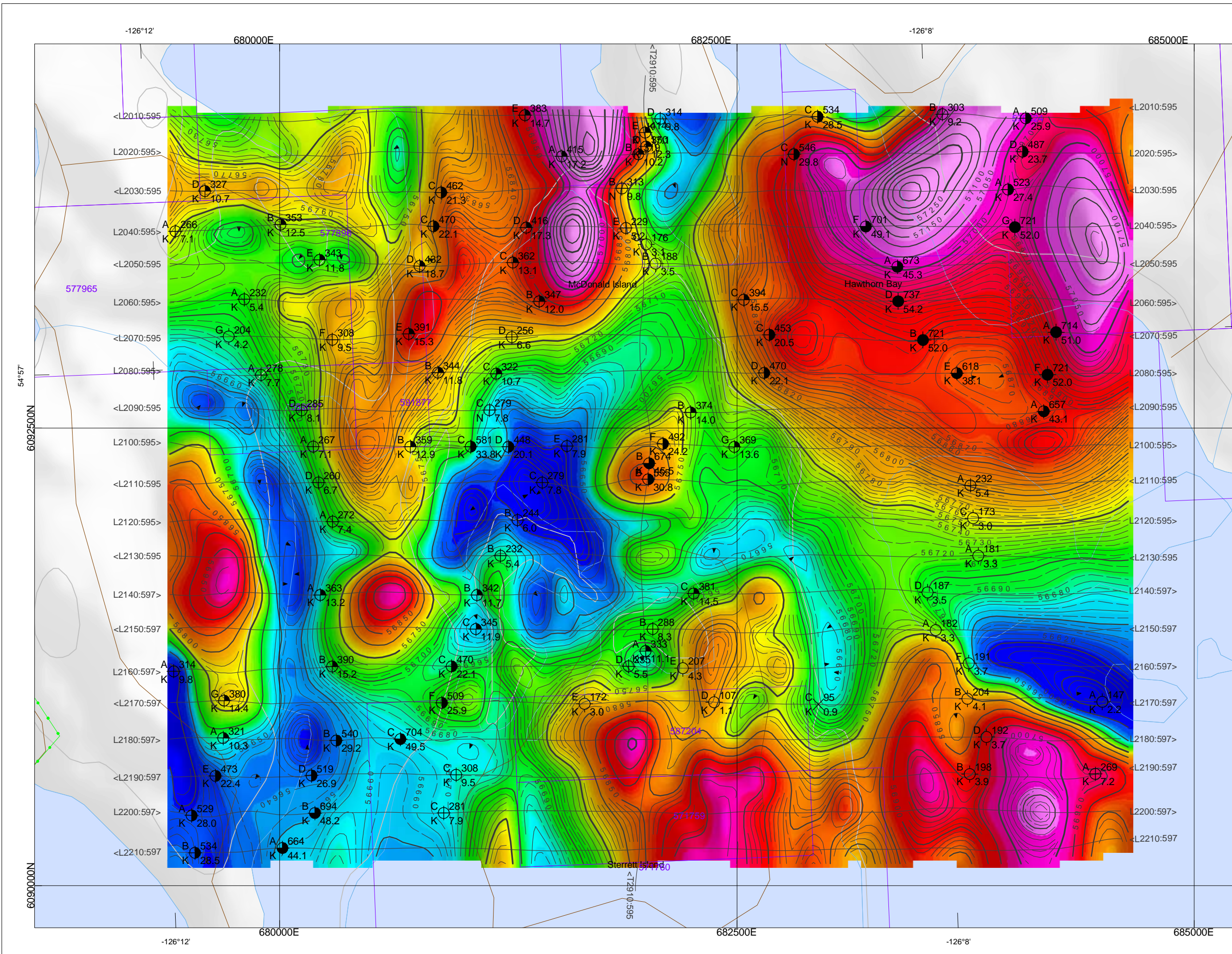
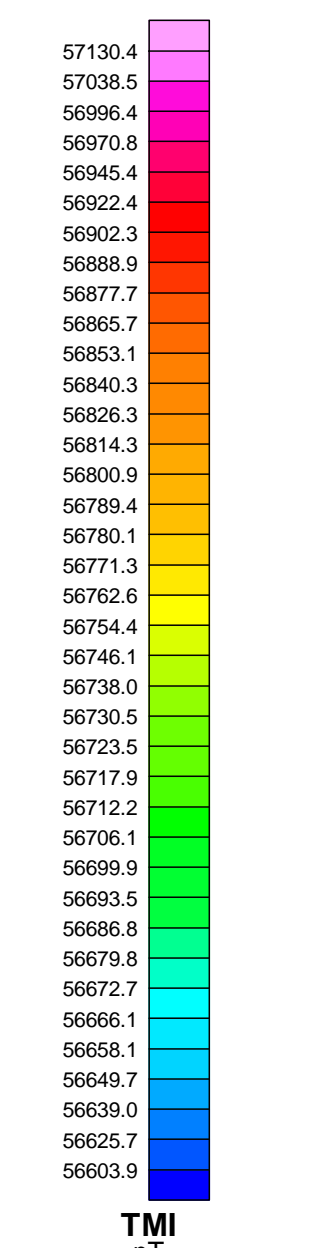


## FLIGHT PATH



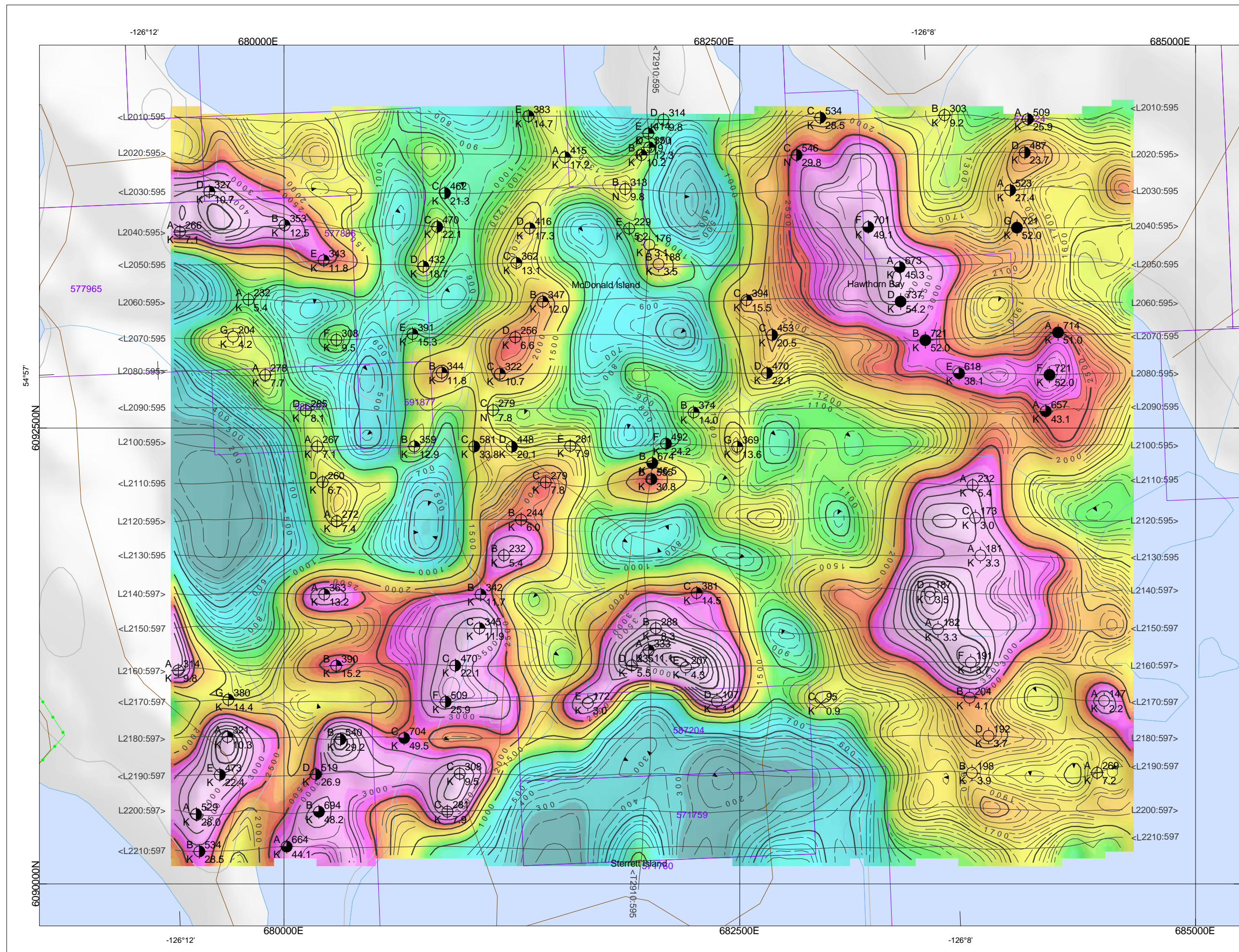
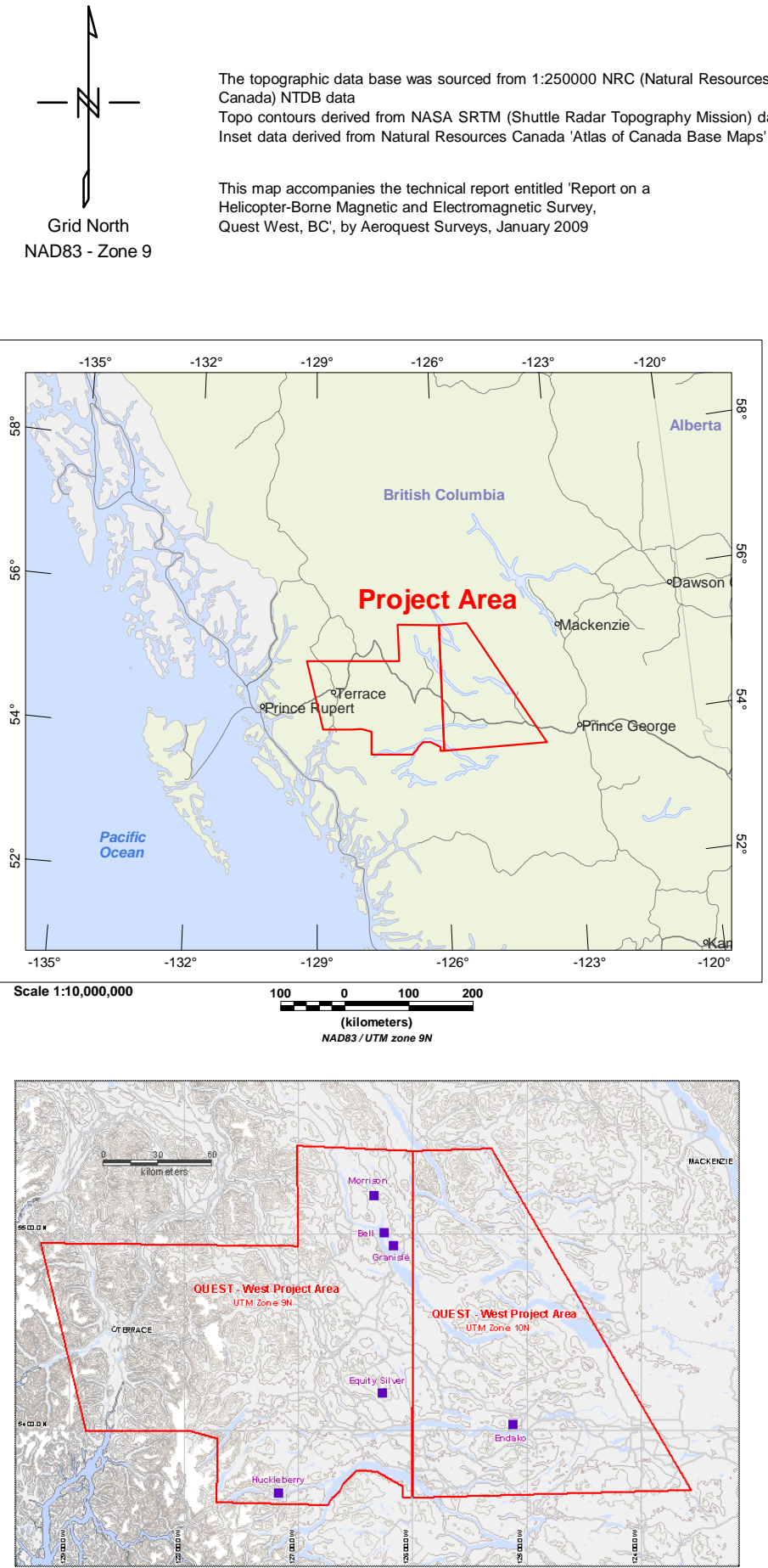
## TOTAL MAGNETIC INTENSITY



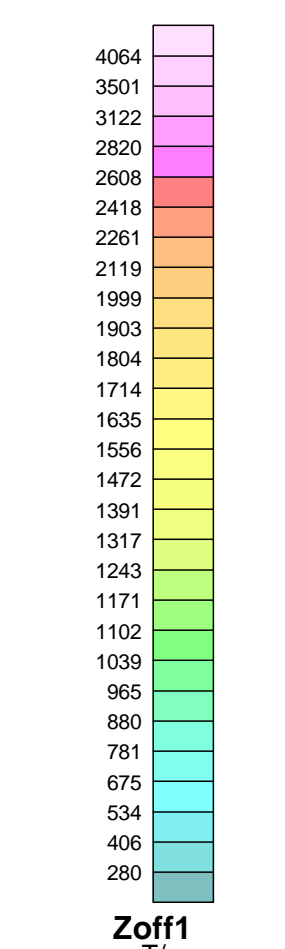
TMI  
nT

TMI Contour Interval

- 5nT
- 10nT
- 50nT
- 250nT



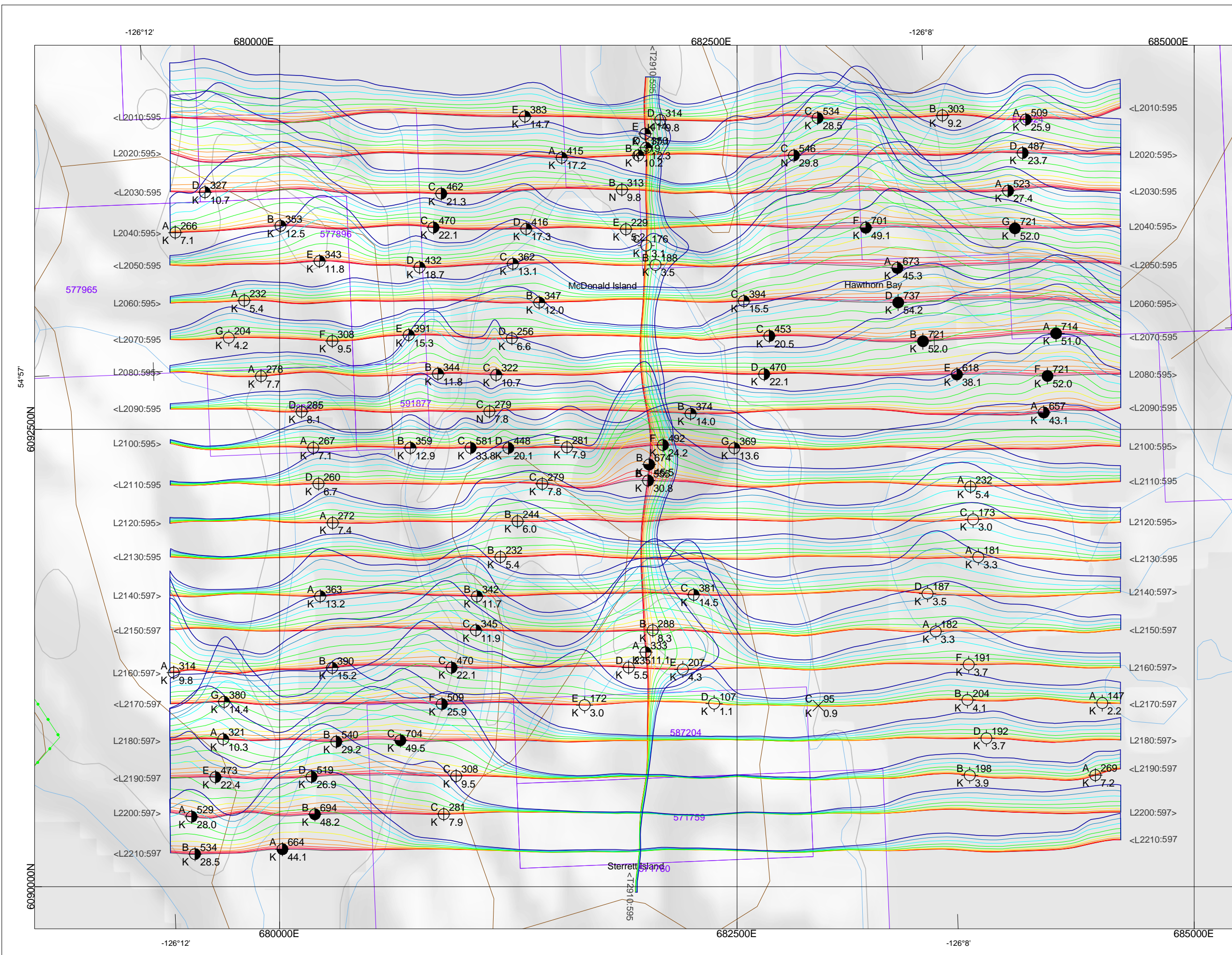
## AEROTEM Z1 OFF-TIME



ZOFF  
nT/s

ZOFF Contour Interval

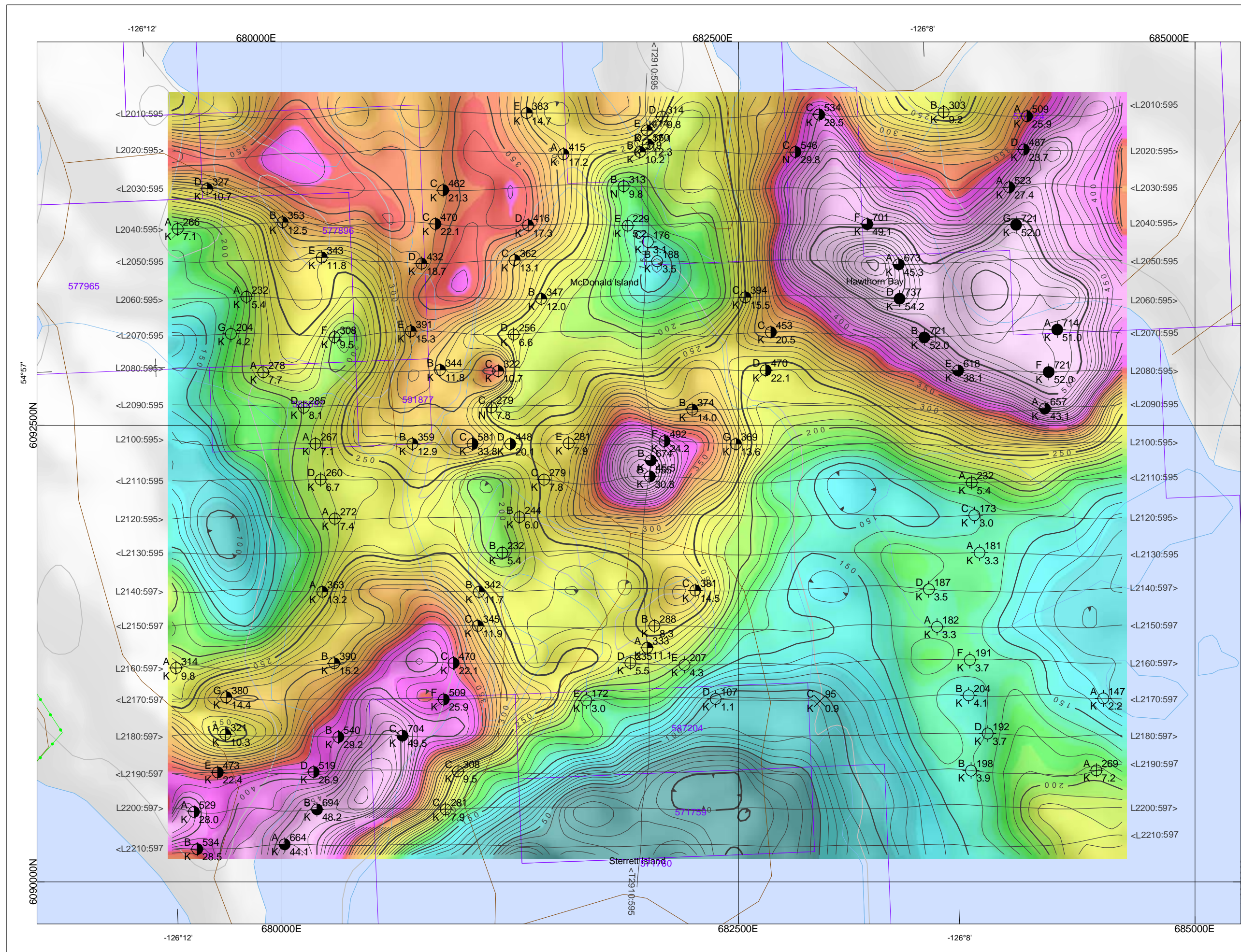
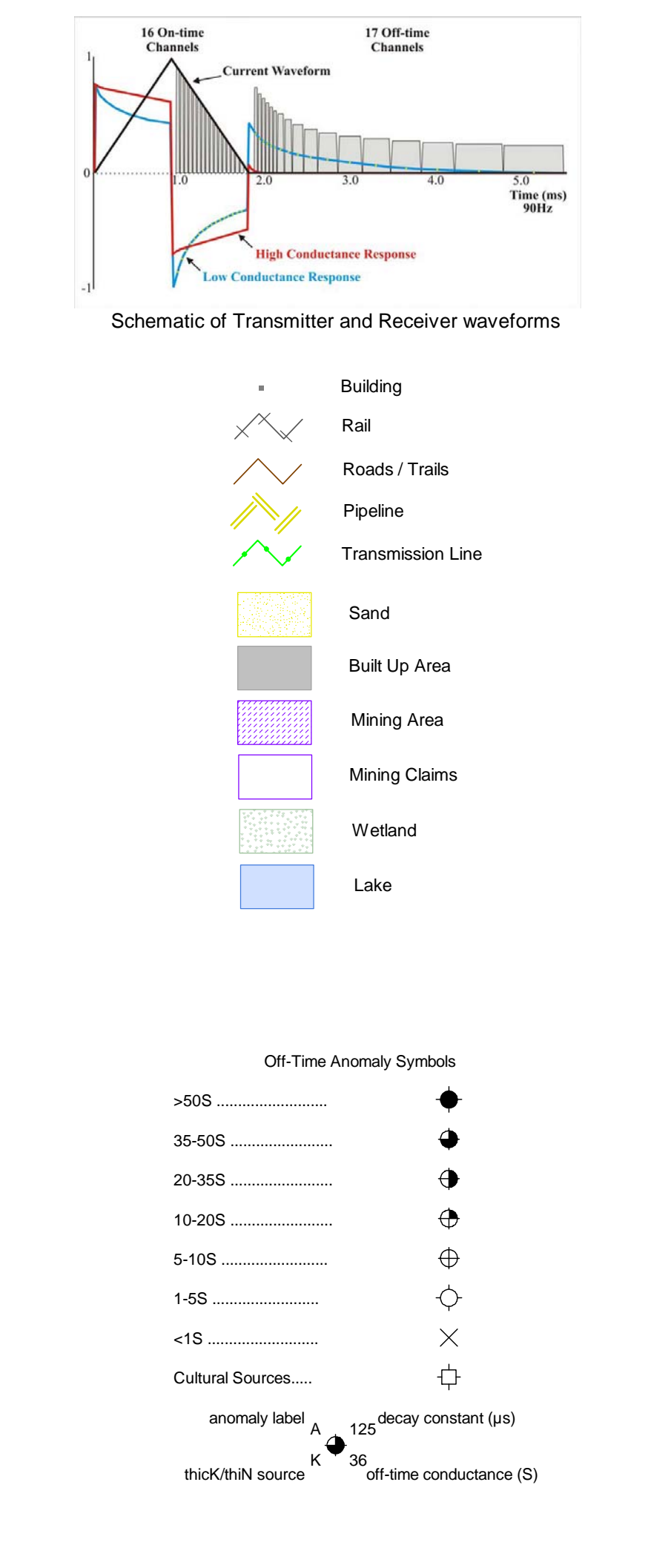
- 50nT/s
- 100nT/s
- 500nT/s
- 2500nT/s



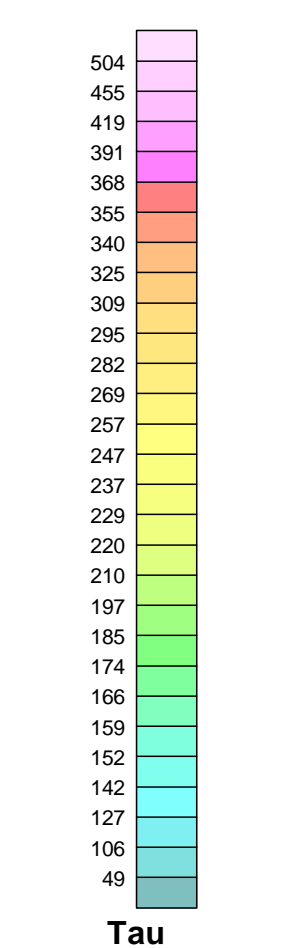
## AEROTEM OFF-TIME PROFILES

Aerotem 2 Off-Time Profiles  
positive excursion to top and right, 1mm=50nT/s

- 25 Time Gate 211  $\mu$ s
- 25 Time Gate 239  $\mu$ s
- 27 Time Gate 281  $\mu$ s
- 28 Time Gate 350  $\mu$ s
- 29 Time Gate 447  $\mu$ s
- 210 Time Gate 572  $\mu$ s
- 211 Time Gate 739  $\mu$ s
- 212 Time Gate 975  $\mu$ s
- 213 Time Gate 1234  $\mu$ s
- 214 Time Gate 1725  $\mu$ s
- 215 Time Gate 2322  $\mu$ s



## LATE TIME TAU

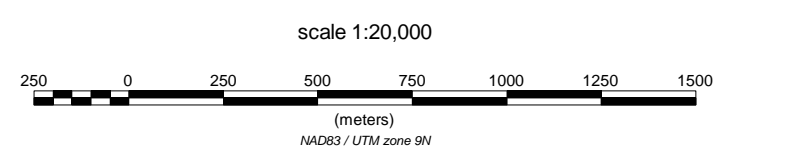


Late Time Tau Contour Interval

- Minimum 10 $\mu$ s
- 50 $\mu$ s
- 250 $\mu$ s



**SURVEY SPECIFICATIONS:**  
Survey from: October 16-17, 2008  
Traverse line spacing: 200 metres  
Traverse line direction: 90°/270°  
Nominal EM bird height: 30 metres  
Aircraft: Aerostable A-Star 350B2 (C-GVIA)  
**INSTRUMENTATION:**  
Data acquisition: ADAS & RAS DGR-33  
Magnetometer: Geometrics G-823A caesium vapour  
Installation: Towed bird 31 m above EM bird  
Sensitivity: 0.01 nanoTesla  
Electromagnetics: Aerotem III system (November)  
Configuration: Towed bird  
**NAVIGATION:**  
Navigation: Differential Global Positioning System (DGPS)  
Navigation equipment: AGNAV with MID-TECH RX4000 receiver  
Radar Altimeter: Terra TRA3000TRI-30  
**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: 0.9998  
False Easting/Northing: 500,000m/0m



Geoscience BC  
British Columbia

Granisle Infill Block  
NTS 093L16

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