55190.4	11937	242.8	39.1	-13.8	1.3	G
492305	7089242	L1390	33	7/24/2006	55292.5	12958	107.9	44.1	-5.3	0.8	H
492292	7090885	L1390	33	7/24/2006	55370.4	13737	104.5	35.5	17.9	0.7	I
492324	7092802	L1390	33	7/24/2006	55503.2	15065	435.7	46.5	-8.6	2.2	J
492291	7093837	L1390	33	7/24/2006	55569	15723	2163.3	389.6	73.8	3.7	K
492305	7094700	L1390	33	7/24/2006	55603.6	16069	814.6	120.5	11.2	2.5	L
492490	7082182	L1400	33	7/24/2006	56554.3	8502	111.0	82.6	-2.1	1.1	A
492487	7082514	L1400	33	7/24/2006	56540.4	8363	498.2	104.9	21.4	2.5	B
492501	7082725	L1400	33	7/24/2006	56527.6	8235	589.3	148.2	52.2	1.9	C
492502	7082805	L1400	33	7/24/2006	56520.3	8162	526.1	92.1	7.2	2.1	D
492495	7083211	L1400	33	7/24/2006	56480.9	7768	2517.5	465.5	68.5	4.4	E
492500	7083494	L1400	33	7/24/2006	56457.6	7535	655.5	122.9	34.8	2.4	F
492513	7087056	L1400	33	7/24/2006	56240.6	5365	411.9	46.9	12.6	2.1	G
492503	7087649	L1400	33	7/24/2006	56216.9	5128	163.1	48.9	-10.4	1.1	H
492511	7088777	L1400	33	7/24/2006	56145.6	4415	172.6	35.8	5.9	0.9	I
492499	7090392	L1400	33	7/24/2006	56062.9	3588	133.8	31.2	5.6	1.0	J
492507	7092829	L1400	33	7/24/2006	55919.9	2158	672.8	64.6	-2.1	2.4	K
492507	7093987	L1400	33	7/24/2006	55849.3	1452	1344.3	207.0	41.6	3.8	L
492688	7083648	L1410	34	7/24/2006	60899	1653	886.5	90.9	3.7	2.3	A
492712	7093716	L1410	34	7/24/2006	61524.4	7907	1159.2	172.5	27.8	3.3	B
492699	7093899	L1410	34	7/24/2006	61536.8	8031	1900.9	280.9	46.3	3.5	C
492702	7094223	L1410	34	7/24/2006	61553.9	8202	1888.7	273.7	38.9	3.3	D
492891	7083086	L1420	40	7/26/2006	62125	1471	624.6	155.5	20.3	3.6	A
492909	7093728	L1420	40	7/26/2006	62848.1	8702	984.5	157.7	30.2	3.5	B
492904	7094278	L1420	40	7/26/2006	62874.4	8965	768.1	126.9	11.5	2.9	C
492900	7094517	L1420	40	7/26/2006	62884.3	9064	480.1	99.0	10.1	3.4	D
493116	7082403	L1430	36	7/25/2006	53837.6	5351	542.9	75.7	-2.8	2.4	A
493091	7083043	L1430	36	7/25/2006	53910.1	6076	448.9	90.4	11.7	3.1	B
493105	7093711	L1430	36	7/25/2006	54596.5	12940	1229.8	221.0	43.7	3.8	C
493101	7094138	L1430	36	7/25/2006	54618.3	13158	589.8	128.1	24.1	2.9	D
493318	7082386	L1440	36	7/25/2006	55722.7	9706	245.8	86.5	7.4	1.6	A
493288	7082632	L1440	36	7/25/2006	55665.7	9136	759.5	159.5	29.3	2.4	B
493277	7082733	L1440	36	7/25/2006	55651.8	8997	301.9	127.4	20.3	1.8	C
493276	7082996	L1440	36	7/25/2006	55623.5	8714	807.7	168.5	28.0	3.2	D
493308	7084057	L1440	36	7/25/2006	55505.2	7531	589.1	53.9	-2.4	1.5	E
493299	7093687	L1440	36	7/25/2006	54938.9	1868	1002.9	215.9	57.9	4.0	F
493494	7083167	L1450	40	7/26/2006	58390.6	1429	619.1	95.7	13.4	2.3	A
493510	7093702	L1450	40	7/26/2006	58950.7	7030	1232.2	212.6	35.7	3.8	B
493694	7084515	L1460	40	7/26/2006	59766.9	15192	532.8	52.8	7.3	2.6	A
493709	7093532	L1460	40	7/26/2006	59300.5	10528	831.9	138.9	25.1	3.0	B
493714	7094064	L1460	40	7/26/2006	59273	10253	767.6	133.0	18.4	3.9	C
493887	7086777	L1470	40	7/26/2006	60343.8	20961	419.1	80.8	18.1	2.5	A
493917	7093478	L1470	40	7/26/2006	60715.4	24677	926.4	146.0	24.2	2.6	B
493900	7093841	L1470	40	7/26/2006	60744.1	24964	1185.9	182.2	29.1	2.8	C
493908	7094470	L1470	40	7/26/2006	60788.1	25404	693.9	102.5	7.2	2.3	D
494122	7083045	L1480	48	8/22/2006	62227.2	616	87.1	45.3	8.5	0.6	A
494108	7086717	L1480	48	8/22/2006	62366.2	2006	268.3	56.2	13.2	2.2	B
494102	7087944	L1480	48	8/22/2006	62406	2404	115.9	46.3	14.9	0.9	C
494098	7091878	L1480	48	8/22/2006	62544.9	3793	173.5	48.1	3.1	1.3	D
494318	7086811	L1490	48	8/22/2006	61917	16669	848.8	113.8	10.4	2.1	A
494298	7090589	L1490	48	8/22/2006	61793.8	15437	122.8	51.4	-25.9	0.9	B
494293	7094549	L1490	48	8/22/2006	61631.4	13813	320.9	52.5	9.5	1.7	C
494455	7086772	L1500	48	8/22/2006	61191.1	9410	248.0	58.4	12.8	1.9	A
494695	7086704	L1510	48	8/22/2006	60752.3	5022	346.1	60.4	10.4	1.6	A
494699	7093152	L1510	48	8/22/2006	60501.9	2518	468.6	75.0	12.4	1.8	B

494898	7081939	L1520	40	7/26/2006	61846.4	9279	506.3	109.1	15.1	2.8	A
494902	7086471	L1520	40	7/26/2006	61524.8	6063	185.3	55.6	5.3	2.2	B
494904	7091409	L1520	40	7/26/2006	61311.2	3927	433.1	72.1	22.7	2.3	C
494914	7093150	L1520	40	7/26/2006	61175.4	2569	718.2	126.5	21.3	3.8	D
494907	7094134	L1520	40	7/26/2006	61119.2	2007	590.9	96.3	9.9	1.9	E
473600	7096633	T9000	47	8/20/2006	69819	657	906.1	95.3	86.2	2.0	A
476080	7096603	T9000	47	8/20/2006	69914	1607	704.1	99.8	4.1	1.8	B
477003	7096582	T9000	47	8/20/2006	69943.5	1902	1165.3	135.3	6.9	2.2	C
477930	7096567	T9000	47	8/20/2006	69973.7	2204	427.9	111.2	38.5	1.9	D
483668	7096566	T9000	47	8/20/2006	70203.4	4501	1340.6	153.5	-29.2	2.2	E
484354	7096576	T9000	47	8/20/2006	70233.2	4799	1210.1	153.0	7.3	2.3	F
485694	7096587	T9000	47	8/20/2006	70278.4	5251	1678.9	260.7	54.6	2.7	G
486961	7096634	T9000	47	8/20/2006	70320.7	5674	1117.2	186.9	-3.7	2.4	H
487639	7096641	T9000	47	8/20/2006	70345.7	5924	430.6	126.1	29.7	2.4	I
489998	7096595	T9000	47	8/20/2006	70431.1	6778	280.9	155.7	202.8	0.7	J
490419	7096579	T9000	47	8/20/2006	70444.6	6913	259.7	172.5	33.3	0.6	K
491387	7096580	T9000	47	8/20/2006	70476.5	7232	238.1	59.5	24.2	0.6	L
491884	7096586	T9000	47	8/20/2006	70493.3	7400	21.0	14.5	3.7	0.5	M
492229	7096579	T9000	47	8/20/2006	70505.8	7525	215.7	155.6	101.3	0.9	N
481997	7094604	T9010	42	8/10/2006	56082.7	11718	388.6	63.8	1.1	1.5	A
484685	7094539	T9010	42	8/10/2006	56194.2	12833	1332.4	183.1	24.1	2.2	B
485173	7094548	T9010	42	8/10/2006	56218.1	13072	1113.9	121.9	8.9	1.9	C
486130	7094592	T9010	42	8/10/2006	56260.8	13499	2171.2	260.1	2.8	2.5	D
487147	7094610	T9010	42	8/10/2006	56305.6	13947	2011.5	248.7	17.2	2.6	E
487446	7094604	T9010	42	8/10/2006	56318.8	14079	1468.2	220.1	13.6	2.4	F
488216	7094580	T9010	42	8/10/2006	56350.5	14396	3214.2	427.1	49.5	3.2	G
488732	7094560	T9010	42	8/10/2006	56369.3	14584	2229.8	196.2	-8.8	2.5	H
489517	7094537	T9010	42	8/10/2006	56396.8	14859	1976.2	325.9	40.8	3.0	I
490289	7094556	T9010	42	8/10/2006	56423.3	15124	1981.6	287.6	26.8	2.8	J
490805	7094583	T9010	42	8/10/2006	56442	15311	2894.5	365.5	28.8	3.1	K
491058	7094581	T9010	42	8/10/2006	56451.2	15403	2017.7	290.3	28.3	2.8	L
492162	7094582	T9010	42	8/10/2006	56491.4	15805	1020.1	149.5	12.7	2.0	M
472750	7093944	T9020	42	8/10/2006	55445.3	5344	785.8	95.0	6.5	1.8	A
480202	7092446	T9030	42	8/10/2006	57646.9	27360	514.1	77.4	4.3	1.7	A
484022	7092535	T9030	42	8/10/2006	57509.1	25982	2199.6	318.7	52.9	2.7	B
484579	7092560	T9030	42	8/10/2006	57490.4	25795	1389.6	184.2	26.6	2.2	C
467987	7090435	T9050	47	8/20/2006	69492.9	2048	809.0	120.4	16.5	2.0	A
466080	7088633	T9060	42	8/10/2006	60524.2	23789	144.3	34.3	-2.1	0.7	A
475769	7088585	T9060	42	8/10/2006	60159.5	20142	1735.0	172.4	0.9	2.4	B
464183	7086620	T9070	46	8/20/2006	60005.7	90	75.7	69.7	55.5	0.5	A
476253	7086547	T9070	46	8/20/2006	60486.8	4901	788.8	75.2	6.9	1.9	B
478702	7086551	T9070	46	8/20/2006	60596.8	6001	2023.4	214.7	25.4	2.4	C
479157	7086574	T9070	46	8/20/2006	60617.5	6208	1262.0	143.3	7.9	2.3	D
487181	7086541	T9070	46	8/20/2006	60945.9	9492	138.7	114.5	100.2	0.7	E
494145	7086607	T9070	46	8/20/2006	61256.9	12602	624.6	121.3	12.9	2.4	F
470343	7085055	T9080	46	8/20/2006	59735.9	4063	1041.3	137.1	14.4	2.2	A
471138	7085044	T9080	46	8/20/2006	59708.2	3786	1479.7	203.6	25.2	2.4	B
471820	7085036	T9080	46	8/20/2006	59683.5	3539	977.0	133.3	15.0	2.2	C
474652	7085058	T9080	46	8/20/2006	59590.9	2613	78.6	45.3	15.3	0.6	D
478671	7085053	T9080	46	8/20/2006	59469.7	1401	704.5	109.3	16.0	2.2	E
484085	7084599	T9090	46	8/20/2006	61840.7	4370	1093.2	122.1	19.2	1.9	A
487120	7084571	T9090	46	8/20/2006	61742.8	3391	814.7	101.0	15.3	2.1	B
489475	7084604	T9090	46	8/20/2006	61665.7	2620	92.9	23.1	8.6	0.5	C
490672	7084602	T9090	46	8/20/2006	61628.3	2246	175.1	75.9	15.4	1.6	D
485855	7082591	T10000	46	8/20/2006	62287.2	2501	382.8	93.2	68.2	1.4	A
487421	7082557	T10000	46	8/20/2006	62355.8	3187	142.9	79.7	51.4	0.7	B
489125	7082591	T10000	46	8/20/2006	62425.3	3882	342.8	356.4	158.9	0.5	C
489684	7082600	T10000	46	8/20/2006	62447	4099	759.2	177.8	-111.4	2.1	D
489985	7082589	T10000	46	8/20/2006	62458.2	4211	885.6	160.9	81.9	2.3	E
491013	7082604	T10000	46	8/20/2006	62500.3	4632	516.7	80.3	5.5	1.9	F
491447	7082592	T10000	46	8/20/2006	62521.4	4843	539.4	96.0	5.1	2.6	G
493020	7082464	T10000	46	8/20/2006	62609.5	5724	498.5	60.3	3.1	1.9	H

Alexco Resource Corp.
Keno Hill Survey Area
EM Anomaly Report - dB/dt - Z-coil - Time Window No. 35 (9.8 ms; 2.58 ms after pulse)

Easting (m) NAD83 8N	Northing (m) NAD83 8N	Line #	Flight #.	Date	UTC Time (seconds)	Fiducial	Anomaly Bz15 (ppm)	Anomaly Bz25 (ppm)	Anomaly Bz35 (ppm)	Conductance (Siemens)	Anomaly Label
466290	7090090	L90	38	7/25/2006	77576.2	2099	595.2	107.9	34.3	2.6	A
467906	7090456	L170	41	7/26/2006	73409.6	10819	502.3	97.2	18.1	5.3	A
469691	7086849	L260	38	7/25/2006	77159.2	1801	99.8	18.9	27.4	1.0	A
469710	7089876	L260	38	7/25/2006	77051.6	725	57.5	10.8	26.5	0.7	B
469715	7090205	L260	38	7/25/2006	77039.5	604	149.2	4.6	20.4	1.0	C
470103	7085647	L280	38	7/25/2006	76712.3	3320	313.5	16.0	26.2	1.7	A
470103	7091893	L280	38	7/25/2006	76480	997	112.8	6.9	21.9	0.6	B
470289	7086003	L290	38	7/25/2006	76102.1	4390	158.9	34.1	52.7	1.1	A
470499	7091192	L300	38	7/25/2006	75797.5	1344	272.0	22.5	46.4	1.7	A
470678	7085023	L310	38	7/25/2006	75351.9	1964	706.0	112.7	27.1	2.6	A
470705	7091908	L310	38	7/25/2006	75574	4185	1329.0	190.1	20.2	3.4	B
470912	7085170	L320	37	7/25/2006	72747.7	7872	810.5	142.3	32.5	3.3	A
470903	7091930	L320	37	7/25/2006	72460.5	5000	889.9	199.4	29.3	2.8	B
471092	7085200	L330	37	7/25/2006	72008.4	479	1072.0	160.9	28.6	3.7	A
471292	7085116	L340	37	7/25/2006	71940.7	7578	1112.4	194.7	32.4	3.2	A
471281	7091827	L340	37	7/25/2006	71686.7	5038	244.9	31.6	18.4	1.8	B
471882	7085085	L370	7	7/4/2006	12470.8	21881	1231.7	195.9	31.3	3.4	A
471893	7085237	L370	7	7/4/2006	12461.9	21792	1712.9	208.8	29.8	3.0	B
472099	7085307	L380	7	7/4/2006	11588.4	13057	944.0	141.5	17.9	3.1	A
472109	7091135	L380	7	7/4/2006	11839.4	15567	72.2	19.7	24.3	0.6	B
472287	7085207	L390	7	7/4/2006	11492.6	12099	1520.0	214.1	30.8	2.8	A
472279	7085320	L390	7	7/4/2006	11487.2	12045	1641.8	291.2	44.0	3.2	B
472281	7093582	L390	7	7/4/2006	11113.4	8307	276.5	47.5	16.5	2.8	C
472492	7085294	L400	7	7/4/2006	10652.8	3701	781.4	152.3	30.7	2.9	A
472710	7085214	L410	37	7/25/2006	71157	7419	451.7	59.1	20.8	2.7	A
472703	7093004	L410	37	7/25/2006	70859.2	4441	257.4	125.4	159.4	3.8	B
472899	7085362	L420	37	7/25/2006	70474.6	595	496.1	100.2	23.4	3.8	A
472886	7088772	L420	37	7/25/2006	70581.8	1667	146.1	-7.8	15.9	1.4	B
472889	7089112	L420	37	7/25/2006	70592.1	1770	124.6	16.3	21.4	0.8	C
472887	7091668	L420	37	7/25/2006	70673.8	2587	71.2	-0.6	16.0	0.7	D
473110	7085264	L430	37	7/25/2006	70381.1	11186	530.8	92.6	19.6	4.2	A
473109	7085478	L430	37	7/25/2006	70371.4	11089	188.8	25.4	16.0	1.7	B
473290	7085181	L440	37	7/25/2006	69317.8	553	643.2	118.6	19.2	3.1	A
473285	7086284	L440	37	7/25/2006	69362	995	229.5	-0.6	28.1	1.7	B
473489	7085429	L450	37	7/25/2006	69223	9650	634.9	99.1	16.2	3.4	A
473687	7085346	L460	37	7/25/2006	68323.4	654	634.4	105.1	18.4	3.3	A
473897	7085579	L470	37	7/25/2006	68208.8	9979	848.5	116.0	16.9	3.5	A
474086	7085458	L480	37	7/25/2006	67338.1	1272	1046.9	152.7	20.3	2.9	A
474089	7085624	L480	37	7/25/2006	67345	1341	776.1	124.9	24.9	2.8	B
474310	7085419	L490	3	7/4/2006	84107.4	41939	730.0	110.4	15.2	2.6	A
474312	7085580	L490	3	7/4/2006	84099.5	41860	678.4	113.5	16.6	2.7	B
474303	7085823	L490	3	7/4/2006	84088.1	41746	1330.9	211.9	39.5	3.0	C
474500	7085571	L500	3	7/4/2006	83067.4	31539	751.5	114.7	15.7	2.4	A
474502	7086032	L500	3	7/4/2006	83091	31775	772.6	131.2	31.7	2.8	B
474501	7091589	L500	3	7/4/2006	83332.1	34186	75.8	2.7	22.9	0.6	C
474703	7085700	L510	3	7/4/2006	82948.3	30348	638.5	111.3	21.5	2.7	A
474714	7086072	L510	3	7/4/2006	82931.6	30181	1198.6	165.6	19.9	2.7	B
474892	7085717	L520	3	7/4/2006	81839.6	19261	394.8	76.3	19.1	2.5	A
474893	7085937	L520	3	7/4/2006	81850.4	19369	561.9	92.1	18.8	2.6	B
474906	7089911	L520	3	7/4/2006	82022.9	21094	172.6	-3.0	18.6	1.6	C
475712	7086181	L560	2	6/29/2006	12756.2	8947	727.4	83.6	19.4	2.0	A
475706	7086378	L560	2	6/29/2006	12764.6	9031	633.6	87.6	17.4	2.2	B
475901	7086395	L570	2	6/29/2006	12567	7055	1018.8	146.4	31.5	2.3	A
476102	7086215	L580	2	6/29/2006	11191.7	19360	1056.1	124.2	28.8	2.5	A
476110	7096092	L580	2	6/29/2006	11597.3	23416	842.3	142.6	23.2	2.1	B
476288	7086256	L590	2	6/29/2006	11001.1	17454	1153.2	139.5	33.2	2.5	A
476710	7086353	L610	20	7/18/2006	59550.6	1491	637.6	114.8	20.5	2.5	A
476902	7086301	L620	20	7/18/2006	60509.4	11079	633.8	98.8	24.3	2.3	A
477316	7085977	L640	20	7/18/2006	61997.1	25956	17.1	11.8	20.6	0.7	A
477312	7087199	L640	20	7/18/2006	61920.1	25186	239.1	19.5	29.1	1.3	B
477316	7093113	L640	20	7/18/2006	61643.9	22424	27.8	2.7	35.8	0.5	C
477295	7096637	L640	20	7/18/2006	61501.4	20999	1519.5	305.3	82.4	3.7	D
477491	7096745	L650	26	7/21/2006	83129	2235	606.3	158.7	45.6	3.6	A
477704	7092650	L660	26	7/21/2006	84184.4	12789	54.2	23.8	16.8	0.5	A

477712	7096444	L660	26	7/21/2006	84324.3	14188	602.5	151.7	36.9	3.5	B
477911	7086351	L670	26	7/21/2006	84899.1	5373	498.6	70.1	16.9	2.7	A
477910	7087797	L670	26	7/21/2006	84830.3	4685	204.0	40.4	23.5	2.7	B
477892	7096829	L670	26	7/21/2006	84420	582	779.2	176.3	38.6	4.0	C
478092	7086408	L680	41	7/26/2006	69583.2	6918	497.4	95.7	19.1	2.9	A
478109	7087497	L680	41	7/26/2006	69626.1	7347	238.9	38.7	18.0	1.8	B
478098	7092210	L680	41	7/26/2006	69821.7	9303	25.7	23.8	15.3	0.5	C
478262	7085840	L690	26	7/21/2006	85051.2	6894	676.3	130.8	23.2	3.5	A
478264	7096385	L690	26	7/21/2006	85447.6	10858	1120.1	240.2	53.2	3.1	B
478263	7096580	L690	26	7/21/2006	85453.5	10917	607.1	140.8	38.1	3.0	C
478499	7085121	L700	35	7/24/2006	73401.1	10272	762.6	134.6	19.1	3.3	A
478504	7085246	L700	35	7/24/2006	73395.5	10216	598.6	108.3	20.9	3.2	B
478513	7086446	L700	35	7/24/2006	73352.8	9789	781.7	139.5	20.5	3.4	C
478691	7085652	L710	35	7/24/2006	72428.6	547	534.0	76.7	17.0	2.5	A
478709	7090293	L710	35	7/24/2006	72650.7	2768	203.9	27.1	23.6	1.7	B
479094	7086028	L730	27	7/22/2006	46448.4	3765	367.3	58.8	21.1	2.1	A
479098	7090320	L730	27	7/22/2006	46597.1	5252	234.9	37.9	25.9	1.5	B
479108	7090858	L730	27	7/22/2006	46619.2	5473	262.3	19.5	27.2	1.9	C
479296	7086674	L740	46	8/20/2006	59141.2	4353	769.2	68.1	15.5	2.2	A
479499	7086632	L750	41	7/26/2006	69350.2	4588	601.0	96.9	19.4	2.7	A
479692	7086404	L760	37	7/25/2006	62429.9	2490	925.9	155.0	22.8	3.2	A
479695	7086770	L760	37	7/25/2006	62443.1	2622	533.9	90.0	15.3	3.0	B
479709	7092279	L760	37	7/25/2006	62682.6	5017	180.2	52.1	15.6	2.2	C
479898	7086389	L770	35	7/24/2006	71219.6	4275	408.8	108.2	15.1	3.3	A
479893	7092201	L770	35	7/24/2006	70992.8	2007	260.8	79.5	19.0	3.0	B
479910	7096673	L770	35	7/24/2006	70835.9	438	76.6	49.4	35.7	0.5	C
480282	7086382	L790	32	7/23/2006	80999.8	5633	1222.8	224.3	36.3	3.9	A
480277	7086816	L790	32	7/23/2006	81014.2	5777	784.6	196.0	50.9	3.1	B
480292	7088106	L790	32	7/23/2006	81059.7	6232	145.3	9.3	21.1	1.7	C
480308	7095204	L790	32	7/23/2006	81320.5	8840	116.8	17.6	18.2	0.4	D
480495	7086353	L800	32	7/23/2006	80853.6	4171	805.9	168.2	29.2	3.3	A
480494	7086871	L800	32	7/23/2006	80834.1	3976	1071.1	162.5	25.4	3.9	B
480517	7093206	L800	32	7/23/2006	80591.1	1546	252.0	45.2	16.5	1.7	C
480497	7096539	L800	32	7/23/2006	80472.6	361	90.7	30.4	16.8	0.6	D
480689	7086116	L810	32	7/23/2006	79958.5	6428	637.1	130.6	21.0	3.0	A
480691	7086792	L810	32	7/23/2006	79983.7	6680	1854.5	368.7	60.6	3.6	B
480698	7093483	L810	32	7/23/2006	80288.4	9727	236.9	58.4	25.8	1.3	C
480700	7093637	L810	32	7/23/2006	80293.7	9780	289.5	71.8	18.7	1.2	D
480901	7086643	L820	32	7/23/2006	79797.8	4821	1465.8	148.3	18.4	2.4	A
480908	7093089	L820	32	7/23/2006	79487.8	1721	360.8	108.6	102.6	1.2	B
480912	7093263	L820	32	7/23/2006	79481.4	1657	401.7	85.8	20.8	1.2	C
481098	7083058	L830	32	7/23/2006	78707.6	8101	552.9	63.9	20.2	2.2	A
481105	7083200	L830	32	7/23/2006	78713.8	8163	698.5	108.2	21.6	2.5	B
481096	7086779	L830	32	7/23/2006	78863.3	9658	652.6	97.3	17.4	2.5	C
481095	7093356	L830	32	7/23/2006	79164.8	12673	533.7	108.7	21.2	3.4	D
481325	7083334	L840	32	7/23/2006	78538.1	6406	503.3	136.1	28.5	3.8	A
481298	7093496	L840	32	7/23/2006	78078	1805	197.5	90.2	26.7	1.4	B
481490	7086911	L850	32	7/23/2006	77450.7	9872	542.8	107.9	22.7	3.0	A
481506	7090120	L850	32	7/23/2006	77563.5	11000	168.1	27.8	16.0	1.0	B
481496	7092977	L850	32	7/23/2006	77693	12295	428.2	90.0	28.8	2.5	C
481503	7096618	L850	32	7/23/2006	77835.2	13717	134.8	47.8	41.8	0.4	D
481890	7086714	L870	27	7/22/2006	49302.8	5037	469.8	81.0	18.6	5.1	A
481894	7092416	L870	27	7/22/2006	49024	2249	540.2	95.7	21.0	4.3	B
481918	7095342	L870	27	7/22/2006	48910.9	1118	316.2	84.6	29.9	1.3	C
481918	7095715	L870	27	7/22/2006	48895.7	966	202.5	53.9	23.0	0.6	D
482108	7085717	L880	27	7/22/2006	49715.5	9164	150.3	47.9	15.6	0.8	A
482102	7085918	L880	27	7/22/2006	49723.7	9246	276.2	60.1	20.8	0.9	B
482108	7092458	L880	27	7/22/2006	49971.4	11723	1081.5	168.9	32.7	4.1	C
482111	7092689	L880	27	7/22/2006	49980.7	11816	942.7	156.1	21.8	3.9	D
482101	7092909	L880	27	7/22/2006	49990.8	11917	618.9	99.0	18.7	3.9	E
482102	7093083	L880	27	7/22/2006	49998	11989	563.7	108.2	15.7	4.3	F
482303	7084320	L890	27	7/22/2006	50764.3	5524	712.9	133.5	22.3	5.2	A
482306	7088983	L890	27	7/22/2006	50564.1	3522	194.2	17.8	21.4	0.5	B
482300	7092556	L890	27	7/22/2006	50415.2	2033	566.0	84.8	16.5	4.6	C
482303	7092879	L890	27	7/22/2006	50403.4	1915	858.0	128.2	22.5	3.1	D
482516	7083810	L900	27	7/22/2006	50969.1	7572	497.5	73.6	16.2	2.1	A
482512	7084370	L900	27	7/22/2006	50987.5	7756	329.8	59.3	20.6	2.5	B
482523	7085343	L900	27	7/22/2006	51021.1	8092	143.6	6.4	16.6	1.3	C
482522	7085755	L900	27	7/22/2006	51036.4	8245	374.9	50.6	16.7	1.5	D
482493	7089304	L900	27	7/22/2006	51177.1	9652	173.0	24.7	19.9	1.0	E
482484	7092474	L900	27	7/22/2006	51298.5	10866	863.2	129.7	21.7	3.7	F
482509	7093375	L900	27	7/22/2006	51332.9	11210	617.7	118.0	27.4	6.1	G
482712	7084335	L910	39	7/26/2006	54605.1	6256	683.6	126.8	20.6	3.4	A
482700	7092521	L910	39	7/26/2006	54229.4	2499	1165.3	186.9	29.6	3.3	B

482712	7092979	L910	39	7/26/2006	54211.1	2316	869.6	153.9	27.4	3.1	C
482714	7093351	L910	39	7/26/2006	54195.6	2161	983.8	183.3	31.1	3.6	D
482921	7084500	L920	32	7/23/2006	75867.5	7574	916.0	188.3	39.2	3.6	A
482907	7085669	L920	32	7/23/2006	75919.4	8093	424.6	72.1	21.2	2.3	B
482895	7092636	L920	32	7/23/2006	76229.8	11197	851.5	127.6	22.6	2.9	C
482898	7092850	L920	32	7/23/2006	76237.2	11271	1025.7	161.7	25.8	3.3	D
482895	7093343	L920	32	7/23/2006	76254	11439	760.4	130.0	22.6	3.2	E
482908	7096170	L920	32	7/23/2006	76364.4	12543	313.8	64.1	15.3	2.4	F
482916	7096356	L920	32	7/23/2006	76371.6	12615	456.4	99.0	19.5	3.3	G
483106	7084424	L930	32	7/23/2006	75631.9	5218	922.2	153.6	31.9	4.3	A
483117	7092604	L930	32	7/23/2006	75306.1	1960	1137.4	188.0	31.3	3.4	B
483121	7093364	L930	32	7/23/2006	75277.9	1678	611.1	134.4	26.4	3.8	C
483100	7096307	L930	32	7/23/2006	75172.1	620	1032.6	184.4	25.5	3.7	D
483296	7084585	L940	32	7/23/2006	74617.8	3671	993.0	152.6	27.9	2.7	A
483308	7092628	L940	32	7/23/2006	74918.8	6681	1168.2	184.6	32.4	2.9	B
483301	7093498	L940	32	7/23/2006	74948.3	6976	1284.7	209.0	42.6	3.4	C
483314	7093893	L940	32	7/23/2006	74964.8	7141	688.0	152.5	67.0	5.3	D
483308	7096474	L940	32	7/23/2006	75063.6	8129	659.0	111.9	17.1	2.9	E
483490	7084348	L950	31	7/23/2006	69205.3	12178	818.6	140.6	20.2	3.0	A
483502	7084483	L950	31	7/23/2006	69211.7	12242	694.9	95.5	18.5	4.1	B
483491	7085538	L950	31	7/23/2006	69249.9	12624	437.0	80.9	18.9	1.8	C
483509	7086705	L950	31	7/23/2006	69286.7	12992	328.9	51.9	22.1	1.5	D
483500	7089033	L950	31	7/23/2006	69375.8	13883	280.1	48.8	21.1	2.7	E
483495	7092472	L950	31	7/23/2006	69544.7	15572	944.2	176.6	33.5	4.2	F
483489	7092921	L950	31	7/23/2006	69558.7	15712	853.1	133.1	32.8	3.6	G
483487	7093349	L950	31	7/23/2006	69572.6	15851	1675.8	268.5	54.9	3.9	H
483513	7095810	L950	31	7/23/2006	69672	16845	839.1	179.2	36.2	2.8	I
483476	7096447	L950	31	7/23/2006	69703.7	17162	684.1	114.2	16.1	3.6	J
483713	7083487	L960	31	7/23/2006	68976.2	9887	319.8	51.1	18.7	1.9	A
483712	7084274	L960	31	7/23/2006	68935.6	9481	1589.2	238.6	56.7	4.1	B
483708	7084416	L960	31	7/23/2006	68927.4	9399	1478.1	208.8	41.2	3.4	C
483710	7085984	L960	31	7/23/2006	68855.4	8679	892.3	154.5	22.4	2.9	D
483684	7089302	L960	31	7/23/2006	68671.2	6837	218.5	66.4	30.8	2.8	E
483698	7092538	L960	31	7/23/2006	68532.8	5453	1363.4	220.5	45.2	3.9	F
483698	7093452	L960	31	7/23/2006	68493.6	5061	1802.6	288.7	41.6	3.7	G
483713	7096333	L960	31	7/23/2006	68342.8	3553	912.0	141.1	25.7	3.4	H
483891	7083266	L970	27	7/22/2006	52350.3	7958	463.7	68.4	23.0	2.4	A
483889	7084119	L970	27	7/22/2006	52385.2	8307	806.5	153.2	25.0	5.7	B
483901	7084373	L970	27	7/22/2006	52396.6	8421	1371.9	212.9	43.4	3.4	C
483894	7085648	L970	27	7/22/2006	52445.5	8910	644.1	85.3	17.8	3.3	D
483893	7085903	L970	27	7/22/2006	52455.1	9006	825.5	106.9	34.4	3.3	E
483915	7092528	L970	27	7/22/2006	52695.4	11409	528.6	102.1	24.0	6.8	F
483912	7093032	L970	27	7/22/2006	52710.2	11557	494.1	42.2	24.3	2.0	G
483902	7093322	L970	27	7/22/2006	52718.9	11644	908.7	145.1	38.6	3.0	H
483885	7093844	L970	27	7/22/2006	52738.3	11838	930.1	113.9	17.9	2.7	I
483882	7096047	L970	27	7/22/2006	52861.2	13067	747.5	109.8	21.5	3.3	J
484089	7084304	L980	27	7/22/2006	53538.7	5728	1732.2	262.4	58.8	4.9	A
484111	7084713	L980	27	7/22/2006	53522.2	5563	1857.5	283.9	59.7	4.0	B
484115	7086091	L980	27	7/22/2006	53470	5041	940.3	152.4	15.6	3.5	C
484087	7092587	L980	27	7/22/2006	53200.3	2344	1750.4	235.1	33.1	4.5	D
484087	7092844	L980	27	7/22/2006	53189.3	2234	1938.4	310.6	63.1	4.1	E
484089	7092996	L980	27	7/22/2006	53182.5	2166	1250.2	188.6	31.9	3.3	F
484101	7093448	L980	27	7/22/2006	53163.4	1975	889.0	136.2	23.2	3.3	G
484128	7095898	L980	27	7/22/2006	53045.1	792	943.9	110.9	22.6	3.5	H
484126	7096118	L980	27	7/22/2006	53025.2	593	462.8	81.3	16.9	5.8	I
484299	7084294	L990	27	7/22/2006	53858.7	8928	2373.1	374.5	79.7	4.9	A
484306	7086018	L990	27	7/22/2006	53926.2	9603	912.0	162.0	32.1	3.0	B
484317	7092933	L990	27	7/22/2006	54197.3	12314	857.0	135.2	53.1	3.7	C
484320	7093311	L990	27	7/22/2006	54210.1	12442	831.0	144.6	38.6	3.6	D
484318	7093847	L990	27	7/22/2006	54229.1	12632	630.4	54.1	22.5	3.0	E
484302	7094227	L990	27	7/22/2006	54243.2	12773	869.3	93.5	17.1	3.5	F
484288	7096165	L990	27	7/22/2006	54339.1	13732	716.0	82.9	34.9	6.2	G
484281	7096398	L990	27	7/22/2006	54350.6	13847	738.7	128.4	21.6	2.2	H
484513	7082174	L1000	28	7/22/2006	59306	8003	193.6	60.7	23.7	1.5	A
484496	7084182	L1000	28	7/22/2006	59179.2	6735	1666.0	272.2	62.9	3.8	B
484499	7084537	L1000	28	7/22/2006	59165.2	6595	702.2	116.7	31.7	2.9	C
484511	7085870	L1000	28	7/22/2006	59112.9	6072	456.2	95.4	26.0	2.7	D
484513	7092568	L1000	28	7/22/2006	58802.3	2966	1189.0	173.6	24.2	2.9	E
484513	7092797	L1000	28	7/22/2006	58791.9	2862	880.1	152.7	41.6	3.2	F
484515	7093031	L1000	28	7/22/2006	58782.4	2767	1115.1	187.9	47.0	3.3	G
484516	7093171	L1000	28	7/22/2006	58776.7	2710	1123.0	186.4	53.6	3.6	H
484515	7094016	L1000	28	7/22/2006	58742.8	2371	807.7	123.7	16.5	3.1	I
484512	7094399	L1000	28	7/22/2006	58727	2213	318.3	51.2	21.5	1.9	J
484504	7096235	L1000	28	7/22/2006	58615.1	1094	346.5	61.9	25.3	3.0	K

484505	7096722	L1000	28	7/22/2006	58588.8	831	382.7	63.4	18.7	2.7	L
484693	7084087	L1010	28	7/22/2006	59587.6	10819	749.0	145.7	40.4	3.4	A
484709	7086081	L1010	28	7/22/2006	59673.8	11681	415.1	75.6	17.0	3.0	B
484697	7093001	L1010	28	7/22/2006	59982.7	14770	1311.6	238.1	47.2	3.7	C
484701	7093403	L1010	28	7/22/2006	59996.7	14910	856.3	149.2	31.9	2.8	D
484687	7095974	L1010	28	7/22/2006	60107.9	16022	394.1	81.9	20.4	3.2	E
484694	7096445	L1010	28	7/22/2006	60144.9	16392	3171.6	677.9	76.8	5.5	F
484909	7084244	L1020	28	7/22/2006	60966.2	7670	1499.3	152.9	36.9	3.0	A
484921	7084669	L1020	28	7/22/2006	60946.1	7469	816.7	124.6	26.0	3.1	B
484898	7086012	L1020	28	7/22/2006	60882.5	6833	677.6	125.7	23.5	2.5	C
484918	7093025	L1020	28	7/22/2006	60515.1	3159	1116.5	209.9	44.5	3.6	D
484874	7094258	L1020	28	7/22/2006	60436.8	2376	2727.5	375.1	52.9	3.6	E
485117	7084255	L1030	29	7/22/2006	70988.8	7165	906.2	121.9	26.5	3.4	A
485106	7085878	L1030	29	7/22/2006	70917	6447	643.6	116.6	23.0	2.5	B
485114	7092942	L1030	29	7/22/2006	70568.9	2966	1292.9	214.8	35.5	3.7	C
485112	7093527	L1030	29	7/22/2006	70542.6	2703	1290.1	200.5	36.1	3.2	D
485107	7094260	L1030	29	7/22/2006	70490	2177	1692.2	250.2	42.9	3.7	E
485322	7083235	L1040	29	7/22/2006	71318.7	10464	171.5	40.2	21.9	1.6	A
485275	7084335	L1040	29	7/22/2006	71390.4	11181	630.6	95.7	18.1	2.6	B
485289	7088502	L1040	29	7/22/2006	71641.5	13692	100.6	32.3	22.4	0.7	C
485291	7088731	L1040	29	7/22/2006	71650.6	13783	171.7	42.0	21.9	1.6	D
485295	7093239	L1040	29	7/22/2006	71871.1	15988	1052.0	187.6	40.1	3.8	E
485302	7093515	L1040	29	7/22/2006	71885.2	16129	770.1	131.4	35.3	3.9	F
485306	7093665	L1040	29	7/22/2006	71895.2	16229	972.9	180.4	34.6	3.7	G
485311	7094298	L1040	29	7/22/2006	71939.1	16668	888.5	111.4	16.0	3.6	H
485283	7096844	L1040	29	7/22/2006	72061.3	17890	2062.5	253.2	24.5	4.7	I
485524	7084551	L1050	29	7/22/2006	72769.4	6789	890.3	139.7	21.8	2.8	A
485510	7085695	L1050	29	7/22/2006	72719	6285	1095.5	142.8	20.5	2.9	B
485515	7085855	L1050	29	7/22/2006	72711.8	6213	1000.8	143.3	24.1	2.7	C
485485	7087815	L1050	29	7/22/2006	72576.7	4862	332.5	51.8	15.4	1.9	D
485487	7088562	L1050	29	7/22/2006	72544.5	4540	78.8	32.6	19.3	0.9	E
485527	7093212	L1050	29	7/22/2006	72327.8	2373	2225.6	319.3	56.4	3.7	F
485520	7093489	L1050	29	7/22/2006	72313.7	2232	921.7	152.7	29.2	3.1	G
485511	7093763	L1050	29	7/22/2006	72300.1	2096	1064.6	176.2	29.5	3.2	H
485505	7094128	L1050	29	7/22/2006	72281.4	1909	850.2	137.6	22.4	3.6	I
485517	7096814	L1050	29	7/22/2006	72134.3	438	1417.8	351.2	101.7	5.8	J
485686	7084657	L1060	29	7/22/2006	73199.6	11091	639.7	106.8	26.7	2.5	A
485679	7084968	L1060	29	7/22/2006	73215.8	11253	564.2	108.3	18.6	6.1	B
485690	7093349	L1060	29	7/22/2006	73651.2	15607	1085.3	172.7	32.7	3.5	C
485706	7093790	L1060	29	7/22/2006	73672.7	15822	781.4	129.8	25.3	3.1	D
485706	7093922	L1060	29	7/22/2006	73680.2	15897	932.7	125.5	16.4	3.1	E
485704	7094198	L1060	29	7/22/2006	73697.4	16069	462.6	72.7	15.3	3.0	F
485683	7096575	L1060	29	7/22/2006	73813.4	17229	3217.3	455.1	66.0	4.0	G
485683	7096973	L1060	29	7/22/2006	73833.1	17426	1474.3	305.5	83.3	3.9	H
485908	7084819	L1070	28	7/22/2006	67060.1	6899	843.5	136.0	23.8	3.3	A
485890	7085984	L1070	28	7/22/2006	66996.1	6259	805.7	148.8	31.6	2.7	B
485906	7087017	L1070	28	7/22/2006	66928.9	5587	254.6	37.5	20.3	1.6	C
485917	7093216	L1070	28	7/22/2006	66603.3	2331	1148.6	189.9	30.6	3.1	D
485917	7093549	L1070	28	7/22/2006	66587	2168	1617.7	239.3	42.0	3.2	E
485922	7093727	L1070	28	7/22/2006	66573.2	2030	1653.9	259.8	61.9	3.9	F
485922	7094705	L1070	28	7/22/2006	66516	1458	611.6	93.3	16.6	2.7	G
485895	7096762	L1070	28	7/22/2006	66429.9	597	1816.1	340.8	56.6	2.3	H
486090	7082437	L1080	28	7/22/2006	65549.5	10975	39.3	5.5	19.8	1.6	A
486075	7084830	L1080	28	7/22/2006	65689.1	12371	448.7	90.6	22.1	3.4	B
486088	7085952	L1080	28	7/22/2006	65760.4	13084	859.7	71.5	23.8	2.7	C
486082	7087725	L1080	28	7/22/2006	65875	14230	208.2	18.0	26.2	2.0	D
486083	7090689	L1080	28	7/22/2006	66037.3	15853	264.2	37.7	29.4	2.1	E
486076	7093434	L1080	28	7/22/2006	66161.6	17096	895.3	152.3	40.8	3.1	F
486106	7094731	L1080	28	7/22/2006	66254.7	18027	563.3	69.5	21.3	2.4	G
486081	7096922	L1080	28	7/22/2006	66357	19050	1424.9	197.7	46.1	4.0	H
486309	7084774	L1090	28	7/22/2006	65273.3	8213	184.7	21.3	24.6	1.8	A
486311	7086094	L1090	28	7/22/2006	65194.3	7423	1014.5	108.0	38.2	2.6	B
486308	7093285	L1090	28	7/22/2006	64729.6	2776	1037.2	168.8	36.0	3.1	C
486310	7093753	L1090	28	7/22/2006	64701	2490	1599.7	273.6	44.0	3.6	D
486311	7094631	L1090	28	7/22/2006	64642.9	1909	1047.5	144.1	19.3	3.4	E
486318	7095043	L1090	28	7/22/2006	64606	1540	1076.0	162.9	34.6	3.2	F
486535	7084892	L1100	28	7/22/2006	63708.8	12922	522.8	99.3	16.2	2.8	A
486496	7093709	L1100	28	7/22/2006	64232.8	18162	1539.4	200.3	49.4	3.5	B
486492	7093906	L1100	28	7/22/2006	64248.9	18323	1246.4	196.6	28.5	3.1	C
486483	7094495	L1100	28	7/22/2006	64292.4	18758	1168.0	171.9	45.1	3.0	D
486490	7094762	L1100	28	7/22/2006	64312.1	18955	1474.9	256.7	48.6	3.6	E
486504	7095193	L1100	28	7/22/2006	64342.3	19257	867.2	122.6	25.1	3.5	F
486705	7084799	L1110	28	7/22/2006	63223.1	8065	414.2	65.5	24.7	2.7	A
486716	7085597	L1110	28	7/22/2006	63189.1	7725	268.5	-9.9	18.8	1.2	B

486713	7086174	L1110	28	7/22/2006	63161	7444	921.2	131.3	22.6	2.8	C
486714	7087642	L1110	28	7/22/2006	63020.2	6036	272.6	43.0	19.6	2.1	D
486698	7089423	L1110	28	7/22/2006	62918	5014	175.8	13.9	32.7	1.4	E
486719	7093359	L1110	28	7/22/2006	62671.2	2546	802.6	159.5	30.1	3.1	F
486717	7093712	L1110	28	7/22/2006	62648.4	2318	1135.8	166.9	23.3	2.8	G
486720	7094870	L1110	28	7/22/2006	62565.5	1489	1415.0	249.5	43.9	3.8	H
486711	7095157	L1110	28	7/22/2006	62546.9	1303	803.7	122.9	29.8	3.7	I
486699	7095451	L1110	28	7/22/2006	62530.5	1139	477.2	69.3	24.5	2.9	J
486889	7084867	L1120	41	7/26/2006	67944	3487	513.8	84.7	15.3	2.5	A
486898	7086181	L1120	41	7/26/2006	67991.4	3961	541.5	99.0	19.9	2.3	B
486905	7093596	L1120	41	7/26/2006	68414.8	8195	663.0	141.6	27.9	3.1	C
486895	7093857	L1120	41	7/26/2006	68429.7	8344	930.9	132.2	15.3	2.9	D
486903	7095014	L1120	41	7/26/2006	68497.5	9022	1255.5	216.6	40.5	3.6	E
486889	7096716	L1120	41	7/26/2006	68569.5	9742	735.8	185.2	31.7	4.9	F
487108	7084624	L1130	29	7/22/2006	74732.8	8197	653.4	112.7	18.3	3.4	A
487122	7085930	L1130	29	7/22/2006	74672.7	7596	1081.5	164.5	24.0	3.2	B
487110	7092293	L1130	29	7/22/2006	74240.1	3270	142.3	27.8	34.8	1.7	C
487106	7094006	L1130	29	7/22/2006	74116.9	2038	1061.5	155.9	26.6	3.4	D
487127	7095091	L1130	29	7/22/2006	74037.4	1243	725.5	109.6	21.9	4.0	E
487098	7096716	L1130	29	7/22/2006	73958.9	458	799.9	180.6	33.2	4.4	F
487316	7084366	L1140	29	7/22/2006	75093.8	11807	646.2	109.0	24.7	3.4	A
487311	7085594	L1140	29	7/22/2006	75145.7	12326	693.8	50.0	28.1	2.7	B
487299	7087460	L1140	29	7/22/2006	75271.7	13586	172.5	20.1	21.0	1.8	C
487312	7093550	L1140	29	7/22/2006	75650.2	17371	929.8	142.7	31.0	3.5	D
487312	7093744	L1140	29	7/22/2006	75663.8	17507	1269.5	184.5	25.5	3.2	E
487322	7094342	L1140	29	7/22/2006	75705.7	17926	1415.1	181.3	26.9	2.9	F
487311	7094513	L1140	29	7/22/2006	75719.8	18067	1377.2	240.6	36.4	3.5	G
487310	7094850	L1140	29	7/22/2006	75746.4	18333	1134.8	165.3	20.0	3.3	H
487298	7096702	L1140	29	7/22/2006	75848.8	19357	961.7	233.2	44.4	3.8	I
487523	7084265	L1150	29	7/22/2006	76600.7	7112	865.8	118.6	26.6	2.8	A
487502	7085620	L1150	29	7/22/2006	76543.6	6541	751.0	92.8	20.0	2.9	B
487481	7086131	L1150	29	7/22/2006	76516.6	6271	29.7	-20.1	18.7	1.3	C
487504	7090985	L1150	29	7/22/2006	76204.1	3146	-49.8	11.9	18.7	1.2	D
487505	7091870	L1150	29	7/22/2006	76154.5	2650	-54.1	14.7	28.8	0.5	E
487496	7093774	L1150	29	7/22/2006	76061.5	1720	1117.7	176.3	25.8	2.9	F
487513	7094583	L1150	29	7/22/2006	76021.8	1323	928.9	151.7	20.7	3.5	G
487517	7095283	L1150	29	7/22/2006	75986.3	968	841.3	125.2	18.0	3.0	H
487682	7085186	L1160	29	7/22/2006	76933.7	10442	513.5	71.7	26.7	3.2	A
487720	7094090	L1160	29	7/22/2006	77479.2	15897	1684.7	305.7	38.2	3.7	B
487713	7094301	L1160	29	7/22/2006	77491	16015	2356.2	425.5	90.3	3.5	C
487710	7094448	L1160	29	7/22/2006	77499.6	16101	1697.9	286.8	42.5	3.5	D
487711	7094680	L1160	29	7/22/2006	77512	16225	1521.9	230.2	51.1	3.5	E
487696	7095073	L1160	29	7/22/2006	77531.8	16423	1312.7	288.5	66.4	3.8	F
487702	7095406	L1160	29	7/22/2006	77555.9	16664	905.8	131.7	19.5	2.9	G
487902	7085162	L1170	30	7/23/2006	47536.3	7682	426.0	74.4	17.3	2.5	A
487903	7085533	L1170	30	7/23/2006	47517.8	7497	439.7	75.6	17.2	2.7	B
487902	7094042	L1170	30	7/23/2006	46960.1	1920	1084.3	161.5	21.0	3.7	C
487896	7094293	L1170	30	7/23/2006	46944.8	1767	1438.5	246.2	50.5	3.8	D
487898	7094561	L1170	30	7/23/2006	46928.8	1607	1720.7	295.4	60.4	3.8	E
487912	7095213	L1170	30	7/23/2006	46898.3	1302	992.4	215.2	41.3	3.0	F
487903	7095445	L1170	30	7/23/2006	46880.4	1123	1471.2	212.4	33.0	3.2	G
488106	7085387	L1180	30	7/23/2006	47941	11729	459.2	46.4	15.6	2.3	A
488117	7093998	L1180	30	7/23/2006	48423.5	16554	1736.2	304.8	53.2	4.1	B
488102	7094361	L1180	30	7/23/2006	48447.8	16797	2524.5	479.5	95.9	4.2	C
488100	7094816	L1180	30	7/23/2006	48473	17049	1936.8	346.1	69.3	3.8	D
488119	7095402	L1180	30	7/23/2006	48505	17369	1067.7	142.7	18.6	3.0	E
488284	7085402	L1190	30	7/23/2006	49336.8	7419	510.9	93.5	19.4	1.9	A
488324	7087091	L1190	30	7/23/2006	49224.4	6295	2.9	3.5	24.4	0.5	B
488306	7094032	L1190	30	7/23/2006	48767.6	1727	1150.7	173.5	31.3	3.8	C
488310	7094622	L1190	30	7/23/2006	48731.2	1363	774.2	139.7	29.9	3.5	D
488309	7095488	L1190	30	7/23/2006	48687.4	925	1000.7	125.3	16.4	3.4	E
488506	7085290	L1200	30	7/23/2006	49763.4	11685	516.9	98.4	35.9	2.9	A
488498	7087446	L1200	30	7/23/2006	49915.6	13207	429.4	33.0	30.9	1.6	B
488497	7090271	L1200	30	7/23/2006	50046.6	14517	139.4	-0.2	20.6	0.9	C
488509	7094021	L1200	30	7/23/2006	50254.6	16597	1753.6	274.7	35.6	3.9	D
488492	7094721	L1200	30	7/23/2006	50295.6	17007	2055.4	354.2	67.7	3.7	E
488511	7094978	L1200	30	7/23/2006	50313	17181	1364.4	238.7	53.9	3.3	F
488521	7095183	L1200	30	7/23/2006	50325.2	17303	2246.4	372.4	57.4	3.9	G
488692	7085424	L1210	30	7/23/2006	51180.2	7306	862.8	140.2	29.6	2.8	A
488715	7089453	L1210	30	7/23/2006	50908.8	4592	424.8	49.7	18.4	2.7	B
488686	7094515	L1210	30	7/23/2006	50595.6	1460	986.3	183.7	31.2	3.2	C
488699	7094995	L1210	30	7/23/2006	50577.6	1280	1341.1	228.6	35.7	3.5	D
488708	7095197	L1210	30	7/23/2006	50566.6	1170	1134.3	177.6	28.1	3.5	E
488889	7083408	L1220	30	7/23/2006	51517.5	10679	267.8	33.7	22.4	1.9	A

488909	7094481	L1220	30	7/23/2006	52151.8	17022	1252.9	252.1	48.8	4.0	B
488910	7094884	L1220	30	7/23/2006	52167	17174	932.6	186.1	39.3	3.8	C
489097	7085340	L1230	30	7/23/2006	52945.4	6810	1030.4	137.0	19.5	3.4	A
489130	7091313	L1230	30	7/23/2006	52588.2	3238	394.6	131.5	76.1	2.1	B
489107	7094397	L1230	30	7/23/2006	52384.6	1202	1191.8	176.5	28.7	4.5	C
489107	7094791	L1230	30	7/23/2006	52370.9	1065	1051.3	179.3	35.0	3.7	D
489294	7083732	L1240	30	7/23/2006	53318.3	10539	799.6	124.2	19.4	2.9	A
489297	7089221	L1240	30	7/23/2006	53583.2	13188	276.4	41.7	19.8	2.8	B
489323	7094061	L1240	30	7/23/2006	53862	15976	1354.3	183.2	17.5	3.7	C
489312	7094355	L1240	30	7/23/2006	53877.2	16128	1461.8	234.9	39.0	3.9	D
489298	7094940	L1240	30	7/23/2006	53901.8	16374	1031.7	170.9	29.1	3.7	E
489293	7095446	L1240	30	7/23/2006	53920.7	16563	1074.5	173.3	21.3	3.1	F
489528	7083733	L1250	30	7/23/2006	54743.2	7409	1356.5	206.7	27.9	3.2	A
489500	7087754	L1250	30	7/23/2006	54531.8	5295	194.8	45.3	20.6	1.0	B
489512	7094398	L1250	30	7/23/2006	54124	1217	1470.9	242.0	42.8	3.3	C
489512	7094832	L1250	30	7/23/2006	54107.3	1050	891.1	143.7	27.4	5.2	D
489673	7083698	L1260	31	7/23/2006	61466.1	3688	857.3	124.1	17.0	2.9	A
489678	7084068	L1260	31	7/23/2006	61478.8	3815	797.8	145.8	20.5	2.6	B
489700	7093861	L1260	31	7/23/2006	62056.9	9596	576.7	134.2	47.4	1.6	C
489715	7094423	L1260	31	7/23/2006	62084.6	9873	903.7	153.2	23.1	2.9	D
489708	7095056	L1260	31	7/23/2006	62110.2	10129	2579.8	499.7	108.4	4.7	E
489898	7082830	L1270	31	7/23/2006	63083.5	8758	857.1	156.2	23.0	2.9	A
489914	7083482	L1270	31	7/23/2006	63040.8	8331	1279.4	173.7	35.1	3.1	B
489915	7084045	L1270	31	7/23/2006	63010.5	8028	726.0	163.2	27.8	2.9	C
489896	7085142	L1270	31	7/23/2006	62962.9	7552	1509.5	144.5	18.3	2.7	D
489904	7087814	L1270	31	7/23/2006	62798.7	5910	291.0	61.3	22.8	1.7	E
489895	7088124	L1270	31	7/23/2006	62780.1	5724	399.6	43.1	22.4	2.0	F
489918	7094605	L1270	40	7/26/2006	65112.3	11580	1132.0	190.7	27.3	3.5	A
489917	7095200	L1270	40	7/26/2006	65090.5	11362	1147.6	245.9	56.2	3.8	B
489915	7095631	L1270	40	7/26/2006	65074.1	11198	887.1	128.5	20.3	2.5	C
490091	7083550	L1280	31	7/23/2006	63321.6	11139	833.0	134.8	27.7	2.7	A
490096	7087626	L1280	31	7/23/2006	63550.5	13428	465.6	70.2	28.9	1.9	B
490129	7088907	L1280	31	7/23/2006	63620.8	14131	456.3	68.4	25.7	2.2	C
490090	7094430	L1280	31	7/23/2006	63971.9	17642	1893.1	345.6	63.7	3.2	D
490083	7094665	L1280	31	7/23/2006	63981.4	17737	1626.9	285.3	66.3	3.7	E
490099	7094952	L1280	31	7/23/2006	63994	17863	1700.7	297.5	58.5	3.6	F
490306	7082538	L1290	31	7/23/2006	65004.8	9061	699.1	126.3	18.1	3.5	A
490309	7084539	L1290	31	7/23/2006	64892.8	7941	656.0	113.6	19.6	2.1	B
490304	7084803	L1290	31	7/23/2006	64883.1	7844	829.4	160.2	29.4	3.0	C
490297	7088357	L1290	31	7/23/2006	64682.7	5840	631.3	26.2	28.3	2.7	D
490307	7089401	L1290	31	7/23/2006	64623.2	5245	205.6	16.1	30.7	1.3	E
490313	7089755	L1290	31	7/23/2006	64597.3	4986	202.6	31.4	19.4	1.4	F
490311	7094485	L1290	31	7/23/2006	64231.8	1331	1206.0	206.4	32.4	3.4	G
490317	7094999	L1290	31	7/23/2006	64210.7	1120	1169.5	197.6	31.1	3.8	H
490474	7082863	L1300	31	7/23/2006	65147.3	10486	918.4	164.7	32.0	3.0	A
490498	7084487	L1300	31	7/23/2006	65224.6	11259	523.2	91.5	21.5	2.7	B
490506	7087954	L1300	31	7/23/2006	65430.7	13320	51.8	15.9	24.6	0.9	C
490489	7088442	L1300	31	7/23/2006	65452.2	13535	125.3	2.5	58.3	1.1	D
490504	7094418	L1300	31	7/23/2006	65858.2	17595	2426.0	346.9	72.2	4.0	E
490507	7094761	L1300	31	7/23/2006	65873.6	17749	1542.0	308.6	56.3	4.0	F
490506	7095202	L1300	31	7/23/2006	65890.5	17918	1407.8	231.8	31.6	3.3	G
490680	7082556	L1310	31	7/23/2006	66922.3	9324	1151.9	224.3	38.5	3.6	A
490720	7084448	L1310	31	7/23/2006	66801.3	8114	836.8	135.5	28.4	2.1	B
490687	7089752	L1310	31	7/23/2006	66473	4831	106.9	-86.4	131.3	1.3	C
490714	7091855	L1310	31	7/23/2006	66340.3	3504	198.9	29.5	18.2	0.7	D
490713	7094542	L1310	31	7/23/2006	66134.6	1447	1590.4	288.2	62.9	3.6	E
490709	7094706	L1310	31	7/23/2006	66126.6	1367	1774.8	312.8	63.7	4.1	F
490705	7094910	L1310	31	7/23/2006	66117.7	1278	1019.9	183.7	32.1	4.2	G
490696	7095221	L1310	31	7/23/2006	66105.2	1153	828.0	141.3	21.1	3.7	H
490898	7082379	L1320	31	7/23/2006	67051.6	10617	917.0	134.5	30.0	2.8	A
490907	7084313	L1320	31	7/23/2006	67163.6	11737	706.3	121.0	28.7	2.7	B
490916	7091023	L1320	31	7/23/2006	67630.7	16408	135.8	62.1	22.6	1.0	C
490915	7091778	L1320	31	7/23/2006	67678.2	16883	-38.3	22.9	19.4	0.4	D
490904	7094379	L1320	31	7/23/2006	67855	18651	787.0	327.4	278.4	4.0	E
490906	7094921	L1320	31	7/23/2006	67873.9	18840	709.4	147.2	50.4	3.6	F
490907	7095244	L1320	31	7/23/2006	67884.6	18947	268.0	50.2	41.2	2.5	G
491080	7082287	L1330	33	7/24/2006	48972.6	4797	1354.9	202.2	48.8	3.2	A
491093	7083224	L1330	33	7/24/2006	49024.2	5313	1074.2	166.5	31.6	3.4	B
491107	7094446	L1330	33	7/24/2006	49869.2	13763	1509.1	265.6	58.3	3.7	C
491114	7094859	L1330	33	7/24/2006	49887	13941	1179.7	210.8	46.7	3.1	D
491304	7094185	L1340	33	7/24/2006	50115.8	1316	1926.8	280.7	63.6	3.6	A
491310	7094331	L1340	33	7/24/2006	50109.9	1257	2156.9	378.5	86.7	4.0	B
491298	7082524	L1340	33	7/24/2006	51254.8	12706	1052.6	199.2	38.8	3.0	A
491310	7084058	L1340	33	7/24/2006	51149.5	11653	430.8	70.2	22.3	2.7	B

491480	7084139	L1350	33	7/24/2006	51464.7	14805	843.3	115.8	22.7	2.8	A
491496	7094306	L1350	33	7/24/2006	52098.4	21142	1759.9	325.8	74.7	4.3	B
491493	7094906	L1350	33	7/24/2006	52122.5	21383	579.8	88.7	20.9	2.7	C
491715	7083674	L1360	33	7/24/2006	53006.9	7782	1348.7	143.4	24.7	2.9	A
491715	7083862	L1360	33	7/24/2006	52991.3	7626	690.4	74.2	24.0	2.5	B
491705	7085520	L1360	33	7/24/2006	52910.6	6819	401.7	2.1	25.9	2.3	C
491716	7091910	L1360	33	7/24/2006	52472.5	2438	205.9	29.9	30.7	0.8	D
491706	7094208	L1360	33	7/24/2006	52367.9	1392	726.9	167.1	37.1	3.7	E
491878	7082302	L1370	40	7/26/2006	64004.2	499	1204.0	244.9	35.0	3.9	A
491896	7083550	L1370	40	7/26/2006	64104	1497	1305.1	184.1	32.3	3.6	B
491910	7092170	L1370	40	7/26/2006	64654.4	7001	226.7	40.6	25.9	1.1	C
491909	7094291	L1370	40	7/26/2006	64777.1	8228	580.0	98.3	24.9	3.5	D
492101	7092766	L1380	40	7/26/2006	63249.8	12719	431.1	69.9	20.9	2.7	A
492106	7094116	L1380	40	7/26/2006	63178.7	12008	907.3	154.3	33.5	3.5	B
492109	7094666	L1380	40	7/26/2006	63154.7	11768	504.7	100.1	19.4	2.1	C
492328	7082874	L1390	33	7/24/2006	54922	9253	476.1	79.9	29.1	2.5	A
492309	7083297	L1390	33	7/24/2006	54973.4	9767	922.3	91.9	21.6	3.4	B
492319	7083734	L1390	33	7/24/2006	54996.1	9994	925.3	113.6	43.4	2.7	C
492295	7087367	L1390	33	7/24/2006	55198.9	12022	227.2	2.2	40.5	1.1	D
492290	7093832	L1390	33	7/24/2006	55568.7	15720	2135.1	388.2	74.5	3.7	E
492305	7093985	L1390	33	7/24/2006	55576.5	15798	2141.6	334.3	64.3	4.0	F
492495	7083217	L1400	33	7/24/2006	56480.5	7764	2542.3	462.8	69.4	4.3	A
492510	7087190	L1400	33	7/24/2006	56235.3	5312	247.7	9.6	22.5	1.6	B
492485	7090663	L1400	33	7/24/2006	56050.6	3465	220.6	25.6	19.3	0.9	C
492507	7093966	L1400	33	7/24/2006	55850.2	1461	1304.7	201.4	42.6	3.8	D
492512	7094319	L1400	33	7/24/2006	55835.8	1317	559.2	93.1	19.6	2.9	E
492712	7093713	L1410	34	7/24/2006	61524.2	7905	1146.2	172.0	27.8	3.3	A
492699	7093908	L1410	34	7/24/2006	61537.3	8036	1874.9	277.5	46.8	3.5	B
492703	7094194	L1410	34	7/24/2006	61552.5	8188	1618.0	248.8	42.8	3.3	C
492703	7094486	L1410	34	7/24/2006	61565.4	8317	746.1	111.9	19.7	3.8	D
492883	7083044	L1420	40	7/26/2006	62120.9	1430	556.9	122.8	26.2	3.8	A
492895	7083565	L1420	40	7/26/2006	62164.6	1867	446.4	68.5	19.1	2.6	B
492906	7093642	L1420	40	7/26/2006	62843	8651	870.1	150.2	32.1	3.5	C
492910	7093925	L1420	40	7/26/2006	62858.4	8805	549.8	105.4	22.7	3.0	D
493105	7093668	L1430	36	7/25/2006	54594	12915	1069.4	203.9	47.5	3.7	A
493101	7094148	L1430	36	7/25/2006	54618.8	13163	599.7	127.3	24.6	2.9	B
493288	7082635	L1440	36	7/25/2006	55665.1	9130	791.5	156.0	32.7	2.4	A
493275	7082983	L1440	36	7/25/2006	55624.8	8727	735.5	162.3	32.7	3.1	B
493299	7093677	L1440	36	7/25/2006	54939.3	1872	981.1	214.4	58.3	4.0	C
493302	7094086	L1440	36	7/25/2006	54923.5	1714	533.3	100.9	21.7	3.4	D
493508	7093618	L1450	40	7/26/2006	58946.8	6991	911.6	184.1	40.9	4.0	A
493512	7093967	L1450	40	7/26/2006	58962.7	7150	891.6	147.4	23.4	3.3	B
493709	7093536	L1460	40	7/26/2006	59300.3	10526	822.7	138.8	25.1	3.0	A
493714	7094057	L1460	40	7/26/2006	59273.3	10256	754.3	132.2	18.5	3.8	B
493899	7084437	L1470	40	7/26/2006	60254.6	20069	82.2	27.2	23.2	0.7	A
493887	7086777	L1470	40	7/26/2006	60343.8	20961	419.1	80.8	18.1	2.5	B
493911	7093627	L1470	40	7/26/2006	60728	24803	916.4	134.2	33.4	2.5	C
493900	7093850	L1470	40	7/26/2006	60744.8	24971	1173.8	180.3	30.4	2.8	D
494105	7094729	L1480	48	8/22/2006	62646.8	4812	149.7	18.2	19.7	1.7	A
494303	7082593	L1490	48	8/22/2006	62101.2	18511	118.8	37.4	21.8	1.2	A
494316	7086755	L1490	48	8/22/2006	61918.9	16688	606.2	90.1	19.7	2.2	B
494295	7091256	L1490	48	8/22/2006	61775.4	15253	155.9	3.3	26.5	1.0	C
494328	7093103	L1490	48	8/22/2006	61691.5	14414	93.8	2.1	23.7	0.6	D
494292	7094620	L1490	48	8/22/2006	61629	13789	299.8	20.9	21.9	1.6	E
494465	7086647	L1500	48	8/22/2006	61186.6	9365	138.8	49.2	29.8	1.6	A
494488	7095471	L1500	48	8/22/2006	61466	12159	67.5	28.2	19.3	0.4	B
494905	7091413	L1520	40	7/26/2006	61311	3925	427.3	71.8	22.9	2.3	A
494914	7093153	L1520	40	7/26/2006	61175.1	2566	719.0	126.4	21.4	3.8	B
473610	7096632	T9000	47	8/20/2006	69819.4	661	935.3	93.3	92.2	2.0	A
477925	7096567	T9000	47	8/20/2006	69973.5	2202	420.2	110.7	39.0	1.9	B
481039	7096562	T9000	47	8/20/2006	70092.9	3396	49.0	23.3	53.3	0.8	C
485704	7096587	T9000	47	8/20/2006	70278.7	5254	1691.2	259.4	55.1	2.7	D
487517	7096644	T9000	47	8/20/2006	70341.3	5880	533.4	123.2	42.1	2.0	E
484713	7094538	T9010	42	8/10/2006	56195.6	12847	1181.3	168.6	25.9	2.2	A
486178	7094595	T9010	42	8/10/2006	56263.1	13522	1724.8	228.1	22.8	2.4	B
488240	7094580	T9010	42	8/10/2006	56351.4	14405	2782.0	405.2	57.5	3.1	C
489574	7094537	T9010	42	8/10/2006	56398.8	14879	2077.4	325.5	42.2	3.0	D
490244	7094554	T9010	42	8/10/2006	56421.7	15108	2027.9	275.8	30.8	2.8	E
491000	7094582	T9010	42	8/10/2006	56449.1	15382	2130.5	281.5	33.0	2.9	F
484033	7092535	T9030	42	8/10/2006	57508.7	25978	2114.6	315.8	53.4	2.7	A
467979	7090435	T9050	47	8/20/2006	69492.6	2045	811.7	120.2	16.7	2.0	A
478726	7086552	T9070	46	8/20/2006	60598	6013	1880.9	205.5	26.9	2.4	A
494386	7086712	T9070	46	8/20/2006	61280.7	12840	328.8	83.4	22.0	2.0	B
471133	7085044	T9080	46	8/20/2006	59708.4	3788	1465.7	203.3	25.3	2.4	A

478260	7085051	T9080	46	8/20/2006	59482.8	1532	549.0	100.2	20.4	1.9	B
483946	7084599	T9090	46	8/20/2006	61844.6	4409	975.7	113.4	28.5	1.9	A
487088	7084569	T9090	46	8/20/2006	61744.1	3404	709.0	97.5	17.3	2.2	B
485951	7082585	T10000	46	8/20/2006	62291	2539	118.3	78.6	144.8	0.8	A
487423	7082557	T10000	46	8/20/2006	62355.9	3188	144.6	79.4	51.5	0.7	B
489138	7082592	T10000	46	8/20/2006	62425.8	3887	304.0	323.9	183.4	0.5	C
489985	7082589	T10000	46	8/20/2006	62458.2	4211	885.6	160.9	81.9	2.3	D

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 1 Date (dd/mm/yr): 29/06/06 OPERATOR: Len S.

PILOT: Doug Hladun O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 8:51 RETURN TIME: 9:41 TOTAL FLIGHT TIME: 0.8

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
1	0	371		9.3 Volts - on ground
2	4	447		9.1 Volts - 50 ft
3	807	9600		300 ft over lake
4	1000	1085		400 ft over lake
5	1140	1222		500 ft over lake
6	1227	1352		300 ft over lake
7	1420	1492		300 ft over lake
8	1635	1760		High level 2000 ft
9	1870	1950		High level 2000 ft
10	2131	2173		Lag 300 ft over lodge
11	2235	2300		Lag return at 300 ft over lodge

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 2 Date (dd/mm/yr): 29/06/06 OPERATOR: Len S.

PILOT: Doug Hladun O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 19:23 RETURN TIME: 21:00 TOTAL FLIGHT TIME: 1.6

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
			File 1	
	620	1330		2000 ft high level
600	4400	4800		Abort line due to Nav - retry
600	5420	1166		
590	1240	1794		
580	1870	2374		
	2507	2573		high level flight
			File 2	
	100	700		high level flight
570	2290	7610		
560	8300	1350		
550	1410	1930		
	2008	2090		high level flight

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 3 Date (dd/mm/yr): 04/07/06 OPERATOR: Jan

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 14:06 RETURN TIME: 14:36 TOTAL FLIGHT TIME: 0.5

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
				test flight

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 4 Date (dd/mm/yr): 04/07/06 OPERATOR: Jan

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 15:12 RETURN TIME: 16:24 TOTAL FLIGHT TIME: 1.2

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	1310	2800		high level
540	5051	2621		
530	12500	11800		
520	18800	18300		
510	25470	26471		
500	31130	30500		
490	37151	36651		
HL	43031	43961		high level

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 5 Date (dd/mm/yr): 04/07/06 OPERATOR: Jan

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 17:00 RETURN TIME: 17:18 TOTAL FLIGHT TIME: 0.3

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
				GPS froze - return to staging

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 6 Date (dd/mm/yr): 04/07/06 OPERATOR: Jan

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 17:42 RETURN TIME: 19:18 TOTAL FLIGHT TIME: 1.6

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
			File 7	
	1271	2400		high level
480	5161	991		
470	10650	15941		
460	16921	21771		
450	22412	27471		
440	28200	33291		
430	33830	39001		
420	39611	43301		
410	43701	47551		
	48601	49371		high level
			File 8	
400	2000	2371		power failure - return to base

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 7 Date (dd/mm/yr): 04/07/06 OPERATOR: Jan

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 19:48 RETURN TIME: 20:54 TOTAL FLIGHT TIME: 1.1

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
			File 14	
	0	720		high level
400	3531	7461		
390	8041	12161		
380	12771	17001		
370	17641	21841		
360	22461	26661		
350	27121	31861		
	32961	33561		high level
				Return to staging - diurnal to high to continue flying

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 8 Date (dd/mm/yr): 05/07/06 OPERATOR: Jan

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 9:24 RETURN TIME: 10:12 TOTAL FLIGHT TIME: 0.8

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
	1371	1941		high level
T10000	5501	14501		
T 9090	18101	n/a		Loss power during flight
				Return to staging

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 9 Date (dd/mm/yr): 05/07/06 OPERATOR: Jan

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 11:18 RETURN TIME: 12:18 TOTAL FLIGHT TIME: 1.0

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
	651	1123		high level
T9080	2451	9821		
T9090	11261	19211		
T9070	2351	n/a		loss power - return to staging

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 10 Date (dd/mm/yr): 06/07/06 OPERATOR: Jan

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 10:06 RETURN TIME: 11:42 TOTAL FLIGHT TIME: 1.6

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
				To Whitehorse for parts (fuses)

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 11 Date (dd/mm/yr): 06/07/06 OPERATOR: Jan

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 13:06 RETURN TIME: 14:42 TOTAL FLIGHT TIME: 1.6

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
				Return from Whitehorse for parts (fuses)

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 12 Date (dd/mm/yr): 06/07/06 OPERATOR: Jan

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 14:54 RETURN TIME: 15:06 TOTAL FLIGHT TIME: 0.2

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
				Flight abort - equipment shut down

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 13 Date (dd/mm/yr): 06/07/06 OPERATOR: Jan

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 15:30 RETURN TIME: 16:06 TOTAL FLIGHT TIME: 0.6

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
			File 2	
	621	1531		high level
570	4191	6511		Lag mag and EM test
570	7301	8981		Lag mag and EM test
570	9731	11861		Lag mag and EM test
570	12721	14401		Lag mag and EM test
	15761	16491		high level

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 13a Date (dd/mm/yr): 06/07/06 OPERATOR: Jan

PILOT: Grant Shannon O.A.T.: _____/_____ A/C REG: C-GTNT

DEPART TIME: 16:36 RETURN TIME: 16:48 TOTAL FLIGHT TIME: 0.2

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
				Abort - RTB

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 13b Date (dd/mm/yr): 06/07/06 OPERATOR: Jan

PILOT: Grant Shannon O.A.T.: _____/_____ A/C REG: C-GTNT

DEPART TIME: 17:00 RETURN TIME: 17:12 TOTAL FLIGHT TIME: 0.2

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
				Abort - RTB

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 14 Date (dd/mm/yr): 09/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: _ RETURN TIME: _ TOTAL FLIGHT TIME: _

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
			File 10	
	830			high level
340	290	700		BIRD BROKE APART

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 15 Date (dd/mm/yr): 17/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 9:42 RETURN TIME: 10:00 TOTAL FLIGHT TIME: 0.3

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
				GPS test flight

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 16 Date (dd/mm/yr): 17/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 10:36 RETURN TIME: 10:54 TOTAL FLIGHT TIME: 0.3

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
				GPS test flight

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 17 Date (dd/mm/yr): 17/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 15:12 RETURN TIME: 16:16 TOTAL FLIGHT TIME: 0.9

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	770	1550		High Level
340	2760	6050		
330	30	11950		
320	1240	1740		
310	1820	-		no EM - rain showers

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 18 Date (dd/mm/yr): 17/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 17:00 RETURN TIME: 19:15 TOTAL FLIGHT TIME: 2.1

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	730	1350	2	High Level
310	2310	667	2	
300	721	1117	2	
290	1162	1590	2	
280	1624	2050	2	
270	2105	2381	2	
260	2425	2696	2	
250	180	420	3	
240	470	710	3	
230	760	1020	3	
220	1075	1355	3	
210	1407	1690	3	
200	1735	2030	3	
190	2075	2340	3	
180	2375	2690	3	
170	2735	3015	3	
160	3055	3360	3	
150	3395	3670	3	
140	3700	4000	3	
HL	4050	4120	3	high level

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 19 Date (dd/mm/yr): 18/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 6:52 RETURN TIME: 7:10 TOTAL FLIGHT TIME: 0.4

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	640	120		high level
150	290	528		
140	568	845		

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 20 Date (dd/mm/yr): 18/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 8:15 RETURN TIME: 10:22 TOTAL FLIGHT TIME: 2.1

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	450	110	5	high level
120	128	351	6	
110	400	685	6	
100	720	9820	6	
90	1040	1306	6	
80	1360	1600	6	
70	1645	1907	6	
60	20	253	7	
50	300	547	7	
40	590	810	7	
30	853	1090	7	
20	1125	1335	7	
HL	0	500	8	high level
130	180	429	9	
610	620	582	9	
620	625	1170	9	
630	1215	1392	9	
630	1550	1170	9	
640	2070	1392	9	
HL	2700	2760	9	high level

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 21 Date (dd/mm/yr): 19/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 9:42 RETURN TIME: 10:12 TOTAL FLIGHT TIME: 0.5

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	440	130		
	270	320		lag test
	420	480		lag test
	535	598		lag test
100	665	920		calibrate test
100	980	1250		
HL	1320	1370		high level

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 22 Date (dd/mm/yr): 19/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 17:42 RETURN TIME: 18:00 TOTAL FLIGHT TIME: 0.3

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
				GPS test
	109	200		northbound flight
	111	228		southbound flight
	240	1347		to staging
80	1368	1675		
				Abort - back to Mayo

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 23 Date (dd/mm/yr): 19/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 20:54 RETURN TIME: 21:24 TOTAL FLIGHT TIME: 0.5

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
1 north				
2 south				
3 north	5900	7420		noise induced by collective
4 south	7500	9100		no noise induced by collective
5 north	9500			noise induced with collective
6 east	11700	12500		12280 no noise with collective
7 west				turn thro north
8 north	13500	14200		rapid climb to 800 feet north direction - no noise

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 24 Date (dd/mm/yr): 21/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 11:00 RETURN TIME: 11:42 TOTAL FLIGHT TIME: 0.7

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	1011	1601	10	high level
570	3391	6181	10	
650	10000	15541	10	
HL	17101	17991	10	high level

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 25 Date (dd/mm/yr): 21/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 13:30 RETURN TIME: 14:06 TOTAL FLIGHT TIME: 0.6

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
				Mag test flight
570	3161	8701		northbound
570	9201	14601		southbound
	14701	15701		westbound

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 26 Date (dd/mm/yr): 21/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 15:36 RETURN TIME: 17:36 TOTAL FLIGHT TIME: 2.0

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	891	1200		high level
650				computer froze - restart
HL	400	761		high level
570	2051	3921		
650	1951	8231		
660	9001	14401		
670	331	5941		
680	6411	10951		
690	421	5581		
700	5981	10313		
710	471	5801		
720	5881	11141		
HL	12011	12601		westbound high level test
570	14501	16551		southbound

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 27 Date (dd/mm/yr): 22/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 5:45 RETURN TIME: 8:25 TOTAL FLIGHT TIME: 2.6

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	521	1300		high level
570				fog on line
730	3400	7600		
740	8000	13700		
750	21	4700		
760	5101	6881		abort line due to fog
870	201	7100		
880	7500	13800		
890	261	6461		
900	6861	12600		
960	211	6801		
970	7201	13551		
980	31	7000		
990	7401	14000		
HL	15000	15891		high level

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 28 Date (dd/mm/yr): 22/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 9:00 RETURN TIME: 11:55 TOTAL FLIGHT TIME: 2.9

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	851	1651		high level
TL1000	501	8370		
TL1010	8900	16700		
TL1020	370	9740		
TL1120	11200	21850		
TL1110	350	10250		
TL1100	10570	20100		
TL1090	270	10000		
TL1080	10590	19041		
TL1070	201	8501		
HL	9600	10500		high level

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 29 Date (dd/mm/yr): 22/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 12:15 RETURN TIME: 14:50 TOTAL FLIGHT TIME: 2.7

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	761	1431		high level
570	2951	4821		test line
1030	551	8531		
1040	9071	17941		
1050	251	8631		
1060	8961	17400		
1130	151	10000		
1140	10400	19500		
1150	250	8500		
1160	8781	17381		
HL	18311	19111		high level
570	481	2851		test line

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 30 Date (dd/mm/yr): 23/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 5:36 RETURN TIME: 8:30 TOTAL FLIGHT TIME: 2.9

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	691	1361		high level
570	2461	3931		
1170	421	9381		
1180	9651	18000		
1190	251	9401		
1200	9801	18230		
1210	250	9141		
1220	9401	17900		
1230	250	8400		
1240	9551	17100		
1250	251	8500		
HL	9381	10061		high level

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 31 Date (dd/mm/yr): 23/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 9:54 RETURN TIME: 12:42 TOTAL FLIGHT TIME: 2.8

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	711	1200		high level
1260	2521	10861		
1270	121	9351		
1280	10051	18681		
1290	141	9391		
1300	9791	18651		
1310	271	9751		
1320	10141	19681		
960	3001	10701		
950	1101	17401		
940	251	7721		
HL	8541	9141		high level

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 32 Date (dd/mm/yr): 23/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 13:36 RETURN TIME: 15:48 TOTAL FLIGHT TIME: 2.2

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	201	1001		high level
940	2601	8391		
930	171	6301		
920	6701	n/a		
860	n/a	n/a		
850	n/a	n/a		
840	321	7071		
830	7341	13981		
820	171	5501		
810	5901	10991		
800	171	4731		
790	5001	9451		
780	n/a	n/a		abort - RTB

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 33 Date (dd/mm/yr): 24/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 6:25 RETURN TIME: 8:50 TOTAL FLIGHT TIME: 2.5

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	1061	1801		high level
1330	3001	147001		
1340	5791	12881		
1350	13251	22001		
1360	231	8801		
1370	9001	17461		
1380	191	8181		
1390	8561	16841		
1400	201	8551		

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 34 Date (dd/mm/yr): 24/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 9:45 RETURN TIME: 10:30 TOTAL FLIGHT TIME: 0.8

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	191	951		high level
1410	401	9251		
1420	9601	18901		
1430	n/a	n/a		engine quit - RTB

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 35 Date (dd/mm/yr): 24/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 12:30 RETURN TIME: 13:30 TOTAL FLIGHT TIME: 1.0

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	381	1061		high level
780	1881	7001		
770	191	9901		
7760	5351	10081		
720	331	5251		
710	151	5281		
700	5701	10601		

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 36 Date (dd/mm/yr): 25/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 6:20 RETURN TIME: 9:25 TOTAL FLIGHT TIME: 3.0

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	1661	2381		high level
1430	4861	14201		
1440	251	9961		
1480	11151	20781		
1490	191	9801		
1500	10261	19931		
1510	151	8751		
HL	11481	12081		high level

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 37 Date (dd/mm/yr): 25/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 10:15 RETURN TIME: 13:17 TOTAL FLIGHT TIME: 3.0

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	151	1191		high level
760	1761	6901		
740	7471	9701		
740	12001	14411		
700	581	4971		
690	7301	12021		
640	601	6331		
630	6501	11951		
620	381	5751		
610	6151	10901		
480	361	5501		
470	6151	9		
460	361	4951		
450	5391	9851		
440	331	4771		
430	6651	11301		
420	151	3451		
410	3971	7501		
400	171	3281		
340	4021	7601		
330	301	3501		
320	4051	7991		
HL	8851	9381		high level

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 38 Date (dd/mm/yr): 25/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 13:50 RETURN TIME: 15:50 TOTAL FLIGHT TIME: 2.0

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	261	901		high level
310	1851	4901		
300	291	n/a		
290	3951	6981		
280	191	3541		
270	3981	5791		
260	n/a	2491		
90	101	2321		
80	2651	5301		
70	191	2331		
60	2651	5101		
50	5401	7721		
40	151	2901		
30	3171	5251		
20	5721	8271		
HL	9001	9601		high level

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 39 Date (dd/mm/yr): 26/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 6:05 RETURN TIME: 8:35 TOTAL FLIGHT TIME: 2.5

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	1111	1701		high level
570	3581	5111		
570	5711	6301		
T/L	7501	8111		
T/L	8761	9401		
570	391	2171		
910	501	7171		
1450	401	n/a		abort line - mag noise
HL	651	1351		high level

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 40 Date (dd/mm/yr): 26/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 9:00 RETURN TIME: 11:20 TOTAL FLIGHT TIME: 2.4

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	671	1551		high level
1450	181	8311		
1460	8621	16951		
1470	17371	26431		
1520	541	9241		
1420	301	10001		
1380	10601	19531		
1370	191	9361		
1270	10441	15751		
HL	16431	17201		high level

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 41 Date (dd/mm/yr): 26/07/06 OPERATOR: Len

PILOT: Grant Shannon O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 11:45 RETURN TIME: 14:23 TOTAL FLIGHT TIME: 2.7

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
HL	81	681		high level
1120	2031	9851		
750	41	5401		
680	6251	11081		
360	51	4241		
350	4551	7761		
250	61	2241		
220	3131	5101		
230	5501	7781		
240	8191	10131		
210	101	2611		
200	2951	4991		
190	5291	7991		
180	n/a	10401		
170	10661	13551		
160	14001	16111		
130	371	3171		
120	3561	5941		
110	6271	9481		
100	n/a	12371		
E	171	801		heading test
N	1671	2071		heading test
W	3051	3601		heading test
S	4781	n/a		heading test - SYSTEM HIT A TREE

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 42 Date (dd/mm/yr): 10/08/06 OPERATOR: Len

PILOT: Steve Soubaubre O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 8:09 RETURN TIME: 10:13 TOTAL FLIGHT TIME: 2.1

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
540	1501	681		test line
9020	4991	6511		
9010	7801	16757		
9030	18701	31401		
9040	771	11291		
9060	12501	24221		
9070	201	n/a		
				system hit another tree

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 43 Date (dd/mm/yr): 19/08/06 OPERATOR: Len

PILOT: Al Stannard O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 8:45 RETURN TIME: 9:15 TOTAL FLIGHT TIME: 0.5

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
				Flight aborted to due to active diurnal.
				RTB

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 44 Date (dd/mm/yr): 19/08/06 OPERATOR: Len

PILOT: Al Stannard O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 13:55 RETURN TIME: 14:05 TOTAL FLIGHT TIME: 0.2

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
				Fuses blew - no EM signal - RTB

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 45 Date (dd/mm/yr): 19/08/06 OPERATOR: Len

PILOT: Al Stannard O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 15:00 RETURN TIME: 16:55 TOTAL FLIGHT TIME: 1.9

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
200	2761	5071		line and test line
210	5581	8651		
260	9571	11801		
270	12361	15031		
280	15391	19051		
290	23941	22661		
300	22641	27331		
310	31511	31341		
320	35	34701		
330	n/a	38151		
90	251	n/a		
80	2631	2211		
70	5491	5171		
60	7941	7551		
50	10647	10351		
40	12851	12611		
30	15701	15391		
20	n/a	17841		
200	201	20471		test line

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 46 Date (dd/mm/yr): 20/08/06 OPERATOR: Len

PILOT: Al Stannard O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 8:10 RETURN TIME: 10:45 TOTAL FLIGHT TIME: 2.6

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
200	0	981		test line
340	51	3301		
450	481	4751		
460	5131	9301		
610	151	4701		
620	5001	9411		
630	9801	14311		
640	14641	18901		
740	61	1961		
9080	301	5821		
9070	101	13621		
9090	401	5381		very turbulent
10000	101	6751		very turbulent
200	141	2121		very turbulent

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 47 Date (dd/mm/yr): 20/08/06 OPERATOR: Len

PILOT: Al Stannard O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 11:50 RETURN TIME: 14:05 TOTAL FLIGHT TIME: 2.3

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
570	4471	7001		
320	361	3601		
9050	451	2861		
9000	101	8561		
S	1001	1701		Heading Test - very windy
S	3601	4081		
S	n/a	5931		
N	7141	9391		
E	10741	11401		
W	11901	12411		
E	12901	13601		
W	14281	14921		
10	641	3651		Check line for client
250	631	1201		Radar Test
300	1601	2271		
350	2471	3131		
400	3441	4431		
450	4601	5191		
500	5481	6201		
10	8841	10981		Check line for client
570	281	2051		test line

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

AIRBORNE GEOPHYSICAL FLIGHT LOG

CLIENT: Alexco Res	BLOCK # : Keno Hills	JOB: 0610	PAGE 1 of 1

FLT #: 48 Date (dd/mm/yr): 22/08/06 OPERATOR: Len

PILOT: Al Stannard O.A.T.:_____/_____ A/C REG: C-GTNT

DEPART TIME: 9:30 RETURN TIME: 11:00 TOTAL FLIGHT TIME: 1.5

SURVEY HEIGHT: 36 m BASE MAG/GPS FILES: _____

LINE #	FIDUCAL		BINARY FILE NAME	COMMENTS
	START	END		
1510	1141	6801		
1500	7371	12601		
1490	12941	18741		
1480	431	5601		
1440	91	5941		
1430	6241	11851		
1510	411	1631		repeat section of line
HL	2271	3001		high level

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

Project #: 610	Daily Field Production Report						
Report Date:	June 05 2006	Aircraft:	A-Star B2	Reg. # C-GTNT		SURVEY PERSONNEL	
Report Number:	1	Ops Base:	Bed Rock Motel, Mayo			Pilot	
Client:	Alexco Resource Corp.	Location	Yukon			Pilot	Doug Hladun
Survey Type:	High-Resolution Aeromagnetic Survey					Field Data QC:	Asif Mirza
Survey Area:						Operator/Technician	Mark A.
Project Km:						Operator/Technician	
Km flown today:						Systems Engineer:	
Accumulated km:						Project Manager	Kevin Lindsay
Percent Completed:						Client Supervisor	

Flight #	Take off Time	First line start		Last line end	Land Time	Hours Flown	

Weather:						Hours Flown Today:		
Accum. Standby:		Accumulated Survey Days:		Accumulated Days on site:	1	Accumulated Project Hours:		

COMMENTS:

QC Geophysicist at Mayo

Installation of system in the helicopter by Kevin Lindsay and Mark Andrew at Whitehorse

Setup the basestation

CONTROL			Flight date:		
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection		

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel			
General Manager:			
President:	Tim Bodger	905-830-6880	tbodger@mgssurveys.com
Project Manager:	Kevin Lindsay	905-830-6880	
Systems Engineer			
QC	Asif Mirza	905-830-6880	amirza@mgssurveys.com
Operator:	Mark A	905-830-6880	mandrews@mgssurveys.com

McPhar Geosurveys Ltd.
1256B Kerrisdale Boulevard, Newmarket, Ontario, Canada L3Y 8Z9
Tel: (905) 830-6880, Fax: (905) 898-0336, E-mail: info@mgssurveys.com

*Please note that kilometres flown are estimates.

*Exact kilometres will be calculated upon completion of survey, and will be based on GPS observations & contractual boundaries

Project #: 610	Daily Field Production Report						
Report Date:	June 06 2006	Aircraft:	A-Star B2	Reg. # C-GTNT		SURVEY PERSONNEL	
Report Number:	2	Ops Base:	Bed Rock Motel, Mayo			Pilot	
Client:	Alexco Resource Corp.	Location	Yukon			Pilot	Doug Hladun
Survey Type:	High-Resolution Aeromagnetic Survey					Field Data QC:	Asif Mirza
Survey Area:						Operator/Technician	Mark A.
Project Km:						Operator/Technician	
Km flown today:						Systems Engineer:	
Accumulated km:						Project Manager	Kevin Lindsay
Percent Completed:						Client Supervisor	

Flight #	Take off Time	First line start		Last line end	Land Time	Hours Flown	

Weather:						Hours Flown Today:		
Accum. Standby:		Accumulated Survey Days:		Accumulated Days on site:	2	Accumulated Project Hours:		

COMMENTS:

Operator, Pilot and AME reached at Mayo with Helicopter

Ground tested the bird and leave it running over the night to check everything is working fine

Diurnal Stromy at PM and evening

CONTROL			Flight date:		
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection		

REFLIGHTS		OBSERVATIONS.	LINES REFLOWN
Rejected km			
Kms today			
Accumulated km			
Percent Completed			

Operations Personnel

General Manager:			
President:	Tim Bodger	905-830-6880	tbodger@mgssurveys.com
Project Manager:	Kevin Lindsay	905-830-6880	
Systems Engineer			
QC	Asif Mirza	905-830-6880	amirza@mgssurveys.com
Operator:	Mark A	905-830-6880	mandrews@mgssurveys.com

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Project #: 610	Daily Field Production Report						
Report Date:	June 07 2006	Aircraft:	A-Star B2	Reg. # C-GTNT		SURVEY PERSONNEL	
Report Number:	3	Ops Base:	Bed Rock Motel, Mayo			Pilot	
Client:	Alexco Resource Corp.	Location	Yukon			Pilot	Doug Hladun
Survey Type:	High-Resolution Aeromagnetic Survey					Field Data QC:	Asif Mirza
Survey Area:						Operator/Technician	Mark A.
Project Km:						Operator/Technician	
Km flown today:						Systems Engineer:	
Accumulated km:						Project Manager	Kevin Lindsay
Percent Completed:						Client Supervisor	

Flight #	Take off Time	First line start		Last line end	Land Time	Hours Flown	
					18:13	0:33	
1	17:40						
Weather:					Hours Flown Today:	0:33	
Accum. Standby:		Accumulated Survey Days:		Accumulated Days on site: 3	Accumulated Project Hours:	0:33:00	

COMMENTS:

Radar alt. and funtion test of equipment
Approval of nav. File received

Diurnal active AM and PM production flights on hold

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS		OBSERVATIONS.	LINES REFLOWN
Rejected km			
Kms today			
Accumulated km			
Percent Completed			

Operations Personnel

General Manager:			
President:	Tim Bodger	905-830-6880	tbodger@mgssurveys.com
Project Manager:	Kevin Lindsay	905-830-6880	
Systems Engineer			
QC	Asif Mirza	905-830-6880	amirza@mgssurveys.com
Operator:	Mark A	905-830-6880	mandrews@mgssurveys.com

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Tel: (905) 830-6880, Fax: (905) 898-0336, E-mail: info@mgssurveys.com

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Project #: 610	Daily Field Production Report						
Report Date:	June 08 2006	Aircraft:	A-Star B2	Reg. # C-GTNT		SURVEY PERSONNEL	
Report Number:	4	Ops Base:	Bed Rock Motel, Mayo			Pilot	
Client:	Alexco Resource Corp.	Location	Yukon			Pilot	Doug Hladun
Survey Type:	High-Resolution Aeromagnetic Survey					Field Data QC:	Asif Mirza
Survey Area:	Keno Hill Area					Operator/Technician	Mark A.
Project Km:	2016.0					Operator/Technician	
Km flown today:						Systems Engineer:	
Accumulated km:						Project Manager	Kevin Lindsay
Percent Completed:						Client Supervisor	

Flight #	Take off Time	First line start		Last line end	Land Time	Hours Flown	
Weather:					Hours Flown Today:		
Accum. Standby:		Accumulated Survey Days:	2	Accumulated Days on site: 4	Accumulated Project Hours:	0:33:00	

COMMENTS:

Work on bird repair to find problems with Transmiter boards
High turbulance late AM and for rest of day

Diurnal active AM and PM

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	
1			Radar Test	

REFLIGHTS		OBSERVATIONS.	LINES REFLOWN
Rejected km			
Kms today			
Accumulated km			
Percent Completed			

Operations Personnel			
General Manager:			
President:	Tim Bodger	905-830-6880	tbodger@mgssurveys.com
Project Manager:	Kevin Lindsay	905-830-6880	
Systems Engineer			
QC	Asif Mirza	905-830-6880	amirza@mgssurveys.com
Operator:	Mark A	905-830-6880	mandrews@mgssurveys.com

McPhar Geosurveys Ltd.
1256B Kerrisdale Boulevard, Newmarket, Ontario, Canada L3Y 8Z9
Tel: (905) 830-6880, Fax: (905) 898-0336, E-mail: info@mgssurveys.com

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Project #: 610	Daily Field Production Report						
Report Date:	June 09 2006	Aircraft:	A-Star B2	Reg. # C-GTNT		SURVEY PERSONNEL	
Report Number:	5	Ops Base:	Bed Rock Motel, Mayo			Pilot	
Client:	Alexco Resource Corp.	Location	Yukon			Pilot	Doug Hladun
Survey Type:	High-Resolution Aeromagnetic Survey					Field Data QC:	Asif Mirza
Survey Area:	Keno Hill Area					Operator/Technician	Mark A.
Project Km:	2016.0					Operator/Technician	
Km flown today:						Systems Engineer:	
Accumulated km:						Project Manager	Kevin Lindsay
Percent Completed:						Client Supervisor	

Flight #	Take off Time	First line start		Last line end	Land Time	Hours Flown	

Weather:						Hours Flown Today:		
Accum. Standby:		Accumulated Survey Days:	3	Accumulated Days on site:	5	Accumulated Project Hours:	0:33:00	

COMMENTS:

Change out one transmiter board start repair on others
Clear AM diurnal high cloudy and windy PM
Helicopter gone and will return when bird repairs complete

Diurnal active AM and PM production flights on hold

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	
1			Radar Test	

REFLIGHTS		OBSERVATIONS.	LINES REFLOWN
Rejected km			
Kms today			
Accumulated km			
Percent Completed			

Operations Personnel

General Manager:			
President:	Tim Bodger	905-830-6880	tbodger@mgssurveys.com
Project Manager:	Kevin Lindsay	905-830-6880	
Systems Engineer			
QC	Asif Mirza	905-830-6880	amirza@mgssurveys.com
Operator:	Mark A	905-830-6880	mandrews@mgssurveys.com

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Tel: (905) 830-6880, Fax: (905) 898-0336, E-mail: info@mgssurveys.com

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Project #: 610	Daily Field Production Report						
Report Date:	June 10 2006	Aircraft:	A-Star B2	Reg. # C-GTNT		SURVEY PERSONNEL	
Report Number:	6	Ops Base:	Bed Rock Motel, Mayo			Pilot	
Client:	Alexco Resource Corp.	Location	Yukon			Pilot	Doug Hladun
Survey Type:	High-Resolution Aeromagnetic Survey					Field Data QC:	Asif Mirza
Survey Area:	Keno Hill Area					Operator/Technician	Mark A.
Project Km:	2016.0					Operator/Technician	
Km flown today:						Systems Engineer:	
Accumulated km:						Project Manager	Kevin Lindsay
Percent Completed:						Client Supervisor	

Flight #	Take off Time	First line start		Last line end	Land Time	Hours Flown	
Weather:					Hours Flown Today:		
Accum. Standby:		Accumulated Survey Days:	4	Accumulated Days on site: 6	Accumulated Project Hours:	0:33:00	

COMMENTS:

Repairing the bird

Clear AM diurnal high cloudy and windy PM

Diurnal active AM and with in limits at PM

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	
1			Radar Test	

REFLIGHTS		OBSERVATIONS.	LINES REFLOWN
Rejected km			
Kms today			
Accumulated km			
Percent Completed			

Operations Personnel

General Manager:			
President:	Tim Bodger	905-830-6880	tbodger@mgssurveys.com
Project Manager:	Kevin Lindsay	905-830-6880	
Systems Engineer			
QC	Asif Mirza	905-830-6880	amirza@mgssurveys.com
Operator:	Mark A	905-830-6880	mandrews@mgssurveys.com

McPhar Geosurveys Ltd.
1256B Kerrisdale Boulevard, Newmarket, Ontario, Canada L3Y 8Z9
Tel: (905) 830-6880, Fax: (905) 898-0336, E-mail: info@mgssurveys.com

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Project #: 610	Daily Field Production Report						
Report Date:	June 11 2006	Aircraft:	A-Star B2	Reg. # C-GTNT		SURVEY PERSONNEL	
Report Number:	7	Ops Base:	Bed Rock Motel, Mayo			Pilot	
Client:	Alexco Resource Corp.	Location	Yukon			Pilot	Doug Hladun
Survey Type:	High-Resolution Aeromagnetic Survey					Field Data QC:	Asif Mirza
Survey Area:	Keno Hill Area					Operator/Technician	Mark A.
Project Km:	2016.0					Operator/Technician	
Km flown today:						Systems Engineer:	
Accumulated km:						Project Manager	Kevin Lindsay
Percent Completed:						Client Supervisor	

Flight #	Take off Time	First line start		Last line end	Land Time	Hours Flown	
Weather:					Hours Flown Today:		
Accum. Standby:		Accumulated Survey Days:	5	Accumulated Days on site: 7	Accumulated Project Hours:	0:33:00	

COMMENTS:

Repairing the bird

Clear AM diurnal high cloudy and windy PM

Diurnal active AM and with in limits at PM

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	
1			Radar Test	

REFLIGHTS		OBSERVATIONS.	LINES REFLOWN
Rejected km			
Kms today			
Accumulated km			
Percent Completed			

Operations Personnel

General Manager:			
President:	Tim Bodger	905-830-6880	tbodger@mgssurveys.com
Project Manager:	Kevin Lindsay	905-830-6880	
Systems Engineer			
QC	Asif Mirza	905-830-6880	amirza@mgssurveys.com
Operator:	Mark A	905-830-6880	mandrews@mgssurveys.com

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Tel: (905) 830-6880, Fax: (905) 898-0336, E-mail: info@mgssurveys.com

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Project #:	0610	Daily Field Production Report							
Report Date:	24-Jun-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	8	Ops Base:	Bedrock Motel			Pilot			
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician	Jan Niemeijer		
Km flown today:						Operator/Technician	Kevin Lindsay		
Accumulated km:						Systems Engineer:	Jean Christphe		
Percent Completed:						Project Manager	Kevin Lindsay		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown

Weather: 18 °C sunny					Hours Flown Today:		
Accum. Standby:		Accumulated Survey Days:		Accumulated Days on site:	1	Accumulated Project Hours:		

COMMENTS:

Crew and equipment arrived in Mayo

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

McPhar Geosurveys Ltd.
1256B Kerrisdale Boulevard, Newmarket, Ontario, Canada L3Y 8Z9
Tel: (905) 830-6880, Fax: (905) 898-0336, E-mail: info@mgssurveys.com

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Project #:	0610	Daily Field Production Report						
Report Date:	25-Jun-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL		
Report Number:	9	Ops Base:	Bedrock Motel			Pilot		
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:		
Survey Type:		Helicopter Borne Magnetic/EM Survey				Field Data QC:		Dallas Antill
		Keno Hills			TOTAL	Operator/Technician		Len Sellwod
Project Km:		2,016			2,016.00	Operator/Technician		Jan Niemeijer
Km flown today:						Operator/Technician		Kevin Lindsay
Accumulated km:						Systems Engineer:		Jean Christphe
Percent Completed:						Project Manager		Kevin Lindsay
						Client Supervisor		

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown

Weather: 16 °C AM: sunny PM: rain showers					Hours Flown Today:		
Accum. Standby:		Accumulated Survey Days:		Accumulated Days on site:	2	Accumulated Project Hours:	

COMMENTS:

Equipment assembled and ground tested.
Mag base established

Waiting arrival of helicopter.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

McPhar Geosurveys Ltd.
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Project #:	0610	Daily Field Production Report							
Report Date:	26-Jun-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	10	Ops Base:	Bedrock Motel			Pilot			
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician	Jan Niemeijer		
Km flown today:						Operator/Technician	Kevin Lindsay		
Accumulated km:						Systems Engineer:	Jean Christphe		
Percent Completed:						Project Manager	Kevin Lindsay		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown

Weather: 12 °C overcast					Hours Flown Today:		
Accum. Standby:		Accumulated Survey Days:		Accumulated Days on site:	3	Accumulated Project Hours:		

COMMENTS:

Waiting arrival of helicopter.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	27-Jun-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	11	Ops Base:	Bedrock Motel			Pilot			
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician	Jan Niemeijer		
Km flown today:						Operator/Technician	Kevin Lindsay		
Accumulated km:						Systems Engineer:	Jean Christphe		
Percent Completed:						Project Manager	Kevin Lindsay		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown

Weather: 9 °C overcast with light rain					Hours Flown Today:		
Accum. Standby:		Accumulated Survey Days:		Accumulated Days on site:	4	Accumulated Project Hours:	

COMMENTS:

Waiting arrival of helicopter.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel		
Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Tel: (905) 830-6880, Fax: (905) 898-0336, E-mail: info@mgssurveys.com

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Project #:	0610	Daily Field Production Report							
Report Date:	28-Jun-06	Aircraft:	Astar B2		Reg. #	C-GTNT	SURVEY PERSONNEL		
Report Number:	12	Ops Base:	Bedrock Motel				Pilot	Doug Hladun	
Client:	Alexco Resource Corp.	Location	Mayo, Yukon				AME:		
Survey Type:		Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill	
		Keno Hills				TOTAL	Operator/Technician	Len Sellwod	
Project Km:		2,016				2,016.00	Operator/Technician	Jan Niemeijer	
Km flown today:							Operator/Technician	Kevin Lindsay	
Accumulated km:							Systems Engineer:	Jean Christphe	
Percent Completed:							Project Manager	Kevin Lindsay	
							Client Supervisor		

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
ferry from Elsa area to Mayo							0.2
Test flight with system							0.3
Weather: 13 °C partly cloudy					Hours Flown Today:		0.5
Accum. Standby:		Accumulated Survey Days:		Accumulated Days on site: 5	Accumulated Project Hours:		0.5

COMMENTS:

Helicopter arrived late this afternoon. Equipment installed in helicopter in evening.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	29-Jun-06	Aircraft:	Astar B2		Reg. #	C-GTNT	SURVEY PERSONNEL		
Report Number:	13	Ops Base:	Bedrock Motel				Pilot	Doug Hladun	
Client:	Alexco Resource Corp.	Location	Mayo, Yukon				AME:		
Survey Type:	Helicopter Borne Magnetic/EM Survey						Field Data QC:	Dallas Antill	
			Keno Hills			TOTAL	Operator/Technician	Len Sellwod	
Project Km:			2,016			2,016.00	Operator/Technician	Jan Niemeijer	
Km flown today:			72.0				Operator/Technician	Kevin Lindsay	
Accumulated km:			72.0				Systems Engineer:	Jean Christphe	
Percent Completed:			3.57%				Project Manager	Kevin Lindsay	
							Client Supervisor		

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
1	8:51			9:41			0.8
2	19:23			21:00			1.6

Weather: 12 °C AM: partly cloudy with light rain showers PM: partly cloudy						Hours Flown Today:		2.4
Accum. Standby:		Accumulated Survey Days:	1	Accumulated Days on site:	6	Accumulated Project Hours:		2.9

COMMENTS:

Flight # 1: test and calibrations
Flight # 2: production flight Lines 550 - 600

CONTROL			Flight date:		
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection		

REFLIGHTS		OBSERVATIONS.	LINES REFLOWN
Rejected km			
Kms today			
Accumulated km			
Percent Completed			

Operations Personnel		
Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	30-Jun-06	Aircraft:	Astar B2		Reg. #	C-GTNT	SURVEY PERSONNEL		
Report Number:	14	Ops Base:	Bedrock Motel				Pilot	Doug Hladun	
Client:	Alexco Resource Corp.	Location	Mayo, Yukon				AME:		
Survey Type:		Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill	
		Keno Hills				TOTAL	Operator/Technician	Len Sellwod	
Project Km:		2,016				2,016.00	Operator/Technician	Jan Niemeijer	
Km flown today:							Operator/Technician	Kevin Lindsay	
Accumulated km:		72.0					Systems Engineer:	Jean Christphe	
Percent Completed:		3.57%					Project Manager	Kevin Lindsay	
							Client Supervisor		

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
ferry from Mayo to staging area							0.2
ferry from staging area to Mayo							0.2

Weather: 15 °C sunny					Hours Flown Today:		0.4
Accum. Standby:		Accumulated Survey Days:	1	Accumulated Days on site:	7	Accumulated Project Hours:	3.1

COMMENTS:

No flights today. We had to do modifications/changes to EM system.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

McPhar Geosurveys Ltd.
1256B Kerrisdale Boulevard, Newmarket, Ontario, Canada L3Y 8Z9
Tel: (905) 830-6880, Fax: (905) 898-0336, E-mail: info@mgssurveys.com

***Please note that kilometres flown are estimates.**

***Exact kilometres will be calculated upon completion of survey, and will be based on GPS observations & contractual boundaries**

Project #:	0610	Daily Field Production Report							
Report Date:	1-Jul-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	15	Ops Base:	Bedrock Motel			Pilot	Doug Hladun		
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician	Jan Niemeijer		
Km flown today:						Operator/Technician	Kevin Lindsay		
Accumulated km:		72.0				Systems Engineer:	Jean Christphe		
Percent Completed:		3.57%				Project Manager	Kevin Lindsay		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
Weather: 18 °C partly cloudy					Hours Flown Today:		
Accum. Standby:		Accumulated Survey Days:	1	Accumulated Days on site:	8	Accumulated Project Hours:	3.1

COMMENTS:

Equipment needed from Whitehorse to fix EM system.
Repairs will be made to system tomorrow.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel		
Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	2-Jul-06	Aircraft:	Astar B2		Reg. #	C-GTNT	SURVEY PERSONNEL		
Report Number:	16	Ops Base:	Bedrock Motel				Pilot	Doug Hladun	
Client:	Alexco Resource Corp.	Location	Mayo, Yukon				AME:		
Survey Type:		Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill	
		Keno Hills				TOTAL	Operator/Technician	Len Sellwod	
Project Km:		2,016				2,016.00	Operator/Technician	Jan Niemeijer	
Km flown today:							Operator/Technician	Kevin Lindsay	
Accumulated km:		72.0					Systems Engineer:	Jean Christphe	
Percent Completed:		3.57%					Project Manager	Kevin Lindsay	
							Client Supervisor		

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown

Weather: 22 °C partly cloudy					Hours Flown Today:		
Accum. Standby:		Accumulated Survey Days:	1	Accumulated Days on site:	9	Accumulated Project Hours:	3.1

COMMENTS:

Repairs still being made to system

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	3-Jul-06	Aircraft:	Astar B2		Reg. #	C-GTNT	SURVEY PERSONNEL		
Report Number:	17	Ops Base:	Bedrock Motel				Pilot	Grant Shannon	
Client:	Alexco Resource Corp.	Location	Mayo, Yukon				AME:		
Survey Type:	Helicopter Borne Magnetic/EM Survey						Field Data QC:	Dallas Antill	
			Keno Hills			TOTAL	Operator/Technician	Len Sellwod	
Project Km:			2,016			2,016.00	Operator/Technician	Jan Niemeijer	
Km flown today:							Operator/Technician	Kevin Lindsay	
Accumulated km:			72.0				Systems Engineer:	Jean Christphe	
Percent Completed:			3.57%				Project Manager	Kevin Lindsay	
							Client Supervisor		

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown

Weather: 20 °C partly cloudy						Hours Flown Today:		
Accum. Standby:		Accumulated Survey Days:	1	Accumulated Days on site:	10	Accumulated Project Hours:		3.1

COMMENTS:

Repairs made to EM system
During liftoff the belly hook from helicopter failed letting the long line fall to the ground. This caused damage to the reciever coil apparatus and the tail stabilizer of the mag boom.
No damage was done to the EM system.
Helicopter flew back to Mayo to fix this faulty belly hook. Equipment will be repaired and ready for production again tomorrow.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS		OBSERVATIONS.	LINES REFLOWN
Rejected km			
Kms today			
Accumulated km			
Percent Completed			

Operations Personnel		
Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	4-Jul-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	18	Ops Base:	Bedrock Motel			Pilot	Grant Shannon		
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician	Jan Niemeijer		
Km flown today:		216.0				Operator/Technician	Kevin Lindsay		
Accumulated km:		288.0				Systems Engineer:	Jean Christphe		
Percent Completed:		14.29%				Project Manager	Kevin Lindsay		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
3	14:06				14:36		0.5
4	15:12	15:20		16:13	16:24		1.2
5	17:00				17:18		0.3
6	17:42	17:52		19:03	19:18		1.6
7	19:48	19:57		20:43	20:54		1.1
Weather: 22 °C partly cloudy					Hours Flown Today:		4.7
Accum. Standby:	Accumulated Survey Days:	2	Accumulated Days on site:	11	Accumulated Project Hours:		7.8

COMMENTS:

flight 3 - short flight test
flight 4 - production L 490 - 540
flight 5 - GPS reciever froze - return to staging
flight 6 - production L 410 - 480
flight 7 - production L 350 - 400

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	5-Jul-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	19	Ops Base:	Bedrock Motel			Pilot	Grant Shannon		
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
			Keno Hills		TOTAL	Operator/Technician	Len Sellwod		
Project Km:			2,016		2,016.00	Operator/Technician	Jan Niemeijer		
Km flown today:			45.0			Operator/Technician	Kevin Lindsay		
Accumulated km:			333.0			Systems Engineer:	Jean Christphe		
Percent Completed:			16.52%			Project Manager	Kevin Lindsay		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
8	9:24	9:32		9:48	10:12		0.8
9	11:18	11:26		11:54	12:18		1.0
Weather: 18 °C partly cloudy windy afternoon					Hours Flown Today:		1.8
Accum. Standby: 1	Accumulated Survey Days:	2	Accumulated Days on site:	12	Accumulated Project Hours:		9.6

COMMENTS:

flight 8 - production flight
flight 9 - production flight

Could not fly in the afternoon due to high winds.

CONTROL		Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	6-Jul-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	20	Ops Base:	Bedrock Motel			Pilot	Grant Shannon		
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician	Jan Niemeijer		
Km flown today:						Operator/Technician	Kevin Lindsay		
Accumulated km:		333.0				Systems Engineer:	Jean Christphe		
Percent Completed:		16.52%				Project Manager	Kevin Lindsay		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
10	10:06				11:42		1.6
11	13:06				14:42		1.6
12	14:54				15:06		0.2
13	15:30				16:06		0.6
13a	16:36				16:48		0.2
13b	17:00				17:12		0.2
Weather: 24 °C partly cloudy					Hours Flown Today:		4.4

Accum. Standby:	1	Accumulated Survey Days:	2	Accumulated Days on site:	13	Accumulated Project Hours:		14.0

COMMENTS:

Flight 10 - Helicopter flew to Whitehorse to pick up fuses for the equipment
Flight 11 - return flight from Whitehorse
Flight 12 - Equipment shut down - return to staging area
Flight 13 - Mag and EM lag test
Flight 13a - Equipment shut down - return to staging area
Flight 13b - Equipment shut down - return to staging area

We are having trouble keeping constant power to the EM system. Troubleshooting the equipment tonight.

CONTROL			Flight date:		
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection		

REFLIGHTS		OBSERVATIONS.	LINES REFLOWN
Rejected km			
Kms today			
Accumulated km			
Percent Completed			

Operations Personnel		
Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report						
Report Date:	7-Jul-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL		
Report Number:	21	Ops Base:	Bedrock Motel			Pilot	Grant Shannon	
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:		
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill	
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod	
Project Km:		2,016			2,016.00	Operator/Technician	Jan Niemeijer	
Km flown today:						Operator/Technician	Kevin Lindsay	
Accumulated km:		333.0				Systems Engineer:	Jean Christphe	
Percent Completed:		16.52%				Project Manager	Kevin Lindsay	
						Client Supervisor		

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
Weather: 25 °C partly cloudy					Hours Flown Today:		
Accum. Standby: 1	Accumulated Survey Days:	2	Accumulated Days on site:	14	Accumulated Project Hours:		14.0

COMMENTS:

We are still having trouble keeping constant power to the EM system, still troubleshooting the equipment.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

McPhar Geosurveys Ltd.
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Tel: (905) 830-6880, Fax: (905) 898-0336, E-mail: info@mgssurveys.com

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Project #:	0610	Daily Field Production Report							
Report Date:	8-Jul-06	Aircraft:	Astar B2		Reg. #	C-GTNT	SURVEY PERSONNEL		
Report Number:	22	Ops Base:	Bedrock Motel				Pilot	Grant Shannon	
Client:	Alexco Resource Corp.	Location	Mayo, Yukon				AME:		
Survey Type:		Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill	
		Keno Hills				TOTAL	Operator/Technician	Len Sellwod	
Project Km:		2,016				2,016.00	Operator/Technician	Kevin Lindsay	
Km flown today:							Operator/Technician		
Accumulated km:		333.0					Systems Engineer:	Jean Christphe	
Percent Completed:		16.52%					Project Manager	Kevin Lindsay	
							Client Supervisor		

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown

Weather: 12 °C overcast and rain						Hours Flown Today:		
Accum. Standby:	2	Accumulated Survey Days:	2	Accumulated Days on site:	15	Accumulated Project Hours:		14.0

COMMENTS:

Found the problem with the EM system, main trigger switch box was causing our power problems. The box was fixed this morning.
System was tested sevral times on the ground. Everything is running good.
Due to weather today (low ceiling/rain)we were not able to fly. We are now waiting on the weather to clear to continue production flights.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	9-Jul-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	23	Ops Base:	Bedrock Motel			Pilot	Grant Shannon		
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician	Kevin Lindsay		
Km flown today:						Operator/Technician			
Accumulated km:		333.0				Systems Engineer:	Jean Christphe		
Percent Completed:		16.52%				Project Manager	Kevin Lindsay		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
14							

Weather: 15 °C overcast						Hours Flown Today:		
Accum. Standby:	2	Accumulated Survey Days:	2	Accumulated Days on site:	16	Accumulated Project Hours:		14.0

COMMENTS:

We attempted a survet flight this morning. The system loops came apart in flight causing some damage. Could not continue surveying.
Repairs to the system will be made in Whitehorse.

CONTROL			Flight date:		
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection		

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	10-Jul-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	24	Ops Base:	Bedrock Motel			Pilot	Grant Shannon		
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician	Kevin Lindsay		
Km flown today:						Operator/Technician			
Accumulated km:		333.0				Systems Engineer:	Jean Christphe		
Percent Completed:		16.52%				Project Manager	Kevin Lindsay		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
Weather: 21 °C partly sunny					Hours Flown Today:		
Accum. Standby: 2	Accumulated Survey Days:	2	Accumulated Days on site:	17	Accumulated Project Hours:		14.0

COMMENTS:

Crew drove equipment to Whitehorse. Aluminium joint pieces were taken to a machine shop to be repaired.
The rest of the system will be able to be put back together using undamaged pieces and spare parts that we have on hand.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	11-Jul-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	25	Ops Base:	Bedrock Motel			Pilot	Grant Shannon		
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician	Kevin Lindsay		
Km flown today:						Operator/Technician			
Accumulated km:		333.0				Systems Engineer:	Jean Christphe		
Percent Completed:		16.52%				Project Manager	Kevin Lindsay		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
Weather: 21 °C partly sunny					Hours Flown Today:		
Accum. Standby: 2	Accumulated Survey Days:	2	Accumulated Days on site:	18	Accumulated Project Hours:		14.0

COMMENTS:

Still assembling the system in Whitehorse.
Waiting on aluminium joints from machine shop.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report								
Report Date:	12-Jul-06	Aircraft:	Astar B2		Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	26	Ops Base:	Bedrock Motel				Pilot	Grant Shannon		
Client:	Alexco Resource Corp.	Location	Mayo, Yukon				AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey						Field Data QC:	Dallas Antill		
			Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:			2,016			2,016.00	Operator/Technician	Kevin Lindsay		
Km flown today:							Operator/Technician			
Accumulated km:			333.0				Systems Engineer:	Jean Christphe		
Percent Completed:			16.52%				Project Manager	Kevin Lindsay		
							Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
Weather: 18 °C partly sunny					Hours Flown Today:		
Accum. Standby: 2	Accumulated Survey Days:	2	Accumulated Days on site:	18	Accumulated Project Hours:		14.0

COMMENTS:

Still assembling the system in Whitehorse.
Waiting on aluminium joints from machine shop.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

McPhar Geosurveys Ltd.
1256B Kerrisdale Boulevard, Newmarket, Ontario, Canada L3Y 8Z9
Tel: (905) 830-6880, Fax: (905) 898-0336, E-mail: info@mgssurveys.com

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Project #:	0610	Daily Field Production Report							
Report Date:	13-Jul-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	27	Ops Base:	Bedrock Motel			Pilot	Grant Shannon		
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician	Kevin Lindsay		
Km flown today:						Operator/Technician			
Accumulated km:		333.0				Systems Engineer:	Jean Christphe		
Percent Completed:		16.52%				Project Manager	Kevin Lindsay		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
Weather: 22 °C partly sunny					Hours Flown Today:		
Accum. Standby: 2	Accumulated Survey Days:	2	Accumulated Days on site:	19	Accumulated Project Hours:		14.0

COMMENTS:

Aluminium joints from machine shop were received, and system was assembled.
We were able to run the system transmitting on the ground.
Still some finally assembly and checks and tests will be done tomorrow.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report								
Report Date:	14-Jul-06	Aircraft:	Astar B2		Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	28	Ops Base:	Bedrock Motel				Pilot	Grant Shannon		
Client:	Alexco Resource Corp.	Location	Mayo, Yukon				AME:			
Survey Type:		Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL		Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00		Operator/Technician	Kevin Lindsay		
Km flown today:							Operator/Technician			
Accumulated km:		333.0					Systems Engineer:	Jean Christphe		
Percent Completed:		16.52%					Project Manager	Kevin Lindsay		
							Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
Weather: 19 °C partly sunny					Hours Flown Today:		
Accum. Standby: 2	Accumulated Survey Days:	2	Accumulated Days on site:	20	Accumulated Project Hours:		14.0

COMMENTS:

System was fully assembled and tested.
Waiting for a renewal of the Omnistar GPS subscription.
System is working properly.

CONTROL		Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	15-Jul-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	29	Ops Base:	Bedrock Motel			Pilot	Grant Shannon		
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician	Kevin Lindsay		
Km flown today:						Operator/Technician			
Accumulated km:		333.0				Systems Engineer:	Jean Christphe		
Percent Completed:		16.52%				Project Manager	Kevin Lindsay		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown

Weather: 14 °C partly sunny morning, showers in afternoon						Hours Flown Today:		
Accum. Standby:	2	Accumulated Survey Days:	2	Accumulated Days on site:	21	Accumulated Project Hours:		14.0

COMMENTS:

Crew MOB'ed back to Mayo. Equipemt was assembled in afternoon.
Helicopter is expected tomorrow morning. Equipment will be re-installed in helicopter when he arrives.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	16-Jul-06	Aircraft:	Astar B2		Reg. #	C-GTNT	SURVEY PERSONNEL		
Report Number:	30	Ops Base:	Bedrock Motel				Pilot	Grant Shannon	
Client:	Alexco Resource Corp.	Location	Mayo, Yukon				AME:		
Survey Type:	Helicopter Borne Magnetic/EM Survey						Field Data QC:	Dallas Antill	
			Keno Hills			TOTAL	Operator/Technician	Len Sellwod	
Project Km:			2,016			2,016.00	Operator/Technician	Kevin Lindsay	
Km flown today:							Operator/Technician		
Accumulated km:			333.0				Systems Engineer:	Jean Christphe	
Percent Completed:			16.52%				Project Manager	Kevin Lindsay	
							Client Supervisor		

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown

Weather: 14 °C partly sunny						Hours Flown Today:		
Accum. Standby:	2	Accumulated Survey Days:	2	Accumulated Days on site:	22	Accumulated Project Hours:		14.0

COMMENTS:

Equipment was re-installed in helicopter in the morning.
Had to troubleshoot GPS reciever/antenna problem in afternoon.
The system is now working.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Daily Field Production Report

Project #:	0610					**SURVEY PERSONNEL**	
Report Date:	17-Jul-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT	***Pilot***	Grant Shannon
Report Number:	31	***Ops Base:***	Bedrock Motel			***AME:***	
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon			***Field Data QC:***	Dallas Antill
Survey Type:	**Helicopter Borne Magnetic/EM Survey**					***Operator/Technician***	Len Sellwod
		Keno Hills			**TOTAL**	***Operator/Technician***	Kevin Lindsay
Project Km:		2,016			2,016.00	***Operator/Technician***	
Km flown today:		90.6				***Systems Engineer:***	Jean Christphe
Accumulated km:		423.6				***Project Manager***	Kevin Lindsay
Percent Completed:		21.01%				***Client Supervisor***	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
ferry - Mayo to staging	8:06			8:18			0.2
system flight test	9:00			9:12			0.2
15	9:42			10:00			0.3
16	10:36			10:54			0.3
ferry - staging to Mayo	11:00			11:12			0.2
ferry - Mayo to staging	14:18			14:36			0.3
17	15:12	15:20		16:06	16:16		0.9
18	17:00	17:12		19:06	19:15		2.1
ferry - staging to Mayo	19:18			19:24			0.2
Weather: 15 °C partly sunny					***Hours Flown Today:***		4.7

Accum. Standby:	2	***Accumulated Survey Days:***	3	***Accumulated Days on site:***	23	***Accumulated Project Hours:***		18.7

COMMENTS:

Still having to troubleshoot GPS antenna/reciever in the morning.
Flew two production flights in the afternoon

Flt# 15, GPS Test
Flt# 16, GPS Test

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Daily Field Production Report

Project #:	0610						**SURVEY PERSONNEL**	
Report Date:	18-Jul-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT		***Pilot***	Grant Shannon
Report Number:	32	***Ops Base:***	Bedrock Motel				***AME:***	
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon				***Field Data QC:***	Dallas Antill
Survey Type:		**Helicopter Borne Magnetic/EM Survey**					***Operator/Technician***	Len Sellwod
		Keno Hills			**TOTAL**		***Operator/Technician***	Kevin Lindsay
Project Km:		2,016			2,016.00		***Operator/Technician***	
Km flown today:		10.6					***Systems Engineer:***	Jean Christphe
Accumulated km:		434.2					***Project Manager***	Kevin Lindsay
Percent Completed:		21.54%					***Client Supervisor***	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
ferry Mayo to staging							0.2
19	6:52	7:03		7:00	7:10		0.4
20	8:15	8:22		10:11	10:22		2.1
ferry stagng to Mayo							0.2
Weather: 12 °C partly sunny					***Hours Flown Today:***		2.9
Accum. Standby: 2	***Accumulated Survey Days:***		3	***Accumulated Days on site:***	24	***Accumulated Project Hours:***		21.6

COMMENTS:

Flew two production flights today
First production flight was OK
Second production flight had hard drive failure. Hard drive has been replaced with new drive.

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	19-Jul-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	33	Ops Base:	Bedrock Motel			Pilot	Grant Shannon		
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician	Kevin Lindsay		
Km flown today:						Operator/Technician			
Accumulated km:		434.2				Systems Engineer:	Jean Christphe		
Percent Completed:		21.54%				Project Manager	Kevin Lindsay		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
ferry Mayo to staging	9:18				9:30		0.2
21	9:42				10:12		0.5
22	17:42				18:00		0.3
ferry to Mayo from staging	18:30				18:54		0.4
23	20:54				21:24		0.5

Weather: 15 °C partly sunny in morning, rain showers afternoon.						Hours Flown Today:		1.9
Accum. Standby:	2	Accumulated Survey Days:	3	Accumulated Days on site:	25	Accumulated Project Hours:		23.5

COMMENTS:

Flt 21 was a test flight to reconfirm system was working - everything ok
Flt 22 system was not recording data correctly still
Flt 23 flight test for system

We are still troubleshooting the recording of the data issue.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS		OBSERVATIONS.	LINES REFLOWN
Rejected km			
Kms today			
Accumulated km			
Percent Completed			

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	20-Jul-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	34	Ops Base:	Bedrock Motel			Pilot	Grant Shannon		
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician	Kevin Lindsay		
Km flown today:						Operator/Technician			
Accumulated km:		434.2				Systems Engineer:	Jean Christphe		
Percent Completed:		21.54%				Project Manager	Kevin Lindsay		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
test flight - 24	15:12				16:36		1.4
Weather: 18 °C partly sunny in morning, rain showers afternoon.					Hours Flown Today:		1.4
Accum. Standby: 2	Accumulated Survey Days:	3	Accumulated Days on site:	26	Accumulated Project Hours:		24.9

COMMENTS:

Still troubleshooting data acquistion system.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	21-Jul-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	35	Ops Base:	Bedrock Motel			Pilot	Grant Shannon		
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician	Kevin Lindsay		
Km flown today:		96.0				Operator/Technician			
Accumulated km:		530.0				Systems Engineer:	Jean Christphe		
Percent Completed:		26.29%				Project Manager	Kevin Lindsay		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
ferry Mayo - Staging	9:48				10:18		0.5
24	11:00				11:42		0.7
test flgith	12:42				12:54		0.2
25	13:30				14:06		0.6
26	15:36				17:36		2.0
ferry Stage - Mayo	18:36				18:54		0.3
Weather: 14 °C partly sunny in morning, rain showers afternoon.					Hours Flown Today:		4.3
Accum. Standby: 2	Accumulated Survey Days:		4	Accumulated Days on site: 27	Accumulated Project Hours:		29.2

COMMENTS:

We flew a couple more test runs to verify the system is working.
Flew production when test flights data was checked.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Daily Field Production Report

Project #:	0610						**SURVEY PERSONNEL**	
Report Date:	22-Jul-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT			
Report Number:	36	***Ops Base:***	Bedrock Motel				***Pilot***	Grant Shannon
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon				***AME:***	
Survey Type:		**Helicopter Borne Magnetic/EM Survey**					***Field Data QC:***	Dallas Antill
		Keno Hills			**TOTAL**		***Operator/Technician***	Len Sellwod
Project Km:		2,016			2,016.00		***Operator/Technician***	Kevin Lindsay
Km flown today:		423.0					***Operator/Technician***	
Accumulated km:		953.0					***Systems Engineer:***	Jean Christphe
Percent Completed:		47.27%					***Project Manager***	Kevin Lindsay
							Client Supervisor	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
ferry Mayo - Staging							0.2
27	5:45	6:00		8:15	8:25		2.6
28	9:00	9:20		11:30	11:55		2.9
29	12:15	12:30		14:35	14:50		2.7
ferry Stage - Mayo							0.2

Weather: 20 °C partly cloudy in morning, rain showers afternoon.					***Hours Flown Today:***		8.6
Accum. Standby:	2	***Accumulated Survey Days:***	4	***Accumulated Days on site:***	28	***Accumulated Project Hours:***	37.8

COMMENTS:

Flew three producton flights.
Low fog in valleys in the morning, but cleared.

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	23-Jul-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	37	Ops Base:	Bedrock Motel			Pilot	Grant Shannon		
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician	Kevin Lindsay		
Km flown today:		408.0				Operator/Technician			
Accumulated km:		1,361.0				Systems Engineer:	Jean Christphe		
Percent Completed:		67.51%				Project Manager	Kevin Lindsay		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
ferry Mayo - Staging	4:54				5:12		0.3
30	5:36	5:52		8:17	8:30		2.9
ferry to Keno	8:48				9:00		0.2
31	9:54	10:10		12:25	12:42		2.8
32	13:36	13:50		15:30	15:48		2.2
ferry to Mayo	15:54				16:12		0.3
Weather: 25 °C sunny					Hours Flown Today:		8.7
Accum. Standby: 2	Accumulated Survey Days:	4	Accumulated Days on site:	29	Accumulated Project Hours:		46.5

COMMENTS:

Flew three producton flights.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS		OBSERVATIONS.	LINES REFLOWN
Rejected km			
Kms today			
Accumulated km			
Percent Completed			

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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1256B Kerrisdale Boulevard, Newmarket, Ontario, Canada L3Y 8Z9
Tel: (905) 830-6880, Fax: (905) 898-0336, E-mail: info@mgssurveys.com

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Project #:	0610	Daily Field Production Report							
Report Date:	24-Jul-06	Aircraft:	Astar B2		Reg. #	C-GTNT	SURVEY PERSONNEL		
Report Number:	38	Ops Base:	Mayo, Yukon				Pilot	Grant Shannon	
Client:	Alexco Resource Corp.	Location	Mayo, Yukon				AME:		
Survey Type:	Helicopter Borne Magnetic/EM Survey						Field Data QC:	Dallas Antill	
			Keno Hills			TOTAL	Operator/Technician	Len Sellwod	
Project Km:			2,016			2,016.00	Operator/Technician	Kevin Lindsay	
Km flown today:			174.0				Operator/Technician		
Accumulated km:			1,535.0				Systems Engineer:	Jean Christphe	
Percent Completed:			76.14%				Project Manager	Kevin Lindsay	
							Client Supervisor		

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
ferry Mayo - Staging							0.3
33	6:25				8:50		2.5
34	9:45				10:30		0.8
35	12:30				13:30		1.0
ferry to Mayo							0.3
Weather: 23 °C sunny					Hours Flown Today:		4.9

Accum. Standby:	2	Accumulated Survey Days:	7	Accumulated Days on site:	30	Accumulated Project Hours:		51.4

COMMENTS:

Three production flights

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS		OBSERVATIONS.	LINES REFLOWN
Rejected km			
Kms today			
Accumulated km			
Percent Completed			

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	25-Jul-06	Aircraft:	Astar B2		Reg. #	C-GTNT	SURVEY PERSONNEL		
Report Number:	39	Ops Base:	Mayo, Yukon				Pilot	Grant Shannon	
Client:	Alexco Resource Corp.	Location	Mayo, Yukon				AME:		
Survey Type:	Helicopter Borne Magnetic/EM Survey						Field Data QC:	Dallas Antill	
			Keno Hills			TOTAL	Operator/Technician	Len Sellwod	
Project Km:			2,016			2,016.00	Operator/Technician	Kevin Lindsay	
Km flown today:			241.0				Operator/Technician		
Accumulated km:			1,776.0				Systems Engineer:	Jean Christphe	
Percent Completed:			88.10%				Project Manager	Kevin Lindsay	
							Client Supervisor		

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
ferry Mayo - Staging							0.3
36	6:20				9:25		3.0
37	10:15				13:17		3.0
38	13:50				15:50		2.0
ferry to Mayo							0.3
Weather: 18 °C partly sunny with afternoon rain showers					Hours Flown Today:		8.6

Accum. Standby:	2	Accumulated Survey Days:	8	Accumulated Days on site:	31	Accumulated Project Hours:		60.0

COMMENTS:

Three production flights today.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS		OBSERVATIONS.	LINES REFLOWN
Rejected km			
Kms today			
Accumulated km			
Percent Completed			

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Daily Field Production Report

Project #:	0610					**SURVEY PERSONNEL**	
Report Date:	26-Jul-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT	***Pilot***	Grant Shannon
Report Number:	40	***Ops Base:***	Mayo, Yukon			***AME:***	
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon			***Field Data QC:***	Dallas Antill
Survey Type:	**Helicopter Borne Magnetic/EM Survey**					***Operator/Technician***	Len Sellwod
		Keno Hills			**TOTAL**	***Operator/Technician***	Kevin Lindsay
Project Km:		2,016			2,016.00	***Operator/Technician***	
Km flown today:						***Systems Engineer:***	Jean Christphe
Accumulated km:		1,776.0				***Project Manager***	Kevin Lindsay
Percent Completed:		88.10%				***Client Supervisor***	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
ferry Mayo - Staging							0.3
39	6:05				8:35		2.5
40	9:00				11:20		2.4
41	11:45				14:23		2.7
ferry to Mayo							0.3
Weather: 20 °C partly sunny					***Hours Flown Today:***		8.2
Accum. Standby: 2	***Accumulated Survey Days:***		9	***Accumulated Days on site:***	32	***Accumulated Project Hours:***	68.2

COMMENTS:

Three production flights today.
During the third production flight the EM system hit a tree.
Repairs will have to be made in Whitehorse again.

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Daily Field Production Report

Project #:	0610						
Report Date:	27-Jul-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT	**SURVEY PERSONNEL**	
Report Number:	41	***Ops Base:***	Mayo, Yukon			***Pilot***	Grant Shannon
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon			***AME:***	
Survey Type:	**Helicopter Borne Magnetic/EM Survey**					***Field Data QC:***	Dallas Antill
		Keno Hills			**TOTAL**	***Operator/Technician***	Len Sellwod
Project Km:		2,016			2,016.00	***Operator/Technician***	Kevin Lindsay
Km flown today:						***Operator/Technician***	
Accumulated km:		1,776.0				***Systems Engineer:***	Jean Christphe
Percent Completed:		88.10%				***Project Manager***	Kevin Lindsay
						Client Supervisor	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
Weather:					***Hours Flown Today:***		
Accum. Standby:	2	***Accumulated Survey Days:***	9	***Accumulated Days on site:***	32	***Accumulated Project Hours:***	68.2

COMMENTS:

Equipment taken to Whitehorse for repairs

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	28-Jul-06	Aircraft:	Astar B2		Reg. #	C-GTNT	SURVEY PERSONNEL		
Report Number:	42	Ops Base:	Mayo, Yukon				Pilot	Grant Shannon	
Client:	Alexco Resource Corp.	Location	Mayo, Yukon				AME:		
Survey Type:	Helicopter Borne Magnetic/EM Survey						Field Data QC:	Dallas Antill	
			Keno Hills			TOTAL	Operator/Technician	Len Sellwod	
Project Km:			2,016			2,016.00	Operator/Technician	Kevin Lindsay	
Km flown today:							Operator/Technician		
Accumulated km:			1,776.0				Systems Engineer:	Jean Christphe	
Percent Completed:			88.10%				Project Manager	Kevin Lindsay	
							Client Supervisor		

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown

Weather:						Hours Flown Today:		
Accum. Standby:	2	Accumulated Survey Days:	9	Accumulated Days on site:	32	Accumulated Project Hours:		68.2

COMMENTS:

Equipment being repaired

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	29-Jul-06	Aircraft:	Astar B2		Reg. #	C-GTNT	SURVEY PERSONNEL		
Report Number:	43	Ops Base:	Mayo, Yukon				Pilot	Grant Shannon	
Client:	Alexco Resource Corp.	Location	Mayo, Yukon				AME:		
Survey Type:	Helicopter Borne Magnetic/EM Survey						Field Data QC:	Dallas Antill	
		Keno Hills				TOTAL	Operator/Technician	Len Sellwod	
Project Km:		2,016				2,016.00	Operator/Technician	Kevin Lindsay	
Km flown today:							Operator/Technician		
Accumulated km:		1,776.0					Systems Engineer:	Jean Christphe	
Percent Completed:		88.10%					Project Manager	Kevin Lindsay	
							Client Supervisor		

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown

Weather:						Hours Flown Today:		
Accum. Standby:	2	Accumulated Survey Days:	9	Accumulated Days on site:	32	Accumulated Project Hours:		68.2

COMMENTS:

Equipment being repaired

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	30-Jul-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	44	Ops Base:	Mayo, Yukon			Pilot	Grant Shannon		
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician	Kevin Lindsay		
Km flown today:						Operator/Technician			
Accumulated km:		1,776.0				Systems Engineer:	Jean Christphe		
Percent Completed:		88.10%				Project Manager	Kevin Lindsay		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
Weather:					Hours Flown Today:		
Accum. Standby: 2	Accumulated Survey Days:		9	Accumulated Days on site: 32	Accumulated Project Hours:		68.2

COMMENTS:

Equipment being repaired

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Project #:	0610	Daily Field Production Report							
Report Date:	31-Jul-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	45	Ops Base:	Mayo, Yukon			Pilot	Grant Shannon		
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician	Kevin Lindsay		
Km flown today:						Operator/Technician			
Accumulated km:		1,776.0				Systems Engineer:	Jean Christphe		
Percent Completed:		88.10%				Project Manager	Kevin Lindsay		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
Weather:					Hours Flown Today:		
Accum. Standby: 2	Accumulated Survey Days:		9	Accumulated Days on site: 32	Accumulated Project Hours:		68.2

COMMENTS:

Equipment being repaired

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Daily Field Production Report

Project #:	0610					**SURVEY PERSONNEL**	
Report Date:	1-Aug-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT		
Report Number:	46	***Ops Base:***	Mayo, Yukon			***Pilot***	Grant Shannon
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon			***AME:***	
Survey Type:	**Helicopter Borne Magnetic/EM Survey**					***Field Data QC:***	Dallas Antill
		Keno Hills			**TOTAL**	***Operator/Technician***	Len Sellwod
Project Km:		2,016			2,016.00	***Operator/Technician***	Kevin Lindsay
Km flown today:						***Operator/Technician***	
Accumulated km:		1,776.0				***Systems Engineer:***	Jean Christphe
Percent Completed:		88.10%				***Project Manager***	Kevin Lindsay
						Client Supervisor	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
Weather:					***Hours Flown Today:***		
Accum. Standby:	2	***Accumulated Survey Days:***	9	***Accumulated Days on site:***	32	***Accumulated Project Hours:***	68.2

COMMENTS:

Equipment being repaired

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Daily Field Production Report

Project #:	0610						
Report Date:	2-Aug-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT	**SURVEY PERSONNEL**	
Report Number:	47	***Ops Base:***	Mayo, Yukon			***Pilot***	Grant Shannon
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon			***AME:***	
Survey Type:	**Helicopter Borne Magnetic/EM Survey**					***Field Data QC:***	Dallas Antill
		Keno Hills			**TOTAL**	***Operator/Technician***	Len Sellwod
Project Km:		2,016			2,016.00	***Operator/Technician***	Kevin Lindsay
Km flown today:						***Operator/Technician***	
Accumulated km:		1,776.0				***Systems Engineer:***	Jean Christphe
Percent Completed:		88.10%				***Project Manager***	Kevin Lindsay
						Client Supervisor	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
Weather:					***Hours Flown Today:***		
Accum. Standby:	2	***Accumulated Survey Days:***	9	***Accumulated Days on site:***	32	***Accumulated Project Hours:***	68.2

COMMENTS:

Equipment being repaired

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Daily Field Production Report

Project #:	0610						
Report Date:	3-Aug-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT	**SURVEY PERSONNEL**	
Report Number:	48	***Ops Base:***	Mayo, Yukon			***Pilot***	Grant Shannon
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon			***AME:***	
Survey Type:	**Helicopter Borne Magnetic/EM Survey**					***Field Data QC:***	Dallas Antill
		Keno Hills			**TOTAL**	***Operator/Technician***	Len Sellwod
Project Km:		2,016			2,016.00	***Operator/Technician***	Kevin Lindsay
Km flown today:						***Operator/Technician***	
Accumulated km:		1,776.0				***Systems Engineer:***	Jean Christphe
Percent Completed:		88.10%				***Project Manager***	Kevin Lindsay
						Client Supervisor	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
Weather:					***Hours Flown Today:***		
Accum. Standby:	2	***Accumulated Survey Days:***	9	***Accumulated Days on site:***	32	***Accumulated Project Hours:***	68.2

COMMENTS:

Equipment being repaired

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Daily Field Production Report

Project #:	0610						
Report Date:	4-Aug-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT	**SURVEY PERSONNEL**	
Report Number:	49	***Ops Base:***	Mayo, Yukon			***Pilot***	Grant Shannon
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon			***AME:***	
Survey Type:	**Helicopter Borne Magnetic/EM Survey**					***Field Data QC:***	Dallas Antill
		Keno Hills			**TOTAL**	***Operator/Technician***	Len Sellwod
Project Km:		2,016			2,016.00	***Operator/Technician***	Kevin Lindsay
Km flown today:						***Operator/Technician***	
Accumulated km:		1,776.0				***Systems Engineer:***	Jean Christphe
Percent Completed:		88.10%				***Project Manager***	Kevin Lindsay
						Client Supervisor	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
Weather:					***Hours Flown Today:***		
Accum. Standby:	2	***Accumulated Survey Days:***	9	***Accumulated Days on site:***	32	***Accumulated Project Hours:***	68.2

COMMENTS:

Equipment being repaired

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Daily Field Production Report

Project #:	0610						
Report Date:	5-Aug-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT	**SURVEY PERSONNEL**	
Report Number:	50	***Ops Base:***	Mayo, Yukon			***Pilot***	Grant Shannon
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon			***AME:***	
Survey Type:	**Helicopter Borne Magnetic/EM Survey**					***Field Data QC:***	Dallas Antill
		Keno Hills			**TOTAL**	***Operator/Technician***	Len Sellwod
Project Km:		2,016			2,016.00	***Operator/Technician***	Kevin Lindsay
Km flown today:						***Operator/Technician***	
Accumulated km:		1,776.0				***Systems Engineer:***	Jean Christphe
Percent Completed:		88.10%				***Project Manager***	Kevin Lindsay
						Client Supervisor	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
Weather:					***Hours Flown Today:***		
Accum. Standby:	2	***Accumulated Survey Days:***	9	***Accumulated Days on site:***	32	***Accumulated Project Hours:***	68.2

COMMENTS:

Equipment being repaired

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Tel: (905) 830-6880, Fax: (905) 898-0336, E-mail: info@mgssurveys.com

Please note that kilometres flown are estimates.

Exact kilometres will be calculated upon completion of survey, and will be based on GPS observations & contractual boundaries

Daily Field Production Report

Project #:	0610					**SURVEY PERSONNEL**	
Report Date:	6-Aug-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT	***Pilot***	Steve Soubaubre
Report Number:	51	***Ops Base:***	Mayo, Yukon			***AME:***	
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon			***Field Data QC:***	Dallas Antill
Survey Type:	**Helicopter Borne Magnetic/EM Survey**					***Operator/Technician***	Len Sellwod
		Keno Hills			**TOTAL**	***Operator/Technician***	
Project Km:		2,016			2,016.00	***Operator/Technician***	
Km flown today:						***Systems Engineer:***	Jean Christphe
Accumulated km:		1,776.0				***Project Manager***	Dallas Antill
Percent Completed:		88.10%				***Client Supervisor***	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
Weather:					***Hours Flown Today:***		
Accum. Standby:	2	***Accumulated Survey Days:***	9	***Accumulated Days on site:***	33	***Accumulated Project Hours:***	68.2

COMMENTS:

Equipment repaired and crew mob'ed back to Mayo

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Daily Field Production Report

Project #:	0610						**SURVEY PERSONNEL**	
Report Date:	7-Aug-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT			
Report Number:	52	***Ops Base:***	Mayo, Yukon				***Pilot***	Steve Soubaubre
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon				***AME:***	
Survey Type:		**Helicopter Borne Magnetic/EM Survey**					***Field Data QC:***	Dallas Antill
		Keno Hills			**TOTAL**		***Operator/Technician***	Len Sellwod
Project Km:		2,016			2,016.00		***Operator/Technician***	
Km flown today:							***Operator/Technician***	
Accumulated km:		1,776.0					***Systems Engineer:***	Jean Christphe
Percent Completed:		88.10%					***Project Manager***	Dallas Antill
							Client Supervisor	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
Whitehorse - Mayo	12:25				14:01		1.6
test flight	17:22				17:40		0.3
test flight	17:56				18:10		0.2
Weather:					***Hours Flown Today:***		2.1

Accum. Standby:	2	***Accumulated Survey Days:***	9	***Accumulated Days on site:***	34	***Accumulated Project Hours:***		70.3

COMMENTS:

Equipment assembled and short test flight flown.

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Daily Field Production Report

Project #:	0610					**SURVEY PERSONNEL**	
Report Date:	8-Aug-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT	***Pilot***	Steve Soubaubre
Report Number:	53	***Ops Base:***	Mayo, Yukon			***AME:***	
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon			***Field Data QC:***	Dallas Antill
Survey Type:		**Helicopter Borne Magnetic/EM Survey**				***Operator/Technician***	Len Sellwod
		Keno Hills			**TOTAL**	***Operator/Technician***	
Project Km:		2,016			2,016.00	***Operator/Technician***	
Km flown today:						***Systems Engineer:***	Jean Christphe
Accumulated km:		1,776.0				***Project Manager***	Dallas Antill
Percent Completed:		88.10%				***Client Supervisor***	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
to staging	12:52				13:02		0.2
abort - weather	13:17				13:47		0.5
to Mayo	14:21				14:34		0.2

Weather: Rain showers						***Hours Flown Today:***	0.9
Accum. Standby:	3	***Accumulated Survey Days:***	9	***Accumulated Days on site:***	35	***Accumulated Project Hours:***	71.2

COMMENTS:

Flight was aborted due to rain showers.

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Daily Field Production Report

Project #:	0610						**SURVEY PERSONNEL**	
Report Date:	9-Aug-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT			
Report Number:	54	***Ops Base:***	Mayo, Yukon				***Pilot***	Steve Soubaubre
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon				***AME:***	
Survey Type:		**Helicopter Borne Magnetic/EM Survey**					***Field Data QC:***	Dallas Antill
		Keno Hills			**TOTAL**		***Operator/Technician***	Len Sellwod
Project Km:		2,016			2,016.00		***Operator/Technician***	
Km flown today:							***Operator/Technician***	
Accumulated km:		1,776.0					***Systems Engineer:***	Jean Christphe
Percent Completed:		88.10%					***Project Manager***	Dallas Antill
							Client Supervisor	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
to staging	6:19				6:32		0.2
test	7:02				7:27		0.4
survey	9:25				9:43		0.3
survey	10:19				11:07		0.8
to Mayo	12:59				13:10		0.2
Weather: Rain showers					***Hours Flown Today:***		1.9
Accum. Standby: 4	***Accumulated Survey Days:***		9	***Accumulated Days on site:*** 36	***Accumulated Project Hours:***		73.1

COMMENTS:

Test flight flown for equipment adjustments - balancing

Production flights aborted due to weather

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Daily Field Production Report

Project #:	0610						**SURVEY PERSONNEL**	
Report Date:	10-Aug-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT		***Pilot***	Steve Soubaubre
Report Number:	55	***Ops Base:***	Mayo, Yukon				***AME:***	
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon				***Field Data QC:***	Dallas Antill
Survey Type:		**Helicopter Borne Magnetic/EM Survey**					***Operator/Technician***	Len Sellwod
		Keno Hills			**TOTAL**		***Operator/Technician***	
Project Km:		2,016			2,016.00		***Operator/Technician***	
Km flown today:		105.0					***Systems Engineer:***	Jean Christphe
Accumulated km:		1,881.0					***Project Manager***	Dallas Antill
Percent Completed:		93.30%					***Client Supervisor***	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
to staging	6:12				6:25		0.2
test	6:49				7:25		0.6
42	8:09				10:13		2.1
to Mayo	10:57				11:09		0.2
Weather: sunny					***Hours Flown Today:***		3.1
Accum. Standby:	4	***Accumulated Survey Days:***	10	***Accumulated Days on site:***	37	***Accumulated Project Hours:***		76.2

COMMENTS:

Tie lines were being flown and EM system hit a tree.
EM system was disassembled and taken back to Whitehorse for repairs.

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Daily Field Production Report

Project #:	0610					**SURVEY PERSONNEL**	
Report Date:	11-Aug-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT		
Report Number:	56	***Ops Base:***	Mayo, Yukon			***Pilot***	
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon			***AME:***	
Survey Type:	**Helicopter Borne Magnetic/EM Survey**					***Field Data QC:***	Dallas Antill
		Keno Hills			**TOTAL**	***Operator/Technician***	Len Sellwod
Project Km:		2,016			2,016.00	***Operator/Technician***	
Km flown today:						***Operator/Technician***	
Accumulated km:		1,881.0				***Systems Engineer:***	Jean Christphe
Percent Completed:		93.30%				***Project Manager***	Dallas Antill
						Client Supervisor	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
Weather: partly cloudy					***Hours Flown Today:***		
Accum. Standby: 4	***Accumulated Survey Days:***	10	***Accumulated Days on site:***	37	***Accumulated Project Hours:***		76.2

COMMENTS:

Equipment in Whitehorse being repaired.

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

McPhar Geosurveys Ltd.
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Daily Field Production Report

Project #:	0610						**SURVEY PERSONNEL**	
Report Date:	12-Aug-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT		***Pilot***	
Report Number:	57	***Ops Base:***	Mayo, Yukon				***AME:***	
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon				***Field Data QC:***	Dallas Antill
Survey Type:		**Helicopter Borne Magnetic/EM Survey**					***Operator/Technician***	Len Sellwod
		Keno Hills			**TOTAL**		***Operator/Technician***	
Project Km:		2,016			2,016.00		***Operator/Technician***	
Km flown today:							***Systems Engineer:***	Jean Christphe
Accumulated km:		1,881.0					***Project Manager***	Dallas Antill
Percent Completed:		93.30%					***Client Supervisor***	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
Weather: partly cloudy					***Hours Flown Today:***		
Accum. Standby: 4	***Accumulated Survey Days:***	10	***Accumulated Days on site:***	37	***Accumulated Project Hours:***		76.2

COMMENTS:

Equipment in Whitehorse being repaired.

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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Tel: (905) 830-6880, Fax: (905) 898-0336, E-mail: info@mgssurveys.com

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Project #:	0610	Daily Field Production Report							
Report Date:	13-Aug-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	58	Ops Base:	Mayo, Yukon			Pilot			
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician			
Km flown today:						Operator/Technician			
Accumulated km:		1,881.0				Systems Engineer:	Jean Christphe		
Percent Completed:		93.30%				Project Manager	Dallas Antill		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown

Weather: partly cloudy with light rain showers					Hours Flown Today:		
Accum. Standby:	4	Accumulated Survey Days:	10	Accumulated Days on site:	37	Accumulated Project Hours:	76.2

COMMENTS:

Equipment in Whitehorse being repaired.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

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***Please note that kilometres flown are estimates.**

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Daily Field Production Report

Project #:	0610						**SURVEY PERSONNEL**		
Report Date:	14-Aug-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT		***Pilot***		
Report Number:	59	***Ops Base:***	Mayo, Yukon				***AME:***		
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon				***Field Data QC:***	Dallas Antill	
Survey Type:	**Helicopter Borne Magnetic/EM Survey**						***Operator/Technician***	Len Sellwod	
		Keno Hills			**TOTAL**		***Operator/Technician***		
Project Km:		2,016			2,016.00		***Operator/Technician***		
Km flown today:							***Systems Engineer:***	Jean Christphe	
Accumulated km:		1,881.0					***Project Manager***	Dallas Antill	
Percent Completed:		93.30%					***Client Supervisor***		

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
Weather: partly cloudy with light rain showers					***Hours Flown Today:***		
Accum. Standby: 4	***Accumulated Survey Days:***	10	***Accumulated Days on site:***	37	***Accumulated Project Hours:***		76.2

COMMENTS:

Equipment in Whitehorse being repaired.

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

McPhar Geosurveys Ltd.
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Tel: (905) 830-6880, Fax: (905) 898-0336, E-mail: info@mgssurveys.com

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Daily Field Production Report

Project #:	0610					**SURVEY PERSONNEL**	
Report Date:	15-Aug-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT		
Report Number:	60	***Ops Base:***	Mayo, Yukon			***Pilot***	
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon			***AME:***	
Survey Type:	**Helicopter Borne Magnetic/EM Survey**					***Field Data QC:***	Dallas Antill
		Keno Hills			**TOTAL**	***Operator/Technician***	Len Sellwod
Project Km:		2,016			2,016.00	***Operator/Technician***	
Km flown today:						***Operator/Technician***	
Accumulated km:		1,881.0				***Systems Engineer:***	Jean Christphe
Percent Completed:		93.30%				***Project Manager***	Dallas Antill
						Client Supervisor	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
Weather: overcast					***Hours Flown Today:***		
Accum. Standby: 4	***Accumulated Survey Days:***	10	***Accumulated Days on site:***	38	***Accumulated Project Hours:***		76.2

COMMENTS:

Crew arrived back in Mayo
Equipment assembled.
Waiting on arrival of helicopter.

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

McPhar Geosurveys Ltd.
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Project #:	0610	Daily Field Production Report								
Report Date:	16-Aug-06	Aircraft:	Astar B2		Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	61	Ops Base:	Mayo, Yukon				Pilot			
Client:	Alexco Resource Corp.	Location	Mayo, Yukon				AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey						Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL		Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00		Operator/Technician			
Km flown today:							Operator/Technician			
Accumulated km:		1,881.0					Systems Engineer:	Jean Christphe		
Percent Completed:		93.30%					Project Manager	Dallas Antill		
							Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
Weather: 16 °C partly cloudy					Hours Flown Today:		
Accum. Standby: 4	Accumulated Survey Days:		10	Accumulated Days on site:	39	Accumulated Project Hours:	76.2

COMMENTS:

Equipment tested on ground
Waiting on arrival of helicopter.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

McPhar Geosurveys Ltd.
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Tel: (905) 830-6880, Fax: (905) 898-0336, E-mail: info@mgssurveys.com

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Project #:	0610	Daily Field Production Report							
Report Date:	17-Aug-06	Aircraft:	Astar B2	Reg. #	C-GTNT	SURVEY PERSONNEL			
Report Number:	62	Ops Base:	Mayo, Yukon			Pilot			
Client:	Alexco Resource Corp.	Location	Mayo, Yukon			AME:			
Survey Type:	Helicopter Borne Magnetic/EM Survey					Field Data QC:	Dallas Antill		
		Keno Hills			TOTAL	Operator/Technician	Len Sellwod		
Project Km:		2,016			2,016.00	Operator/Technician			
Km flown today:						Operator/Technician			
Accumulated km:		1,881.0				Systems Engineer:	Jean Christphe		
Percent Completed:		93.30%				Project Manager	Dallas Antill		
						Client Supervisor			

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown

Weather: 12 °C partly cloudy with rain showers						Hours Flown Today:		
Accum. Standby:	4	Accumulated Survey Days:	10	Accumulated Days on site:	40	Accumulated Project Hours:		76.2

COMMENTS:

Waiting on arrival of helicopter.

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Kevin Lindsay	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:		

McPhar Geosurveys Ltd.
1256B Kerrisdale Boulevard, Newmarket, Ontario, Canada L3Y 8Z9
Tel: (905) 830-6880, Fax: (905) 898-0336, E-mail: info@mgssurveys.com

Please note that kilometres flown are estimates.

Exact kilometres will be calculated upon completion of survey, and will be based on GPS observations & contractual boundaries

Daily Field Production Report

Project #:	0610						
Report Date:	18-Aug-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT	**SURVEY PERSONNEL**	
Report Number:	63	***Ops Base:***	Mayo, Yukon			***Pilot***	
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon			***AME:***	
Survey Type:	**Helicopter Borne Magnetic/EM Survey**					***Field Data QC:***	Dallas Antill
		Keno Hills			**TOTAL**	***Operator/Technician***	Len Sellwod
Project Km:		2,016			2,016.00	***Operator/Technician***	
Km flown today:						***Operator/Technician***	
Accumulated km:		1,881.0				***Systems Engineer:***	Jean Christphe
Percent Completed:		93.30%				***Project Manager***	Dallas Antill
						Client Supervisor	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
Weather: 16 ^{O}C partly cloudy					***Hours Flown Today:***		
Accum. Standby: 4	***Accumulated Survey Days:***	10	***Accumulated Days on site:***	41	***Accumulated Project Hours:***		76.2

COMMENTS:

Helicopter arrived and inspection was completed this afternoon.
Our Equipment was installed in helicopter.

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Dallas Antill	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:	Len Sellwood	1-867-996-2290

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Project #:	0610	Daily Field Production Report							
Report Date:	19-Aug-06	Aircraft:	Astar B2		Reg. #	C-GTNT	SURVEY PERSONNEL		
Report Number:	64	Ops Base:	Mayo, Yukon				Pilot	Al Stannard	
Client:	Alexco Resource Corp.	Location	Mayo, Yukon				AME:	Margo	
Survey Type:	Helicopter Borne Magnetic/EM Survey						Field Data QC:	Dallas Antill	
			Keno Hills			TOTAL	Operator/Technician	Len Sellwod	
Project Km:			2,016			2,016.00	Operator/Technician		
Km flown today:			123*				Operator/Technician		
Accumulated km:			2,004.0				Systems Engineer:	Jean Christphe	
Percent Completed:			99.40%				Project Manager	Dallas Antill	
							Client Supervisor		

Flight #	Take off Time	First line start		Last line end	Land Time		Hours Flown
ferry	8:00				8:10		0.2
43	8:45				9:15		0.5
44	13:55				14:05		0.2
45	15:00				16:55		1.9
ferry	17:15				17:25		0.2
Weather: 17 °C partly cloudy					Hours Flown Today:		3.0
Accum. Standby: 4	Accumulated Survey Days:		11	Accumulated Days on site: 42	Accumulated Project Hours:		79.2

COMMENTS:

Flight #43 was attempted but aborted due to active diurnal.
Flight #44 lost EM signal - blown fuses - return to base
Flight #45 - production

Diurnal was active until afternoon.

* all reflights Km's

CONTROL			Flight date:	
POST FLIGHT	Accepted km	Rejected km	Reasons for Rejection	

REFLIGHTS	OBSERVATIONS.	LINES REFLOWN
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Dallas Antill	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:	Len Sellwood	1-867-996-2290

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Daily Field Production Report

Project #:	0610							
Report Date:	20-Aug-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT	**SURVEY PERSONNEL**		
Report Number:	65	***Ops Base:***	Mayo, Yukon			***Pilot***	Al Stannard	
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon			***AME:***	Margo	
Survey Type:	**Helicopter Borne Magnetic/EM Survey**					***Field Data QC:***	Dallas Antill	
		Keno Hills			**TOTAL**	***Operator/Technician***	Len Sellwod	
Project Km:		2,016			2,016.00	***Operator/Technician***		
Km flown today:		*196				***Operator/Technician***		
Accumulated km:		2,073.0				***Systems Engineer:***	Jean Christphe	
Percent Completed:		102.83%				***Project Manager***	Dallas Antill	
						Client Supervisor		

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
ferry	7:30				7:40		0.2
46	8:10				10:45		2.6
47	11:50				14:05		2.3
ferry	14:20				14:35		0.3
Weather: 17 ^{O}C partly cloudy windy afternoon					***Hours Flown Today:***		5.4
Accum. Standby: 4	***Accumulated Survey Days:***		12	***Accumulated Days on site:*** 43	***Accumulated Project Hours:***		84.6

COMMENTS:

Flight #46 - production
Flight #47 - production

* includes 127 Km in reflights

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Dallas Antill	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:	Len Sellwood	1-867-996-2290

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Daily Field Production Report

Project #:	0610					**SURVEY PERSONNEL**	
Report Date:	21-Aug-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT	***Pilot***	Al Stannard
Report Number:	66	***Ops Base:***	Mayo, Yukon			***AME:***	Margo
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon			***Field Data QC:***	Dallas Antill
Survey Type:	**Helicopter Borne Magnetic/EM Survey**					***Operator/Technician***	Len Sellwod
		Keno Hills			**TOTAL**	***Operator/Technician***	
Project Km:		2,016			2,016.00	***Operator/Technician***	
Km flown today:						***Systems Engineer:***	Jean Christphe
Accumulated km:		2,073.0				***Project Manager***	Dallas Antill
Percent Completed:		102.83%				***Client Supervisor***	

Flight #	**Take off Time**	**First line start**		**Last line end**	**Land Time**		**Hours Flown**
Weather: 14 ^{O}C partly cloudy with rain showers windy afternoon					***Hours Flown Today:***		
Accum. Standby: 5	***Accumulated Survey Days:***	12	***Accumulated Days on site:***	44	***Accumulated Project Hours:***		84.6

COMMENTS:

Due to the weather today, we were unable to fly any survey.

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Dallas Antill	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
Operator:	Len Sellwood	1-867-996-2290

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Please note that kilometres flown are estimates.

Exact kilometres will be calculated upon completion of survey, and will be based on GPS observations & contractual boundaries

Daily Field Production Report

Project #:	0610					**SURVEY PERSONNEL**	
Report Date:	22-Aug-06	***Aircraft:***	Astar B2	Reg. #	C-GTNT	***Pilot***	Al Stannard
Report Number:	67	***Ops Base:***	Mayo, Yukon			***AME:***	Margo
Client:	Alexco Resource Corp.	***Location***	Mayo, Yukon			***Field Data QC:***	Dallas Antill
Survey Type:	**Helicopter Borne Magnetic/EM Survey**					***Operator/Technician***	Len Sellwod
		Keno Hills			**TOTAL**	***Operator/Technician***	
Project Km:		2,016			2,016.00	***Operator/Technician***	
Km flown today:		*90				***Systems Engineer:***	Jean Christphe
Accumulated km:		2,163.0				***Project Manager***	Dallas Antill
Percent Completed:		107.29%				***Client Supervisor***	

Flight #	**Take off Time**	**First line start**	**Last line end**	**Land Time**		**Hours Flown**
ferry	8:45			9:00		0.3
48	9:30			11:00		1.5
ferry	13:00			13:15		0.3
Weather: 16 ^{O}C sunny				***Hours Flown Today:***		2.1
Accum. Standby: 5	***Accumulated Survey Days:***	13	***Accumulated Days on site:*** 45	***Accumulated Project Hours:***		86.7

COMMENTS:

One production flight - survey finished.

* reflights

CONTROL			***Flight date:***	
POST FLIGHT	***Accepted km***	***Rejected km***	***Reasons for Rejection***	

REFLIGHTS	**OBSERVATIONS.**	**LINES REFLOWN**
Rejected km		
Kms today		
Accumulated km		
Percent Completed		

Operations Personnel

Crew Location	Bedrock Motel	1-867-996-2290
Project Manager:	Dallas Antill	1-867-996-2290
Systems Engineer	Jean Christphe	1-867-996-2290
QC	Dallas Antill	1-867-996-2290
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APPENDIX 2

Equipment Documentation

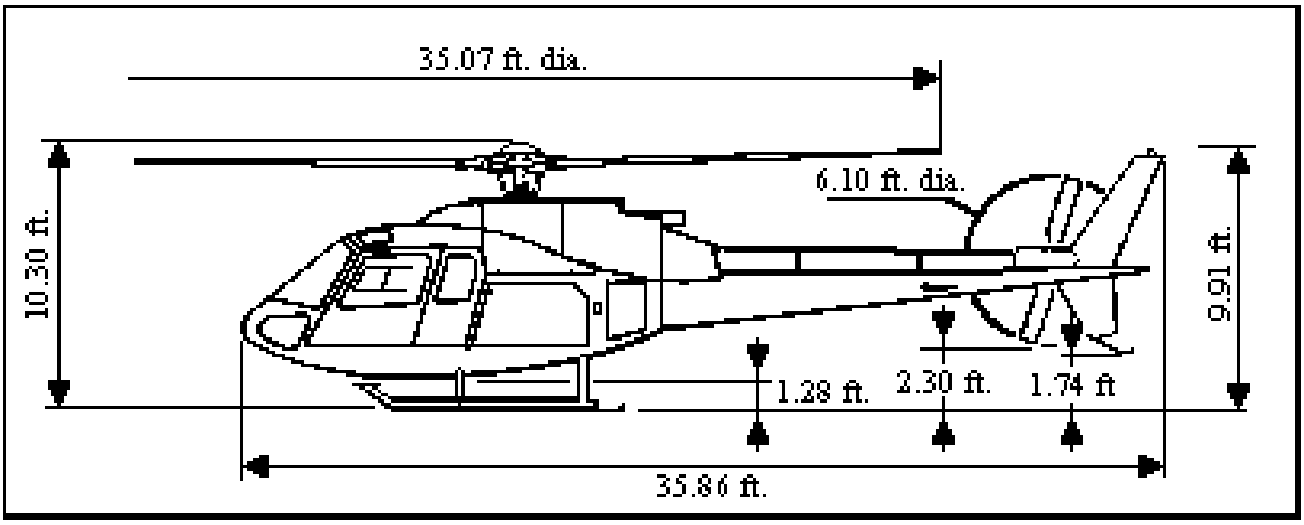
- Eurocopter AS350B2 A-STAR Helicopter
- THEM Digital Time-Domain Electromagnetic System
- Geometrics G-822A Airborne Cesium Magnetometer
- GEM Systems GSM-19 Overhauser Magnetometer
- Terra TRA-3000/TRI-30 Radar Altimeter
- Omnistar 3000 LR GPS Receiver
- Field Data Processing Workstations
- Geosoft Montaj Processing Software



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Ontario, Canada L3Y 8Z9
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E-Mail: info@mgssurveys.com
WebSite: www.mgssurveys.com

THE EUROCOPTER AS350B2 A-STAR HELICOPTER

Specification	Unit	Ac/Wt	Ac/Wt	Ac/Wt	MGW
Weight (standard aircraft 2,561 lbs.)	lb	3,530	3,970	4,410	4,991
VNE	kts	155	155	155	155
Cruising speed	kts	131	130	127	122
Fuel consumption at cruising speed	lb/nm	2.49	2.51	2.57	2.67
Rate of climb, oblique flight	ft/min	2,185	2,085	1,950	1,670
Range	nm	350	374	371	360
Endurance	hr	4.4	5.3	4.4	4.5
Hovering ceiling I.G.E. ISA	ft	20,000	16,580	13,450	9,850
Hovering ceiling I.G.E. ISA + 20 degrees	ft	17,900	14,450	11,000	7,050
Hovering ceiling O.G.E. ISA	ft	17,700	14,450	11,300	7,550
Hovering ceiling O.G.E. ISA + 20 degrees	ft	15,600	12,150	8,700	4,250
Service Ceiling	ft	20,000	>20,000	18,700	15,100



T.H.E.M.

Geophysics Inc.

THEM is a versatile state-of-the-art **T**ime-domain **H**elicopter-borne **E**lectro**M**agnetic button-on system based on a computer controlled electronics, a very powerful transmitter and an advanced digital signal processing software package. It is highly adaptable and suited for shallow soil mapping and/or deep ore body exploration. A standard system comprises a two-turn loop-transmitter assembly, a digital receiver and 2 separate EM sensors (X,Z and Zz). ***THEM*** works at 30 Hz and transmits a half sine wave 4ms pulse with a 250 KNIA peak moment, is light, easily transportable, rapidly deployed (half a day). The survey system includes a high-sensitivity cesium magnetometer, real-time OmniSTAR/GPS navigation, radar altimeter. Gamma-ray package available on request.

Specifications:

Transmitter	
Loop diameter	7.5 metres
Loop axis	Vertical
Current waveform	Half-Sine
Pulse length	0.5, 1, 2.5, 4.5 ms
Frequencies	30, 45, 90, 150 Hz programmable
Loop area	45 m²
Peak current	2200 A (2 turns)
Tow bridle length	55 metres
Receiver	
Coils axis	Horizontal and vertical
Configuration	Tx and Z coil coplanar
Four channels	Current, Z axial and towed Z + X
Max sampling rate	1024 points per half cycle at 90 Hz
Survey sampling rate	1024 per half cycle at 30 Hz,
Sampling	Full waveform
Gates, position-width	Programmable - max 256
Separation	45 m
Mechanical	
Mass (slinged)	250kg
Survey speed	50 knots (25m/s)
Power (motor-alternator)	5 kW max
Survey height (Tx)	30 m
Altitude (Helicopter)	85 m
Processing	
Proprietary software	EXTRACTOR
Field pre-processing	Daily with QC

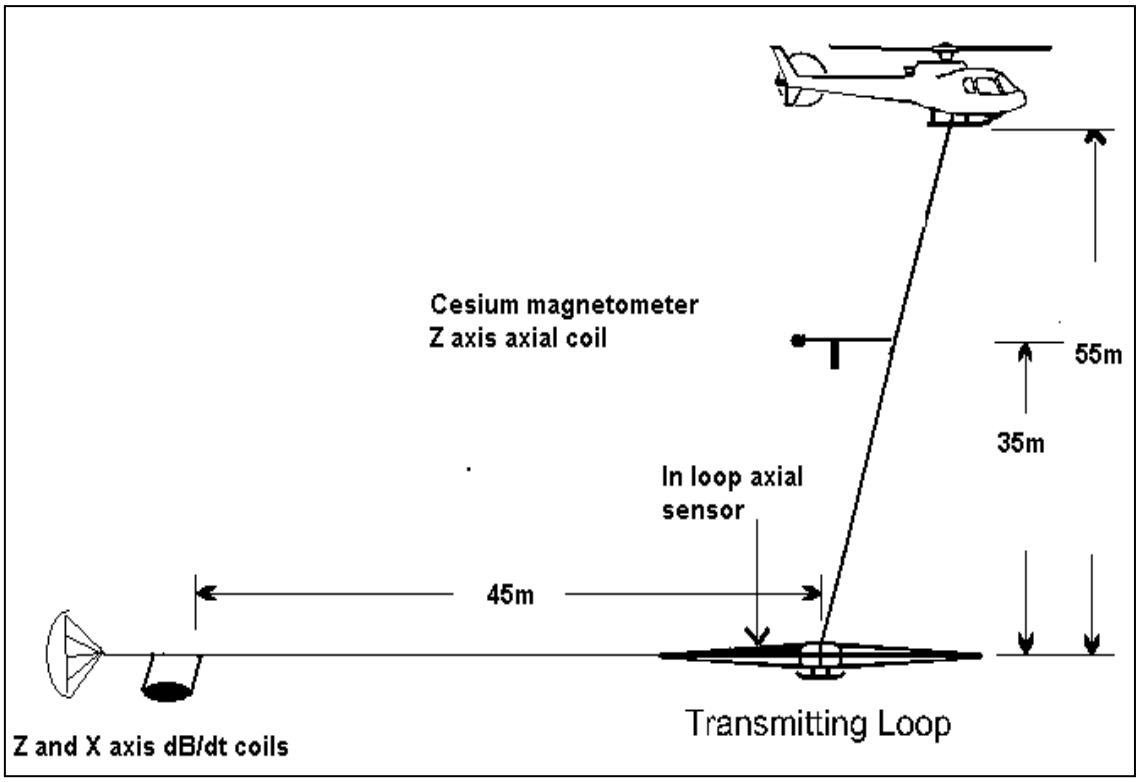


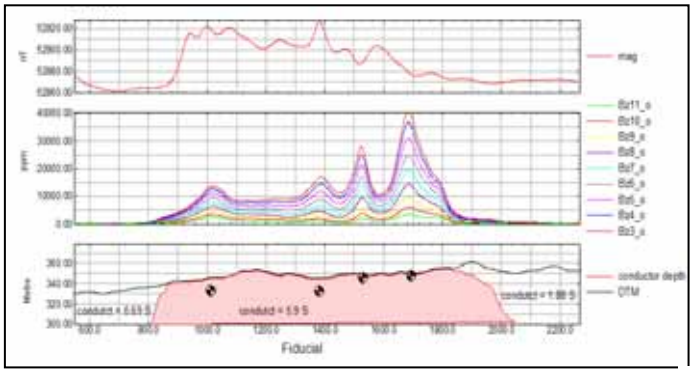
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1256 Kerrisdale Blvd., Newmarket, Ontario, L3Y 8Z9
Tel: (905) 830-6880, Fax: (905) 898-0336, info@mgssurveys.com

T.H.E.M.

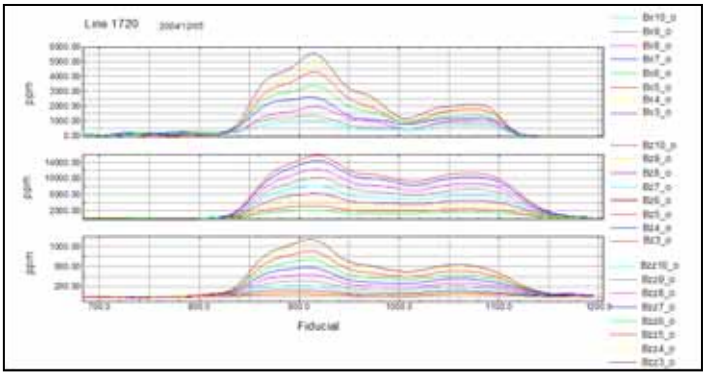
Geophysics Inc.

Basic THEM configuration





Multi channel stacked profiles - magnetics, TDEM, preliminary geological interpretation from the calculated conductance. Depth section is created using a DTM calculated from radar altimeter and GPS-Z data



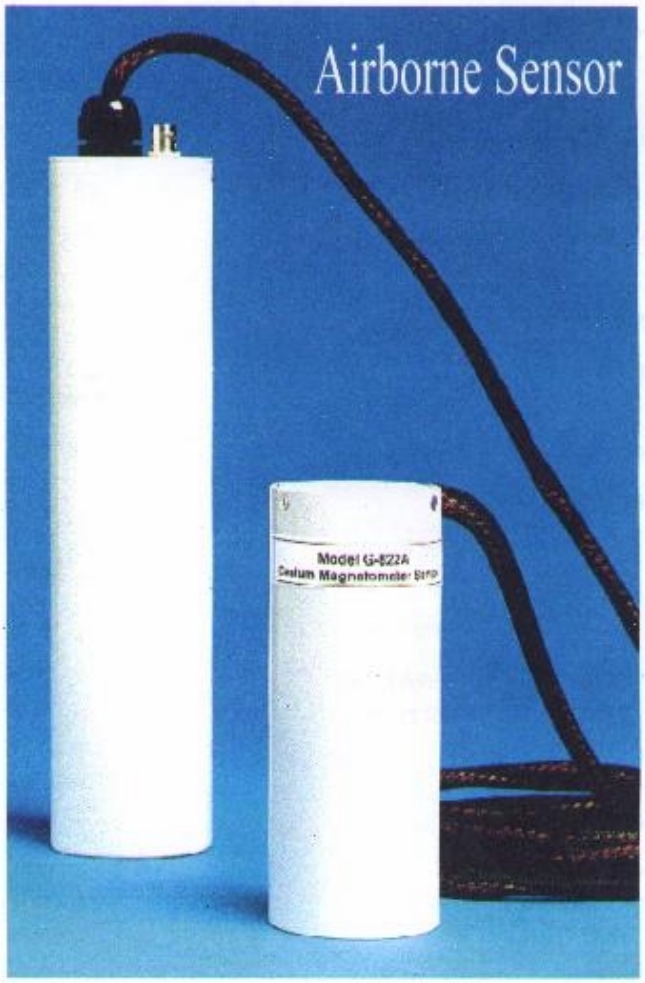
Stacked profiles of an anomaly detected by all 3 receivers of THEM system.
Upper panel: X-axis receiver (towed behind the transmitter loop)
Middle panel: Z-axis receiver (towed behind the transmitter loop)
Bottom panel: Zz-axis receiver (mounted directly above the transmitter loop)
*Because X-axis and Z-axis data are acquired, we can calculate the total field; Btot = (Bx**2 + Bz**2)**0.5. Using B-field data, further processing and interpretation (conductivity mapping, anomaly picking, modeling) may be more easily and accurately undertaken.*

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GEOMETRICS

G-822A CESIUM MAGNETOMETER

- ***Airborne and Vehicle Applications with Multi-Sensor Array Capability***
- ***Automatic Hemisphere Switching***
- ***Highest Sensitivity ___ 0.0005 nT/√Hz RMS with the G-822A Super-Counter***
- ***Highest Versatility ___ Full Aircraft Compensation with RMS AADCII or Button-on Towed Bird system with CM-201 Internal Mini-Counter, with 6 Channel 12 bit A to D converters***
- ***Superior resolution of the Cesium Larmor signal, tracking earth's field variation rates exceeding thousands of nT (γ) over 0.01second periods when using the G-822A Super-Counter***
- ***Gradiometer arrays offering simultaneous operation of up to four separate sensors with the RMS Instruments AADCII , Geometrics' G-822A Super-Counter or CM-201 Internal Mini-counter (See 823A Data Sheet)***
- ***Geometrics offers complete turnkey systems including Birds, Stingers, Wingtip installation accessories as well as Digital Data Acquisition Systems, Flight Path Recovery, GPS Navigation, Gamma Ray Spectrometers, VLF EM , Post Acquisition Data Processing Software and Training***



The G-822A is designed for all airborne or mobile applications where the unique combination of high sensitivity and very rapid sampling of the earth's magnetic field are required. Applications include mapping geologic structure for mining, oil and gas exploration, and the detection and delineation of target bodies in environmental or military type surveys. The unit consists of a high performance low heading error cesium vapor sensor with its associated cables and driver electronics package.

The G-822A sensor uses a precise well-proven design, carefully selected and tested components to insure the very best specifications in sensitivity, noise, heading error and absolute accuracy. A proven record of stable and reliable operation over long periods is the hallmark of the industry standard G-822A. A single coaxial cable of up to 50 meters length supplies both 28 VDC power and Larmor signal transmission from the sensor driver electronics to the 822A Super-Counter or the RMS Instruments' AADCII Automatic Aeromagnetic Digital Compensator. Internal or external signal/power filter-decoupler assemblies are available to provide extremely low noise operation.

The interconnect cable from the driver/electronics to the sensor may be supplied in lengths of 82 and 136 inches. Tuning throughout the earth's field range is fully automatic, and includes automatic hemisphere switching for equatorial surveys.

The sensor/electronics package is watertight, temperature controlled, and delivers full performance under extreme operating conditions. Accessories include special mounting clamps and orientation platforms for installation into a variety of vehicle or aircraft mounting configurations, as well as Birds, Stingers and Wing Tip fairings.

MODEL G-822A AIRBORNE CESIUM MAGNETOMETER SENSOR SPECIFICATIONS

OPERATING PRINCIPLE:	Self-oscillating split-beam Cesium Vapor (non-radioactive)
OPERATING RANGE:	20,000 to 100,000 nT
OPERATING ZONES:	The earth's field vector should be at an angle greater than 6 from the sensor's equator and greater than 6° away from the sensor's long axis. Automatic hemisphere switching.
SENSITIVITY:	<0.0005 nT/√Hz rms. Typically 0.003 nT P-P at a 0.1 second sample rate (90% of all readings falling within the P-P envelope) using 822A Supercounter, 0.02nT P-P for CM-201
HEADING ERROR:	±0.25 nT (over entire 360° spin and tumble)
ABSOLUTE ACCURACY:	<3 nT throughout range
OUTPUT:	Cycle of Larmor frequency = 3.498572 Hz/nT, 2V P-P coupled through the sensor power input
MECHANICAL:	
Sensor:	2.375" (60.32 mm) dia., 6.25" (158.75 mm) long, 12 oz (339 g) - any orientation in 7" dia. stinger
Sensor Electronics:	2.5" (63.5 mm) dia., 11" (279.4 mm) long, 22 oz (623 g)
Cables:	
Sensor to electronics:	70" (1.78 m) or additional 40" (1.1 m) increments with quick disconnect on electronic end. Longer lengths available - Up to 19.5 ft (6.1m)
Sensor Electronics to Counter:	Up to 220 ft (70 m)
OPERATING TEMPERATURE:	-30°F to +122°F (-35°C to +50°C)
STORAGE TEMPERATURE:	-48°F to +158°F (-45°C to +70°C)
ALTITUDE:	Up to 30,000 ft (9,000 m)
WATER TIGHT:	Sealed for up to 2 ft (0.9 m) depth
POWER:	24 to 32 VDC, 0.75 amp at turn-on and 0.5 amp thereafter
ACCESSORIES:	
Standard:	Power/Larmor coaxial cable (electronics to counter), lengths to be specified, spare O rings, operation manual and carrying case
Optional:	
Signal/Power Decoupler:	Separates the Larmor signal from the power (28 V) to enable connection to RMS Instruments' AADCII Automatic Aeromagnetic Compensator or Customer supplied counter
Internal Decoupler:	P/N 27504 - up to two sensor installation
External Decoupler:	P/N 27560 - three and four sensor installation
Internal CM-201 Counter	See G-823 A Data Sheet
Stinger, Wingtip, Bird	Contact Factory for complete system integration information
Base Station Accessories	Non-magnetic Tripod, clamps cables

SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE **1/98**

GEOMETRICS, INC. 2190 Fortune Drive, San Jose, California 95131
408-954-0522 • Fax 408-954-0902 • Internet: sales@mail.geomtrics.com

GEOMETRICS Europe Manor Farm Cottage, Galley Lane, Great Brickhill, Bucks,
England MK179AB • 44-1525-261874 • Fax 44-1525-261867

GEOMETRICS

GEOMETRICS China Laurel Industrial Co. Inc. - Beijing Office, Room 2509-2511, Full Link Plaza
#18 Chaoyangmenwai Dajie, Chaoyang District, Beijing, China 100020
10-6588-1126 (1127..1130), 10-6588-1132 • Fax 010-6588-1162

GSM-19 Overhauser Magnetometer

Features of the magnetometer

- **Sensitivity = 0.02 nT**
- **Absolute Accuracy = 0.2 nT**
- **Sample Rates up to 5 Hz**
- **Low Power Consumption**



General

"Overhauser" Once you experience it, you'll never go back to proton. Overhauser technology brings you sensitivities one to two orders of magnitude better than proton, yet in a light weight package. This is because the overhauser magnetometer consumes an order of magnitude less power than proton magnetometer, allowing a lighter weight for batteries.

What is the Overhauser technique? The Overhauser sensor contains the electrons' fluid that has been added to a hydrogen rich in the form of "free radial". The resulting mixture yields a sensor with 5000 times gain in proton polarization. Since the Overhauser polarization effect does not require static magnetic fields, but uses radio frequency fields transparent to protons, measurement can be done concurrently with polarization. The result is a sensor with much greater sensitivity, that can be sampled much more rapidly than the standard proton sensor.

Overhauser magnetometer systems therefore maximize resolution while minimizing power consumption. Even with Walking Gradiometer systems, sampling at rates of once per second or betterare posible; Even in cold temperatures of minus 40 zero degrees Celsius and greater, the internal rechargeable battery can still be relied on for a 10 hour day, or longer.

The GSM-19 Overhauser magnetometer is thus truly a State-of-the-Art Magnetometer / VLF system. The GSM-19 offers the data quality, reliability, and extensive list of capabilities, and options, that allow it to meet a very wide spectrum of applications.

Standard Features of the magnetometer

The GSM-19 magnetometer console features a real time graphic display of the current profile. In addition digital display of the current reading, current position, and warning messages are provided. The console design, with internal rechargeable battery pack, allows the unit to be completely sealed against the elements. With the built in heater for the display the GSM-19 magnetometer is ready to go wherever your surveys may take you.

Tuning is automatic worldwide, with provision for manual override. In high gradient conditions the GSM-19 magnetometer monitors the signal decay rate and displays a warning message when the gradient becomes too great. Filters for rejection of 50 or 60 Hz noise are provided.

Diurnal corrections may be done in traditional fashion with one magnetometer unit as a base station and a second unit used as the mobile field unit. At the end of the survey the two units are connected and the field unit creates a corrected data file (which still includes the raw data file) based on the temporal drift recorded by the base station.

As a standard feature GSM-19 magnetometer also offer the capability of making tie point measurements for automatic diurnal corrections. To use this feature the operator records a base value and then loops back to this point periodically during the survey to record another measurement, and thus build a file of the drift. In this way a single instrument may be used to make diurnal corrections.

The RS-232 port on the GSM-19 magnetometer will output data as it is collected. This allows interface to GPS loggers that will accept RS232 data. The standard GSM-19 magnetometer may be operated in a remote mode via computer. Memory storage is 512 K in the standard unit, and may be upgraded to 2 MB.

Grid coordinates are stored with either numeric or compass designations. A seven digit number may be used to designate lines and positions. Line and position spacing is entered so that with every reading the position may be automatically updated. An End of Line feature allows the next line to be quickly selected, plus changes the sign on the position spacing. If the previous line had been adding positions as the operator moved, then on the next line, positions will be subtracted as the operator moves. The operator may also easily manually enter his grid position for cases where gaps in the line are necessary.

SPECIFICATIONS

Performance

	Overhauser	Proton
Resolution:	0.01 nT	0.01 nT
Relative Sensitivity:	0.02 nT	0.2 nT
Absolute Accuracy:	0.2 nT	1 nT
Range:	20,000 to 120,000 nT	20,000 to 120,000 nT
Gradient Tolerance:	Over 10,000 nT/m	Over 7,000 nT/m

Storage Capacity (readings)

	Overhauser	Proton
Std. Magnetometer:	32,000 to 131,000	16,000 to 32,000
With 3 VLF stations:	12,000 to 58,000	6,000 to 12,000
Base Station:	170,000 to 700,000	84,000 to 170,000
Gradiometer:	25,000 to 110,000	12,000 to 25,000
With 3 VLF stations:	12,000 to 46,000	6,000 to 12,000

Operating Modes

Manual:	Coordinates, time, date and reading stored automatically at a minimum 3 second interval.
Base Station:	Time, date and reading stored at 3 to 60 second interval (higher speeds available).
Walking:	Time, date and reading stored at coordinates of fiducial with 0.5, 1 or 2 second cycle time.
Hip Chain:	Equidistant coordinates, time, date and reading stored automatically. Distance interval of readings is programmable.
Remote Control:	Optional remote control using RS-232 interface.
Input/Output:	RS-232 or analog (optional) output using 6 pin weatherproof connector.

Operating Parameters

Power Consumption:	Only 2 Ws per reading for Overhauser, and 12 Ws per reading for Proton magnetometer. Will operate continuously for 45 hours on standby.
Power Source:	12V 2.6 Ah sealed lead acid battery standard, other batteries available.
Operating Temperature:	Overhauser: -50°C to +60°C. Proton: -40°C to +60°C.

Dimensions and Weight

Dimensions:
- Console 223 x 69 x 240 mm.
- Sensor 170 x 71 mm diameter cylinder. Omnidirectional sensor 180 x 80mm.

Weight:
- Console 2.1 kg.
- Sensor and staff assembly 2.0 kg.

A Standard package includes a console with batteries, harness, battery charger, case, sensor with 2m cable, and staff.

McPhar Geosurveys Ltd.
1256B Kerrisdale Blvd., Newmarket
Ontario, Canada L3Y 8Z9
Tel: (905) 830-6880, Fax: (905) 898-0336
E-Mail: info@mgssurveys.com
WebSite: www.mgssurveys.com

TERRA TRA-3000 / TRI-30 Radar Altimeter

The Terra TRA-3000 Radar Altimeter unit provides AGL (Above Ground Level) altitude information from 40 feet (12.3 m) up to 2,500 feet (769 m). The system consists of a single TRA-3000 receiver/transmitter/antenna unit and a TRI-30 indicator.



SPECIFICATIONS

TRA-3000 Unit

Type:	Single antenna, FMCW
Altitude Range:	40 to 2,500 ft
System Accuracy:	
• **40 to 100 ft**	+/- 5 ft
• **100 to 500 ft**	+/- 5%
• **500 to 2,500 ft**	+/- 7%
Frequency Range:	100 MHz sweep within 4,200 to 4,400 GHz range
Input Voltage:	Approx. 20 VDC from indicator
Input Current:	600 ma
Altitude Output:	Digital
Self-Test:	Ground or flight, initiated at indicator
Transmitter/Receiver/Antenna:	All solid-state, microstrip antenna,
Physical:	Size - 1" H x 5" W x 7.625" L, Weight - 1.5 lb.
Environment:	-40° C to + 70° C
Unlock display:	Altitude – 45,000 ft

TRI-30 Indicator

Power Supply:	Input voltage – 27.5 VDC +/- 20%
Environment:	Power – 16 watts nominal (includes power to T/R/A unit
Physical:	Size – 3.25" H x 3.25" W x 4" L, Weight – 1 lb.
Mounting:	Front panel mounting; requires a 3" ATI mounting space
Altitude range:	40 ft. to 2,500 ft (linear); 40 – 500 ft (enlarged linear)
Analog display:	Servo; pointer and dial type Needle will go off scale on the high-end
Decision height:	Bug, continuous setting from 40 to 2,500 ft.
Display update rate:	continuous
Analog output:	2.5 mv/ft., 100 mv = 40 ft.
Display disable:	One strut switch input, ground to enable
Altitude accuracy:	
• **40 to 100 ft**	+/- 5 ft
• **100 to 500 ft**	+/- 5%
• **500 to 2,500 ft**	+/- 7%
Aural Decision Height alert:	1 KHz tone for 2 sec. (500 ohms) adjustable audio level
Self-test:	Indicates 40 ft., DH operates normally
Visual alert:	Amber lamp with automatic adjustable intensity; internal LED standard; external lamp operation available.

OmniSTAR 3000LS SERIES DGPS RECEIVER PRODUCT FAMILY

Technical Data



3000 LRS Receiver Products

The 3000L Series DGPS receivers are the product of years of research and development and represent the latest technology and one of the highest levels of integration yet be seen in Satellite DGPS receivers.

Fugro transmits differential GPS correction data to user mobile receiver units via L-band satellites worldwide. The correction data is generated by a network of ground (reference) stations located worldwide and monitored around the clock by three regional control centres. The normal operating environments for the receivers is vessel mounting for precise navigation.

The 3000L series incorporates high quality RF components and circuitry which ensures the best possible performance in fringe area reception and/or noisy reception areas where good signal to noise performance means the difference between the receiver "locking on" to the signal or failing to receive.

The 3000L series also incorporates a powerful DSP (digital signal processing computer), and one of the latest technology RISC (Reduced Instruction Set Computing) embedded processors for receiver control and general purpose processing. The embedded processor operates in real time continuously checking the data integrity, the receiver system health and the computed solution integrity and immediately notifies any out of limits or other alarm condition to the operator. A CAN bus interface is available for access to the processor for machine control and data transfer functions under special software controls. The 3000L Series uses Forward Error Correction Techniques and Fugro proprietary data compression and encryption algorithms to ensure data integrity security and efficiency. These systems are software implemented so that the receiver remains a flexible tool for a wide variety of applications which may require specialised software implementations to suit different users needs.

3000LRS A full function receiver system inside a field case with a display and push button operator interface, Antenna input, Power & Data inputs & outputs.

3000LR8S A full function receiver system inside a field case with a display and push button operator interface, Antenna input, Power and Data inputs and outputs. This unit is equipped with special enhanced differential solution software and also incorporates an internal 8 channel GPS engine.

3000LR12S A full function receiver system inside a field case with a display and push button operator interface, Antenna input, Power and Data inputs and outputs. This unit is equipped with special enhanced differential solution software and also incorporates an internal 12 channel GPS engine.

3000LMS A modular OEM Unit with Antenna, Power and Data inputs and outputs and LED alarm and status indicators.

3000LC A minimum configuration OEM eurocard size receiver board with minimum configuration RF and Power Supply assemblies where integration into other equipment is the responsibility of the original manufacturer (release mid 1997).

Subscription Service Options

VRC This is the Virtual Reference Cell Service where the user selects a "virtual reference cell" which provides an optimised set of RTCM corrections.

VBS This is the Virtual Base Station Service where the user is provided with optimised RTCM corrections for the user current position.

DGPS This is to the Satellite DGPS Service providing DGPS Corrections.

OmniSTAR 3000LS SERIES DGPS RECEIVER PRODUCT FAMILY

Technical Data

Receive Frequency

Automatic scanning:	1525 MHz to 1559 MHz

Environment

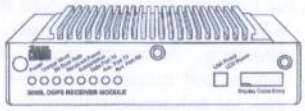
Operating Temperature:	- 20° to 80°C
Non-Operating:	- 40° to 85°C
Humidity:	95% non-condensing
Vibration:	3G/30 Hz/ x, y & z axes
Shock:	Max 7G, 5-20 msec zero rebound
Acceleration:	4G (with optional software)

Data inputs and outputs

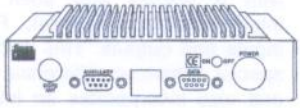
Three Serial Ports:	Command, Data & Auxiliary
Electrical Interface:	RS-232-C
Data Rates:	300, 600, 1200, 2400, 4800, 9600, 19200
Message Rate:	Typically 1-2 seconds output
Plug Types:	DB-9 and RJ 45 connectors

Active Filtered Splitter

RF Input :	1525MHz - 1559MHz and 1575MHz
GPS RF Output :	1575MHz
RF Connector	TNC
Power Connector:	KYCON



3000LM Receiver Module Front View



3000LM Receiver Module Rear View

The system is available world-wide from :

Australia: OmniSTAR Pty Ltd.
Norway: Fugro Starfix Europe AS.
Netherlands: OmniSTAR BV.
Singapore: Fugro OmniSTAR Pte Ltd.
United Kingdom: Fugro Starfix UK .
USA: OmniSTAR Inc.

Power

Power Supply:	10 Vdc to 32 Vdc
Power Consumption:	250-500 mA at 12 Vdc

Antennas

Satellite Signal:	Plate and Helix antennas
Frequency Range:	1525 MHz to 1559 MHz
Gain:	2dBi to 8 dBi
Polarisation:	RHC
Elevation Angles:	5°-20° or 20°-45° or 45°-90°

Memory

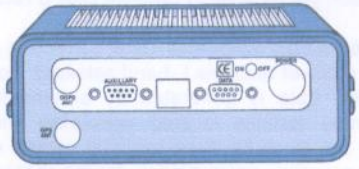
Program Memory:	640kB
Expansion Memory:	512kB to 2 MB

Physical Characteristics

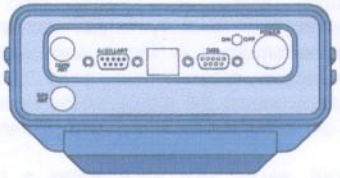
Dimensions (approx):	200mm D x 150mm W x 50mm H
Weight (approx.):	1.5 kg
Display:	Two lines by 20 characters LCD display with yellow backlight
Control:	Five button control

Approvals

Complies with European and USA EMI/EMC Directives



3000LR Rear Panel



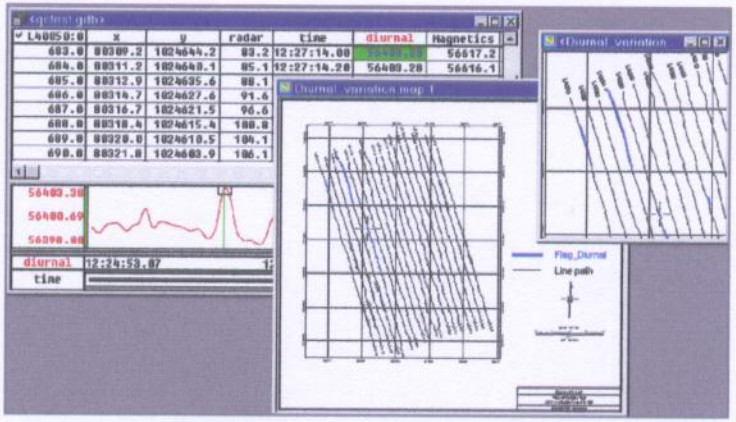
3000LR12/LRFM Extended Case

Tel: 61-8-93225295	Fax: 61-8-93224164
Tel: 47-22-134700	Fax: 47-22-134646
Tel: 31 71 5814710	Fax: 31 71 5814710
Tel: 65-5430200	Fax: 65-5430500
Tel: 44-1224-257500	Fax: 44-1224-257501
Tel: 1-713-785-5850	Fax: 1-713-785-5164

Airborne Quality Control Toolkit

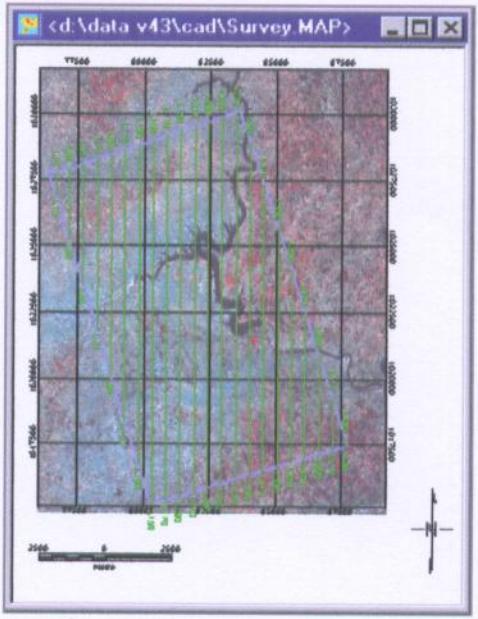
product description

The Airborne Quality Control toolkit offers the productivity tools to plan an airborne survey, and meet basic tender specifications. This provides flight path planning tools, the ability to monitor the survey progress, and streamlined quality control (QC) tools. A built-in mapping wizard automatically displays QC results.



The Airborne Quality Control toolkit provides the tools to accomplish the tasks below:

- Generate flight path map of planned survey
- Display survey statistics
- Display survey line distance
- Perform altitude deviation QC test
- Perform flight path deviation QC test
- Perform flight line separation QC test
- Perform sample spacing QC test
- Perform diurnal drift QC test
- Perform magnetic noise QC test
- Map and print QC results



This tool can be added to any Geosoft application to offer you a more complete data processing and analysis solution. For more information about specialized data processing and analysis tools, please contact your local Geosoft representative.

product capabilities

This tool includes the following capabilities:

- Map Creation
- Importing
- Symbol plots
- Survey line plots
- Quality Control
- Grid Compression
- Database compression
- Coordinate Utilities and Warping

Aiborne Quality Control Toolkit capabilities

Map Creation

Map creation capabilities consist of the "Mapping Wizard" which simplifies the mapmaking process. The wizard uses a series of dialog boxes in which the user can define each specification for the map. The Mapping Wizard uses an existing grid or database to define the extent (area) and scale of the map. The first step in mapping data is to create a new map, which is a blank map with the size, scale and name defined. Once a blank map has been created, plot data, grids or other information can then be added. Map surrounds, north arrows, coordinates and titles can also be add to a map.

Importing

Oasis montaj provides seamless access to both original spatial data and processed information (grids, images and plots).

Spatial data import formats include:

- ASCII data files
- Database table files (single or all tables)
- Geosoft XYZ data files
- Geosoft binary data files
- Flat archive data files
- Blocked binary data files
- ODBC data files
- RMS data files
- Picodas PDAS data files
- USGS data files

Processed data import formats include:

- Geosoft plot (PLT)
- AutoCAD DXF (DXF)
- MapInfo TAB files
- ArcView shape files

Database Compression

Oasis montaj (v4.3 or later) features a database compression option that can reduce file size and improve the performance of Geosoft database files (*.gdb). Processing speed is improved by compressing files because the computer takes less time to read and write to disk. Power users will especially benefit from using compressed databases.

Grid Compression

Oasis montaj (v4.3 or later) features a grid compression option that can reduce the file size and improve the performance of Geosoft grids files (*.grd). Processing speed is improved by compressing files because the computer takes less time to read and write to disk. Power users will especially benefit from using compressed grids.

Symbol Plots

The symbol plotting function can draw symbols on a map at all data points along all selected lines in a database. Symbol plotting methods include adding:

- Symbols
- Proportionally scaled symbols
- Zoned colored symbols (symbols can be a fixed size, or sized in proportion to data values)
- Range classified symbols

Survey Line Plots

The survey line path plots and labels survey line locations.

Quality Control (Airborne)

Airborne Quality Control includes three main functions:

- The Flight Path Planning creates a flight line plan tailored to the shape and size of the survey area. Boundary maps of the survey area can be imported from an AutoCAD DXF file or digitized as polygon files. Planning controls specify the direction, starting reference point, and distance between flight lines for the airborne survey area. The software plots both regular flight lines and tie lines. The flight planning utility produces a database and a map of the flight lines that can be viewed, printed or exported.
- Database Statistics extends the statistical reporting tools included in the basic **Oasis montaj** system. The QC statistical tool generates and prints a statistical report for specific channels or an entire database. The statistical report provides the number of dummies, minimum, maximum, mean and total distance flown for each channel and for the whole database. The survey line distance tool displays the total distance flown for a specific flight line.
- Airborne Quality Control Tool identifies line sections that do not meet survey specifications. Examples include evaluating the diurnal variation, altitude deviation, flight path deviation, and flight line separation of each point along the flight lines to ensure they are within specification. Points that do not meet specifications are identified by a coloured symbol using a colour that corresponds to the type of error. These results are plotted to a map so that the user can visualize the sections of the survey that must be re-flown.

Warping & Coordinate Utilities

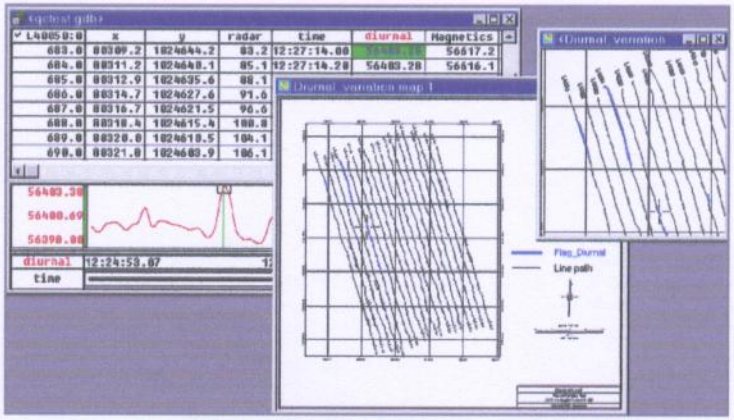
Warping is the process of re-projecting or moving data coordinates numerically, instead of using standard analytical methods for projecting to UTM, longitude/latitude and other coordinate systems. **Oasis montaj** warping defines a polygonal outline (either in a file or interactively) by defining a maximum of four control points. Then data can be warped (creating new X and Y channels) or an entire grid can be warped based on this polygonal outline.

Warping and coordinate utilities include capabilities to do the following:

- Change coordinates
- Backup current X, Y channels
- Restore backup X, Y channels
- Translate coordinates
- Rotate coordinates
- Interpolate X, Y channels
- Convert longitude, latitude to local X, Y
- Convert local X, Y to longitude, latitude
- Define a warp
- Apply a warp

Airborne Geophysics

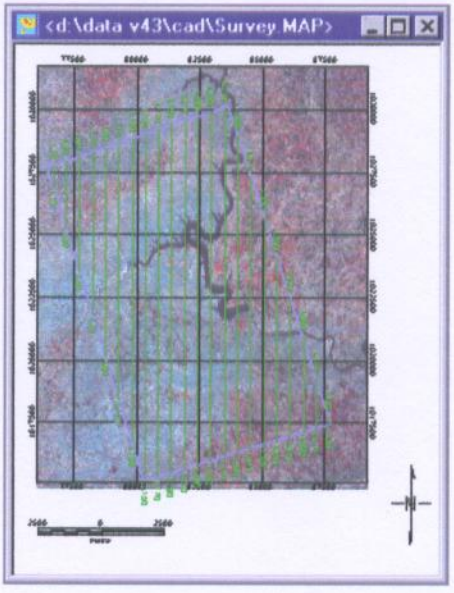
product description



Geosoft's **Airborne Geophysics** application for the **Oasis montaj**™ software platform provides field geophysicists with the ability to process, filter, grid, and map data from airborne geophysical surveys.

This application includes **Oasis montaj** the core software platform for working with large volume spatial data. The core software platform consists of an Interface and a Processing engine. For detailed information on the system and its capabilities, see the **Oasis montaj** Core software platform information page.

In addition to the features provided in the core platform, the **Airborne Geophysics** application provides a variety of gridding methods and 1-D filters for processing your data. Perform quality control tasks on airborne data including levelling survey lines and correcting IGRF, lag, heading, and base station errors. Several map-creation capabilities are also provided to present your processed data for interpretation.



product capabilities

The **Airborne Geophysics** application includes the following capabilities:

- Basic grid utilities
- Advanced grid utilities
- Basic 1-D Filters
- 1D Non-linear Filters
- Line levelling
- Line intersections
- Lag, heading, and base station corrections
- IGRF
- Picodas (PDAS) import
- C3NAV support
- Profile Plotting
- Symbol plotting
- Posting (label) plotting
- Contouring
- Line gridding (Bigrid)
- Minimum curvature gridding
- Tinning
- Target Picking
- Survey line plotting
- Quality Control
- Trend gridding (**GeoStrike**™ Tool)

Airborne Geophysics capabilities

Basic Grid Utilities

The following functions can be performed with the basic grid utilities:

- Display grid as a terenary image
- Display grids as two, three or four grid composites
- Grid windowing (create a grid from a window of a larger grid)
- Colour shaded grid (apply shading to create a quick shaded relief grid)
- Display statistics (display header and grid details on screen)
- Import ASCII grid
- Point grid value (the grid value at a selected location from up to four grid files)
- Grid outline (find edge points in a grid image and either save the edges in a polygon file or draw the edges on the current map)
- Sample a grid (sample a grid at specified X,Y locations and create a new channel that contains the sampled grid data)
- Grid profile (extract a data profile from a grid and place it in a new line of the current database)
- Transpose a grid by swapping the grid rows with the grid columns
- Save grid to database (import grid data into new or existing databases)
- Shaded relief grid (create a shaded relief image from a grid)

Advanced Grid Utilities

The following functions can be performed with advanced grid utilities:

- Trend enforcement (**GeoStrike**)
- Remove regional trends and gradients (remove a regional trend or gradient from a grid)
- Locate grid peaks
- Grid masking (insert placeholder values based on a polygonal area you specify in a file)
- Grid expansion and filling
- Grid volume (calculate the volume of space defined by a grid surface, above and below a base of reference)
- Grid peak (find peaks in a grid file)
- Apply a 3 X 3 convolution filter such as hanning, laplace, horizontal derivative (X direction), horizontal derivative (Y direction), horizontal derivative (45 degree direction)
- Apply a 5x5 symmetric convolution filter
- Apply a vertical derivative convolution filter
- Create and apply user defined filters
- Horizontal gradient (calculate the grid gradient amplitude in a specified direction)
- AGC (apply automatic gain compensation to a grid)
- Use Boolean operators to merge overlapping grids or display the parts of grids which overlap
- Expressions: mathematical operations such as remove base, multiply by factor, add grids, subtract grids, multiply grids, ratio grids and general expressions

Basic 1D Filters

Basic one dimensional filters are commonly used to smooth data, with or without non-linear filtering. The following are descriptions of the different 1D filters:

- High-pass filter applies a high-pass (sharpening) filter to a channel.
- Low-pass filter applies a low-pass (smoothing) filter to a channel.
- Bandpass filter applies a filter that removes features longer than the long wavelength cutoff and shorter than the short wavelength cutoff.
- Convolution filter applies space-domain averaging filter to a channel. The filter can be defined in a filter file or in a comma delimited string.
- Difference filter calculates differences between values in a channel. The common fourth difference can be calculated by specifying four differences, which is useful for identifying noise.
- Polynomial filter calculates n'th (maximum nine) order trend of a data channel by (least square) best-fit polynomial. The trend is then evaluated and placed in a new channel. An optional residual channel (input trend) may also be created.
- B-Spline filter calculates a B-spline interpolation of data in a channel. A B-spline allows you to control the smoothness of the spline and the tension applied to the ends of the spline.
- Linear Regression filter fits a least-square linear regression to a set of marked data in a channel and reports the slope and intercept.

1D Non-Linear Filters

The 1D Non-Linear Filter is ideal for removing very short wavelength, but high amplitude features from data. It is often thought of as a noise spike-rejection filter, but it can also be effective for removing short wavelength geological features, such as signal from surficial features.

The 1D Non-Linear Filter is used to locate and remove data that is recognized as noise. The algorithm is 'non- linear' because it looks at each data point and decides if that data is noise or a valid signal. If the

— continued on next page

Airborne Geophysics capabilities

point is noise, it is simply removed and replaced by an estimate based on surrounding data points. Parts of the data that are not considered noise are not modified at all.

Line Levelling

Statistical levelling corrects for intersection errors (miss ties) that follow a specific pattern or trend. The algorithm calculates a least-squares trend line through an error channel to derive a trend error curve, which is then added to the channel to be levelled.

The objective of full line levelling is to adjust the survey lines so that all lines match the trended tie lines exactly at each intersection that has been included in the process.

The line levelling system:

- Identifies potential errors in data sets
- Applies systematic corrections including magnetic base station, lag and heading corrections and select line direction
- Performs conventional levelling using simple (tie line and full levelling) and careful levelling methods

Line Intersections

The output intersection table file tabulates every intersection between tie lines and regular survey lines. It includes the exact ground location of the intersection point, the tie line and survey line numbers, the recorded value on each line, and the horizontal gradient of the data at that location. The line intersection system can find and edit intersection between any lines in a data set (lines can either be regular survey lines or tie lines).

Lag, Heading and Base Station Corrections

Correction routines include applying a:

- Lag correction to a channel of data by shifting the start fiducial by a specified lag amount
- Heading correction to data for a systematic shift (in the data) that is a function of the direction of travel for a survey line
- Magnetic base station correction to a magnetic channel

IGRF

The International Geomagnetic Reference Field **IGRF** or the Definitive International Geomagnetic Reference Field **DGRF** correction (field strength, inclination and declination) can be calculated from a geographic coordinate channel or a single geographic point.

Picodas import

Picodas is an airborne instrument data acquisition system that records multi-parameter airborne survey data. The system produces a set of files for each survey flight. The files include an ASCII header file and a number of binary data files that contain the data for each survey flight. The ASCII header file fully documents the contents of the binary data files and includes a list of the binary files for that flight.

C3NAV

C3Nav software corrects errors caused by the difference between recorded GPS location and the true ground loaction.

C3Nav matches the ground GPS and moving GPS readings at the same time, and uses the data only from the common set of satellites that both are observing at that time. C3Nav produces a listing file that contains the GPS time (seconds from the start of the week), and the differentially corrected location of the moving GPS receiver.

Profile Plots

The profile plotting capability features the ability to draw profiles of channel values for all selected lines in a database.

Posting Plots

Posting plots means the user can post the data values for a channel on a map.

Symbol Plots

The symbol plotting function can draw symbols on a map at all data points along all selected lines in a database. Symbol plotting methods include adding:

- Symbols
- Proportionally scaled symbols
- Zoned colored symbols (symbols can be a fixed size, or sized in proportion to data values)
- Range classified symbols

Contouring

Contouring is the capability to draw contours on a map using a specified grid.

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Airborne Geophysics capabilities

Line Gridding

Line gridding is the capability to create a new grid file (.GRD) using the bi-directional gridding method (BIGRID).

The BIGRID method uses a two step process:

1. Each line is interpolated along the original survey line to yield data values at the intersection of each required grid line with the observed value.
2. The intersected points from each line are then interpolated in the across-line direction to produce a value at each required grid node.

The BIGRID GX has the following capabilities:

- Unlimited line based data
- LP, HP filters
- Data presort options
- Enhanced trended gridding
- Output any grid size

Minimum Curvature Gridding

Minimum curvature gridding uses a minimum curvature gridding algorithm (RANGRID) to create a new grid file (.GRD).

The RANGRID method fits a minimum curvature surface to the data points. A minimum curvature surface is the smoothest possible surface that will fit the given data values and settings.

The RANGRID GX also has the capability to:

- Access unlimited number of input observation points
- Adjust internal tension
- Apply de-aliasing filter
- Apply linear and logarithmic gridding
- Blank un-sampled areas
- Output grids up to any size

Tinning

The Triangular Irregular Network (TIN) method, utilizes the Sweepline algorithm implemented by Steven Fortune of Bell Laboratories. The Sweepline algorithm calculates the X,Y (Z-optional) values to create a binary (*.TIN) file.

When Z values are included in the (*.TIN) file, a TIN grid can be created using the TINGRID GX. The TINGRID GX applies the Natural Neighbour algorithm (Sambridge, Brown & McQueen 1995) to the Z values in the (*.TIN) file to create a grid.

Survey Line Plots

The survey line path plots and labels survey line locations.

Quality Control (Airborne)

Airborne Quality Control includes three main functions:

1 **The Flight Path Planning** which creates a flight line plan tailored to the shape and size of the survey area. Boundary maps of the survey area can be imported from an AutoCAD DXF file or digitized as polygon files.
   - Planning controls specify the direction, starting reference point, and distance between flight lines for the airborne survey area.
   - The software plots both regular flight lines and tie lines. The flight planning utility produces a database and a map of the flight lines that can be viewed, printed or exported.

2 **Database Statistics** extends the statistical reporting tools included in the basic **OASIS montaj**™ system.
   - The QC statistical tool generates and prints a statistical report for specific channels or an entire database. The statistical report provides the number of dummies, minimum, maximum, mean and total distance flown for each channel and for the whole database.
   - The survey line distance tool displays the total distance flown for a specific flight line.

3 **Airborne Quality Control Tool** identifies line sections that do not meet survey specifications. Examples include evaluating the diurnal variation, altitude deviation, flight path deviation, flight line separation of each point along the flight lines to ensure they are within specification. Points that do not meet specifications are identified by a coloured symbol using a colour that corresponds to the type of error. These results are plotted to a map so that the user can visualize the sections of the survey that must be re-flown.

Trend Gridding (GeoStrike™)

Trend Gridding (GeoStrike™) alleviates the aliasing problem that results when there are more samples "along the lines" than across lines — a traditional problem in gridding geophysical data. This problem leads to undesirable effects including ellipsoids or ellipsoidal "beads" between lines in gridded data. The Trend Gridding (GeoStrike™) algorithm is designed to provide a solution that preserves the character of local trends while eliminating aliasing effects.

— continued on next page

Airborne Geophysics capabilities

Target Picking

Two new target-picking capabilities have been added to the Geophysics application:

- The new Pick anomalies option, located on the X-Utility menu, enables the users to pick anomalies from one or multiple channels based on the channel(s) values and the amplitude of the troughs on either side of the anomaly in the channel(s) profile. The target results will be stored in a new "targets" line using the actual values of the input channel or with alphabetical or numerical numbering.
- The Select target option, located on the profile window popup menu, enables individual targets to be picked directly from the profile window. The selected targets are appended to the "targets" line and, optionally, can be plotted simultaneously to the current map using user-defined symbols.

Advanced Gridding Toolkit

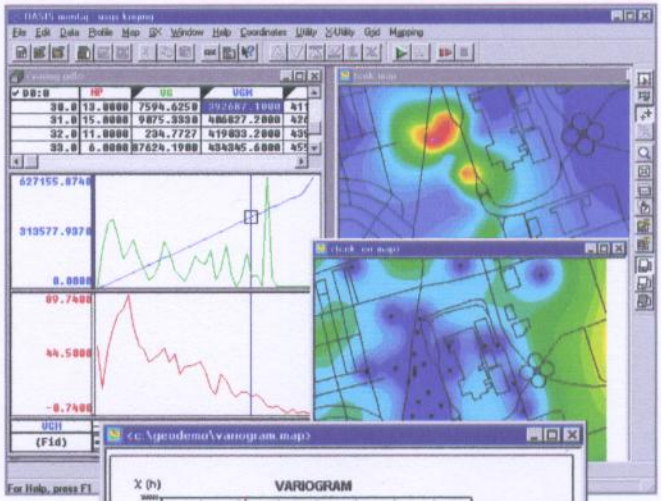
product description

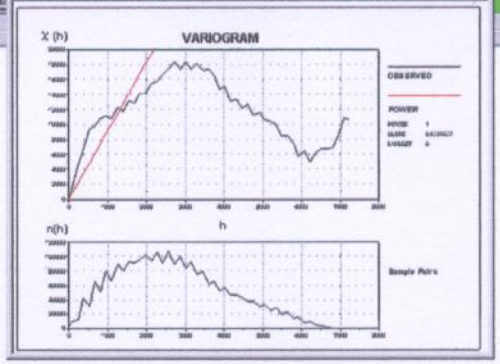
Geosoft's **Advanced Gridding Toolkit** expands your **Oasis montaj**™ core system to enable advanced gridding capabilities, including four proven gridding routines and basic grid analysis methods.

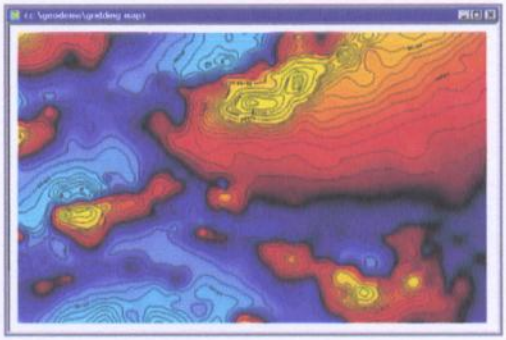
The **Advanced Gridding Toolkit** enables you to interpolate data and produce a grid using any of Geosoft's four gridding routines; Minimum Curvature (Random) Gridding, Line (Bi-Directional) Gridding, TIN Gridding using the Natural Neigbours method, and Kriging. Basic grid utilities provide processing and grid enhancement tools, including:

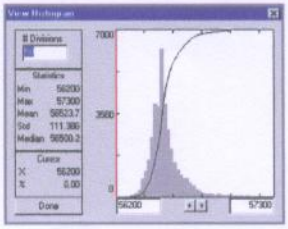
- Grid outline
- Grid windowing
- Point grid value
- Apply shading to create a shaded relief grid
- Display and update standard grid statistics

This tool can be added to any Geosoft application to meet your specific data processing and analysis needs. For more information about specialized data processing and analysis tools, please contact your local Geosoft representative.









product capabilities

This tool includes the following capabilities:

- Basic Grid Utilities
- Line gridding
- Minimum curvature gridding
- Tinning
- Kriging

Advanced Gridding Toolkit capabilities

Basic Grid Utilities

The following functions can be performed with the basic grid utilities:

- Display grid as a terenary image
- Display grids as two, three or four grid composites
- Grid windowing (create a grid from a window of a larger grid)
- Colour shaded grid (apply shading to create a quick shaded relief grid)
- Display statistics (display header and grid details on screen)
- Import ASCII grid
- Point grid value (the grid value at a selected location from up to four grid files)
- Grid outline (find edge points in a grid image and either save the edges in a polygon file or draw the edges on the current map)
- Sample a grid (sample a grid at specified X,Y locations and create a new channel that contains the sampled grid data)
- Grid profile (extract a data profile from a grid and place it in a new line of the current database)
- Transpose a grid by swapping the grid rows with the grid columns
- Save grid to database (import grid data into new or existing databases)
- Shaded relief grid (create a shaded relief image from a grid)

Line Gridding

Line gridding is the capability to create a new grid file (.GRD) using the bi-directional gridding method (BIGRID). The BIGRID method uses a two step process:

1. Each line is interpolated along the original survey line to yield data values at the intersection of each required grid line with the observed value.
2. The intersected points from each line are then interpolated in the across-line direction to produce a value at each required grid node.

The BIGRID GX has the following capabilities:

- Unlimited line based data
- LP, HP filters
- Data presort options
- Enhanced trended gridding
- Output any grid size

Minimum Curvature Gridding

Minimum curvature gridding uses a minimum curvature gridding algorithm (RANGRID) to create a new grid file (.GRD). The RANGRID method fits a minimum curvature surface to the data points. A minimum curvature surface is the smoothest possible surface that will fit the given data values and settings. The RANGRID GX also has the capability to:

- Access unlimited number of input observation points
- Adjust internal tension
- Apply de-aliasing filter
- Apply linear and logarithmic gridding
- Blank un-sampled areas
- Output grids up to any size

Tinning

The Triangular Irregular Network (TIN) method, utilizes the Sweepline algorithm implemented by Steven Fortune of Bell Laboratories. The Sweepline algorithm calculates the X,Y (Z-optional) values to create a binary (*.TIN) file.

When Z values are included in the (*.TIN) file, a TIN grid can be created using the TINGRID GX. The TINGRID GX applies the Natural Neighbour algorithm (Sambridge, Brown & McQueen 1995) to the Z values in the (*.TIN) file to create a grid.

Kriging

The Kriging Tool provides you with the capability to:

- Apply de-aliasing filter
- Apply linear and logarithmic gridding options
- Blank un-sampled areas
- Calculate a variogram from the input data channel
- Output grids up to any size
- Process unlimited number of input observation points
- Support linear, power, spherical, Gaussian, exponen-

McPhar Geosurveys Ltd.
1256B Kerrisdale Blvd., Newmarket
Ontario, Canada L3Y 8Z9
Tel: (905) 830-6880, Fax: (905) 898-0336
E-Mail: info@mgssurveys.com
WebSite: www.mgssurveys.com

FIELD DATA PROCESSING WORKSTATIONS

Our Field Data Processing Workstations (FWS) are dedicated PC-based microcomputer systems for use at the technical base in the field. The workstations are designed for use with Geosoft OASIS, MPS and MONTAJ, ENCOM, and other data processing software, as well as in-house developed software and utilities.

The FWS has a data replot capability, and may be used to produce pseudo analog charts from the recorded digital data within less than 12 hours after the completion of a survey flight, if this is necessary. It is also capable of processing and imaging all the geophysical and navigation data acquired during the survey, producing semi-final, preliminary-levelled maps in either black-line contours on Mylar or full colour contours on paper.



FWS FEATURES

- **Portability** - the workstations can be packaged and transported to the field with a minimum of effort
- **Digital Data Verification** - flight data quality and completeness can be assured by both statistical and graphical means
- **Flight Path Plots** - flight path plots can be quickly generated from the GPS satellite data to verify the completeness and accuracy of a day's flying
- **Versatility** - the FWS can be used in both the field and the office. Data pre-processed in the field can be up-loaded to the computers at the Data Processing Centre to speed data turnaround.
- **QC and Preliminary Maps** - the software will permit preliminary maps of the magnetic and gamma-ray spectrometer data to be quickly and efficiently created in the field, providing a quick and efficient method to undertake QC Verification of newly acquired data.

THE HARDWARE



The workstations are PC-compatible PENTIUM microcomputers with a 2GHz or faster processor, 512 MB of memory, a large capacity hard disk drive, an extended VGA graphics card with VGA monitor and a colour inkjet plotter for generating maps and/or profiles, and ZIP, JAZZ and writeable CD-ROM drives to backup data.

THE SOFTWARE

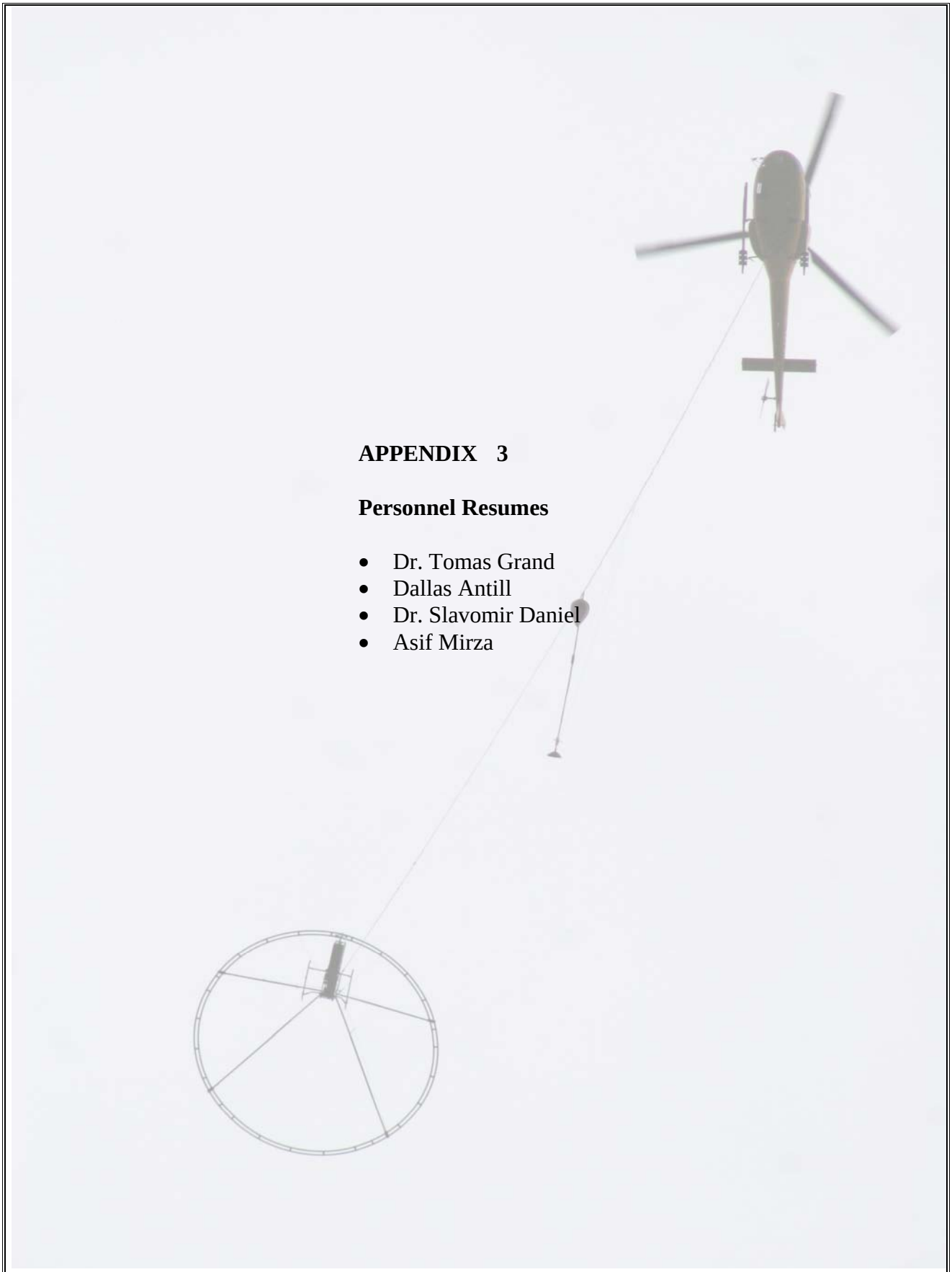
The FWS software enables the user to read the FLASH cards, ZIP cartridges or PCMCIA removable hard disks from the airborne system, check the data for gaps, spikes or other defects and permits editing where necessary.

The base station GPS/magnetometer data is checked and edited, and where necessary merged with the airborne data. Post-survey differential GPS corrections are made using either C^{3}NAV and/or WAYPOINT software. GPS flight path plots may be created and plotted. Multi-channel stacked profiles of the recorded and edited data may be produced on the dot-matrix printer.

The Software includes:

- Geosoft OASIS/Montaj Airborne Processing Software
- PC-based airborne data compilation and binary database system for in-field processing and compilation of large volumes of time or fiducial based airborne data
- Proprietary data for processing HEM data
- GrafNAV GPS processing/differential GPS correction software
- McPhar's proprietary software and utilities
- General Utility software (WINDOWS 200 PRO, Norton Utilities, Norton Anti-virus, Xtree Gold, LapLink, etc.)





APPENDIX 3

Personnel Resumes

- Dr. Tomas Grand
- Dallas Antill
- Dr. Slavomir Daniel
- Asif Mirza

McPhar Geosurveys Ltd.
1256B Kerrisdale Blvd., Newmarket
Ontario, Canada L3Y 8Z9
Tel: (905) 830-6880, Fax: (905) 898-0336
E-Mail: info@mgssurveys.com
WebSite: www.mgssurveys.com

RÉSUMÉ

Name: Tomas Grand
Profession: Chief Geophysicist
Education: Dr. (Ph.D.), Geophysics (1988)
Comenius University, Bratislava, Czechoslovakia

Experience:

2005 **McPhar Geosurveys Ltd., Newmarket, Ontario, Canada - Chief Geophysicist** - supervising all geophysical activities of the company, including research and development of instrumentation and software; training and workshops, data processing, interpretation and reporting. Project Management and QC of field surveys.

2003 to 2005 **Senior Geophysicist/Projects Manager, McPhar Geosurveys Ltd., Newmarket, Ontario, Canada** - responsible for processing of airborne geophysical data in the field; on-site quality control (QC) of acquired geophysical data; installation of ground base station geophysical instruments; operational logistics and client liaison report writing.

1995 to 1996 **Aero Surveys Inc., Uxbridge, Ontario, Canada – Geophysicist** – field QC and data processing on HEM/MAG surveys, Voisey's Bay, Labrador.

1994 to 2003 **Zebra Earth Sciences Ltd**., **Vice-President and Geophysicist -** an agency based in Czech Republic providing geotechnical services and representing several Canadian manufacturers of geotechnical equipment. Since 2000 associated with AEA Technology PLC of U.K., acting as training manager and consultant for EU geological and environmental projects conducted in Central and Eastern Europe. Various projects, surveys and/or processing and interpretation of geophysical data; mineral exploration, coal exploration, geothermal energy exploration, engineering and environmental geophysics, undertaken in Europe, North and Central America, Asia.

1988 -1994 **Geofyzika Brno (in 1992 transformed to Geocomplex a.s. Bratislava, Slovakia) - Senior Geophysicist, Project Manager**. Responsible for managing and conducting of gravity surveys, data processing, interpretation and development of geophysical software for mineral exploration, coal exploration, oil and gas exploration, regional geology studies and geotechnical surveys

Languages: English, German, Russian, Slovak

Relevant Work Experience (geophysical surveys and training/ data processing of geophysical data) :

Gravity

Responsible for managing and conducting of more than 50 gravity surveys, data processing, interpretation (mineral exploration, coal exploration, oil and gas exploration, geothermal energy exploration, geotechnical and environmental projects) - surveys in Czech and Slovak Republics, Turkey, United Arab Emirates, Mexico, Thailand.

Induced Polarization/Resistivity

Surveys in Thailand, Philippines, Slovak Republic, U.A.E. Training programs conducted in Philippines Yemen, Costa-Rica, Mexico.

Magnetics

Mineral exploration, environmental and geotechnical surveys conducted in Czech and Slovak Republics, Philippines

Ground and Airborne Data Processing

Responsible for managing and conducting of data processing (gravity, ground and airborne magnetic/EM/radiometric, IP/Resistivity and GPR data) in various projects undertaken in Czech and Slovak Republics, Denmark, Mexico, Canada, South-eastern Asia, Russia, Turkey, U.A.E., Mexico.

Data processing and data interpretation training programs undertaken in Europe, Canada, USA, Costa Rica, Mexico, Yemen, Turkey and Saudi Arabia.

Major Clients for whom the surveys and geophysical/geological compilations have been performed include:

Geological Survey of Slovakia, Ministry of Environment of Slovakia, H&O Consulting (Denmark), AEA Technology plc. (U.K), European Commission, Geonika, G-Impulz Inset and GHE (Czech Republic), TIMCO (U.A.E), RTZ Mining, KACST (Saudi Arabia), Ministry of Agriculture of Yemen, Ban Pu Coal (Thailand), Birlik Co. Ltd (Turkey), Pemex (Mexico), Scintrex Ltd., Geosoft Inc., Quantec, GEM Systems, Inc (Canada)

NAME: **Dallas Antill**

PROFESSION: Geophysical Technician

EDUCATION:

University of Lethbridge, Lethbridge, Alberta
- B.Sc. Environmental Science major - graduated December, 1999

Lethbridge Community College, Lethbridge, Alberta
- Watershed Management Diploma - graduated April, 1998

WORK EXPERIENCE:

May 04 -	McPhar Geosurveys Ltd., Geophysical Operator/ QC Geophysical Technician • Gravity meter operator in Bolivia • QC technician on numerous airborne surveys in Canada and Greenland
May 02 – May 03	Excel Geophysics Inc., Geophysical Operator/Data Processor • crew supervisor on various Western Canada and US projects • field acquisition and processing of gps and gravity survey data for oil and gas exploration • repaired and maintained LaCoste and Romberg gravity meters
Mar. 02 – May 02	Airport Terminal Services, Calgary International Airport, Ramp Agent Pinebrook Golf and Country Club, Grounds Crew
Oct. 00 – Oct. 01	Traveled and worked throughout Australia
June 2000	Sid's Oilfield Service, Shaunavon, Saskatchewan Under the direction of Erditas Environmental Solutions • landfill reclamation • well monitoring • soil sampling
Summer 1999	Traveled throughout Southwest USA studying environmental and geographical attributes of the area through the University of Lethbridge
Summer 1998	JRT Communications, GPS Field Technician, Lethbridge, Alberta • mapped fields throughout Southern Alberta using Motorola LGT 1000 GPS units

SKILLS

Technical Skills (Field/Lab)

- global positioning system/surveying
- soil classification and surveys
- reclamation/contaminant management
- gravity surveying

Computer Skills

- GIS (Arc View)
- Leica SkiPro, Map Source
- spreadsheets/word processors

McPhar Geosurveys Ltd.
1256B Kerrisdale Blvd., Newmarket
Ontario, Canada L3Y 8Z9
Tel: (905) 830-6880, Fax: (905) 898-0336
E-Mail: info@mgssurveys.com
WebSite: www.mgssurveys.com

RÉSUMÉ

Name: Slavomir DANIEL
Profession: Geophysicist
Education: Dr. (Ph.D.), Geophysics (1988)
Comenius University, Bratislava, Czechoslovakia

Experience:

2005 -2006 **McPhar Geosurveys Ltd., Newmarket, Ontario, Canada - Quality control processor** - geophysical processing of the airborne and field measurement data, quality control of data.

1997 to 2006 **Senior Geophysicist/Projects Manager, Koral,s.r.o. Slovakia** - Responsible for creation of GIS. Logistic operation and Project management of geophysical data

1996 to 1997 **Geological Survey of Slovak republic – Chief of GIS department** – Responsible for quality control of processing data. Logistic manager

1988 -1994 **Geofyzika Brno (in 1992 transformed to Geocomplex a.s. Bratislava, Slovakia) - Senior Geophysicist**. Responsible for managing and conducting data processing, interpretation and development of GIS software.

Languages: English, Russian, Slovak

Relevant Work Experience (data processing of geophysical data) :

Data processing

More than 50 projects conducted mainly in Slovak republic.

Field data quality control, processing of gravimetry and magnetometry survey

India , Cuddalore, 2005

Quality control and data processing of Airborne surveys

2006, McPhar Canadian projects.

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Tel: (905) 830-6880, Fax: (905) 898-0336
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WebSite: www.mgssurveys.com

RÉSUMÉ

NAME: **ASIF M. MIRZA**

PROFESSION: **Geophysicist**

EDUCATION:

- M.Sc., Applied Environmental Measurement Techniques, Chalmers University of Technology, Sweden
- M.Sc., Applied Geophysics, Dept. of Earth Science, Quaid-I-Azam University, Islamabad, Pakistan
- B.Sc., Applied Geology, Institute of Geology, University of the Punjab, Lahore, Pakistan

TRAINING:

Internship

- Seismic Data Processing, OGDCL, Islamabad, Pakistan

Technical Courses

- Evaluation of Aggregates as constructional material, Course arranged by the Kent State University, Ohio, USA and Institute of Geology, University of the Punjab, Lahore, Pakistan
- Course on Geographical Information System (GIS), Course arranged by the National University of Science and Technology, Islamabad, Pakistan
- Course on Seismic Stratigraphy and Tectonics (Basin Analysis and Computer Modelling), Course arranged by Petroleum Geology Investigators ApS, Copenhagen, Denmark and the Dept. of Earth Sciences, Quaid-i-Azam University, Islamabad, Pakistan
- Well Logging interpretation, course arranged by Petroleum Geology Investigators ApS, Copenhagen, Denmark and the Dept. of Earth Sciences, Quaid-i-Azam University, Islamabad, Pakistan

PROFESSIONAL EXPERIENCE:

2004 McPhar Geosurveys Ltd, Newmarket, Ont, Canada - Geophysicist

- Airborne geophysical field data management and preliminary processing, of different projects, using Geosoft Oasis Montaj
- Quality control decisions of survey data within the specification laid down with clients and McPhar's standards
- Gridding, contouring and leveling of magnetic and electromagnetic geophysical data to produce profiles and contours maps
- Set up and operate ground base station system, comprising magnetometer and GPS system
- Producing of backup CD-ROM's of the processed data for forwarding to clients via internet or company network site
- Making final reports of the processed geophysical data for clients

2000 – 2001 SEFEC (Pvt.) Ltd, Karachi, Pakistan - Field Geophysicist

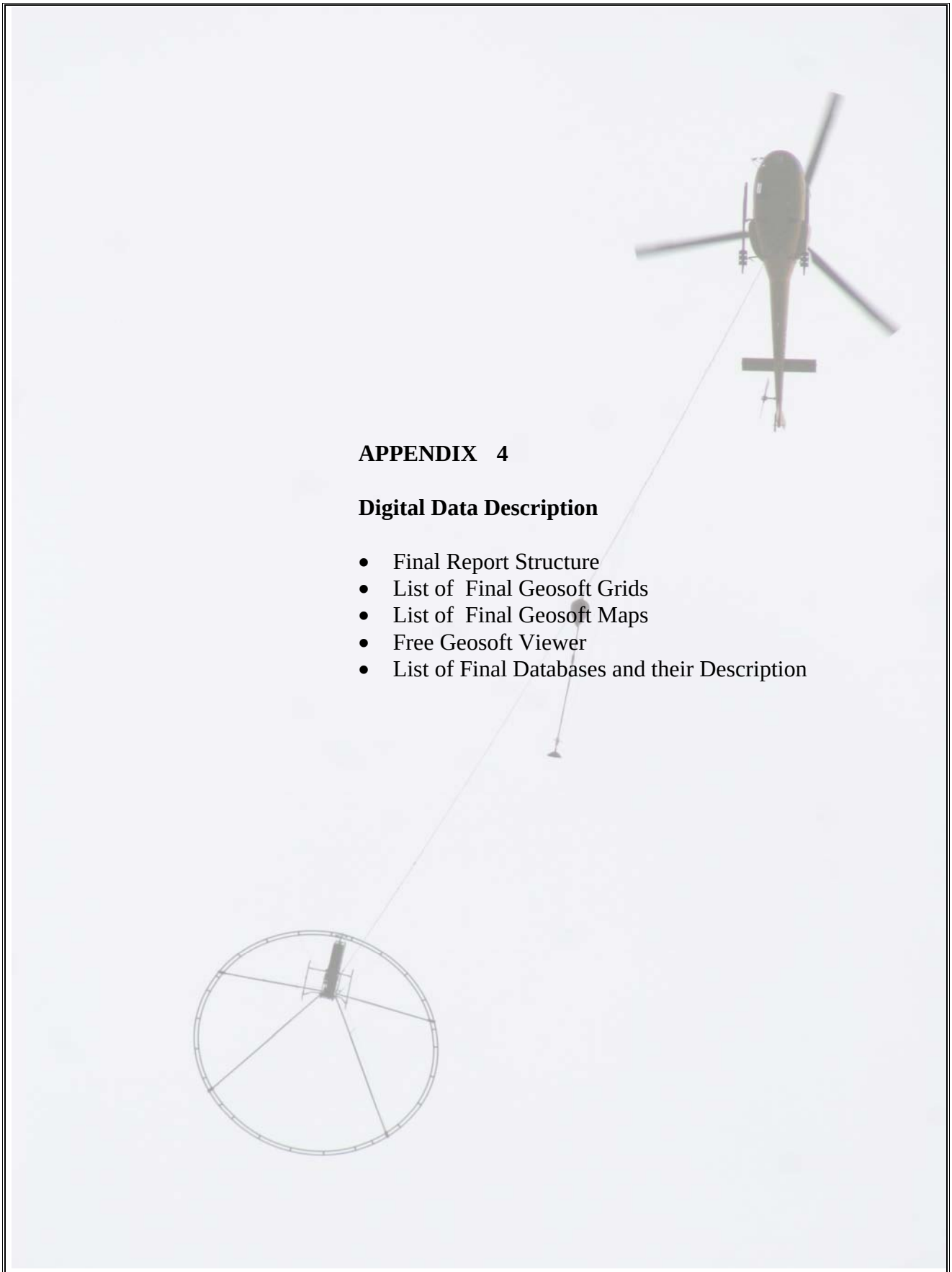
- Seismic reflection data acquisition with the help of dynamite in Attock Area, Pakistan
- Seismic reflection data recorded in the field using well-defined field parameters, i.e. source and spread configuration
- Seismic spread and geophone arrays designed using walk away test and spectral analysis
- Performed field seismic data processing Attock Area, Pakistan

HIGHLIGHTS OF QUALIFICATIONS:

- Experience as a field geophysicist
- Airborne geophysical data management and processing
- Seismic reflection data processing experience in Geophysical Investigations for the demarcation of overburden from the bedrock and concerning oil resources
- Extensive experience in 2-D seismic reflection data interpretation
- Experience in seismic data interpretation with the help of Seismic Straitigraphy, Borehole logging, Gravity and Resistivity methods
- Data acquisition with the help of different environmental instruments
- Research about new environmental issues
- Risk assessments and cost estimates related to environmental clean up
- Evaluation of groundwater potential along sea shoreline, environmental investigations, remedial activities
- Master's in Environmental Science, Master's in Geophysics and Bachelor of Applied Geology
- Knowledge and work experience of the software's, Geosoft Montaj, DOS, Windows XP/NT/2000, M.S.Office, Corel DRAW 9, Arc view GIS

LANGUAGES

- English, Urdu, Hindi and Punjabi



APPENDIX 4

Digital Data Description

- Final Report Structure
- List of Final Geosoft Grids
- List of Final Geosoft Maps
- Free Geosoft Viewer
- List of Final Databases and their Description

McPhar Geosurveys Ltd.

Digital File Organization

Directory Structure:

Digital data is arranged on the CD/DVD_ROM in the following structure:

Report:

Report

0610_Alexco_Final_Report.pdf

Appendices

Appendices.pdf

APPENDIX 1 System Tests and Reports

- Radar Altimeter Test
- Magnetic Base Station Form
- GPS Base Station Form
- Time Windows Channel Setting
- EM Anomaly Report
- Flight Logs
- Daily Reports

APPENDIX 2 Equipment Documentation

- Eurocopter AS350B2 A-STAR Helicopter
- THEM Digital Time-Domain Electromagnetic System
- Geometrics G-822A Airborne Cesium Magnetometer
- GEM Systems GSM-19 Overhauser Magnetometer
- Terra TRA-3000/TRI-30 Radar Altimeter
- Omnistar 3000 LR GPS Receiver
- Field Data Processing Workstations
- Geosoft Montaj Processing Software

APPENDIX 3 Personnel Resumes

- Dr. Tomas Grand
- Dallas Antill
- Dr. Slavomir Daniel
- Asif Mirza

APPENDIX 4 **Digital Data Specifications**

APPENDIX 5 **Page Size Maps**

- Flight Path with Topography
- Digital Terrain Model Calculated from Survey Data (DTM)
- Total Magnetic Intensity (TMI)
- Total Magnetic Intensity IGRF removed (TMI IGRF)
- Reduction to the Magnetic Pole (RTP) of the TMI IGRF removed
- Calculated First Vertical Derivative (1VD) of the RTP TMI IGRF removed
- Calculated Second Vertical Derivative (2VD) of the RTP TMI IGRF Removed
- Analytic Signal of the Total Magnetic Intensity
- Horizontal gradient of the RTP TMI IGRF Removed
- Offset Profiles with Picked Anomalies; dB/dt Z-channel – Window No. 15
- Offset Profiles with Picked Anomalies; dB/dt Z-channel – Window No. 25
- Offset Profiles with Picked Anomalies; dB/dt Z-channel – Window No. 35
- EM Anomaly Map – dB/dt Z-channel – Window No. 15
- EM Anomaly Map – dB/dt Z-channel – Window No. 25
- EM Anomaly Map – dB/dt Z-channel – Window No. 35
- Apparent Conductance Map for selected time window No. 15 of Vertical Coplanar Coil Bz

Geosoft Grid Files:

Dtm.grd	Digital Terrain Model Calculated from survey data (DTM)
TMI.grd	Total Magnetic Intensity (TMI)
TMI_IGRF.grd	Total Magnetic Intensity IGRF removed (TMI IGRF)
RTP_TMI_IGRF.grd	Reduction to the Magnetic Pole (RTP) of the TMI IGRF removed
1VD_RTP_TMI_IGRF.grd	Calculated First Vertical Derivative (1VD) of the RTP TMI IGRF removed
2VD_RTP_TMI_IGRF.grd	Calculated Second Vertical Derivative (2VD) of the RTP TMI IGRF removed
AS_TMI_IGRF.grd	Analytic Signal (AS) of the TMI IGRF
HG_RTP_TMI_IGRF.grd	Horizontal gradient (HG) of the RTP TMI IGRF Removed
B15lev.grd	EM Anomaly grid – dB/dt – Z-coil – Window No. 15
B25lev.grd	EM Anomaly grid – dB/dt – Z-coil – Window No. 25
B35lev.grd	EM Anomaly grid – dB/dt – Z-coil – Window No. 35
Cond.grd	Apparent conductance grid for selected time window No. 15 of Vertical Coplanar Coil Bz

Packed Geosoft Map Files:

0610_FP.map	Flight Path with Topography

0610_dtm.map	Digital Terrain Model Calculated from Survey Data (DTM)
0610_TMI.map	Total Magnetic Intensity (TMI)
0610_TMI_IGRF.map	Total Magnetic Intensity IGRF removed (TMI IGRF)
0610_RTP.map	Reduction to the Magnetic Pole (RTP) of the TMI IGRF removed
0610_1VD.map	Calculated First Vertical Derivative (1VD) of the RTP TMI IGRF removed
0610_2VD.map	Calculated Second Vertical Derivative (2VD) of the RTP TMI IGRF Removed
0610_AS.map	Analytic Signal of the Total Magnetic Intensity
0610_HG.map	Horizontal gradient of the RTP TMI IGRF Removed
0610_bz_15_profiles.map	Offset Profiles with Picked Anomalies; dB/dt Z-channel – Window No. 15
0610_bz_25_profiles.map	Offset Profiles with Picked Anomalies; dB/dt Z-channel – Window No. 25
0610_bz_35_profiles.map	Offset Profiles with Picked Anomalies; dB/dt Z-channel – Window No. 35
0610_bz_15.map	EM Anomaly Map – dB/dt Z-channel – Window No. 15
0610_bz_25.map	EM Anomaly Map – dB/dt Z-channel – Window No. 25
0610_bz_35.map	EM Anomaly Map – dB/dt Z-channel – Window No. 35
0610_conductance.map	Apparent Conductance Map for selected time window No. 15 of Vertical Coplanar Coil Bz

Free Geosoft Viewer:

Geosoft Oasis Montaj 6.3 free viewer for viewing maps

Databases:

Geosoft XYZ files

Dtm.xyz	DTM data and principal data
Mag.xyz	Magnetic data and principal data
Em.xyz	Electromagnetic data and principal data

Description of channels of individual databases is included on next pages.

CLIENT: Magma Metals Canada Ltd. Project # 0610 | **PAGE 1 OF 1**

Databases: dtm.xyz

QC: D.Antill, S.Daniel

Proc: T.Grand, S.Daniel

Rev.: T.Grand

DATABASE DESCRIPTION

Channel	Type	Units	Description
Frame	RAW		fiducial
Flt	RAW/PROC		Flight Number
UTC_s	RAW	Secods of Day	UTC Time
x	RAW/PROC	metre	X coordinate (Easting) - UTM Zone 8N WGS84
y	RAW/PROC	metre	Y coordinate (Northing) - UTM Zone 8N WGS84
Lon	RAW	degrees decimal	Longitude - WGS84 - Real Time DGPS
Lat	RAW	degrees decimal	Latitude - WGS84 - Real Time DGPS
Ralt	RAW/PROC	metre	Radar altimetry
Galt	RAW/PROC	metre	WGS84 Ellipsoidal Height - Real Time DGPS

CLIENT: Magma Metals Canada Ltd. Project # 0610 | **PAGE 1 OF 1**

Databases: mag.xyz

QC: D.Antill, S.Daniel

Proc: T.Grand, S.Daniel

Rev.: T.Grand

DATABASE DESCRIPTION

Channel	Type	Units	Description
Frame	RAW		fiducial
Flt	RAW/PROC		Flight Number
UTC_s	RAW	Secods of Day	UTC Time
x	RAW/PROC	metre	X coordinate (Easting) - UTM Zone 8N WGS84
y	RAW/PROC	metre	Y coordinate (Northing) - UTM Zone 8N WGS84
Lon	RAW	degrees decimal	Longitude - WGS84 - Real Time DGPS
Lat	RAW	degrees decimal	Latitude - WGS84 - Real Time DGPS
Ralt	RAW	metre	Radar altimetry - Filtered
Galt	RAW/PROC	metre	WGS84 Ellipsoidal Height - Real Time DGPS - filtered
dtm	PROC	metre	Digital Terrain Model - dtm=Galt_filt-Ralt_filt
Magbase	RAW/PROC	nT	Magnetic base data
Maglb	RAW/PROC	nT	Raw mag - corrected for lag and diurnal
TMI	PROC	nT	Final Total Magnetic Intensity - after levelling
IGRF	PROC	nT	IGRF - model 2005 - 2006/07/01 calculated for mean altitude of 1100 m ASL
TMI_IGRF	PROC	nT	Total Magnetic Intensity - IGRF Removed

CLIENT: Magma Metals Canada Ltd. Project # 0610 | **PAGE 1 OF 1**

Databases: em.xyz

QC: D.Antill, S.Daniel

Proc: T.Grand, S.Daniel

Rev.: T.Grand

DATABASE DESCRIPTION

Channel	Type	Units	Description
Frame	RAW		fiducial
Flt	RAW/PROC		Flight Number
UTC_s	RAW	Secods of Day	UTC Time
x	RAW/PROC	metre	X coordinate (Easting) - UTM Zone 8N WGS84
y	RAW/PROC	metre	Y coordinate (Northing) - UTM Zone 8N WGS84
Lon	RAW	degrees decimal	Longitude - WGS84 - Real Time DGPS
Lat	RAW	degrees decimal	Latitude - WGS84 - Real Time DGPS
Ralt	RAW	metre	Radar altimetry - Filtered
Galt	RAW/PROC	metre	WGS84 Ellipsoidal Height - Real Time DGPS - filtered
b1_o - b9_o	RAW/PROC		EM data of Vertical Coplanar Coil - dB/dz - Extracted On-time Windows
b10_o - b35_o	RAW/PROC	ppm	EM data of Vertical Coplanar Coil - dB/dz - Extracted Off-time Windows
b15lev	PROC	ppm	EM data of Vertical Coplanar Coil - dB/dz - Extracted Early Off-time Window No. 15
b25lev	PROC	ppm	EM data of Vertical Coplanar Coil - dB/dz - Extracted Medium Off-time Window No. 25
b35lev	PROC	ppm	EM data of Vertical Coplanar Coil - dB/dz - Extracted Late Off-time Window No. 35
cond	PROC	Siemens	Calculated Apparent Pseudo Conductance

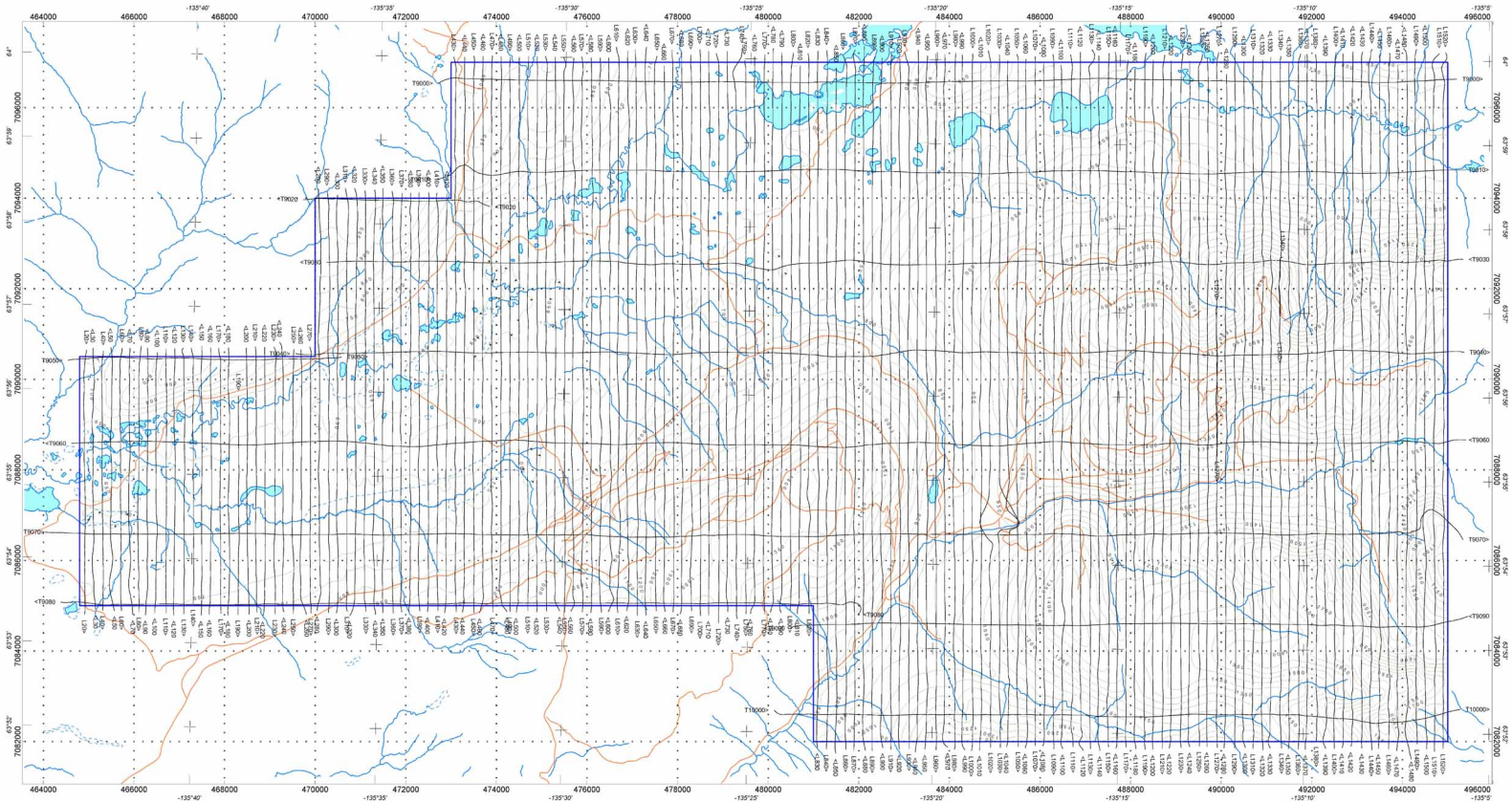


APPENDIX 5

Page Size Maps

- Flight Path with Topography
- Digital Terrain Model Calculated from Survey Data (DTM)
- Total Magnetic Intensity (TMI)
- Total Magnetic Intensity IGRF removed (TMI IGRF)
- Reduction to the Magnetic Pole (RTP) of the TMI IGRF removed
- Calculated First Vertical Derivative (1VD) of the TMI IGRF removed
- Calculated Second Vertical Derivative (2VD) of the TMI IGRF Removed
- Analytic Signal of the Total Magnetic Intensity
- Horizontal gradient of the RTP TMI IGRF Removed
- Offset Profiles with Picked Anomalies; dB/dt Z-channel – Window No. 15
- Offset Profiles with Picked Anomalies; dB/dt Z-channel – Window No. 25
- Offset Profiles with Picked Anomalies; dB/dt Z-channel – Window No. 35
- EM Anomaly Map – dB/dt Z-channel – Window No. 15
- EM Anomaly Map – dB/dt Z-channel – Window No. 25
- EM Anomaly Map – dB/dt Z-channel – Window No. 35
- Apparent Conductance Map for selected time window No. 15 of Vertical Coplanar Coil Bz





LEGEND

Helicopter Type: Eurocopter AS350B2
Helicopter Registration: C-GTNT
Survey Period: July-August, 2006

SURVEY PARAMETERS:

Mean Terrain Clearance: 85 m (Helicopter)
Traverse Line Spacing: 200 m
Traverse Line Direction: 360°
Control Line Spacing: 2000 m
Control Line Direction: 90°

AIRBORNE MAGNETOMETER SYSTEM:

Geometrics G822A Cesium magnetometer
Sensitivity: 0.0005 nT
Noise Level: +/- 0.001 nT
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

AIRBORNE ELECTROMAGNETIC SYSTEM:

T.H.E.M. Helicopter-borne Digital Time-domain Electromagnetic System

Receiver:

Three axis (X,Y and Z) dipole coils with coplanar configuration
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

Transmitter:

Horizontal transmitter loop of 7.5 m diameter
Sensor Height: Nominally 36 m above ground level
Sensor Location: Horizontal loop towed 49 m beneath the helicopter
Frequency: 30 Hz; 60 half-sine pulses per second

DATA ACQUISITION SYSTEM:

T.H.E.M. Data Collector

AIRBORNE NAVIGATION SYSTEM:

T.H.E.M navigation system
OmniSTAR 3000LRS DGPS receiver
Pilot steering and navigation computer

BASE STATION SYSTEM:

GEM GSM-19 Overhauser Magnetometer
Sample Interval: 1 second
Sensitivity: 0.001 nT

Elevation Contour Intervals
50 m
500 m

Road
River
Wetland
Lake

Scale 1:50000
1000 0 1000 2000 3000
metres
NAD83 / UTM zone 8N

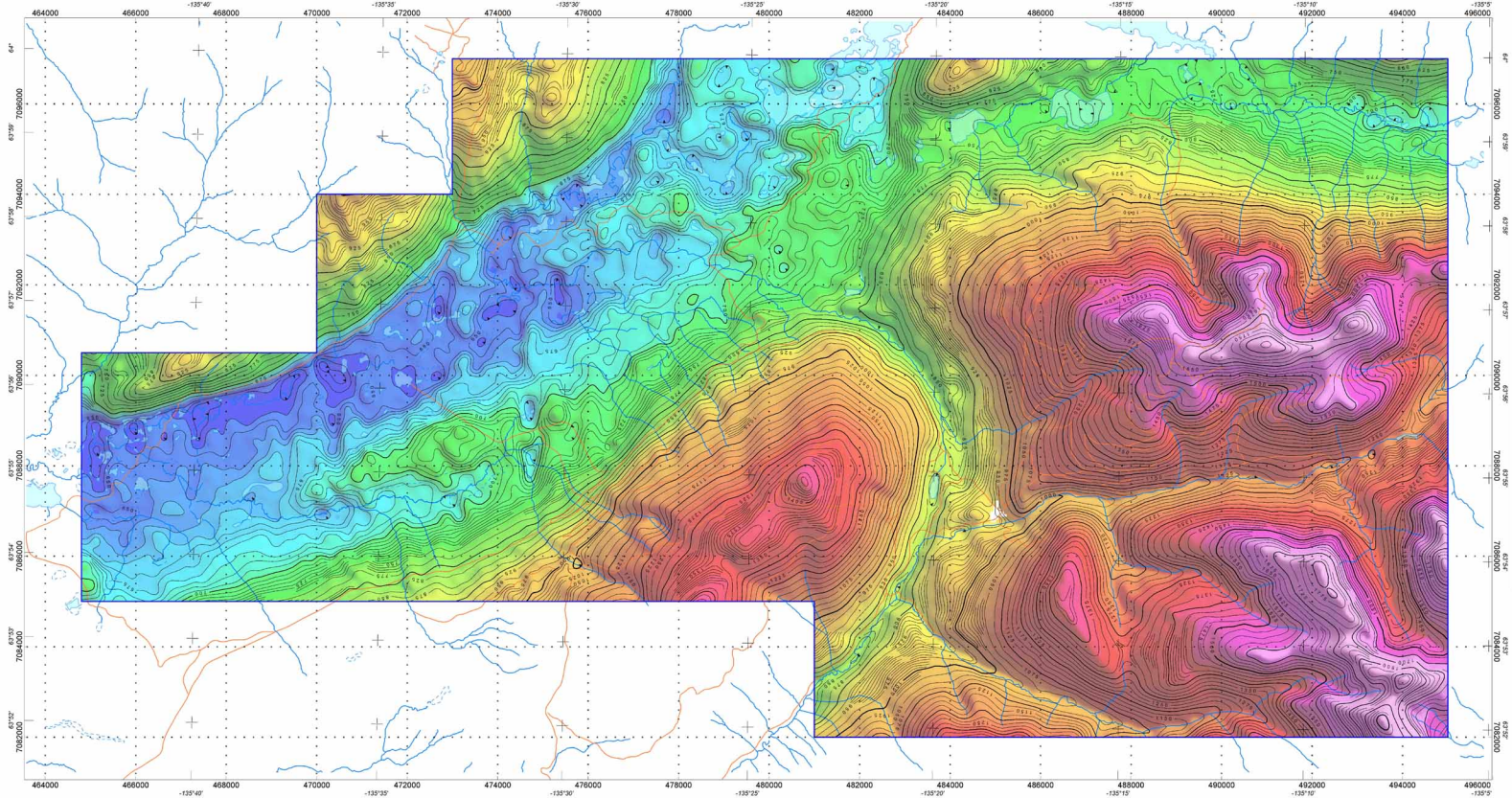
McPHAR

Alexco Resource Corp.

Flight Path Map with Topography
Keno Hills Survey Area

High Resolution Helicopter-borne Magnetic and Time Domain Electromagnetic (TDEM) Survey

McPhar Geosurveys Ltd.



LEGEND

Helicopter Type: Eurocopter AS350B2
Helicopter Registration: C-GTNT
Survey Period: July-August, 2006

SURVEY PARAMETERS:

Mean Terrain Clearance: 85 m (Helicopter)
Traverse Line Spacing: 200 m
Traverse Line Direction: 360°
Control Line Spacing: 2000 m
Control Line Direction: 90°

AIRBORNE MAGNETOMETER SYSTEM:

Geometrics G822A Cesium magnetometer
Sensitivity: 0.0005 nT
Noise Level: +/- 0.001 nT
Sensor Height: Nominally 80 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

AIRBORNE ELECTROMAGNETIC SYSTEM:

T.H.E.M. Helicopter-borne Digital Time-domain Electromagnetic System

Receiver:

Three axis (X,Y and Z) dipole coils with coplanar configuration
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

Transmitter:

Horizontal transmitter loop of 7.5 m diameter
Sensor Height: Nominally 36 m above ground level
Sensor Location: Horizontal loop towed 49 m beneath the helicopter
Frequency: 30 Hz; 60 half-sine pulses per second

DATA ACQUISITION SYSTEM:

T.H.E.M. Data Collector

AIRBORNE NAVIGATION SYSTEM:

T.H.E.M navigation system
OmniSTAR 3000LRS DGPS receiver
Pilot steering and navigation computer

BASE STATION SYSTEM:

GEM GSM-19 Overhauser Magnetometer
Sample Interval: 1 second
Sensitivity: 0.001 nT

Contour Legend
5 m
25 m
100 m
500 m

Road
River
Wetland
Lake

Scale 1:50000
1000 0 1000 2000 3000
metres
NAD83 / UTM zone 8N

DTM
metre
632 660 680 700 730 790 880 945 1035 1195 1335 2029

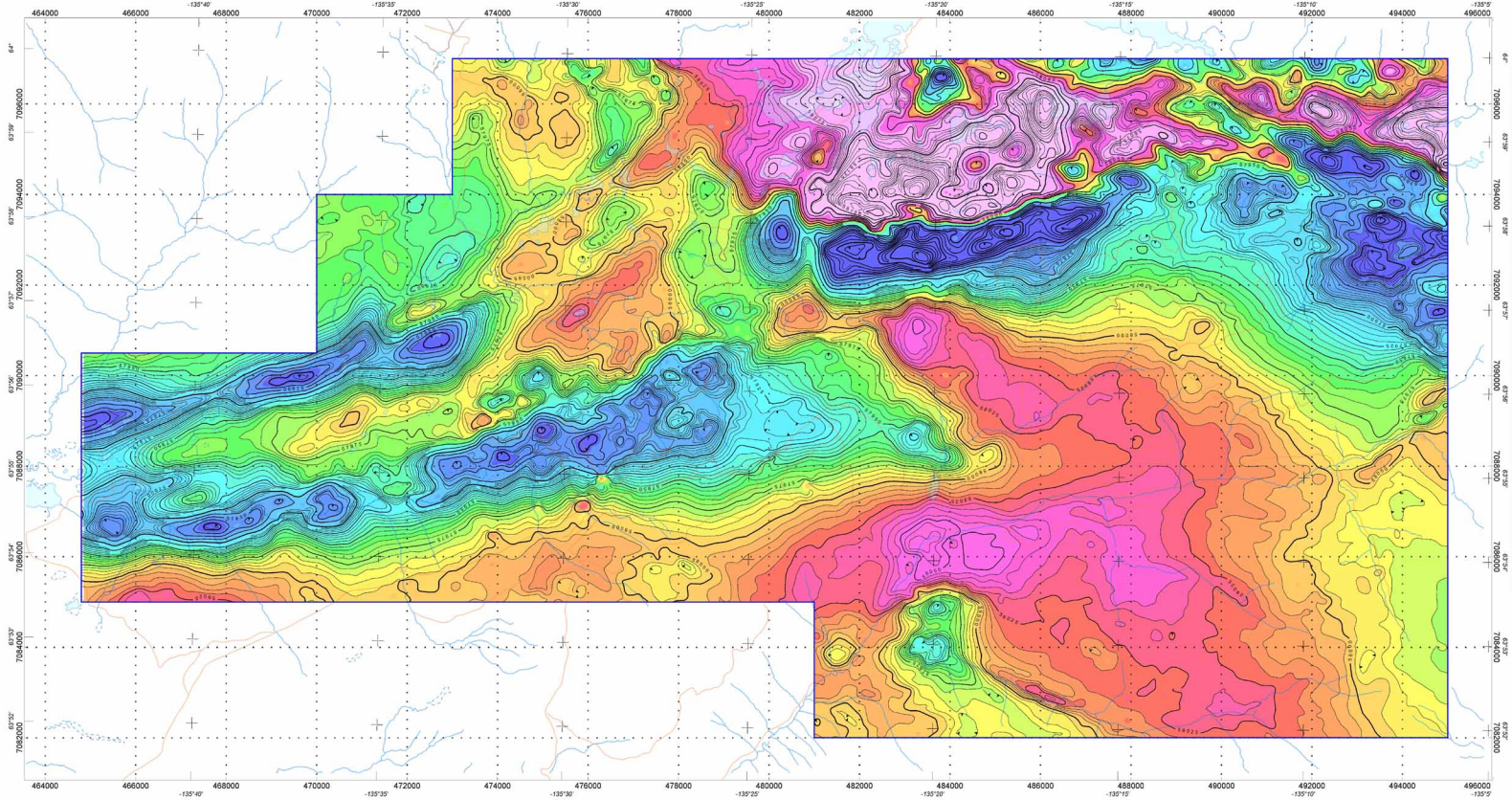
McPHAR

Alexco Resource Corp.

Digital Terrain Model Calculated from Survey Data
Keno Hills Survey Area

High Resolution Helicopter-borne Magnetic and Time Domain Electromagnetic (TDEM) Survey

McPhar Geosurveys Ltd.



LEGEND

Helicopter Type: Eurocopter AS350B2
Helicopter Registration: C-GTNT
Survey Period: July-August, 2006

SURVEY PARAMETERS:

Mean Terrain Clearance: 85 m (Helicopter)
Traverse Line Spacing: 200 m
Traverse Line Direction: 360°
Control Line Spacing: 2000 m
Control Line Direction: 90°

AIRBORNE MAGNETOMETER SYSTEM:

Geometrics G822A Cesium magnetometer
Sensitivity: 0.0005 nT
Noise Level: +/- 0.001 nT
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

AIRBORNE ELECTROMAGNETIC SYSTEM:

T.H.E.M. Helicopter-borne Digital Time-domain Electromagnetic System

Receiver:

Three axis (X,Y and Z) dipole coils with coplanar configuration
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

Transmitter:

Horizontal transmitter loop of 7.5 m diameter
Sensor Height: Nominally 36 m above ground level
Sensor Location: Horizontal loop towed 49 m beneath the helicopter
Frequency: 30 Hz; 60 half-sine pulses per second

DATA ACQUISITION SYSTEM:

T.H.E.M. Data Collector

AIRBORNE NAVIGATION SYSTEM:

T.H.E.M navigation system
OmniSTAR 3000LRS DGPS receiver
Pilot steering and navigation computer

BASE STATION SYSTEM:

GEM GSM-19 Overhauser Magnetometer
Sample Interval: 1 second
Sensitivity: 0.001 nT

Contour Legend
5 nT
25 nT
100 nT

Road
River
Wetland
Lake

Scale 1:50000
1000 0 1000 2000 3000
metres
NAD83 / UTM zone 9N

nanoTesla
57815 57875 57910 57930 57950 57960 57970 57980 57990 58000 58010 58020 58030 58045 58100

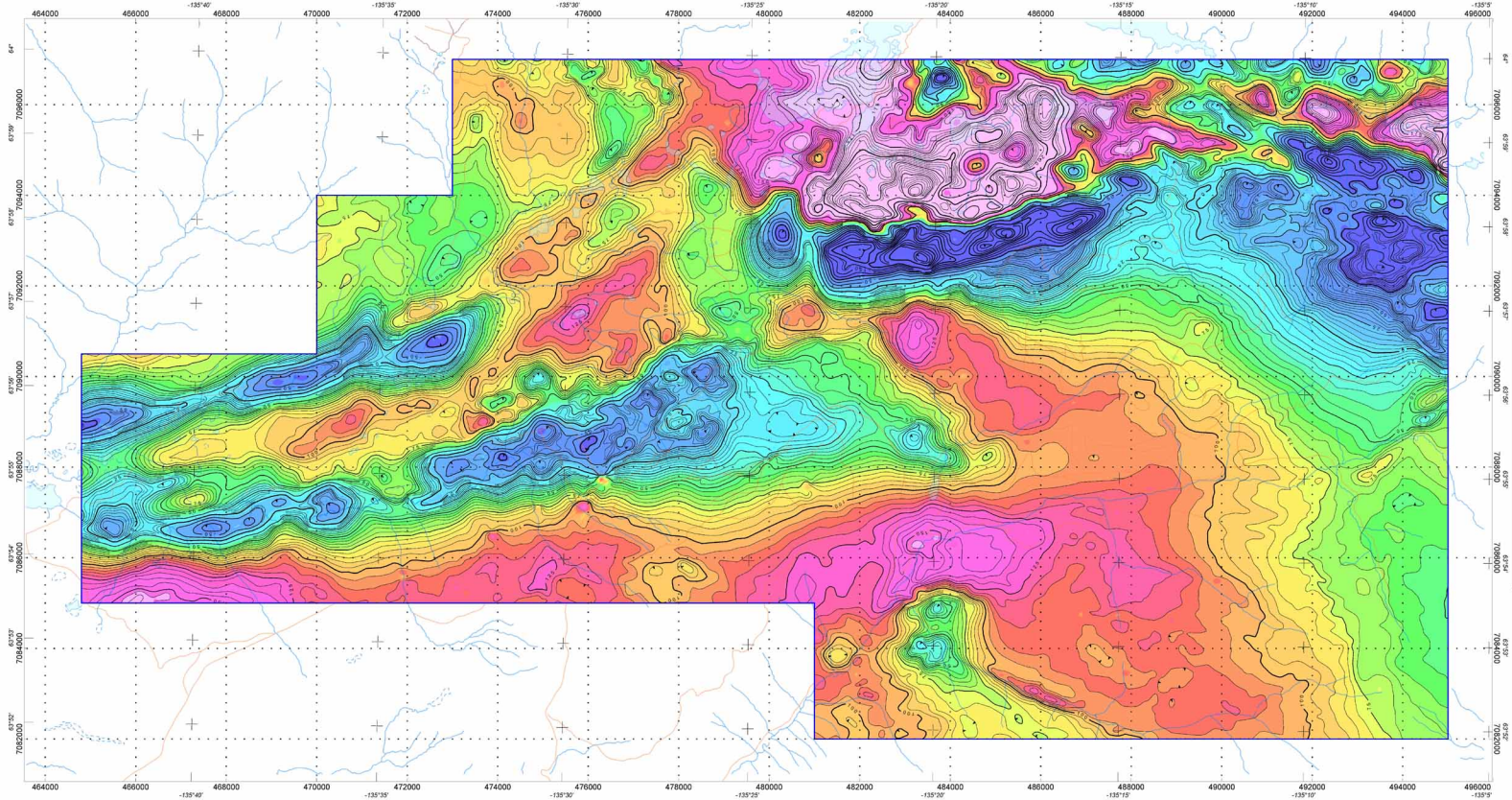
McPHAR

Alexco Resource Corp.

Total Magnetic Intensity
Keno Hills Survey Area

High Resolution Helicopter-borne Magnetic and Time Domain Electromagnetic (TDEM) Survey

McPhar Geosurveys Ltd.



LEGEND

Helicopter Type: Eurocopter AS350B2
Helicopter Registration: C-GTNT
Survey Period: July-August, 2006

SURVEY PARAMETERS:

Mean Terrain Clearance: 85 m (Helicopter)
Traverse Line Spacing: 200 m
Traverse Line Direction: 360°
Control Line Spacing: 2000 m
Control Line Direction: 90°

AIRBORNE MAGNETOMETER SYSTEM:

Geometrics G822A Cesium magnetometer
Sensitivity: 0.0005 nT
Noise Level: +/- 0.001 nT
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

AIRBORNE ELECTROMAGNETIC SYSTEM:

T.H.E.M. Helicopter-borne Digital Time-domain Electromagnetic System

Receiver:

Three axis (X,Y and Z) dipole coils with coplanar configuration
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

Transmitter:

Horizontal transmitter loop of 7.5 m diameter
Sensor Height: Nominally 36 m above ground level
Sensor Location: Horizontal loop towed 49 m beneath the helicopter
Frequency: 30 Hz; 60 half-sine pulses per second

DATA ACQUISITION SYSTEM:

T.H.E.M. Data Collector

AIRBORNE NAVIGATION SYSTEM:

T.H.E.M navigation system
OmniSTAR 3000LRS DGPS receiver
Pilot steering and navigation computer

BASE STATION SYSTEM:

GEM GSM-19 Overhauser Magnetometer
Sample Interval: 1 second
Sensitivity: 0.001 nT

Contour Legend
5 nT
25 nT
100 nT

Road
River
Wetland
Lake

Scale 1:50000
1000 0 1000 2000 3000
metres
NAD83 / UTM zone 8N

nanoTesla
-418 -95 -10 25 40 55 65 75 85 95 105 120 155 285

IGRF Model 2005

Date	**: 01 July 2006**
Mean Elevation	**: 1100 m**
Total Field	**: 57901 nT**
Inclination	**: 78.5°**
Declination	**: 25.6°**

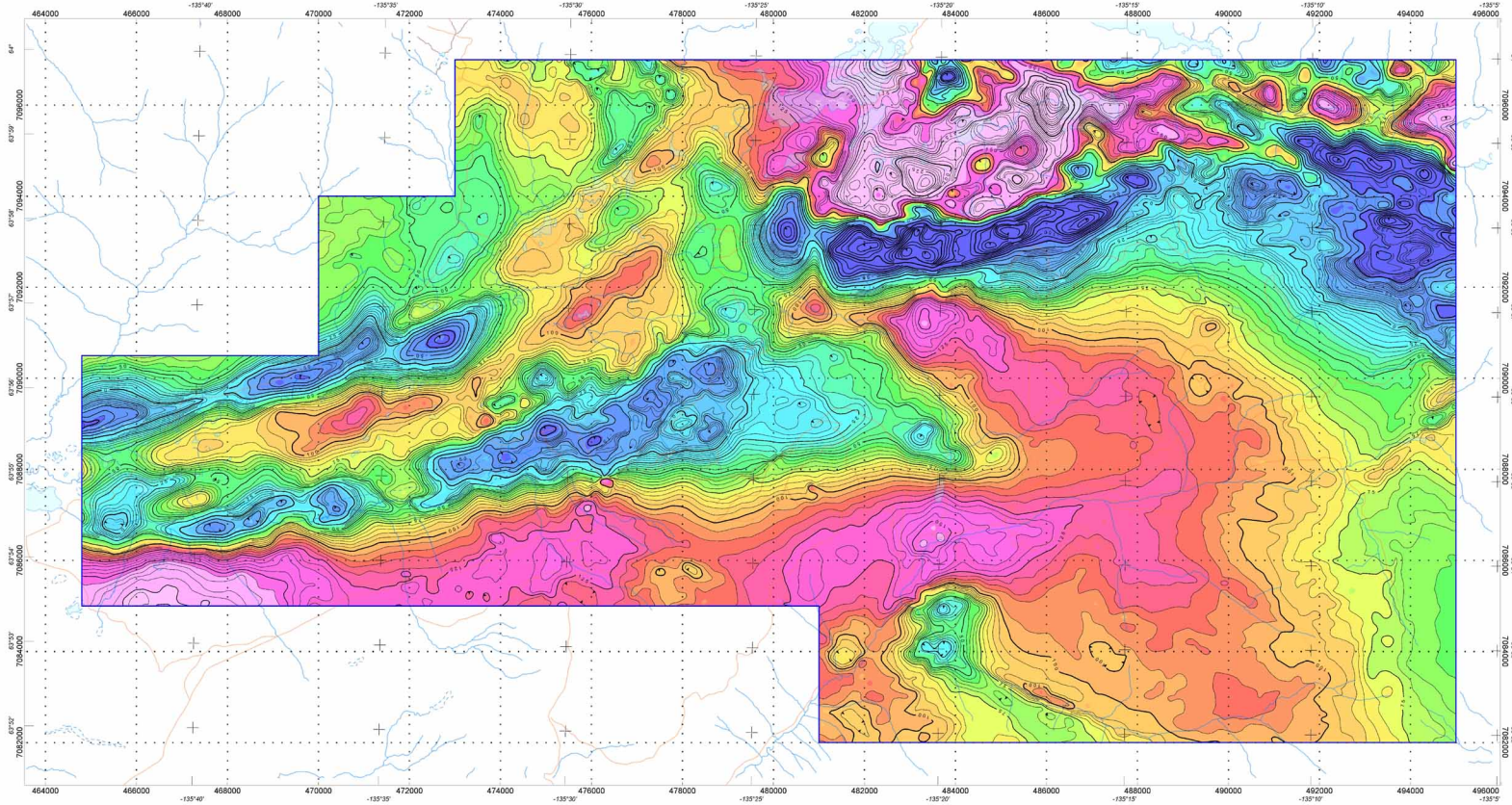
McPHAR

Alexco Resource Corp.

Total Magnetic Intensity (IGRF Removed)
Keno Hills Survey Area

High Resolution Helicopter-borne Magnetic and
Time Domain Electromagnetic (TDEM) Survey

McPhar Geosurveys Ltd.



LEGEND

Helicopter Type: Eurocopter AS350B2
Helicopter Registration: C-GTNT
Survey Period: July-August, 2006

SURVEY PARAMETERS:

Mean Terrain Clearance: 85 m (Helicopter)
Traverse Line Spacing: 200 m
Traverse Line Direction: 360°
Control Line Spacing: 2000 m
Control Line Direction: 90°

AIRBORNE MAGNETOMETER SYSTEM:

Geometrics G822A Cesium magnetometer
Sensitivity: 0.0005 nT
Noise Level: +/- 0.001 nT
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

AIRBORNE ELECTROMAGNETIC SYSTEM:

T.H.E.M. Helicopter-borne Digital Time-domain Electromagnetic System

Receiver:

Three axis (X,Y and Z) dipole coils with coplanar configuration
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

Transmitter:

Horizontal transmitter loop of 7.5 m diameter
Sensor Height: Nominally 36 m above ground level
Sensor Location: Horizontal loop towed 49 m beneath the helicopter
Frequency: 30 Hz, 60 half-sine pulses per second

DATA ACQUISITION SYSTEM:

T.H.E.M. Data Collector

AIRBORNE NAVIGATION SYSTEM:

T.H.E.M navigation system
OmniSTAR 3000LRS DGPS receiver
Pilot steering and navigation computer

BASE STATION SYSTEM:

GEM GSM-19 Overhauser Magnetometer
Sample Interval: 1 second
Sensitivity: 0.001 nT

Contour Legend
5 nT
25 nT
100 nT

Road
River
Wetland
Lake

Scale 1:50000
1000 0 1000 2000 3000
metres
NAD83 / UTM zone 8N

nanoTesla
-420 -95 -25 0 15 25 35 40 50 55 60 65 70 75 80 85 90 95 100 110 120 135 175 270

IGRF Model 2005

Date	**: 01 July 2006**
Mean Elevation	**: 1100 m**
Total Field	**: 57901 nT**
Inclination	**: 78.5°**
Declination	**: 25.6°**

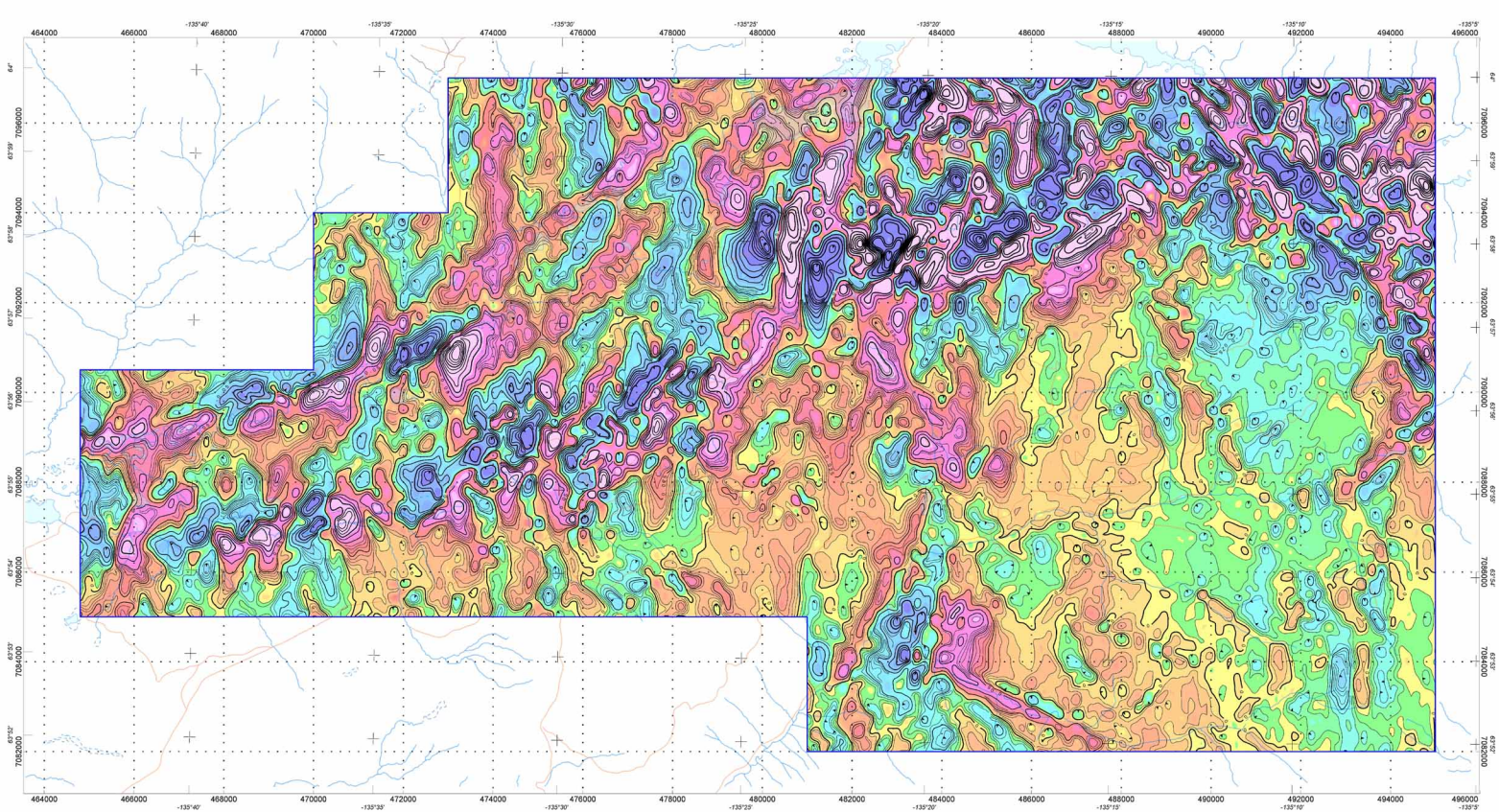
McPHAR

Alexco Resource Corp.

Total Magnetic Intensity Reduced to the Magnetic Pole (IGRF Removed)
Keno Hills Survey Area

High Resolution Helicopter-borne Magnetic and Time Domain Electromagnetic (TDEM) Survey

McPhar Geosurveys Ltd.



LEGEND

Helicopter Type: Eurocopter AS350B2
Helicopter Registration: C-GTNT
Survey Period: July-August, 2006

SURVEY PARAMETERS:

Mean Terrain Clearance: 85 m (Helicopter)
Traverse Line Spacing: 200 m
Traverse Line Direction: 360°
Control Line Spacing: 2000 m
Control Line Direction: 90°

AIRBORNE MAGNETOMETER SYSTEM:

Geometrics G822A Cesium magnetometer
Sensitivity: 0.0005 nT
Noise Level: +/- 0.001 nT
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

AIRBORNE ELECTROMAGNETIC SYSTEM:

T.H.E.M. Helicopter-borne Digital Time-domain Electromagnetic System

Receiver:

Three axis (X,Y and Z) dipole coils with coplanar configuration
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

Transmitter:

Horizontal transmitter loop of 7.5 m diameter
Sensor Height: Nominally 36 m above ground level
Sensor Location: Horizontal loop towed 49 m beneath the helicopter
Frequency: 30 Hz, 60 half-sine pulses per second

DATA ACQUISITION SYSTEM:

T.H.E.M. Data Collector

AIRBORNE NAVIGATION SYSTEM:

T.H.E.M navigation system
OmniSTAR 3000LRS DGPS receiver
Pilot steering and navigation computer

BASE STATION SYSTEM:

GEM GSM-19 Overhauser Magnetometer
Sample Interval: 1 second
Sensitivity: 0.001 nT

Contour Legend
0.005 nT/m
0.025 nT/m
0.1 nT/m

Road
River
Wetland
Lake

Scale 1:50000
1000 0 1000 2000 3000
metres
NAD83 / UTM zone 8N

nanoTesla/metre
-0.1450 -0.0450 -0.0200 -0.0050 0.0100 0.0250 0.0400 0.0900 0.8200

IGRF Model 2005

Date	**: 01 July 2006**
Mean Elevation	**: 1100 m**
Total Field	**: 57901 nT**
Inclination	**: 78.5°**
Declination	**: 25.6°**

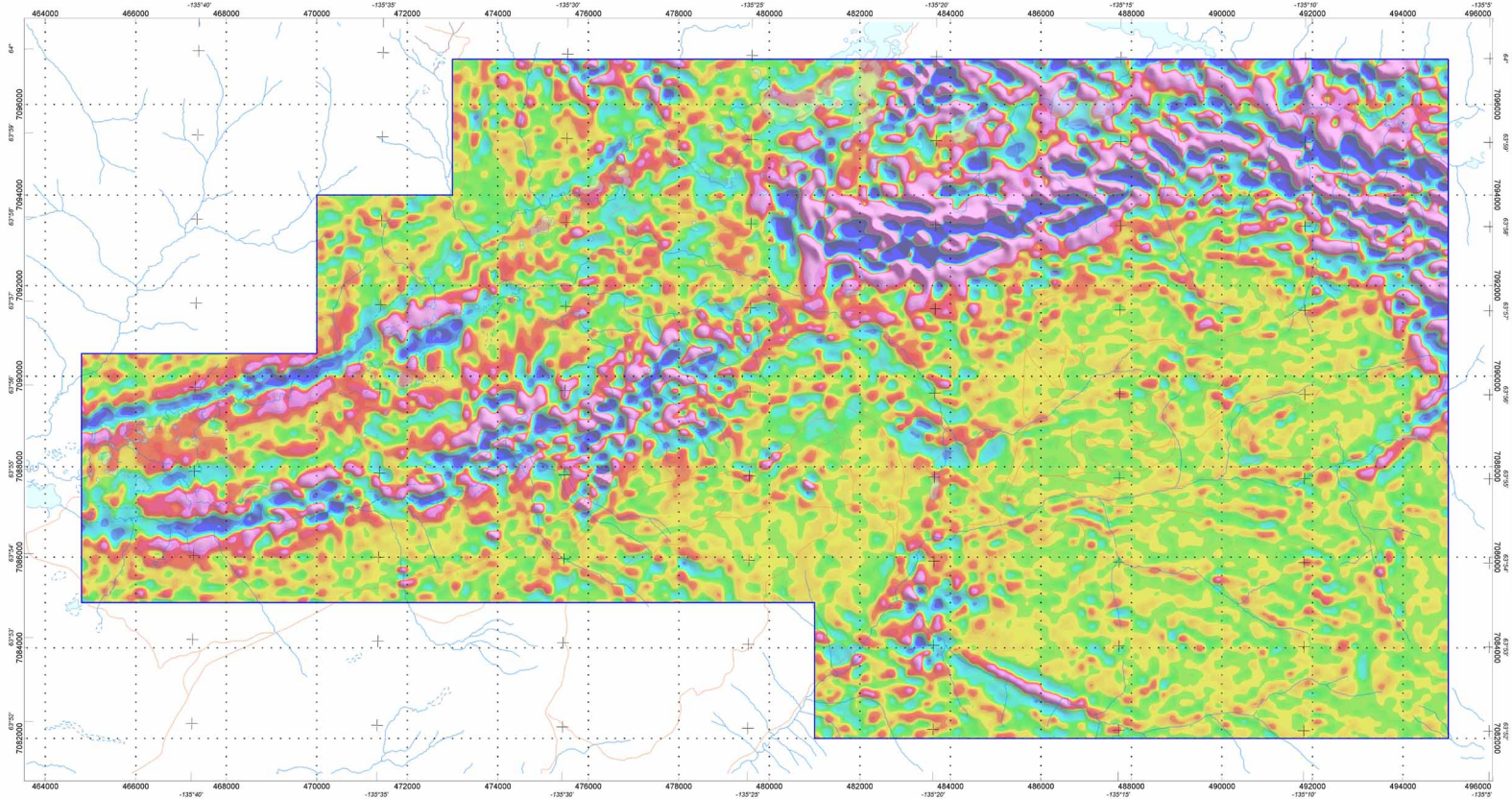
McPHAR

Alexco Resource Corp.

Calculated First Vertical Derivative of RTP TMI (IGRF Removed)
Keno Hills Survey Area

High Resolution Helicopter-borne Magnetic and Time Domain Electromagnetic (TDEM) Survey

McPhar Geosurveys Ltd.



LEGEND

Helicopter Type: Eurocopter AS350B2
Helicopter Registration: C-GTNT
Survey Period: July-August, 2006

SURVEY PARAMETERS:

Mean Terrain Clearance: 85 m (Helicopter)
Traverse Line Spacing: 200 m
Traverse Line Direction: 360°
Control Line Spacing: 2000 m
Control Line Direction: 90°

AIRBORNE MAGNETOMETER SYSTEM:

Geometrics G822A Cesium magnetometer
Sensitivity: 0.0005 nT
Noise Level: +/- 0.001 nT
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

AIRBORNE ELECTROMAGNETIC SYSTEM:

T.H.E.M. Helicopter-borne Digital Time-domain Electromagnetic System

Receiver:

Three axis (X,Y and Z) dipole coils with coplanar configuration
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

Transmitter:

Horizontal transmitter loop of 7.5 m diameter
Sensor Height: Nominally 36 m above ground level
Sensor Location: Horizontal loop towed 49 m beneath the helicopter
Frequency: 30 Hz, 60 half-sine pulses per second

DATA ACQUISITION SYSTEM:

T.H.E.M. Data Collector

AIRBORNE NAVIGATION SYSTEM:

T.H.E.M navigation system
OmniSTAR 3000LRS DGPS receiver
Pilot steering and navigation computer

BASE STATION SYSTEM:

GEM GSM-19 Overhauser Magnetometer
Sample Interval: 1 second
Sensitivity: 0.001 nT

Contour Legend
0.00005 nT/m
0.0025 nT/m
0.01 nT/m

Road
River
Wetland
Lake

Scale 1:50000
1000 0 1000 2000 3000
metres
NAD83 / UTM zone 8N

nanoTesla/metre
-0.0019 -0.0004 -0.0001 0.0000 0.0001 0.0003 0.0006

IGRF Model 2005

Date	**: 01 July 2006**
Mean Elevation	**: 1100 m**
Total Field	**: 57901 nT**
Inclination	**: 78.5°**
Declination	**: 25.6°**

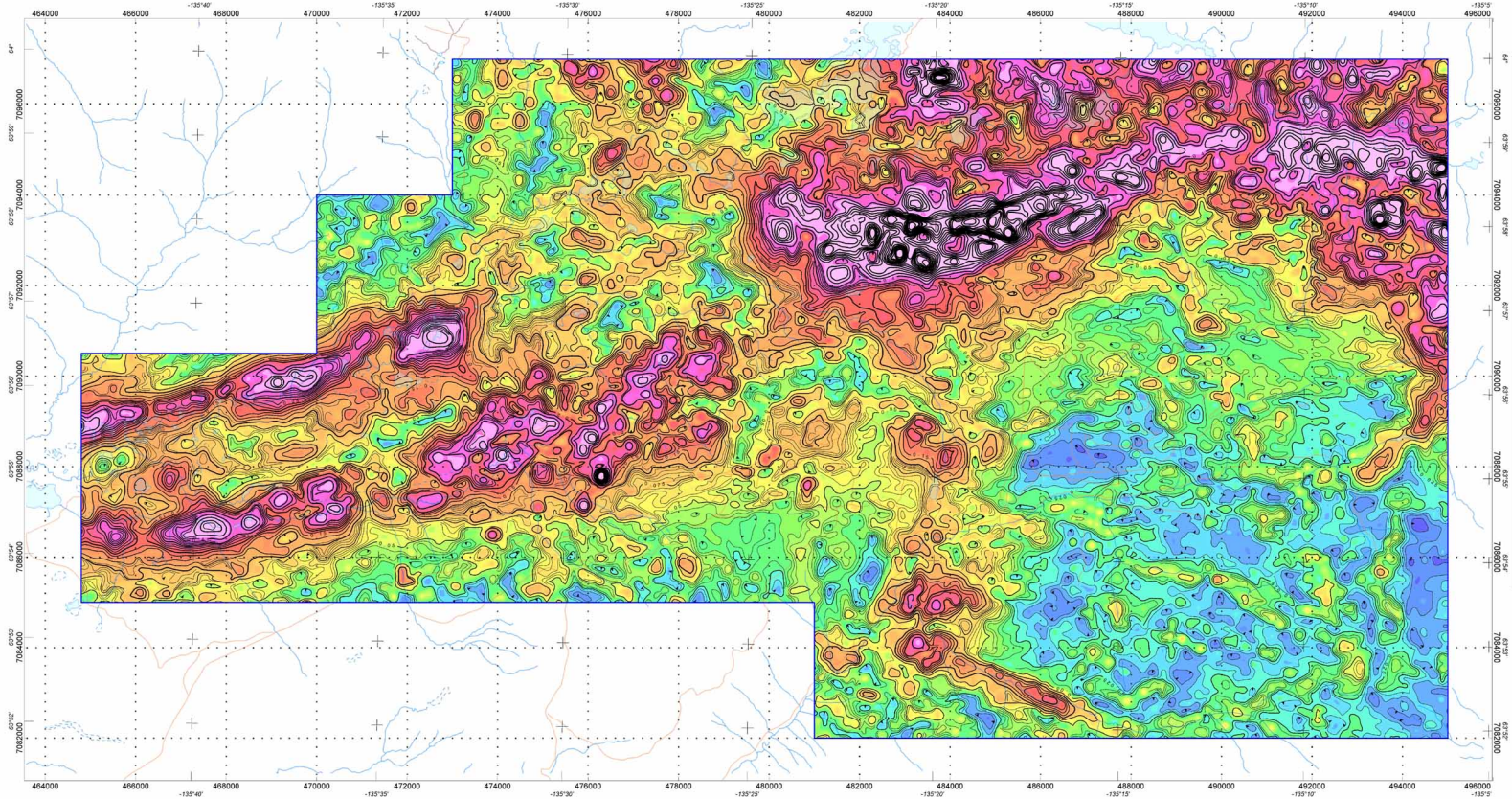
McPHAR

Alexco Resource Corp.

Calculated Second Vertical Derivative of RTP TMI (IGRF Removed)
Keno Hills Survey Area

High Resolution Helicopter-borne Magnetic and Time Domain Electromagnetic (TDEM) Survey

McPhar Geosurveys Ltd.



LEGEND

Helicopter Type: Eurocopter AS350B2
Helicopter Registration: C-GTNT
Survey Period: July-August, 2006

SURVEY PARAMETERS:

Mean Terrain Clearance: 85 m (Helicopter)
Traverse Line Spacing: 200 m
Traverse Line Direction: 360°
Control Line Spacing: 2000 m
Control Line Direction: 90°

AIRBORNE MAGNETOMETER SYSTEM:

Geometrics G822A Cesium magnetometer
Sensitivity: 0.0005 nT
Noise Level: +/- 0.001 nT
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

AIRBORNE ELECTROMAGNETIC SYSTEM:

T.H.E.M. Helicopter-borne Digital Time-domain Electromagnetic System

Receiver:

Three axis (X,Y and Z) dipole coils with coplanar configuration
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

Transmitter:

Horizontal transmitter loop of 7.5 m diameter
Sensor Height: Nominally 36 m above ground level
Sensor Location: Horizontal loop towed 49 m beneath the helicopter
Frequency: 30 Hz, 60 half-sine pulses per second

DATA ACQUISITION SYSTEM:

T.H.E.M. Data Collector

AIRBORNE NAVIGATION SYSTEM:

T.H.E.M navigation system
OmniSTAR 3000LRS DGPS receiver
Pilot steering and navigation computer

BASE STATION SYSTEM:

GEM GSM-19 Overhauser Magnetometer
Sample Interval: 1 second
Sensitivity: 0.001 nT

Contour Legend
0.005 nT/m
0.025 nT/m
0.1 nT/m

Road
River
Wetland
Lake

Scale 1:50000
1000 0 1000 2000 3000
metres
NAD83 / UTM zone 8N

nanoTesla/metre
0.005 0.025 0.045 0.065 0.090 0.140 0.225 0.440

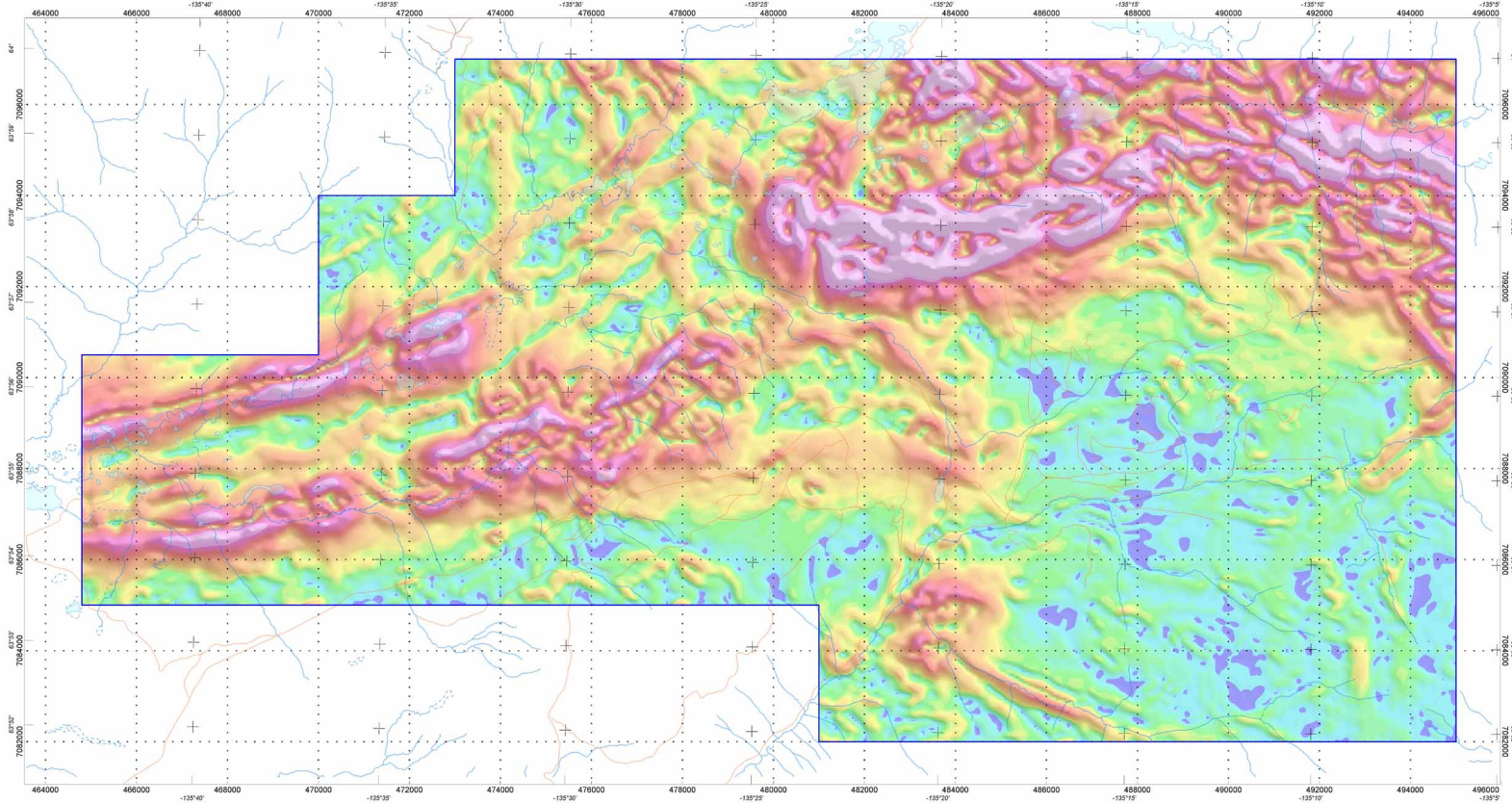
McPHAR

Alexco Resource Corp.

Calculated Analytic Signal of TMI
Keno Hills Survey Area

High Resolution Helicopter-borne Magnetic and
Time Domain Electromagnetic (TDEM) Survey

McPhar Geosurveys Ltd.



LEGEND

Helicopter Type: Eurocopter AS350B2
Helicopter Registration: C-GTNT
Survey Period: July-August, 2006

SURVEY PARAMETERS:

Mean Terrain Clearance: 85 m (Helicopter)
Traverse Line Spacing: 200 m
Traverse Line Direction: 360°
Control Line Spacing: 2000 m
Control Line Direction: 90°

AIRBORNE MAGNETOMETER SYSTEM:

Geometrics G822A Cesium magnetometer
Sensitivity: 0.0005 nT
Noise Level: +/- 0.001 nT
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

AIRBORNE ELECTROMAGNETIC SYSTEM:

T.H.E.M. Helicopter-borne Digital Time-domain Electromagnetic System

Receiver:

Three axis (X,Y and Z) dipole coils with coplanar configuration
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

Transmitter:

Horizontal transmitter loop of 7.5 m diameter
Sensor Height: Nominally 36 m above ground level
Sensor Location: Horizontal loop towed 49 m beneath the helicopter
Frequency: 30 Hz, 60 half-sine pulses per second

DATA ACQUISITION SYSTEM:

T.H.E.M. Data Collector

AIRBORNE NAVIGATION SYSTEM:

T.H.E.M navigation system
OmniSTAR 3000LRS DGPS receiver
Pilot steering and navigation computer

BASE STATION SYSTEM:

GEM GSM-19 Overhauser Magnetometer
Sample Interval: 1 second
Sensitivity: 0.001 nT

Contour Legend
0.005 nT/m
0.025 nT/m
0.1 nT/m

Road
River
Wetland
Lake

Scale 1:50000
1000 0 1000 2000 3000
metres
NAD83 / UTM zone 8N

nanoTesla/metre
0.005 0.015 0.025 0.035 0.045 0.055 0.070 0.085 0.110 0.140 0.185 0.275 1.65

IGRF Model 2005

Date	: 01 July 2006
Mean Elevation	: 1100 m
Total Field	: 57901 nT
Inclination	: 78.5°
Declination	: 25.6°

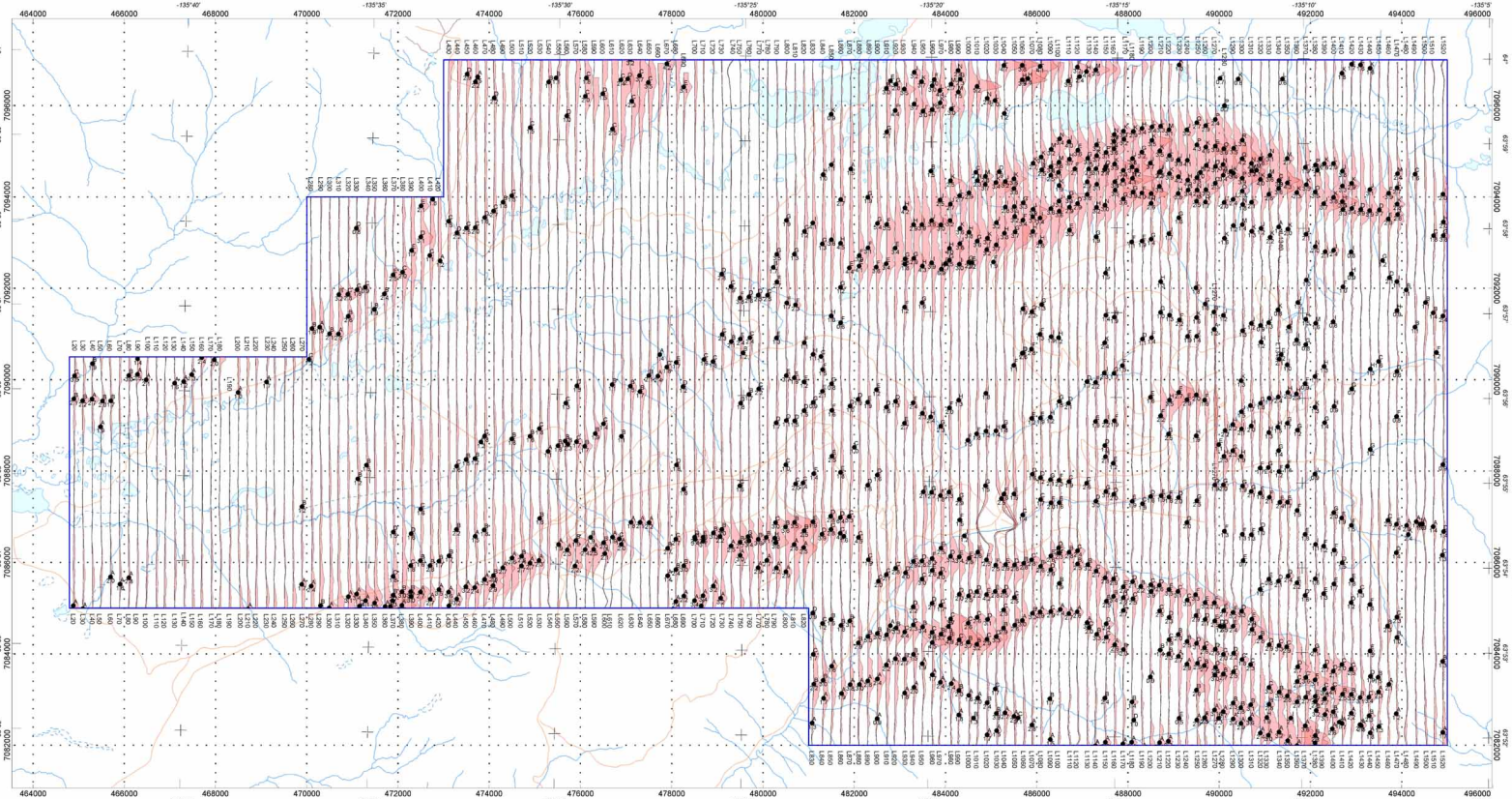
McPHAR

Alexco Resource Corp.

Calculated Horizontal Gradient of RTP TMI (IGRF Removed) Keno Hills Survey Area

High Resolution Helicopter-Borne Magnetic and Time Domain Electromagnetic (TDEM) Survey

McPhar Geosurveys Ltd.



LEGEND

Helicopter Type: Eurocopter AS350B2
Helicopter Registration: C-GTNT
Survey Period: July-August, 2006

SURVEY PARAMETERS:

Mean Terrain Clearance: 85 m (Helicopter)
Traverse Line Spacing: 200 m
Traverse Line Direction: 360°
Control Line Spacing: 2000 m
Control Line Direction: 90°

AIRBORNE MAGNETOMETER SYSTEM:

Geometrics G822A Cesium magnetometer
Sensitivity: 0.0005 nT
Noise Level: +/- 0.001 nT
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

AIRBORNE ELECTROMAGNETIC SYSTEM:

T.H.E.M. Helicopter-borne Digital Time-domain Electromagnetic System

Receiver:

Three axis (X,Y and Z) dipole coils with coplanar configuration
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

Transmitter:

Horizontal transmitter loop of 7.5 m diameter
Sensor Height: Nominally 36 m above ground level
Sensor Location: Horizontal loop towed 49 m beneath the helicopter
Frequency: 30 Hz; 60 half-sine pulses per second

DATA ACQUISITION SYSTEM:

T.H.E.M. Data Collector

AIRBORNE NAVIGATION SYSTEM:

T.H.E.M navigation system
OmniSTAR 3000LRS DGPS receiver
Pilot steering and navigation computer

BASE STATION SYSTEM:

GEM GSM-19 Overhauser Magnetometer
Sample Interval: 1 second
Sensitivity: 0.001 nT

SETTINGS OF TIME WINDOWS OF THEM SYSTEM

Window #	Start at sample	# of samples in window	Start Time	End Time	Window Centre
			in milliseconds		
10	200	3	3.699	3.757	3.7280
11	203	3	3.757	3.763	3.7328
12	231	3	3.760	3.762	3.7360
13	234	3	3.762	3.857	3.8049
14	240	5	3.874	3.959	3.9172
15	245	11	3.959	4.095	4.0272
16	246	11	4.005	4.187	4.0933
17	249	12	4.053	4.311	4.1529
18	253	22	4.109	4.307	4.1782
19	265	20	4.313	4.761	4.5410
20	277	40	4.453	4.963	4.7026
21	297	41	4.806	5.000	4.9028
22	320	41	4.938	5.054	5.0240
23	313	50	5.015	5.324	5.1513
24	324	50	5.208	5.283	5.1998
25	341	50	5.216	5.337	5.1760
26	354	71	5.319	7.064	5.6041
27	382	71	5.524	7.264	5.8941
28	405	68	6.783	7.424	7.0987
29	415	68	6.703	6.587	7.4107
30	433	96	7.033	8.943	7.7982
31	452	101	7.207	8.964	8.1706
32	475	107	7.747	9.473	8.6160
33	495	113	8.057	9.860	8.9681
34	520	120	8.457	10.348	9.4026
35	542	125	8.788	10.805	9.7981

UHF TIME

Road
River
Wetland
Lake

EM Profiles Legend

base level 0 ppm

Vertical scale : 250 ppm / mm

EM Anomaly Legend

A Anomaly label

3.4 Conductance in Siemens

Scale 1:50000

1000 0 1000 2000 3000

metres

NAD83 / UTM zone 8N

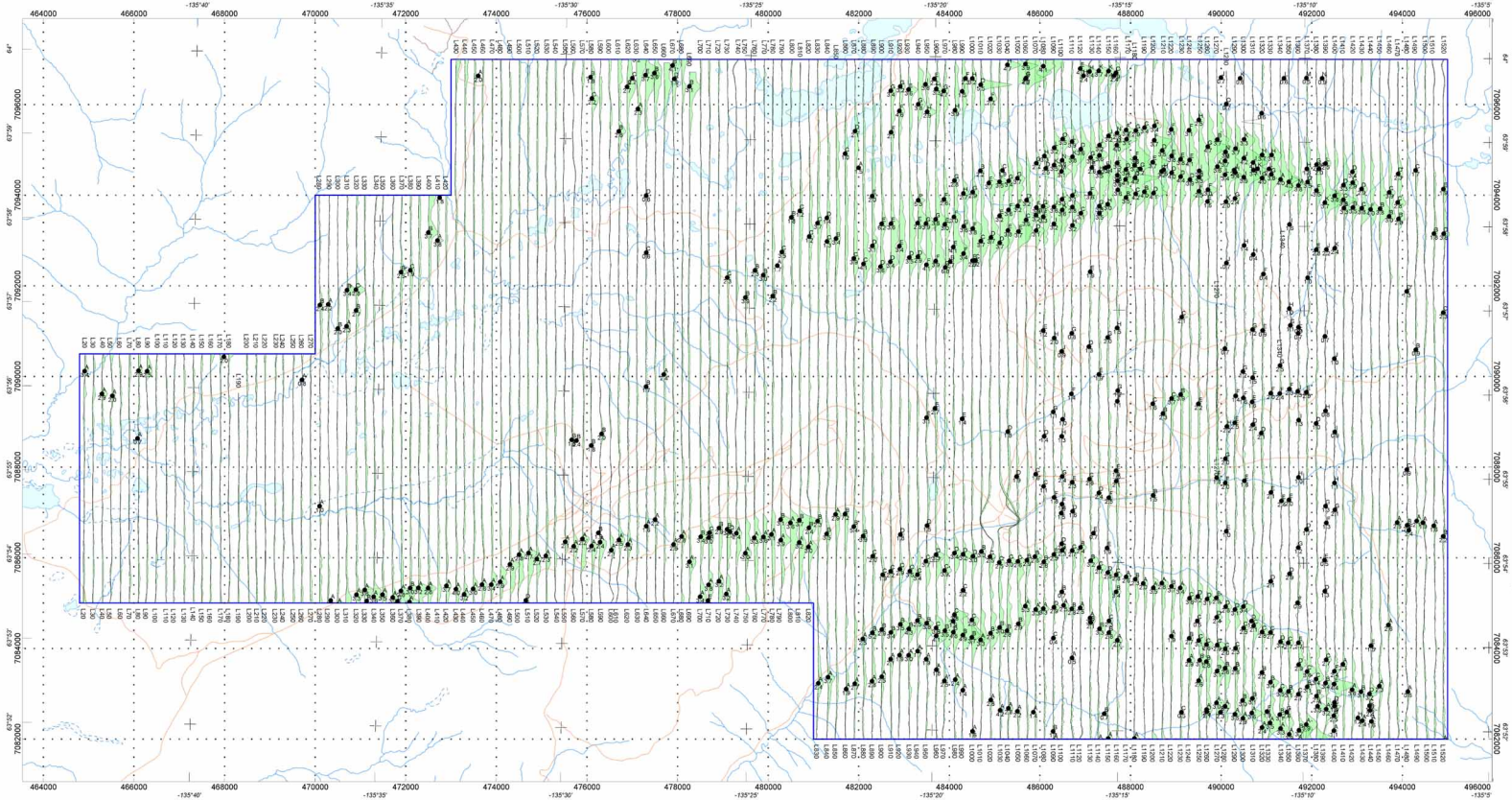
McPHAR

Alexco Resource Corp.

EM Offset Profiles with Picked Anomalies
dB/dt Z-Channel - Window No.15
Keno Hills Survey Area

High Resolution Helicopter-borne Magnetic and Time Domain Electromagnetic (TDEM) Survey

McPhar Geosurveys Ltd.



LEGEND

Helicopter Type: Eurocopter AS350B2
Helicopter Registration: C-GTNT
Survey Period: July-August, 2006

SURVEY PARAMETERS:

Mean Terrain Clearance: 85 m (Helicopter)
Traverse Line Spacing: 200 m
Traverse Line Direction: 360°
Control Line Spacing: 2000 m
Control Line Direction: 90°

AIRBORNE MAGNETOMETER SYSTEM:

Geometrics G822A Cesium magnetometer
Sensitivity: 0.0005 nT
Noise Level: +/- 0.001 nT
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

AIRBORNE ELECTROMAGNETIC SYSTEM:

T.H.E.M. Helicopter-borne Digital Time-domain Electromagnetic System

Receiver:

Three axis (X,Y and Z) dipole coils with coplanar configuration
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

Transmitter:

Horizontal transmitter loop of 7.5 m diameter
Sensor Height: Nominally 36 m above ground level
Sensor Location: Horizontal loop towed 49 m beneath the helicopter
Frequency: 30 Hz, 60 half-sine pulses per second

DATA ACQUISITION SYSTEM:

T.H.E.M. Data Collector

AIRBORNE NAVIGATION SYSTEM:

T.H.E.M navigation system
OmniSTAR 3000LRS DGPS receiver
Pilot steering and navigation computer

BASE STATION SYSTEM:

GEM GSM-19 Overhauser Magnetometer
Sample Interval: 1 second
Sensitivity: 0.001 nT

SETTINGS OF TIME WINDOWS OF THEM SYSTEM

Window #	Start of sample	# of samples in window	Start Time	End Time	Window Centre
			in milliseconds		
10	202	1	3.465	3.727	3.7159
11	203	1	3.727	3.790	3.7636
12	204	1	3.769	3.792	3.7780
13	205	1	3.792	3.951	3.8249
14	206	1	3.814	3.936	3.8752
15	207	1	3.836	3.958	3.8974
16	340	11	4.004	4.167	4.0853
17	342	11	4.053	4.213	4.1329
18	258	23	4.159	4.587	4.3732
19	260	23	4.373	4.793	4.5410
20	262	23	4.587	4.923	4.7259
21	264	23	4.800	5.035	4.9128
22	265	40	4.923	5.329	5.0918
23	313	40	5.075	5.525	5.2511
24	315	40	5.329	5.581	5.5129
25	343	60	5.630	6.057	5.7950
26	364	71	5.904	7.064	6.4849
27	365	101	6.057	7.245	6.6513
28	405	101	6.412	7.585	7.0017
29	415	55	6.755	8.187	7.4697
30	452	55	7.021	8.561	7.7962
31	462	101	7.397	8.994	8.1105
32	463	127	7.797	9.473	8.6100
33	600	153	8.667	9.880	9.4661
34	601	153	8.848	10.067	9.6630
35	640	153	9.458	10.389	9.9745

OFF TIME

Road
River
Wetland
Lake

EM Profiles Legend
Base level 0 ppm
Vertical scale : 50 ppm / mm

EM Anomaly Legend
A Anomaly label
3.4 Conductance in Siemens

Scale 1:50000
1000 0 1000 2000 3000
metres
NAD83 / UTM zone 9N

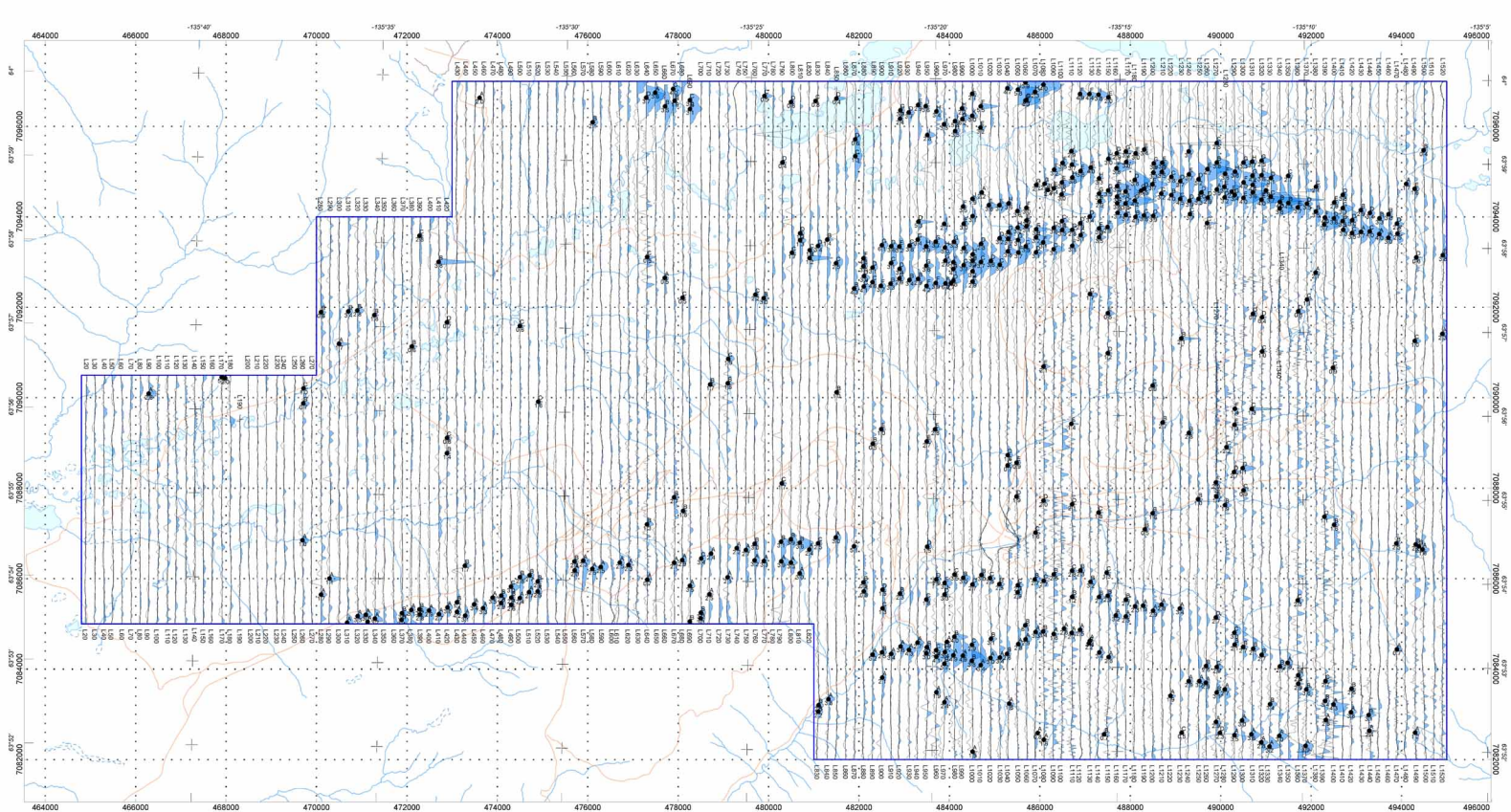
McPHAR

Alexco Resource Corp.

EM Offset Profiles with Picked Anomalies
dB/dt Z-Channel - Window No.25
Keno Hills Survey Area

High Resolution Helicopter-borne Magnetic and Time Domain Electromagnetic (TDEM) Survey

McPhar Geosurveys Ltd.



LEGEND

Helicopter Type: Eurocopter AS350B2
Helicopter Registration: C-GTNT
Survey Period: July-August, 2006

SURVEY PARAMETERS:

Mean Terrain Clearance: 85 m (Helicopter)
Traverse Line Spacing: 200 m
Traverse Line Direction: 360°
Control Line Spacing: 2000 m
Control Line Direction: 90°

AIRBORNE MAGNETOMETER SYSTEM:

Geometrics G822A Cesium magnetometer
Sensitivity: 0.0005 nT
Noise Level: +/- 0.001 nT
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

AIRBORNE ELECTROMAGNETIC SYSTEM:

T.H.E.M. Helicopter-borne Digital Time-domain Electromagnetic System

Receiver:

Three axis (X,Y and Z) dipole coils with coplanar configuration
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

Transmitter:

Horizontal transmitter loop of 7.5 m diameter
Sensor Height: Nominally 36 m above ground level
Sensor Location: Horizontal loop towed 49 m beneath the helicopter
Frequency: 30 Hz; 60 half-sine pulses per second

DATA ACQUISITION SYSTEM:

T.H.E.M. Data Collector

AIRBORNE NAVIGATION SYSTEM:

T.H.E.M navigation system
OmniSTAR 3000LRS DGPS receiver
Pilot steering and navigation computer

BASE STATION SYSTEM:

GEM GSM-19 Overhauser Magnetometer
Sample Interval: 1 second
Sensitivity: 0.001 nT

SETTINGS OF TIME WINDOWS OF THEM SYSTEM

Window #	Start of sample	# of samples in window	Start Time	End Time	Window Centre
			milliseconds		
10	102	1	3.045	3.727	3.3759
11	103	2	3.727	3.795	3.7425
12	105	3	3.795	3.763	3.7785
13	108	3	3.763	3.857	3.8145
14	111	3	3.874	3.918	3.901
15	114	3	3.918	3.959	3.9375
16	117	11	4.004	4.161	4.0515
17	128	11	4.161	4.313	4.1575
18	139	11	4.313	4.466	4.2735
19	150	19	4.370	4.768	4.5435
20	169	19	4.768	4.959	4.7035
21	188	41	4.959	5.353	5.0145
22	229	41	5.353	5.748	5.4245
23	270	43	5.616	6.143	5.5015
24	329	69	6.209	6.283	5.8135
25	398	69	6.606	6.957	6.1305
26	364	73	6.924	7.564	6.4845
27	365	73	7.564	7.454	6.5265
28	438	83	6.170	7.645	7.1775
29	491	83	7.645	7.951	7.7985
30	430	101	7.951	8.021	7.7862
31	492	101	7.257	8.064	8.1725
32	676	107	7.797	8.473	8.8135
33	495	113	8.977	9.660	9.9637
34	724	119	9.464	10.04	9.4235
35	843	141	9.754	10.407	9.7845

DAY TIME

Road
River
Wetland
Lake

EM Profiles Legend
base level 0 ppm
Vertical scale : 10 ppm / mm

EM Anomaly Legend
Anomaly label
3.4 Conductance in Siemens

Scale 1:50000
1000 0 1000 2000 3000
metres
NAD83 / UTM zone 8N

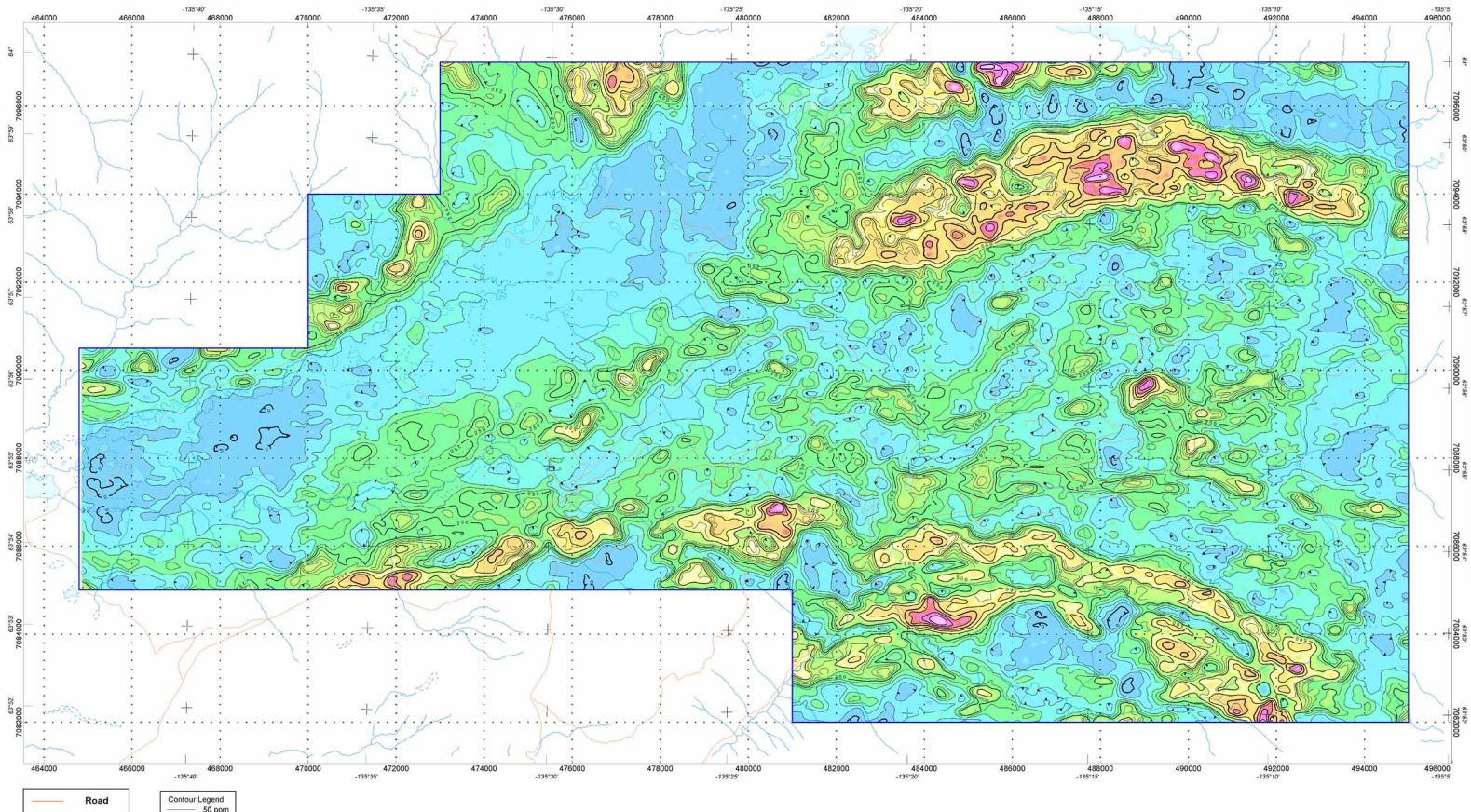
McPHAR

Alexco Resource Corp.

EM Offset Profiles with Picked Anomalies
dB/dt Z-Channel - Window No.35
Keno Hills Survey Area

High Resolution Helicopter-borne Magnetic and Time Domain Electromagnetic (TDEM) Survey

McPhar Geosurveys Ltd.



LEGEND

Helicopter Type: Eurocopter AS350B2
Helicopter Registration: C-GTNT
Survey Period: July-August, 2006

SURVEY PARAMETERS:

Mean Terrain Clearance: 85 m (Helicopter)
Traverse Line Spacing: 200 m
Traverse Line Direction: 360°
Control Line Spacing: 2000 m
Control Line Direction: 90°

AIRBORNE MAGNETOMETER SYSTEM:

Geometrics G822A Cesium magnetometer
Sensitivity: 0.0005 nT
Noise Level: +/- 0.001 nT
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

AIRBORNE ELECTROMAGNETIC SYSTEM:

T.H.E.M. Helicopter-borne Digital Time-domain Electromagnetic System

Receiver:

Three axis (X,Y and Z) dipole coils with coplanar configuration
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

Transmitter:

Horizontal transmitter loop of 7.5 m diameter
Sensor Height: Nominally 36 m above ground level
Sensor Location: Horizontal loop towed 49 m beneath the helicopter
Frequency: 30 Hz, 60 half-sine pulses per second

DATA ACQUISITION SYSTEM:

T.H.E.M. Data Collector

AIRBORNE NAVIGATION SYSTEM:

T.H.E.M navigation system
OmniSTAR 3000LRS DGPS receiver
Pilot steering and navigation computer

BASE STATION SYSTEM:

GEM GSM-19 Overhauser Magnetometer
Sample Interval: 1 second
Sensitivity: 0.001 nT

SETTINGS OF TIME WINDOWS OF THEM SYSTEM

Window #	Start of sample	# of samples in window	Start Time	End Time	Window Centre
			in milliseconds		
10	222	1	3.465	3.727	3.7159
11	223	1	3.727	3.790	3.7636
12	224	1	3.790	3.792	3.7790
13	225	1	3.792	3.991	3.8249
14	226	1	3.991	3.998	3.9942
15	227	1	3.998	4.004	4.0010
16	340	11	4.004	4.167	4.0853
17	340	11	4.053	4.213	4.1329
18	255	23	4.100	4.587	4.3792
19	260	28	4.373	4.760	4.5410
20	273	41	4.513	4.760	4.6209
21	301	69	4.650	5.000	4.8238
22	312	80	4.806	5.102	4.9504
23	312	80	4.976	5.524	5.0315
24	312	80	5.319	6.397	5.5329
25	342	110	5.630	6.581	6.1200
26	364	11	5.904	7.064	6.4848
27	364	11	6.581	7.064	6.8225
28	401	81	6.710	7.845	7.2777
29	415	95	6.795	8.187	7.4907
30	432	112	7.021	8.581	7.7962
31	452	101	7.397	8.564	8.1105
32	452	101	7.397	8.473	8.0160
33	490	150	8.667	9.660	8.9661
34	490	150	8.667	10.089	9.4207
35	540	125	9.458	10.089	9.7853

CHT TIME

Road
River
Wetland
Lake

Contour Legend
50 ppm
250 ppm
1000 ppm

parts per million
50 150 300 400 550 650 800 950 1050 1250 1450 1650 1850 2050 2250 2450

Scale 1:50000
1000 0 1000 2000 3000
metres
NAD83 / UTM zone 8N

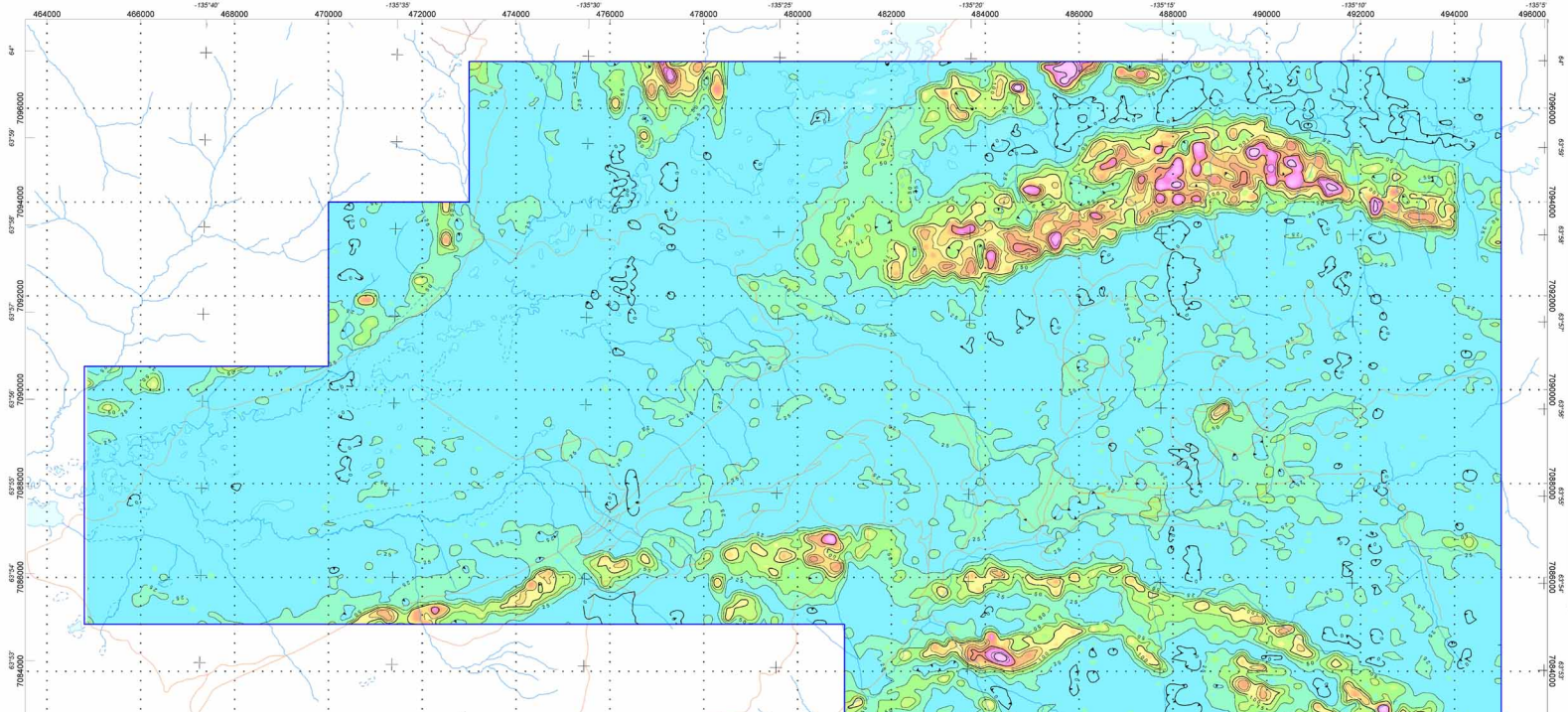
McPHAR

Alexco Resource Corp.

EM Anomaly Map
dB/dt Z-Channel - Window No.15
Keno Hills Survey Area

High Resolution Helicopter-borne Magnetic and Time Domain Electromagnetic (TDEM) Survey

McPhar Geosurveys Ltd.



LEGEND

Helicopter Type: Eurocopter AS350B2
Helicopter Registration: C-GTNT
Survey Period: July-August, 2006

SURVEY PARAMETERS:

Mean Terrain Clearance: 85 m (Helicopter)
Traverse Line Spacing: 200 m
Traverse Line Direction: 360°
Control Line Spacing: 2000 m
Control Line Direction: 90°

AIRBORNE MAGNETOMETER SYSTEM:

Geometrics G822A Cesium magnetometer
Sensitivity: 0.0005 nT
Noise Level: +/- 0.001 nT
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

AIRBORNE ELECTROMAGNETIC SYSTEM:

T.H.E.M. Helicopter-borne Digital Time-domain Electromagnetic System

Receiver:

Three axis (X,Y and Z) dipole coils with coplanar configuration
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

Transmitter:

Horizontal transmitter loop of 7.5 m diameter
Sensor Height: Nominally 36 m above ground level
Sensor Location: Horizontal loop towed 49 m beneath the helicopter
Frequency: 30 Hz, 60 half-sine pulses per second

DATA ACQUISITION SYSTEM:

T.H.E.M. Data Collector

AIRBORNE NAVIGATION SYSTEM:

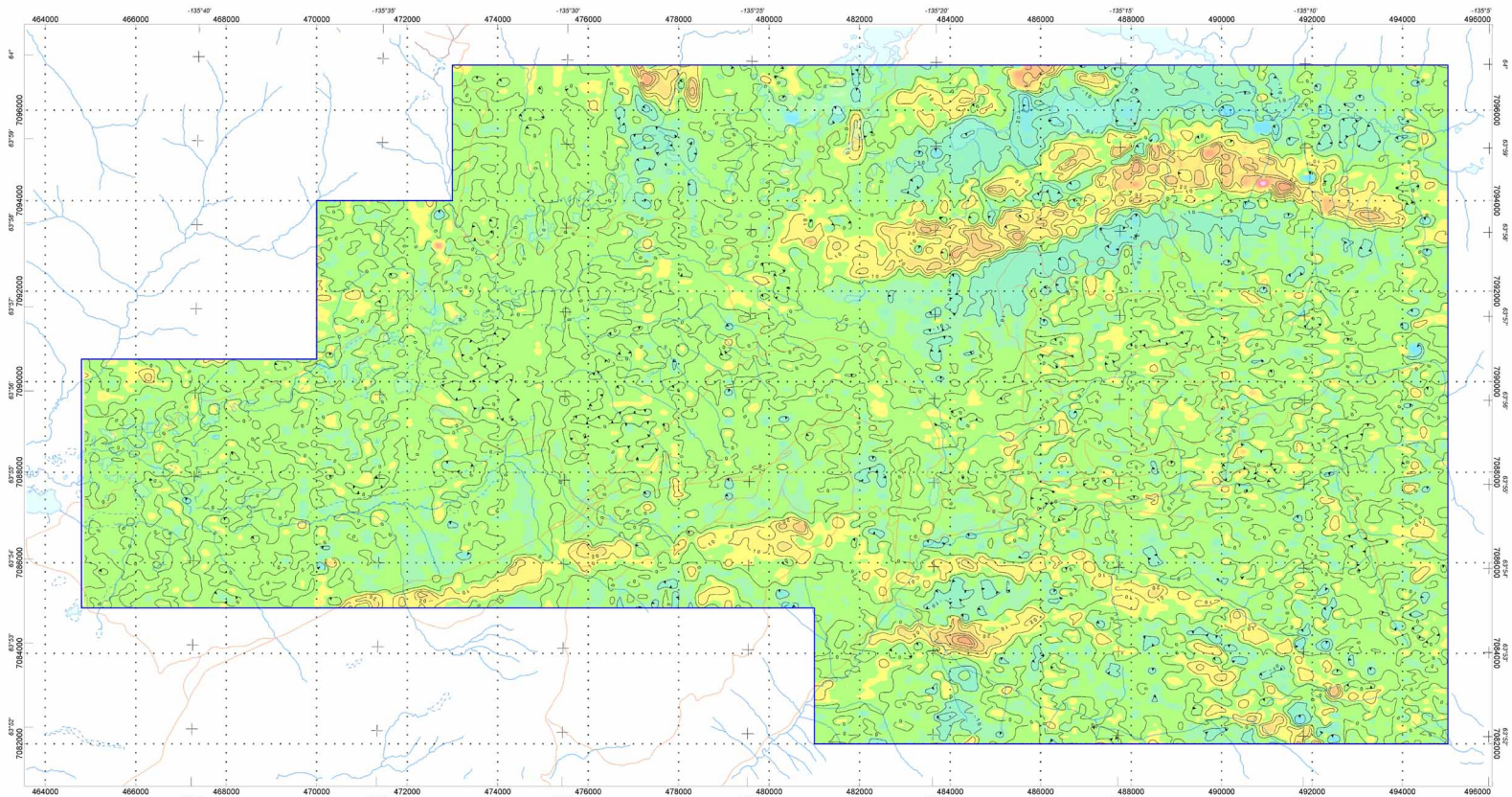
T.H.E.M navigation system
OmniSTAR 3000LRS DGPS receiver
Pilot steering and navigation computer

BASE STATION SYSTEM:

GEM GSM-19 Overhauser Magnetometer
Sample Interval: 1 second
Sensitivity: 0.001 nT

SETTINGS OF TIME WINDOWS OF THEM SYSTEM

Window #	Start of sample	# of samples in window	Start Time	End Time	Window Centre
			in milliseconds		
10	222	1	3.605	3.727	3.7159
11	223	1	3.727	3.760	3.7435
12	224	1	3.760	3.793	3.7760
13	225	1	3.793	3.826	3.8099
14	226	1	3.826	3.858	3.8442
15	227	1	3.858	3.908	3.8784
16	340	11	4.908	4.957	4.9353
17	341	11	4.957	5.013	4.9920
18	342	11	5.013	5.067	5.0492
19	343	11	5.067	5.121	5.0943
20	344	11	5.121	5.175	5.1498
21	345	11	5.175	5.229	5.2058
22	346	11	5.229	5.283	5.2623
23	347	11	5.283	5.337	5.3193
24	348	11	5.337	5.391	5.3768
25	349	11	5.391	5.445	5.4348
26	350	11	5.445	5.499	5.4933
27	351	11	5.499	5.553	5.5523
28	352	11	5.553	5.607	5.6118
29	353	11	5.607	5.661	5.6718
30	354	11	5.661	5.715	5.7323
31	355	11	5.715	5.769	5.7933
32	356	11	5.769	5.823	5.8548
33	357	11	5.823	5.877	5.9168
34	358	11	5.877	5.931	5.9793
35	359	11	5.931	5.985	6.0423
36	360	11	5.985	6.039	6.1058
37	361	11	6.039	6.093	6.1698
38	362	11	6.093	6.147	6.2343
39	363	11	6.147	6.201	6.2993
40	364	11	6.201	6.255	6.3648
41	365	11	6.255	6.309	6.4308
42	366	11	6.309	6.363	6.4973
43	367	11	6.363	6.417	6.5643
44	368	11	6.417	6.471	6.6318
45	369	11	6.471	6.525	6.6998
46	370	11	6.525	6.579	6.7683
47	371	11	6.579	6.633	6.8373
48	372	11	6.633	6.687	6.9068
49	373	11	6.687	6.741	6.9768
50	374	11	6.741	6.795	7.0473
51	375	11	6.795	6.849	7.1183
52	376	11	6.849	6.903	7.1898
53	377	11	6.903	6.957	7.2618
54	378	11	6.957	7.011	7.3343
55	379	11	7.011	7.065	7.4073
56	380	11	7.065	7.119	7.4808
57	381	11	7.119	7.173	7.5548
58	382	11	7.173	7.227	7.6293
59	383	11	7.227	7.281	7.7043
60	384	11	7.281	7.335	7.7798
61	385	11	7.335	7.389	7.8558
62	386	11	7.389	7.443	7.9323
63	387	11	7.443	7.497	8.0093
64	388	11	7.497	7.551	8.0868
65	389	11	7.551	7.605	8.1648
66	390	11	7.605	7.659	8.2433
67	391	11	7.659	7.713	8.3223
68	392	11	7.713	7.767	8.4018
69	393	11	7.767	7.821	8.4818
70	394	11	7.821	7.875	8.5623
71	395	11	7.875	7.929	8.6433
72	396	11	7.929	7.983	8.7248
73	397	11	7.983	8.037	8.8068
74	398	11	8.037	8.091	8.8893
75	399	11	8.091	8.145	8.9723
76	400	11	8.145	8.199	9.0558
77	401	11	8.199	8.253	9.1398
78	402	11	8.253	8.307	9.2243
79	403	11	8.307	8.361	9.3093
80	404	11	8.361	8.415	9.3948
81	405	11	8.415	8.469	9.4808
82	406	11	8.469	8.523	9.5673
83	407	11	8.523	8.577	9.6543
84	408	11	8.577	8.631	9.7418
85	409	11	8.631	8.685	9.8298
86	410	11	8.685	8.739	9.9183
87	411	11	8.739	8.793	10.0073
88	412	11	8.793	8.847	10.0968
89	413	11	8.847	8.901	10.1868
90	414	11	8.901	8.955	10.2773
91	415	11	8.955	9.009	10.3683
92	416	11	9.009	9.063	10.4598
93	417	11	9.063	9.117	10.5518
94	418	11	9.117	9.171	10.6443
95	419	11	9.171	9.225	10.7373
96	420	11	9.225	9.279	10.8308
97	421	11	9.279	9.333	10.9248
98	422	11	9.333	9.387	11.0193
99	423	11	9.387	9.441	11.1143
100	424	11	9.441	9.495	11.2098
101	425	11	9.495	9.549	11.3058
102	426	11	9.549	9.603	11.4023
103	427	11	9.603	9.657	11.4993
104	428	11	9.657	9.711	11.5968
105	429	11	9.711	9.765	11.6948
106	430	11	9.765	9.819	11.7933
107	431	11	9.819	9.873	11.8923
108	432	11	9.873	9.927	11.9918
109	433	11	9.927	9.981	12.0918
110	434	11	9.981	10.035	12.1923
111	435	11	10.035	10.089	12.2933
112	436	11	10.089	10.143	12.3948
113	437	11	10.143	10.197	12.4968
114	438	11	10.197	10.251	12.5993
115	439	11	10.251	10.305	12.7023
116	440	11	10.305	10.359	12.8058
117	441	11	10.359	10.413	12.9098
118	442	11	10.413	10.467	13.0143
119	443	11	10.467	10.521	13.1193
120	444	11	10.521	10.575	13.2248
121	445	11	10.575	10.629	13.3308
122	446	11	10.629	10.683	13.4373
123	447	11	10.683	10.737	13.5443
124	448	11	10.737	10.791	13.6518
125	449	11	10.791	10.845	13.7598
126	450	11	10.845	10.899	13.8683
127	451	11	10.899	10.953	13.9773
128	452	11	10.953	11.007	14.0868
129	453	11	11.007	11.061	14.1968
130	454	11	11.061	11.115	14.3073
131	455	11	11.115	11.169	14.4183
132	456	11	11.169	11.223	14.5298
133	457	11	11.223	11.277	14.6418
134	458	11	11.277	11.331	14.7543
135	459	11	11.331	11.385	14.8673
136	460	11	11.385	11.439	14.9808
137	461	11	11.439	11.493	15.0948
138	462	11	11.493	11.547	15.2093
139	463	11	11.547	11.601	15.3243
140	464	11	11.601	11.655	15.4398
141	465	11	11.655	11.709	15.5558
142	466	11	11.709	11.763	15.6723
143	467	11	11.763	11.817	15.7893
144	468	11	11.817	11.871	15.9068
145	469	11	11.871	11.925	16.0248
146	470	11	11.925	11.979	16.1433
147	471	11	11.979	12.033	16.2623
148	472	11	12.033	12.087	16.3818
149	473	11	12.087	12.141	16.5018
150	474	11	12.141	12.195	16.6223
151	475	11	12.195	12.249	16.7433
152	476	11	12.249	12.303	16.8648
153	477	11	12.303	12.357	16.9868
154	478	11	12.357	12.411	17.1093
155	479	11	12.411	12.465	17.2323
156	480	11	12.465	12.519	17.3558
157	481	11	12.519	12.573	17.4798
158	482	11	12.573	12.627	17.6043
159	483	11	12.627	12.681	17.7293
160	484	11	12.681	12.735	17.8548
161	485	11	12.735	12.789	17.9808
162	486	11	12.789	12.843	18.1073
163	487	11	12.843	12.897	18.2343
164	488	11	12.897	12.951	18.3618
165	489	11	12.951	13.005	18.4898
166	490	11	13.005	13.059	18.6183
167	491	11	13.059	13.113	18.7473
168	492	11	13.113	13.167	18.8768
169	493	11	13.167	13.221	19.0068
170	494	11	13.221	13.275	19.1373
171	495	11	13.275	13.329	19.2683
172	496	11	13.329	13.383	19.3998
173	497	11	13.383	13.437	19.5318
174	498	11	13.437	13.491	19.6643
175	499	11	13.491	13.545	19.7973
176	500	11	13.545	13.599	19.9308
177	501	11	13.599	13.653	20.0648
178	502	11	13.653	13.707	20.1993
179	503	11	13.707	13.761	20.3343
180	504	11	13.761	13.815	20.4698
181	505	11	13.815	13.869	20.6058
182	506	11	13.869	13.923	20.7423
183	507	11	13.923	13.977	20.8793
184	508	11	13.977	14.031	21.0168
185	509	11	14.031	14.085	21.1548
186	510	11	14.085	14.139	21.2933
187	511	11	14.139	14.193	21.4323
188	512	11	14.193	14.247	21.5718
189	513	11	14.247	14.301	21.7118
190	514	11	14.301	14.355	21.8523
191	515	11	14.355	14.409	21.9933
192	516	11	14.409	14.463	22.1348
193	517	11	14.463	14.517	22.2768
194	518	11	14.517	14.571	22.4193
195	519	11	14.571	14.625	22.5623
196	520	11	14.625	14.679	22.7058
197	521	11	14.679	14.733	22.8498
198	522	11	14.733	14.787	22.9943
199	523	11	14.787	14.841	23.1393
200	524	11	14.841	14.895	23.2848
201	525	11	14.895	14.949	23.4308
202	526	11	14.949	15.003	23.5773
203	527	11	15.003	15.057	23.7243
204	528	11	15.057	15.111	23.8718
205	529	11	15.111	15.165	24.0198
206	530	11	15.165	15.219	24.1683
207	531	11	15.219	15.273	24.3173
208	532	11	15.273	15.327	24.4668
209	533	11	15.327	15.381	24.6168
210	534	11	15.381	15.435	24.7673
211	535	11	15.435	15.489	24.9183
212	536	11	15.489	15.543	25.0698
213	537	11	15.543	15.597	25.2218
214	538	11	15.597	15.651	25.3743
215	539	11	15.651	15.705	25.5273
216	540	11	15.705	15.759	25.6808
217	541	11	15.759	15.813	25.8348
218	542	11	15.813	15.867	25.9893
219	543	11	15.867	15.921	26.1443
220	544	11	15.921	15.975	26.2998
221	545	11	15.975	16.029	26.4558
222	546	11	16.029	16.083	26.6123
223	547	11	16.083	16.137	26.7693
224	548	11	16.137	16.191	26.9268
225	549	11	16.191	16.245	27.0848
226	550	11	16.245	16.299	27.2433
227	551	11	16.299	16.353	27.4023
228	552	11	16.353	16.407	27.5618
229	553	11	16.407	16.461	27.7218
230	554	11	16.461	16.515	27.8823
231	555	11	16.515	16.569	28.0433
232	556	11	16.569	16.623	28.2048
233	557	11	16.623	16.677	28.3668
234	558	11	16.677	16.731	28.5293
235	559	11	16.731	16.785	28.6923
236	560	11	16.785	16.839	28.8558
237	561	11	16.839	16.893	29.0198
238	562	11	16.893	16.947	29.1843
239	563	11	16.947	17.001	29.3493
240	564	11	17.001	17.055	29.5148
241	565	11	17.055	17.109	29.6808
242	566	11	17.109	17.163	29.8473
243	567	11	17.163	17.217	30.0143
244	568	11	17.217	17.271	30.1818
245	569	11	17.271	17.325	30.3498
246	570	11	17.325	17.379	30.5183
247	571	11	17.379	17.433	30.6873
248	572	11	17.433	17.487	30.8568
249	573	11	17.487	17.541	31.0268
250	574	11	17.541	17.595	31.1973
251	575	11	17.595	17.649	31.3683
252	576	11	17.649	17.703	31.5398
253	577	11	17.703	17.757	31.7118
254	578	11	17.757	17.811	31.8843
255	579	11	17.811	17.865	32.0573
256	580	11	17.865	17.919	32.2308
257	581	11	17.919	17.973	32.4048
258	582	11	17.973	18.027	32.5793
259	583	11	18.027	18.081	32.7543
260	584	11	18.081	18.135	32.9298
261	585	11	18.135	18.189	33.1058
262	586	11	18.189	18.243	33.2823
263	587	11	18.243	18.297	33.4593
264	588	11	18.297	18.351	33.6368
265	589	11	18.351	18.405	33.8148
266	590	11	18.405	18.459	33.9933
267	591	11	18.459	18.513	34.1723
268	592	11	18.513	18.567	34.3518
269	593	11	18.567	18.621	34.5318
270	594	11	18.621	18.675	34.7123
271	595	11	18.675	18.729	34.8933
272	596	11	18.729	18.783	35.0748
273	597	11	18.783	18.837	35.2568
274	598	11	18.837	18.891	35.4393
275	599	11	18.891	18.945	35.6223
276	600	11	18.945	18.999	35.8058
277	601	11	18.999	19.053	35.9898
278	602	11	19.053	19.107	36.1743
279	603	11	19.107	19.161	36.3593
280	604	11	19.161	19.215	36.5448
281	605	11	19.215	19.269	36.7308
282	606	11	19.269	19.323	36.9173
283	607	11	19.323	19.377	37.1043
284	608	11	19.377	19.431	37.2918
285	609	11	19.431	19.485	37.4798
286	610	11	19.485	19.539	37.6683
287	611	11	19.539	19.593	37.8573
288	612	11	19.593	19.647	38.0468
289	613	11	19.647	19.701	38.2368
290	614	11	19.701	19.755	38.4273
291	615	11	19.755	19.809	38.6183
292	616	11	19.809	19.863	38.8098
293	617	11	19.863	19.917	39.0018
294	618	11	19.917	19.971	39.1943
295	619	11	19.971	20.025	39.3873
296	620	11	20.025	20.079	39.5808
297	621	11	20.079	20.133	39.7748
298	622	11	20.133	20.187	39.9693
299	623	11	20.187	20.241	40.1643
300	624	11	20.241	20.295	40.3598
301	625	11	20.295	20.349	40.5558
302	626	11	20.349	20.403	40.7523
303	627	11	20.403	20.457	40.9493
304	628	11	20.457	20.511	41.1468
305	629	11	20.511	20.565	41.3448
306	630	11	20.565	20.619	41.5433
307	631	11	20.619	20.673	41.7423
308	632	11	20.673	20.727	41.9418
309	633	11	20.727	20.781	42.1418
310	634	11	20.781	20.835	42.3423
311	635	11	20.835	20.889	42.5433
312	636	11	20.889	20.943	42.7448
313	637	11	20.943	20.997	42.9468
314	638	11	20.997	21.051	43.1493
315	639	11	21.051	21.105	43.3523
316	640	11	21.105	21.159	43.5558
317	641	11	21.159	21.213	43.7598
318	642	11	21.213	21.267	43.9643
319	643	11	21.267	21.321	44.1693
320	644	11	21.321	21.375	44.3748
321	645	11	21.375	21.429	44.5808
322	646	11	21.429	21.483	44.7873
323	647	11	21.483	21.537	44.9943
324	648	11	21.537	21.591	45.2018
325	649	11	21.591	21.645	45.4098
326	650	11	21.645	21.699	45.6183
327	651	11	21.699	21.753	45.8273
328	652	11	21.753	21.807	46.0368
329	653	11	21.807	21.861	46.2468
330	654	11	21.861	21.915	46.4573
331	655	11	21.915	21.969	46.6683
332	656	11	21.969	22.023	46.8798
333	657	11	22.023	22.077	47.0918
334	658	11	22.077	22.131	47.3043
335	659	11	22.131	22.185	47.5173
336	660	11	22.185	22.239	47.7308
337	661	11	22.239	22.293	47.9448
338	662	11	22.293	22.347	48.1593
339	663	11	22.347	22.401	48.3743
340	664	11	22.401	22.455	48.5898
341	665	11	22.455	22.509	48.8058
342	666	11	22.509	22.563	49.0223
343	667	11	22.563	22.617	49.2393
344	668	11	22.617	22.671	49.4568
345	669	11	22.671	22.725	49.6748
346	670	11	22.725	22.779	49.8933
347	671	11	22.779	22.833	50.1123
348	672	11	22.833	22.887	50.3318
349	673	11	22.887	22.941	50.5518
350	674	11	22.941	22.995	50.7723
351	675	11	22.995	23.049	50.9933
352	676	11	23.049	23.103	51.2148
353	677	11	23.103	23.157	51.4368
354	678	11	23.157	23.211	51.6593
355	679	11	23.211	23.265	51.8823
356	680	11	23.265	23.319	52.1058
357	681	11	23.319	23.373	52.3298
358	682	11	23.373	23.427	52.5543
359	683	11	23.427	23.481	52.7793
360	684	11	23.481	23.535	53.0048
361	685	11	23.535	23.589	53.2308
362	686	11	23.589	23.643	53.4573
363	687	11	23.643	23.697	53.6843
364	688	11	23.697	23.751	53.9118
365	689	11	23.751	23.805	54.1398
366	690	11	23.805	23.859	54.3683
367	691	11	23.859	23.913	54.5973
368	692	11	23.913	23.967	54.8268
369	693	11	23.967	24.021	55.0568
370	694	11	24.021	24.075	55.2873
371	695	11	24.075	24.129	55.5183
372	696	11	24.129	24.183	55.7498
373	697	11	24.183	24.237	55.9818
374	698	11	24.237	24.291	56.2143
375	699	11	24.291	24.345	56.4473
376	700	11	24.345	24.399	56.6808
377	701	11	24.399	24.453	56.9148
378	702	11	24.453	24.507	57.1493
379	703	11	24.507	24.561	57.3843
380	704	11	24.561	24.615	57.6198
381	705	11	24.615	24.669	57.8558
382	706	11	24.669	24.723	58.0923
383	707	11	24.723	24.777	58.3293
384	708	11	24.777	24.831	58.5668
385	709	11	24.831	24.885	58.8048
386	710	11	24.885	24.939	59.0433
387	711	11	24.939	24.993	59.2823
388	712	11	24.993	25.047	59.5218
389	713	11	25.047	25.101	59.7618
390	714	11	25.101	25.155	60.0023
391	715	11	25.155	25.209	60.2433
392	716	11	25.209	25.263	60.4848
393	717	11	25.263	25.317	60.7268
394	718	11	25.317	25.371	60.9693
395	719	11	25.371	25.425	61.2123
396	720	11	25.425	25.479	61.4558
397	721	11	25.479	25.533	61.6998
398	722	11	25.533	25.587	61.9443
399	723	11	25.587	25.641	62.1893
400	724	11	25.641	25.695	62.4348
401	725	11	25.695	25.749	62.6808
402	726	11	25.749	25.803	62.9273
403	727	11	25.803	25.857	63.1743
404	728	11	25.857	25.911	63.4218
405	729	11	25.911	25.965	63.6698
406	730	11	25.965	26.019	63.9183
407	731	11	26.019	26.073	64.1673
408	732	11	26.073	26.127	64.4168
409	733	11	26.127	26.181	64.6668
410	734	11	26.181	26.235	64.9173
411	735	11	26.235	26.289	65.1683
412	736	11	26.289	26.343	65.4198
413	737	11	26.343	26.397	65.6718
414	738	11	26.397	26.451	65.9243
415	739	11	26.451	26.505	66.1773
416	740	11	26.505	26.559	66.4308
417	741	11	26.559	26.613	66.6848
418	742	11	26.613	26.667	66.9393
419	743	11	26.667	26.721	67.1943
420	744	11	26.721	26.775	67.4498
421	745	11	26.775	26.829	67.7058
422	746	11	26.829	26.883	67.9623
423	747	11	26.883	26.937	68.2193
424	748	11	26.937	26.991	68.4768
425	749	11	26.991	27.045	68.7348
426	750	11	27.045	27.099	68.9933
427	751	11	27.099	27.153	69.2523
428	752	11	27.153	27.207	69.5118
429	753	11	27.207	27.261	69.7718
430	754	11	27.261	27.315	70.0323
431	755	11	27.315	27.369	70.2933
432	756	11	27.369	27.423	70.5548
433	757	11	27.423	27.477	70.8168
434	758	11	27.477	27.531	71.0793
435	759	11	27.531	27.585	71.3423
436	760	11	27.585	27.639	71.6058
437	761	11	27.639	27.693	71.8698
438	762	11	27.693	27.747	72.1343
439	763	11	27.747	27.801	72.3993
440	764	11	27.801	27.855	72.6648
441	765	11	27.855	27.909	72.9308
442	766	11	27.909	27.963	73.1973
443	767	11	27.963	28.017	73.4643
444	768	11	28.017	28.071	73.7318
445	769	11	28.071	28.125	73.9998
446	770	11	28.125	28.179	74.2683
447	771	11	28.179	28.233	74.5373
448	772	11	28.233	28.287	74.8068
449	773	11	28.287	28.341	75.0768
450	774	11	28.341	28.395	75.3473
451	775	11	28.395	28.449	75.6183
452	776	11	28.449	28.503	75.8898
453	777	11	28.503	28.557	76.1618
454	778	11	28.557	28.611	76.4343
455	779	11	28.611	28.665	76.7073
456	780	11	28.665	28.719	76.9808
457	781	11	28.719	28.773	77.2548
458	782	11	28.773	28.827	77.5293
459	783	11	28.827	28.881	77.8043
460	784	11	28.881	28.935	78.0798
461	785	11	28.935	28.989	78.3558
462	786	11	28.989	29.043	78.6323



LEGEND

Helicopter Type: Eurocopter AS350B2
Helicopter Registration: C-GTNT
Survey Period: July-August, 2006

SURVEY PARAMETERS:

Mean Terrain Clearance: 85 m (Helicopter)
Traverse Line Spacing: 200 m
Traverse Line Direction: 360°
Control Line Spacing: 2000 m
Control Line Direction: 90°

AIRBORNE MAGNETOMETER SYSTEM:

Geometrics G822A Cesium magnetometer
Sensitivity: 0.0005 nT
Noise Level: +/- 0.001 nT
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

AIRBORNE ELECTROMAGNETIC SYSTEM:

T.H.E.M. Helicopter-borne Digital Time-domain Electromagnetic System

Receiver:

Three axis (X,Y and Z) dipole coils with coplanar configuration
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

Transmitter:

Horizontal transmitter loop of 7.5 m diameter
Sensor Height: Nominally 36 m above ground level
Sensor Location: Horizontal loop towed 49 m beneath the helicopter
Frequency: 30 Hz; 60 half-sine pulses per second

DATA ACQUISITION SYSTEM:

T.H.E.M. Data Collector

AIRBORNE NAVIGATION SYSTEM:

T.H.E.M navigation system
OmniSTAR 3000LRS DGPS receiver
Pilot steering and navigation computer

BASE STATION SYSTEM:

GEM GSM-19 Overhauser Magnetometer
Sample Interval: 1 second
Sensitivity: 0.001 nT

SETTINGS OF TIME WINDOWS OF THEM SYSTEM

Window #	Start of sample	# of samples in window	Start Time	End Time	Window Centre
			in milliseconds		
10	222	1	6.669	6.727	6.7139
11	223	1	6.727	6.785	6.7426
12	224	1	6.785	6.843	6.8139
13	225	1	6.843	6.902	6.8749
14	226	1	6.902	6.960	6.9062
15	227	1	6.960	7.018	6.9749
16	246	13	7.554	8.137	7.8453
17	247	11	8.137	8.713	8.4253
18	248	23	8.713	9.556	9.1134
19	249	29	9.556	10.689	10.1222
20	250	37	10.689	12.111	11.4000
21	251	41	12.111	13.707	12.9089
22	252	47	13.707	15.538	14.6225
23	253	53	15.538	17.716	16.6271
24	254	59	17.716	20.263	19.0000
25	255	65	20.263	23.207	21.7355
26	256	71	23.207	26.584	24.8951
27	257	77	26.584	30.438	28.5111
28	258	83	30.438	34.824	32.6309
29	259	89	34.824	39.807	37.3160
30	260	95	39.807	45.464	42.6355
31	261	101	45.464	51.884	48.6740
32	262	107	51.884	59.172	55.5284
33	263	113	59.172	67.449	63.3105
34	264	119	67.449	76.859	72.1540
35	265	125	76.859	87.569	82.2140

Time (ms)

Road
River
Wetland
Lake

Contour Legend
10 ppm

parts per million
-95 -80 -65 -50 -35 -20 -5 10 25 45 60 75 90 105 120 135 165 185

Scale 1:50000
1000 0 1000 2000 3000
metres
NAD83 / UTM zone 8N

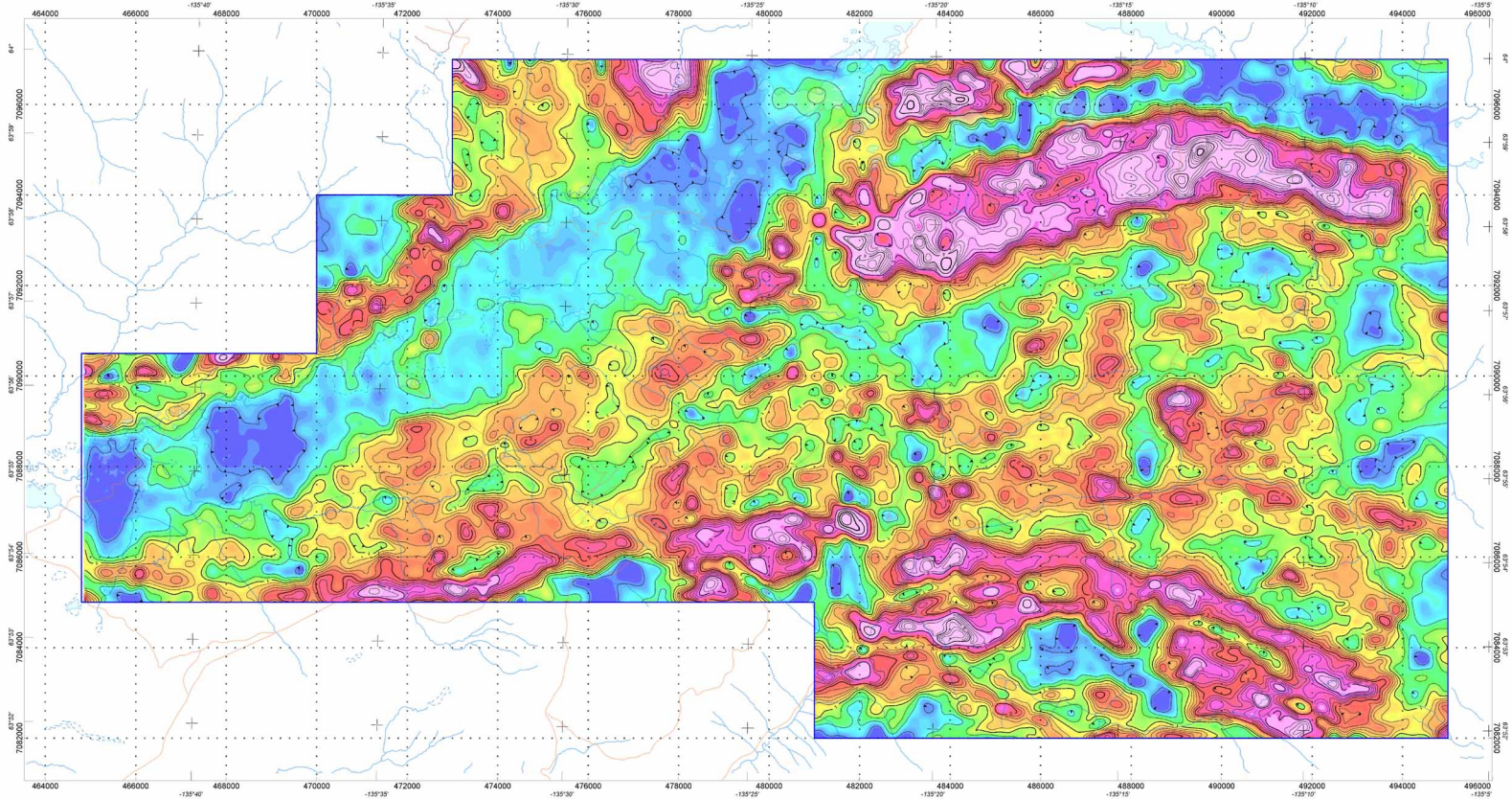
McPHAR

Alexco Resource Corp.

EM Anomaly Map
dB/dt Z-Channel - Window No.35
Keno Hills Survey Area

High Resolution Helicopter-borne Magnetic and Time Domain Electromagnetic (TDEM) Survey

McPhar Geosurveys Ltd.



LEGEND

Helicopter Type: Eurocopter AS350B2
Helicopter Registration: C-GTNT
Survey Period: July-August, 2006

SURVEY PARAMETERS:

Mean Terrain Clearance: 85 m (Helicopter)
Traverse Line Spacing: 200 m
Traverse Line Direction: 360°
Control Line Spacing: 2000 m
Control Line Direction: 90°

AIRBORNE MAGNETOMETER SYSTEM:

Geometrics G822A Cesium magnetometer
Sensitivity: 0.0005 nT
Noise Level: +/- 0.001 nT
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

AIRBORNE ELECTROMAGNETIC SYSTEM:

T.H.E.M. Helicopter-borne Digital Time-domain Electromagnetic System

Receiver:

Three axis (X,Y and Z) dipole coils with coplanar configuration
Sensor Height: Nominally 60 m above ground level
Sensor Location: Mounted in aerofoil towed 25 m beneath the helicopter
Sampling Rate: 10 readings/second

Transmitter:

Horizontal transmitter loop of 7.5 m diameter
Sensor Height: Nominally 36 m above ground level
Sensor Location: Horizontal loop towed 49 m beneath the helicopter
Frequency: 30 Hz; 60 half-sine pulses per second

DATA ACQUISITION SYSTEM:

T.H.E.M. Data Collector

AIRBORNE NAVIGATION SYSTEM:

T.H.E.M navigation system
OmniSTAR 3000LRS DGPS receiver
Pilot steering and navigation computer

BASE STATION SYSTEM:

GEM GSM-19 Overhauser Magnetometer
Sample Interval: 1 second
Sensitivity: 0.001 nT

SETTINGS OF TIME WINDOWS OF THEM SYSTEM

Window #	Start of sample	# of samples in window	Start Time	End Time	Window Centre
			in milliseconds		
10	222	1	6.660	6.727	6.7239
11	223	1	6.727	6.760	6.7426
12	224	1	6.760	6.793	6.7759
13	225	1	6.793	6.827	6.8093
14	226	1	6.827	6.860	6.8426
15	227	1	6.860	3.894	6.8759
16	246	13	4.004	4.167	4.0853
17	249	11	4.053	4.213	4.1329
18	252	10	4.099	4.167	4.1732
19	255	09	4.213	4.769	4.5419
20	261	07	4.309	4.702	4.5056
21	262	07	4.325	4.719	4.5223
22	263	07	4.342	4.735	4.5389
23	264	06	4.358	4.752	4.5556
24	265	06	4.375	4.769	4.5723
25	266	06	4.392	4.785	4.5889
26	267	06	4.408	4.802	4.6056
27	268	06	4.425	4.819	4.6223
28	269	06	4.442	4.835	4.6389
29	270	06	4.458	4.852	4.6556
30	271	06	4.475	4.869	4.6723
31	272	06	4.492	4.885	4.6889
32	273	06	4.508	4.902	4.7056
33	274	06	4.525	4.919	4.7223
34	275	06	4.542	4.935	4.7389

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Alexco Resource Corp.

Apparent Conductance for Selected Time Window No.15 of Vertical Coplanar Coil Bz
Keno Hills Survey Area

High Resolution Helicopter-borne Magnetic and Time Domain Electromagnetic (TDEM) Survey

McPhar Geosurveys Ltd.