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Ministry of Energy, Mines & Petroleum Resources
Mining & Minerals Division
BC Geological Survey

ASSESSMENT REPORT
TITLE PAGE AND SUMMARY

TITLE OF REPORT [type of survey(s)]: Report on Aeroquest airborne geophysical survey — TOTAL COST: $ 144,605

AUTHOR(S): John J. Watkins P.Geo. SIGNATURE(S): J.J. Watkins

NOTICE OF WORK PERMIT NUMBER(S)/DATE(S): 1650361 - 2007 — YEAR OF WORK: 2007

STATEMENT OF WORK - CASH PAYMENT EVENT NUMBER(S)/DATE(S): Event number 4188365 January 07, 2008

PROPERTY NAME: BQ

CLAIM NAME(S) (on which work was done): 510240, 510241, 510243, 510244, 528505, 530415, 530417, 530418, 531011, 531015, 531390, 531392, 531393, 531395, 531396.

COMMODITIES SOUGHT: Au, Zn, Cu

MINERAL INVENTORY MINFILE NUMBER(S), IF KNOWN:

MINING DIVISION: Omineca — NTS: 93L 13/14

LATITUDE: 127 ° 33 ' 00 " LONGITUDE: 54 ° 57 ' 00 " (at centre of work)

OWNER(S)

1) David Hayward 2) Rebaca Lynn Brock
3) Maurice Fournier 4) Endurance Gold Corporation.

MAILING ADDRESS

4) Endurance Gold Corporation
906 - 1112 West Pender Street, Vancouver, BC, V6E 2S1

OPERATOR(S) [who paid for the work]

1) Endurance Gold Corporation 2)
906-1112 W. Pender St, Vancouver, BC, V6E 2S1

MAILING ADDRESS

906-1112 W. Pender Street
Vancouver, BC, V6E 2S1

PROPERTY GEOLOGY KEYWORDS (lithology, age, stratigraphy, structure, alteration, mineralization, size and attitude):

felsic intrusion, Skeena Group, Rusty Ridge basalt, gold, sphalerite, chalcopyrite, arsenopyrite, sericite, quartz, K-spar.

REFERENCES TO PREVIOUS ASSESSMENT WORK AND ASSESSMENT REPORT NUMBERS: 24664, 25318

(OVER)

TYPE OF WORK IN THIS REPORT	EXTENT OF WORK (IN METRIC UNITS)	ON WHICH CLAIMS	PROJECT COSTS APPORTIONED (incl. support)
GEOLOGICAL (scale, area)			
Ground, mapping			
Photo interpretation			
GEOPHYSICAL (line-kilometres)			
Ground			
Magnetic			
Electromagnetic			
Induced Polarization			
Radiometric			
Seismic			
Other			
Airborne	820.7 line-km @ $150/km	On all BQ claims (as per attached list).	$ 123,105
GEOCHEMICAL (number of samples analysed for ...)			
Soil			
Silt			
Rock			
Other			
DRILLING (total metres; number of holes, size)			
Core			
Non-core			
RELATED TECHNICAL			
Sampling/assaying			
Petrographic			
Mineralographic			
Metallurgic			
PROSPECTING (scale, area)			
PREPARATORY/PHYSICAL			
Line/grid (kilometres)			
Topographic/Photogrammetric (scale, area)			
Legal surveys (scale, area)			
Road, local access (kilometres)/trail			
Trench (metres)			
~~Underground dev. (metres)~~	3 day standby @ $3500/day		10,500
Other	Mob - demob		1,000
		TOTAL COST	$ 144,605

REPORT
ON
AEROQUEST AIRBORNE GEOPHYSICAL SURVEY

BQ PROPERTY

Mineral Tenure Numbers:
510240, 510241, 510243, 510244,
528505, 530415, 530417, 530418,
531011, 531015, 531390, 531392,
531393, 531395, 531396.

Omineca Mining Division

NORTHWESTERN
BRITISH COLUMBIA

NTS: 93L13 /14
Latitude: 127° 33'
Longitude: 54° 57'

Owned by
Mr. David A. Hayward
Ms. Rebecca Lynn Brook
Mr. Maurice Fournier
Endurance Gold Corporation

Operator
ENDURANCE GOLD CORPORATION
#906, 1112 West Pender Street
Vancouver, B.C. V6E 2S1

by

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johnjw@shaw.ca

March 30, 2008

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SUMMARY

In July, 2007 Endurance Gold Corporation flew an AeroTEM II time domain helicopter supported electromagnetic and magnetometer survey on 100 meter spaced, north-south orientated flight lines over all the BQ property. The survey has advanced the understanding of the geological setting of the property with the distribution of primary lithologies now mapped. The property is cored by a geophysically distinct 7 km long by 1.5km wide altered felsic intrusion. The area on the property that offers the greatest mine potential lies within 1 km wide and 7 km long zone following the north contact of the felsic intrusion.

INTRODUCTION AND TERMS OF REFERENCE

Endurance Gold Corporation (Endurance) is earning a 100% interest in the BQ property by making cash payments, issuing shares and meetng work commitment. To date Endurance has spent approximately $1,000,000 in direct exploration costs on the property.

Part of this exploration expenditure included an AeroTEM helicopter supported electromagnetic and magnetometer survey operated by Aeroquest International of Mississauga, Ontario and flown over the BQ property from July 13th to 21st, 2007. This report presents and discusses the results of this airborne geophysical survey.

Figure 1. BQ property location map.

PROPERTY DESCRIPTION AND LOCATION

The BQ property is located 650 km north-northwest of Vancouver, in west central British Columbia (Figure 1) approximately 26 km due west of the town of Smithers. Smithers is a modern community located on Highway 16.

The BQ property comprises 15 contiguous mineral claims covering 6,668.1 hectares (Table 1, Figure 2).

Table 1. BQ property mineral claim summary.

Tenure No.	Claim Name	Size (hectares)	Good To
510240	BQ1	371.6	April 6, 2012
510241	BQ2	445.7	April 6, 2012
510243	BQ1	427.1	April 6, 2013
510244	BQ4	18.5	April 6, 2013
528505		1,486.0	September 17, 2013
530415	Milagro Extension 1	297.2	March 22, 2011
530417	Milagro Extension 2	297.2	March 22, 2011
530418	Milagro Extension 3	222.9	March 22, 2011
531011	Milagro 3	445.8	April 02, 2011
531015	Milagro 7	445.8	April 02, 2011
531390		446.0	April 06, 2011
531392	Milagro 16	446.1	April 06, 2011
531393	Milagro 17	446.0	April 06, 2011
531395	Milagro 18	446.1	April 06, 2011
531396	Milagro 19	446.1	April 06, 2011

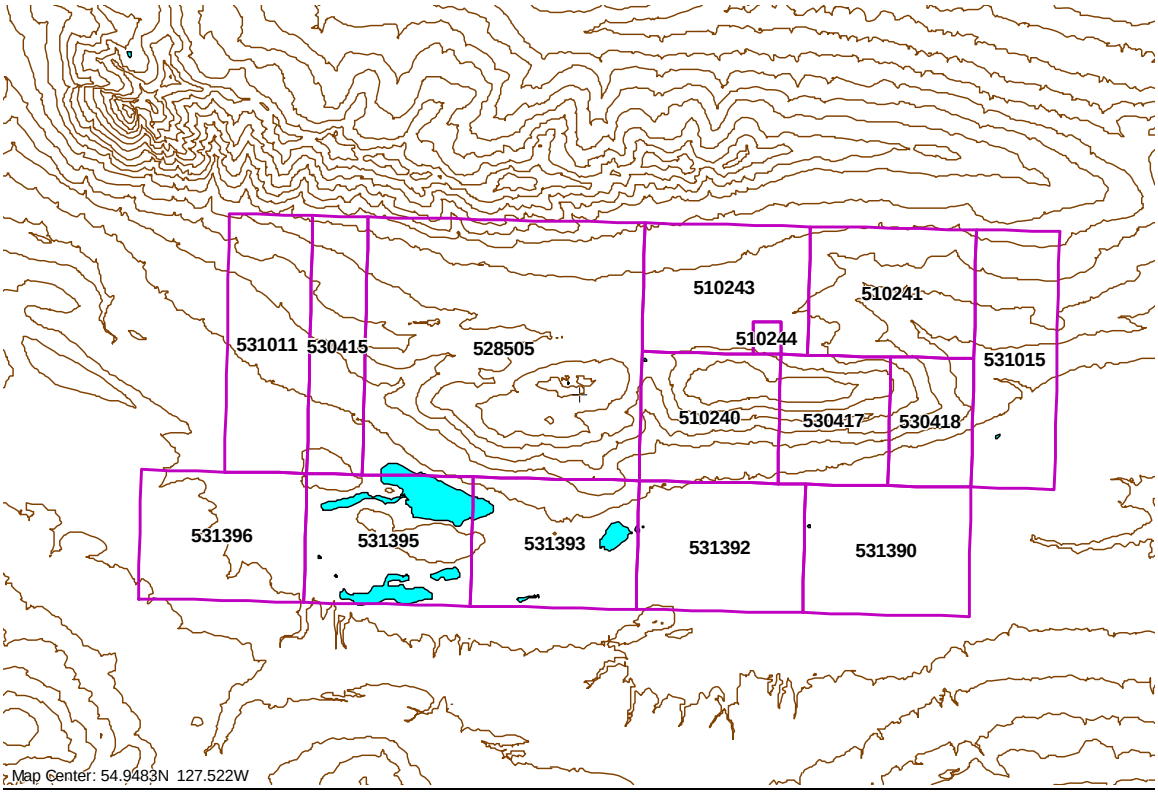


Figure 2. BQ property map at a scale of about 1:100,000. True north is directed up and follows the claim boundaries.

ACCESSIBILITY, PHYSIOGRAPHY AND CLIMATE

Access onto the property is from Highway 16 and the Kitseuguecla Lake road (also referred to as the 6000 road), located 25 km northwest of Smithers. From the Kitseuguecla Lake road there are two roads that allow access to the gridded part of the property. To access the east end of the cut grid take the gated road at 2006km on the Kitseuguecla Lake road. To access the west side of the grid take the Kitseuguecla Lake road to kilometre sign post 6025km.

Elevation on the property ranges from 670m to 1250m. The claim group is centered on a prominent east-west elongated, steep sided set of hills to 1250m elevation, The north edge of the claim group covers the lower slopes of Rocky Ridge which are jagged peaks to 2150m elevation and is the southern limit of the Rocher Deboule Range.

Climate is usually hot and sometimes dry in the summer months, with relatively pleasant winters with snow falls that can be extreme.

The 6.5 kilomere long BQ property grid straddles the height of land separating two drainages. Creeks on the eastern half of the grid drain eastward to the Bulkley River via Trout Creek. The Bulkley River is a tributary of the Skeena River. Drainage off the western half of the BQ grid is to the northwest via Kitseuguecla River which enters the Skeena River 18 km from the property. Lands covered by the easterly flowing drainage and lands covered by the northwest flowing drainage lie within the traditional territories of the Wet'suwet'en and the Gitxsan first nations, respectively.

A number of farms cover the southern parts of the property. Most of the lower mountain slopes on the property have been logged and, in part, are covered by thick second growth. A number of areas on the property have recently been clear-cut logged.

PROPERTY HISTORY

Sphalerite mineralization was discovered on the property in 1994 by Rob Redding. In 1995 Dave McCurdy acquired the property, did some prospecting work, and allowed the ground to revert back to the Crown.

In 2003 David Hayward and Wes Brook staked the claims and added claims that make up the core claims of the BQ property.

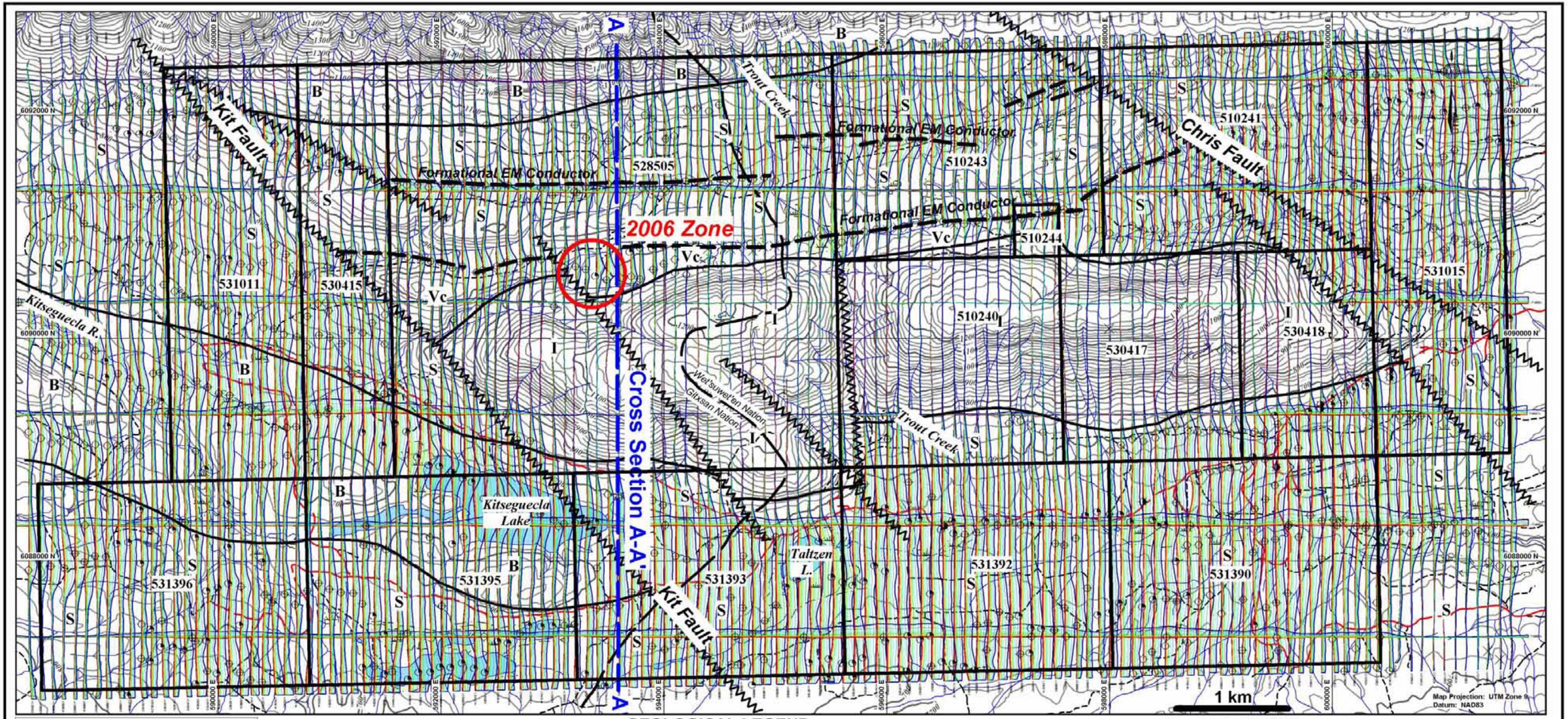
On September 7, 2005 Endurance Gold Corporation optioned the BQ property. Endurance is earning a 100% interest in the property through making cash payments and issuing shares over a three-year period. To date Endurance Gold has spent about $1,000,000 on direct exploration cost on the BQ property.

- In September of 2005 Endurance Gold carried out reconnaissance soil, stream sediment and rock sampling surveys over the BQ property (Watkins, 2005).
- In October of 2005 six reconnaissance lines totalling 3.1 kilometers were cut over the mineral showings area, 127 soil samples were collected and ground geophysical (IP/resistivity and magnetometer) surveys were run (Watkins, 2006).
- In January of 2006 a larger grid was cut, centered on the reconnaissance grid, with 100 meter spaced lines over a 1 by 2 kilometer area.

- On February 17 of 2006, four of the core mineral claims (Tenure nos. 405120, 405121, 405122, 405123) were converted from “Heritage Status” to New Claim Tenure No. 528505.
- Additional claims were added to the BQ property to include the area of influence as defined in the Endurance Gold Corporation / property vendors agreement.
- In March of 2006 three cored holes (526.1m) intersected wide sections of heavy sulphide. 496 core samples were submitted for assay and geochemistry (Watkins, 2006).
- Reject samples from the anomalous gold zone in hole BQ-03 were re-assayed at a second laboratory.
- A petrographic study with report (Leitch, 2006) on samples from drill hole BQ-03 and from two surface samples.
- In June of 2006 IP, resistivity, magnetometer and differential GPS surveys were run over the 1 by 2 kilometre grid.
- In July of 2006 eight cored holes were drilled totalling 1,490.6 meters from which 708 samples were submitted for gold assay and geochemistry (Watkins, 2006).
- In July of 2006 reconnaissance stream silt and soil sampling traverse into Schippers Creek.
- In October of 2006 the BQ grid was extended two kilometers to the east with 200 meter spaced cross-lines to Line 50E.
- In July, 2007 an AeroTEM II (Bravo) time domain helicopter supported electromagnetic and high-sensitivity caesium vapour magnetometer system totalling 852.9 line-km was flown over the BQ property (Aeroquest, 2007).
- In September, 2007 the cut grid was extend west to Line 15W.
- In September 760 soil samples from the east and west grid extensions were collected for geochemistry. 120 reconnaissance soil geochemistry samples collected for geochemistry from the southwest corner of the property,
- In October, 2007 IP pole-dipole survey on 8 lines totalling 8.8 line-km (Kickbush, 2007).

GEOLOGICAL SETTING

The BQ property is underlain by shallow dipping Cretaceous age Skeena Group non-marine sedimentary and alkaline volcanic rocks, and intruded by an Eocene hypabyssal felsic body. Sulphide mineralization identified on the property is best described as sediment-hosted Au mineralization generated where steep faults have intersected receptive, permeable lithologies on the fringe of felsic intrusions. As discussed by Sillitoe and Bonham (1990) these deposits are hosted by a variety of permeable sedimentary rocks, especially thinly bedded, silty dolomites or limestones, and cut by high-angle faults. Nearly all the deposits contain felsic intrusive rocks. Orebodies may be confined to fault zones or may be irregular shaped replacements in the adjoining rocks. The Smithers area is viewed as an intrusion-centered mineral district with a number of porphyry Mo, Cu and Cu-Au systems, and numerous Ag-bearing base metal vein systems and replacements, and sediment-hosted Au mineralization as seen on the BQ property.



EM Off-Time Anomaly Symbols

Off-Time Conductance (S)

- 20 to 35
- 10 to 20
- 5 to 10
- 1 to 5
- 0 to 1

Roads

- Gravel Road 1 Lane
- Rough Road

AeroTEM Off-Time Profiles

positive excursion to top and right

- Z5 Off-Time Channel
- Z6 Off-Time Channel
- Z7 Off-Time Channel
- Z8 Off-Time Channel
- Z9 Off-Time Channel
- Z10 Off-Time Channel
- Z11 Off-Time Channel
- Z12 Off-Time Channel
- Z13 Off-Time Channel
- Z14 Off-Time Channel
- Z15 Off-Time Channel

GEOLOGICAL LEGEND

RockType

- B — Basalt
- S — Sediments
- Vc — Volcaniclastics

- Fault
- Lithology Contact
- Formational EM Conductor

Scale 1:35,000

BQ PROPERTY

Geology Map & EM Profiles

Figure 3

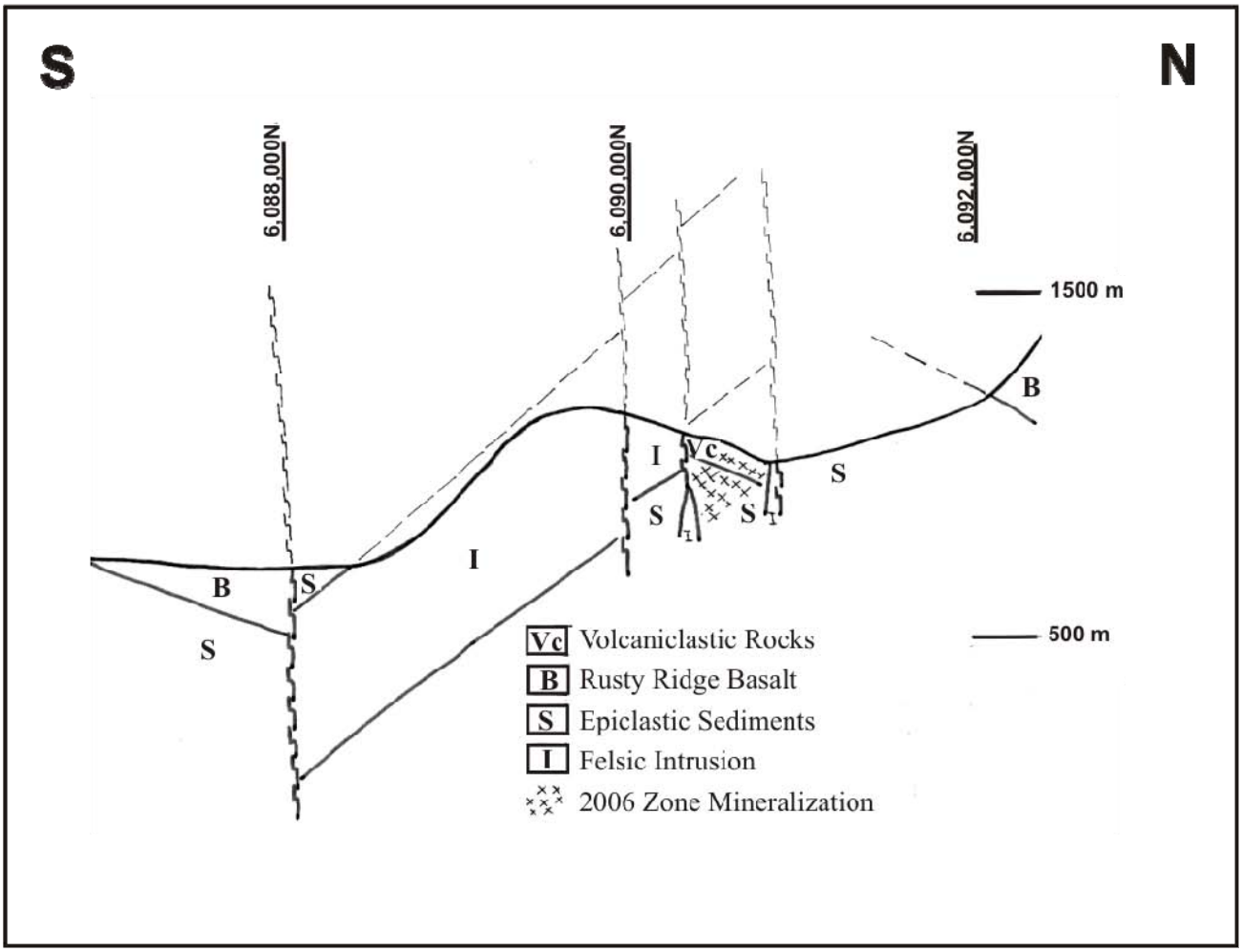


Figure 4. BQ property schematic cross-section A - A' on Figure 3 looking west at 593,700E.

PROPERTY GEOLOGY

The BQ property is centered on a pronounced east-west orientated set of hills underlain by a 7.0 kilometre long and 1.5 kilometre wide felsic intrusion bound at its east and west ends by district scale northwest-directed faults, the Chris and Kit faults (Figure 3). This intrusion is shown on the BC government geology maps as part of the Eocene-age Nanika suite. The intrusion is an altered felsic hypabyssal rock characterized by abundant Kspar-quartz in a groundmass, hosting phenocrysts of relict (sericite-carbonate altered) plagioclase and spots or xenoliths that locally contain schorlitic tourmaline (Leitch, 2006). The intrusion appears to dip southerly (Figure 4) and has intruded a package of carbonate and carbonaceous-rich shallow water sedimentary rocks and alkaline basalt flows and volcanic debris of the Rusty Ridge Formation (Bassett and Kleinspehn, 1996).

Exploration work by Endurance has focused on a one kilometre wide corridor along the north side of the intrusion and includes 11 drill holes that tested on and around a strong coincident multi-element soil geochemistry and ground geophysical anomaly (Watkins, 2006) referred to as the 2006 Zone.

Two styles of gold mineralization are identified in the 2006 Zone; wide intervals of low grade gold mineralization (1.00 gpt Au over 20.0 m) and fault controlled mineralization (3.03 g/t Au over 4.0 m that includes 7.21 gpt Au over 1.3 m). The wide interval of low grade gold mineralization is associated with wide intervals of intense phyllic/argillic (sericite-quartz-carbonate-clay) alteration (Leitch, 2006) hosted in epiclastic and volcanoclastic rocks. The strongest alteration is principally associated with a network of carbonate-sulphide-sericite veinlets. Carbonate may be Fe-Mg bearing (dolomite or ankerite?, locally possibly siderite) as well as calcite, especially in the veins and surrounding sulphides. Suphide veins and networks, or locally “spots” or clots, mainly include pyrite (locally with marcasite?), arsenopyrite, pyrrhotite, and minor chalcopyrite. Sulphosalts (possibly Pb-Sb, could be boulangerite and/or jamesonite?) are rarely noted, apparently associated with pyrrhotite and traces of native Bi and Au (?) mostly <10 microns in size, contained within arsenopyrite. Elevated Au values seem to be most closely associated with more abundant pyrrhotite (which is strongly magnetic), aresenopyrite, chalcopyrite, chlorite and elevated As, Bi and Cu values, and less so with elevated Pb-Sb-Zn. Intruding this mineralized and altered stratigraphic section are sericite altered quartz feldspar porphyry (QFP) and rhyolite stocks and dykes that follow high-angle faults. Both sphalerite- and chalcopyrite-rich veins have been intersected in drill holes.

AIRBORNE GEOPHYSICAL SURVEY

In July, 2007 Aeroquest International of Mississauga, Ontario flew an AeroTEM II (Bravo) time domain helicopter supported electromagnetic and magnetometer system over the BQ property (Aeroquest, 2007). Survey specifications, procedures, equipment and personel used, and deliverables are detailed in the appended technical report (Appendix 1). The airborne geophysical survey covered all of the BQ property and was flown on 100 meter spaced, north-south orientated flight lines totalling 852.9 line-kilometres.

The airborne geophysical survey has advanced the understanding of the geological setting of the property (Figure 3). The distribution of primary lithologies on the geology map (Figure 3) are, for a large part, determined using the geophysical data shown on the magenetic intensity map (Figure 5) and on an electromagnetic (EM) map (Figure 6). Three geological domains are evident, juxtaposed by two northwest directed faults, the Kit and Chris faults. The western most domain is

underlain by epiclastic sedimentary rocks that include formational conductors and unaltered basalt flows of the Rusty Ridge Formation. The central domain underlies most of the property and includes epiclastic and volcanolcastic sedimentary rocks with formational conductors, basalt flows of the Rusty Ridge Formation, and felsic intrusive rocks. The domain lying east of the Chris Fault is underlain by epiclastic sedimentary rocks that include formational conductors.

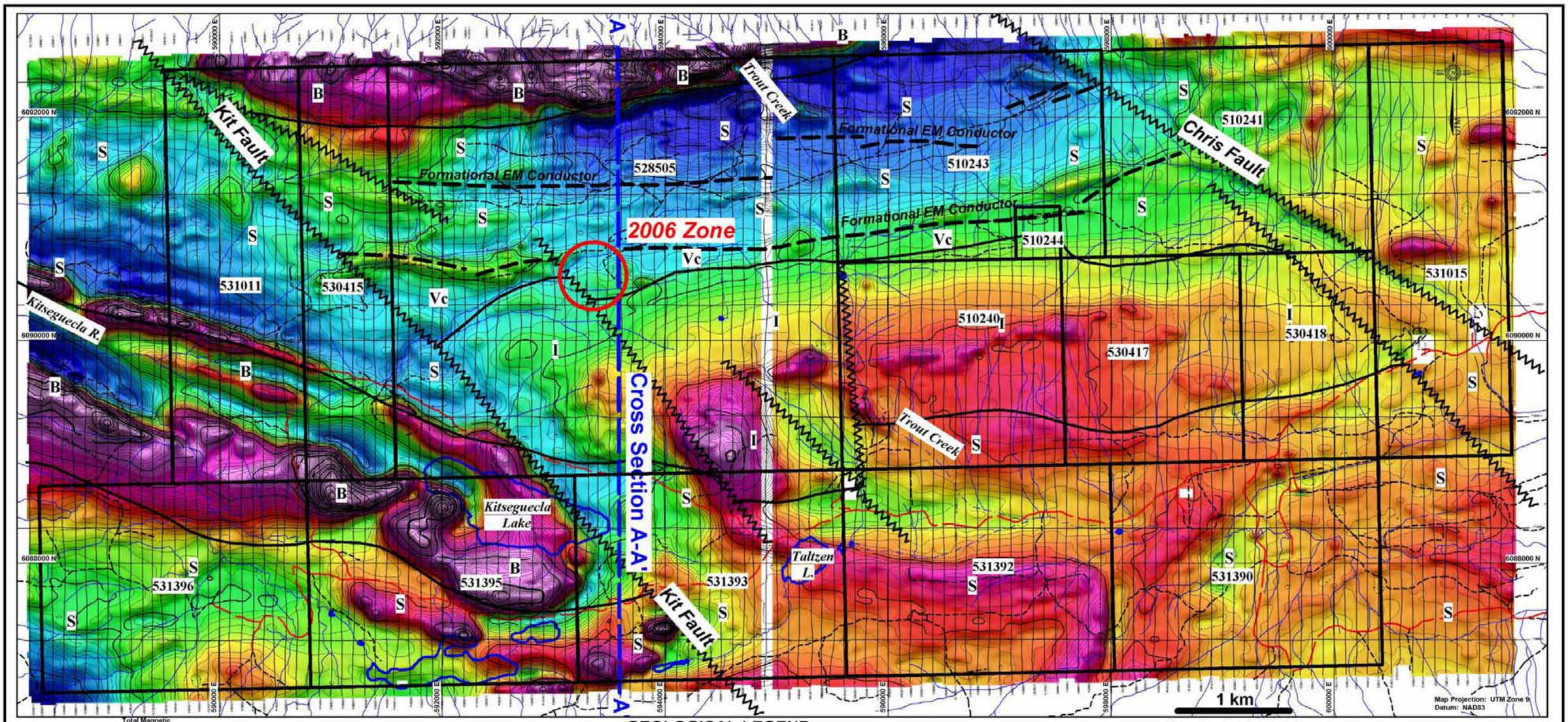
The central domain is cored by a large, uniformly resistive body with tight contact relationships (Figure 6) that correlates with outcropping felsic intrusive rock (Figure 4). Much of the intrusion's north contact is bound by a set of easterly directed vertical faults. Two east-west striking stratiform conductive horizons are present north of the intrusion (Figure 6). The more southerly conductive horizon has been tested by ground geophysics and one drill hole that intersected graphitic argillite hosted in conglomerate and siltstone (Watkins, 2006). The second more northerly conductive horizon is interpreted to be a package of carbonaceous-rich sediments hosted by less conductive epiclastic sedimentary rocks. South of the intrusion, deeper overburden is probably masking, at least in part, the airborne geophysics data. The nonlinear EM patterns south of the intrusion (Figure 6) could represent shallow dipping carbonaceous sediments. A number of these EM anomalies are cultural (metal pipes, wire fences, electrical cables and equipment). Fresh basalt of the Rusty Ridge Formation (Bassett and Kleinspehn, 1996) is magnetic and underlies the high ground along the north side of the property (Figure 5) on Rusty Ridge. Fresh basalt exposed near the main road south of Kitseguecla Lake is interpreted to be Rusty Ridge basalt lying west of the Kit Fault (Figure 5).

An interesting magnetic feature exists within the felsic intrusion. The areas of higher magnetic susceptibility correspond with topographically high ground. Here the intrusion is less altered than seen at lower elevations. This magnetic feature appears to continue south of the outcropping intrusion and could represent the top contact zone of the intrusion extending below overburden.

The area that offers the greatest mine potential lies within a 7 kilometre long zone following the north contact of the felsic intrusion.

RECOMMENDATIONS

Additional processing tools can be applied to the geophysical data to help in drill target definition.



GEOLOGICAL LEGEND

RockType

B	Basalt
S	Sediments
Vc	Volcaniclastics

Fault

Lithology Contact

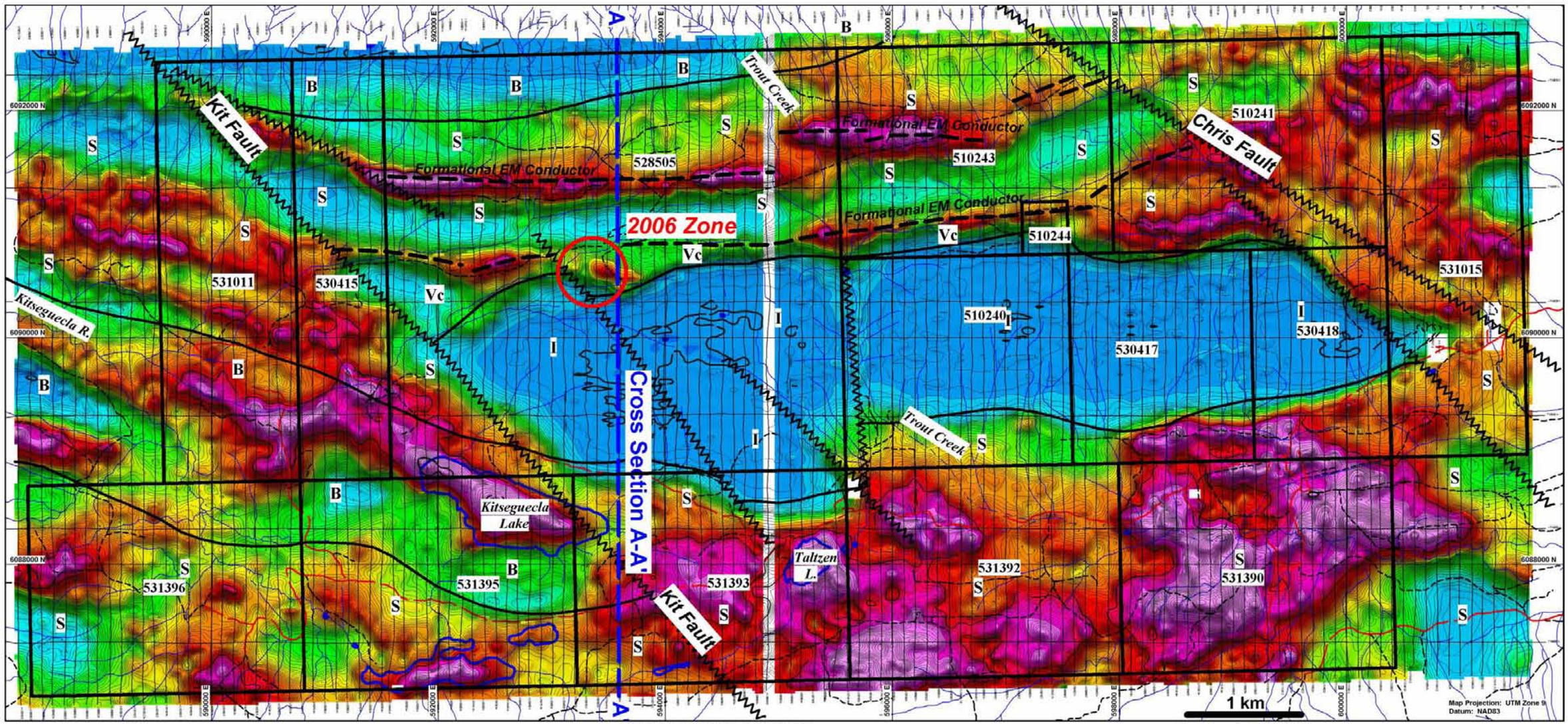
Formational EM Conductor

Scale 1:35,000

BQ PROPERTY

Total Magnetic Intensity & Geology Map

Figure 5



EM (nT/s)

GEOLOGICAL LEGEND

RockType

B	Basalt
S	Sediments
Vc	Volcaniclastics

Fault
Lithology Contact
Formational EM Conductor

Scale 1:35,000

BQ PROPERTY

EM & Geology Map

Figure 6

REFERENCES

Aeroquest International (2007) Report on a Helicopter-Borne AeroTEM System Electromagnetic and Magnetic Survey, BQ Property (Aeroquest Job # 08028), dated September, 2007

Bassett and Kleinspehn (1996) Mid-Cretaceous transtension in the Canadian Cordillera: Evidence from the Rocky Ridge volcanics of the Skeena Group, Tectonics, Vol. 15, No. 4. p 727-746.

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Watkins, J.J. (2006a) Report on soil surveys, BQ Property, Omineca Mining Division, NTS: 93L 13/14, *prepared for* Endurance Gold Corporation, February 17, 2006.

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Watkins, J.J. (2006c) Drill hole report BQ property, Omineca Mining Division, NTS: 93L 13/14, *prepared for* Endurance Gold Corporation, May 1, 2006.

Watkins, J.J. (2006d) Drill hole report BQ property, Omineca Mining Division, NTS: 93L 13/14, *prepared for* Endurance Gold Corporation, September 7, 2006.

Watkins, J.J. (2007) Report on soil surveys, BQ Property, Omineca Mining Division, NTS: 93L 13/14, *prepared for* Endurance Gold Corporation, January 28, 2007.

Appendix 1.

Report on a helicopter - borne AeroTEM system electromagnetic and magnetic survey
BQ property
(Aeroquest International Job # 08028)

Report on a Helicopter-Borne AeroTEM System Electromagnetic & Magnetic Survey

Aeroquest Job # 08028

BQ Property

Smithers Area, British Columbia, Canada
NTS 093L13, 14

For

ENDURANCE GOLD CORPORATION

by

AEROQUEST INTERNATIONAL
ADVANCED AIRBORNE GEOPHYSICS

7687 Bath Road,
Mississauga, ON, L4T 3T1
Tel: (905) 672-9129
Fax: (905) 672-7083
www.aeroquest.ca

Report date: September 2007

Report on a Helicopter-Borne AeroTEM System Electromagnetic & Magnetic Survey

Aeroquest Job # 08028

BQ Property

Smithers Area, British Columbia, Canada
NTS 093L13, 14

For

Suite 906 - 1112 West Pender Street
Vancouver, BC
Canada V6E 2S1
Tel: 604-682-2707

by

7687 Bath Road,
Mississauga, ON, L4T 3T1
Tel: (905) 672-9129
Fax: (905) 672-7083
www.aeroquest.ca

Report date: September 2007

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- TMI – Coloured Total Magnetic Intensity (TMI) with line contours and EM anomaly symbols.
- ZOFF2 – AeroTEM Z2 Off-time with line contours, analytic signal 5 nT/m contour and EM anomaly symbols .
- EM – AeroTEM off-time profiles Z5 – Z15 and EM anomaly symbols.

1. INTRODUCTION

This report describes a helicopter-borne geophysical survey carried out on behalf of Endurance Gold Corporation, for their BQ project, near Smithers, British Columbia.

The principal geophysical sensor is Aeroquest's exclusive AeroTEM II (Bravo) time domain helicopter electromagnetic system which is employed in conjunction with a high-sensitivity caesium vapour magnetometer. Ancillary equipment includes a real-time differential GPS navigation system, radar altimeter, video recorder, and a base station magnetometer. Full-waveform streaming EM data is recorded at 36,000 samples per second. The streaming data comprise the transmitted waveform, and the X component and Z component of the resultant field at the receivers. A secondary acquisition system (RMS) records the ancillary data.

The total survey coverage is 852.9 line-km, of which 820.6 line-km fell within the defined project area (Appendix 1). The survey was flown at 100 metre line spacing and in a North-South survey flight direction. The survey flying described in this report took place from July 13th to 21st, 2007. This report describes the survey logistics, the data processing, presentation, and provides the specifications of the survey.

2. SURVEY AREA

The Project area (Figure 1) is located in northern British Columbia approximately 30 km northwest of Smithers and 80 km northeast of Terrace. The survey consisted of a single block of covering approximately 74 km² and can be located on NTS sheets 093L13 and 14. Survey terrain was mountainous (Figure 2) with elevations ranging from 600-1700 m above sea level. The Rocky Ridge peak runs E-W just to the north of the area. The property has good local road access (Figure 1). See Appendix 1 for survey block boundary coordinates.

There are 17 mining claims either partially or wholly covered by the survey. Claim ownership is outlined in Appendix 2.

The crew were accommodated in the town of Smithers and the survey operations were based out of Smithers Airport.

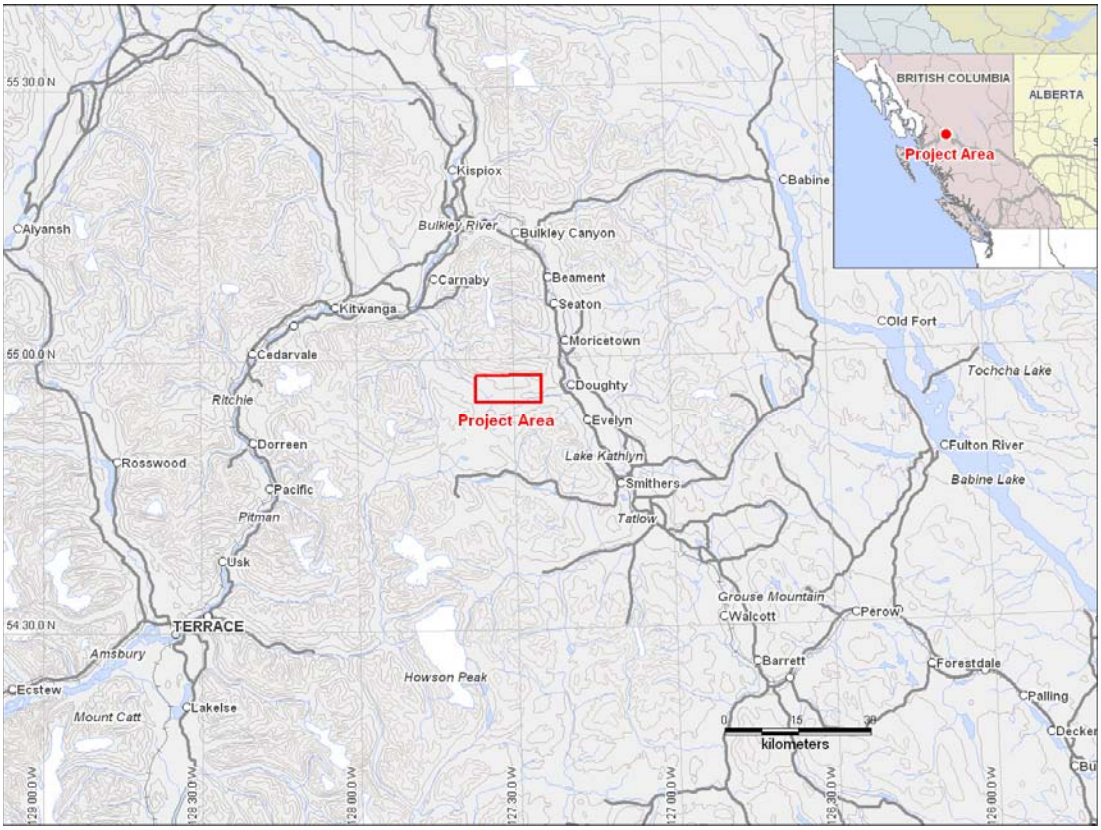


Figure 1. Project Area

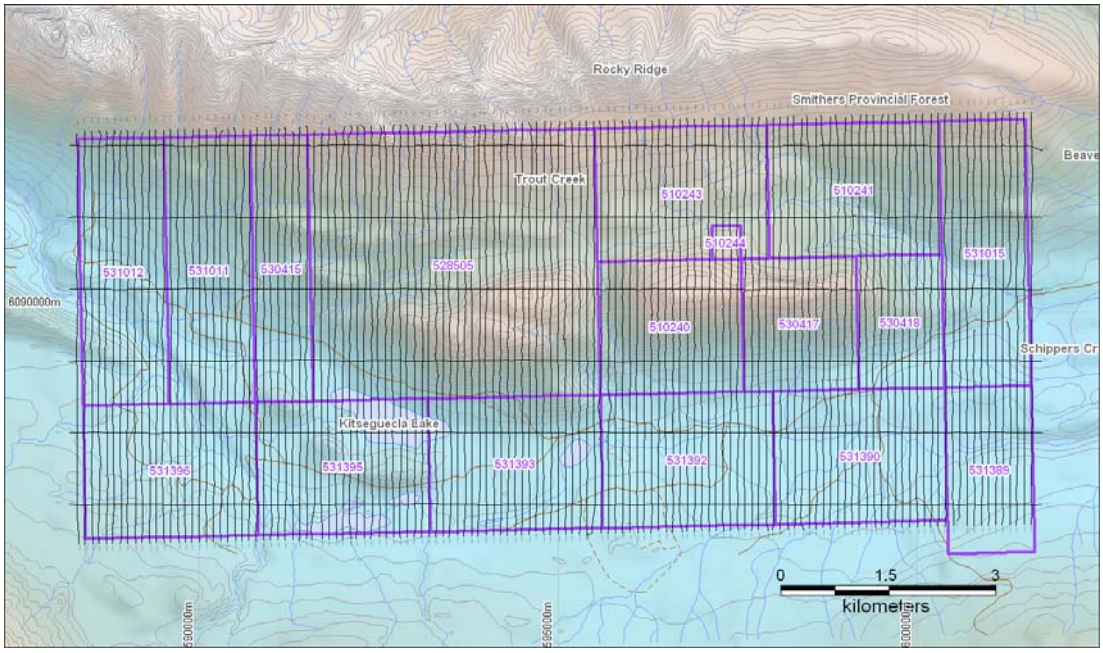


Figure 2. Project flight path and mining claims and shaded topography

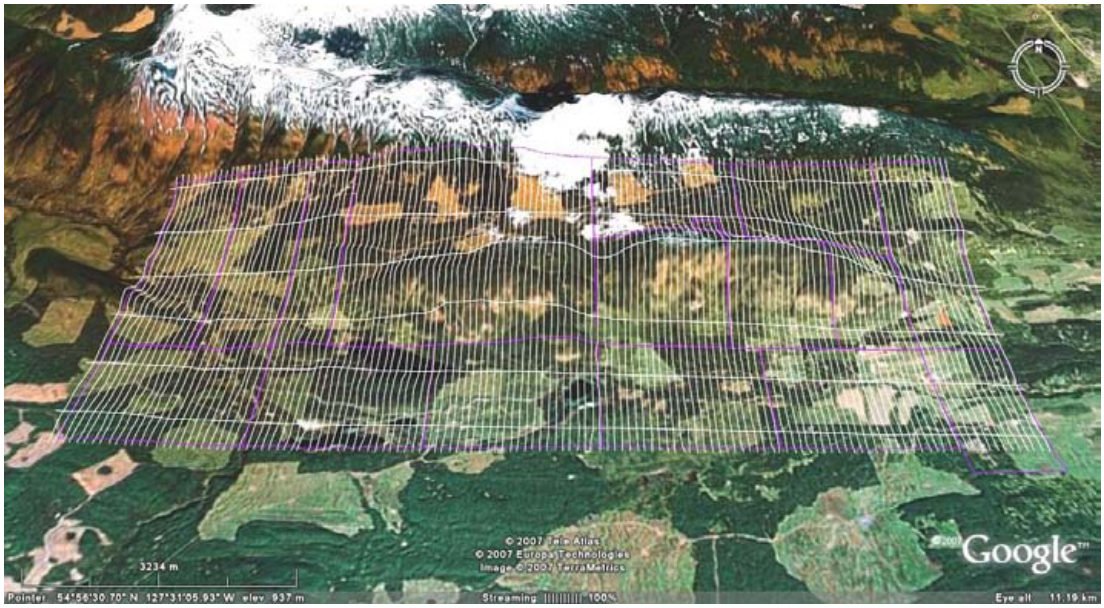


Figure 3. Project Flight Path and Mining Claims over Google Earth imagery

3. SURVEY SPECIFICATIONS AND PROCEDURES

The survey specifications are summarised in the following table:

Project Name	Line Spacing (metres)	Line Direction	Survey Coverage (line-km)	Date flown
BQ	100	N-S (0º)	852.9	July 13th – 26th, 2007

Table 1. Survey specifications summary

The survey coverage was calculated by adding up the along-line distance of the survey lines and control (tie) lines as presented in the final Geosoft database. The survey was flown with a line spacing of 100 metres. The control (tie) lines were flown perpendicular to the survey lines with a spacing of 1000 metres.

The nominal EM bird terrain clearance is 30 metres, but can be higher in more rugged terrain due to safety considerations and the capabilities of the aircraft. The magnetometer sensor is mounted in a smaller bird connected to the tow rope 17 metres above the EM bird and 21 metres below the helicopter (Figure 4). A second magnetometer is installed on the tail of the EM bird. Nominal survey speed over relatively flat terrain is 75 km/hr and is generally lower in rougher terrain. Scan rates for ancillary data acquisition is 0.1 second for the magnetometer and altimeter, and 0.2 second for the GPS determined position. The EM data is acquired as a data stream at a sampling rate of 36,000 samples per second and is processed to generate final data at 10 samples per second. The 10 samples per second translate to a geophysical reading about every 1.5 to 2.5 metres along the flight path.

3.1. NAVIGATION

Navigation is carried out using a GPS receiver, an AGNAV2 system for navigation control, and an RMS DGR-33 data acquisition system which records the GPS coordinates. The x-y-z position of the aircraft, as reported by the GPS, is recorded at 0.2 second intervals. The

system has a published accuracy of under 3 metres. A recent static ground test of the Mid-Tech WAAS GPS yielded a standard deviation in x and y of under 0.6 metres and for z under 1.5 metres over a two-hour period.

3.2. SYSTEM DRIFT

Unlike frequency domain electromagnetic systems, the AeroTEM II system has negligible drift due to thermal expansion. The operator is responsible for ensuring the instrument is properly warmed up prior to departure and that the instruments are operated properly throughout the flight. The operator maintains a detailed flight log during the survey noting the times of the flight and any unusual geophysical or topographic features. Each flight included at least two high elevation 'background' checks. During the high elevation checks, an internal 5 second wide calibration pulse in all EM channels was generated in order to ensure that the gain of the system remained constant and within specifications.

3.3. FIELD QA/QC PROCEDURES

On return of the pilot and operator to the base, usually after each flight, the AeroDAS streaming EM data and the RMS data are carried on removable hard drives and FlashCards, respectively and transferred to the data processing work station. At the end of each day, the base station magnetometer data on FlashCard is retrieved from the base station unit.

Data verification and quality control includes a comparison of the acquired GPS data with the flight plan; verification and conversion of the RMS data to an ASCII format XYZ data file; verification of the base station magnetometer data and conversion to ASCII format XYZ data; and loading, processing and conversion of the steaming EM data from the removable hard drive. All data is then merged to an ASCII XYZ format file which is then imported to an Oasis database for further QA/QC and for the production of preliminary EM, magnetic contour, and flight path maps.

Survey lines which show excessive deviation from the intended flight path are re-flown. Any line or portion of a line on which the data quality did not meet the contract specification was noted and reflown.

4. AIRCRAFT AND EQUIPMENT

4.1. AIRCRAFT

A Eurocopter (Aerospatiale) AS350B2 "A-Star" helicopter - registration C-FPTG was used as survey platform. The helicopter was owned and operated by Hi-Wood Helicopters, Calgary, Alberta. Installation of the geophysical and ancillary equipment was carried out by Aeroquest Limited personnel in conjunction with a licensed aircraft. The survey aircraft was flown at a nominal terrain clearance of 220 ft (65 metres).

Figure 4. Helicopter registration number C-FPTG

4.2. MAGNETOMETER

The AeroTEM II airborne survey system employs the Geometrics G-823A caesium vapour magnetometer sensor installed in a two metre towed bird airfoil attached to the main tow line, 21 metres below the helicopter (Figure 4). The sensitivity of the magnetometer is 0.001 nanoTesla at a 0.1 second sampling rate. The nominal ground clearance of the magnetometer bird is 51 metres (170 ft.). The magnetic data is recorded at 10 Hz by the RMS DGR-33.

4.3. MAGNETOMETER II

In addition to the main magnetometer bird on the main tow line, the AeroTEM II system includes an additional G-828A magnetometer installed on the tail of the EM bird (Figure 5). The sensor is located 37 metres below the helicopter and has a superior nominal terrain clearance of 31 m. Data is recorded at 300 samples a second and down sampled to 10 Hz by the AeroDAS acquisition system.

Figure 5. AeroTEM II EM bird. Arrow indicates the location of the second cesium magnetometer sensor.

4.4. ELECTROMAGNETIC SYSTEM

The electromagnetic system is an Aeroquest AeroTEM II time domain towed-bird system (Figure 5, Figure 6). The current AeroTEM II transmitter dipole moment is 38.8 kNIA. The AeroTEM bird is towed 38 metres (125 ft) below the helicopter. More technical details of the system may be found in Appendix 4.

The wave-form is triangular with a symmetric transmitter on-time pulse of 1.10 ms and a base frequency of 150 Hz (Figure 5). The current alternates polarity every on-time pulse. During every Tx on-off cycle (300 per second), 120 contiguous channels of raw X and Z component (and a transmitter current monitor, itx) of the received waveform are measured. Each channel width is 27.78 microseconds starting at the beginning of the transmitter pulse. This 120 channel data is referred to as the raw streaming data. The AeroTEM system has two separate EM data recording streams, the conventional RMS DGR-33 and the AeroDAS system which records the full waveform (Figure 7).

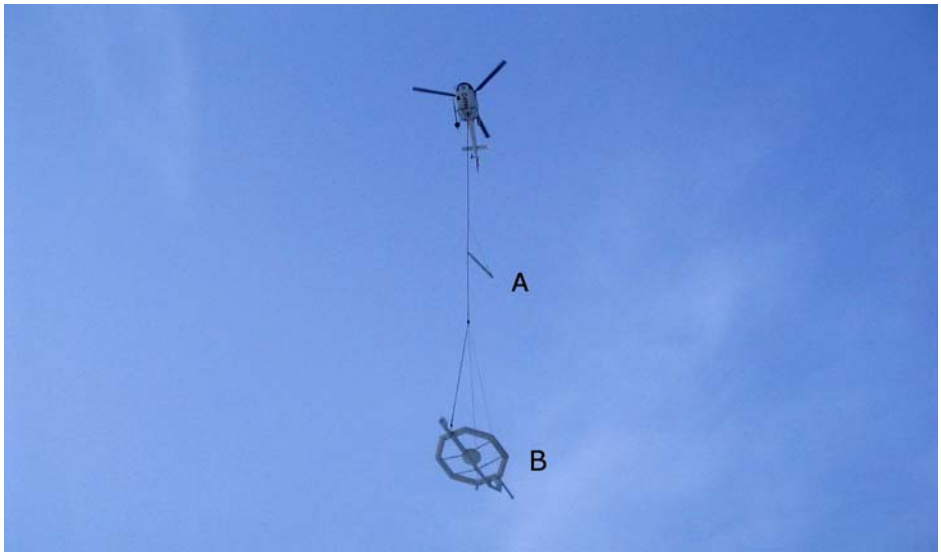


Figure 6. The magnetometer bird (A) and AeroTEM II EM bird (B)

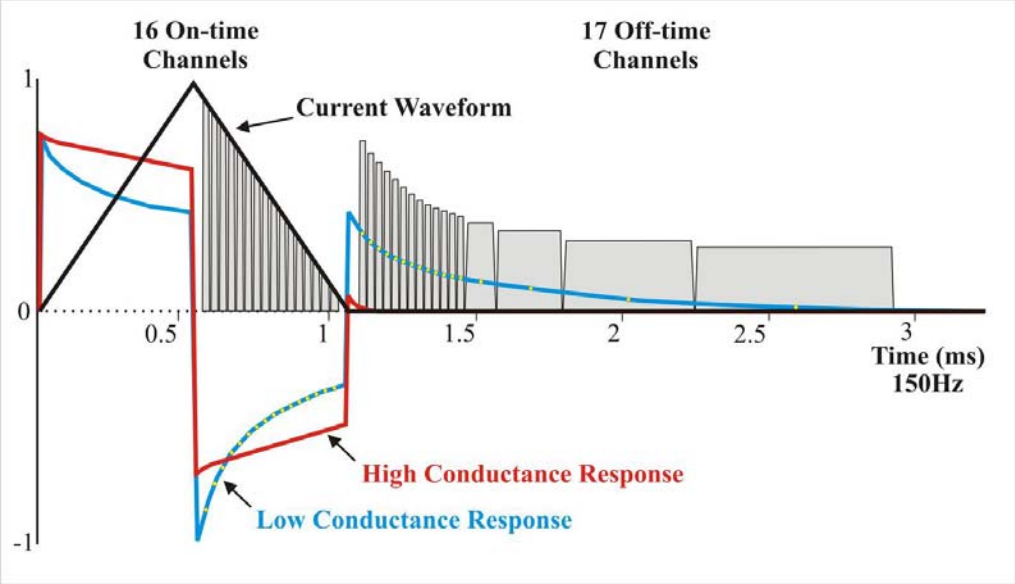


Figure 7. Schematic of Transmitter and Receiver waveforms

4.5. AERODAS ACQUISITION SYSTEM

The 120 channels of raw streaming data are recorded by the AeroDAS acquisition system (Figure 8) onto a removable hard drive. The streaming data are processed post-survey to yield 33 stacked and binned on-time and off-time channels at a 10 Hz sample rate. The timing of the final processed EM channels is described in the following table:

```
Average TxOn      -15.6829 us
Average TxSwitch  571.1252 us
Average TxOff     1114.5670 us
Average TxPeak    69.2380 A
```

Channel	Sample Range	Time Width (us)	Time Center (us)	Time After TxOn (us)
On1	3 - 3	27.778	69.444	85.127
On2	4 - 4	27.778	97.222	112.905
On3	5 - 5	27.778	125.000	140.683
On4	6 - 6	27.778	152.778	168.461
On5	7 - 7	27.778	180.556	196.238
On6	8 - 8	27.778	208.333	224.016
On7	9 - 9	27.778	236.111	251.794
On8	10 - 10	27.778	263.889	279.572
On9	11 - 11	27.778	291.667	307.350
On10	12 - 12	27.778	319.444	335.127
On11	13 - 13	27.778	347.222	362.905
On12	14 - 14	27.778	375.000	390.683
On13	15 - 15	27.778	402.778	418.461
On14	16 - 16	27.778	430.556	446.238
On15	17 - 17	27.778	458.333	474.016
On16	18 - 18	27.778	486.111	501.794

Channel	Sample Range	Time Width (us)	Time Center (us)	Time After TxOff (us)
Off0	43 - 43	27.778	1180.556	65.989
Off1	44 - 44	27.778	1208.333	93.766
Off2	45 - 45	27.778	1236.111	121.544
Off3	46 - 46	27.778	1263.889	149.322
Off4	47 - 47	27.778	1291.667	177.100
Off5	48 - 48	27.778	1319.444	204.877
Off6	49 - 50	55.556	1361.111	246.544
Off7	51 - 52	55.556	1416.667	302.100
Off8	53 - 54	55.556	1472.222	357.655
Off9	55 - 56	55.556	1527.778	413.211
Off10	57 - 59	83.333	1597.222	482.655
Off11	60 - 62	83.333	1680.556	565.989
Off12	63 - 66	111.111	1777.778	663.211
Off13	67 - 72	166.667	1916.667	802.100
Off14	73 - 80	222.222	2111.111	996.544
Off15	81 - 93	361.111	2402.778	1288.211
Off16	94 - 113	555.556	2861.111	1746.544

4.6. RMS DGR-33 ACQUISITION SYSTEM

In addition to the magnetics, altimeter and position data, six channels of real time processed off-time EM decay in the Z direction and one in the X direction are recorded by the RMS DGR-33 acquisition system at 10 samples per second and plotted real-time on the analogue chart recorder. These channels are derived by a binning, stacking and filtering procedure on the raw streaming data. The primary use of the RMS EM data (Z1 to Z6, X1) is to provide for real-time QA/QC on board the aircraft.

The channel window timing of the RMS DGR-33 6 channel system is described in the table below.

RMS Channel	Start time (µs)	End time (µs)	Width (µs)	Streaming Channels
Z1, X1	1269.8	1322.8	52.9	48-50
Z2	1322.8	1455.0	132.2	50-54
Z3	1428.6	1587.3	158.7	54-59
Z4	1587.3	1746.0	158.7	60-65
Z5	1746.0	2063.5	317.5	66-77
Z6	2063.5	2698.4	634.9	78-101

Figure 8. AeroTEM II Instrument Rack., including AeroDAS and RMS DGR-33 systems, AeroTEM power supply, data acquisition computer and AG-NAV2 navigation system.

4.7. MAGNETOMETER BASE STATION

The base magnetometer was a Geometrics G-859 cesium vapour magnetometer system with integrated GPS. Data logging and UTC time synchronisation was carried out within the magnetometer, with the GPS providing the timing signal. The data logging was configured to measure at 1.0 second intervals. Digital recording resolution was 0.001 nT. The sensor was placed on a tripod in an area of low magnetic gradient and free of cultural noise sources. A continuously updated display of the base station values was available for viewing and regularly monitored to ensure acceptable data quality and diurnal variation.

4.8. RADAR ALTIMETER

A Terra TRA 3500/TRI-30 radar altimeter is used to record terrain clearance. The antenna was mounted on the outside of the helicopter beneath the cockpit. Therefore, the recorded data reflect the height of the helicopter above the ground. The Terra altimeter has an altitude accuracy of +/- 1.5 metres.

4.9. VIDEO TRACKING AND RECORDING SYSTEM

A high resolution digital colour 8 mm video camera is used to record the helicopter ground flight path along the survey lines. The video is digitally annotated with GPS position and time and can be used to verify ground positioning information and cultural causes of anomalous geophysical responses.

Figure 9. Digital video camera typical mounting location.

4.10. GPS NAVIGATION SYSTEM

The navigation system consists of an Ag-Nav Incorporated AG-NAV2 GPS navigation system comprising a PC-based acquisition system, navigation software, a deviation indicator in front of the aircraft pilot to direct the flight, a full screen display with controls in front of the operator, a Mid-Tech RX400p WAAS-enabled GPS receiver mounted on the instrument rack and an antenna mounted on the magnetometer bird. WAAS (Wide Area Augmentation System) consists of approximately 25 ground reference stations positioned across the United States that monitor GPS satellite data. Two master stations located on the east and west coasts collect data from the reference stations and create a GPS correction message. This correction accounts for GPS satellite orbit and clock drift plus signal delays caused by the atmosphere and ionosphere. The corrected differential message is then broadcast through one of two geostationary satellites, or satellites with a fixed position over the equator. The corrected position has a published accuracy of less than 3 metres.

Survey co-ordinates are set up prior to the survey and the information is fed into the airborne navigation system. The co-ordinate system employed in the survey design was WGS84 [World] using the UTM zone 9N projection. The real-time differentially corrected GPS positional data was recorded by the RMS DGR-33 in geodetic coordinates (latitude and longitude using WGS84) at 0.2 s intervals.

4.11. DIGITAL ACQUISITION SYSTEM

The AeroTEM received waveform sampled during on and off-time at 120 channels per decay, 300 times per second, was logged by the proprietary AeroDAS data acquisition system. The channel sampling commences at the start of the Tx cycle and the width of each channel is 26.04 microseconds. The streaming data was recorded on a removable hard-drive and was later backed-up onto DVD-ROM from the field-processing computer.

The RMS Instruments DGR33A data acquisition system was used to collect and record the analogue data stream, i.e. the positional and secondary geophysical data, including processed

6 channel EM, magnetics, radar altimeter, GPS position, and time. The data was recorded on 128 Mb capacity FlashCard. The RMS output was also directed to a thermal chart recorder.

5. PERSONNEL

The following Aeroquest personnel were involved in the project:

- Manager of Operations: Bert Simon
- Manager of Data Processing: Jonathan Rudd
- Field Data Processor: Emilio Schein,
- Field Operators: Tom Szumigaj, Gabriel Genier
- Data Interpretation, Map Preperation and Reporting: Matt Pozza, Marion Bishop

The survey pilot, Ted Slavin, was employed directly by the helicopter operator – Hi-Wood Hellicopters.

6. DELIVERABLES

6.1. HARDCOPY DELIVERABLES

The report includes a set of six (3) 1:10,000 maps. The survey area is covered by a single map plate and three geophysical data products are delivered as listed below:

- TMI – Coloured Total Magnetic Intensity (TMI) with line contours and EM anomaly symbols.
- ZOFF2 – AeroTEM Z2 Off-time with line contours, analytic signal 5nT/m contour and EM anomaly symbols.
- EM – AeroTEM off-time profiles Z5 – Z15 and EM anomaly symbols.

The coordinate/projection system for the maps is NAD83 – UTM Zone 9N. For reference, the latitude and longitude in WGS84 are also noted on the maps.

All the maps show flight path trace, skeletal topography, and conductor picks represented by an anomaly symbol classified according to calculated off-time conductance. The anomaly symbol is accompanied by postings denoting the calculated off-time conductance, a thick or thin classification and an anomaly identifier label. The anomaly symbol legend and survey specifications are displayed on the left margin of the maps.

6.2. DIGITAL DELIVERABLES

6.2.1. Final Database of Survey Data (.GDB, .XYZ)

The geophysical profile data is archived digitally in a Geosoft GDB binary format database. A description of the contents of the individual channels in the database can be found in Appendix 2. A copy of this digital data is archived at the Aeroquest head office in Mississauga.

6.2.2. Geosoft Grid files (.GRD)

Levelled Grid products used to generate the geophysical map images. Cell size for all grid files is 20 metres.

- Total Magnetic Intensity from Mag sensor on EM bird (MagL_TMI)

- AeroTEM Z Offtime Channel 1 (ZOFF1)
- Calculated 3D analytic signal from TMI grid (3DAS)

6.2.3. Digital Versions of Final Maps (.MAP, .PDF)

Map files in Geosoft .map and Adobe PDF format.

6.2.4. Google Earth Survey Navigation Files (.KML)

Flight navigation lines in Google earth KML format. Double click to view flight lines in Google Earth.

6.2.5. Free Viewing Software (.EXE)

- Geosoft Oasis Montaj Viewing Software
- Adobe Acrobat Reader
- Google Earth Viewer

6.2.6. Digital Copy of this Document (.PDF)

Adobe PDF format of this document.

7. DATA PROCESSING AND PRESENTATION

All in-field and post-field data processing was carried out using Aeroquest proprietary data processing software and Geosoft Oasis Montaj software. Maps were generated using 36-inch wide Hewlett Packard ink-jet plotters.

7.1. BASE MAP

The geophysical maps accompanying this report are based on positioning in the NAD83 datum. The survey geodetic GPS positions have been projected using the Universal Transverse Mercator projection in Zone 9 North. A summary of the map datum and projection specifications is given following:

- Ellipse: GRS 1980
- Ellipse major axis: 6378137m eccentricity: 0.081819191
- Datum: North American 1983 - Canada Mean
- Datum Shifts (x,y,z) : 0, 0, 0 metres
- Map Projection: Universal Transverse Mercator Zone 9 (central meridian – 129ºW)
- Central Scale Factor: 0.9996
- False Easting, Northing: 500,000m, 0m

For reference, the latitude and longitude in WGS84 are also noted on the maps.

The background vector topography derived from Natural Resources Canada 1:50000 National Topographic Data Base data and the background shading was derived from NASA Shuttle Radar Topography Mission (SRTM) 90 metre resolution DEM data.

7.2. FLIGHT PATH & TERRAIN CLEARANCE

The position of the survey helicopter was directed by use of the Global Positioning System (GPS). Positions were updated five times per second (5 Hz) and expressed as WGS84 latitude and longitude calculated from the raw pseudo range derived from the C/A code signal. The instantaneous GPS flight path, after conversion to UTM co-ordinates, is drawn using linear interpolation between the x/y positions. The terrain clearance was maintained with reference to the radar altimeter. The raw Digital Terrain Model (DTM) was derived by taking the GPS survey elevation and subtracting the radar altimeter terrain clearance values. The calculated topography elevation values are relative and are not tied in to surveyed geodetic heights.

Each flight included at least two high elevation 'background' checks. These high elevation checks are to ensure that the gain of the system remained constant and within specifications.

7.3. ELECTROMAGNETIC DATA

The raw streaming data, sampled at a rate of 36,000 Hz (120 channels, 300 times per second) was reprocessed using a proprietary software algorithm developed and owned by Aeroquest Limited. Processing involves the compensation of the X and Z component data for the primary field waveform. Coefficients for this compensation for the system transient are determined and applied to the stream data. The stream data are then pre-filtered, stacked, binned to the 33 on and off-time channels and checked for the effectiveness of the compensation and stacking processes. The stacked data is then filtered, levelled and split up into the individual line segments. Further base level adjustments may be carried out at this stage. The filtering of the stacked data is designed to remove or minimize high frequency noise that can not be sourced from the geology.

The final field processing step was to merge the processed EM data with the other data sets into a Geosoft GDB file. The EM fiducial is used to synchronize the two datasets. The processed channels are merged into 'array format; channels in the final Geosoft database as Zon, Zoff, Xon, and Xoff.

Apparent bedrock EM anomalies were interpreted with the aid of an auto-pick from positive peaks and troughs in the off-time Z channel responses correlated with X channel responses. The auto-picked anomalies were reviewed and edited by a geophysicist on a line by line basis to discriminate between thin and thick conductor types. Anomaly picks locations were migrated and removed as required. This process ensures the optimal representation of the conductor centres on the maps.

At each conductor pick, estimates of the off-time conductance have been generated based on a horizontal plate source model for those data points along the line where the response amplitude is sufficient to yield an acceptable estimate. Some of the EM anomaly picks do not display a Tau value; this is due to the inability to properly define the decay of the conductor usually because of low signal amplitudes. Each conductor pick was then classified according to a set of seven ranges of calculated off-time conductance values. For high conductance sources, the on-time conductance values may be used, since it provides a more accurate measure of high-conductance sources. Each symbol is also given an identification letter label, unique to each flight line. Conductor picks that did not yield an acceptable estimate of off-time conductance due to a low amplitude response were classified as a low conductance source. Please refer to the anomaly symbol legend located in the margin of the maps.

7.4. MAGNETIC DATA

Prior to any levelling the magnetic data was subjected to a lag correction of -0.1 seconds and a spike removal filter. The filtered aeromagnetic data were then corrected for diurnal variations using the magnetic base station and the intersections of the tie lines. No corrections for the regional reference field (IGRF) were applied. The corrected profile data were interpolated on to a grid using a bi-directional grid technique with a grid cell size of 20 metres. The final levelled grid provided the basis for threading the presented contours which have a minimum contour interval of 10 nT.

8. GENERAL COMMENTS

The survey was successful in mapping the magnetic and conductive properties of the geology throughout the survey area. Below is a brief interpretation of the results. For a detailed interpretation please contact Aeroquest Limited.

8.1. MAGNETIC RESPONSE

The magnetic data provide a high resolution map of the distribution of the magnetic mineral content of the survey area. This data can be used to interpret the location of geological contacts and other structural features such as faults and zones of magnetic alteration. The sources for anomalous magnetic responses are generally thought to be predominantly magnetite because of the relative abundance and strength of response (high magnetic susceptibility) of magnetite over other magnetic minerals such as pyrrhotite.

8.2. EM ANOMALIES

The EM anomalies on the maps are classified by conductance (as described earlier in the report) and also by the thickness of the source. A thin, vertically orientated source produces a double peak anomaly in the z-component response and a positive to negative crossover in the x-component response (Figure 8). For a vertically orientated thick source (say, greater than 10 metres), the response is a single peak in the z-component response and a negative to positive crossover in the x-component response (Figure 9). Because of these differing responses, the AeroTEM system provides discrimination of thin and thick sources and this distinction is indicated on the EM anomaly symbols (N = thin and K = thick). Where multiple, closely spaced conductive sources occur, or where the source has a shallow dip, it can be difficult to uniquely determine the type (thick vs. thin) of the source (Figure 10). In these cases both possible source types may be indicated by picking both thick and thin response styles. For shallow dipping conductors the ‘thin’ pick will be located over the edge of the source, whereas the ‘thick’ pick will fall over the downdip ‘heart’ of the anomaly.

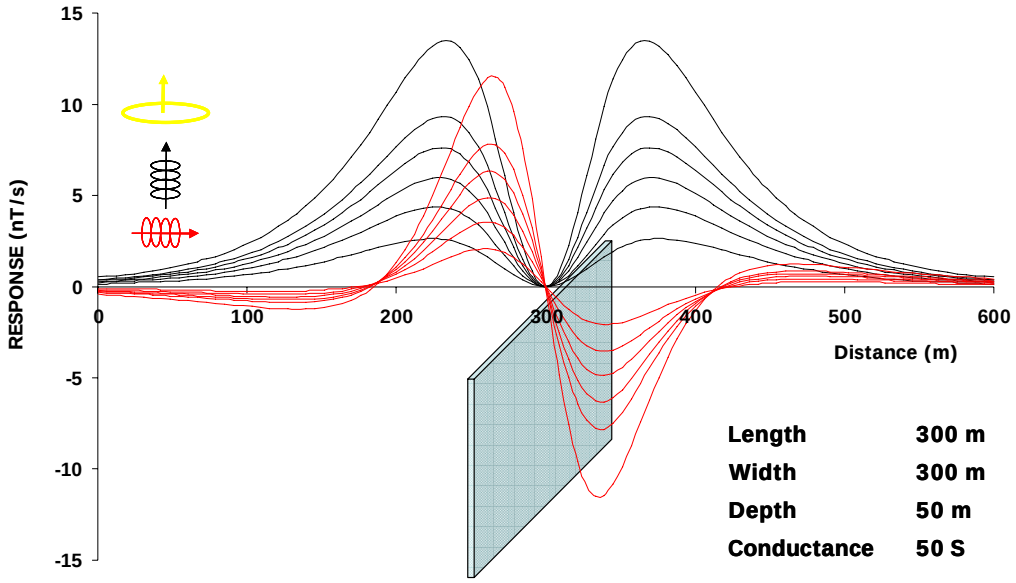


Figure 10. AeroTEM response to a 'thin' vertical conductor.

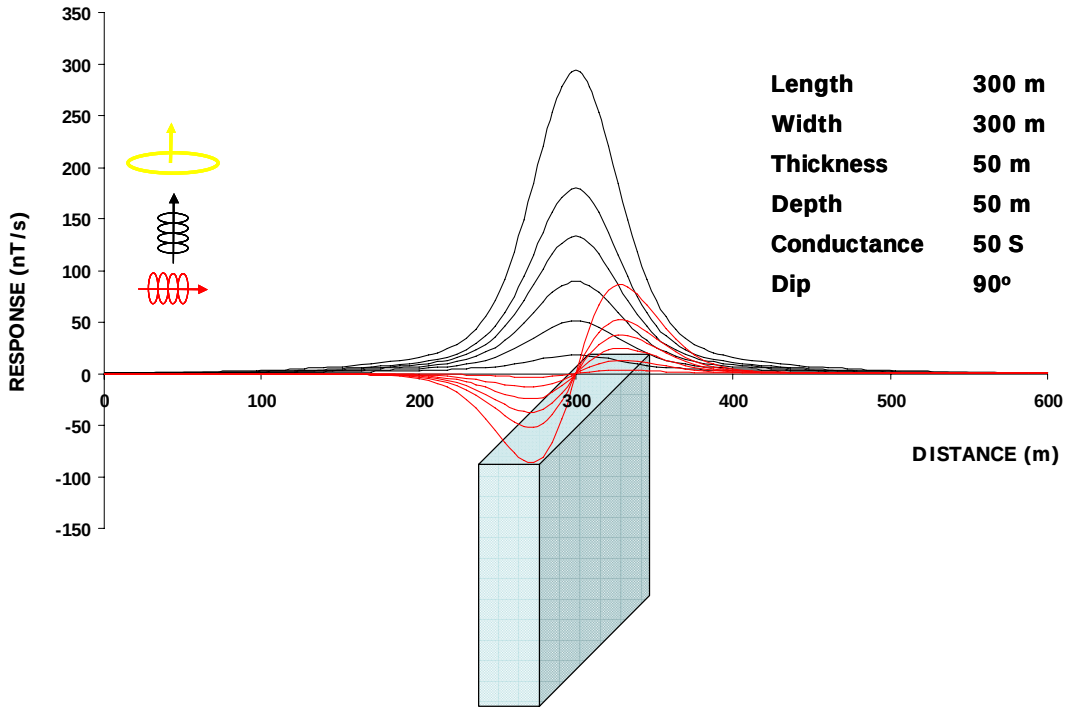


Figure 11. AeroTEM response for a 'thick' vertical conductor.

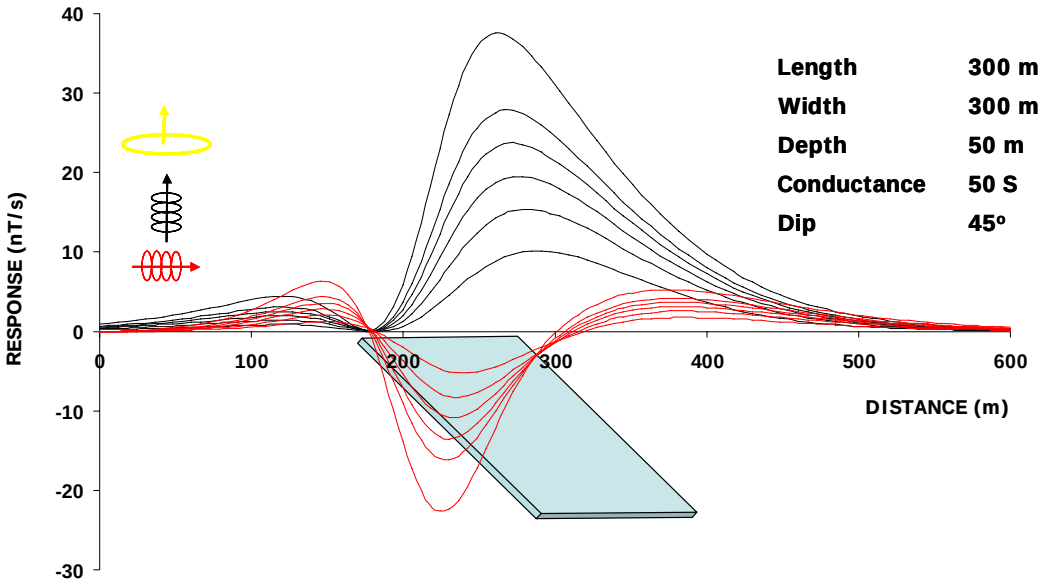


Figure 12. AeroTEM response over a 'thin' dipping conductor.

All cases should be considered when analyzing the interpreted picks and prioritizing for follow-up. Specific anomalous responses which remain as high priority should be subjected to numerical modeling prior to drill testing to determine the dip, depth and probable geometry of the source.

Respectfully submitted,

Matt Pozza, M.Sc.
Geophysicist
Aeroquest Limited
August, 2007

Reviewed By:

Doug Garrie
QA/QC Geophysicist
Aeroquest Limited
August, 2007

APPENDIX 1: SURVEY BOUNDARIES

The following table presents the BQ block boundaries. All geophysical data presented in this report have been windowed to 100m outside these outlines. X and Y positions are in metres: NAD83 UTM Zone 9N.

Easting (m)	Northing (m)
588284.37	6092415.91
601656.47	6092696.64
601656.47	6087133.46
588284.37	6086852.55

APPENDIX 2: Mining Claims

Tenure Number	Claim Name	Owner	Good To Date	Area (Ha)
530415	MILAGRO EXTENSION 1	ENDURANCE GOLD CORPORATION	2009/mar/22	297.191
530417	MILAGRO EXTENSION 2	ENDURANCE GOLD CORPORATION	2009/mar/22	297.237
530418	MILAGRO EXTENSION 3	ENDURANCE GOLD CORPORATION	2009/mar/22	222.923
531011	MILAGRO 3	ENDURANCE GOLD CORPORATION	2009/apr/02	445.788
531012	MILAGRO 4	ENDURANCE GOLD CORPORATION	2009/apr/02	445.787
531015	MILAGRO 7	ENDURANCE GOLD CORPORATION	2009/apr/02	445.751
531389	MILAGRO 14	ENDURANCE GOLD CORPORATION	2009/apr/06	278.775
531390		ENDURANCE GOLD CORPORATION	2009/apr/06	446.028
531392	MILAGRO 16	ENDURANCE GOLD CORPORATION	2009/apr/06	446.048
531393	MILAGRO 17	ENDURANCE GOLD CORPORATION	2009/apr/06	446.07
531395	MILAGRO 18	ENDURANCE GOLD CORPORATION	2009/apr/06	446.065
531396	MILAGRO 19	ENDURANCE GOLD CORPORATION	2009/apr/06	446.067
528505		FOURNIER, MAURICE	2011/sep/17	1485.972
510240	bq1	HAYWARD, DAVID A.	2010/apr/06	371.559
510241	bq 2	HAYWARD, DAVID A.	2010/apr/06	445.673
510243	bq1	HAYWARD, DAVID A.	2010/apr/06	427.118
510244	bq4	HAYWARD, DAVID A.	2010/apr/06	18.573

APPENDIX 3: DESCRIPTION OF DATABASE FIELDS

The GDB file is a Geosoft binary database. In the database, the Survey lines and Tie Lines are prefixed with an "L" for "Line" and "T" for "Tie".

COLUMN	UNITS	DESCRIPTOR
Line		Line number
Flight		Flight #
emfid		AERODAS Fiducial
utctime	hh:mm:ss.ss	UTC time
x	m	UTM Easting (NAD83, Zone 9N)
y	m	UTM Northing (NAD83, Zone 9N)
Galtf	M	GPS altitude of Mag bird
raltf	m	Radar altimeter
bheight	m	Terrain clearance of EM bird
dtm	m	Digital Terrain Model
magUf	nT	Final levelled total magnetic intensity from upper mag sensor installed in a bird 17 m above the EM bird.
Basemagf	nT	Base station total magnetic intensity
Zon	nT/s	Processed Streaming On-Time Z component Channels 1-16
Zoff	nT/s	Processed Streaming Off-Time Z component Channels 0-16
Xon	nT/s	Processed Streaming On-Time X component Channels 1-16
Xoff	nT/s	Processed Streaming Off-Time X component Channels 0-16
pwrline		powrline monitor data channel
Grade		Classification from 1-7 based on conductance of conductor pick
Anom_labels		Alphanumeric label of conductor pick
Anom_ID		Anomaly Character (K= thicK, N = thiN)
Off_Tau	µs	Off-time decay constant at conductor pick
Off_Con	S	Off-time conductance at conductor pick
Off_AllTau	µs	Off-time decay constant
Off_allcon	S	Off-time conductance

APPENDIX 4: AEROTEM ANOMALY LISTING

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
10010	A	K	2.8	168.4	2	17:24:56	45.0	588297.6	6087911.4
10010	B	K	2.0	141.2	2	17:25:44	37.9	588297.0	6089154.4
10010	C	K	2.7	163.6	2	17:26:37	50.8	588301.4	6090071.7
10010	D	K	3.1	176.1	2	17:27:14	43.9	588312.4	6090895.8
10010	E	K	4.0	199.1	2	17:27:30	48.3	588309.4	6091299.9
10020	A	K	3.5	187.3	3	21:47:07	54.0	588392.5	6087996.0
10020	B	K	1.9	137.3	3	21:47:55	41.4	588407.4	6089097.1
10020	C	K	3.5	185.7	3	21:48:52	58.8	588416.9	6090052.2
10020	D	K	3.7	191.7	3	21:49:32	48.1	588402.2	6090847.3
10020	E	K	4.5	212.8	3	21:49:56	47.9	588387.8	6091306.9
10020	F	K	3.1	175.8	3	21:50:28	46.6	588397.4	6092011.0
10030	A	K	6.7	258.5	3	21:57:23	56.4	588497.1	6087948.8
10030	B	K	1.7	131.5	3	21:58:08	42.0	588502.6	6089052.9
10030	C	K	2.9	170.6	3	21:58:57	62.3	588505.9	6089953.1
10030	D	K	4.7	216.5	3	21:59:41	55.7	588499.4	6090887.5
10030	E	K	3.7	191.2	3	21:59:57	61.6	588505.8	6091250.6
10030	F	K	1.5	123.3	3	22:00:08	46.6	588508.6	6091512.6
10030	G	K	1.7	131.5	3	22:00:32	57.4	588492.7	6092070.8
10030	H	K	0.4	62.5	3	22:00:42	48.5	588499.9	6092277.1
10040	A	K	1.6	124.9	3	22:02:06	52.8	588600.7	6092131.0
10040	B	K	3.9	198.0	3	22:02:43	62.6	588604.6	6091191.0
10040	C	K	3.3	181.2	3	22:02:56	68.4	588604.8	6090830.2
10040	D	K	3.4	183.3	3	22:03:29	74.8	588599.3	6089932.3
10040	E	K	1.5	121.6	3	22:04:22	39.4	588589.2	6089069.0
10040	F	K	5.4	232.1	3	22:05:10	47.7	588618.5	6087933.7
10050	A	K	6.0	245.5	3	22:07:15	43.8	588713.5	6088063.8
10050	B	K	3.6	189.9	3	22:07:57	51.2	588682.6	6089116.1
10050	C	K	4.3	206.4	3	22:08:24	47.5	588691.2	6089549.4
10050	D	K	3.3	182.4	3	22:08:48	72.5	588692.5	6089965.3
10050	E	K	3.8	195.5	3	22:09:27	54.0	588705.5	6090881.7
10050	F	K	7.3	269.5	3	22:09:41	48.8	588700.0	6091175.8
10050	G	K	5.7	237.9	3	22:10:11	51.3	588695.2	6091857.4
10050	H	K	4.1	202.5	3	22:10:24	54.1	588696.4	6092120.0
10060	A	K	3.2	178.5	3	22:11:39	72.7	588806.2	6092067.0
10060	B	K	6.1	246.5	3	22:11:47	56.8	588805.1	6091915.3
10060	C	K	7.8	279.5	3	22:12:25	39.1	588795.4	6091025.9
10060	D	K	3.8	195.3	3	22:13:10	74.3	588800.2	6089836.0
10060	E	K	2.0	140.4	3	22:13:46	57.4	588797.3	6089039.7
10060	F	K	7.0	263.6	3	22:14:28	42.5	588799.4	6087990.4
10070	A	K	5.0	222.4	3	22:15:48	57.2	588905.0	6086804.9
10070	B	K	7.9	280.5	3	22:16:36	57.9	588894.8	6088039.0
10070	C	K	2.6	159.8	3	22:17:21	49.9	588895.6	6089042.0
10070	D	K	9.1	302.0	3	22:18:06	63.6	588897.2	6089882.2

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
10070	E	K	12.2	349.3	3	22:18:37	41.6	588897.8	6090596.7
10070	F	K	9.5	307.5	3	22:18:53	36.8	588904.5	6090983.9
10070	G	K	4.2	204.6	3	22:19:54	60.8	588894.4	6092128.4
10080	A	K	3.4	184.8	3	22:21:08	68.4	588994.9	6092095.3
10080	B	K	4.1	202.0	3	22:21:42	51.8	589010.3	6091257.3
10080	C	K	9.8	312.9	3	22:21:56	43.9	589007.7	6090867.3
10080	D	K	11.4	337.6	3	22:22:36	79.4	588991.0	6089797.9
10080	E	K	11.0	332.0	3	22:22:42	58.9	588995.9	6089650.8
10080	F	K	4.6	213.7	3	22:23:10	47.1	589001.9	6089028.8
10080	G	K	9.3	305.3	3	22:23:52	53.3	588991.7	6088034.1
10090	A	K	5.2	226.9	3	22:25:08	72.9	589108.7	6086846.7
10090	B	K	10.5	324.6	3	22:25:58	43.1	589099.0	6088160.9
10090	C	K	4.4	210.8	3	22:26:33	35.1	589091.7	6089028.3
10090	D	K	9.7	310.8	3	22:27:04	60.0	589101.0	6089678.3
10090	E	K	5.1	225.8	3	22:27:44	41.1	589110.5	6090535.7
10090	F	K	11.8	343.9	3	22:27:58	40.4	589107.8	6090898.5
10090	G	K	7.3	270.9	3	22:28:15	47.2	589104.2	6091344.0
10090	H	K	7.5	273.2	3	22:28:40	54.4	589084.8	6091878.8
10090	I	K	8.3	287.5	3	22:28:49	48.7	589080.0	6092078.7
10100	A	K	3.1	175.4	3	22:30:11	65.3	589199.6	6092120.8
10100	B	K	5.6	237.5	3	22:30:14	64.3	589202.0	6092052.7
10100	C	K	16.7	408.5	3	22:30:25	59.7	589196.3	6091836.8
10100	D	K	8.4	290.5	3	22:30:55	45.1	589206.5	6091172.0
10100	E	K	4.9	221.3	3	22:31:08	50.2	589203.6	6090837.6
10100	F	K	6.6	257.6	3	22:31:21	55.3	589195.7	6090491.9
10100	G	K	8.3	287.2	3	22:31:54	74.9	589206.0	6089631.3
10100	H	K	5.5	233.6	3	22:32:19	47.4	589199.9	6089006.8
10100	I	K	13.3	365.0	3	22:32:39	37.4	589202.3	6088523.1
10100	J	K	12.5	353.9	3	22:32:52	58.2	589202.6	6088172.7
10100	K	K	4.6	213.8	3	22:33:08	70.6	589194.4	6087723.3
10100	L	K	18.6	431.0	3	22:33:42	63.3	589196.0	6086798.3
10110	A	K	8.8	296.6	3	22:34:26	61.8	589307.8	6087121.5
10110	B	K	4.3	207.6	3	22:34:38	53.1	589312.0	6087427.7
10110	C	K	10.0	316.7	3	22:34:59	50.3	589310.7	6087982.5
10110	D	K	11.3	335.4	3	22:35:19	45.2	589305.4	6088463.8
10110	E	K	4.2	203.7	3	22:35:37	59.7	589296.9	6088938.5
10110	F	K	10.0	316.1	3	22:36:07	65.3	589301.4	6089545.4
10110	G	K	5.2	229.0	3	22:36:51	41.8	589299.7	6090493.5
10110	H	K	9.7	311.9	3	22:37:08	41.3	589294.7	6090874.0
10110	I	K	7.8	279.1	3	22:37:25	46.4	589300.2	6091257.5
10110	J	N	11.6	339.9	3	22:37:51	47.2	589301.3	6091836.9
10110	K	K	8.8	296.2	3	22:38:07	71.3	589305.4	6092102.5
10110	L	K	1.2	110.1	3	22:38:13	61.3	589308.2	6092260.0
10110	M	K	1.3	115.6	3	22:38:32	45.0	589305.2	6092490.1
10120	A	K	1.5	121.3	3	22:39:21	69.1	589387.3	6092237.8

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
10120	B	K	6.6	257.7	3	22:39:32	60.3	589399.5	6092025.9
10120	C	K	11.2	334.2	3	22:39:42	57.8	589399.3	6091838.1
10120	D	K	7.2	269.0	3	22:40:08	49.9	589396.3	6091234.5
10120	E	K	10.4	321.8	3	22:40:22	50.8	589392.5	6090844.1
10120	F	K	3.2	178.3	3	22:40:38	50.7	589396.0	6090442.1
10120	G	K	9.7	311.1	3	22:41:06	66.2	589415.8	6089680.2
10120	H	K	9.7	312.2	3	22:41:15	83.7	589402.8	6089416.6
10120	I	K	10.2	319.5	3	22:42:01	63.4	589400.2	6088284.8
10120	J	K	16.2	403.0	3	22:42:35	55.7	589399.4	6087393.2
10120	K	K	11.5	338.8	3	22:42:47	77.7	589396.8	6087105.7
10130	A	K	11.1	333.6	3	22:43:48	77.1	589496.6	6087233.8
10130	B	K	5.3	229.2	3	22:43:58	57.7	589492.1	6087458.7
10130	C	K	9.9	314.9	3	22:44:41	47.3	589495.1	6088444.2
10130	D	K	11.7	342.6	3	22:45:22	60.8	589491.5	6089442.1
10130	E	K	9.5	308.2	3	22:45:33	66.8	589473.9	6089688.8
10130	F	K	5.1	224.8	3	22:46:07	37.6	589510.3	6090477.3
10130	G	K	8.9	298.2	3	22:46:21	42.8	589496.6	6090839.4
10130	H	K	8.8	297.1	3	22:46:40	57.3	589491.9	6091263.2
10130	I	K	6.2	248.7	3	22:47:04	58.3	589505.1	6091801.4
10130	J	K	7.4	272.7	3	22:47:14	50.9	589505.2	6092026.1
10130	K	K	1.9	138.4	3	22:47:22	60.9	589503.8	6092212.0
10140	A	K	2.2	146.7	3	22:48:39	69.7	589597.3	6092212.2
10140	B	K	11.7	341.4	3	22:48:50	60.5	589598.5	6091981.7
10140	C	K	1.1	105.3	3	22:49:00	67.3	589597.5	6091780.1
10140	D	K	4.0	199.0	3	22:49:28	48.9	589598.0	6091218.7
10140	E	K	5.0	223.3	3	22:49:44	42.5	589597.6	6090825.3
10140	F	K	4.3	206.4	3	22:50:02	49.2	589606.5	6090415.8
10140	G	K	9.9	313.8	3	22:50:31	60.0	589611.8	6089656.1
10140	H	K	11.6	340.8	3	22:51:26	62.4	589598.5	6088283.2
10140	I	K	13.3	364.2	3	22:52:07	74.0	589603.5	6087233.2
10150	A	K	11.8	343.7	3	22:53:11	70.9	589699.3	6087206.6
10150	B	K	5.6	236.0	3	22:54:04	71.5	589701.3	6088345.6
10150	C	K	8.4	289.6	3	22:55:04	55.8	589696.3	6089551.9
10150	D	K	5.8	239.9	3	22:55:42	38.8	589702.1	6090365.1
10150	E	K	9.8	312.6	3	22:56:02	34.4	589705.2	6090769.7
10150	F	K	4.3	207.0	3	22:56:25	50.4	589684.8	6091252.9
10150	G	K	7.6	275.1	3	22:57:10	61.1	589714.3	6092040.5
10150	H	K	0.6	75.7	3	22:57:32	59.7	589700.0	6092451.7
10160	A	K	0.8	87.1	3	22:58:12	63.2	589785.7	6092319.0
10160	B	K	19.3	439.7	3	22:58:28	63.6	589802.6	6091995.8
10160	C	K	1.3	114.6	3	22:58:46	67.3	589802.8	6091623.6
10160	D	K	3.3	180.6	3	22:59:01	61.2	589786.8	6091245.6
10160	E	K	4.7	216.3	3	22:59:19	54.7	589800.4	6090768.4
10160	F	K	5.7	238.7	3	22:59:37	54.2	589823.4	6090311.8
10160	G	K	8.4	289.6	3	23:00:04	57.7	589805.9	6089611.4

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
10160	H	K	5.8	241.3	3	23:00:31	79.1	589796.3	6088983.0
10160	I	K	10.6	326.1	3	23:01:03	60.2	589802.8	6088212.8
10160	J	K	9.6	309.1	3	23:01:43	58.9	589795.1	6087273.1
10160	K	K	10.5	324.1	3	23:01:58	43.4	589805.2	6086901.7
10170	A	K	10.0	316.0	3	23:02:42	43.6	589899.8	6087006.2
10170	B	K	13.5	366.9	3	23:02:54	55.8	589903.4	6087289.0
10170	C	K	11.6	339.9	3	23:03:13	55.3	589904.0	6087736.5
10170	D	K	11.1	333.3	3	23:04:01	46.6	589888.4	6088828.3
10170	E	K	8.5	291.3	3	23:04:36	49.3	589904.3	6089556.2
10170	F	K	5.0	222.7	3	23:05:05	50.6	589909.4	6090281.9
10170	G	K	11.6	340.9	3	23:05:25	65.4	589908.2	6090726.4
10170	H	K	3.3	181.5	3	23:05:50	50.5	589908.6	6091222.4
10170	I	K	10.4	322.1	3	23:06:30	56.2	589891.4	6091980.7
10170	J	K	2.5	159.3	3	23:06:37	60.5	589889.4	6092138.5
10170	K	K	1.2	108.9	3	23:06:45	55.7	589890.6	6092300.2
10180	A	K	0.1	28.6	3	23:07:51	49.7	589995.0	6092462.1
10180	B	K	1.5	121.4	3	23:08:05	67.8	589997.6	6092227.3
10180	C	K	8.2	286.4	3	23:08:21	63.2	589995.1	6091883.1
10180	D	K	3.5	186.1	3	23:08:48	75.7	589998.0	6091186.8
10180	E	K	4.9	221.7	3	23:09:08	62.5	590006.2	6090678.4
10180	F	K	4.2	205.0	3	23:09:26	50.6	590001.9	6090235.3
10180	G	K	4.9	221.3	3	23:09:41	45.7	590003.8	6089854.9
10180	H	K	7.2	268.2	3	23:09:55	51.6	590006.3	6089502.3
10180	I	K	10.7	327.0	3	23:11:04	41.5	590005.3	6087762.9
10180	J	K	12.5	352.8	3	23:11:35	50.2	589995.0	6086994.9
10190	A	K	8.5	292.2	3	23:12:25	40.6	590096.8	6087072.5
10190	B	K	10.1	318.1	3	23:12:59	50.4	590100.0	6087800.9
10190	C	K	11.7	342.2	3	23:13:14	53.9	590094.7	6088127.2
10190	D	K	5.3	229.5	3	23:13:23	57.4	590090.7	6088315.6
10190	E	K	14.5	380.8	3	23:13:32	61.6	590089.0	6088517.4
10190	F	K	12.2	349.4	3	23:14:02	39.8	590090.1	6089213.7
10190	G	K	8.8	297.4	3	23:14:13	53.0	590102.7	6089481.9
10190	H	K	4.5	211.2	3	23:14:48	55.3	590086.0	6090243.3
10190	I	K	10.3	321.6	3	23:15:10	63.5	590103.7	6090714.9
10190	J	K	3.9	198.3	3	23:15:29	67.8	590106.0	6091144.8
10190	K	K	14.9	385.7	3	23:15:58	60.1	590100.9	6091758.3
10200	A	K	24.0	490.1	3	23:18:20	71.2	590201.0	6091722.1
10200	B	K	8.0	283.2	3	23:19:02	55.9	590204.1	6090663.9
10200	C	K	10.8	329.0	3	23:19:20	46.4	590187.9	6090210.0
10200	D	K	6.5	254.4	3	23:19:50	57.2	590217.2	6089398.0
10200	E	K	8.6	293.7	3	23:20:55	46.8	590205.0	6087766.8
10200	F	K	11.5	338.5	3	23:21:10	48.2	590200.6	6087428.1
10200	G	K	9.1	301.8	3	23:21:26	50.3	590195.5	6086996.9
10210	A	K	0.5	71.7	3	23:28:02	40.1	590286.2	6092359.5
10210	B	K	15.6	394.6	3	23:28:34	67.5	590290.7	6091714.5

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
10210	C	K	4.9	220.7	3	23:29:17	62.5	590286.7	6090633.2
10210	D	K	4.3	206.8	3	23:29:34	52.6	590299.7	6090184.6
10210	E	K	7.7	278.1	3	23:30:05	57.6	590300.5	6089363.2
10210	F	K	4.5	211.3	3	23:30:26	72.7	590301.9	6088839.3
10210	G	K	8.6	293.2	3	23:31:36	56.9	590290.6	6086927.2
10220	A	K	7.4	272.1	3	23:32:13	53.7	590393.6	6086908.4
10220	B	K	9.1	301.1	3	23:32:47	82.3	590413.2	6087689.6
10220	C	K	15.0	386.9	3	23:33:01	63.5	590405.5	6087994.6
10220	D	K	7.7	277.6	3	23:33:39	50.3	590394.3	6088860.4
10220	E	K	8.4	290.4	3	23:34:03	46.1	590380.7	6089382.4
10220	F	K	4.3	207.5	3	23:34:34	47.7	590403.8	6090088.0
10220	G	K	8.6	293.2	3	23:34:59	57.2	590405.8	6090674.7
10220	H	K	9.7	311.5	3	23:35:54	68.3	590404.5	6091789.5
10230	A	K	8.9	298.4	3	23:37:43	67.9	590505.5	6091738.3
10230	B	K	4.6	213.9	3	23:38:20	57.0	590504.9	6090828.8
10230	C	K	6.5	253.9	3	23:38:50	53.7	590499.1	6090079.6
10230	D	K	6.6	257.6	3	23:39:23	41.5	590510.4	6089193.0
10230	E	K	3.5	186.2	3	23:39:36	54.2	590496.4	6088873.5
10230	F	K	8.8	296.1	3	23:40:24	69.4	590480.5	6087622.2
10240	A	K	8.6	294.0	3	23:42:12	62.7	590594.9	6087698.4
10240	B	K	4.6	214.6	3	23:42:34	51.8	590580.0	6088147.6
10240	C	K	7.4	272.2	3	23:43:09	45.5	590621.4	6088942.3
10240	D	K	6.6	257.0	3	23:43:21	50.6	590615.1	6089193.4
10240	E	K	4.9	222.0	3	23:43:56	43.1	590589.6	6090027.3
10240	F	K	6.6	256.8	3	23:44:28	35.5	590607.5	6090749.7
10240	G	K	7.9	281.6	3	23:45:13	52.8	590618.5	6091735.8
10251	A	K	9.9	314.4	4	16:58:29	66.2	590698.0	6091635.4
10251	B	K	7.5	274.7	4	16:59:18	53.8	590701.8	6090571.3
10251	C	K	5.2	229.0	4	16:59:46	50.0	590703.2	6090008.7
10251	D	K	6.2	249.6	4	17:00:27	31.7	590699.3	6089201.5
10251	E	K	5.4	232.4	4	17:02:20	34.2	590688.9	6087602.2
10251	F	K	9.4	306.9	4	17:03:09	46.0	590688.7	6086853.2
10261	A	K	6.2	248.1	4	17:04:18	56.9	590797.8	6087730.8
10261	B	K	4.8	218.6	4	17:05:12	45.0	590806.7	6088904.9
10261	C	K	6.5	255.0	4	17:05:25	56.1	590799.0	6089249.6
10261	D	K	4.7	216.6	4	17:05:56	42.1	590794.6	6089917.1
10261	E	K	7.9	280.3	4	17:06:10	48.4	590798.9	6090192.3
10261	F	K	7.2	267.9	4	17:06:26	55.4	590795.9	6090564.0
10261	G	K	3.3	181.2	4	17:06:38	57.3	590788.2	6090840.4
10261	H	K	12.1	347.3	4	17:07:10	60.1	590803.7	6091578.5
10261	I	K	4.7	217.4	4	17:07:15	61.5	590796.4	6091707.2
10270	A	K	4.7	217.7	4	17:09:29	73.8	590894.1	6091651.4
10270	B	K	16.4	404.8	4	17:09:34	66.4	590897.9	6091521.7
10270	C	K	4.9	220.5	4	17:10:36	35.5	590895.2	6090305.3
10270	D	K	5.1	224.9	4	17:10:51	50.1	590902.8	6090022.0

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
10270	E	K	7.3	270.6	4	17:11:28	45.9	590894.3	6089305.7
10270	F	K	5.5	235.2	4	17:12:43	43.7	590898.8	6087797.2
10280	A	K	5.1	226.5	4	17:14:43	45.2	590998.4	6087741.8
10280	B	K	7.9	280.1	4	17:16:00	48.4	590987.6	6089365.3
10280	C	K	7.8	278.7	4	17:16:31	37.5	591000.7	6090001.7
10280	D	K	4.4	208.5	4	17:16:44	-33.4	590993.0	6090242.1
10280	E	K	4.9	220.7	4	17:17:08	10.6	590980.7	6090631.9
10280	F	K	8.7	295.3	4	17:17:54	63.0	590995.3	6091566.6
10280	G	K	5.2	228.6	4	17:17:58	54.2	590996.4	6091678.0
10290	A	K	0.5	72.8	4	17:19:58	63.4	591093.4	6092142.4
10290	B	K	6.0	244.0	4	17:20:21	69.3	591090.3	6091623.0
10290	C	K	17.1	413.2	4	17:20:27	65.3	591089.9	6091487.0
10290	D	K	1.9	138.6	4	17:21:09	59.1	591097.5	6090738.8
10290	E	K	5.6	236.8	4	17:21:46	53.6	591107.1	6089946.6
10290	F	K	8.6	292.5	4	17:22:19	53.2	591101.8	6089295.7
10290	G	K	6.3	250.2	4	17:23:40	48.0	591102.0	6087712.3
10300	A	K	6.0	244.9	4	17:26:29	49.1	591211.3	6087708.0
10300	B	K	7.5	273.9	4	17:28:08	48.9	591196.4	6089671.8
10300	C	K	8.0	283.0	4	17:28:31	42.1	591196.8	6090070.2
10300	D	K	4.8	219.9	4	17:29:02	54.3	591191.9	6090760.7
10300	E	K	9.0	299.5	4	17:29:49	62.5	591193.0	6091575.4
10300	F	K	3.6	189.7	4	17:30:12	54.0	591204.1	6092108.2
10310	A	K	7.0	265.0	4	17:33:11	55.3	591296.7	6091509.9
10310	B	K	3.5	186.7	4	17:33:53	66.0	591296.5	6090760.1
10310	C	K	4.5	212.8	4	17:34:27	60.2	591298.1	6090044.5
10310	D	K	7.4	272.1	4	17:34:53	46.1	591291.1	6089518.2
10310	E	K	13.3	364.9	4	17:35:09	43.1	591299.1	6089160.0
10310	F	K	5.1	225.7	4	17:36:08	41.8	591303.5	6088136.6
10310	G	K	5.5	235.4	4	17:36:34	42.4	591294.6	6087613.2
10310	H	K	13.9	373.2	4	17:37:00	57.0	591301.9	6087050.2
10320	A	K	9.8	313.1	4	17:37:49	64.6	591400.3	6087048.9
10320	B	K	11.7	342.5	4	17:38:09	39.0	591399.3	6087511.1
10320	C	K	6.0	245.0	4	17:38:35	43.4	591410.5	6088126.9
10320	D	K	13.1	362.0	4	17:39:42	42.0	591406.6	6089515.1
10320	E	K	5.1	225.2	4	17:40:07	50.3	591384.0	6090133.8
10320	F	K	4.8	218.5	4	17:40:40	57.8	591406.8	6090769.2
10320	G	K	7.9	280.5	4	17:41:22	59.1	591399.9	6091413.8
10330	A	K	1.2	110.5	4	17:43:25	65.2	591507.8	6092075.5
10330	B	K	5.4	231.3	4	17:43:56	40.7	591500.1	6091380.5
10330	C	K	3.5	185.8	4	17:44:35	48.1	591498.7	6090743.7
10330	D	K	3.2	178.8	4	17:45:13	53.2	591494.6	6090206.1
10330	E	K	4.8	218.8	4	17:45:27	54.3	591493.2	6089941.7
10330	F	K	8.7	294.3	4	17:45:48	70.1	591490.3	6089494.2
10330	G	K	13.2	362.8	4	17:46:11	51.4	591488.0	6089040.0
10330	H	K	7.9	280.8	4	17:47:07	55.5	591506.0	6088097.7

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
10330	I	K	11.5	339.1	4	17:47:44	47.1	591499.2	6087347.5
10330	J	K	14.3	378.7	4	17:48:03	61.8	591502.3	6086991.2
10340	A	K	9.4	306.3	4	17:48:41	69.0	591560.0	6087002.8
10340	B	K	11.9	345.3	4	17:50:26	36.1	591595.3	6089239.6
10340	C	K	12.1	347.6	4	17:50:39	44.0	591594.2	6089520.8
10340	D	K	7.0	264.9	4	17:51:14	45.4	591604.1	6090205.3
10340	E	K	5.7	239.5	4	17:51:44	76.2	591612.1	6090752.1
10340	F	K	5.8	241.0	4	17:52:24	53.9	591604.3	6091408.0
10340	G	K	1.2	107.2	4	17:52:59	56.7	591601.4	6092129.9
10350	A	K	4.0	199.2	4	17:56:15	48.4	591690.4	6091368.6
10350	B	K	4.1	202.3	4	17:56:53	48.3	591697.5	6090722.9
10350	C	K	3.5	187.8	4	17:57:31	66.6	591700.2	6090173.6
10350	D	K	12.8	357.6	4	17:58:21	56.3	591696.4	6089167.3
10350	E	K	9.8	312.5	4	17:59:52	50.1	591696.4	6087348.0
10350	F	K	12.5	353.5	4	18:00:12	50.2	591710.6	6086943.1
10360	A	K	11.9	344.6	4	18:00:52	51.6	591807.3	6087004.4
10360	B	K	10.4	322.1	4	18:02:23	35.7	591793.8	6088935.6
10360	C	K	8.0	282.1	4	18:03:20	50.8	591799.6	6090122.2
10360	D	K	5.6	236.8	4	18:04:01	62.7	591809.7	6090716.1
10360	E	K	3.7	192.4	4	18:04:36	37.1	591789.0	6091371.5
10360	F	K	3.0	172.5	4	18:05:10	47.5	591799.9	6092043.6
10370	A	K	3.9	196.4	4	18:08:28	36.9	591886.5	6091351.7
10370	B	K	6.0	244.6	4	18:08:58	72.3	591908.5	6090686.9
10370	C	K	9.4	306.2	4	18:10:10	51.0	591881.5	6089418.2
10370	D	K	11.1	333.3	4	18:10:35	30.6	591897.0	6088867.8
10370	E	K	6.8	260.0	4	18:11:07	47.3	591900.2	6088207.8
10370	F	K	11.3	335.7	4	18:12:08	41.2	591913.9	6087007.3
10380	A	K	12.6	354.3	4	18:12:48	48.3	591999.0	6087052.6
10380	B	K	6.8	260.1	4	18:13:13	50.8	592006.7	6087591.2
10380	C	K	13.1	361.4	4	18:14:11	45.1	591994.2	6088853.1
10380	D	K	13.6	369.0	4	18:14:28	48.2	591999.1	6089236.5
10380	E	K	13.4	366.0	4	18:15:53	64.0	592004.8	6090686.3
10380	F	K	4.2	205.8	4	18:16:27	42.3	592002.2	6091370.5
10390	A	K	2.6	161.1	4	18:20:49	35.6	592094.9	6091374.0
10390	B	K	6.0	244.2	4	18:21:35	56.0	592102.0	6090625.0
10390	C	K	8.0	282.3	4	18:22:09	84.4	592111.6	6090165.7
10390	D	K	18.0	424.4	4	18:23:07	53.9	592094.0	6089189.9
10390	E	K	21.2	460.9	4	18:23:26	43.0	592095.0	6088802.3
10390	F	K	14.7	383.9	4	18:23:55	50.3	592109.9	6088156.7
10390	G	K	14.7	383.5	4	18:24:49	40.0	592095.2	6087050.1
10400	A	K	13.8	371.1	4	18:25:45	36.1	592194.0	6087088.9
10400	B	K	9.9	315.0	4	18:26:41	57.2	592201.7	6088211.6
10400	C	K	14.6	381.8	4	18:27:07	38.9	592204.3	6088744.5
10400	D	K	5.2	228.6	4	18:28:44	62.2	592191.8	6090640.7
10400	E	K	4.4	209.5	4	18:29:20	43.1	592203.2	6091383.6

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
10400	F	K	5.4	231.6	4	18:29:43	49.3	592185.0	6091876.0
10410	A	K	3.0	173.0	4	18:32:46	41.9	592300.7	6091348.2
10410	B	K	6.0	244.3	4	18:33:34	57.1	592318.0	6090586.3
10410	C	K	13.8	371.5	4	18:35:16	54.7	592285.3	6088713.1
10410	D	K	12.6	355.5	4	18:36:40	45.0	592303.8	6087040.9
10420	A	K	14.5	380.4	4	18:37:22	53.0	592401.7	6087004.6
10420	B	K	10.3	320.7	4	18:38:39	35.1	592390.5	6088564.3
10420	C	K	7.3	270.0	4	18:40:27	50.3	592375.9	6090607.6
10420	D	K	4.6	213.8	4	18:41:12	51.5	592392.9	6091371.2
10420	E	K	5.9	242.9	4	18:41:37	45.2	592406.4	6091905.1
10430	A	K	4.4	209.7	4	18:44:57	48.9	592502.8	6091341.3
10430	B	K	8.7	295.6	4	18:45:39	37.7	592500.4	6090641.5
10430	C	K	9.9	314.4	4	18:47:37	31.5	592504.4	6088569.0
10430	D	K	10.8	328.3	4	18:48:45	28.0	592515.1	6087284.0
10440	A	K	13.0	360.1	4	18:49:43	49.8	592605.7	6087268.3
10440	B	K	10.1	317.5	4	18:50:50	32.1	592591.7	6088557.1
10440	C	K	9.0	300.3	4	18:52:55	39.2	592590.2	6090677.4
10440	D	K	7.0	264.0	4	18:53:34	34.6	592600.8	6091367.8
10450	A	K	1.1	104.1	4	18:57:27	63.7	592704.5	6091976.1
10450	B	K	4.9	220.6	4	18:57:52	48.9	592694.5	6091453.8
10450	C	K	5.6	236.6	4	18:58:31	45.5	592707.2	6090680.2
10450	D	K	5.9	242.3	4	19:00:00	48.4	592683.1	6089083.1
10450	E	K	7.9	281.2	4	19:00:25	34.6	592701.5	6088501.7
10450	F	K	7.1	266.0	4	19:01:20	45.2	592707.4	6087346.5
10460	A	K	13.1	362.4	4	19:02:34	47.6	592794.6	6087424.6
10460	B	K	8.7	294.8	4	19:03:35	35.3	592808.6	6088457.5
10460	C	K	5.9	243.5	4	19:04:08	51.7	592800.2	6089072.6
10460	D	K	5.8	241.6	4	19:05:56	50.5	592803.4	6090713.6
10460	E	K	4.0	201.0	4	19:06:25	51.3	592802.6	6091377.2
10470	A	K	1.9	137.8	4	19:08:48	46.2	592925.9	6091963.9
10470	B	K	4.1	201.2	4	19:09:16	65.0	592893.4	6091344.2
10470	C	K	5.3	229.9	4	19:09:48	60.3	592896.3	6090700.7
10470	D	K	6.9	263.3	4	19:11:32	78.7	592887.2	6088983.7
10470	E	K	9.2	302.4	4	19:11:59	37.3	592892.6	6088418.6
10470	F	K	12.7	356.8	4	19:12:57	46.6	592906.7	6087416.2
10480	A	K	10.2	318.7	4	19:14:01	47.5	593006.5	6087423.9
10480	B	K	9.4	307.0	4	19:14:52	38.6	593010.6	6088365.2
10480	C	K	1.2	108.9	4	19:16:46	78.3	593014.2	6090281.6
10480	D	K	5.1	226.7	4	19:17:13	54.8	592992.5	6090722.3
10480	E	K	5.0	224.0	4	19:17:43	43.8	592997.4	6091277.4
10490	A	K	7.2	267.5	5	20:49:41	50.6	593103.7	6087417.5
10490	B	K	7.4	271.1	5	20:50:27	27.8	593102.0	6088328.7
10490	A	K	4.7	216.6	5	20:54:06	73.5	593106.1	6090626.6
10490	B	K	2.5	157.4	5	20:54:12	65.6	593111.2	6090773.2
10490	C	K	4.8	219.1	5	20:54:36	41.9	593113.0	6091345.4

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
10500	A	K	6.2	248.3	5	20:58:29	50.7	593199.0	6091908.8
10500	B	K	4.2	205.7	5	20:58:53	52.6	593194.5	6091312.8
10500	C	N	9.5	308.2	5	20:59:28	50.5	593205.8	6090640.0
10500	D	K	7.4	272.3	5	21:01:43	37.5	593203.9	6088338.3
10500	E	K	7.1	266.9	5	21:02:32	52.4	593196.6	6087426.3
10510	A	K	10.7	326.4	5	21:03:33	67.2	593302.1	6086992.0
10510	B	K	8.3	287.5	5	21:04:31	56.0	593309.4	6088350.3
10510	A	K	9.1	302.2	7	21:38:10	45.4	593301.1	6091792.1
10510	B	K	5.2	227.2	7	21:38:28	46.2	593299.0	6091356.9
10510	C	N	8.8	297.1	7	21:39:01	72.1	593297.1	6090611.3
10520	A	K	4.7	216.7	5	21:14:20	40.2	593399.1	6091353.4
10520	B	N	12.5	354.0	5	21:14:58	50.0	593392.3	6090562.2
10520	C	K	10.9	329.5	5	21:16:58	62.5	593395.5	6088356.0
10520	D	K	8.3	288.6	5	21:17:19	31.9	593398.8	6087931.9
10520	E	K	7.2	268.3	5	21:17:36	40.4	593395.5	6087571.3
10520	F	K	10.9	330.2	5	21:18:08	67.1	593398.5	6086876.8
10530	A	K	10.7	326.3	5	21:18:25	70.7	593479.7	6086883.4
10530	B	K	8.4	290.0	5	21:18:56	50.2	593515.2	6087601.5
10530	C	K	4.8	218.4	5	21:19:36	60.1	593497.7	6088593.0
10530	D	N	6.5	255.1	5	21:22:38	61.0	593484.2	6090518.0
10530	E	K	4.1	201.9	5	21:23:23	44.1	593498.5	6091380.7
10530	F	K	8.3	287.2	5	21:23:38	43.5	593498.5	6091762.6
10540	A	K	3.3	182.9	5	21:27:24	57.0	593605.3	6091333.1
10540	B	N	5.2	227.5	5	21:28:00	53.7	593602.3	6090483.4
10540	C	K	5.7	238.6	5	21:29:52	61.0	593594.8	6088562.4
10540	D	K	8.2	287.0	5	21:30:37	41.6	593601.7	6087594.7
10550	A	K	7.1	266.4	5	21:32:10	39.8	593709.6	6087715.5
10550	B	K	7.4	272.6	5	21:32:44	64.8	593704.8	6088562.6
10550	C	K	4.8	219.6	5	21:35:29	40.3	593706.0	6090551.1
10550	D	K	11.4	337.3	5	21:35:39	51.1	593700.1	6090780.0
10550	E	K	3.4	182.9	5	21:36:10	63.5	593693.9	6091371.5
10550	F	K	2.2	147.3	5	21:36:33	46.8	593696.8	6091922.6
10560	A	K	2.3	151.5	5	21:39:50	60.7	593826.8	6091998.2
10560	B	K	3.6	189.6	5	21:40:17	52.1	593808.9	6091340.9
10560	C	K	3.9	196.1	5	21:40:43	56.8	593782.5	6090807.8
10560	D	K	9.3	305.0	5	21:40:55	50.1	593785.0	6090526.6
10560	E	K	8.4	290.2	5	21:43:30	36.0	593795.4	6088003.0
10560	F	K	8.2	285.9	5	21:43:44	41.4	593798.4	6087688.8
10570	A	K	8.1	284.2	5	21:45:03	43.0	593892.2	6087228.9
10570	B	K	8.2	286.7	5	21:45:24	34.4	593917.6	6087709.8
10570	C	K	8.2	286.7	5	21:45:40	36.3	593913.5	6088065.0
10570	D	K	6.0	244.0	5	21:46:02	43.0	593900.0	6088540.6
10570	E	K	8.2	286.0	5	21:48:33	36.0	593903.5	6090613.4
10570	F	K	10.1	317.9	5	21:48:40	47.3	593901.6	6090808.6
10570	G	K	5.1	225.4	5	21:49:02	56.7	593900.4	6091350.9

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
10570	H	K	5.4	232.3	5	21:49:30	53.3	593889.2	6091963.8
10580	A	K	7.0	264.3	5	21:51:31	47.9	594016.0	6091783.5
10580	B	K	3.3	182.0	5	21:51:50	57.4	594003.0	6091336.8
10580	C	K	8.2	286.4	5	21:52:13	59.1	593991.9	6090825.7
10580	D	K	8.8	296.9	5	21:52:20	55.0	593998.1	6090662.7
10580	E	K	6.1	246.9	5	21:54:41	51.7	593992.5	6088499.1
10580	F	K	9.2	302.9	5	21:55:18	42.0	593999.9	6087706.8
10580	G	K	9.9	314.8	5	21:55:41	61.4	594005.0	6087201.0
10590	A	K	10.0	316.9	5	21:56:40	37.6	594112.2	6087276.2
10590	B	K	7.8	279.7	5	21:57:11	44.2	594105.3	6088040.3
10590	C	N	2.5	156.6	5	21:59:56	59.6	594099.1	6090581.5
10590	D	K	2.5	156.6	5	22:00:02	47.8	594098.9	6090701.7
10590	E	K	1.8	135.4	5	22:00:08	58.1	594100.0	6090821.5
10590	F	K	4.3	207.7	5	22:00:33	63.3	594104.9	6091399.2
10590	G	K	2.8	168.4	5	22:00:48	54.2	594091.0	6091811.6
10600	A	K	1.9	137.4	5	22:04:06	67.2	594206.3	6092036.7
10600	B	K	5.1	226.3	5	22:04:35	58.7	594194.4	6091402.8
10600	C	K	1.3	112.6	5	22:05:02	54.7	594194.7	6090807.5
10600	D	N	1.3	112.6	5	22:05:13	81.8	594203.0	6090566.0
10600	E	K	9.0	300.1	5	22:07:57	38.2	594204.1	6088009.5
10610	A	K	8.7	294.1	5	22:09:20	43.2	594295.5	6087214.1
10610	B	K	8.3	288.6	5	22:09:44	33.4	594309.0	6087773.4
10610	C	K	4.7	217.5	5	22:10:12	53.0	594308.8	6088456.4
10610	D	K	1.2	108.8	5	22:13:02	52.7	594284.9	6090818.9
10610	E	K	3.5	186.0	5	22:13:31	40.3	594303.1	6091398.3
10610	F	K	1.9	137.1	5	22:13:56	58.2	594297.3	6092060.1
10620	A	K	3.0	174.5	5	22:16:03	59.5	594402.5	6092032.5
10620	B	K	2.2	149.8	5	22:16:33	38.6	594401.6	6091385.0
10620	C	K	0.8	90.1	5	22:17:00	50.9	594395.3	6090799.9
10620	D	K	8.2	286.2	5	22:19:48	45.7	594405.4	6088137.1
10620	E	K	9.1	301.4	5	22:20:03	37.6	594400.1	6087811.8
10630	A	K	10.8	327.9	5	22:21:14	62.0	594496.6	6087024.3
10630	B	K	9.8	312.2	5	22:21:48	36.3	594498.6	6087776.6
10630	C	K	0.5	72.3	5	22:24:51	59.7	594514.3	6090822.3
10630	D	K	3.1	177.3	5	22:25:20	39.2	594503.4	6091419.4
10630	E	K	7.4	272.1	5	22:25:47	52.2	594494.8	6092087.7
10640	A	K	2.8	168.1	5	22:28:12	44.2	594598.6	6091413.7
10640	B	K	0.5	69.9	5	22:28:38	74.1	594597.1	6090798.3
10640	C	K	8.7	295.4	5	22:31:42	44.5	594598.6	6087669.4
10640	D	K	9.3	304.6	5	22:32:12	51.2	594603.9	6087066.0
10650	A	K	8.8	295.9	5	22:33:06	52.0	594692.1	6087061.0
10650	B	K	8.5	291.8	5	22:33:32	41.5	594709.0	6087572.4
10650	C	K	8.7	295.3	5	22:33:51	48.9	594710.8	6088040.9
10650	D	K	0.6	76.0	5	22:36:40	70.4	594695.4	6090833.7
10650	E	K	4.0	201.1	5	22:37:09	42.5	594701.7	6091432.6

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
10660	A	K	3.6	190.0	5	22:40:08	49.6	594801.6	6091421.1
10660	B	K	0.5	68.6	5	22:40:37	64.9	594797.3	6090780.7
10660	C	K	7.8	279.2	5	22:43:32	44.4	594787.6	6088230.6
10660	D	K	8.3	288.8	5	22:43:45	44.1	594788.8	6087980.1
10660	E	K	8.8	296.1	5	22:44:15	48.7	594794.4	6087346.9
10660	F	K	10.1	317.3	5	22:44:36	55.1	594799.9	6086893.3
10670	A	K	8.7	295.2	5	22:45:02	60.2	594897.3	6087108.8
10670	B	K	9.0	299.5	5	22:45:18	58.9	594902.9	6087459.6
10670	C	K	5.0	224.0	5	22:45:50	49.9	594908.2	6088203.6
10670	D	K	0.5	67.6	5	22:48:14	67.4	594893.6	6090819.8
10670	E	K	3.8	194.2	5	22:48:40	50.1	594901.5	6091435.4
10670	F	K	3.4	185.2	5	22:49:28	56.6	594895.0	6092372.4
10680	A	K	2.9	169.4	5	22:50:23	67.5	595004.2	6092407.0
10680	B	K	5.0	222.6	5	22:51:09	53.9	594997.9	6091407.3
10680	C	K	0.3	56.1	5	22:51:33	57.0	594993.8	6090829.6
10680	D	K	5.2	227.0	5	22:54:11	65.0	595005.1	6088212.6
10680	E	K	7.7	277.0	5	22:54:37	38.2	595006.1	6087601.3
10690	A	K	15.8	397.0	6	16:27:15	55.9	595103.5	6086956.5
10690	B	K	15.2	389.7	6	16:27:55	42.8	595103.6	6087771.8
10690	A	K	1.3	115.0	6	16:32:17	66.8	595096.1	6090859.0
10690	B	K	7.2	268.9	6	16:32:56	61.1	595100.7	6091796.5
10690	C	K	2.8	166.3	6	16:33:31	61.8	595096.1	6092493.5
10700	A	K	3.1	174.8	6	16:34:11	70.7	595196.9	6092351.0
10700	B	K	5.7	238.6	6	16:34:35	59.7	595206.8	6091784.2
10700	C	K	1.4	119.0	6	16:35:15	60.9	595199.3	6090886.2
10700	D	K	12.9	359.0	6	16:38:01	44.1	595195.0	6088100.7
10700	E	K	15.4	392.6	6	16:38:13	43.4	595202.3	6087837.4
10700	F	K	15.6	394.9	6	16:38:54	55.2	595190.4	6086971.4
10710	A	K	16.6	407.1	6	16:39:13	69.7	595308.4	6086963.8
10710	B	K	18.4	428.8	6	16:39:20	60.4	595310.3	6087092.9
10710	C	K	10.8	329.3	6	16:40:07	36.6	595302.9	6088119.6
10710	D	N	0.2	46.3	6	16:41:15	63.4	595300.8	6089186.7
10710	E	K	1.8	133.0	6	16:43:14	63.7	595298.8	6090918.6
10710	F	K	5.9	243.8	6	16:43:53	54.0	595309.8	6091816.5
10710	G	K	2.7	163.2	6	16:44:26	63.2	595294.0	6092494.9
10720	A	K	6.9	262.7	6	16:45:03	63.7	595398.1	6092265.3
10720	B	K	6.5	254.0	6	16:45:24	61.4	595411.0	6091779.0
10720	C	K	1.6	124.4	6	16:46:04	49.2	595400.2	6090904.9
10720	D	K	0.7	81.1	6	16:47:54	60.5	595413.4	6088953.2
10720	E	K	10.9	329.6	6	16:48:38	34.6	595400.1	6088180.9
10730	A	K	12.6	354.8	6	16:49:51	51.7	595473.8	6086959.9
10730	B	K	13.8	370.9	6	16:49:58	47.0	595486.5	6087126.8
10730	C	K	14.3	378.1	6	16:50:32	44.6	595515.2	6087857.9
10730	D	K	1.6	127.1	6	16:51:22	66.6	595493.6	6088938.3
10730	E	K	1.7	129.1	6	16:53:02	57.1	595502.1	6090896.8

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
10730	F	K	6.9	263.4	6	16:53:41	58.7	595497.8	6091818.2
10730	G	K	6.6	256.5	6	16:54:07	69.0	595503.1	6092393.0
10740	A	K	6.4	252.4	6	16:55:10	59.8	595603.6	6091812.8
10740	B	K	1.1	102.4	6	16:55:54	59.5	595597.4	6090854.9
10740	C	K	3.0	174.4	6	16:57:40	71.0	595592.9	6088895.5
10740	D	K	15.6	394.3	6	16:58:32	54.6	595612.3	6087816.7
10740	E	K	14.1	375.0	6	16:59:08	39.7	595605.4	6087088.9
10750	A	K	11.8	343.8	6	16:59:31	44.8	595703.4	6086964.6
10750	B	K	12.4	352.6	6	16:59:37	42.4	595701.0	6087089.1
10750	C	K	16.8	410.4	6	17:00:09	73.1	595702.7	6087786.3
10750	D	K	5.9	242.3	6	17:00:49	67.0	595735.5	6088655.5
10750	E	K	0.1	35.4	6	17:01:41	80.1	595701.5	6089680.0
10750	F	K	0.0	20.3	6	17:02:10	61.6	595705.7	6090223.9
10750	G	K	1.7	131.0	6	17:02:42	67.8	595695.0	6090922.1
10750	H	K	6.9	263.5	6	17:03:21	55.9	595692.7	6091851.2
10750	I	K	6.7	257.8	6	17:03:44	59.1	595694.7	6092349.7
10760	A	K	5.8	241.8	6	17:04:56	59.6	595799.2	6091737.7
10760	B	K	1.1	102.5	6	17:05:33	61.0	595798.6	6090954.0
10760	C	K	6.7	259.6	6	17:07:29	58.7	595797.8	6088685.0
10760	D	K	15.0	387.2	6	17:08:10	62.2	595800.9	6087823.7
10760	E	K	12.6	354.5	6	17:08:45	48.2	595793.8	6087135.1
10770	A	K	13.2	363.0	7	21:30:53	58.8	595896.3	6087961.1
10770	B	K	14.1	375.8	7	21:31:14	46.5	595902.7	6088431.0
10770	C	K	1.7	129.5	7	21:33:24	66.6	595904.8	6090972.9
10770	D	K	9.6	310.0	7	21:33:58	47.9	595910.3	6091746.1
10780	A	K	12.8	357.7	6	17:14:37	59.9	596001.7	6091772.6
10780	B	K	0.7	84.2	6	17:15:12	79.7	596007.4	6090970.4
10780	C	K	0.2	43.1	6	17:15:39	52.1	596003.9	6090520.2
10780	D	K	5.9	243.7	6	17:16:59	54.2	596006.7	6089088.2
10780	E	K	15.0	387.6	6	17:17:28	60.0	595994.0	6088479.7
10780	F	K	17.5	418.1	6	17:17:55	74.7	595995.7	6087913.3
10780	G	K	14.6	382.3	6	17:18:23	46.2	595997.8	6087282.7
10790	A	K	12.9	358.6	6	17:18:58	57.2	596111.1	6086980.0
10790	B	K	14.1	375.3	6	17:19:57	51.5	596100.5	6088304.8
10790	C	K	0.9	92.0	6	17:23:21	79.7	596101.1	6090989.7
10790	D	K	10.2	320.1	6	17:23:55	45.9	596098.0	6091807.9
10800	A	K	7.6	274.9	7	21:42:50	58.8	596203.2	6091772.9
10800	B	K	0.7	84.6	7	21:43:23	67.3	596197.5	6090998.4
10800	C	K	8.7	294.9	7	21:45:46	39.3	596196.3	6088704.2
10800	D	K	14.7	383.4	7	21:46:02	37.7	596203.4	6088360.2
10800	E	K	11.4	337.5	7	21:46:55	34.2	596196.7	6087333.2
10800	F	K	13.5	367.6	7	21:47:11	42.5	596191.8	6087017.6
10810	A	K	10.1	317.6	7	21:47:50	43.3	596308.3	6087301.6
10810	B	K	15.2	389.3	7	21:48:40	36.0	596297.9	6088385.8
10810	C	K	1.0	97.3	7	21:53:29	57.6	596306.1	6091037.6

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
10810	D	K	6.5	254.6	7	21:54:00	53.7	596298.9	6091784.1
10820	A	K	7.8	278.8	7	21:55:44	49.6	596405.5	6091876.3
10820	B	K	0.7	81.2	7	21:56:23	54.0	596407.6	6091013.4
10820	C	K	9.9	315.0	7	21:59:06	35.4	596402.7	6088569.4
10820	D	K	13.8	370.8	7	21:59:51	46.4	596398.5	6087709.8
10820	E	K	13.7	370.3	7	22:00:11	37.1	596398.7	6087335.1
10820	F	K	8.8	297.2	7	22:00:25	43.2	596399.8	6087053.1
10830	A	K	13.3	364.0	7	22:00:57	39.6	596504.8	6087100.4
10830	B	K	14.3	378.2	7	22:01:50	37.2	596495.5	6088284.1
10830	C	K	1.2	111.3	7	22:05:08	62.2	596503.5	6091041.7
10830	D	K	6.1	247.5	7	22:05:41	65.2	596496.0	6091738.8
10830	E	K	3.9	198.1	7	22:06:19	53.4	596505.2	6092581.9
10840	A	K	5.6	237.6	7	22:07:19	60.3	596604.3	6091741.3
10840	B	K	1.0	99.9	7	22:07:53	47.3	596603.5	6091013.1
10840	C	K	16.9	411.5	7	22:11:09	39.2	596597.6	6088363.1
10840	A	K	17.2	414.4	9	19:30:38	66.7	596600.9	6087083.6
10840	B	K	19.6	443.2	9	19:31:32	54.2	596607.4	6088252.6
10850	A	K	14.3	378.0	7	22:18:15	50.1	596704.3	6087062.1
10850	B	K	8.3	288.0	7	22:19:10	49.2	596701.4	6088235.2
10850	C	K	1.4	116.2	7	22:22:34	62.4	596692.7	6091022.4
10850	D	K	4.0	199.1	7	22:23:11	69.6	596698.7	6091762.2
10850	E	K	3.7	192.1	7	22:23:54	62.6	596698.8	6092615.8
10860	A	K	3.6	188.9	7	22:24:56	62.5	596796.1	6091704.3
10860	B	K	1.6	127.1	7	22:25:27	61.8	596804.9	6091048.1
10860	C	K	7.8	279.3	7	22:28:24	59.1	596803.0	6088252.8
10860	D	K	8.9	297.7	7	22:29:01	55.9	596810.0	6087422.5
10860	E	K	16.2	402.5	7	22:29:20	43.3	596797.8	6087027.1
10870	A	K	8.8	296.6	7	22:29:40	60.7	596901.6	6087020.6
10870	B	K	9.3	305.0	7	22:29:49	58.7	596895.9	6087196.1
10870	C	K	9.4	305.9	7	22:30:00	53.2	596908.0	6087441.2
10870	D	K	11.0	331.4	7	22:30:42	58.9	596894.6	6088360.7
10870	E	K	1.7	130.2	7	22:33:51	77.0	596896.3	6091083.0
10870	F	K	4.8	219.6	7	22:34:31	59.3	596899.1	6092000.5
10870	G	K	3.6	190.0	7	22:34:59	66.3	596904.0	6092676.9
10880	A	K	3.2	180.0	7	22:35:17	74.4	597010.7	6092638.4
10880	B	K	3.4	184.2	7	22:35:56	64.9	597005.2	6091754.6
10880	C	K	2.0	141.9	7	22:36:24	82.4	596990.7	6091098.7
10880	D	K	8.5	291.4	7	22:39:38	50.1	597008.8	6087537.8
10890	A	K	7.9	280.6	7	22:40:43	51.3	597104.6	6087491.9
10890	B	K	6.3	251.9	7	22:41:20	73.2	597100.0	6088350.0
10890	C	K	1.6	124.8	7	22:41:59	57.7	597097.4	6089232.1
10890	D	K	1.8	133.2	7	22:44:22	67.2	597098.5	6091072.6
10890	E	K	5.0	224.3	7	22:45:11	59.9	597092.3	6092133.8
10900	A	K	4.4	210.4	7	22:45:54	61.2	597185.5	6092591.6
10900	B	K	5.8	241.4	7	22:46:16	52.4	597203.5	6092108.1

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
10900	C	K	1.9	137.0	7	22:47:02	77.6	597206.5	6091064.4
10900	D	K	1.3	115.5	7	22:48:54	58.0	597199.8	6089252.1
10900	E	K	9.0	300.0	7	22:49:39	66.0	597202.1	6088317.8
10900	F	K	12.6	354.7	7	22:50:16	34.8	597194.3	6087512.6
10900	G	K	9.5	307.5	7	22:50:31	41.1	597197.2	6087162.2
10910	A	K	12.0	346.1	7	22:51:06	39.8	597290.8	6087178.1
10910	B	K	12.9	359.0	7	22:51:16	40.8	597302.1	6087403.0
10910	C	K	11.4	337.0	7	22:51:57	55.9	597300.3	6088327.0
10910	D	K	2.0	142.1	7	22:52:38	58.5	597300.1	6089218.9
10910	E	K	3.4	183.6	7	22:55:11	70.1	597295.4	6091087.5
10910	F	K	5.4	231.9	7	22:56:01	49.9	597300.5	6092162.8
10910	G	K	6.2	248.0	7	22:56:26	45.5	597299.1	6092690.5
10920	A	K	6.0	244.4	7	22:57:01	54.0	597394.4	6092210.0
10920	B	K	3.5	185.7	7	22:57:53	77.7	597398.7	6091087.7
10920	C	K	3.1	174.7	7	22:59:51	66.0	597401.2	6089150.6
10920	D	K	11.6	341.0	7	23:00:26	48.5	597396.6	6088399.2
10920	E	K	10.8	329.0	7	23:01:12	36.9	597395.7	6087395.7
10930	A	K	8.4	289.3	7	23:02:06	45.8	597503.0	6087374.2
10930	B	K	8.5	291.1	7	23:02:40	51.2	597510.8	6088151.0
10930	C	K	4.2	203.9	7	23:05:42	78.4	597491.2	6091155.4
10930	D	K	5.7	238.7	7	23:06:31	58.5	597496.9	6092253.6
10940	A	K	6.0	244.1	7	23:07:29	63.4	597595.9	6092209.4
10940	B	K	4.9	221.8	7	23:08:17	72.9	597590.2	6091151.5
10940	C	K	8.6	293.9	7	23:11:06	51.6	597593.1	6088136.7
10940	D	K	7.9	281.4	7	23:11:34	34.4	597594.4	6087575.0
10950	A	K	9.0	299.9	7	23:12:34	40.3	597705.2	6087417.0
10950	B	K	7.0	263.8	7	23:13:08	57.3	597695.2	6088200.4
10950	C	K	4.7	217.1	7	23:16:32	63.5	597699.7	6091128.7
10950	D	K	3.4	184.2	7	23:17:23	52.4	597695.7	6092192.4
10960	A	K	3.2	179.1	7	23:18:07	79.5	597788.1	6092618.8
10960	B	K	2.7	164.1	7	23:18:27	64.1	597796.2	6092225.2
10960	C	K	5.4	231.5	7	23:19:09	67.0	597797.7	6091265.7
10960	D	K	3.4	183.9	7	23:19:22	58.1	597803.1	6090978.9
10960	E	K	10.7	327.5	7	23:21:50	58.9	597792.2	6088412.8
10960	F	K	6.6	257.5	7	23:22:20	54.1	597798.8	6087752.9
10970	A	K	7.6	276.1	7	23:23:13	73.2	597917.8	6087019.5
10970	B	K	11.0	331.4	7	23:23:35	41.3	597899.1	6087521.1
10970	C	K	10.2	319.5	7	23:24:13	61.5	597896.7	6088446.1
10970	D	K	4.9	220.6	7	23:27:02	63.4	597905.1	6090965.1
10970	E	K	7.8	278.5	7	23:27:19	67.5	597899.4	6091336.8
10970	F	K	6.1	246.7	7	23:28:00	59.3	597903.2	6092240.5
10980	A	K	7.6	275.9	8	0:27:34	67.2	597996.7	6087061.4
10980	B	K	10.8	327.9	8	0:27:56	46.5	598000.7	6087537.7
10980	C	K	5.5	234.4	8	0:28:37	69.1	597999.6	6088415.8
10980	D	K	2.0	140.7	8	0:29:02	71.8	598002.9	6088985.6

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
10980	E	K	0.1	38.0	8	0:31:31	30.5	597996.4	6090085.3
10980	F	K	3.8	194.2	8	0:32:37	66.3	598000.9	6090937.7
10980	G	K	3.5	188.0	8	0:33:00	69.5	598005.6	6091415.2
10980	H	K	2.7	163.3	8	0:33:46	74.9	598003.9	6092304.6
10990	A	K	4.6	213.5	8	0:34:26	91.3	598094.6	6092627.4
10990	B	K	2.8	167.6	8	0:34:48	87.6	598093.2	6092200.2
10990	C	K	4.8	219.7	8	0:35:22	89.9	598099.5	6091500.4
10990	D	K	3.4	184.0	8	0:35:49	74.4	598092.3	6090881.4
10990	A	K	1.9	136.8	8	0:40:33	59.9	598102.7	6089039.8
10990	B	K	16.2	401.9	8	0:41:00	53.3	598105.0	6088420.6
10990	C	K	14.2	376.3	8	0:41:36	47.4	598093.3	6087627.0
11000	A	K	5.0	223.1	8	0:42:27	68.3	598212.7	6086985.0
11000	B	K	5.8	240.8	8	0:43:03	58.7	598198.9	6087791.4
11000	C	K	15.7	396.6	8	0:43:29	42.5	598193.2	6088354.8
11000	D	K	1.5	120.8	8	0:44:01	45.8	598202.6	6089087.6
11000	E	K	3.9	198.4	8	0:47:32	72.2	598202.5	6091007.6
11000	F	K	4.4	209.2	8	0:47:56	70.9	598204.1	6091516.3
11000	G	K	2.7	165.6	8	0:48:36	71.4	598196.5	6092252.4
11010	A	K	3.6	190.3	8	0:49:26	55.8	598280.4	6092503.0
11010	B	K	4.0	200.2	8	0:50:08	71.1	598295.9	6091590.1
11010	C	K	4.1	202.6	8	0:50:36	70.5	598302.4	6090961.7
11010	D	K	1.5	124.0	8	0:53:10	56.2	598303.9	6089070.0
11010	E	K	21.2	460.2	8	0:53:35	44.7	598297.4	6088537.1
11010	F	K	12.8	357.6	8	0:54:19	48.2	598301.0	6087590.3
11010	G	K	4.8	219.5	8	0:54:41	58.8	598300.8	6087113.0
11020	A	K	4.5	212.9	8	0:55:05	78.7	598407.2	6087001.0
11020	B	K	6.2	248.1	8	0:55:14	74.2	598379.1	6087178.9
11020	C	K	11.6	341.1	8	0:55:35	57.8	598396.9	6087659.5
11020	D	K	15.7	395.7	8	0:56:05	45.7	598395.7	6088371.4
11020	E	K	1.9	138.7	8	0:56:36	41.6	598410.6	6089101.5
11020	F	K	4.9	220.4	8	0:59:31	63.9	598401.6	6090980.3
11020	G	K	14.1	375.8	8	0:59:59	75.0	598399.0	6091575.5
11020	H	K	2.7	163.8	8	1:00:37	62.3	598391.6	6092371.9
11030	A	K	3.6	189.7	8	1:01:10	76.3	598470.5	6092611.6
11030	B	K	2.2	148.9	8	1:01:20	58.5	598475.1	6092406.6
11030	C	K	3.7	191.4	8	1:01:39	69.3	598507.3	6091989.4
11030	D	K	6.1	246.4	8	1:01:53	71.2	598503.4	6091643.7
11030	E	K	4.5	212.8	8	1:02:25	65.6	598498.1	6090934.5
11030	F	K	2.1	143.2	8	1:04:54	40.2	598501.8	6089159.1
11030	G	K	10.2	319.6	8	1:05:31	48.6	598502.5	6088329.7
11030	H	K	5.1	226.4	8	1:06:02	44.4	598506.0	6087656.6
11030	I	K	4.8	219.8	8	1:06:21	63.2	598499.4	6087231.6
11040	A	K	10.0	315.5	8	1:07:17	45.9	598599.8	6087631.8
11040	B	K	11.8	343.6	8	1:07:33	47.1	598603.7	6088004.5
11040	C	K	5.1	225.8	8	1:07:55	55.5	598595.7	6088518.5

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
11040	D	K	1.8	134.6	8	1:08:27	51.3	598595.1	6089207.2
11040	E	K	5.1	225.3	8	1:11:31	51.5	598602.8	6091016.6
11040	F	K	12.4	351.8	8	1:12:02	59.1	598598.7	6091690.9
11040	G	K	3.0	174.0	8	1:12:42	62.0	598596.9	6092464.3
11050	A	K	2.5	157.5	8	1:13:19	61.7	598676.8	6092463.3
11050	B	K	4.5	211.7	8	1:13:48	70.8	598710.3	6091827.7
11050	C	K	4.1	201.1	8	1:14:25	59.0	598711.4	6091015.2
11050	D	K	0.1	30.8	8	1:16:01	52.5	598693.6	6089846.1
11050	E	K	2.3	150.4	8	1:16:43	56.0	598700.7	6089168.1
11050	F	K	4.2	205.0	8	1:17:31	40.9	598695.1	6088140.9
11050	G	K	11.5	338.9	8	1:17:51	41.6	598705.0	6087696.8
11050	H	K	3.6	188.9	8	1:18:12	64.3	598700.5	6087262.4
11060	A	K	4.1	203.5	8	1:19:11	34.9	598796.1	6087629.7
11060	B	K	3.8	193.8	8	1:19:33	41.2	598798.4	6088141.4
11060	C	K	4.7	217.0	8	1:20:03	65.8	598796.5	6088789.5
11060	D	K	2.6	161.9	8	1:20:18	60.1	598789.3	6089154.0
11060	E	K	3.2	179.8	8	1:22:34	52.2	598800.1	6090995.4
11060	F	K	4.9	220.8	8	1:23:16	59.3	598802.7	6091853.7
11070	A	K	3.3	182.0	8	1:24:27	68.9	598893.2	6092479.2
11070	B	K	17.2	414.4	8	1:24:59	63.8	598901.2	6091770.1
11070	C	K	3.7	191.6	8	1:25:31	62.3	598900.0	6091057.8
11070	D	K	0.1	29.0	8	1:26:50	64.1	598887.4	6089914.5
11070	E	K	2.4	154.7	8	1:27:36	46.5	598898.2	6089164.7
11070	F	K	4.6	214.4	8	1:27:53	68.9	598899.0	6088794.2
11070	G	K	4.3	206.9	8	1:28:18	41.5	598899.3	6088230.5
11070	H	K	4.0	199.9	8	1:28:42	34.4	598898.6	6087690.2
11080	A	K	3.8	194.3	8	1:29:29	67.1	598997.1	6087057.0
11080	B	K	4.6	215.3	8	1:29:49	38.3	599004.4	6087524.9
11080	C	K	4.5	212.7	8	1:30:44	55.0	599000.3	6088820.3
11080	D	K	2.5	158.8	8	1:30:59	63.4	598991.3	6089165.0
11080	E	K	1.6	125.8	8	1:31:54	47.6	598996.6	6089887.9
11080	F	K	4.7	216.9	8	1:33:10	47.5	599000.7	6091105.5
11080	G	K	16.4	405.2	8	1:33:40	59.1	598997.0	6091792.5
11080	H	K	4.3	208.4	8	1:34:18	55.7	599004.6	6092563.3
11090	A	K	4.4	209.8	8	1:34:50	65.1	599087.6	6092456.5
11090	B	K	13.8	371.0	8	1:35:20	73.1	599102.5	6091843.5
11090	C	K	15.4	392.7	8	1:35:35	67.3	599100.5	6091529.4
11090	D	K	5.1	225.3	8	1:35:58	59.5	599104.1	6091087.4
11090	E	K	0.1	27.8	8	1:37:11	53.6	599091.5	6089898.8
11090	F	K	4.5	213.0	8	1:37:55	49.4	599088.9	6089139.5
11090	G	K	13.7	370.2	8	1:38:08	54.5	599090.6	6088843.6
11090	H	K	5.7	238.9	8	1:38:27	61.7	599102.1	6088409.4
11090	I	K	7.7	277.4	8	1:38:44	25.7	599099.2	6088092.0
11090	J	K	5.5	234.6	8	1:39:33	56.1	599100.7	6087007.1
11100	A	K	2.8	168.0	8	1:39:50	69.9	599193.9	6087050.5

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
11100	B	K	5.3	229.2	8	1:39:57	62.1	599189.4	6087194.3
11100	C	K	5.4	233.1	8	1:40:17	35.7	599198.7	6087650.0
11100	D	K	4.5	211.9	8	1:41:05	53.9	599200.9	6088817.5
11100	E	K	3.6	190.7	8	1:41:19	70.8	599185.3	6089158.7
11100	F	K	4.5	211.0	8	1:43:12	63.3	599189.8	6091051.8
11100	G	K	5.5	235.3	8	1:43:36	54.6	599200.7	6091575.9
11100	H	K	4.5	211.4	8	1:43:50	72.3	599194.8	6091857.5
11100	I	K	3.9	198.4	8	1:44:28	58.0	599205.3	6092611.5
11110	A	K	4.6	215.0	8	1:44:50	71.3	599299.1	6092632.5
11110	B	K	4.5	212.6	8	1:44:58	65.1	599284.9	6092453.1
11110	C	K	14.8	384.4	8	1:45:28	62.9	599299.9	6091849.5
11110	D	K	16.4	404.6	8	1:45:41	80.6	599301.8	6091547.7
11110	E	K	4.7	215.8	8	1:46:04	70.0	599301.5	6091023.3
11110	F	K	3.4	184.7	8	1:47:48	49.2	599301.7	6089158.2
11110	G	K	11.3	335.9	8	1:47:59	47.8	599295.6	6088940.5
11110	H	K	5.3	230.7	8	1:48:21	55.6	599302.8	6088463.8
11110	I	K	5.1	224.6	8	1:48:39	38.3	599286.4	6088070.8
11110	J	K	15.3	391.2	8	1:49:08	49.0	599305.4	6087431.4
11120	A	K	4.3	206.8	2	19:21:41	48.7	599420.2	6087095.0
11120	B	K	7.1	266.6	2	19:22:01	47.3	599404.0	6087580.4
11120	C	K	7.0	265.2	2	19:22:25	46.6	599392.3	6088173.1
11120	D	K	7.6	275.4	2	19:22:40	41.8	599398.2	6088547.8
11120	E	K	7.2	268.3	2	19:22:54	53.7	599394.6	6088907.4
11120	F	K	5.7	239.0	2	19:23:02	56.6	599384.3	6089139.6
11120	G	K	7.9	281.8	2	19:25:08	65.1	599415.2	6091383.3
11120	H	K	9.9	314.8	2	19:25:24	49.8	599406.9	6091740.2
11120	I	K	4.3	207.9	2	19:26:07	56.2	599393.0	6092633.8
11130	A	K	5.6	235.9	2	19:16:43	76.2	599508.6	6092668.5
11130	B	K	8.0	283.2	2	19:17:21	62.6	599496.2	6091875.0
11130	C	K	7.6	276.1	2	19:17:59	66.3	599485.8	6091001.3
11130	D	K	6.6	257.2	2	19:19:47	46.9	599510.0	6089224.3
11130	E	K	5.9	242.5	2	19:19:54	46.2	599509.8	6089051.9
11130	F	K	24.8	497.9	2	19:20:03	51.4	599498.1	6088845.1
11130	G	K	7.3	269.3	2	19:20:11	40.8	599483.4	6088673.0
11130	H	K	6.4	252.0	2	19:20:31	42.9	599485.4	6088190.5
11130	I	K	6.9	262.8	2	19:20:53	43.7	599496.3	6087620.0
11130	J	K	5.6	236.9	2	19:21:11	49.7	599511.6	6087190.7
11140	A	K	5.0	224.2	2	19:12:20	45.7	599595.1	6087708.2
11140	B	K	6.8	260.5	2	19:12:46	48.5	599601.9	6088308.8
11140	C	K	7.8	280.1	2	19:13:13	45.0	599590.8	6088966.9
11140	D	K	8.7	295.7	2	19:15:07	81.8	599599.4	6091116.2
11140	E	K	7.6	276.2	2	19:15:42	50.0	599601.1	6091908.2
11140	F	K	5.5	233.8	2	19:16:02	40.3	599594.0	6092335.1
11140	G	K	4.8	218.6	2	19:16:19	54.7	599597.1	6092673.9
11150	A	K	8.3	288.4	2	19:07:34	70.1	599701.2	6091981.8

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
11150	B	K	8.5	291.8	2	19:07:49	66.3	599698.5	6091585.1
11150	C	K	7.0	264.6	2	19:10:02	42.7	599694.6	6089007.4
11150	D	K	12.4	351.6	2	19:10:20	36.9	599697.6	6088617.6
11150	E	K	8.5	291.2	2	19:10:39	43.4	599697.0	6088211.4
11160	A	K	7.3	270.7	2	19:01:24	46.0	599792.4	6087929.3
11160	B	K	9.9	314.5	2	19:01:45	42.2	599800.5	6088404.8
11160	C	K	7.7	276.5	2	19:02:04	49.0	599805.8	6088902.8
11160	D	K	13.1	361.7	2	19:02:21	62.3	599793.9	6089346.7
11160	E	K	4.4	210.5	2	19:03:35	64.2	599789.9	6090686.2
11160	F	K	7.7	278.1	2	19:04:06	59.1	599814.2	6091430.1
11160	G	K	7.1	266.6	2	19:04:39	62.8	599807.1	6092244.4
11170	A	K	10.9	329.6	2	18:56:29	67.6	599894.2	6092084.3
11170	B	K	4.7	217.6	2	18:57:38	79.5	599894.7	6090584.6
11170	C	N	24.6	496.3	2	18:58:44	55.4	599892.5	6089409.4
11170	D	K	24.6	496.3	2	18:58:46	55.8	599892.8	6089369.1
11170	E	K	6.4	252.9	2	18:59:06	34.6	599901.1	6088924.6
11170	F	K	9.3	304.5	2	18:59:28	52.6	599903.8	6088356.2
11170	G	K	8.0	282.3	2	18:59:42	37.8	599904.2	6088013.1
11180	A	K	3.7	191.8	2	18:51:02	60.7	599999.8	6087293.9
11180	B	K	8.9	298.3	2	18:51:47	41.9	600006.6	6088364.1
11180	C	K	10.0	316.6	2	18:52:31	46.1	599999.9	6089406.0
11180	D	N	10.0	316.6	2	18:52:35	52.9	599997.4	6089469.7
11180	E	K	4.8	218.7	2	18:53:40	70.2	600003.5	6090526.1
11180	F	K	7.8	279.6	2	18:54:14	58.9	600003.0	6091344.6
11180	G	K	7.6	275.9	2	18:54:28	44.5	600014.4	6091659.9
11180	H	K	11.4	337.1	2	18:54:43	51.5	600006.9	6091992.2
11180	I	K	6.6	256.5	2	18:55:00	47.7	599977.2	6092374.1
11190	A	K	7.4	271.9	2	18:46:15	74.6	600098.3	6092319.1
11190	B	K	9.8	313.1	2	18:46:33	59.5	600097.8	6091963.6
11190	C	K	7.9	281.0	2	18:46:56	67.6	600100.6	6091480.6
11190	D	K	3.7	192.3	2	18:47:44	59.2	600100.3	6090421.8
11190	E	N	9.6	310.1	2	18:48:42	71.6	600105.9	6089503.1
11190	F	K	9.6	310.1	2	18:48:46	51.8	600103.0	6089418.9
11190	G	K	5.9	243.7	2	18:49:16	30.8	600095.4	6088752.5
11190	H	K	8.1	284.7	2	18:49:31	43.8	600092.5	6088366.7
11190	I	K	5.2	227.9	2	18:50:26	58.2	600106.4	6087008.0
11200	A	K	4.7	217.1	2	18:41:14	70.6	600205.5	6087208.3
11200	B	K	8.8	296.2	2	18:41:59	35.9	600217.7	6088305.3
11200	C	K	6.7	259.5	2	18:42:17	30.8	600210.9	6088712.8
11200	D	K	13.4	366.7	2	18:42:49	57.7	600186.8	6089538.8
11200	E	N	13.4	366.7	2	18:42:52	55.5	600187.9	6089620.8
11200	F	K	6.3	251.3	2	18:43:49	67.2	600204.0	6090475.0
11200	G	K	12.1	347.4	2	18:44:06	67.5	600183.2	6090925.0
11200	H	K	8.7	295.1	2	18:44:25	62.6	600190.4	6091359.2
11200	I	K	7.6	275.9	2	18:44:49	48.4	600197.4	6091947.8

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
11200	J	K	7.3	269.8	2	18:45:05	64.4	600191.6	6092359.1
11210	A	K	9.9	314.5	2	18:36:56	60.0	600295.4	6092330.6
11210	B	K	8.2	286.4	2	18:37:12	73.0	600297.6	6091936.5
11210	C	K	10.3	320.6	2	18:37:37	76.6	600299.2	6091229.9
11210	D	K	8.6	293.3	2	18:37:52	86.7	600302.5	6090841.9
11210	E	N	12.4	352.7	2	18:38:57	71.7	600305.0	6089620.7
11210	F	K	12.4	352.7	2	18:38:59	60.2	600306.5	6089575.9
11210	G	K	4.4	210.1	2	18:39:10	39.7	600302.8	6089307.5
11210	H	K	6.9	263.3	2	18:39:33	30.6	600290.8	6088731.1
11210	I	K	6.5	254.4	2	18:39:52	47.2	600296.5	6088288.9
11210	J	K	3.1	176.5	2	18:40:43	67.7	600295.8	6087057.4
11220	A	K	3.4	183.4	2	18:32:19	65.6	600395.4	6087043.2
11220	B	K	3.8	195.5	2	18:32:41	51.1	600396.7	6087620.7
11220	C	K	6.3	251.9	2	18:33:07	42.9	600403.5	6088280.3
11220	D	K	5.7	239.5	2	18:33:45	51.5	600397.5	6089365.5
11220	E	K	8.5	291.6	2	18:34:42	78.7	600403.8	6090763.6
11220	F	K	9.3	305.6	2	18:35:08	59.7	600396.9	6091431.0
11220	G	K	8.1	284.8	2	18:35:32	50.2	600405.8	6092019.2
11220	H	K	8.1	284.7	2	18:35:47	59.7	600391.1	6092358.7
11230	A	K	7.2	268.0	2	18:28:02	59.2	600498.4	6092347.1
11230	B	K	11.7	341.6	2	18:28:11	51.2	600507.3	6092136.7
11230	C	K	18.2	426.9	2	18:28:46	62.2	600493.6	6091246.7
11230	D	K	9.2	302.5	2	18:29:02	66.9	600491.9	6090854.0
11230	E	K	8.8	296.4	2	18:29:19	55.0	600491.0	6090425.8
11230	F	N	23.6	485.8	2	18:30:01	54.2	600515.0	6089714.7
11230	G	K	23.6	485.8	2	18:30:04	47.6	600515.8	6089651.0
11230	H	K	5.1	226.7	2	18:30:16	37.4	600502.8	6089371.9
11230	I	K	4.2	206.0	2	18:30:38	32.3	600498.0	6088828.5
11230	J	K	6.1	247.7	2	18:31:00	48.6	600495.3	6088271.5
11230	K	K	2.5	157.6	2	18:31:49	62.1	600510.8	6087012.7
11240	A	K	1.2	110.8	2	18:23:31	64.1	600593.3	6087410.4
11240	B	K	5.7	239.6	2	18:24:05	37.1	600599.4	6088257.8
11240	C	K	4.2	204.1	2	18:24:45	45.0	600603.1	6089297.0
11240	D	N	6.9	263.4	2	18:25:03	61.9	600599.9	6089788.2
11240	E	K	6.6	257.2	2	18:25:32	62.6	600598.1	6090315.1
11240	F	K	8.3	288.1	2	18:25:58	54.5	600606.1	6090986.2
11240	G	K	8.6	292.9	2	18:26:17	58.4	600606.1	6091473.1
11240	H	K	10.5	324.5	2	18:26:44	50.0	600593.1	6092125.9
11250	A	K	10.9	330.6	2	18:18:37	53.6	600701.8	6092215.4
11250	B	K	6.7	259.5	2	18:19:17	76.8	600699.1	6091293.3
11250	C	K	6.9	262.1	2	18:20:00	68.3	600687.3	6090267.6
11250	D	K	5.2	227.7	2	18:20:42	39.5	600695.1	6089253.2
11250	E	K	4.4	209.3	2	18:20:57	34.7	600700.0	6088884.0
11250	F	K	6.1	246.7	2	18:21:23	35.7	600698.2	6088244.4
11260	A	K	4.0	200.7	2	18:14:22	37.1	600803.1	6088276.7

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
11260	B	K	5.1	225.0	2	18:15:03	43.9	600792.6	6089295.2
11260	A	K	7.1	265.8	2	18:16:01	71.9	600775.3	6090307.9
11260	B	K	7.8	279.6	2	18:16:18	50.6	600805.5	6090763.8
11260	C	K	6.4	252.3	2	18:16:43	54.7	600804.2	6091349.2
11260	D	K	10.6	324.9	2	18:17:21	51.7	600803.7	6092184.5
11270	A	K	11.6	340.9	2	18:09:31	52.9	600890.8	6092200.4
11270	B	K	14.8	384.7	2	18:09:41	66.3	600900.7	6091973.6
11270	C	K	5.3	230.4	2	18:10:09	61.5	600900.0	6091328.1
11270	D	K	5.2	229.0	2	18:10:23	68.6	600904.3	6090975.5
11270	E	K	6.3	250.6	2	18:10:55	57.0	600897.9	6090240.0
11270	F	K	8.2	286.9	2	18:11:20	47.0	600903.0	6089630.4
11270	G	K	4.5	211.1	2	18:12:17	31.1	600892.3	6088301.4
11280	A	K	4.9	220.2	2	18:05:34	42.8	601006.7	6088317.6
11280	B	K	5.4	232.3	2	18:06:24	56.3	600988.2	6089513.8
11280	C	K	9.8	312.9	2	18:06:41	55.1	600995.9	6089938.2
11280	D	K	5.0	223.5	2	18:06:52	55.1	601002.9	6090226.4
11280	E	K	7.7	277.5	2	18:07:14	49.1	601001.3	6090784.5
11280	F	K	6.5	254.4	2	18:07:50	55.5	600998.1	6091624.2
11280	G	K	11.4	338.2	2	18:08:08	43.6	601006.1	6092034.2
11280	H	K	5.2	227.5	2	18:08:22	63.6	600997.4	6092386.9
11290	A	K	12.3	350.9	2	18:00:52	58.2	601097.7	6091997.6
11290	B	K	8.8	296.6	2	18:01:06	73.0	601096.1	6091679.7
11290	C	K	7.8	280.1	2	18:01:38	60.8	601099.5	6090888.5
11290	D	K	8.5	291.7	2	18:02:02	59.2	601099.6	6090299.2
11290	E	K	13.8	371.2	2	18:02:19	60.5	601104.4	6089893.5
11290	F	K	7.9	281.7	2	18:02:24	44.9	601101.3	6089777.0
11290	G	K	4.9	221.1	2	18:03:30	43.6	601096.6	6088343.5
11300	A	K	5.1	226.7	2	17:56:27	51.6	601198.5	6088243.4
11300	B	K	10.9	330.7	2	17:57:36	54.3	601191.4	6089972.8
11300	C	K	6.1	246.5	2	17:58:10	39.8	601203.0	6090859.7
11300	D	K	7.6	274.9	2	17:59:16	56.4	601195.0	6092062.8
11310	A	K	15.1	388.6	2	17:51:40	57.1	601302.7	6092088.9
11310	B	K	7.5	273.9	2	17:52:43	66.0	601301.1	6090838.0
11310	A	K	4.4	210.5	2	17:53:55	53.2	601303.0	6089113.9
11310	B	K	6.0	244.8	2	17:54:32	75.5	601311.2	6088265.4
11320	A	K	0.3	54.1	2	17:46:35	41.4	601395.1	6087189.1
11320	B	K	4.4	209.2	2	17:47:05	54.7	601403.6	6087993.0
11320	C	K	3.0	172.6	2	17:47:27	54.0	601396.1	6088546.7
11320	D	K	7.8	278.5	2	17:47:50	57.3	601394.9	6089113.8
11320	E	K	6.3	251.6	2	17:48:17	57.5	601409.8	6089824.0
11320	F	K	5.7	239.6	2	17:48:35	47.0	601381.0	6090275.1
11320	G	K	6.9	262.2	2	17:48:57	41.0	601397.0	6090791.7
11320	H	K	7.8	278.6	2	17:49:57	45.1	601404.8	6091779.0
11320	I	K	8.5	292.1	2	17:50:14	50.2	601402.0	6092188.9
11330	A	K	9.0	299.9	2	17:42:17	50.1	601501.0	6092219.6

Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
11330	B	K	10.9	330.5	2	17:42:35	60.6	601503.4	6091764.4
11330	C	K	8.0	282.5	2	17:43:32	66.2	601505.2	6090725.5
11330	D	K	3.7	193.0	2	17:44:15	54.4	601500.4	6089708.0
11330	E	K	4.1	201.1	2	17:44:35	45.6	601496.6	6089235.7
11330	F	K	3.2	178.1	2	17:45:28	42.4	601497.3	6087953.7
11330	G	K	0.3	53.1	2	17:46:00	40.6	601502.3	6087114.1
11340	A	K	3.1	175.0	2	17:37:07	44.5	601602.3	6087921.9
11340	B	K	7.6	276.2	2	17:38:10	56.7	601600.1	6089363.8
11340	C	K	4.8	218.4	2	17:38:28	48.4	601601.7	6089798.9
11340	D	K	13.7	369.8	2	17:38:43	50.6	601596.6	6090183.5
11340	E	K	8.0	283.6	2	17:39:05	52.5	601600.0	6090750.5
11340	F	K	10.3	321.5	2	17:40:29	48.5	601610.8	6091929.9
11340	G	K	7.3	270.8	2	17:40:43	47.2	601602.3	6092238.1
19010	A	K	8.2	285.5	1	1:32:55	57.9	601629.7	6092290.9
19010	B	K	8.2	285.7	1	1:33:12	50.3	601386.1	6092306.4
19010	C	K	12.2	348.9	1	1:33:44	56.7	600700.0	6092312.6
19010	D	K	10.6	325.3	1	1:34:18	49.6	599941.1	6092323.4
19010	E	K	3.3	182.2	1	1:35:11	48.8	598788.3	6092318.1
19010	F	K	7.2	267.9	1	1:36:14	44.6	597445.7	6092312.9
19010	G	K	3.3	180.7	1	1:37:23	56.9	595997.4	6092316.6
19010	H	K	2.7	162.6	1	1:37:56	52.3	595296.1	6092312.1
19010	I	K	0.1	31.0	1	1:41:12	52.7	591452.6	6092314.4
19010	J	K	1.2	110.6	1	1:42:33	55.9	589754.8	6092310.9
19020	A	K	5.0	224.2	1	1:45:36	51.8	588765.3	6091306.3
19020	B	K	4.8	220.0	1	1:46:00	55.9	589409.5	6091304.1
19020	C	K	8.4	290.3	1	1:47:23	38.1	591585.5	6091319.3
19020	D	K	5.9	242.4	1	1:48:14	44.8	593218.9	6091304.4
19020	E	K	1.9	136.4	1	1:48:38	63.6	594018.4	6091316.0
19020	F	K	6.6	255.9	1	1:48:53	40.1	594484.4	6091320.2
19020	G	K	13.4	365.9	1	1:50:47	58.9	597858.4	6091312.5
19020	H	K	22.0	468.7	1	1:51:12	61.5	598582.5	6091312.4
19020	I	K	18.0	424.0	1	1:51:39	84.1	599379.3	6091317.0
19020	J	K	13.3	364.2	1	1:52:06	50.5	600132.3	6091313.2
19020	K	K	10.8	328.5	1	1:52:30	55.7	600801.2	6091315.1
19030	A	K	10.7	326.9	1	1:55:37	43.2	600666.5	6090319.7
19030	B	K	8.8	296.9	1	1:56:00	58.8	600180.2	6090323.3
19030	C	K	0.1	24.8	1	2:00:15	84.6	595684.6	6090311.9
19030	D	K	1.8	133.0	1	2:02:13	64.7	593564.8	6090318.7
19030	E	K	3.5	185.6	1	2:03:15	82.7	592345.4	6090318.0
19030	F	K	4.9	222.3	1	2:04:26	42.8	590965.7	6090316.5
19030	G	K	4.3	208.3	1	2:05:23	36.5	589824.8	6090323.3
19030	H	K	7.1	267.0	1	2:06:41	49.0	588207.1	6090317.8
19040	A	K	5.6	237.6	1	2:09:13	66.2	589549.2	6089315.0
19040	B	K	7.1	265.7	1	2:10:09	43.5	590975.9	6089321.9
19040	C	K	5.3	229.6	1	2:11:08	53.0	592587.3	6089317.7

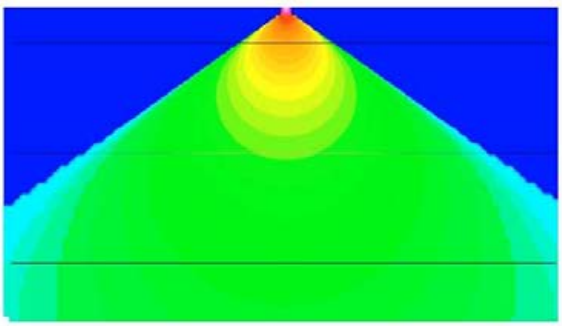
Line	Anom	ID	Cond	tau	Flight #	UTC Time	B Height	UTM x	UTM y
19040	D	K	0.9	94.2	1	2:14:46	46.4	596095.0	6089305.9
19040	E	K	0.6	76.7	1	2:15:27	41.3	597139.7	6089311.6
19040	F	K	1.4	119.8	1	2:16:24	56.4	598641.9	6089313.8
19040	G	K	10.1	318.1	1	2:16:53	47.0	599489.6	6089312.4
19040	H	K	7.7	276.9	1	2:17:36	42.0	600701.2	6089318.0
19050	A	K	7.0	264.1	1	2:20:21	34.5	600914.3	6088322.9
19050	B	K	8.6	292.5	1	2:20:51	35.5	600303.7	6088314.0
19050	C	K	9.1	301.4	1	2:21:06	34.0	600039.0	6088316.4
19050	D	K	9.9	314.8	1	2:21:30	41.3	599608.2	6088322.3
19050	E	K	8.3	288.7	1	2:22:17	46.3	598724.1	6088314.7
19050	F	K	10.6	325.7	1	2:22:33	40.7	598439.7	6088318.0
19050	G	K	9.0	300.2	1	2:23:29	37.9	597489.6	6088313.7
19050	H	K	9.9	314.8	1	2:23:57	45.3	596992.8	6088316.9
19050	I	K	34.5	587.4	1	2:24:23	40.9	596515.1	6088319.1
19050	J	K	8.7	294.4	1	2:24:47	41.5	596037.1	6088311.2
19050	K	K	4.2	204.0	1	2:25:24	55.1	595285.6	6088312.7
19050	L	K	4.5	212.7	1	2:25:48	41.7	594821.0	6088313.8
19050	M	K	7.6	274.9	1	2:26:31	43.8	594010.7	6088317.9
19050	N	K	4.7	216.9	1	2:27:24	39.1	593053.7	6088310.0
19050	O	K	6.3	251.6	1	2:27:51	47.2	592524.3	6088312.6
19050	P	K	5.4	233.2	1	2:28:53	49.8	591325.8	6088310.7
19050	Q	K	3.9	196.9	1	2:30:24	40.5	589550.8	6088311.4
19050	R	K	4.5	213.1	1	2:31:04	43.4	588805.8	6088316.8
19060	A	K	8.6	293.9	1	2:33:56	67.1	589768.3	6087306.3
19060	B	K	5.5	233.8	1	2:35:13	43.6	591636.2	6087314.2
19060	C	K	4.4	208.8	1	2:35:44	44.0	592384.9	6087316.5
19060	D	K	7.6	276.1	1	2:36:52	42.5	594129.9	6087312.5
19060	E	K	7.8	280.0	1	2:37:11	47.9	594640.9	6087316.4
19060	F	K	9.0	299.1	1	2:37:34	47.4	595253.2	6087312.8
19060	G	K	7.6	275.9	1	2:38:02	36.8	595971.9	6087312.3
19060	H	K	6.7	257.8	1	2:38:56	38.3	597297.8	6087318.6
19060	I	K	4.1	201.2	1	2:39:08	41.1	597611.1	6087320.1
19060	J	K	6.3	250.8	1	2:39:43	52.4	598511.7	6087312.0
19060	K	K	4.0	200.4	1	2:40:21	54.0	599497.4	6087310.0
19060	L	K	4.5	212.9	1	2:40:56	58.6	600426.7	6087313.3

APPENDIX 5: AEROTEM DESIGN CONSIDERATIONS

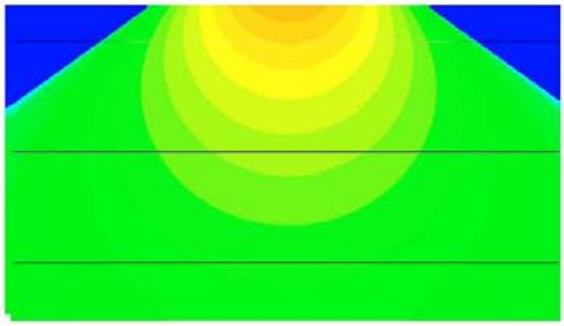
Helicopter-borne EM systems offer an advantage that cannot be matched from a fixed-wing platform. The ability to fly at slower speed and collect data with high spatial resolution, and with great accuracy, means the helicopter EM systems provide more detail than any other EM configuration, airborne or ground-based. Spatial resolution is especially important in areas of complex geology and in the search for discrete conductors. With the advent of helicopter-borne high-moment time domain EM systems the fixed wing platforms are losing their *only* advantage – depth penetration.

Advantage 1 – Spatial Resolution

The AeroTEM system is specifically designed to have a small footprint. This is accomplished through the use of concentric transmitter-receiver coils and a relatively small diameter transmitter coil (5 m). The result is a highly focused exploration footprint, which allows for more accurate "mapping" of discrete conductors. Consider the transmitter primary field images shown in Figure 1, for AeroTEM versus a fixed-wing transmitter.



The footprint of AeroTEM at the earth's surface is roughly 50m on either side of transmitter



The footprint of a fixed-wing system is roughly 150 m on either side of the transmitter

Figure 1. A comparison of the footprint between AeroTEM and a fixed-wing system, highlights the greater resolution that is achievable with a transmitter located closer to the earth's surface. The AeroTEM footprint is one third that of a fixed-wing system and is symmetric, while the fixed-wing system has even lower spatial resolution along the flight line because of the separated transmitter and receiver configuration.

At first glance one may want to believe that a transmitter footprint that is distributed more evenly over a larger area is of benefit in mineral exploration. In fact, the opposite is true; by energizing a larger surface area, the ability to energize and detect discrete conductors is reduced. Consider, for example, a comparison between AeroTEM and a fixed-wing system over the Mesamax Deposit (1,450,000 tonnes of 2.1% Ni, 2.7% Cu, 5.2 g/t Pt/Pd). In a test survey over three flight lines spaced 100 m apart, AeroTEM detected the Deposit on all three flight lines. The fixed-wing system detected the Deposit only on two flight lines. In exploration programs that seek to expand the flight line spacing in an effort to reduce the cost of the airborne survey, discrete conductors such as the Mesamax Deposit can go undetected. The argument often put forward in favour of using fixed-wing systems is that because of their larger footprint, the flight line spacing can indeed be widened. Many fixed-wing surveys are flown at 200 m or 400 m. Much of the survey work performed by Aeroquest has been to survey in areas that were previously flown at these wider line spacings. One of the reasons for AeroTEM's impressive discovery record has been the strategy of flying closely spaced lines and finding all the discrete near-surface conductors. These higher resolution surveys are being flown within existing mining camps, areas that improve the chances of discovery.

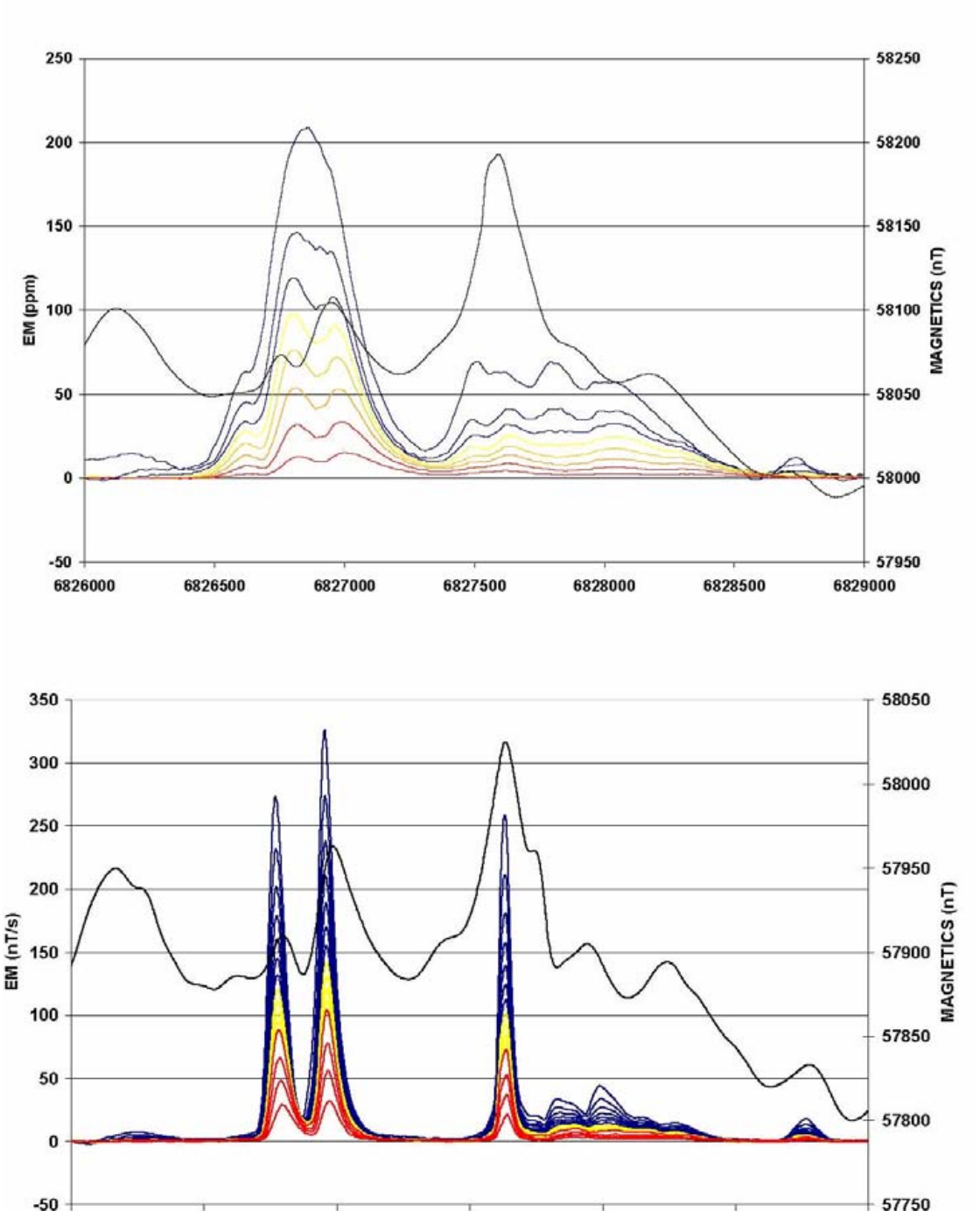


Figure 2. Fixed-wing (upper) and AeroTEM (lower) comparison over the eastern limit of the Mesamax Deposit, a Ni-Cu-PGE zone located in the Raglan nickel belt and owned by Canadian Royalties. Both systems detected the Deposit further to the west where it is closer to surface.

The small footprint of AeroTEM combined with the high signal to noise ratio (S/N) makes the system more

suitable to surveying in areas where local infrastructure produces electromagnetic noise, such as power lines and railways. In 2002 Aeroquest flew four exploration properties in the Sudbury Basin that were under option by FNX Mining Company Inc. from Inco Limited. One such property, the Victoria Property, contained three major power line corridors.

The resulting AeroTEM survey identified all the known zones of Ni-Cu-PGE mineralization, and detected a response between two of the major power line corridors but in an area of favorable geology. Three boreholes were drilled to test the anomaly, and all three intersected sulphide. The third borehole encountered 1.3% Ni, 6.7% Cu, and 13.3 g/t TPMs over 42.3 ft. The mineralization was subsequently named the Powerline Deposit.

The success of AeroTEM in Sudbury highlights the advantage of having a system with a small footprint, but also one with a high S/N. This latter advantage is achieved through a combination of a high-moment (high signal) transmitter and a rigid geometry (low noise). Figure 3 shows the Powerline Deposit response and the response from the power line corridor at full scale. The width of power line response is less than 75 m.

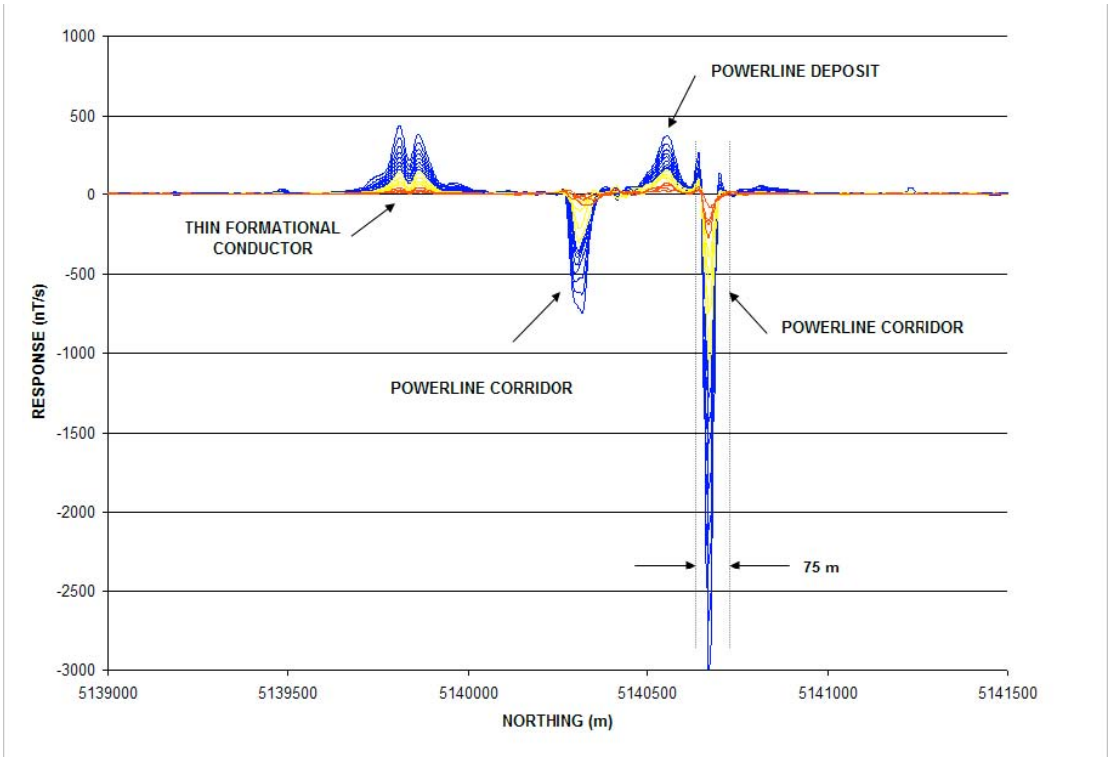


Figure 3. The Powerline Deposit is located between two major power line corridors, which make EM surveying problematic. Despite the strong response from the power line, the anomaly from the Deposit is clearly detected. Note the thin formational conductor located to the south. The only way to distinguish this response from that of two closely spaced conductors is by interpreting the X-axis coil response.

Advantage 2 – Conductance Discrimination

The AeroTEM system features full waveform recording and as such is able to measure the on-time response due to high conductance targets. Due to the processing method (primary field removal), there is attenuation of the response with increasing conductance, but the AeroTEM on-time measurement is still superior to systems that rely on lower base frequencies to detect high conductance targets, but do not measure in the on-time.

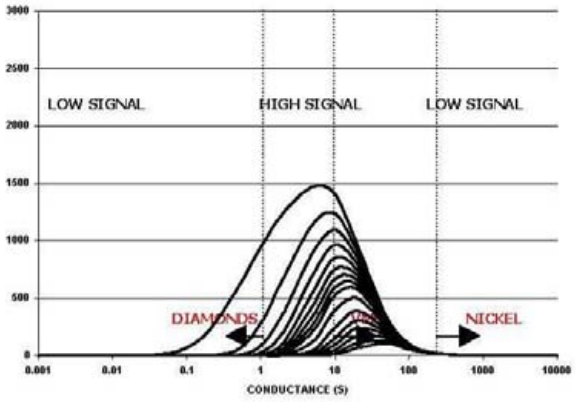
The peak response of a conductive target to an EM system is a function of the target conductance and the EM system base frequency. For time domain EM systems that measure only in the off-time, there is a drop in the peak response of a target as the base frequency is lowered for all conductance values below the peak system

response. For example, the AeroTEM peak response occurs for a 10 S conductor in the early off-time and 100 S in the late off-time for a 150 Hz base frequency. Because base frequency and conductance form a linear relationship when considering the peak response of any EM system, a drop in base frequency of 50% will double the conductance at which an EM system shows its peak response. If the base frequency were lowered from 150 Hz to 30 Hz there would be a fivefold increase in conductance at which the peak response of an EM occurred.

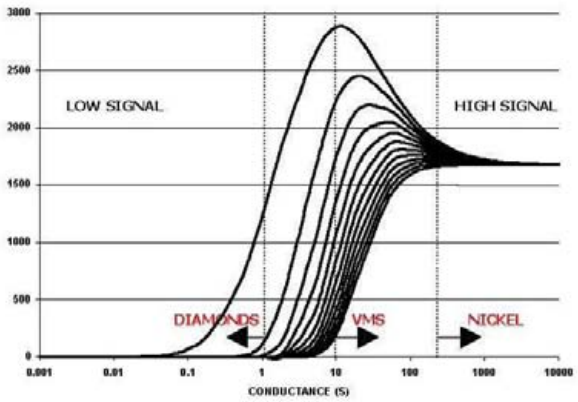
However, in the search for highly conductive targets, such as pyrrhotite-related Ni-Cu-PGM deposits, a fivefold increase in conductance range is a high price to pay because the signal level to lower conductance targets is reduced by the same factor of five. For this reason, EM systems that operate with low base frequencies are not suitable for general exploration unless the target conductance is more than 100 S, or the target is covered by conductive overburden.

Despite the excellent progress that has been made in modeling software over the past two decades, there has been little work done on determining the optimum form of an EM system for mineral exploration. For example, the optimum configuration in terms of geometry, base frequency and so remain unknown. Many geophysicists would argue that there is no single ideal configuration, and that each system has its advantages and disadvantages. We disagree.

When it comes to detecting and discriminating high-conductance targets, it is necessary to measure the pure in-phase response of the target conductor. This measurement requires that the measured primary field from the transmitter be subtracted from the total measured response such that the secondary field from the target conductor can be determined. Because this secondary field is in-phase with the transmitter primary field, it must be made while the transmitter is turned on and the transmitter current is changing. The transmitted primary field is several orders of magnitude larger than the secondary field. AeroTEM uses a bucking coil to reduce the primary field at the receiver coils. The only practical way of removing the primary field is to maintain a rigid geometry between the transmitter, bucking and receiver coils. This is the main design consideration of the AeroTEM airframe and it is the only time domain airborne system to have this configuration.



The off-time AeroTEM response for the 16 channel configuration.



The on-time response assuming 100% removal of the measured primary field.

Figure 4. The off-time and on-time response nomogram of AeroTEM for a base frequency of 150 Hz. The on-time response is much stronger for higher conductance targets and this is why on-time measurements are more important than lower frequencies when considering high conductance targets in a resistive environment.

Advantage 3 – Multiple Receiver Coils

AeroTEM employs two receiver coil orientations. The Z-axis coil is oriented parallel to the transmitter coil and both are horizontal to the ground. This is known as a maximum coupled configuration and is optimal for detection. The X-axis coil is oriented at right angles to the transmitter coil and is oriented along the line-of-flight.

This is known as a minimum coupled configuration, and provides information on conductor orientation and thickness. These two coil configurations combined provide important information on the position, orientation, depth, and thickness of a conductor that cannot be matched by the traditional geometries of the HEM or fixed-wing systems. The responses are free from a system geometric effect and can be easily compared to model type curves in most cases. In other words, AeroTEM data is very easy to interpret. Consider, for example, the following modeled profile:

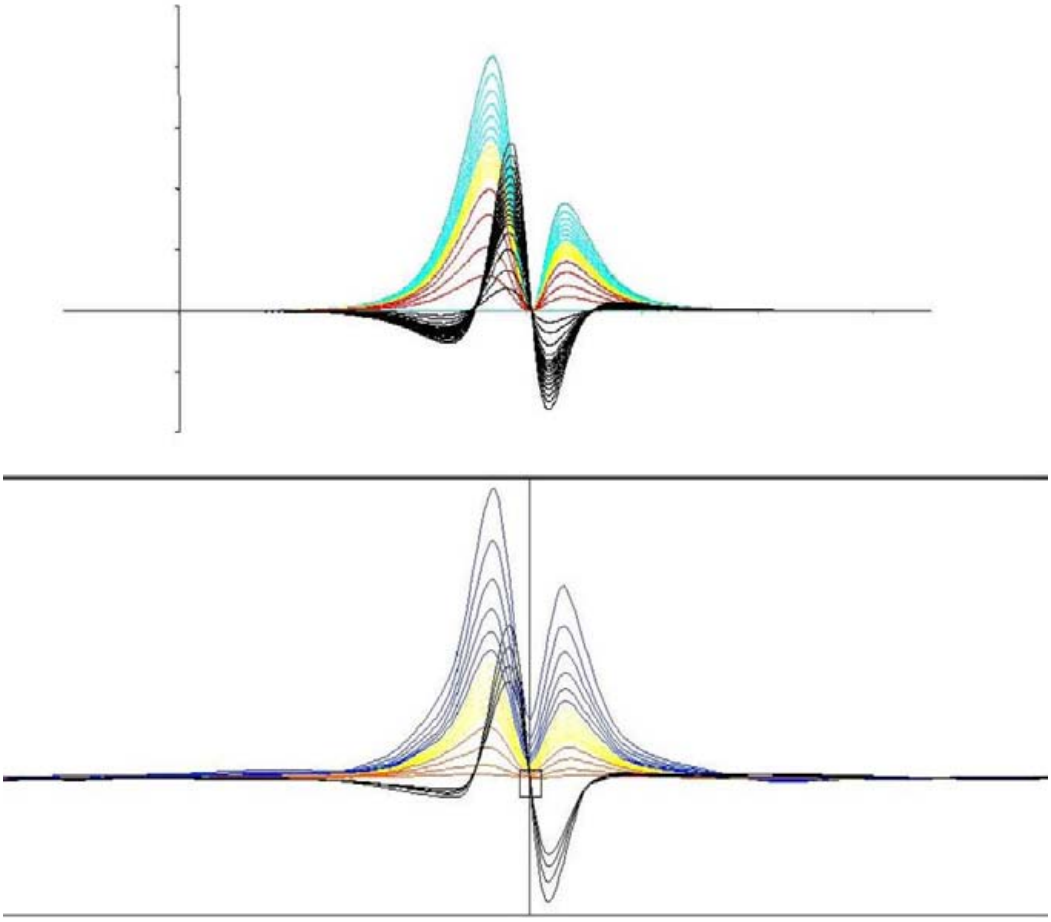


Figure 5. Measured (lower) and modeled (upper) AeroTEM responses are compared for a thin steeply dipping conductor. The response is characterized by two peaks in the Z-axis coil, and a cross-over in the X-axis coil that is centered between the two Z-axis peaks. The conductor dips toward the higher amplitude Z-axis peak. Using the X-axis cross-over is the only way of differentiating the Z-axis response from being two closely spaced conductors.

HEM versus AeroTEM

Traditional helicopter EM systems operate in the frequency domain and benefit from the fact that they use narrowband as opposed to wide-band transmitters. Thus all of the energy from the transmitter is concentrated in

a few discrete frequencies. This allows the systems to achieve excellent depth penetration (up to 100 m) from a transmitter of modest power. The Aeroquest Impulse system is one implementation of this technology.

The AeroTEM system uses a wide-band transmitter and delivers more power over a wide frequency range. This frequency range is then captured into 16 time channels, the early channels containing the high frequency information and the late time channels containing the low frequency information down to the system base frequency. Because frequency domain HEM systems employ two coil configurations (coplanar and coaxial) there are only a maximum of three comparable frequencies per configuration, compared to 16 AeroTEM off-time and 12 AeroTEM on-time channels.

Figure 6 shows a comparison between the Dighem HEM system (900 Hz and 7200 Hz coplanar) and AeroTEM (Zaxis) from surveys flown in Raglan, in search of highly conductive Ni-Cu-PGM sulphide. In general, the AeroTEM peaks are sharper and better defined, in part due to the greater S/N ratio of the AeroTEM system over HEM, and also due to the modestly filtered AeroTEM data compared to HEM. The base levels are also better defined in the AeroTEM data. AeroTEM filtering is limited to spike removal and a 5-point smoothing filter. Clients are also given copies of the raw, unfiltered data.

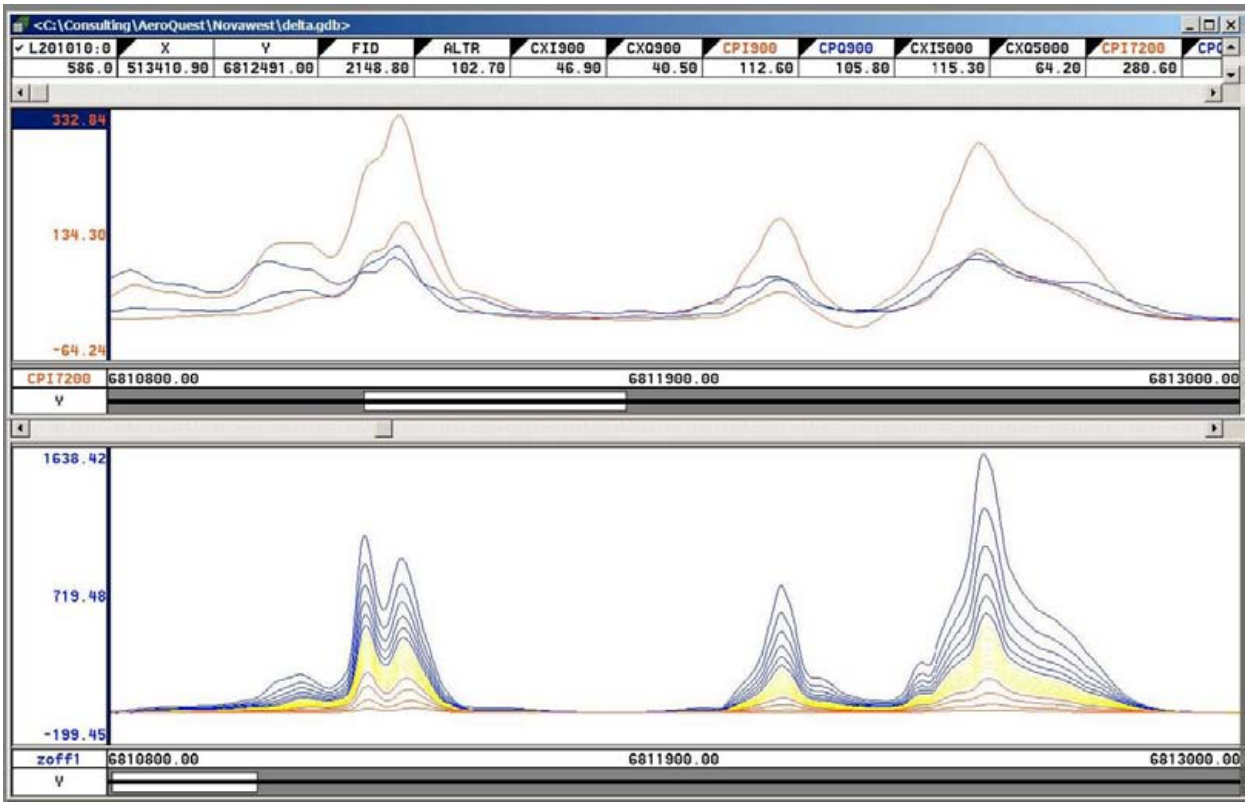


Figure 6. Comparison between Dighem HEM (upper) and AeroTEM (lower) surveys flown in the Raglan area. The AeroTEM responses appear to be more discrete, suggesting that the data is not as heavily filtered as the HEM data. The S/N advantage of AeroTEM over HEM is about 5:1.

Aeroquest Limited is grateful to the following companies for permission to publish some of the data from their respective surveys: Wolfden Resources, FNX Mining Company Inc, Canadian Royalties, Nova West Resources, Aurogin Resources, Spectrem Air. Permission does not imply an endorsement of the AeroTEM system by these companies.

APPENDIX 6: AEROTEM INSTRUMENTATION SPECIFICATION SHEET

AEROTEM Helicopter Electromagnetic System

System Characteristics

- Transmitter: Triangular Pulse Shape Base Frequency 150 Hz
- Tx On Time - 1,150 (150 Hz) µs
- Tx Off Time - 2,183 (150 Hz) µs
- Loop Diameter - 5 m
- Peak Current - 250 A
- Peak Moment - 38,800 NIA
- Typical Z Axis Noise at Survey Speed = 5 nT peak to peak
- Sling Weight: 270 Kg
- Length of Tow Cable: 40 m
- Bird Survey Height: 30 m nominal

Receiver

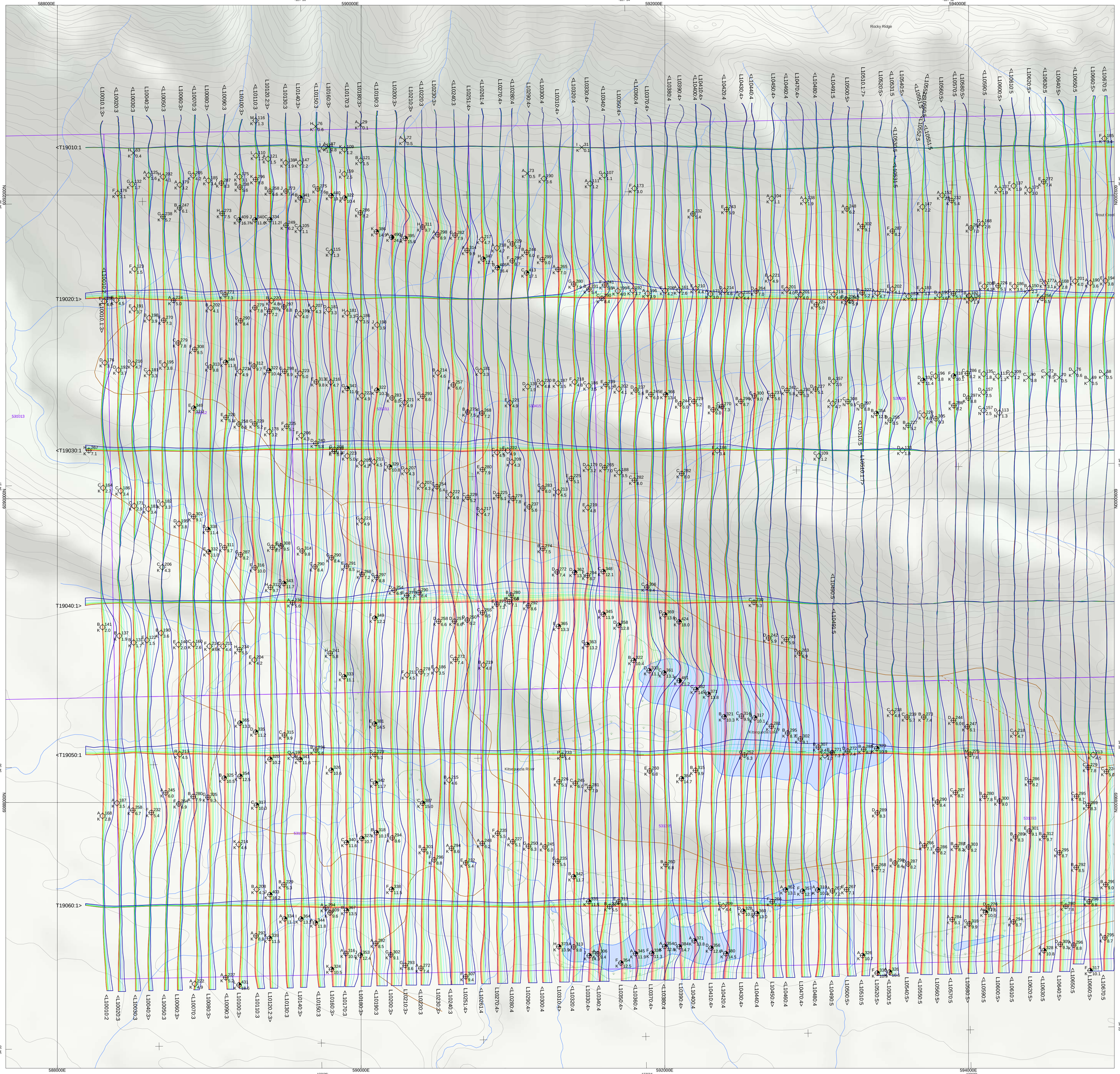
- Two Axis Receiver Coils (x, z) positioned at centre of transmitter loop
- Selectable Time Delay to start of first channel 21.3 , 42.7, or 64.0 ms

Display & Acquisition

- AERODAS Digital recording at 120 samples per decay curve at a maximum of 300 curves per second (27.778µs channel width)
- RMS Channel Widths: 52.9,132.3, 158.7, 158.7, 317.5, 634.9 µs
- Recording & Display Rate = 10 readings per second.
- On-board display - six channels Z-component and 1 X-component

System Considerations

Comparing a fixed-wing time domain transmitter with a typical moment of 500,000 NIA flying at an altitude of 120 m with a Helicopter TDEM at 30 m, notwithstanding the substantial moment loss in the airframe of the fixed wing, the same penetration by the lower flying helicopter system would only require a sixty-fourth of the moment. Clearly the AeroTEM system with nearly 40,000 NIA has more than sufficient moment. The airframe of the fixed wing presents a response to the towed bird, which requires dynamic compensation. This problem is non-existent for AeroTEM since transmitter and receiver positions are fixed. The AeroTEM system is completely portable, and can be assembled at the survey site within half a day.



The topographic data base was derived from 1:50000 Natural Resources Canada NTDB data.

Inset data derived from Natural Resources Canada 'Atlas of Canada Base Maps'

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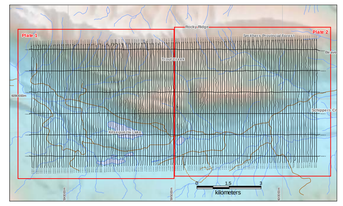
Grid North
NAD83-Zone9



AeroTEM Profiles

positive excursion to top and right, 1mm=25nT/s

- Z5 Off-Time Channel
- Z6 Off-Time Channel
- Z7 Off-Time Channel
- Z8 Off-Time Channel
- Z9 Off-Time Channel
- Z10 Off-Time Channel
- Z11 Off-Time Channel
- Z12 Off-Time Channel
- Z13 Off-Time Channel
- Z14 Off-Time Channel
- Z15 Off-Time Channel

Off-Time Anomaly Symbols

- >50S
- 35-50S
- 20-35S
- 10-20S
- 5-10S
- 1-5S
- <1S

anomaly label: A 125 (decay constant (µs)); K 36 (off-time conductance (S)); thickK/thiN source

SURVEY SPECIFICATIONS:
- Survey flown: July 13 - 21, 2007
- Traverse line spacing: 100 metres
- Traverse line direction: N-S (0°)
- Nominal EM bird height: 30 metres
- Aircraft: Aerospatiale A-Star 350B2 (C-FPTG)

INSTRUMENTATION:
- Data acquisition: ADAS & RMS DGR-33
- Magnetometer: Geometrics G-823A cesium vapour
  - Installation: Towed bird 17 m above EM bird
  - Sensitivity: .001 nanoTesla
- Electromagnetics: AeroTEM II System (BRAVO)
  - Configuration: Towed bird

NAVIGATION:
- Navigation: Differential Global Positioning System (DGPS)
- Navigation equipment: AGNAV with MID-TECH RX400p receiver
- Radar Altimeter: Terra TRA3000/TRI-30

DATA PROCESSING
- Magnetics: diurnal, tieline and micro-leveling corrections

POSITIONING
- Datum: NAD83
  - Major Axis: 6378137.000
  - Eccentricity: 0.081819191

MAP PROJECTION
- Projection: Universal Transverse Mercator
- Central Meridian: 129°W (Zone 9)
- Central Scale Factor: 0.9996
- False Easting/Northing: 500,000m/0m

scale 1:10,000

200 0 200 400 600 (meters)
NAD83 / UTM zone 9N

Endurance Gold Corporation
Smithers Area, British Columbia

AEROTEM OFF-TIME PROFILES

BQ Property, Plate 1

NTS 093L13

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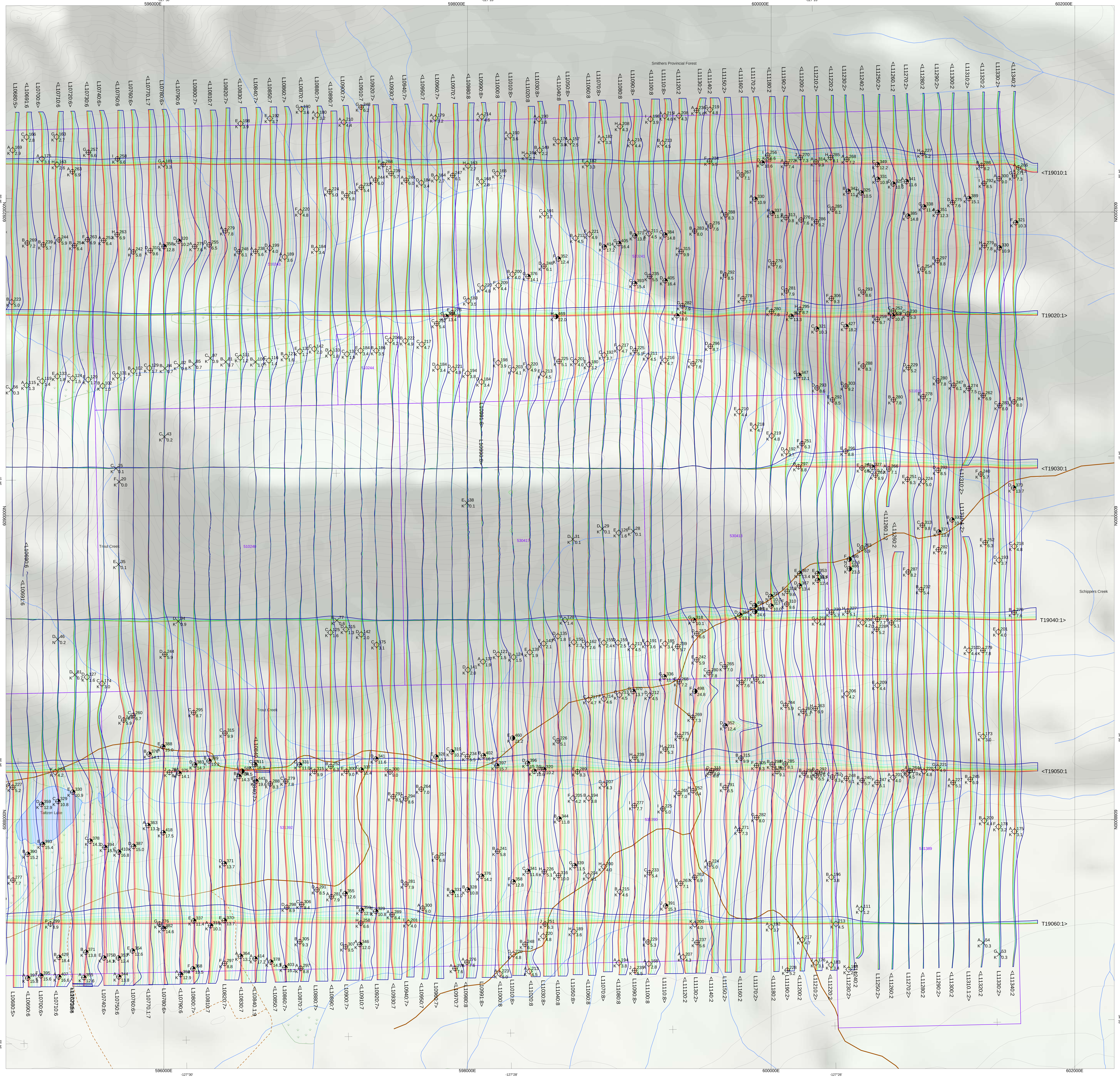
EM Plate 1

EM_10k_Plate1.map, AQL Job no. 08-028



Grid North
NAD83-Zone9

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Inset data derived from Natural Resources Canada 'Atlas of Canada Base Maps'

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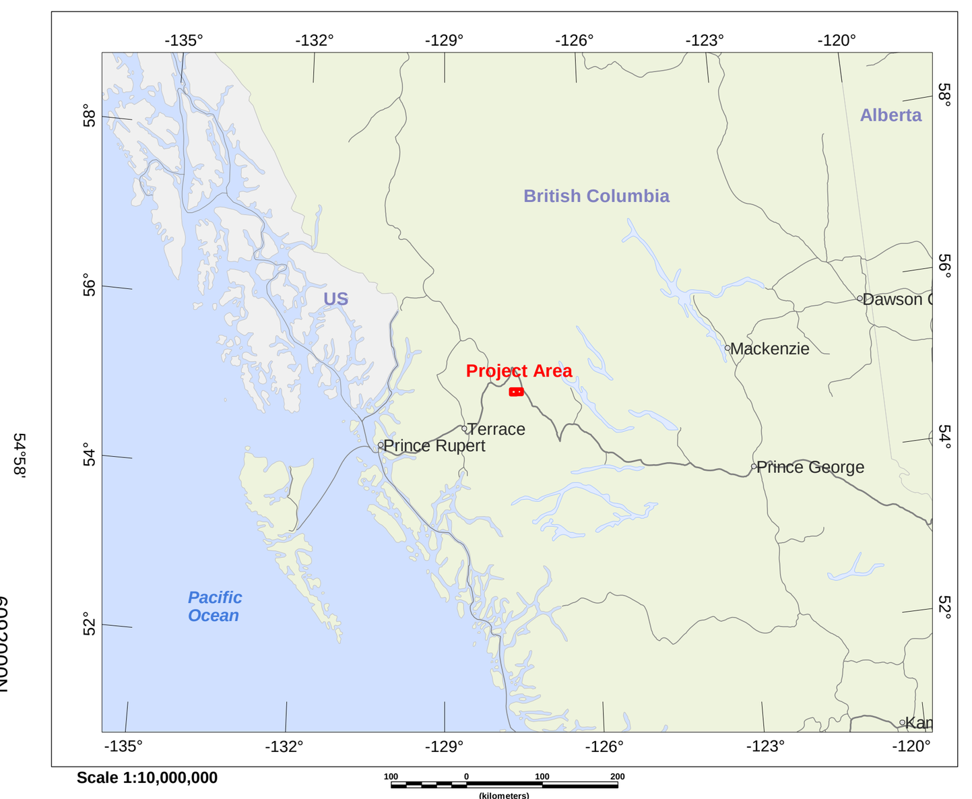

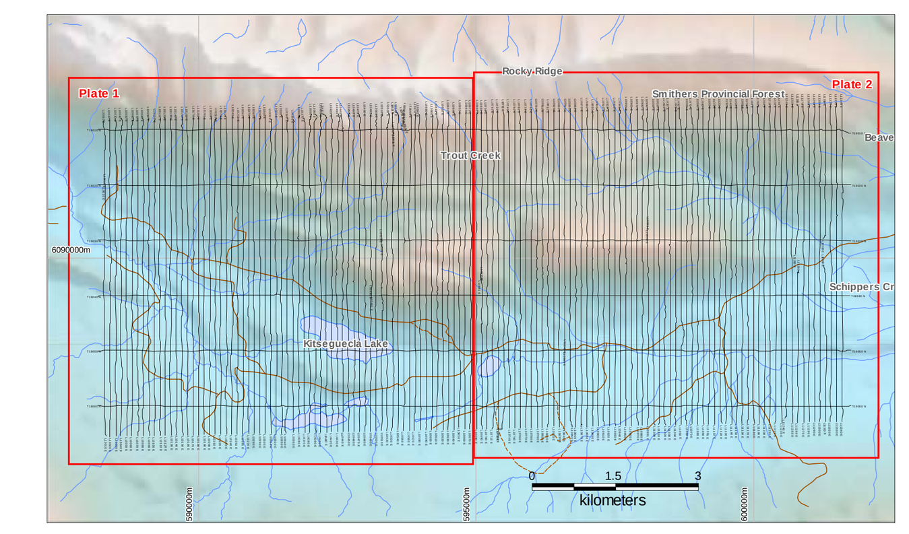

AeroTEM Profiles

positive excursion to top and right, 1mm=25nT/s

Z5 Off-Time Channel
Z6 Off-Time Channel
Z7 Off-Time Channel
Z8 Off-Time Channel
Z9 Off-Time Channel
Z10 Off-Time Channel
Z11 Off-Time Channel
Z12 Off-Time Channel
Z13 Off-Time Channel
Z14 Off-Time Channel
Z15 Off-Time Channel

Off-Time Anomaly Symbols

>50S ....
35-50S ....
20-35S ....
10-20S ....
5-10S ....
1-5S ....
<1S ....

anomaly label A; 125 decay constant (μs)
thicK/thiN source K; 36 off-time conductance (S)

SURVEY SPECIFICATIONS:
Survey flown: July 13 - 21, 2007
Traverse line spacing: 100 metres
Traverse line direction: N-S (0º)
Nominal EM bird height: 30 metres
Aircraft: Aerospatiale A-Star 350B2 (C-FPTG)

INSTRUMENTATION:
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Installation: Towed bird 17 m above EM bird
Sensitivity: .001 nanoTesla
Electromagnetics: AeroTEM II System (BRAVO)
Configuration: Towed bird

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Navigation equipment: AGNAV with MID-TECH RX400p receiver
Radar Altimeter: Terra TRA3000/TRI-30

DATA PROCESSING
Magnetics: diurnal, tieline and micro-leveling corrections

POSITIONING
Datum: NAD83
Major Axis: 6378137.000
Eccentricity: 0.081819191

MAP PROJECTION
Projection: Universal Transverse Mercator
Central Meridian: 129°W (Zone 9)
Central Scale Factor: 0.9996
False Easting/Northing: 500,000m/0m

scale 1:10,000

200 0 200 400 600
(meters)
NAD83 / UTM zone 9N

Endurance Gold Corporation
Smithers Area, British Columbia

AEROTEM OFF-TIME PROFILES

BQ Property, Plate 2

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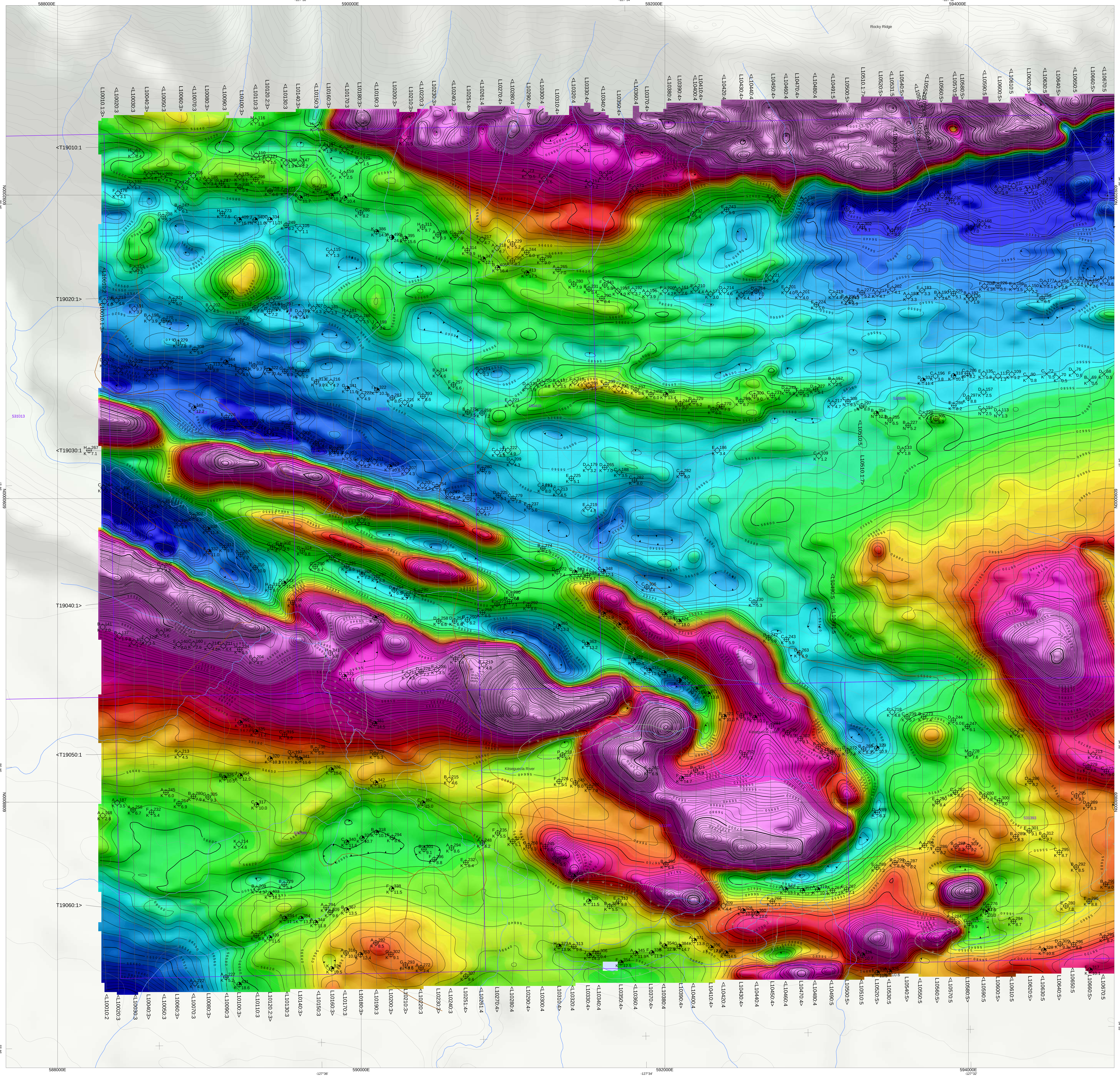
EM Plate 2



Grid North
NAD83-Zone9

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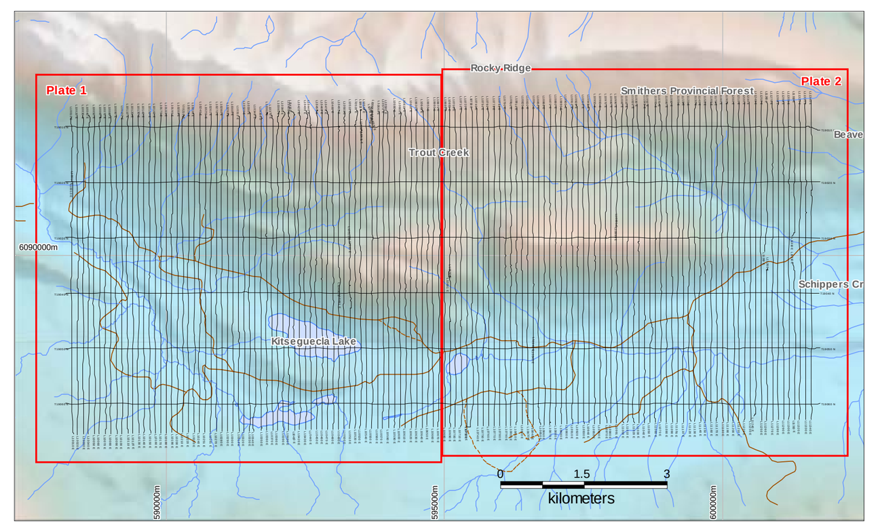
Scale 1:10,000,000

(kilometers)
NAD83 / UTM zone 9N



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56669.5
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56663.6
56660.2
56656.9
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56641.2
56636.6
56630.7
56624.1
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56609.4
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56595.7
56587.0
56578.6
56570.3
56561.2
56550.6
56538.8
56517.4
56479.5
56428.8
56148.8

TMI
nT

TMI Contour Interval

10nT
100nT
500nT

Off-Time Anomaly Symbols

>50S ....
35-50S ....
20-35S ....
10-20S ....
5-10S ....
1-5S ....
<1S ....

anomaly label A 125 decay constant (µs)
thicK/thiN source K 36 off-time conductance (S)

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MAP PROJECTION
Projection: Universal Transverse Mercator
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scale 1:10,000

200 0 200 400 600
(meters)
NAD83 / UTM zone 9N

Endurance Gold Corporation
Smithers Area, British Columbia

TOTAL MAGNETIC INTENSITY

BQ Property, Plate 1

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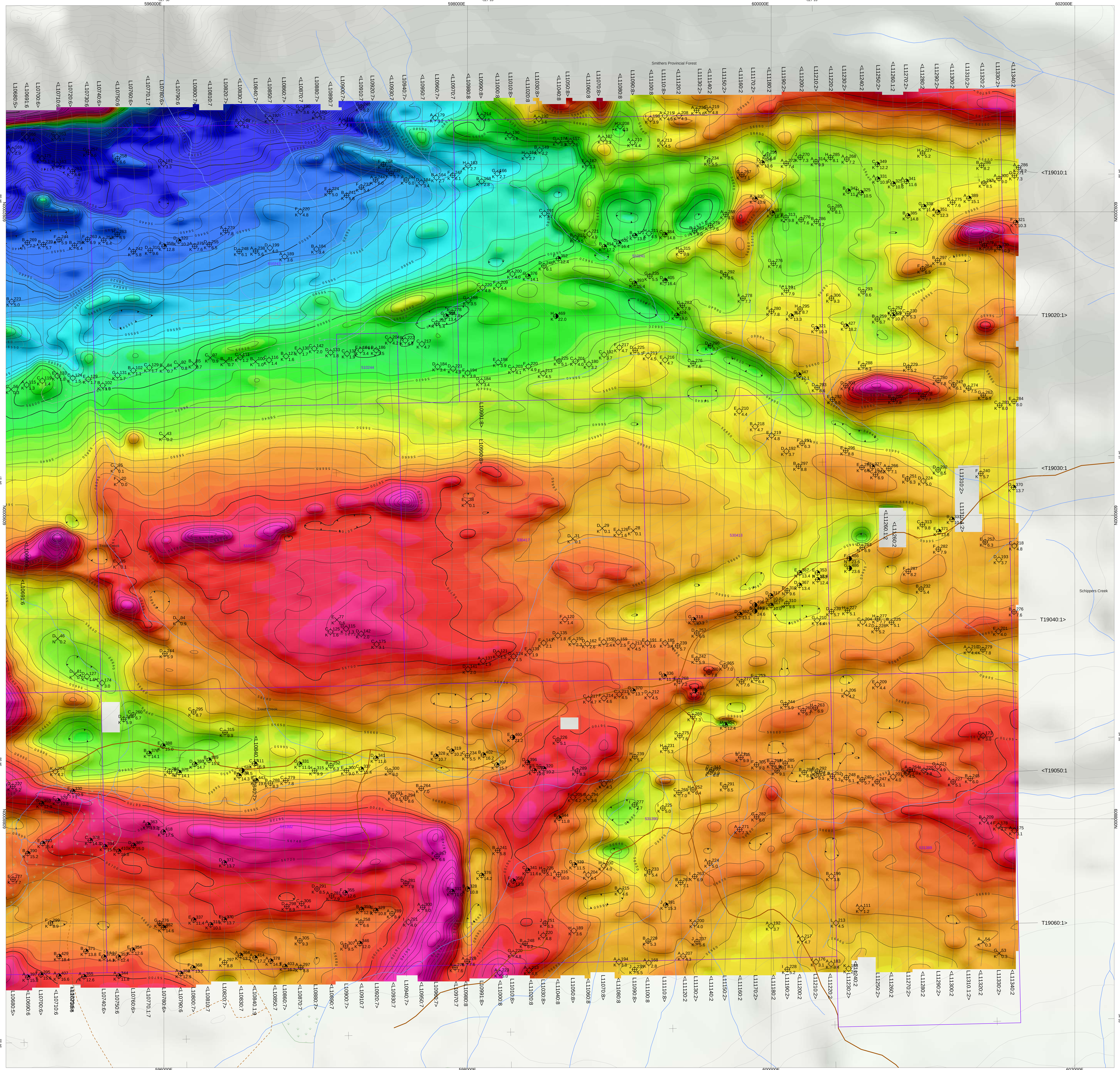
TMI Plate 1



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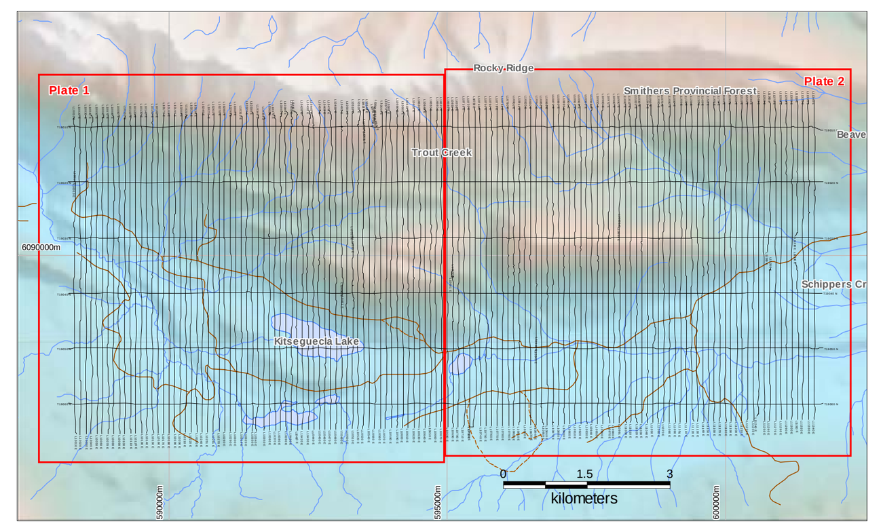

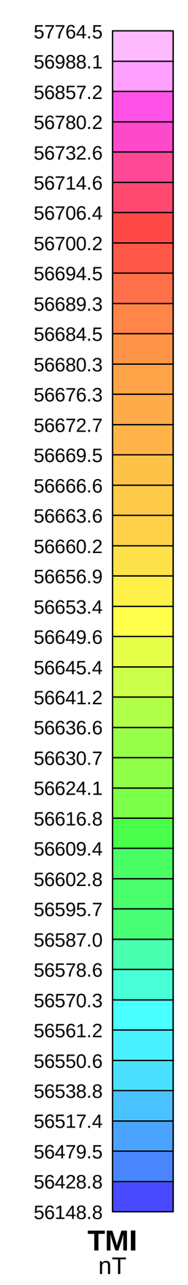

TMI Contour Interval

- 10nT
- 100nT
- 500nT

Off-Time Anomaly Symbols

- >50S
- 35-50S
- 20-35S
- 10-20S
- 5-10S
- 1-5S
- <1S

anomaly label A, 125 decay constant (µs)
thicK/thiN source K, 36 off-time conductance (S)

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scale 1:10,000

200 0 200 400 600
(meters)
NAD83 / UTM zone 9N

Endurance Gold Corporation
Smithers Area, British Columbia

TOTAL MAGNETIC INTENSITY

BQ Property, Plate 2

NTS 093L13,14

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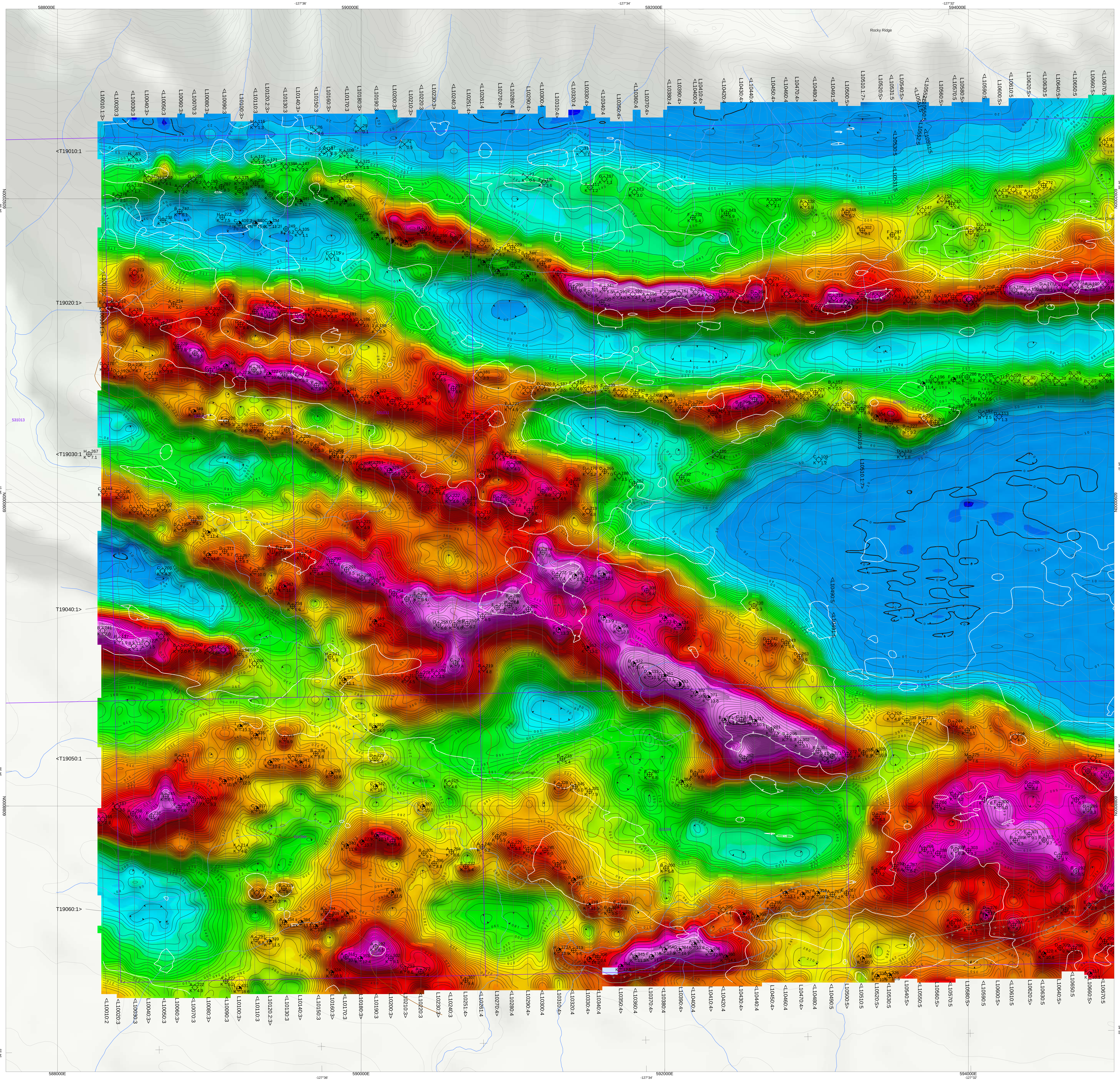
September 2007

TMI Plate 2



Grid North
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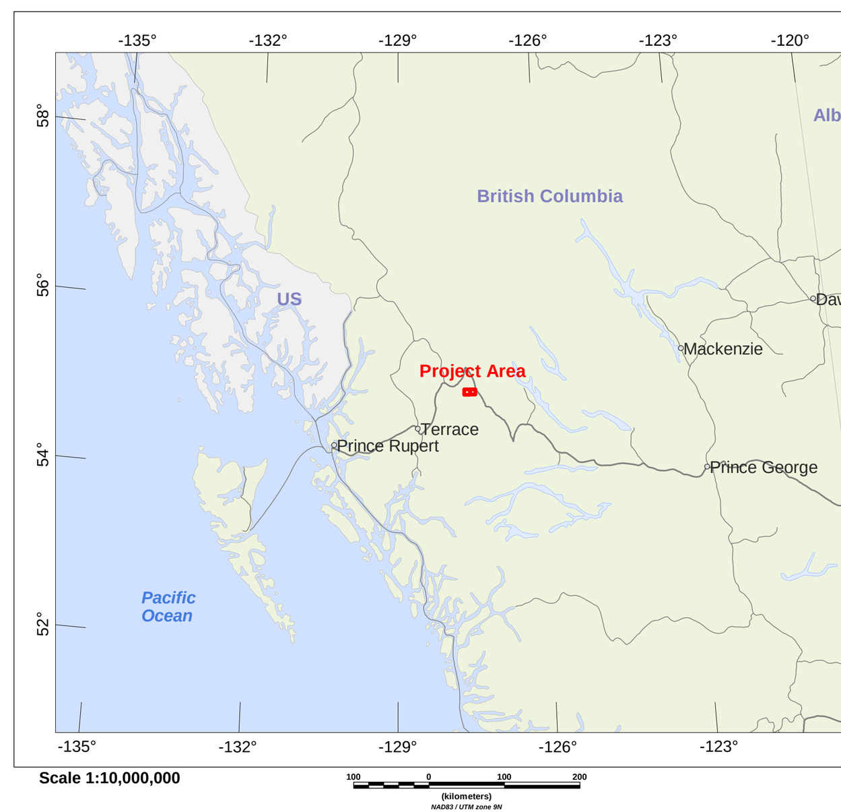

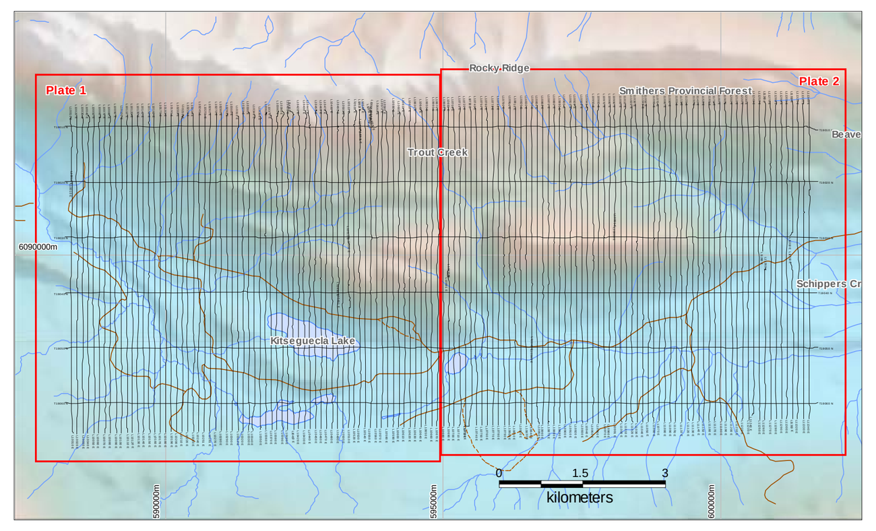

ZOFF Contour Interval

10nT/s

50nT/s

500nT/s

White Contour - Analytic Signal (0.5 nT/m)

Off-Time Anomaly Symbols

>50S ....

35-50S ....

20-35S ....

10-20S ....

5-10S ....

1-5S ....

<1S ....

anomaly label A 125 decay constant (µs)

thicK/thiN source K 36 off-time conductance (S)

ZOFF
nT/s

310.0, 300.0, 285.0, 270.0, 260.0, 245.0, 235.0, 220.0, 205.0, 195.0, 180.0, 160.0, 145.0, 130.0, 115.0, 95.0, 75.0, 55.0, 30.0, -5.0, -10.0, -14.8

SURVEY SPECIFICATIONS:
- Survey flown: July 13 - 21, 2007
- Traverse line spacing: 100 metres
- Traverse line direction: N-S (0º)
- Nominal EM bird height: 30 metres
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scale 1:10,000

200 0 200 400 600
(meters)
NAD83 / UTM zone 9N

Endurance Gold Corporation
Smithers Area, British Columbia

AEROTEM Z2 OFF-TIME

BQ Property, Plate 1

NTS 093L13

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ADVANCED AIRBORNE GEOPHYSICS

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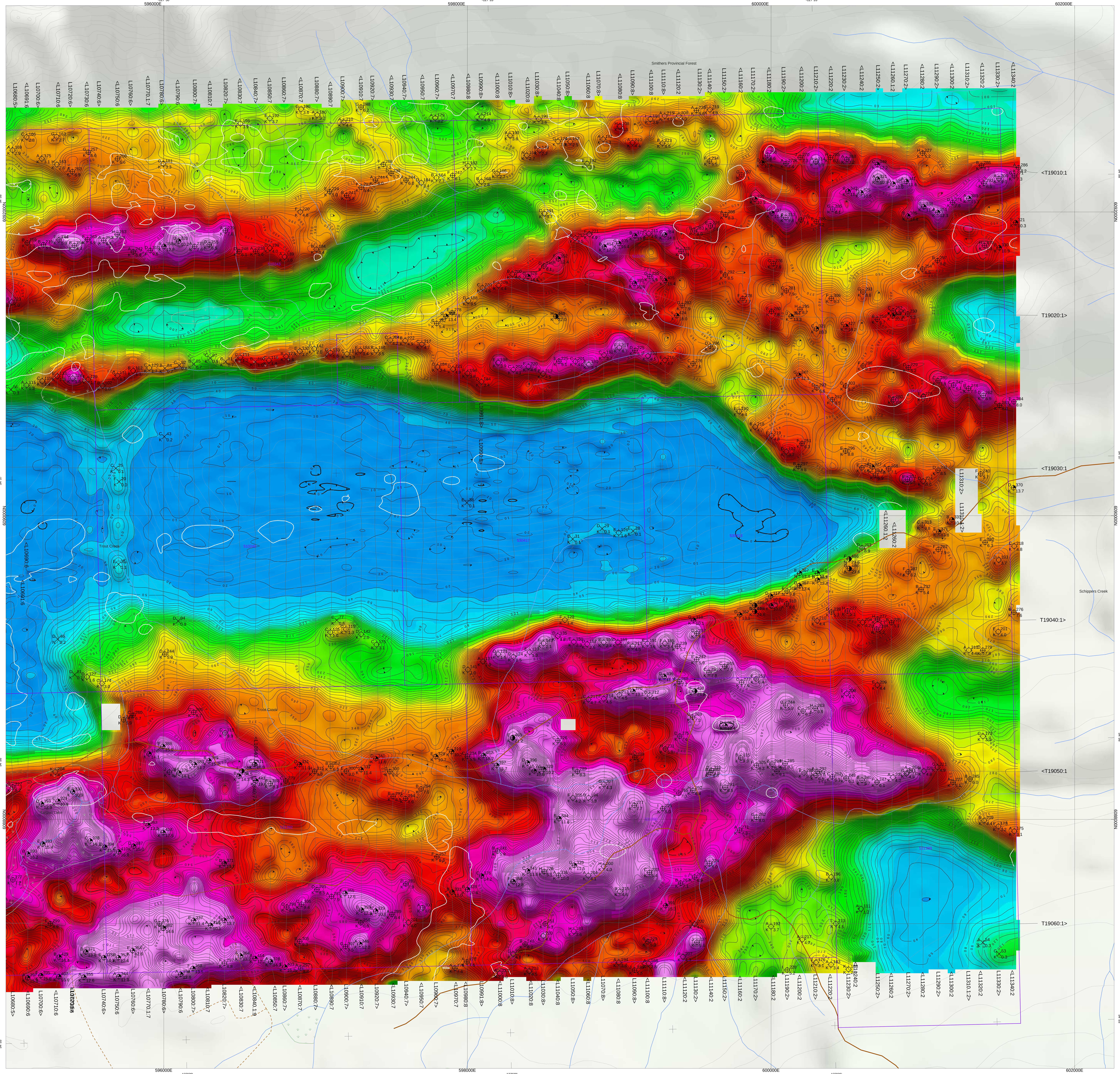
www.aeroquest.ca

September 2007

ZOFF Plate 1

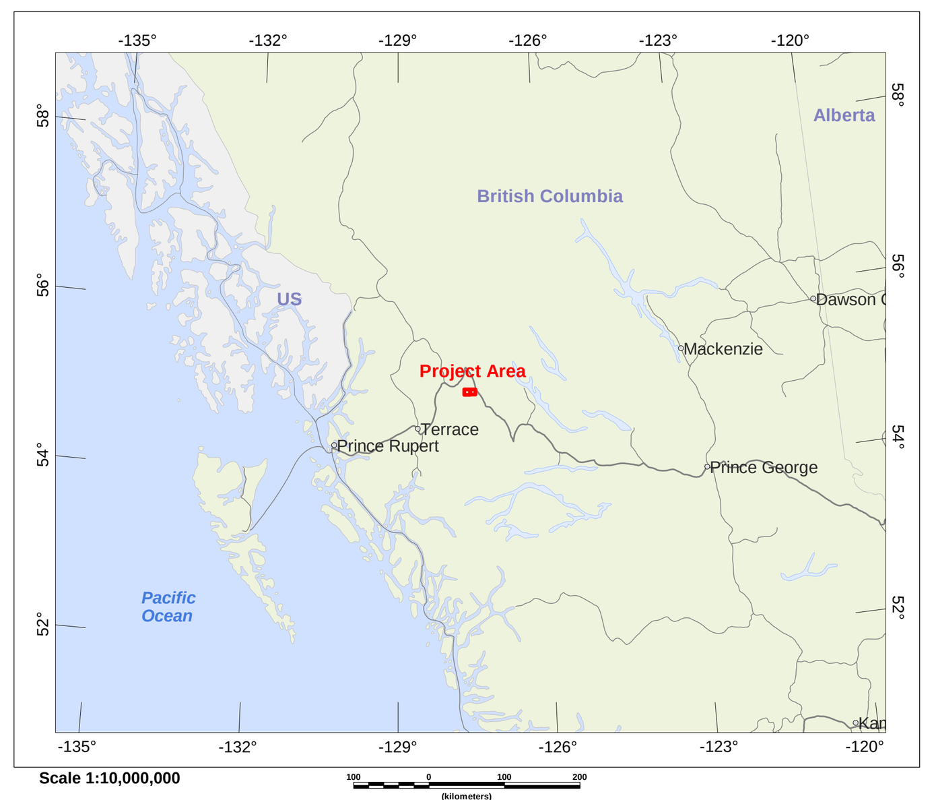


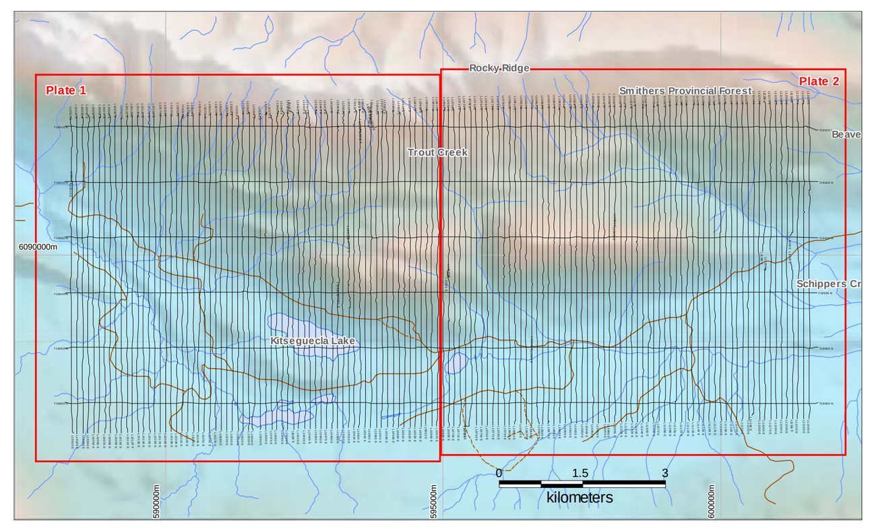
The topographic data base was derived from 1:50000 Natural Resources Canada NTDB data.

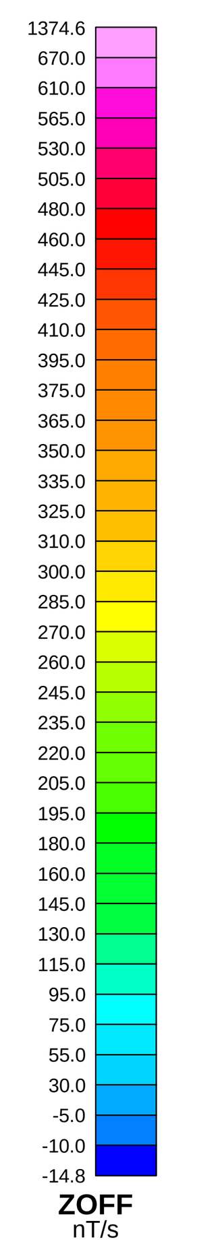
Inset data derived from Natural Resources Canada 'Atlas of Canada Base Maps'

This map accompanies the technical report entitled 'Report on a Helicopter-Borne Magnetic and Electromagnetic Survey, BQ Property Smithers area, British Columbia, by Aeroquest Limited, September 2007

Grid North
NAD83-Zone9







ZOFF Contour Interval

10nT/s
50nT/s
500nT/s

White Contour - Analytic Signal (0.5 nT/m)

Off-Time Anomaly Symbols

>50S ....
35-50S ....
20-35S ....
10-20S ....
5-10S ....
1-5S ....
<1S ....

anomaly label A 125 decay constant (μs)
thicK/thiN source K 36 off-time conductance (S)

SURVEY SPECIFICATIONS:
Survey flown: July 13 - 21, 2007
Traverse line spacing: 100 metres
Traverse line direction: N-S (0º)
Nominal EM bird height: 30 metres
Aircraft: Aerospatiale A-Star 350B2 (C-FPTG)
INSTRUMENTATION:
Data acquisition: ADAS & RMS DGR-33
Magnetometer: Geometrics G-823A cesium vapour
Installation: Towed bird 17 m above EM bird
Sensitivity: .001 nanoTesla
Electromagnetics: AeroTEM II System (BRAVO)
Configuration: Towed bird
NAVIGATION:
Navigation: Differential Global Positioning System (DGPS)
Navigation equipment: AGNAV with MID-TECH RX400p receiver
Radar Altimeter: Terra TRA3000/TRI-30
DATA PROCESSING
Magnetics: diurnal, tieline and micro-leveling corrections
POSITIONING
Datum: NAD83
Major Axis: 6378137.000
Eccentricity: 0.081819191
MAP PROJECTION
Projection: Universal Transverse Mercator
Central Meridian: 129°W (Zone 9)
Central Scale Factor: 0.9996
False Easting/Northing: 500,000m/0m

scale 1:10,000

200 0 200 400 600
(meters)
NAD83 / UTM zone 9N

Endurance Gold Corporation
Smithers Area, British Columbia

AEROTEM Z2 OFF-TIME

BQ Property, Plate 2

NTS 093L13,14

AEROQUEST INTERNATIONAL
ADVANCED AIRBORNE GEOPHYSICS
7687 Bath Road, Mississauga, ON, CANADA L4T 3T1
Tel: (905) 672-9129 Fax: (905) 672-7083
www.aeroquest.ca

September 2007

ZOFF Plate 2

Appendix 2.

Cost statement

Suite 906, 1112 West Pender Street, Vancouver, BC, V6E 2S1
Telephone 604-682-2707 Fax 604-681-8799
Email: dmcivor@endurancegold.com

ENDURANCE GOLD
CORPORATION

LIST OF WORK PERFORMED ON CLAIMS ASSOCIATED WITH THIS ASSESSMENT REPORT

The following per claim costs are based on the following;

Total number of hectares flown:	**7,412.9**
Total number of flight line kilometres:	**820.7**
Total flight line kilometres per hectare:	**0.1106**
Cost per kilometre:	**$150**
Cost per hectare:	**$16.59**

CLAIM NUMBER	AREA (Ha)	NO. OF FLIGHT LINE KM.	COST ASSIGNED
510240	371.6	41.098	$6,164.70
510241	445.7	49.290	$7,393.50
510243	427.1	47.237	$7,085.55
510244	18.6	2.057	$308.58
528505	1,489	164.352	$24,652.80
530415	297.2	32.870	$4,930.50
530417	297.2	32.870	$4,930.50
530418	222.9	24.653	$3,697.95
531011	445.8	49.305	$7,395.75
531012	445.8	49.305	$7,395.75
531015	445.8	49.305	$7,395.75
531389	278.8	30.835	$4,625.25
531390	446.0	49.328	$7,399.20
531392	446.1	49.339	$7,400.85
531393	446.1	49.339	$7,400.85
531395	446.1	49.339	$7,400.85
531396	446.1	49.339	$7,400.85

Sub-Total	$122,979.18
Correction for Rounding (Actual Cost 820.7 Flight Line Kilometres @$150)	$123,105.00
Plus Mobilization-Demobilization:	$11,000.00
Plus Stand-By (3 Days at $3,500 per day)	$10,500.00
Total Airborne Survey Costs:	$144,605.00

Appendix 3.

Statement of Qualifications

I, John J. Watkins of 3821 Meredith Drive, Royston, B.C., Canada, V0R 2V0 do certify that:

- I am a Professional Geoscientist engaged as a mine exploration geologist on a full time basis. I am presently a Consulting Geologist and I have been so since 1983.
- I am registered member with the Association of Professional Engineers and Geoscientists of British Columbia, License # 190281. I am a Fellow of the Society of Economic Geologists and a Fellow of the Geological Society of America.
- I am a graduate of Queen's University in Kingston, Ontario with degrees in Geology, B.Sc. (1972) and M.Sc. (1980). I hold a Diploma (1967) in Exploration Technology from the Northern Alberta Institute of Technology in Edmonton, Alberta.
- The opinions, conclusions and recommendations contained in this technical report titled "Report on Aeroquest Airborn geophysical Survey, BQ Property" and dated March 30th, 2008 are based on information gathered by the author while supervising work programs on the BQ property.

Dated at Royston, British Columbia, Canada this March 30th, 2008

J. J. Watkins, P.Geo.

PROFESSIONAL ENGINEERS AND GEOSCIENTISTS PROVINCE OF BRITISH COLUMBIA J. J. WATKINS GEOSCIENTIST