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Oksfjell, Svartfjell, Finntjørn areas.
Apendix C. Combined helicopter-borne Mag, EM and VLF-EM survey in Pasvik.

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Sammendrag

Dette er tekstdelen til en stor samlerapport fra arbeidene innen mutingsområdene i Skogfoss - Oksfjellområdet i Pasvik.
BV 3842 Tekstdel med figurer og tabeller.
BV 3843 Apendix A. Summary of Oksfjell 1992 Drilling
BV 3844 Apendix B. Drill log and sections *
BV 3845 Apendix C. A report on a combined helicopter-borne Mag, EM and VLF-EM survey in Pasvik.
BV 3846 Apendix D. Tecnical report for ground geophysical surves in Skogfoss, Pasvik

* pt bare interpretation maps.

APPENDIX C

# REPORT ON A COMBINED HELICOPTER-BORNE MAGNETIC, ELECTROMAGNETIC AND VLF-EM SURVEY PASVIK, NORWAY

FOR

A/S SULFIDMALM

BY

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July 8, 1991

J91601

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# LIST OF MAPS

Maps are labelled according to scale, map type and sheet number. Survey results are presented in five sheets at 1:10,000 and one map sheet at 1:50,000.

**BLACK LINE MAPS: (Scale 1:10,000, 1:50,000)**

| Map Type | Description |
|---|---|
| 1. | **BASE MAP;** screened topographic base map plus survey area boundary, and UTM grid. |
| 2. fiducials | **FLIGHT PATH MAP;** photocombination of the base map with flight lines, and EM anomaly symbols; and presented as a clear acetate overlay. |
| 3. | **INTERPRETATION MAP;** flight path map with interpretation. |
| 4. | **TOTAL FIELD MAGNETIC CONTOURS;** with flight lines. |
| 5. | **VERTICAL MAGNETIC GRADIENT CONTOURS;** with flight lines. |
| 6. lines. | **APPARENT RESISTIVITY CONTOURS;** apparent resistivity calculated for each of the 4600 Hz coaxial, 4175 Hz coplanar and 32000 Hz coplanar data, with flight |
| 7. | **VLF-EM TOTAL FIELD CONTOURS;** with flight lines. |

**COLOUR MAPS: (Scale (1:10,000, 1:50,000)**

| | |
|---|---|
| 1. | **TOTAL FIELD MAGNETICS;** with superimposed contours, flight lines and EM anomaly symbols. |
| 2. | **VERTICAL GRADIENT MAGNETICS;** with superimposed contours, flight lines and EM anomaly symbols. |
| 3. | **APPARENT RESISTIVITY;** calculated for each of the 4600 Hz coaxial, 4175 Hz coplanar and 32000 Hz coplanar data with superimposed contours, flight lines and EM anomaly symbols. |
| 4. | **VLF-EM TOTAL FIELD;** with superimposed contours, flight lines and EM anomaly symbols. |
| 5. | **HEM PROFILES;** 935 and 4600 Hz coaxial and 4175 and 32000 Hz coplanar data with flight lines and EM anomaly symbols. |

DERIVATIVE COLOUR MAPS: (Scale 1:20,000)

1. TOTAL FIELD MAGNETICS SHADOW MAPS

2. VERTICAL MAGNETIC GRADIENT SHADOW MAPS

# REPORT ON A COMBINED HELICOPTER-BORNE MAGNETIC, ELECTROMAGNETIC AND VLF-EM SURVEY, PASVIK, NORWAY

## 1. INTRODUCTION

This report describes an airborne geophysical survey carried out on behalf of A/S Sulfidmalm by Aerodat Limited under subcontract to the Geological Survey of Norway (NGU). Principal geophysical sensors included a four frequency electromagnetic system, a high sensitivity cesium vapour magnetometer and a two frequency VLF-EM system. Ancillary equipment included a radar ranging navigation system, a colour video tracking camera, a radar altimeter, a power line monitor and a base station magnetometer.

The survey was carried out over an area of the Norwegian corridor between Finnland and the U.S.S.R. Total survey coverage was approximately 1395 line kilometres (1331 km traverse plus 64 km magnetic tie lines). The flight line spacings were 100 m and 50 m. The Aerodat Job Number is J91601.

This report describes the survey, the data processing and the data presentation. Electromagnetic anomalies which are thought to be the response to bedrock conductors have been identified and appear on selected map products as EM anomaly symbols with interpreted source characteristics. Where EM results supported it, anomaly centers are joined to form conductor axes. Recommendations concerning areas with favourable geophysical characteristics are made with reference to an interpretation map.

## 2. SURVEY AREA

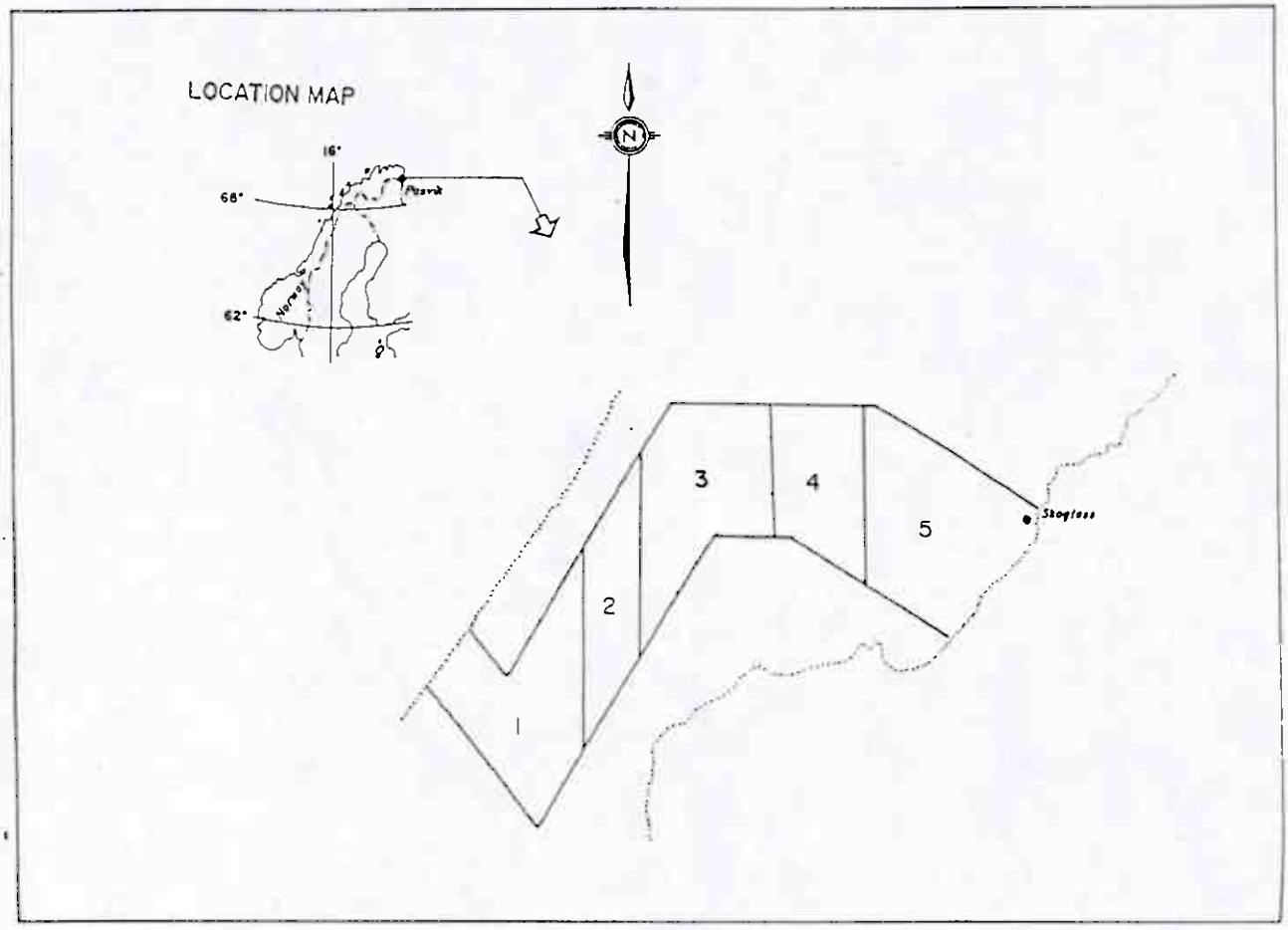
The survey area consists of 4 distinct blocks of flying (labelled A - D from W - E) with flight line directions as described below, and illustrated in the index map. Area topography is shown on the 1:50,000 scale NTS map sheets - 2333I and 2433 IV.

Local relief is moderate - elevations range from 90 to over 300 meters amsl. Numerous lakes trend north-east/south-west. The area is generally free of powerlines, roads, etc. except for the far eastern corner.

The survey area is shown in the attached index map which includes local topography and latitude - longitude coordinates. This index map also appears on all map legends.

The flight line direction for block A is 045°, for block B 120°, for block C 000° and for block D 032°. Block C and the North end of block B were flown at 50 m spacing. The remainder was flown at 100 m spacing.

Eight magnetic tie lines were flown.




# AIRBORNE GEOPHYSICAL SURVEY
on behalf of
A/S SULFIDMALM

PASVIK, NORWAY

BY

AERODAT LIMITED
J91601

## 3. SURVEY PROCEDURES

The survey was flown in the period April 24 to May 3, 1991. Principal personnel are listed in Appendix IV. Fourteen (14) survey flights were required to complete the project.

The aircraft ground speed was maintained at approximately 60 knots (30 metres per second). The nominal EM sensor height was 30 metres, consistent with the safety of the aircraft and crew.

Following equipment installation and testing, the ground based transponders of the radar ranging navigation system were installed at sites near the survey area. The base lines (or line between transponders) were flown to determine their separation. The results are used to check the UTM coordinates assigned to each transponder. A total of three ground transponder locations were used.

The UTM coordinates of survey area corners were taken from maps provided by A/S Sulfidmalm. These coordinates are used to program the navigation system. A test flight was used to confirm that area coverage would be as required.

Thereafter the traverse lines are flown under the guidance of the navigation system. The operator entered manual fiducials over prominent topographic features as seen on a 1:50,000 scale topographic map. Survey lines which show excessive deviation were re-flown.

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

## 4. DELIVERABLES

The results of the survey are presented in a report plus maps. The report is presented in three copies. White print copies of all black line maps are folded and bound with the report.

The colour maps are delivered in four copies. The shadow maps are delivered in two copies. The colour and shadow maps are rolled and delivered in map tube(s).

A full list of all map types is given at the beginning of this report. A summary is given here.

| MAP TYPE | DESCRIPTION |
|---|---|
| 1 | Base Map (Black line) |
| 2 | Flight Path Map (Black line) |
| 3 | Interpretation Map (Black line) |
| 4 | Total Magnetic Field Contours (Black line) |
| 5 | Vertical Magnetic Gradient Contours (Black line) |
| 6A | Apparent Resistivity - 4600 Hz (Black line) |
| 6B | Apparent Resistivity - 4175 Hz (Black Line) |
| 6C | Apparent Resistivity - 32,000 Hz (Black line) |
| 7 | VLF-EM Total Field Contours (Black line) |

| MAP TYPE | DESCRIPTION |
|---|---|
| 1 | Total Magnetic Field Contours (Colour) |
| 2 | Vertical Magnetic Gradient Contours (Colour |
| 3A | Apparent Resistivity Contours - 4600 Hz - (Colour) |
| 3B | Apparent Resistivity Contours - 4175 Hz - (Colour) |
| 3C | Apparent Resistivity Contours - 32,000 Hz (Colour) |
| 4 | VLF-EM Total Field Contours (Colour) |
| 5 | HEM Profiles - All Frequencies (Colour) |
| 1 | Total Field Magnetic Shadow Maps |
| 2 | Vertical Magnetic Gradient Shadow Maps |

The processed digital data is organized on 9 track archive tape. Both the profile and the gridded data are saved on tape. A full description of the archive tape(s) is delivered with the tape(s).

All gridded data are also provided on diskettes suitable for displaying on IBM compatible 286 or 386 microcomputers using the Aerodat RTI software package.

The Aerodat RTI (Real Time Imaging) program for displaying the gridded data sets from the survey is included in the package of deliverable products.

All analog records, base station magnetometer records, flight path video tape and original map cronaflexes are delivered with the final presentation.

## 5. AIRCRAFT AND EQUIPMENT

### 5.1 Aircraft

An Astar 350B helicopter owned and operated by Helikopterteneste A/S, was used for the survey. Installation of the geophysical and ancillary equipment was carried out by NGU and Aerodat. The survey aircraft was flown at a mean terrain clearance of 60 metres.

### 5.2 Electromagnetic System

The electromagnetic system was an Aerodat 4-frequency system. Two vertical coaxial coil pairs were operated at 935 Hz and 4,600 Hz and two horizontal coplanar coil pairs at 4,175 and 32,000 Hz. The transmitter-receiver separation was 7 metres. Inphase and quadrature signals were measured simultaneously for the 4 frequencies with a time constant of 0.1 seconds. The HEM bird was towed 30 metres below the helicopter.

## 5.3 VLF-EM System

The VLF-EM System was a Herz Totem 2A. This instrument measures the total field and vertical quadrature components of two selected frequencies. The sensor was towed in a bird 10 metres below the helicopter.

VLF transmitters are designated "Line" and "Ortho". The line station is that which is in a direction from the survey area which is ideally normal to the flight line direction. This is the VLF station most often used because of optimal coupling with near vertical conductors running perpendicular to the flight line direction. The ortho station is ideally 90 degrees in azimuth away from the line station.

The transmitter GBR, Rugby, England broadcasting at 16.0 kHz, was used exclusively for the Line Station. NSS, Annapolis, Maryland broadcasting at 21.4 kHz, NLK, Jim Creek, Washington broadcasting at 24.8 kHz, NAA, Cutler, Maine broadcasting at 16.0 kHz, and NMP, Lualualei, Hawaii broadcasting at 23.4 kHz were all used for the Ortho Station.

## 5.4 Magnetometer

The magnetometer employed was a Scintrex H8 cesium, optically pumped magnetometer sensor. The sensitivity of this instrument is 0.001 nanoTeslas at a 0.2 second sampling rate. The sensor was towed in a bird 15 metres below the helicopter.

## 5.5 Ancillary Systems

### Base Station Magnetometer

A Scintrex proton procession base station magnetometer system was operated at the base of operations to record diurnal variations of the earth's magnetic field. The clock of the base station was synchronized with that of the airborne system to facilitate later correlation. Recording resolution was 0.1 nT. The update rate was 4 seconds.

### Radar Altimeter

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

### Tracking Camera

A Panasonic colour video camera was used to record flight path on VHS video tape. The camera was operated in continuous mode. The flight number, 24 hour clock time (to .01 second), and manual fiducial number are encoded on the video tape.

### Radar Ranging Navigation System

A Motorola Miniranger Falcon 484 positioning system was used to guide the pilot over a programmed grid. The ranges to at least two ground stations were digitally recorded. The output sampling rate is 0.2 seconds. Ranges are recorded with a resolution of 0.1 m.

## Analog Recorder

A RMS dot matrix recorder was used to display the data during the survey. Record contents are as follows:

| Label | Contents | Scale |
|---|---|---|
| GEOPHYSICAL SENSOR DATA | | |
| MAGF | Total Field Magnetics, Fine | 2.5 nT/mm |
| MAGC | Total Field Magnetics, Course | 25 nT/mm |
| VLT | VLF-EM, Total Field, Line Station | 2.5 %/mm |
| VLQ | VLF-EM, Vertical Quadrature, Line Station | 2.5 %/mm |
| VOT | VLF-EM, Total Field, Ortho Station | 2.5 %/mm |
| VOQ | VLF-EM, Vertical Quadrature, Ortho Station | 2.5 %/mm |
| CXI1 | 935 Hz, Coaxial, Inphase | 2.5 ppm/mm |
| CXQ1 | 935 Hz, Coaxial, Quadrature | 2.5 ppm/mm |
| CXI2 | 4600 Hz, Coaxial, Inphase | 2.5 ppm/mm |
| CXQ2 | 4600 Hz, Coaxial, Quadrature | 2.5 ppm/mm |
| CPI1 | 4175 Hz, Coplanar, Inphase | 10 ppm/mm |
| CPQ1 | 4175 Hz, Coplanar, Quadrature | 10 ppm/mm |
| CPI2 | 32000 Hz, Coplanar, Inphase | 20 ppm/mm |
| CPQ2 | 32000 Hz, Coplanar, Quadrature | 20 ppm/mm |
| ANCILLARY DATA | | |
| RALT | Radar Altimeter | 10ft/mm |
| PWRL | 60 Hz Power Line Monitor | - |

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

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

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

## Digital Recorder

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

| DATA TYPE | INTERVAL | RESOLUTION |
|---|---|---|
| Magnetometer | 0.2 s | 0.001 nT |
| VLF-EM (4 Channels) | 0.2 s | 0.03% |
| HEM (8 Channels) | 0.1 s | 0.03 ppm (coaxial),<br>0.06 ppm (coplanar - 4175 Hz)<br>0.125ppm (coplanar - 32 kHz) |
| Position (2 Channels) | 0.2 s | 0.1 m |
| Altimeter | 0.2 s | 0.05 m |
| Power Line Monitor | 0.2 s | - |
| Manual Fiducial | | |
| Clock Time | | |

## 6. DATA PROCESSING AND PRESENTATION

### 6.1 Base Map

The base map is taken from a 5 times photographic enlargement of the 1:50,000 scale NTS topographic maps. A UTM reference grid (grid lines every 2 km) and the survey area boundary were added to maps which were not photocombined with the base.

### 6.2 Flight Path Map

The digital flight path record consists of ranges to ground transponders and/or UTM coordinates. For the latter, UTM coordinates of the ground transponders are needed. Without better sources, these coordinates are taken off 1:50,000 scale NTS topographic maps. Errors of several hundred meters are possible, particularly where the transponder is in an unmarked area. Flying the base line (to determine the true distance between transponders) and checking registration using manual fiducials/video tape will reduce these errors to acceptable limits.

The flight path is drawn using linear interpolation between x,y positions from the navigation system. These positions are updated 5 times every second and are expressed as UTM eastings (x) and UTM northings (y).

Occasional dropouts occur when ranges to the ground transponders are lost. Interpolation is used to cover short flight path gaps. The navigator's flight path and/or the flight path recovered from the video tape may be stitched in to cover larger gaps.

The manual fiducials are shown as a small circle and labelled by fiducial number. The 24 hour clock time is shown as a small square, plotted every 60 seconds. Small tick marks are plotted every 2 seconds. Larger tick marks are plotted every 10 seconds. The line and flight numbers are given at the start and end of each survey line.

The flight path map is merged with the base map by matching UTM coordinates from the base maps and the flight path record. The match is confirmed by checking the position of prominent topographic features as recorded by manual fiducial marks or as seen on the flight path video record.

## 6.3 Electromagnetic Survey Data

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

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

The signal to noise ratio was further enhanced by the application of a low pass digital filter. This filter has zero phase shift which prevents any lag or peak displacement from occurring, and it suppresses only variations with a wavelength less than about 0.25 seconds. This low effective time constant gives minimal profile distortion. The data quality on this survey was sufficiently high that no such filter was required.

Preceding the filtering process, a base level correction was made using EM zero levels determined during high altitude calibration sequences. The correction applied is a linear function of time that ensures the corrected amplitude of the various inphase and quadrature components is zero when no conductive or permeable source is present. The filtered and levelled data were used in the determination of apparent resistivity (see below).

## 6.4 Total Field Magnetics

The aeromagnetic data were corrected for diurnal variations by adjustment with the recorded base station magnetic values. Where needed, the magnetic tie line results were used to further level the magnetic data. No corrections for regional variations were applied. The corrected profile data were interpolated on to a regular grid using an Akima spline technique. The grid provided the basis for threading the presented contours. The minimum contour interval is 5 nT. A grid cell size of 25 m was used.

Static interference, apparently from Soviet radar sources, caused numerous spikes of 1 second duration spaced 20 seconds apart over approximately 60 % of the survey area. These were removed in the same manner as the sferic activity in the EM.

## 6.5 Vertical Magnetic Gradient

The vertical magnetic gradient was calculated from the gridded total field magnetic data. The calculation is based on a 17 x 17 point convolution in the space domain. The results are contoured using a minimum contour interval of 0.5 nT/m. Grid cell sizes are the same as those used in processing the total field data.

## 6.6 Apparent Resistivity

The apparent resistivity is calculated by assuming a 200 metre thick conductive layer over resistive bedrock. The computer determines the resistivity that would be consistent with the sensor elevation and recorded inphase and quadrature response amplitudes at the selected frequency. The apparent resistivity profile data were interpolated onto a regular grid at a 25 metres true scale interval using an Akima spline technique and contoured using logarithmically arranged contour intervals. The minimum contour interval is 0.1 log(ohm.m).

The highest measurable resistivity is approximately equal to the transmitter frequency.

## 6.7 VLF-EM

The VLF Total Field data from the Line Station is levelled such that a response of 0% is seen in non-anomalous regions. The corrected profile data are interpolated onto a regular grid using an Akima spline technique. The grid provided the basis for threading the presented contours. The minimum contour interval is 1%. Grid cell size is 25 m.

The same interference described in the magnetics is also seen in the VLF, although the effects are significantly different, and are not consistent throughout the survey. In many areas no effects are seen. In other areas, peaks in the total field are produced with a duration of 5 seconds and an interval of 20 seconds. These could not be adequately removed and so the data was effectively useless over approximately 30 % of the survey. These areas were left blank on the final presentation.

# 7. INTERPRETATION

## 7.1 Area Geology

No specific geological information was provided by the client for the survey area. A geological map received by Aerodat on July 4, 1991 covered an area more than 50 km to the north of the survey area. A general overview of the geology, however, was provided verbally by Mr. A. H. Watts, Chief Geophysicist of Falconbridge Limited.

The flight line area covers a suite of metasediments and komatiitic metavolcanics. The sediments contain graphitic units and iron formation and the metavolcanics are generally mafic to ultramafic. The exploration target is nickel which is often hosted by massive sulphide deposits associated with ultramafic flows and/or intrusions.

## 7.2 Magnetic Interpretation

The main objective of the magnetic interpretation is to show the magnetic trends and features as they relate to interpreted structures and conductive zones. The magnetic responses, for the most part, form long linear trends. These trends map the magnetic

lithologies and cross cutting structures related to folding and faulting as indicated on the interpretation map.

The higher amplitude magnetic horizons attributed to ultramafic and/or iron formation sources are designated separately from lower amplitude horizons. The latter may be related to isolated mafic flows, tuffs or narrow iron formation.

The calculated vertical magnetic gradient assists considerably in mapping weaker magnetic linears that are partially masked by nearby higher amplitude magnetic features. Theoretically the zero contour of the magnetic gradient map marks the contacts or limits of the magnetic source. This applies to wide sources, greater than 50 metres, having simple slab geometries and shallow depth.

For this interpretation the peak of the magnetic anomaly marks the axis of the linears indicated on the interpretation map and no consideration has been given for anomaly width. Major interpreted contacts, however, have been designated as geomagnetic boundaries and their location is based on the vertical magnetic zero contour.

The cross cutting structures are based on interruptions and discontinuities in the magnetic trends. Generally, sharp folding of magnetic units will produce a magnetic pattern indistinguishable from a fault break. Thus these structures have been designated as fold/fault features.

The magnetic interpretation was completed first without any reference to the electromagnetic data. Fold/fault structures were initially determined from the magnetic anomaly patterns. Subsequently, the magnetic interpretation was melded with the electromagnetic information. In most cases the original interpreted fold/fault structures were also confirmed by breaks and displacements in conductive trends. A few additional structures, interpreted from the conductor trend patterns, were added to the interpretation map.

## 7.3 Magnetic Survey Results and Conclusions

The magnetic results are best understood by examining the total field colour maps, sheets 1 to 5 inclusive, in conjunction with the interpretation maps. Alternatively an acetate overlay of the interpreted magnetic features would aid considerably in identifying the major anomalies of interest.

The magnetic responses are characterized by one dominant "S" shaped multiple zoned magnetic horizon trending through the survey area. This shows as a brilliant deep red/purple zone on the colour maps. Except for the extreme southwest portion of this feature, magnetic amplitudes are in the order of 500 to 2,000 nanoTesla (nT) above a background of approximately 53,500 nT. In the southwest part of the horizon, amplitudes are considerably attenuated to a few hundred nanotesla and only one horizon is present.

$1nT \approx \gamma$
(SI) (SGS)

The horizon comprises a complex of two to four separate high amplitude linear features as designated on the interpretation maps. They probably reflect the more mafic to ultramafic metavolcanic flows and iron formation in the area. Major

interruptions and displacements of these linears along the horizon have been interpreted to reflect fold/fault structures as described previously.

The horizon is flanked on its northeast, north and northwest sides by a negative magnetic zone about 500 to as much as 1,000 nT below background. The zone shows as a deep blue on the colour maps. This negative to positive flank produces a sharp steep magnetic gradient. The opposite flank on the south and east sides shows gently decreasing amplitudes to background levels. This type of anomaly profile is typical of a gently dipping magnetic body with the up dip contact edge represented by the highest gradient portion of the negative to positive shoulder. This contact has been designated as a geomagnetic boundary on the interpretation map. It extends from sheets 1 through to sheet 3 where it trends northeast out of the survey coverage area.

On sheet 5 note that the high amplitude area extends southward as a broad, gently decreasing, high background zone which masks many of the more subtle magnetic features in the area. This high background area probably reflects either a more gently dipping magnetic horizon in this area or a deeply buried thicker sequence of high amplitude magnetic sources.

The remaining magnetic responses that are designated on the map consist of narrow linear low amplitude anomalies from 25 to 200 nT above background. These linears probably reflect narrow mafic flow, and tuff horizons with appreciable magnetite content. In some locations magnetic linears are coincident with conductive horizons and therefore their source may be conductive magnetic sulphides such as pyrrhotite rather than non- conductive magnetite.

One other anomaly type is worth noting. They are semi- circular in shape and have relatively high amplitudes. The probable source type for these anomalies is a mafic intrusive plug. Two of the anomalies are located on sheet 1, one in the extreme south part of the survey block and the other on the northwest contact edge of the previously described major magnetic horizon. The third anomaly straddles the boundary of sheets 3 and 4. It flanks a large conductive complex.

## 7.4 Electromagnetic Anomaly Selection and Interpretation

Stacked profile maps, at a scale of 1:5000, of the 935 Hz, 4175 Hz, 4600 Hz and 32000 Hz inphase and quadrature components were used to select the anomaly peak intercepts. The primary criteria for selection was the presence of a positive peak 935 Hz inphase response. This generally insures that the anomaly is related to a bedrock conductive source rather than conductive overburden. The anomaly intercept was located directly below and in line with the peak amplitude of the 935 Hz inphase response.

The calculation of the depth to the conductive source and its conductivity is based on the 935 Hz data using a thin vertical sheet model. The amplitude of the inphase and quadrature responses are used for the calculations which are automatically determined by computer. These data are listed in Appendix II and the depth and conductivity values are shown with each plotted anomaly. Further detailed discussion and illustration of the determination of these values is contained in Appendix I.

The anomalies are automatically categorized according to their conductivity and amplitude. The calculation of the conductivity of low amplitude anomalies can be very inaccurate. Therefore, anomalies having amplitudes below a certain level and/or low conductivity value are given a zero rating with the category increasing for increasing conductivity values that are statistically reliable.

Other anomalies were also selected that had a significant and specific inphase 4600 Hz coaxial response especially if such anomalies formed part of a conductive trend and were not flat topped or broad. These anomalies will be categorized in the lowest level as their conductivity will be near zero if there is no appreciable 935 Hz response associated with the anomaly. Such poor conductivity anomalies have characteristics attributable to bedrock sources and are selected to further assist in the geological interpretation of the area.

In the Pasvik area, the major conductive zones are produced by multiple parallel linear sources. Most of the responses are from gently dipping bodies which produce asymmetrical anomaly profiles. The complex structures, low dips and closely spaced geometry of these conductors make it difficult to determine the line to line continuity of each conductor axis as shown on the interpretation map. Often, two or more closely spaced conductors will produce one anomaly peak. On adjacent lines, however, their separate peaks are resolved. This effect may be related to a lower sensor height or conductivity variance. As a result, the anomaly plots within these conductor complexes may not always form a line of intercepts that can be identified as a specific conductor axis. In attempting to identify as many separate conductor intercepts as possible, inflections or shoulders on anomaly flanks were selected for plotting. Often these features were confirmed by a more obvious peak on the 4600 Hz inphase profile.

General dip directions are consistently southwest, south or southeast depending on the strike of the formations. No quantitative determination of dip has been attempted.

A more detailed analysis of the electromagnetic profiles is recommended in areas of specific geological and/or geophysical interest.

## 7.5 VLF Electromagnetic Survey

This high frequency type of survey, utilizing fixed government communication transmitter stations, tends to detect long strike length and/or surficial poor conductivity sources. In some areas, Russian radar produced severe distortions in the VLF response. These distortions could not be filtered or corrected for and were left blank on the final map presentations.

Conductors that are optimum coupled with the primary field have a predominate response. In the Pasvik area, conductors with north to northeast directions and east-west strike directions produce the highest amplitude conductive responses. The strike sensitive nature of the responses is best illustrated by comparing the helicopter electromagnetic anomaly results of sheet 1 with the VLF electromagnetic results. The northeast VLF conductive structures, on the east part of the map, are very obvious while the known northwest conductors are weak or undetected by the VLF. Similarly, on sheet 4, the generally east-west striking conductors are quite obvious.

The four frequency helicopter electromagnetic results are more detailed, definitive and cover all of the survey area compared to the VLF results. Therefore, the VLF results have not been considered in this interpretation.

## 7.6 Electromagnetic Survey Results and Conclusions

The area southwest, south and southeast of the major "S" shaped magnetic horizon described previously is underlain by a multiplicity of formational conductors. Anywhere from four to eight or more conductive horizons can be identified. Some horizons are made up of two or more closely spaced conductor linears. In the northeast part of the survey area, sheet 3 to 5, the conductive responses are so complex and extensive that conductor axis are difficult to delineate. In such areas the conductor responses have been outlined and designated as a conductor complex. It is probable that these complex areas may represent multiple gently dipping sources.

In the south part of the area, sheets 1 and 2, two of the conductive horizons are coincident or spatially associated with the major magnetic horizon. Further to the north and east on sheets 4 and 5 this association with a magnetic horizon is not present or is intermittent. The source of these conductive/magnetic signatures is probably sulphide facies iron formation. The non-conductive highly magnetic horizons along strike to the east probably represent oxide facies iron formation with some possible mafic to ultramafic units also present.

Throughout the whole area, some of the conductive horizons have intermittent coincidence with designated lower amplitude magnetic linears. The best example can be seen on the west side of sheet 3. The magnetic portions of long formational conductors may indicate pyrrhotite mineralization associated with pyritic and/or graphitic tuffs or sediments. Alternatively, the magnetic portions may only represent more mafic conductive tuffs containing magnetite.

Specific long conductive horizons have not been designated for this interpretation and discussion. There may be geological reasons to target a particular horizon or horizons for detailed investigation. Such exploration targets are best identified by the explorationist involved with the project. In order to assist in evaluating some of the geophysical responses in the survey area, however, specific target areas have been selected for geological review and, if warranted, ground follow-up.

A total of 18 target areas have been designated A to Q including designations D-1 and D-2. All have medium to good conductivity responses and either a direct or spatial association with a magnetic feature. In some examples the magnetic response is an isolated feature. A few of the targets are on formational horizons and represent higher conductivity zones with magnetic association. The anomalies have been selected to generally sample a cross section of the metavolcanic/metasedimentary horizon covered by the survey.

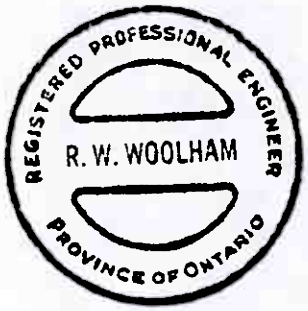
A cluster of anomalies A to E occur on the west part of sheet 1. Target F is on sheet 2. Sheet 3 contains targets G, H, and I. Targets J and K are on sheet 4 and the remaining selections, L to Q, are on sheet 5.

## 7.7 Recommendations

As a first phase, geological evaluation and possible ground followup of the designated anomaly targets is recommended. This work will assist considerably in understanding the source or sources of some of the conductive and magnetic responses in the area if not already known.

Following the first phase evaluation, it is recommended that a detailed analysis of all the conductive complexes, and any related magnetic features, be completed in those areas that are geologically prospective or where insufficient geological information is available. Significant economic mineralization having a recognizable conductive response could easily be hidden within the numerous conductive complexes of the area. Therefore, a detailed analysis of conductor profiles and conductivity is warranted.

Respectfully submitted,




Rod Woolham
Consulting Geophysicist
for
**AERODAT LIMITED**
July 8, 1991

J91601

# APPENDIX I

## GENERAL INTERPRETIVE CONSIDERATIONS

### Electromagnetic

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

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

### Electrical Considerations

For a given conductive body the measure of its conductivity or conductance is closely related to the measured phase shift between the received and transmitted electromagnetic field. A small phase shift indicates a relatively high conductance, a large phase shift lower conductance. A small phase shift results in a large inphase to quadrature ratio and a large phase shift a low ratio. This relationship is shown quantitatively for a non-magnetic vertical half-plane model on the accompanying phasor diagram. Other physical models will show the same trend but different quantitative relationships.

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

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

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

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

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

anomalies, roughly 10 mhos or greater, are generally limited to sulphide or graphite bearing rocks.

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

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

## Geometrical Considerations

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

In the case of a thin, steeply dipping, sheet-like conductor, the coaxial coil pair will yield a near symmetric peak over the conductor. On the other hand, the coplanar coil pair will pass

through a null couple relationship and yield a minimum over the conductor, flanked by positive side lobes. As the dip of the conductor decreased from vertical, the coaxial anomaly shape changes only slightly, but in the case of the coplanar coil pair the side lobe on the down dip side strengthens relative to that on the up dip side.

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

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

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

In summary, a steeply dipping, sheet-like conductor will display a decrease in the coplanar response coincident with the peak of the coaxial response. The relative strength of this coplanar null is related inversely to the thickness of the conductor; a pronounced null

indicates a relatively thin conductor. The dip of such a conductor can be inferred from the relative amplitudes of the side-lobes.

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

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

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

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

## Magnetics

The Total Field Magnetic Map shows contours of the total magnetic field, uncorrected for regional variation. Whether an EM anomaly with a magnetic correlation is more likely to be caused by a sulphide deposit than one without depends on the type of mineralization. An

apparent coincidence between an EM and a magnetic anomaly may be caused by a conductor which is also magnetic, or by a conductor which lies in close proximity to a magnetic body.

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

## VLF Electromagnetics

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

The relatively high frequency of VLF (15-25) kHz provides high response factors for bodies of low conductance. Relatively "disconnected" sulphide ores have been found to produce measurable VLF signals. For the same reason, poor conductors such as sheared contacts, breccia zones, narrow faults, alteration zones and porous flow tops normally produce VLF anomalies. The method can therefore be used effectively for geological mapping. The only relative disadvantage of the method lies in its sensitivity to conductive overburden. In conductive ground to depth of exploration is severely limited.

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

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

The vertical quadrature component over steeply dipping sheet-like conductor will be a cross-over type response with the cross-over closely associated with the upper edge of the conductor.

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

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

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

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

# APPENDIX B.

# APPENDIX II

# ANOMALY LIST

# E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 14 | 10010 | A | 0 | 6.4 | 12.8 | 0.3 | 3 | 39 |
| 14 | 10010 | B | 1 | 15.5 | 11.8 | 1.7 | 14 | 36 |
| 14 | 10010 | C | 2 | 37.3 | 24.5 | 2.8 | 3 | 35 |
| 14 | 10010 | D | 3 | 46.7 | 23.0 | 4.4 | 2 | 36 |
| 14 | 10010 | E | 1 | 17.8 | 17.5 | 1.2 | 8 | 35 |
| 14 | 10010 | F | 6 | 110.2 | 8.2 | 68.6 | 0 | 40 |
| 14 | 10010 | G | 6 | 98.0 | 11.2 | 37.2 | 0 | 42 |
| 14 | 10010 | H | 2 | 40.3 | 31.3 | 2.3 | 9 | 26 |
| 14 | 10010 | J | 1 | 41.0 | 51.9 | 1.2 | 2 | 26 |
| 14 | 10020 | A | 0 | 21.4 | 32.0 | 0.7 | 0 | 39 |
| 14 | 10020 | B | 6 | 206.1 | 24.4 | 43.4 | 0 | 32 |
| 14 | 10020 | C | 6 | 220.5 | 13.3 | 110.6 | 0 | 32 |
| 14 | 10020 | D | 1 | 17.9 | 16.8 | 1.3 | 10 | 33 |
| 14 | 10020 | E | 3 | 49.7 | 20.7 | 5.6 | 8 | 30 |
| 14 | 10020 | F | 2 | 30.7 | 16.6 | 3.4 | 4 | 39 |
| 14 | 10020 | G | 2 | 14.1 | 8.8 | 2.1 | 8 | 46 |
| 14 | 10020 | H | 0 | 9.1 | 14.5 | 0.5 | 3 | 39 |
| 14 | 10030 | A | 0 | 13.2 | 26.0 | 0.4 | 3 | 30 |
| 14 | 10030 | B | 3 | 63.3 | 24.3 | 6.6 | 0 | 35 |
| 14 | 10030 | C | 3 | 76.7 | 37.0 | 5.2 | 2 | 30 |
| 14 | 10030 | D | 4 | 136.1 | 53.7 | 8.0 | 0 | 28 |
| 14 | 10030 | E | 1 | 34.3 | 46.7 | 1.0 | 2 | 27 |
| 14 | 10030 | F | 6 | 223.1 | 10.7 | 152.6 | 0 | 32 |
| 14 | 10030 | G | 6 | 214.3 | 21.0 | 56.5 | 0 | 33 |
| 14 | 10030 | H | 3 | 78.6 | 44.1 | 4.3 | 1 | 30 |
| 14 | 10030 | J | 2 | 42.9 | 32.8 | 2.4 | 5 | 30 |
| 14 | 10030 | K | 0 | 29.1 | 48.9 | 0.7 | 0 | 29 |
| 14 | 10040 | A | 1 | 28.7 | 32.4 | 1.2 | 0 | 37 |
| 14 | 10040 | B | 6 | 155.8 | 11.7 | 74.4 | 0 | 35 |
| 14 | 10040 | C | 6 | 209.8 | 9.9 | 153.4 | 0 | 33 |
| 14 | 10040 | D | 3 | 80.3 | 37.1 | 5.6 | 0 | 33 |
| 14 | 10040 | E | 3 | 37.6 | 18.0 | 4.2 | 7 | 34 |
| 14 | 10040 | F | 4 | 62.5 | 15.4 | 11.8 | 0 | 39 |
| 14 | 10050 | A | 1 | 25.1 | 27.3 | 1.2 | 0 | 36 |
| 14 | 10050 | B | 3 | 80.5 | 46.2 | 4.2 | 0 | 31 |
| 14 | 10050 | C | 3 | 67.6 | 36.8 | 4.3 | 0 | 38 |
| 14 | 10050 | D | 2 | 30.8 | 21.1 | 2.5 | 6 | 34 |
| 14 | 10050 | E | 1 | 25.4 | 21.1 | 1.8 | 10 | 31 |
| 14 | 10050 | F | 3 | 37.3 | 17.6 | 4.3 | 12 | 29 |
| 14 | 10050 | G | 6 | 174.1 | 22.7 | 36.5 | 0 | 33 |
| 14 | 10050 | H | 5 | 130.7 | 18.2 | 30.9 | 0 | 36 |
| 14 | 10050 | J | 1 | 39.0 | 36.0 | 1.8 | 5 | 28 |
| 14 | 10050 | K | 0 | 13.2 | 45.9 | 0.2 | 0 | 30 |
| 14 | 10060 | A | 0 | 16.5 | 30.2 | 0.5 | 0 | 35 |
| 14 | 10060 | B | 6 | 134.2 | 13.3 | 49.1 | 0 | 36 |
| 14 | 10060 | C | 6 | 215.4 | 13.1 | 108.6 | 0 | 33 |
| 14 | 10060 | D | 6 | 155.4 | 9.9 | 93.1 | 0 | 31 |
| 14 | 10060 | E | 3 | 30.2 | 13.3 | 4.4 | 9 | 36 |
| 14 | 10060 | F | 2 | 45.4 | 26.4 | 3.5 | 2 | 35 |
| 14 | 10060 | G | 3 | 58.3 | 25.2 | 5.6 | 0 | 41 |
| 14 | 10060 | H | 2 | 38.3 | 26.2 | 2.7 | 3 | 34 |
| 14 | 10060 | J | 1 | 17.8 | 16.6 | 1.3 | 10 | 34 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 14 | 10060 | K | 1 | 14.4 | 12.3 | 1.4 | 18 | 31 |
| 14 | 10070 | A | 3 | 63.1 | 28.5 | 5.4 | 6 | 28 |
| 14 | 10070 | B | 2 | 54.4 | 30.4 | 3.9 | 6 | 29 |
| 14 | 10070 | C | 2 | 49.8 | 38.5 | 2.5 | 3 | 30 |
| 14 | 10070 | D | 1 | 48.5 | 48.8 | 1.7 | 0 | 31 |
| 14 | 10070 | E | 2 | 41.1 | 24.3 | 3.3 | 4 | 34 |
| 14 | 10070 | F | 3 | 56.2 | 30.5 | 4.1 | 2 | 32 |
| 14 | 10070 | G | 3 | 34.4 | 13.5 | 5.4 | 16 | 28 |
| 14 | 10070 | H | 6 | 170.4 | 3.6 | 454.1 | 0 | 33 |
| 14 | 10070 | J | 6 | 166.5 | 13.4 | 68.9 | 0 | 34 |
| 14 | 10070 | K | 1 | 34.3 | 44.6 | 1.1 | 0 | 34 |
| 14 | 10080 | A | 3 | 117.6 | 70.4 | 4.5 | 0 | 31 |
| 14 | 10080 | B | 3 | 107.9 | 47.1 | 6.6 | 0 | 30 |
| 14 | 10080 | C | 6 | 171.0 | 11.4 | 89.8 | 0 | 38 |
| 14 | 10080 | D | 3 | 22.9 | 7.4 | 6.1 | 19 | 32 |
| 14 | 10080 | E | 2 | 33.4 | 18.4 | 3.4 | 4 | 38 |
| 14 | 10080 | F | 4 | 106.5 | 29.5 | 11.8 | 0 | 32 |
| 14 | 10080 | G | 5 | 82.9 | 17.1 | 16.2 | 0 | 37 |
| 14 | 10090 | A | 3 | 85.4 | 31.6 | 7.6 | 0 | 34 |
| 14 | 10090 | B | 3 | 103.9 | 45.1 | 6.6 | 0 | 32 |
| 14 | 10090 | C | 3 | 65.4 | 22.1 | 7.9 | 1 | 34 |
| 14 | 10090 | D | 2 | 29.3 | 23.3 | 2.0 | 7 | 32 |
| 14 | 10090 | E | 2 | 35.7 | 22.1 | 3.0 | 9 | 31 |
| 14 | 10090 | F | 4 | 37.3 | 11.0 | 8.0 | 14 | 30 |
| 14 | 10090 | G | 6 | 250.8 | 13.0 | 141.5 | 0 | 33 |
| 14 | 10090 | H | 5 | 248.1 | 48.4 | 23.6 | 0 | 33 |
| 14 | 10090 | J | 3 | 85.5 | 50.2 | 4.2 | 0 | 35 |
| 14 | 10090 | K | 2 | 48.1 | 37.1 | 2.5 | 0 | 33 |
| 14 | 10090 | M | 2 | 62.1 | 46.4 | 2.8 | 0 | 33 |
| 14 | 10090 | N | 2 | 63.4 | 55.3 | 2.3 | 0 | 32 |
| 14 | 10100 | A | 2 | 34.3 | 20.2 | 3.1 | 1 | 39 |
| 14 | 10100 | B | 2 | 26.0 | 13.2 | 3.5 | 1 | 45 |
| 14 | 10100 | C | 5 | 123.8 | 17.1 | 30.8 | 0 | 37 |
| 14 | 10100 | D | 6 | 221.2 | 29.5 | 37.7 | 0 | 34 |
| 14 | 10100 | E | 6 | 184.3 | 7.4 | 185.5 | 0 | 35 |
| 14 | 10100 | F | 4 | 33.2 | 8.7 | 9.1 | 13 | 33 |
| 14 | 10100 | G | 3 | 18.8 | 7.9 | 4.0 | 21 | 33 |
| 14 | 10100 | H | 1 | 22.5 | 20.6 | 1.5 | 8 | 33 |
| 14 | 10100 | J | 2 | 58.2 | 33.8 | 3.8 | 2 | 32 |
| 14 | 10100 | K | 2 | 31.7 | 24.3 | 2.1 | 1 | 37 |
| 14 | 10100 | M | 2 | 27.2 | 14.6 | 3.3 | 6 | 39 |
| 14 | 10110 | A | 2 | 51.5 | 32.4 | 3.3 | 1 | 34 |
| 14 | 10110 | B | 1 | 40.8 | 43.8 | 1.5 | 2 | 29 |
| 14 | 10110 | C | 1 | 39.7 | 43.6 | 1.4 | 5 | 26 |
| 14 | 10110 | D | 6 | 170.3 | 9.2 | 119.9 | 0 | 32 |
| 14 | 10110 | E | 6 | 170.1 | 24.0 | 32.6 | 0 | 32 |
| 14 | 10110 | F | 5 | 148.4 | 32.6 | 17.5 | 0 | 33 |
| 14 | 10110 | G | 2 | 26.0 | 15.8 | 2.7 | 8 | 36 |
| 14 | 10110 | H | 1 | 50.7 | 53.3 | 1.7 | 0 | 34 |
| 14 | 10110 | J | 2 | 63.6 | 41.9 | 3.3 | 0 | 31 |
| 14 | 10120 | A | 1 | 25.4 | 23.0 | 1.6 | 0 | 39 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 14 | 10120 | B | 6 | 151.0 | 16.6 | 44.1 | 0 | 36 |
| 14 | 10120 | C | 5 | 161.4 | 29.1 | 23.3 | 0 | 35 |
| 14 | 10120 | D | 5 | 117.0 | 20.6 | 22.0 | 0 | 37 |
| 14 | 10120 | E | 2 | 20.1 | 14.4 | 2.0 | 12 | 34 |
| 14 | 10120 | F | 2 | 32.7 | 24.1 | 2.3 | 5 | 33 |
| 14 | 10120 | G | 3 | 60.6 | 31.9 | 4.3 | 1 | 33 |
| 14 | 10130 | A | 2 | 41.1 | 28.7 | 2.7 | 3 | 33 |
| 14 | 10130 | B | 1 | 27.4 | 23.7 | 1.7 | 6 | 33 |
| 14 | 10130 | C | 2 | 32.8 | 16.6 | 3.8 | 13 | 29 |
| 14 | 10130 | D | 6 | 148.2 | 19.7 | 34.0 | 0 | 37 |
| 14 | 10130 | E | 6 | 105.6 | 8.5 | 60.9 | 0 | 36 |
| 14 | 10130 | F | 1 | 29.3 | 27.9 | 1.6 | 0 | 36 |
| 14 | 10140 | A | 0 | 11.1 | 12.5 | 0.8 | 4 | 43 |
| 14 | 10140 | B | 6 | 81.7 | 6.7 | 55.4 | 0 | 44 |
| 14 | 10140 | C | 3 | 35.1 | 15.6 | 4.6 | 4 | 39 |
| 14 | 10140 | D | 3 | 21.2 | 8.6 | 4.4 | 4 | 47 |
| 14 | 10150 | A | 0 | 7.8 | 13.3 | 0.4 | 8 | 35 |
| 14 | 10150 | B | 3 | 38.6 | 19.4 | 4.0 | 10 | 30 |
| 14 | 10150 | C | 2 | 41.6 | 29.4 | 2.6 | 7 | 29 |
| 14 | 10150 | D | 6 | 191.6 | 17.1 | 62.2 | 0 | 35 |
| 14 | 10150 | E | 6 | 186.3 | 15.3 | 69.2 | 0 | 35 |
| 14 | 10150 | F | 0 | 0.3 | 13.0 | 0.0 | 0 | 30 |
| 14 | 10160 | A | 0 | 15.7 | 23.8 | 0.6 | 0 | 38 |
| 14 | 10160 | B | 6 | 152.9 | 7.0 | 146.5 | 0 | 37 |
| 14 | 10160 | C | 4 | 49.0 | 12.5 | 10.5 | 9 | 32 |
| 14 | 10160 | D | 2 | 29.9 | 22.3 | 2.2 | 11 | 29 |
| 14 | 10160 | E | 1 | 25.0 | 25.0 | 1.4 | 7 | 31 |
| 14 | 10160 | F | 3 | 70.3 | 32.9 | 5.3 | 1 | 32 |
| 14 | 10160 | G | 3 | 50.3 | 22.2 | 5.2 | 2 | 36 |
| 14 | 10170 | A | 3 | 42.6 | 19.9 | 4.6 | 3 | 37 |
| 14 | 10170 | B | 3 | 30.3 | 12.4 | 4.9 | 11 | 35 |
| 14 | 10170 | C | 0 | 9.9 | 11.4 | 0.8 | 14 | 35 |
| 14 | 10170 | D | 1 | 19.8 | 20.4 | 1.2 | 6 | 34 |
| 14 | 10170 | E | 1 | 22.6 | 26.5 | 1.1 | 5 | 31 |
| 14 | 10170 | F | 6 | 68.0 | 7.9 | 32.9 | 0 | 39 |
| 14 | 10170 | G | 6 | 114.9 | 5.6 | 124.0 | 0 | 41 |
| 14 | 10170 | H | 2 | 60.3 | 47.1 | 2.6 | 1 | 29 |
| 14 | 10180 | A | 3 | 39.7 | 15.0 | 5.9 | 1 | 40 |
| 14 | 10180 | B | 6 | 124.2 | 8.8 | 75.7 | 0 | 41 |
| 14 | 10180 | C | 6 | 110.2 | 11.6 | 42.9 | 0 | 39 |
| 14 | 10180 | D | 1 | 20.0 | 16.7 | 1.6 | 6 | 38 |
| 14 | 10180 | E | 1 | 18.0 | 14.3 | 1.7 | 6 | 41 |
| 14 | 10180 | F | 1 | 14.4 | 11.1 | 1.6 | 12 | 38 |
| 14 | 10180 | G | 2 | 27.7 | 16.8 | 2.8 | 3 | 40 |
| 14 | 10190 | A | 0 | 14.0 | 15.7 | 0.9 | 12 | 32 |
| 14 | 10190 | B | 2 | 29.5 | 14.7 | 3.7 | 11 | 33 |
| 14 | 10190 | C | 1 | 17.2 | 16.7 | 1.2 | 9 | 35 |
| 14 | 10190 | D | 1 | 14.2 | 12.0 | 1.4 | 10 | 40 |
| 14 | 10190 | E | 0 | 12.6 | 13.9 | 0.9 | 11 | 35 |
| 14 | 10190 | F | 6 | 136.9 | 8.4 | 94.7 | 0 | 36 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 14 | 10190 | G | 4 | 59.0 | 15.1 | 11.1 | 4 | 34 |
| 14 | 10200 | A | 3 | 41.1 | 19.6 | 4.4 | 3 | 36 |
| 14 | 10200 | B | 6 | 99.1 | 10.4 | 41.8 | 0 | 35 |
| 14 | 10200 | C | 0 | 10.9 | 15.5 | 0.6 | 7 | 35 |
| 14 | 10200 | D | 2 | 22.6 | 15.1 | 2.3 | 9 | 37 |
| 14 | 10200 | E | 2 | 22.3 | 13.3 | 2.7 | 17 | 30 |
| 14 | 10210 | A | 4 | 70.0 | 19.9 | 10.1 | 6 | 30 |
| 14 | 10210 | B | 2 | 38.1 | 19.9 | 3.8 | 3 | 37 |
| 14 | 10210 | C | 4 | 82.7 | 17.4 | 15.8 | 1 | 33 |
| 14 | 10210 | D | 6 | 150.9 | 11.2 | 74.9 | 0 | 32 |
| 14 | 10210 | E | 4 | 90.5 | 24.9 | 11.4 | 0 | 32 |
| 14 | 10220 | A | 2 | 22.8 | 15.3 | 2.3 | 10 | 36 |
| 14 | 10220 | B | 6 | 93.1 | 9.0 | 45.9 | 0 | 39 |
| 14 | 10220 | C | 6 | 44.6 | 4.6 | 34.4 | 9 | 35 |
| 14 | 10220 | D | 2 | 24.7 | 15.1 | 2.7 | 10 | 35 |
| 14 | 10220 | E | 2 | 21.8 | 9.7 | 3.9 | 12 | 38 |
| 14 | 10230 | A | 3 | 20.6 | 7.4 | 5.1 | 10 | 43 |
| 14 | 10230 | B | 2 | 18.6 | 9.1 | 3.3 | 12 | 40 |
| 14 | 10230 | C | 3 | 32.6 | 11.9 | 5.8 | 4 | 40 |
| 14 | 10230 | D | 2 | 24.7 | 14.5 | 2.8 | 7 | 38 |
| 14 | 10230 | E | 4 | 46.9 | 9.3 | 14.5 | 3 | 39 |
| 14 | 10230 | F | 6 | 41.1 | 3.4 | 45.4 | 0 | 47 |
| 14 | 10240 | A | 6 | 84.1 | 5.4 | 77.9 | 0 | 37 |
| 14 | 10240 | B | 1 | 18.7 | 15.9 | 1.5 | 6 | 39 |
| 14 | 10240 | C | 4 | 60.3 | 17.8 | 9.2 | 2 | 35 |
| 14 | 10240 | D | 4 | 65.4 | 15.9 | 12.2 | 3 | 33 |
| 14 | 10250 | A | 3 | 17.3 | 5.9 | 5.2 | 25 | 32 |
| 14 | 10250 | B | 3 | 39.5 | 13.2 | 6.9 | 7 | 35 |
| 14 | 10250 | C | 1 | 10.1 | 8.4 | 1.3 | 16 | 40 |
| 14 | 10250 | D | 4 | 46.4 | 11.9 | 10.3 | 2 | 39 |
| 14 | 10250 | E | 2 | 22.9 | 16.5 | 2.1 | 3 | 41 |
| 14 | 10250 | F | 4 | 109.1 | 25.5 | 14.9 | 0 | 33 |
| 14 | 10250 | G | 4 | 79.3 | 18.9 | 13.2 | 0 | 35 |
| 14 | 10250 | H | 1 | 11.2 | 8.8 | 1.4 | 21 | 34 |
| 14 | 10260 | A | 6 | 77.0 | 6.0 | 58.4 | 0 | 39 |
| 14 | 10260 | B | 3 | 46.4 | 22.0 | 4.6 | 6 | 32 |
| 14 | 10260 | C | 4 | 74.5 | 24.7 | 8.4 | 0 | 34 |
| 14 | 10260 | D | 5 | 43.4 | 7.8 | 16.2 | 7 | 36 |
| 14 | 10260 | E | 1 | 19.3 | 22.3 | 1.0 | 9 | 30 |
| 14 | 10260 | F | 4 | 85.7 | 19.1 | 14.8 | 0 | 34 |
| 14 | 10260 | G | 4 | 60.7 | 17.0 | 9.9 | 5 | 32 |
| 14 | 10260 | H | 3 | 53.7 | 19.3 | 6.9 | 5 | 32 |
| 14 | 10270 | A | 4 | 73.3 | 22.3 | 9.4 | 4 | 30 |
| 14 | 10270 | B | 4 | 54.7 | 16.6 | 8.7 | 8 | 30 |
| 14 | 10270 | C | 4 | 78.9 | 27.0 | 8.2 | 0 | 34 |
| 14 | 10270 | D | 1 | 12.7 | 10.8 | 1.3 | 12 | 39 |
| 14 | 10270 | E | 3 | 27.1 | 9.0 | 6.2 | 10 | 39 |
| 14 | 10270 | F | 3 | 21.5 | 7.1 | 5.8 | 18 | 34 |
| 14 | 10270 | G | 2 | 22.9 | 14.6 | 2.5 | 10 | 36 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 14 | 10270 | H | 1 | 13.5 | 9.2 | 1.9 | 10 | 44 |
| 14 | 10270 | J | 5 | 150.4 | 24.8 | 25.7 | 0 | 30 |
| 14 | 10280 | A | 6 | 99.0 | 10.0 | 44.0 | 0 | 35 |
| 14 | 10280 | B | 1 | 17.6 | 17.9 | 1.2 | 9 | 34 |
| 14 | 10280 | C | 1 | 15.8 | 16.0 | 1.1 | 13 | 32 |
| 14 | 10280 | D | 4 | 37.4 | 11.1 | 8.0 | 8 | 36 |
| 14 | 10280 | E | 3 | 50.4 | 21.9 | 5.3 | 3 | 35 |
| 14 | 10280 | F | 2 | 30.6 | 15.4 | 3.7 | 7 | 36 |
| 14 | 10280 | G | 3 | 39.2 | 14.1 | 6.3 | 6 | 36 |
| 14 | 10280 | H | 1 | 10.4 | 9.3 | 1.1 | 17 | 37 |
| 14 | 10290 | A | 0 | 6.2 | 6.7 | 0.7 | 23 | 37 |
| 14 | 10290 | B | 2 | 17.2 | 10.9 | 2.2 | 19 | 32 |
| 14 | 10290 | C | 4 | 48.5 | 13.4 | 9.5 | 4 | 36 |
| 14 | 10290 | D | 2 | 22.2 | 12.6 | 2.8 | 12 | 36 |
| 14 | 10290 | E | 1 | 15.6 | 14.4 | 1.3 | 11 | 35 |
| 14 | 10290 | F | 5 | 117.1 | 16.6 | 29.3 | 0 | 32 |
| 14 | 10290 | G | 1 | 9.4 | 5.8 | 1.9 | 25 | 38 |
| 14 | 10301 | A | 6 | 115.9 | 11.1 | 49.4 | 0 | 32 |
| 14 | 10301 | B | 2 | 30.1 | 24.4 | 2.0 | 8 | 30 |
| 14 | 10301 | C | 1 | 18.9 | 16.2 | 1.5 | 13 | 32 |
| 14 | 10301 | D | 1 | 18.9 | 15.1 | 1.7 | 9 | 37 |
| 14 | 10301 | E | 3 | 58.8 | 19.8 | 7.7 | 1 | 36 |
| 14 | 10310 | A | 2 | 40.5 | 22.0 | 3.7 | 6 | 33 |
| 14 | 10310 | B | 2 | 45.1 | 24.0 | 3.9 | 6 | 32 |
| 14 | 10310 | C | 2 | 26.4 | 15.9 | 2.8 | 16 | 28 |
| 14 | 10310 | D | 1 | 20.5 | 25.0 | 1.0 | 9 | 28 |
| 14 | 10310 | E | 0 | 15.3 | 18.9 | 0.8 | 12 | 28 |
| 14 | 10310 | F | 6 | 109.5 | 9.1 | 58.9 | 2 | 30 |
| 14 | 10320 | A | 5 | 76.8 | 12.9 | 20.8 | 6 | 29 |
| 14 | 10320 | B | 2 | 30.5 | 24.2 | 2.0 | 14 | 25 |
| 14 | 10320 | C | 2 | 41.6 | 27.2 | 2.9 | 6 | 31 |
| 14 | 10330 | A | 5 | 64.4 | 10.6 | 20.4 | 7 | 30 |
| 14 | 10340 | A | 6 | 76.5 | 3.7 | 112.0 | 1 | 35 |
| 6 | 20011 | A | 3 | 57.0 | 28.9 | 4.5 | 9 | 26 |
| 6 | 20011 | B | 0 | 138.1 | -0.3 | 0.0 | 0 | 35 |
| 6 | 20011 | C | 6 | 162.9 | 6.8 | 169.6 | 0 | 35 |
| 6 | 20011 | D | 5 | 131.1 | 29.2 | 16.7 | 0 | 35 |
| 6 | 20011 | E | 6 | 149.3 | 10.7 | 78.4 | 0 | 34 |
| 6 | 20011 | F | 5 | 42.4 | 7.4 | 16.8 | 8 | 35 |
| 6 | 20011 | G | 3 | 36.3 | 13.2 | 6.0 | 8 | 35 |
| 6 | 20011 | H | 1 | 37.3 | 36.1 | 1.7 | 3 | 30 |
| 6 | 20011 | J | 3 | 118.2 | 63.0 | 5.2 | 0 | 28 |
| 6 | 20011 | K | 3 | 124.6 | 49.7 | 7.7 | 1 | 27 |
| 6 | 20011 | M | 3 | 112.5 | 46.8 | 7.1 | 0 | 30 |
| 6 | 20020 | A | 3 | 45.7 | 22.6 | 4.3 | 9 | 29 |
| 6 | 20020 | B | 2 | 45.6 | 24.8 | 3.8 | 7 | 30 |
| 6 | 20020 | C | 2 | 43.1 | 34.2 | 2.3 | 3 | 31 |
| 6 | 20020 | D | 3 | 36.5 | 11.5 | 7.3 | 13 | 31 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 6 | 20020 | E | 4 | 38.5 | 10.1 | 9.5 | 12 | 31 |
| 6 | 20020 | F | 4 | 29.8 | 6.1 | 12.2 | 17 | 31 |
| 6 | 20020 | G | 4 | 142.9 | 36.1 | 14.5 | 0 | 28 |
| 6 | 20020 | H | 5 | 140.0 | 29.7 | 18.1 | 0 | 31 |
| 6 | 20020 | J | 6 | 196.9 | 8.7 | 165.3 | 0 | 36 |
| 6 | 20020 | K | 6 | 124.3 | 9.9 | 64.6 | 0 | 37 |
| 6 | 20020 | M | 4 | 47.7 | 14.1 | 8.6 | 5 | 35 |
| 6 | 20030 | A | 1 | 20.3 | 18.9 | 1.4 | 6 | 35 |
| 6 | 20030 | B | 5 | 52.7 | 8.6 | 19.5 | 5 | 35 |
| 6 | 20030 | C | 5 | 59.9 | 9.1 | 22.2 | 3 | 36 |
| 6 | 20030 | D | 6 | 150.9 | 7.0 | 143.3 | 0 | 32 |
| 6 | 20030 | E | 6 | 185.7 | 6.6 | 220.9 | 0 | 33 |
| 6 | 20030 | F | 0 | 199.0 | -1.1 | 0.0 | 0 | 32 |
| 6 | 20030 | G | 6 | 210.4 | 19.4 | 61.1 | 0 | 32 |
| 6 | 20030 | H | 0 | 26.5 | 40.5 | 0.8 | 0 | 32 |
| 6 | 20030 | J | 3 | 86.1 | 38.2 | 6.0 | 2 | 29 |
| 6 | 20030 | K | 1 | 38.0 | 44.9 | 1.3 | 0 | 31 |
| 6 | 20040 | A | 2 | 39.9 | 30.1 | 2.4 | 2 | 33 |
| 6 | 20040 | B | 4 | 73.6 | 17.0 | 13.5 | 2 | 33 |
| 6 | 20040 | C | 4 | 113.4 | 36.0 | 10.1 | 0 | 33 |
| 6 | 20040 | D | 6 | 227.4 | 18.7 | 72.9 | 0 | 34 |
| 6 | 20040 | E | 6 | 203.9 | 6.0 | 297.1 | 0 | 33 |
| 6 | 20040 | F | 6 | 145.4 | 6.6 | 146.1 | 0 | 31 |
| 6 | 20040 | G | 6 | 125.3 | 1.6 | 1000.0 | 0 | 31 |
| 6 | 20050 | A | 0 | 129.3 | -1.4 | 0.0 | 0 | 31 |
| 6 | 20050 | B | 6 | 227.3 | 3.5 | 1000.0 | 0 | 32 |
| 6 | 20050 | C | 6 | 265.7 | 3.6 | 1000.0 | 0 | 31 |
| 6 | 20050 | D | 6 | 277.8 | 9.6 | 258.5 | 0 | 30 |
| 6 | 20050 | E | 6 | 213.4 | 14.9 | 89.6 | 0 | 33 |
| 6 | 20050 | F | 5 | 151.5 | 26.6 | 23.7 | 0 | 34 |
| 6 | 20050 | G | 5 | 111.8 | 23.1 | 17.6 | 0 | 33 |
| 6 | 20050 | H | 5 | 128.7 | 19.4 | 27.7 | 0 | 34 |
| 6 | 20050 | J | 6 | 106.7 | 4.8 | 135.7 | 0 | 36 |
| 6 | 20050 | K | 1 | 35.2 | 31.5 | 1.8 | 1 | 35 |
| 6 | 20050 | M | 2 | 46.1 | 25.4 | 3.8 | 5 | 32 |
| 6 | 20060 | A | 3 | 66.0 | 24.2 | 7.1 | 0 | 36 |
| 6 | 20060 | B | 1 | 19.1 | 22.1 | 1.0 | 0 | 40 |
| 6 | 20060 | C | 2 | 31.5 | 21.8 | 2.5 | 6 | 34 |
| 6 | 20060 | D | 6 | 156.7 | 20.6 | 35.0 | 0 | 38 |
| 6 | 20060 | E | 4 | 153.9 | 40.2 | 14.1 | 0 | 35 |
| 6 | 20060 | F | 2 | 46.9 | 37.3 | 2.3 | 1 | 32 |
| 6 | 20060 | G | 2 | 23.8 | 15.6 | 2.4 | 14 | 30 |
| 6 | 20060 | H | 2 | 38.2 | 22.3 | 3.3 | 9 | 30 |
| 6 | 20060 | J | 3 | 40.2 | 20.1 | 4.1 | 13 | 27 |
| 6 | 20060 | K | 3 | 86.9 | 33.2 | 7.3 | 0 | 31 |
| 6 | 20060 | M | 6 | 193.7 | 19.7 | 52.3 | 0 | 30 |
| 6 | 20060 | N | 6 | 175.7 | 12.5 | 82.8 | 0 | 31 |
| 6 | 20060 | O | 6 | 103.9 | 0.3 | 1000.0 | 1 | 33 |
| 6 | 20070 | A | 6 | 123.9 | 3.6 | 261.5 | 0 | 36 |
| 6 | 20070 | B | 6 | 169.5 | 16.6 | 53.1 | 0 | 35 |
| 6 | 20070 | C | 5 | 117.5 | 19.7 | 23.5 | 0 | 35 |
| 6 | 20070 | D | 3 | 32.4 | 11.3 | 6.2 | 14 | 31 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 6 | 20070 | E | 3 | 30.9 | 10.4 | 6.4 | 16 | 30 |
| 6 | 20070 | F | 0 | 18.0 | 33.0 | 0.5 | 0 | 35 |
| 6 | 20070 | G | 5 | 117.7 | 19.8 | 23.4 | 0 | 38 |
| 6 | 20070 | H | 6 | 91.6 | 8.1 | 51.6 | 0 | 37 |
| 6 | 20070 | J | 3 | 30.7 | 14.7 | 4.0 | 5 | 39 |
| 6 | 20070 | K | 2 | 23.0 | 10.7 | 3.8 | 18 | 31 |
| 6 | 20080 | A | 2 | 18.0 | 10.8 | 2.5 | 17 | 34 |
| 6 | 20080 | B | 2 | 28.9 | 16.6 | 3.1 | 7 | 36 |
| 6 | 20080 | C | 6 | 105.7 | 10.7 | 44.7 | 1 | 31 |
| 6 | 20080 | D | 6 | 149.3 | 18.3 | 38.0 | 0 | 32 |
| 6 | 20080 | E | 3 | 55.7 | 27.8 | 4.5 | 3 | 32 |
| 6 | 20080 | F | 0 | 8.0 | 17.3 | 0.3 | 5 | 32 |
| 6 | 20080 | G | 2 | 34.3 | 18.6 | 3.5 | 9 | 33 |
| 6 | 20080 | H | 4 | 181.0 | 60.3 | 10.8 | 0 | 28 |
| 6 | 20080 | J | 5 | 241.2 | 43.0 | 26.3 | 0 | 29 |
| 6 | 20080 | K | 6 | 283.3 | 25.8 | 67.3 | 0 | 29 |
| 6 | 20080 | M | 6 | 290.5 | 9.9 | 267.2 | 0 | 29 |
| 6 | 20090 | A | 3 | 35.2 | 14.6 | 5.0 | 10 | 33 |
| 6 | 20090 | B | 2 | 65.9 | 41.2 | 3.6 | 4 | 28 |
| 6 | 20090 | C | 0 | 15.5 | 37.3 | 0.3 | 0 | 29 |
| 6 | 20090 | D | 5 | 90.1 | 16.8 | 19.0 | 0 | 37 |
| 6 | 20090 | E | 6 | 74.9 | 5.2 | 67.8 | 0 | 39 |
| 6 | 20090 | F | 1 | 20.3 | 18.9 | 1.4 | 1 | 41 |
| 6 | 20090 | G | 2 | 28.3 | 17.4 | 2.8 | 5 | 38 |
| 6 | 20090 | H | 1 | 16.3 | 11.8 | 1.8 | 19 | 31 |
| 6 | 20100 | A | 3 | 38.8 | 16.3 | 5.1 | 8 | 33 |
| 6 | 20100 | B | 4 | 73.5 | 20.9 | 10.3 | 2 | 33 |
| 6 | 20100 | C | 6 | 112.8 | 11.6 | 44.5 | 0 | 31 |
| 6 | 20100 | D | 6 | 147.6 | 20.3 | 32.5 | 0 | 31 |
| 6 | 20100 | E | 0 | 30.1 | 51.0 | 0.7 | 0 | 30 |
| 6 | 20100 | F | 0 | 25.9 | 40.0 | 0.8 | 0 | 31 |
| 6 | 20110 | A | 2 | 36.6 | 27.9 | 2.3 | 2 | 35 |
| 6 | 20110 | B | 0 | 28.8 | 46.4 | 0.8 | 0 | 32 |
| 6 | 20110 | C | 5 | 97.8 | 18.6 | 18.9 | 0 | 37 |
| 6 | 20110 | D | 5 | 68.0 | 10.5 | 22.5 | 1 | 36 |
| 6 | 20110 | E | 3 | 49.4 | 24.3 | 4.5 | 5 | 32 |
| 6 | 20110 | F | 3 | 47.8 | 17.2 | 6.6 | 5 | 34 |
| 6 | 20110 | G | 2 | 45.5 | 27.3 | 3.3 | 5 | 31 |
| 6 | 20120 | A | 2 | 30.5 | 22.0 | 2.3 | 6 | 34 |
| 6 | 20120 | B | 3 | 44.0 | 16.3 | 6.2 | 3 | 37 |
| 6 | 20120 | C | 3 | 57.9 | 20.6 | 7.1 | 0 | 41 |
| 6 | 20120 | D | 5 | 66.6 | 8.5 | 28.9 | 0 | 37 |
| 6 | 20120 | E | 5 | 100.7 | 13.5 | 30.3 | 0 | 38 |
| 6 | 20120 | F | 4 | 102.5 | 26.6 | 12.7 | 0 | 37 |
| 6 | 20120 | G | 1 | 30.2 | 41.3 | 1.0 | 0 | 32 |
| 6 | 20130 | A | 0 | 21.3 | 33.3 | 0.7 | 0 | 34 |
| 6 | 20130 | B | 0 | 10.2 | 24.2 | 0.3 | 0 | 36 |
| 6 | 20130 | C | 4 | 112.2 | 31.8 | 11.6 | 0 | 35 |
| 6 | 20130 | D | 4 | 87.6 | 22.1 | 12.6 | 0 | 39 |
| 6 | 20130 | E | 3 | 52.2 | 26.0 | 4.5 | 0 | 36 |
| 6 | 20130 | F | 2 | 40.0 | 22.6 | 3.5 | 4 | 35 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 6 | 20130 | G | 1 | 24.1 | 19.7 | 1.8 | 8 | 33 |
| 6 | 20140 | A | 1 | 25.6 | 23.7 | 1.5 | 6 | 33 |
| 6 | 20140 | B | 2 | 37.7 | 31.3 | 2.0 | 0 | 36 |
| 6 | 20140 | C | 4 | 98.9 | 26.5 | 12.1 | 0 | 34 |
| 6 | 20140 | D | 4 | 92.0 | 28.2 | 9.9 | 0 | 35 |
| 6 | 20150 | A | 5 | 107.1 | 20.3 | 19.5 | 0 | 33 |
| 6 | 20150 | B | 5 | 97.8 | 20.9 | 16.2 | 0 | 34 |
| 6 | 20150 | C | 2 | 30.3 | 18.5 | 2.9 | 1 | 41 |
| 6 | 20160 | A | 0 | 10.7 | 19.4 | 0.4 | 9 | 28 |
| 6 | 20160 | B | 0 | 16.4 | 21.5 | 0.8 | 9 | 29 |
| 6 | 20160 | C | 2 | 43.1 | 36.7 | 2.1 | 2 | 31 |
| 6 | 20160 | D | 4 | 65.7 | 15.5 | 12.7 | 1 | 36 |
| 6 | 20160 | E | 4 | 80.2 | 17.8 | 14.6 | 0 | 35 |
| 6 | 20170 | A | 5 | 96.3 | 13.8 | 27.4 | 0 | 35 |
| 6 | 20170 | B | 6 | 97.3 | 7.8 | 59.9 | 0 | 33 |
| 6 | 20170 | C | 3 | 57.3 | 20.1 | 7.3 | 7 | 30 |
| 6 | 20170 | D | 0 | 11.1 | 20.7 | 0.4 | 5 | 31 |
| 6 | 20180 | A | 0 | 18.9 | 34.6 | 0.5 | 1 | 29 |
| 6 | 20180 | B | 3 | 49.5 | 25.4 | 4.2 | 7 | 29 |
| 6 | 20180 | C | 6 | 148.3 | 16.1 | 44.6 | 0 | 33 |
| 6 | 20180 | D | 5 | 115.7 | 24.4 | 17.3 | 0 | 34 |
| 6 | 20180 | E | 0 | 12.0 | 32.4 | 0.2 | 0 | 32 |
| 6 | 20190 | A | 0 | 15.2 | 30.0 | 0.4 | 0 | 38 |
| 6 | 20190 | B | 5 | 103.3 | 14.6 | 28.4 | 0 | 37 |
| 6 | 20190 | C | 5 | 61.0 | 10.4 | 19.2 | 1 | 37 |
| 6 | 20190 | D | 3 | 36.7 | 13.5 | 6.0 | 7 | 36 |
| 6 | 20200 | A | 2 | 29.3 | 18.1 | 2.8 | 10 | 32 |
| 6 | 20200 | B | 5 | 98.4 | 16.1 | 23.1 | 0 | 32 |
| 6 | 20200 | C | 5 | 142.7 | 22.2 | 27.3 | 0 | 33 |
| 6 | 20200 | D | 0 | 4.5 | 19.1 | 0.0 | 0 | 35 |
| 6 | 20210 | A | 5 | 106.9 | 14.4 | 30.6 | 0 | 33 |
| 6 | 20210 | B | 4 | 59.9 | 12.0 | 15.4 | 6 | 32 |
| 6 | 20210 | C | 1 | 33.5 | 30.8 | 1.7 | 7 | 28 |
| 6 | 20220 | A | 2 | 22.3 | 16.3 | 2.0 | 7 | 38 |
| 6 | 20220 | B | 4 | 43.3 | 10.9 | 10.4 | 5 | 37 |
| 6 | 20220 | C | 5 | 81.2 | 10.6 | 29.6 | 0 | 38 |
| 6 | 20230 | A | 0 | 3.5 | 18.2 | 0.0 | 0 | 29 |
| 6 | 20230 | B | 6 | 87.9 | 9.0 | 41.9 | 0 | 37 |
| 6 | 20230 | C | 5 | 54.8 | 6.7 | 29.0 | 5 | 35 |
| 6 | 20230 | D | 1 | 23.7 | 24.3 | 1.3 | 8 | 30 |
| 6 | 20240 | A | 1 | 18.6 | 20.1 | 1.1 | 5 | 36 |
| 6 | 20240 | B | 6 | 93.2 | 8.1 | 53.1 | 0 | 37 |
| 6 | 20240 | C | 5 | 84.3 | 11.6 | 27.9 | 0 | 35 |
| 6 | 20240 | D | 0 | 5.6 | 19.3 | 0.1 | 0 | 35 |
| 6 | 20250 | A | 0 | 6.7 | 15.1 | 0.2 | 0 | 40 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 6 | 20250 | B | 6 | 78.4 | 5.3 | 71.2 | 0 | 40 |
| 6 | 20250 | C | 6 | 80.7 | 3.7 | 122.4 | 0 | 39 |
| 6 | 20250 | D | 1 | 32.5 | 27.9 | 1.9 | 5 | 32 |
| 6 | 20260 | A | 2 | 32.4 | 20.5 | 2.8 | 5 | 35 |
| 6 | 20260 | B | 6 | 79.3 | 4.6 | 88.1 | 0 | 41 |
| 6 | 20260 | C | 6 | 84.4 | 6.4 | 62.1 | 0 | 39 |
| 6 | 20260 | D | 0 | 7.4 | 15.5 | 0.3 | 1 | 38 |
| 6 | 20270 | A | 2 | 31.2 | 20.7 | 2.6 | 2 | 39 |
| 6 | 20270 | B | 6 | 90.9 | 11.3 | 32.6 | 0 | 37 |
| 6 | 20270 | C | 6 | 82.0 | 6.9 | 53.5 | 0 | 39 |
| 6 | 20270 | D | 2 | 43.6 | 26.5 | 3.2 | 4 | 33 |
| 6 | 20280 | A | 0 | 16.8 | 24.9 | 0.7 | 5 | 31 |
| 6 | 20280 | B | 2 | 43.1 | 27.3 | 3.1 | 3 | 33 |
| 6 | 20280 | C | 6 | 85.5 | 4.1 | 116.9 | 0 | 37 |
| 6 | 20280 | D | 6 | 112.0 | 6.4 | 98.8 | 0 | 36 |
| 6 | 20280 | E | 2 | 34.6 | 20.1 | 3.2 | 2 | 38 |
| 6 | 20290 | A | 2 | 23.7 | 13.8 | 2.8 | 4 | 42 |
| 6 | 20290 | B | 6 | 100.5 | 5.6 | 99.3 | 0 | 36 |
| 6 | 20290 | C | 6 | 94.5 | 2.5 | 276.0 | 0 | 35 |
| 6 | 20290 | D | 2 | 46.2 | 28.2 | 3.3 | 1 | 35 |
| 6 | 20300 | A | 2 | 29.8 | 21.5 | 2.3 | 6 | 35 |
| 6 | 20300 | B | 6 | 79.3 | 4.5 | 90.8 | 2 | 34 |
| 6 | 20300 | C | 3 | 48.2 | 23.5 | 4.5 | 3 | 34 |
| 6 | 20310 | A | 3 | 40.7 | 14.6 | 6.4 | 6 | 35 |
| 6 | 20310 | B | 6 | 107.7 | 2.5 | 345.3 | 0 | 37 |
| 6 | 20310 | C | 2 | 32.0 | 23.4 | 2.3 | 5 | 34 |
| 6 | 20310 | D | 2 | 14.9 | 8.7 | 2.4 | 20 | 35 |
| 6 | 20320 | A | 2 | 22.4 | 12.0 | 3.1 | 15 | 33 |
| 6 | 20320 | B | 2 | 25.0 | 17.4 | 2.2 | 9 | 35 |
| 6 | 20320 | C | 2 | 46.5 | 31.3 | 2.9 | 2 | 33 |
| 6 | 20320 | D | 6 | 86.2 | 2.4 | 250.0 | 0 | 39 |
| 6 | 20320 | E | 2 | 29.3 | 20.0 | 2.4 | 5 | 37 |
| 6 | 20330 | A | 0 | -1.6 | 20.7 | 0.0 | 0 | 34 |
| 6 | 20330 | B | 0 | 14.4 | 21.2 | 0.6 | 0 | 38 |
| 6 | 20330 | C | 2 | 22.9 | 16.9 | 2.0 | 7 | 37 |
| 6 | 20330 | D | 6 | 100.0 | 3.7 | 175.0 | 0 | 37 |
| 6 | 20330 | E | 2 | 34.2 | 20.2 | 3.1 | 0 | 40 |
| 6 | 20330 | F | 2 | 36.8 | 28.1 | 2.3 | 5 | 32 |
| 6 | 20330 | G | 2 | 25.4 | 16.5 | 2.5 | 14 | 30 |
| 6 | 20341 | A | 1 | 23.0 | 23.4 | 1.3 | 5 | 34 |
| 6 | 20341 | B | 0 | 15.8 | 20.9 | 0.8 | 6 | 32 |
| 6 | 20341 | C | 2 | 40.9 | 24.9 | 3.2 | 0 | 38 |
| 6 | 20341 | D | 6 | 261.0 | 9.0 | 254.6 | 0 | 29 |
| 6 | 20341 | E | 6 | 234.1 | 19.8 | 70.7 | 0 | 29 |
| 6 | 20341 | F | 0 | 6.6 | 21.5 | 0.1 | 0 | 32 |
| 6 | 20350 | A | 0 | 15.2 | 25.6 | 0.5 | 1 | 34 |
| 6 | 20350 | B | 5 | 108.3 | 20.0 | 20.2 | 0 | 34 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 6 | 20350 | C | 6 | 140.0 | 7.4 | 117.1 | 0 | 33 |
| 6 | 20350 | D | 3 | 38.3 | 15.4 | 5.4 | 8 | 34 |
| 6 | 20350 | E | 3 | 56.6 | 25.6 | 5.2 | 0 | 38 |
| 6 | 20350 | F | 3 | 57.4 | 23.6 | 5.9 | 1 | 36 |
| 6 | 20350 | G | 0 | 9.8 | 14.3 | 0.5 | 11 | 33 |
| 6 | 20360 | A | 0 | 11.9 | 12.7 | 0.9 | 13 | 35 |
| 6 | 20360 | B | 3 | 91.2 | 39.1 | 6.4 | 0 | 32 |
| 6 | 20360 | C | 3 | 66.7 | 35.9 | 4.3 | 1 | 32 |
| 6 | 20360 | D | 6 | 83.0 | 4.9 | 87.1 | 0 | 37 |
| 6 | 20360 | E | 6 | 76.9 | 7.2 | 45.5 | 0 | 39 |
| 6 | 20360 | F | 0 | 13.3 | 25.4 | 0.4 | 0 | 34 |
| 6 | 20370 | A | 1 | 18.3 | 21.3 | 1.0 | 0 | 39 |
| 6 | 20370 | B | 6 | 61.6 | 4.4 | 61.9 | 0 | 42 |
| 6 | 20370 | C | 6 | 37.1 | 3.1 | 43.5 | 5 | 42 |
| 6 | 20370 | D | 3 | 37.1 | 12.8 | 6.5 | 1 | 42 |
| 6 | 20370 | E | 3 | 59.9 | 24.7 | 6.0 | 2 | 34 |
| 6 | 20370 | F | 1 | 16.5 | 16.3 | 1.2 | 11 | 33 |
| 6 | 20380 | A | 0 | 11.9 | 15.4 | 0.7 | 12 | 31 |
| 6 | 20380 | B | 3 | 70.2 | 28.0 | 6.5 | 2 | 32 |
| 6 | 20380 | C | 3 | 56.0 | 21.5 | 6.4 | 2 | 35 |
| 6 | 20380 | D | 6 | 109.9 | 11.0 | 45.9 | 0 | 34 |
| 6 | 20380 | E | 5 | 84.3 | 16.1 | 18.0 | 0 | 36 |
| 6 | 20380 | F | 0 | 7.8 | 29.1 | 0.1 | 0 | 28 |
| 6 | 20390 | A | 0 | 6.4 | 15.6 | 0.2 | 0 | 40 |
| 6 | 20390 | B | 4 | 60.3 | 14.1 | 12.6 | 0 | 41 |
| 6 | 20390 | C | 6 | 32.1 | 3.0 | 35.9 | 1 | 47 |
| 6 | 20390 | D | 2 | 38.1 | 20.5 | 3.6 | 5 | 35 |
| 6 | 20390 | E | 3 | 62.9 | 23.4 | 6.9 | 1 | 35 |
| 6 | 20390 | F | 4 | 79.6 | 24.3 | 9.6 | 1 | 32 |
| 6 | 20390 | G | 0 | 10.6 | 12.7 | 0.8 | 16 | 31 |
| 6 | 20400 | A | 0 | 14.0 | 17.7 | 0.8 | 11 | 31 |
| 6 | 20400 | B | 3 | 86.7 | 35.7 | 6.7 | 1 | 30 |
| 6 | 20400 | C | 3 | 82.8 | 34.6 | 6.4 | 1 | 31 |
| 6 | 20400 | D | 2 | 53.3 | 32.5 | 3.4 | 3 | 31 |
| 6 | 20400 | E | 5 | 85.7 | 12.9 | 24.8 | 0 | 36 |
| 6 | 20400 | F | 5 | 85.8 | 18.0 | 16.0 | 0 | 36 |
| 6 | 20400 | G | 0 | 15.7 | 28.3 | 0.5 | 0 | 37 |
| 6 | 20410 | A | 1 | 29.4 | 36.5 | 1.1 | 0 | 35 |
| 6 | 20410 | B | 6 | 126.1 | 13.9 | 41.8 | 0 | 33 |
| 6 | 20410 | C | 2 | 53.1 | 32.6 | 3.4 | 1 | 34 |
| 6 | 20410 | D | 3 | 60.1 | 25.3 | 5.8 | 1 | 35 |
| 6 | 20410 | E | 3 | 44.7 | 20.7 | 4.7 | 2 | 36 |
| 6 | 20410 | F | 0 | 6.4 | 10.3 | 0.4 | 14 | 34 |
| 6 | 20420 | A | 0 | 4.9 | 9.9 | 0.2 | 15 | 30 |
| 6 | 20420 | B | 3 | 79.4 | 47.0 | 4.1 | 1 | 29 |
| 6 | 20420 | C | 2 | 67.2 | 42.3 | 3.6 | 2 | 30 |
| 6 | 20420 | D | 1 | 31.5 | 28.6 | 1.7 | 5 | 32 |
| 6 | 20420 | E | 6 | 104.0 | 11.2 | 40.9 | 0 | 33 |
| 6 | 20420 | F | 0 | 15.1 | 20.5 | 0.7 | 3 | 36 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 6 | 20430 | A | 0 | 9.7 | 15.0 | 0.5 | 4 | 38 |
| 6 | 20430 | B | 5 | 65.1 | 11.9 | 17.8 | 0 | 40 |
| 6 | 20430 | C | 2 | 23.6 | 17.6 | 2.0 | 4 | 39 |
| 6 | 20430 | D | 2 | 26.9 | 17.8 | 2.5 | 4 | 39 |
| 6 | 20430 | E | 4 | 52.7 | 13.3 | 10.9 | 0 | 41 |
| 6 | 20440 | A | 4 | 76.9 | 26.5 | 8.1 | 0 | 35 |
| 6 | 20440 | B | 3 | 48.9 | 24.2 | 4.4 | 2 | 35 |
| 6 | 20440 | C | 2 | 21.8 | 14.2 | 2.3 | 8 | 38 |
| 6 | 20440 | D | 6 | 134.2 | 16.1 | 38.0 | 0 | 32 |
| 6 | 20440 | E | 1 | 27.3 | 33.4 | 1.1 | 7 | 26 |
| 6 | 20450 | A | 1 | 16.7 | 16.4 | 1.2 | 2 | 42 |
| 6 | 20450 | B | 6 | 102.2 | 7.1 | 73.8 | 0 | 35 |
| 6 | 20450 | C | 6 | 44.0 | 1.3 | 190.1 | 6 | 39 |
| 6 | 20450 | D | 4 | 58.1 | 18.6 | 8.2 | 1 | 36 |
| 6 | 20450 | E | 4 | 53.5 | 11.4 | 13.7 | 3 | 37 |
| 7 | 20460 | A | 4 | 59.4 | 17.4 | 9.3 | 0 | 39 |
| 7 | 20460 | B | 4 | 56.8 | 18.0 | 8.3 | 1 | 37 |
| 7 | 20460 | C | 5 | 126.0 | 23.3 | 21.0 | 0 | 32 |
| 7 | 20460 | D | 1 | 26.6 | 34.3 | 1.0 | 3 | 29 |
| 7 | 20470 | A | 0 | 11.6 | 14.5 | 0.7 | 2 | 43 |
| 7 | 20470 | B | 4 | 46.0 | 8.6 | 15.6 | 0 | 45 |
| 7 | 20470 | C | 5 | 47.5 | 7.3 | 20.5 | 0 | 48 |
| 7 | 20470 | D | 3 | 47.0 | 17.2 | 6.5 | 0 | 41 |
| 7 | 20470 | E | 3 | 32.7 | 12.1 | 5.7 | 0 | 48 |
| 7 | 20480 | A | 3 | 55.0 | 25.7 | 4.9 | 3 | 33 |
| 7 | 20480 | B | 3 | 62.8 | 27.7 | 5.5 | 2 | 32 |
| 7 | 20480 | C | 5 | 155.1 | 31.6 | 19.6 | 0 | 28 |
| 7 | 20480 | D | 4 | 111.4 | 29.9 | 12.5 | 2 | 28 |
| 7 | 20480 | E | 0 | 3.1 | 13.1 | 0.0 | 2 | 32 |
| 7 | 20490 | A | 0 | 6.1 | 10.7 | 0.3 | 5 | 41 |
| 7 | 20490 | B | 5 | 100.4 | 17.0 | 22.2 | 0 | 39 |
| 7 | 20490 | C | 5 | 95.6 | 14.0 | 26.5 | 0 | 40 |
| 7 | 20490 | D | 2 | 27.0 | 17.2 | 2.6 | 0 | 43 |
| 7 | 20490 | E | 4 | 52.7 | 11.3 | 13.6 | 0 | 41 |
| 7 | 20490 | F | 1 | 9.8 | 7.5 | 1.4 | 14 | 45 |
| 7 | 20500 | A | 2 | 21.4 | 13.4 | 2.5 | 12 | 35 |
| 7 | 20500 | B | 4 | 73.1 | 19.5 | 11.2 | 0 | 36 |
| 7 | 20500 | C | 2 | 33.1 | 19.4 | 3.1 | 3 | 38 |
| 7 | 20500 | D | 6 | 232.2 | 19.7 | 70.2 | 0 | 27 |
| 7 | 20500 | E | 0 | 4.2 | 16.4 | 0.0 | 3 | 29 |
| 7 | 20510 | A | 0 | 9.0 | 14.0 | 0.5 | 3 | 40 |
| 7 | 20510 | B | 5 | 69.0 | 9.6 | 26.0 | 0 | 42 |
| 7 | 20510 | C | 5 | 68.7 | 8.3 | 31.3 | 0 | 42 |
| 7 | 20510 | D | 3 | 65.1 | 30.1 | 5.3 | 0 | 34 |
| 7 | 20510 | E | 3 | 39.9 | 15.1 | 5.9 | 3 | 39 |
| 7 | 20510 | F | 0 | 8.6 | 11.7 | 0.6 | 14 | 34 |
| 7 | 20521 | A | 0 | 13.3 | 23.1 | 0.5 | 3 | 32 |
| 7 | 20521 | B | 2 | 40.7 | 24.6 | 3.2 | 2 | 36 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 7 | 20521 | C | 2 | 38.3 | 21.4 | 3.5 | 2 | 38 |
| 7 | 20521 | D | 6 | 109.1 | 12.9 | 36.6 | 0 | 34 |
| 7 | 20521 | E | 6 | 133.0 | 17.8 | 32.7 | 0 | 32 |
| 7 | 20521 | F | 1 | 24.5 | 25.6 | 1.3 | 8 | 30 |
| 7 | 20530 | A | 1 | 13.9 | 14.0 | 1.1 | 7 | 39 |
| 7 | 20530 | B | 4 | 67.5 | 16.2 | 12.5 | 0 | 39 |
| 7 | 20530 | C | 2 | 28.6 | 18.1 | 2.7 | 3 | 40 |
| 7 | 20530 | D | 3 | 35.9 | 13.5 | 5.8 | 0 | 43 |
| 7 | 20530 | E | 0 | 6.7 | 11.6 | 0.3 | 11 | 34 |
| 7 | 20540 | A | 3 | 56.6 | 20.2 | 7.1 | 1 | 36 |
| 7 | 20540 | B | 1 | 35.3 | 29.9 | 1.9 | 4 | 31 |
| 7 | 20540 | C | 2 | 44.0 | 25.5 | 3.5 | 3 | 34 |
| 7 | 20540 | D | 6 | 122.0 | 16.2 | 32.3 | 1 | 30 |
| 7 | 20540 | E | 2 | 27.3 | 19.4 | 2.3 | 10 | 32 |
| 7 | 20550 | A | 3 | 41.0 | 13.0 | 7.5 | 5 | 37 |
| 7 | 20550 | B | 6 | 77.3 | 5.3 | 69.6 | 0 | 40 |
| 7 | 20550 | C | 6 | 80.5 | 5.7 | 67.3 | 0 | 41 |
| 7 | 20550 | D | 2 | 50.8 | 28.3 | 3.8 | 2 | 34 |
| 7 | 20550 | E | 2 | 39.1 | 22.0 | 3.5 | 8 | 32 |
| 7 | 20550 | F | 4 | 53.1 | 14.0 | 10.3 | 4 | 35 |
| 7 | 20550 | G | 3 | 50.5 | 24.0 | 4.7 | 4 | 33 |
| 7 | 20560 | A | 0 | 7.0 | 12.4 | 0.3 | 14 | 30 |
| 7 | 20560 | B | 0 | 13.3 | 15.5 | 0.9 | 15 | 29 |
| 7 | 20560 | C | 3 | 35.1 | 16.7 | 4.2 | 9 | 33 |
| 7 | 20560 | D | 5 | 54.9 | 10.2 | 16.6 | 6 | 33 |
| 7 | 20560 | E | 3 | 59.7 | 31.9 | 4.2 | 4 | 30 |
| 7 | 20560 | F | 3 | 60.9 | 34.0 | 4.0 | 3 | 31 |
| 7 | 20560 | G | 6 | 147.3 | 11.3 | 71.2 | 0 | 30 |
| 7 | 20560 | H | 6 | 138.8 | 10.1 | 75.3 | 2 | 28 |
| 7 | 20560 | J | 3 | 50.1 | 17.7 | 6.9 | 8 | 31 |
| 7 | 20570 | A | 3 | 41.7 | 18.6 | 4.8 | 4 | 36 |
| 7 | 20570 | B | 6 | 78.4 | 7.6 | 43.7 | 0 | 39 |
| 7 | 20570 | C | 0 | 9.1 | 13.4 | 0.5 | 8 | 36 |
| 7 | 20570 | D | 2 | 35.1 | 25.4 | 2.4 | 2 | 36 |
| 7 | 20570 | E | 5 | 63.2 | 8.4 | 27.0 | 2 | 36 |
| 7 | 20570 | F | 1 | 13.0 | 10.1 | 1.5 | 12 | 40 |
| 7 | 20570 | G | 0 | 9.4 | 9.4 | 0.9 | 14 | 39 |
| 7 | 20580 | A | 0 | 7.8 | 11.8 | 0.5 | 18 | 28 |
| 7 | 20580 | B | 1 | 14.6 | 13.5 | 1.3 | 11 | 36 |
| 7 | 20580 | C | 5 | 57.4 | 8.6 | 22.4 | 2 | 37 |
| 7 | 20580 | D | 2 | 31.3 | 19.6 | 2.8 | 4 | 37 |
| 7 | 20580 | E | 0 | 10.4 | 10.8 | 0.9 | 17 | 33 |
| 7 | 20580 | F | 6 | 151.7 | 14.7 | 52.3 | 0 | 29 |
| 7 | 20580 | G | 3 | 43.3 | 21.0 | 4.4 | 6 | 33 |
| 7 | 20590 | A | 1 | 12.5 | 9.6 | 1.5 | 4 | 50 |
| 7 | 20590 | B | 6 | 55.8 | 4.1 | 58.0 | 0 | 46 |
| 7 | 20590 | C | 0 | 10.4 | 12.2 | 0.8 | 8 | 39 |
| 7 | 20590 | D | 3 | 40.5 | 19.6 | 4.3 | 3 | 36 |
| 7 | 20590 | E | 4 | 54.5 | 10.7 | 15.4 | 6 | 34 |
| 7 | 20590 | F | 1 | 11.2 | 11.3 | 1.0 | 16 | 34 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 7 | 20590 | G | 0 | 8.6 | 11.2 | 0.6 | 15 | 34 |
| 7 | 20600 | A | 0 | 6.2 | 11.6 | 0.3 | 13 | 31 |
| 7 | 20600 | B | 0 | 8.9 | 11.6 | 0.6 | 9 | 39 |
| 7 | 20600 | C | 5 | 57.5 | 9.5 | 19.6 | 1 | 38 |
| 7 | 20600 | D | 2 | 35.7 | 25.5 | 2.5 | 5 | 33 |
| 7 | 20600 | E | 2 | 52.9 | 30.2 | 3.7 | 5 | 30 |
| 7 | 20600 | F | 2 | 41.7 | 31.6 | 2.4 | 3 | 32 |
| 7 | 20600 | G | 0 | 12.1 | 13.5 | 0.9 | 11 | 36 |
| 7 | 20600 | H | 6 | 172.9 | 17.8 | 49.9 | 0 | 29 |
| 7 | 20600 | J | 6 | 143.0 | 19.4 | 32.8 | 0 | 32 |
| 7 | 20600 | K | 2 | 25.8 | 19.2 | 2.1 | 10 | 32 |
| 7 | 20610 | A | 1 | 12.4 | 11.4 | 1.2 | 9 | 41 |
| 7 | 20610 | B | 6 | 70.2 | 7.8 | 35.3 | 0 | 40 |
| 7 | 20610 | C | 6 | 70.8 | 7.4 | 38.4 | 0 | 39 |
| 7 | 20610 | D | 1 | 14.1 | 13.1 | 1.2 | 11 | 37 |
| 7 | 20610 | E | 2 | 41.3 | 24.2 | 3.3 | 4 | 34 |
| 7 | 20610 | F | 2 | 36.4 | 25.0 | 2.6 | 4 | 34 |
| 7 | 20610 | G | 2 | 29.3 | 18.1 | 2.8 | 5 | 37 |
| 7 | 20610 | H | 5 | 49.3 | 7.4 | 21.4 | 2 | 40 |
| 7 | 20610 | J | 0 | 8.4 | 10.4 | 0.7 | 14 | 36 |
| 7 | 20621 | A | 0 | 9.4 | 12.2 | 0.6 | 5 | 42 |
| 7 | 20621 | B | 5 | 56.2 | 9.7 | 18.4 | 0 | 40 |
| 7 | 20621 | C | 6 | 83.7 | 8.4 | 42.4 | 0 | 40 |
| 7 | 20621 | D | 1 | 12.9 | 13.6 | 1.0 | 9 | 38 |
| 7 | 20621 | E | 3 | 41.7 | 18.6 | 4.8 | 2 | 38 |
| 7 | 20621 | F | 2 | 32.6 | 20.7 | 2.8 | 4 | 36 |
| 7 | 20621 | G | 3 | 32.0 | 13.8 | 4.6 | 8 | 36 |
| 7 | 20621 | H | 5 | 61.0 | 11.1 | 17.6 | 5 | 33 |
| 7 | 20621 | J | 0 | 10.1 | 11.5 | 0.8 | 13 | 36 |
| 7 | 20630 | A | 0 | 9.3 | 15.2 | 0.5 | 11 | 30 |
| 7 | 20630 | B | 5 | 65.0 | 12.2 | 17.2 | 0 | 37 |
| 7 | 20630 | C | 3 | 56.2 | 23.6 | 5.7 | 4 | 32 |
| 7 | 20630 | D | 3 | 52.7 | 24.7 | 4.8 | 3 | 34 |
| 7 | 20630 | E | 2 | 34.8 | 22.4 | 2.8 | 7 | 32 |
| 7 | 20630 | F | 1 | 20.8 | 22.6 | 1.1 | 5 | 34 |
| 7 | 20630 | G | 5 | 139.6 | 29.5 | 18.1 | 2 | 26 |
| 7 | 20630 | H | 4 | 126.6 | 39.2 | 10.7 | 2 | 26 |
| 7 | 20630 | J | 0 | 13.8 | 19.9 | 0.7 | 8 | 30 |
| 7 | 20640 | A | 1 | 10.3 | 8.8 | 1.2 | 8 | 47 |
| 7 | 20640 | B | 4 | 58.0 | 14.8 | 11.1 | 0 | 39 |
| 7 | 20640 | C | 4 | 55.3 | 12.0 | 13.5 | 1 | 38 |
| 7 | 20640 | D | 1 | 10.9 | 9.0 | 1.3 | 11 | 44 |
| 7 | 20640 | E | 4 | 41.1 | 12.0 | 8.4 | 5 | 38 |
| 7 | 20640 | F | 5 | 38.7 | 5.2 | 23.2 | 1 | 44 |
| 7 | 20640 | G | 2 | 19.6 | 10.2 | 3.1 | 19 | 32 |
| 7 | 20640 | H | 1 | 11.8 | 11.0 | 1.1 | 22 | 29 |
| 7 | 20650 | A | 2 | 21.3 | 15.0 | 2.1 | 14 | 32 |
| 7 | 20650 | B | 3 | 30.9 | 14.7 | 4.0 | 12 | 32 |
| 7 | 20650 | C | 5 | 60.1 | 8.8 | 23.4 | 0 | 39 |
| 7 | 20650 | D | 4 | 44.6 | 12.8 | 8.8 | 5 | 36 |
| 7 | 20650 | E | 0 | 14.6 | 16.7 | 0.9 | 7 | 36 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 7 | 20650 | F | 4 | 105.6 | 24.5 | 14.9 | 0 | 32 |
| 7 | 20650 | G | 3 | 61.6 | 31.1 | 4.6 | 3 | 31 |
| 7 | 20650 | H | 0 | 15.2 | 18.5 | 0.9 | 10 | 31 |
| 7 | 20660 | A | 1 | 15.2 | 14.0 | 1.3 | 6 | 40 |
| 7 | 20660 | B | 2 | 31.4 | 20.1 | 2.7 | 1 | 40 |
| 7 | 20660 | C | 4 | 53.6 | 17.0 | 8.1 | 0 | 39 |
| 7 | 20660 | D | 0 | 10.3 | 12.0 | 0.8 | 9 | 40 |
| 7 | 20660 | E | 4 | 44.7 | 13.7 | 8.1 | 0 | 41 |
| 7 | 20660 | F | 6 | 41.0 | 3.7 | 40.3 | 0 | 45 |
| 7 | 20660 | G | 3 | 29.9 | 12.9 | 4.5 | 9 | 36 |
| 7 | 20660 | H | 2 | 10.1 | 4.8 | 2.8 | 31 | 34 |
| 7 | 20670 | A | 1 | 8.4 | 5.3 | 1.7 | 35 | 31 |
| 7 | 20670 | B | 3 | 77.9 | 28.3 | 7.6 | 4 | 29 |
| 7 | 20670 | C | 5 | 60.4 | 8.3 | 25.5 | 0 | 40 |
| 7 | 20670 | D | 4 | 47.7 | 12.6 | 10.0 | 0 | 41 |
| 7 | 20670 | E | 0 | 11.4 | 12.7 | 0.9 | 10 | 37 |
| 7 | 20670 | F | 5 | 73.6 | 14.8 | 16.2 | 3 | 32 |
| 7 | 20670 | G | 4 | 68.1 | 19.9 | 9.7 | 6 | 30 |
| 7 | 20670 | H | 1 | 23.6 | 26.5 | 1.2 | 4 | 32 |
| 7 | 20680 | A | 2 | 14.4 | 8.8 | 2.2 | 8 | 46 |
| 7 | 20680 | B | 5 | 98.0 | 13.3 | 29.6 | 0 | 36 |
| 7 | 20680 | C | 1 | 15.3 | 11.8 | 1.6 | 8 | 42 |
| 7 | 20680 | D | 3 | 48.0 | 20.2 | 5.4 | 1 | 38 |
| 7 | 20680 | E | 3 | 55.1 | 21.1 | 6.4 | 1 | 36 |
| 7 | 20680 | F | 5 | 89.2 | 12.8 | 26.8 | 0 | 36 |
| 7 | 20680 | G | 3 | 26.3 | 8.5 | 6.4 | 9 | 40 |
| 7 | 20680 | H | 2 | 24.6 | 12.3 | 3.5 | 14 | 34 |
| 7 | 20690 | A | 2 | 37.5 | 19.9 | 3.7 | 9 | 31 |
| 7 | 20690 | B | 2 | 37.6 | 19.1 | 3.9 | 10 | 31 |
| 7 | 20690 | C | 4 | 110.8 | 31.3 | 11.7 | 1 | 29 |
| 7 | 20690 | D | 4 | 114.5 | 32.0 | 11.9 | 1 | 29 |
| 7 | 20690 | E | 4 | 86.6 | 22.5 | 12.1 | 0 | 33 |
| 7 | 20690 | F | 2 | 46.7 | 26.2 | 3.7 | 3 | 34 |
| 7 | 20690 | G | 1 | 25.1 | 19.8 | 1.9 | 9 | 32 |
| 7 | 20690 | H | 5 | 60.5 | 9.1 | 22.6 | 7 | 31 |
| 7 | 20690 | J | 5 | 98.2 | 15.7 | 23.8 | 2 | 30 |
| 7 | 20690 | K | 2 | 29.3 | 17.9 | 2.8 | 6 | 36 |
| 7 | 20700 | A | 2 | 21.3 | 13.2 | 2.5 | 4 | 43 |
| 7 | 20700 | B | 5 | 77.6 | 11.6 | 24.4 | 0 | 38 |
| 7 | 20700 | C | 2 | 21.4 | 15.6 | 2.0 | 4 | 41 |
| 7 | 20700 | D | 4 | 67.0 | 18.9 | 10.1 | 0 | 36 |
| 7 | 20700 | E | 4 | 59.0 | 16.1 | 10.2 | 1 | 36 |
| 7 | 20700 | F | 6 | 76.2 | 8.4 | 36.5 | 0 | 37 |
| 7 | 20700 | G | 1 | 16.1 | 11.1 | 1.9 | 14 | 36 |
| 7 | 20700 | H | 3 | 55.2 | 22.7 | 5.8 | 6 | 31 |
| 7 | 20710 | A | 2 | 16.1 | 9.1 | 2.6 | 22 | 32 |
| 7 | 20710 | B | 6 | 79.9 | 7.8 | 43.5 | 0 | 35 |
| 7 | 20710 | C | 3 | 70.9 | 26.5 | 7.1 | 2 | 32 |
| 7 | 20710 | D | 3 | 62.0 | 28.0 | 5.3 | 3 | 32 |
| 7 | 20710 | E | 2 | 34.2 | 23.6 | 2.5 | 8 | 31 |
| 7 | 20710 | F | 1 | 34.8 | 29.4 | 1.9 | 2 | 34 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 7 | 20710 | G | 5 | 81.2 | 10.7 | 29.2 | 0 | 35 |
| 7 | 20710 | H | 1 | 22.8 | 18.7 | 1.7 | 7 | 36 |
| 7 | 20720 | A | 2 | 28.4 | 19.3 | 2.4 | 4 | 38 |
| 7 | 20720 | B | 6 | 119.4 | 13.6 | 39.4 | 0 | 32 |
| 7 | 20720 | C | 1 | 25.1 | 25.2 | 1.4 | 0 | 38 |
| 7 | 20720 | D | 3 | 49.2 | 18.0 | 6.6 | 2 | 36 |
| 7 | 20720 | E | 4 | 58.9 | 13.5 | 12.8 | 2 | 36 |
| 7 | 20720 | F | 6 | 74.5 | 6.9 | 45.8 | 1 | 35 |
| 7 | 20720 | G | 0 | 10.0 | 10.7 | 0.9 | 16 | 35 |
| 7 | 20730 | A | 0 | 10.8 | 18.2 | 0.5 | 11 | 27 |
| 7 | 20730 | B | 5 | 62.1 | 9.8 | 21.3 | 0 | 38 |
| 7 | 20730 | C | 4 | 73.6 | 19.2 | 11.5 | 0 | 34 |
| 7 | 20730 | D | 4 | 78.4 | 20.1 | 12.0 | 1 | 33 |
| 7 | 20730 | E | 0 | 16.7 | 23.2 | 0.7 | 2 | 35 |
| 7 | 20730 | F | 0 | 11.3 | 14.0 | 0.7 | 11 | 34 |
| 7 | 20730 | G | 5 | 62.4 | 11.7 | 17.0 | 3 | 34 |
| 7 | 20730 | H | 5 | 92.2 | 17.8 | 18.2 | 0 | 32 |
| 7 | 20730 | J | 1 | 22.1 | 17.1 | 1.9 | 4 | 40 |
| 7 | 20740 | A | 1 | 9.3 | 8.2 | 1.1 | 1 | 55 |
| 7 | 20740 | B | 6 | 82.2 | 3.2 | 154.3 | 0 | 38 |
| 7 | 20740 | C | 0 | 11.1 | 14.3 | 0.7 | 7 | 38 |
| 7 | 20740 | D | 4 | 68.6 | 16.8 | 12.3 | 0 | 35 |
| 7 | 20740 | E | 4 | 59.3 | 15.3 | 11.0 | 1 | 36 |
| 7 | 20740 | F | 4 | 42.8 | 11.6 | 9.4 | 3 | 39 |
| 7 | 20740 | G | 0 | 7.3 | 8.7 | 0.6 | 16 | 38 |
| 7 | 20740 | H | 1 | 9.9 | 8.7 | 1.2 | 19 | 37 |
| 7 | 20750 | A | 1 | 27.4 | 23.9 | 1.7 | 9 | 30 |
| 7 | 20750 | B | 0 | 9.0 | 11.2 | 0.7 | 15 | 34 |
| 7 | 20750 | C | 4 | 55.9 | 15.3 | 10.0 | 0 | 39 |
| 7 | 20750 | D | 4 | 84.4 | 22.0 | 12.0 | 0 | 33 |
| 7 | 20750 | E | 4 | 75.2 | 23.2 | 9.3 | 1 | 33 |
| 7 | 20750 | F | 0 | 13.3 | 18.7 | 0.7 | 5 | 35 |
| 7 | 20750 | G | 6 | 84.8 | 7.1 | 54.4 | 0 | 38 |
| 7 | 20750 | H | 6 | 74.6 | 8.4 | 35.2 | 0 | 39 |
| 7 | 20750 | J | 1 | 16.4 | 11.8 | 1.8 | 4 | 46 |
| 7 | 20760 | A | 1 | 17.1 | 13.3 | 1.7 | 5 | 43 |
| 7 | 20760 | B | 6 | 123.0 | 10.1 | 61.8 | 0 | 34 |
| 7 | 20760 | C | 6 | 151.4 | 5.4 | 207.3 | 0 | 33 |
| 7 | 20760 | D | 0 | 23.7 | 33.3 | 0.8 | 1 | 31 |
| 7 | 20760 | E | 3 | 74.2 | 27.8 | 7.2 | 1 | 33 |
| 7 | 20760 | F | 3 | 79.9 | 34.2 | 6.2 | 0 | 35 |
| 7 | 20760 | G | 3 | 34.9 | 11.8 | 6.6 | 0 | 44 |
| 7 | 20760 | H | 2 | 30.7 | 20.4 | 2.6 | 8 | 33 |
| 7 | 20760 | J | 0 | 7.5 | 10.2 | 0.5 | 18 | 32 |
| 7 | 20770 | A | 2 | 19.4 | 13.4 | 2.1 | 12 | 36 |
| 7 | 20770 | B | 3 | 49.1 | 18.2 | 6.4 | 7 | 32 |
| 7 | 20770 | C | 2 | 37.5 | 20.7 | 3.5 | 0 | 40 |
| 7 | 20770 | D | 3 | 64.2 | 33.5 | 4.5 | 1 | 33 |
| 7 | 20770 | E | 3 | 70.1 | 37.2 | 4.5 | 0 | 32 |
| 7 | 20770 | F | 0 | 14.0 | 18.2 | 0.8 | 7 | 34 |
| 7 | 20770 | G | 2 | 29.8 | 14.7 | 3.8 | 14 | 30 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 7 | 20770 | H | 5 | 55.5 | 7.3 | 26.4 | 9 | 30 |
| 7 | 20770 | J | 6 | 154.4 | 15.2 | 51.4 | 0 | 31 |
| 7 | 20770 | K | 6 | 134.0 | 17.9 | 32.9 | 0 | 29 |
| 7 | 20770 | M | 1 | 18.7 | 15.3 | 1.6 | 9 | 36 |
| 7 | 20770 | N | 1 | 19.1 | 16.0 | 1.6 | 7 | 38 |
| 7 | 20780 | A | 3 | 28.0 | 9.4 | 6.2 | 1 | 47 |
| 7 | 20780 | B | 5 | 85.3 | 11.8 | 27.7 | 0 | 36 |
| 7 | 20780 | C | 6 | 119.8 | 7.8 | 84.2 | 0 | 36 |
| 7 | 20780 | D | 1 | 15.8 | 14.0 | 1.4 | 6 | 40 |
| 7 | 20780 | E | 2 | 52.0 | 33.4 | 3.2 | 6 | 28 |
| 7 | 20780 | F | 3 | 26.0 | 9.0 | 5.8 | 9 | 40 |
| 7 | 20780 | G | 4 | 36.8 | 9.2 | 10.0 | 8 | 37 |
| 7 | 20780 | H | 1 | 17.2 | 14.8 | 1.5 | 15 | 31 |
| 7 | 20790 | A | 2 | 31.6 | 19.9 | 2.8 | 11 | 30 |
| 7 | 20790 | B | 3 | 46.3 | 20.4 | 5.0 | 7 | 32 |
| 7 | 20790 | C | 2 | 23.3 | 10.9 | 3.7 | 4 | 44 |
| 7 | 20790 | D | 3 | 59.4 | 28.5 | 4.9 | 1 | 34 |
| 7 | 20790 | E | 1 | 21.3 | 19.5 | 1.5 | 2 | 40 |
| 7 | 20790 | F | 6 | 165.2 | 12.5 | 74.8 | 0 | 32 |
| 7 | 20790 | G | 5 | 137.5 | 19.7 | 30.2 | 0 | 31 |
| 7 | 20790 | H | 3 | 28.1 | 8.7 | 6.9 | 5 | 43 |
| 7 | 20800 | A | 3 | 35.8 | 13.7 | 5.6 | 3 | 41 |
| 7 | 20800 | B | 6 | 112.5 | 7.9 | 74.6 | 0 | 41 |
| 7 | 20800 | C | 6 | 117.6 | 3.3 | 270.6 | 0 | 39 |
| 7 | 20800 | D | 1 | 14.0 | 14.3 | 1.1 | 6 | 40 |
| 7 | 20800 | E | 4 | 79.3 | 20.8 | 11.7 | 0 | 36 |
| 7 | 20800 | F | 5 | 74.4 | 10.4 | 26.4 | 0 | 36 |
| 7 | 20800 | G | 4 | 104.8 | 23.5 | 15.5 | 3 | 28 |
| 7 | 20800 | H | 5 | 32.2 | 5.3 | 16.8 | 17 | 31 |
| 7 | 20800 | J | 2 | 17.8 | 11.9 | 2.1 | 19 | 31 |
| 7 | 20810 | A | 1 | 9.9 | 6.1 | 1.9 | 31 | 31 |
| 7 | 20810 | B | 5 | 29.8 | 4.7 | 17.4 | 19 | 30 |
| 7 | 20810 | C | 4 | 73.8 | 15.4 | 15.5 | 2 | 33 |
| 7 | 20810 | D | 6 | 84.8 | 8.4 | 43.3 | 0 | 38 |
| 7 | 20810 | E | 4 | 102.0 | 23.2 | 15.1 | 0 | 31 |
| 7 | 20810 | F | 1 | 21.8 | 26.3 | 1.0 | 4 | 32 |
| 7 | 20810 | G | 6 | 297.9 | 13.8 | 173.9 | 0 | 29 |
| 7 | 20810 | H | 6 | 254.1 | 31.5 | 43.2 | 0 | 31 |
| 7 | 20810 | J | 3 | 50.8 | 23.6 | 4.8 | 5 | 32 |
| 7 | 20820 | A | 3 | 25.8 | 11.6 | 4.1 | 6 | 41 |
| 7 | 20820 | B | 6 | 164.9 | 9.1 | 115.4 | 0 | 37 |
| 7 | 20820 | C | 6 | 129.6 | 3.4 | 306.3 | 0 | 35 |
| 7 | 20820 | D | 1 | 25.6 | 20.3 | 1.9 | 7 | 35 |
| 7 | 20820 | E | 3 | 78.3 | 29.3 | 7.3 | 0 | 32 |
| 7 | 20820 | F | 3 | 46.8 | 24.2 | 4.1 | 0 | 38 |
| 7 | 20820 | G | 6 | 59.6 | 6.5 | 34.6 | 0 | 41 |
| 7 | 20820 | H | 1 | 15.7 | 11.8 | 1.7 | 14 | 36 |
| 7 | 20830 | A | 2 | 13.6 | 6.8 | 2.9 | 25 | 33 |
| 7 | 20830 | B | 3 | 27.4 | 11.1 | 4.8 | 15 | 32 |
| 7 | 20830 | C | 2 | 34.5 | 22.9 | 2.7 | 7 | 32 |
| 7 | 20830 | D | 2 | 21.5 | 10.7 | 3.4 | 18 | 31 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 7 | 20830 | E | 6 | 50.4 | 4.6 | 42.0 | 0 | 44 |
| 7 | 20830 | F | 4 | 51.7 | 13.9 | 10.0 | 0 | 39 |
| 7 | 20830 | G | 4 | 61.0 | 19.5 | 8.4 | 1 | 35 |
| 7 | 20830 | H | 1 | 33.2 | 34.9 | 1.4 | 3 | 30 |
| 7 | 20830 | J | 6 | 178.3 | 9.8 | 118.6 | 0 | 33 |
| 7 | 20830 | K | 6 | 226.1 | 31.9 | 35.2 | 0 | 31 |
| 7 | 20830 | M | 3 | 94.2 | 44.3 | 5.8 | 1 | 29 |
| 7 | 20830 | N | 1 | 18.9 | 15.3 | 1.7 | 11 | 34 |
| 7 | 20840 | A | 3 | 38.2 | 17.8 | 4.4 | 6 | 35 |
| 7 | 20840 | B | 4 | 59.6 | 17.5 | 9.3 | 0 | 39 |
| 7 | 20840 | C | 6 | 128.3 | 16.1 | 35.3 | 0 | 36 |
| 7 | 20840 | D | 6 | 205.3 | 10.1 | 143.9 | 0 | 34 |
| 7 | 20840 | E | 6 | 170.5 | 3.5 | 473.6 | 0 | 35 |
| 7 | 20840 | F | 0 | 11.0 | 13.9 | 0.7 | 7 | 38 |
| 7 | 20840 | G | 4 | 69.4 | 22.9 | 8.3 | 0 | 35 |
| 7 | 20840 | H | 4 | 61.8 | 13.9 | 13.3 | 0 | 39 |
| 7 | 20840 | J | 6 | 57.3 | 3.5 | 75.1 | 1 | 40 |
| 7 | 20840 | K | 3 | 32.3 | 10.7 | 6.6 | 10 | 36 |
| 7 | 20840 | M | 4 | 26.4 | 5.9 | 10.5 | 12 | 38 |
| 7 | 20840 | N | 2 | 26.8 | 13.1 | 3.7 | 9 | 37 |
| 7 | 20840 | O | 2 | 12.7 | 5.9 | 3.1 | 31 | 29 |
| 7 | 20850 | A | 2 | 23.2 | 12.4 | 3.1 | 1 | 46 |
| 7 | 20850 | B | 2 | 37.2 | 22.1 | 3.2 | 8 | 31 |
| 7 | 20850 | C | 5 | 61.7 | 7.6 | 29.7 | 0 | 43 |
| 7 | 20850 | D | 4 | 54.0 | 14.8 | 9.9 | 0 | 39 |
| 7 | 20850 | E | 2 | 42.1 | 24.4 | 3.4 | 3 | 35 |
| 7 | 20850 | F | 0 | 19.3 | 26.2 | 0.8 | 1 | 35 |
| 7 | 20850 | G | 0 | 13.5 | 15.6 | 0.9 | 5 | 39 |
| 7 | 20850 | H | 2 | 16.0 | 10.5 | 2.1 | 11 | 41 |
| 7 | 20850 | J | 6 | 180.5 | 9.9 | 119.3 | 0 | 32 |
| 7 | 20850 | K | 6 | 285.4 | 35.4 | 44.5 | 0 | 30 |
| 7 | 20850 | M | 6 | 244.4 | 33.1 | 38.0 | 0 | 32 |
| 7 | 20850 | N | 3 | 26.7 | 10.3 | 5.1 | 6 | 41 |
| 7 | 20860 | A | 5 | 37.2 | 5.9 | 18.4 | 1 | 44 |
| 7 | 20860 | B | 6 | 105.8 | 8.3 | 63.1 | 0 | 40 |
| 7 | 20860 | C | 6 | 184.8 | 5.8 | 263.2 | 0 | 37 |
| 7 | 20860 | D | 2 | 19.6 | 10.0 | 3.1 | 8 | 43 |
| 7 | 20860 | E | 1 | 26.9 | 31.0 | 1.2 | 0 | 35 |
| 7 | 20860 | F | 3 | 66.5 | 28.4 | 5.9 | 2 | 33 |
| 7 | 20860 | G | 5 | 64.7 | 12.0 | 17.4 | 0 | 38 |
| 7 | 20860 | H | 4 | 65.0 | 13.8 | 14.6 | 1 | 36 |
| 7 | 20860 | J | 3 | 30.3 | 12.8 | 4.7 | 8 | 38 |
| 7 | 20860 | K | 2 | 23.2 | 12.0 | 3.3 | 4 | 44 |
| 7 | 20860 | M | 1 | 14.8 | 10.2 | 1.9 | 19 | 34 |
| 7 | 20870 | A | 3 | 30.3 | 11.1 | 5.6 | 14 | 32 |
| 7 | 20870 | B | 0 | 16.9 | 23.7 | 0.7 | 6 | 31 |
| 7 | 20870 | C | 3 | 25.2 | 9.4 | 5.2 | 20 | 29 |
| 7 | 20870 | D | 3 | 54.8 | 22.5 | 5.8 | 7 | 30 |
| 7 | 20870 | E | 4 | 67.8 | 19.8 | 9.7 | 0 | 40 |
| 7 | 20870 | F | 5 | 56.3 | 9.2 | 19.8 | 0 | 43 |
| 7 | 20870 | G | 3 | 55.1 | 19.6 | 7.0 | 0 | 39 |
| 7 | 20870 | H | 2 | 23.5 | 15.2 | 2.4 | 5 | 41 |
| 7 | 20870 | J | 4 | 44.3 | 9.0 | 13.9 | 10 | 32 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 7 | 20870 | K | 6 | 290.7 | 14.9 | 149.8 | 0 | 30 |
| 7 | 20870 | M | 6 | 257.8 | 28.4 | 50.8 | 0 | 31 |
| 7 | 20870 | N | 6 | 165.1 | 16.1 | 53.0 | 0 | 32 |
| 7 | 20870 | O | 5 | 72.6 | 11.0 | 23.5 | 2 | 34 |
| 7 | 20881 | A | 5 | 41.2 | 5.7 | 22.7 | 2 | 42 |
| 7 | 20881 | B | 6 | 166.0 | 12.9 | 72.2 | 0 | 31 |
| 7 | 20881 | C | 6 | 185.2 | 10.0 | 122.8 | 0 | 33 |
| 7 | 20881 | D | 6 | 170.6 | 4.6 | 319.5 | 0 | 35 |
| 7 | 20881 | E | 6 | 139.0 | 0.6 | 1000.0 | 0 | 35 |
| 7 | 20881 | F | 2 | 34.0 | 17.9 | 3.6 | 1 | 40 |
| 7 | 20881 | G | 4 | 54.2 | 15.6 | 9.3 | 3 | 35 |
| 7 | 20881 | H | 5 | 71.5 | 10.6 | 24.1 | 0 | 38 |
| 7 | 20881 | J | 2 | 53.4 | 35.4 | 3.1 | 1 | 32 |
| 7 | 20881 | K | 2 | 13.2 | 6.8 | 2.7 | 16 | 43 |
| 7 | 20881 | M | 3 | 21.8 | 8.7 | 4.5 | 19 | 32 |
| 7 | 20890 | A | 2 | 14.6 | 9.5 | 2.0 | 14 | 39 |
| 7 | 20890 | B | 4 | 38.6 | 11.1 | 8.4 | 3 | 41 |
| 7 | 20890 | C | 5 | 53.6 | 6.6 | 28.5 | 0 | 45 |
| 7 | 20890 | D | 4 | 54.6 | 12.6 | 12.4 | 0 | 41 |
| 7 | 20890 | E | 2 | 30.9 | 21.4 | 2.4 | 8 | 33 |
| 7 | 20890 | F | 4 | 40.7 | 10.4 | 10.0 | 14 | 29 |
| 7 | 20890 | G | 6 | 201.8 | 5.0 | 379.5 | 0 | 29 |
| 7 | 20890 | H | 6 | 222.8 | 9.2 | 188.3 | 0 | 29 |
| 7 | 20890 | J | 6 | 210.0 | 21.8 | 52.0 | 0 | 30 |
| 7 | 20890 | K | 4 | 35.0 | 9.7 | 8.6 | 9 | 36 |
| 7 | 20900 | A | 5 | 31.4 | 4.8 | 18.4 | 3 | 46 |
| 7 | 20900 | B | 6 | 151.1 | 14.3 | 53.9 | 0 | 33 |
| 7 | 20900 | C | 6 | 108.0 | 9.4 | 55.1 | 0 | 32 |
| 7 | 20900 | D | 6 | 181.3 | 3.9 | 450.9 | 0 | 29 |
| 7 | 20900 | E | 1 | 17.1 | 19.1 | 1.0 | 8 | 33 |
| 7 | 20900 | F | 4 | 91.1 | 24.6 | 11.7 | 0 | 32 |
| 7 | 20900 | G | 6 | 91.2 | 5.8 | 80.7 | 0 | 37 |
| 7 | 20900 | H | 1 | 10.3 | 8.7 | 1.2 | 22 | 33 |
| 7 | 20900 | J | 1 | 14.2 | 13.6 | 1.2 | 14 | 33 |
| 8 | 20910 | A | 0 | 13.7 | 15.8 | 0.9 | 12 | 32 |
| 8 | 20910 | B | 0 | 7.6 | 13.1 | 0.4 | 17 | 27 |
| 8 | 20910 | C | 6 | 85.4 | 10.1 | 34.2 | 0 | 40 |
| 8 | 20910 | D | 5 | 75.9 | 10.1 | 28.3 | 0 | 42 |
| 8 | 20910 | E | 4 | 81.3 | 28.1 | 8.2 | 0 | 34 |
| 8 | 20910 | F | 1 | 28.8 | 30.6 | 1.3 | 4 | 31 |
| 8 | 20910 | G | 4 | 63.1 | 14.1 | 13.5 | 10 | 27 |
| 8 | 20910 | H | 6 | 170.4 | 4.5 | 329.0 | 0 | 29 |
| 8 | 20910 | J | 6 | 171.5 | 20.9 | 39.7 | 0 | 32 |
| 8 | 20910 | K | 3 | 21.0 | 6.6 | 6.2 | 6 | 47 |
| 8 | 20920 | A | 2 | 14.2 | 6.4 | 3.3 | 8 | 50 |
| 8 | 20920 | B | 6 | 58.8 | 4.0 | 65.3 | 0 | 45 |
| 8 | 20920 | C | 6 | 109.6 | 1.9 | 1000.0 | 0 | 38 |
| 8 | 20920 | D | 1 | 13.4 | 11.3 | 1.4 | 10 | 41 |
| 8 | 20920 | E | 3 | 51.8 | 23.2 | 5.1 | 2 | 35 |
| 8 | 20920 | F | 5 | 78.3 | 12.1 | 23.4 | 0 | 39 |
| 8 | 20920 | G | 0 | 8.3 | 10.2 | 0.7 | 15 | 35 |
| 8 | 20920 | H | 1 | 10.8 | 10.1 | 1.1 | 17 | 36 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 8 | 20930 | A | 0 | 9.8 | 14.7 | 0.5 | 8 | 34 |
| 8 | 20930 | B | 5 | 54.5 | 7.4 | 25.1 | 0 | 43 |
| 8 | 20930 | C | 3 | 68.5 | 37.3 | 4.3 | 0 | 32 |
| 8 | 20930 | D | 1 | 17.7 | 19.2 | 1.1 | 7 | 34 |
| 8 | 20930 | E | 6 | 174.8 | 8.7 | 135.3 | 0 | 30 |
| 8 | 20930 | F | 6 | 228.7 | 12.1 | 134.0 | 0 | 31 |
| 8 | 20930 | G | 6 | 182.6 | 14.5 | 72.0 | 0 | 33 |
| 8 | 20930 | H | 5 | 108.8 | 22.2 | 17.7 | 0 | 33 |
| 8 | 20930 | J | 2 | 15.1 | 6.9 | 3.3 | 14 | 43 |
| 9 | 20941 | A | 2 | 28.6 | 20.7 | 2.2 | 12 | 28 |
| 9 | 20941 | B | 2 | 23.3 | 15.8 | 2.3 | 11 | 34 |
| 9 | 20941 | C | 5 | 82.2 | 13.5 | 21.9 | 0 | 40 |
| 9 | 20941 | D | 2 | 34.7 | 20.9 | 3.0 | 10 | 30 |
| 9 | 20941 | E | 1 | 37.1 | 34.7 | 1.7 | 2 | 31 |
| 9 | 20941 | F | 0 | 17.4 | 21.5 | 0.9 | 5 | 34 |
| 9 | 20941 | G | 6 | 177.9 | 20.2 | 44.1 | 0 | 35 |
| 9 | 20941 | H | 6 | 145.1 | 18.0 | 37.1 | 0 | 37 |
| 9 | 20941 | J | 2 | 15.4 | 8.9 | 2.4 | 8 | 46 |
| 9 | 20951 | A | 3 | 17.9 | 6.6 | 4.7 | 1 | 55 |
| 9 | 20951 | B | 5 | 106.5 | 20.6 | 18.9 | 0 | 36 |
| 9 | 20951 | C | 6 | 145.2 | 18.8 | 35.0 | 0 | 36 |
| 9 | 20951 | D | 2 | 34.9 | 26.9 | 2.2 | 1 | 36 |
| 9 | 20951 | E | 5 | 90.2 | 16.6 | 19.3 | 0 | 40 |
| 9 | 20951 | F | 5 | 106.2 | 19.8 | 19.8 | 0 | 35 |
| 9 | 20951 | G | 2 | 16.4 | 9.2 | 2.6 | 16 | 37 |
| 9 | 20951 | H | 3 | 23.2 | 7.2 | 6.5 | 18 | 33 |
| 9 | 20961 | A | 4 | 40.3 | 11.5 | 8.6 | 6 | 36 |
| 9 | 20961 | B | 3 | 37.7 | 18.9 | 4.0 | 8 | 33 |
| 9 | 20961 | C | 6 | 86.0 | 10.6 | 32.4 | 0 | 42 |
| 9 | 20961 | D | 2 | 24.5 | 14.5 | 2.8 | 5 | 41 |
| 9 | 20961 | E | 2 | 23.5 | 14.1 | 2.7 | 7 | 39 |
| 9 | 20961 | F | 2 | 27.7 | 18.7 | 2.4 | 11 | 31 |
| 9 | 20961 | G | 3 | 52.9 | 17.5 | 7.7 | 7 | 31 |
| 9 | 20961 | H | 6 | 170.5 | 23.1 | 34.4 | 0 | 33 |
| 9 | 20961 | J | 5 | 146.3 | 23.8 | 25.9 | 0 | 36 |
| 9 | 20961 | K | 4 | 31.2 | 8.7 | 8.2 | 3 | 44 |
| 9 | 20972 | A | 4 | 20.8 | 4.8 | 9.4 | 0 | 59 |
| 9 | 20972 | B | 6 | 212.8 | 28.0 | 38.0 | 0 | 31 |
| 9 | 20972 | C | 6 | 323.3 | 32.5 | 61.0 | 0 | 32 |
| 9 | 20972 | D | 6 | 235.2 | 19.0 | 75.3 | 0 | 31 |
| 9 | 20972 | E | 2 | 32.2 | 19.0 | 3.1 | 10 | 31 |
| 9 | 20972 | F | 2 | 19.4 | 12.0 | 2.4 | 11 | 38 |
| 9 | 20972 | G | 2 | 16.8 | 10.3 | 2.3 | 16 | 35 |
| 9 | 20972 | H | 1 | 19.0 | 21.8 | 1.0 | 5 | 34 |
| 9 | 20972 | J | 1 | 35.5 | 32.6 | 1.8 | 0 | 35 |
| 9 | 20972 | K | 4 | 88.0 | 28.2 | 9.3 | 0 | 33 |
| 9 | 20972 | M | 3 | 58.4 | 28.4 | 4.8 | 4 | 31 |
| 9 | 20972 | N | 3 | 70.2 | 26.7 | 6.9 | 1 | 33 |
| 9 | 20972 | O | 4 | 23.4 | 6.0 | 8.4 | 14 | 38 |
| 9 | 20972 | P | 2 | 16.9 | 7.8 | 3.4 | 20 | 35 |
| 9 | 20972 | Q | 1 | 14.9 | 10.8 | 1.8 | 20 | 32 |
| 9 | 20981 | A | 4 | 25.0 | 5.7 | 10.1 | 0 | 54 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 9 | 20981 | B | 5 | 287.5 | 48.6 | 29.6 | 0 | 32 |
| 9 | 20981 | C | 6 | 289.9 | 31.3 | 53.8 | 0 | 32 |
| 9 | 20981 | D | 2 | 18.8 | 8.1 | 3.9 | 22 | 31 |
| 9 | 20981 | E | 3 | 29.0 | 10.0 | 6.0 | 4 | 43 |
| 9 | 20981 | F | 2 | 46.8 | 27.3 | 3.5 | 1 | 35 |
| 9 | 20981 | G | 4 | 80.4 | 26.8 | 8.6 | 0 | 36 |
| 9 | 20981 | H | 4 | 76.5 | 20.7 | 11.1 | 0 | 35 |
| 9 | 20981 | J | 4 | 93.3 | 33.2 | 8.2 | 0 | 33 |
| 9 | 20981 | K | 5 | 57.0 | 9.9 | 18.3 | 6 | 33 |
| 9 | 20981 | M | 4 | 26.2 | 5.9 | 10.4 | 15 | 36 |
| 9 | 20990 | A | 3 | 22.6 | 9.7 | 4.2 | 17 | 33 |
| 9 | 20990 | B | 1 | 20.6 | 15.6 | 1.9 | 7 | 38 |
| 9 | 20990 | C | 3 | 55.2 | 26.7 | 4.7 | 0 | 36 |
| 9 | 20990 | D | 3 | 56.2 | 25.2 | 5.2 | 0 | 37 |
| 9 | 20990 | E | 4 | 66.8 | 13.6 | 15.5 | 0 | 43 |
| 9 | 20990 | F | 3 | 32.9 | 13.3 | 5.1 | 0 | 47 |
| 9 | 20990 | G | 4 | 36.8 | 9.4 | 9.7 | 4 | 41 |
| 9 | 20990 | H | 0 | 13.2 | 14.5 | 0.9 | 11 | 34 |
| 9 | 20990 | J | 2 | 22.6 | 10.6 | 3.7 | 17 | 33 |
| 9 | 20990 | K | 6 | 278.2 | 20.2 | 91.3 | 0 | 34 |
| 9 | 20990 | M | 6 | 268.8 | 27.2 | 57.6 | 0 | 35 |
| 9 | 20990 | N | 3 | 22.5 | 8.8 | 4.7 | 5 | 46 |
| 9 | 20990 | O | 4 | 65.8 | 13.2 | 15.8 | 0 | 38 |
| 9 | 21000 | A | 4 | 57.2 | 15.5 | 10.2 | 0 | 40 |
| 9 | 21000 | B | 6 | 192.4 | 17.3 | 61.7 | 0 | 34 |
| 9 | 21000 | C | 6 | 278.2 | 31.6 | 49.7 | 0 | 33 |
| 9 | 21000 | D | 6 | 206.6 | 18.3 | 64.2 | 0 | 34 |
| 9 | 21000 | E | 2 | 26.5 | 15.0 | 3.0 | 12 | 33 |
| 9 | 21000 | F | 2 | 15.3 | 10.0 | 2.1 | 16 | 37 |
| 9 | 21000 | G | 4 | 44.4 | 10.9 | 10.8 | 2 | 40 |
| 9 | 21000 | H | 3 | 69.5 | 32.8 | 5.2 | 1 | 32 |
| 9 | 21000 | J | 3 | 72.6 | 37.7 | 4.7 | 0 | 36 |
| 9 | 21000 | K | 4 | 93.0 | 20.1 | 15.7 | 0 | 37 |
| 9 | 21000 | M | 1 | 17.3 | 14.8 | 1.5 | 13 | 33 |
| 9 | 21000 | N | 0 | 12.8 | 15.5 | 0.8 | 11 | 33 |
| 9 | 21000 | O | 0 | 5.0 | 12.7 | 0.2 | 10 | 30 |
| 9 | 21000 | P | 2 | 22.6 | 16.2 | 2.1 | 13 | 32 |
| 9 | 21010 | A | 2 | 38.1 | 21.5 | 3.4 | 6 | 33 |
| 9 | 21010 | B | 5 | 113.7 | 19.5 | 22.6 | 0 | 31 |
| 9 | 21010 | C | 5 | 145.1 | 28.4 | 20.3 | 0 | 32 |
| 9 | 21010 | D | 3 | 88.7 | 36.4 | 6.7 | 0 | 36 |
| 9 | 21010 | E | 3 | 61.6 | 30.1 | 4.8 | 0 | 36 |
| 9 | 21010 | F | 0 | 10.8 | 17.3 | 0.5 | 2 | 38 |
| 9 | 21010 | G | 4 | 51.9 | 10.7 | 14.2 | 0 | 42 |
| 9 | 21010 | H | 2 | 36.9 | 21.7 | 3.2 | 5 | 34 |
| 9 | 21010 | J | 2 | 29.9 | 17.8 | 2.9 | 10 | 33 |
| 9 | 21010 | K | 6 | 119.4 | 11.2 | 51.2 | 0 | 36 |
| 9 | 21010 | M | 6 | 285.1 | 20.8 | 91.3 | 0 | 33 |
| 9 | 21010 | N | 4 | 39.4 | 11.7 | 8.1 | 5 | 38 |
| 9 | 21020 | A | 3 | 35.3 | 12.3 | 6.3 | 0 | 45 |
| 9 | 21020 | B | 6 | 255.3 | 38.8 | 33.0 | 0 | 28 |
| 9 | 21020 | C | 6 | 352.4 | 51.6 | 37.8 | 0 | 28 |
| 9 | 21020 | D | 6 | 344.8 | 33.8 | 64.3 | 0 | 30 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 9 | 21020 | E | 5 | 73.0 | 14.3 | 16.7 | 0 | 36 |
| 9 | 21020 | F | 5 | 41.6 | 6.6 | 18.9 | 2 | 41 |
| 9 | 21020 | G | 2 | 44.8 | 33.7 | 2.5 | 0 | 36 |
| 9 | 21020 | H | 2 | 62.5 | 38.6 | 3.6 | 0 | 35 |
| 9 | 21020 | J | 4 | 103.3 | 27.1 | 12.6 | 0 | 36 |
| 9 | 21020 | K | 5 | 101.9 | 19.7 | 18.7 | 0 | 34 |
| 9 | 21031 | A | 3 | 23.9 | 9.4 | 4.8 | 0 | 51 |
| 9 | 21031 | B | 6 | 304.4 | 36.1 | 48.1 | 0 | 28 |
| 9 | 21031 | C | 6 | 301.6 | 24.6 | 79.6 | 0 | 28 |
| 9 | 21031 | D | 5 | 92.9 | 16.0 | 21.2 | 0 | 34 |
| 9 | 21031 | E | 5 | 61.2 | 10.2 | 19.8 | 0 | 42 |
| 9 | 21031 | F | 5 | 51.9 | 8.3 | 19.9 | 3 | 38 |
| 9 | 21031 | G | 1 | 16.4 | 14.4 | 1.4 | 13 | 34 |
| 9 | 21031 | H | 2 | 47.3 | 28.4 | 3.4 | 2 | 34 |
| 9 | 21031 | J | 3 | 70.7 | 31.5 | 5.7 | 0 | 37 |
| 9 | 21031 | K | 5 | 86.6 | 17.5 | 16.9 | 0 | 37 |
| 9 | 21031 | M | 5 | 126.5 | 20.8 | 24.6 | 0 | 33 |
| 9 | 21040 | A | 4 | 85.0 | 25.8 | 9.8 | 0 | 33 |
| 9 | 21040 | B | 4 | 98.6 | 35.1 | 8.4 | 0 | 33 |
| 9 | 21040 | C | 4 | 64.7 | 19.2 | 9.4 | 1 | 35 |
| 9 | 21040 | D | 3 | 69.6 | 25.1 | 7.4 | 0 | 37 |
| 9 | 21040 | E | 1 | 15.8 | 14.4 | 1.3 | 11 | 35 |
| 9 | 21040 | F | 5 | 50.6 | 7.0 | 24.0 | 0 | 42 |
| 9 | 21040 | G | 5 | 49.2 | 8.9 | 16.7 | 0 | 42 |
| 9 | 21040 | H | 3 | 48.5 | 25.4 | 4.1 | 5 | 31 |
| 9 | 21040 | J | 5 | 138.5 | 29.5 | 17.9 | 1 | 27 |
| 9 | 21040 | K | 6 | 201.7 | 25.4 | 39.7 | 0 | 30 |
| 9 | 21040 | M | 6 | 237.8 | 30.2 | 41.1 | 0 | 30 |
| 9 | 21040 | N | 6 | 271.2 | 37.0 | 38.7 | 0 | 30 |
| 9 | 21040 | O | 3 | 29.1 | 10.2 | 5.9 | 1 | 46 |
| 9 | 21050 | A | 3 | 31.8 | 10.7 | 6.4 | 0 | 47 |
| 9 | 21050 | B | 6 | 302.7 | 41.4 | 39.7 | 0 | 29 |
| 9 | 21050 | C | 6 | 247.1 | 30.6 | 42.9 | 0 | 30 |
| 9 | 21050 | D | 5 | 83.8 | 15.9 | 18.2 | 3 | 31 |
| 9 | 21050 | E | 2 | 36.7 | 20.1 | 3.5 | 4 | 36 |
| 9 | 21050 | F | 5 | 44.3 | 8.0 | 16.2 | 0 | 47 |
| 9 | 21050 | G | 5 | 48.1 | 8.6 | 16.8 | 0 | 44 |
| 9 | 21050 | H | 2 | 22.6 | 11.8 | 3.2 | 10 | 39 |
| 9 | 21050 | J | 3 | 71.7 | 30.5 | 6.0 | 0 | 37 |
| 9 | 21050 | K | 5 | 91.2 | 16.4 | 20.0 | 0 | 34 |
| 9 | 21050 | M | 5 | 115.5 | 20.7 | 21.4 | 0 | 31 |
| 9 | 21050 | N | 5 | 104.8 | 14.2 | 30.2 | 2 | 30 |
| 9 | 21060 | A | 6 | 67.8 | 6.2 | 45.4 | 0 | 39 |
| 9 | 21060 | B | 5 | 71.3 | 14.3 | 16.1 | 0 | 40 |
| 9 | 21060 | C | 3 | 23.8 | 9.8 | 4.5 | 11 | 38 |
| 9 | 21060 | D | 2 | 34.8 | 17.3 | 3.9 | 7 | 35 |
| 9 | 21060 | E | 3 | 51.8 | 19.3 | 6.5 | 0 | 38 |
| 9 | 21060 | F | 3 | 46.5 | 17.9 | 6.0 | 0 | 44 |
| 9 | 21060 | G | 2 | 25.4 | 14.1 | 3.1 | 3 | 43 |
| 9 | 21060 | H | 5 | 51.2 | 9.5 | 16.3 | 0 | 46 |
| 9 | 21060 | J | 5 | 41.6 | 5.4 | 24.8 | 0 | 48 |
| 9 | 21060 | K | 2 | 24.6 | 11.6 | 3.8 | 10 | 38 |
| 9 | 21060 | M | 6 | 130.1 | 14.0 | 43.5 | 0 | 38 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 9 | 21060 | N | 6 | 162.2 | 16.9 | 48.3 | 0 | 38 |
| 9 | 21060 | O | 1 | 10.7 | 7.5 | 1.6 | 2 | 56 |
| 9 | 21071 | A | 1 | 14.3 | 13.0 | 1.3 | 0 | 50 |
| 9 | 21071 | B | 6 | 153.5 | 18.7 | 38.6 | 0 | 36 |
| 9 | 21071 | C | 6 | 331.7 | 41.8 | 45.4 | 0 | 32 |
| 9 | 21071 | D | 6 | 222.0 | 16.1 | 86.0 | 0 | 31 |
| 9 | 21071 | E | 3 | 34.4 | 11.1 | 7.0 | 14 | 31 |
| 9 | 21071 | F | 1 | 11.6 | 10.5 | 1.2 | 13 | 39 |
| 9 | 21071 | G | 4 | 79.2 | 19.7 | 12.5 | 0 | 37 |
| 9 | 21071 | H | 4 | 60.3 | 13.4 | 13.4 | 1 | 37 |
| 9 | 21071 | J | 2 | 43.7 | 25.1 | 3.5 | 0 | 39 |
| 9 | 21071 | K | 3 | 74.4 | 32.0 | 6.0 | 0 | 39 |
| 9 | 21071 | M | 3 | 58.9 | 31.0 | 4.3 | 0 | 36 |
| 9 | 21071 | N | 5 | 104.0 | 20.2 | 18.7 | 0 | 33 |
| 9 | 21071 | O | 5 | 97.9 | 18.1 | 19.6 | 2 | 30 |
| 9 | 21080 | A | 5 | 101.7 | 20.9 | 17.2 | 1 | 30 |
| 9 | 21080 | B | 1 | 26.5 | 21.4 | 1.9 | 8 | 33 |
| 9 | 21080 | C | 2 | 54.5 | 33.5 | 3.4 | 3 | 31 |
| 9 | 21080 | D | 3 | 66.6 | 35.2 | 4.5 | 0 | 36 |
| 9 | 21080 | E | 2 | 44.1 | 25.1 | 3.5 | 1 | 36 |
| 9 | 21080 | F | 5 | 90.9 | 14.7 | 22.9 | 0 | 37 |
| 9 | 21080 | G | 5 | 82.3 | 12.4 | 24.5 | 0 | 40 |
| 9 | 21080 | H | 0 | 9.6 | 14.6 | 0.5 | 9 | 33 |
| 9 | 21080 | J | 3 | 32.1 | 10.8 | 6.4 | 12 | 34 |
| 9 | 21080 | K | 6 | 244.5 | 16.5 | 97.4 | 0 | 32 |
| 9 | 21080 | M | 6 | 385.1 | 34.6 | 74.5 | 0 | 30 |
| 9 | 21080 | N | 6 | 272.7 | 24.1 | 69.4 | 0 | 39 |
| 9 | 21080 | O | 1 | 16.6 | 13.8 | 1.5 | 0 | 49 |
| 9 | 21090 | A | 2 | 19.6 | 13.2 | 2.2 | 0 | 48 |
| 9 | 21090 | B | 5 | 82.4 | 16.7 | 16.6 | 0 | 39 |
| 9 | 21090 | C | 6 | 156.1 | 14.5 | 55.8 | 0 | 35 |
| 9 | 21090 | D | 6 | 224.2 | 22.5 | 55.4 | 0 | 32 |
| 9 | 21090 | E | 6 | 184.5 | 13.4 | 81.6 | 0 | 28 |
| 9 | 21090 | F | 3 | 66.4 | 28.9 | 5.7 | 8 | 26 |
| 9 | 21090 | G | 1 | 19.3 | 15.7 | 1.7 | 6 | 39 |
| 9 | 21090 | H | 2 | 23.6 | 14.8 | 2.5 | 3 | 42 |
| 9 | 21090 | J | 5 | 72.7 | 12.6 | 19.7 | 0 | 40 |
| 9 | 21090 | K | 3 | 32.5 | 15.1 | 4.2 | 0 | 44 |
| 9 | 21090 | M | 2 | 30.5 | 17.8 | 3.0 | 0 | 44 |
| 9 | 21090 | N | 2 | 24.6 | 14.5 | 2.8 | 9 | 37 |
| 9 | 21090 | O | 4 | 73.1 | 16.0 | 14.5 | 1 | 34 |
| 9 | 21090 | P | 4 | 64.5 | 15.4 | 12.5 | 2 | 35 |
| 9 | 21100 | A | 5 | 68.2 | 12.7 | 17.6 | 0 | 36 |
| 9 | 21100 | B | 2 | 34.9 | 18.9 | 3.5 | 7 | 34 |
| 9 | 21100 | C | 3 | 33.1 | 15.9 | 4.1 | 8 | 35 |
| 9 | 21100 | D | 1 | 22.5 | 21.4 | 1.4 | 3 | 37 |
| 9 | 21100 | E | 2 | 38.4 | 24.7 | 2.9 | 0 | 40 |
| 9 | 21100 | F | 3 | 49.8 | 16.3 | 7.6 | 0 | 40 |
| 9 | 21100 | G | 4 | 40.6 | 12.2 | 8.0 | 3 | 39 |
| 9 | 21100 | H | 3 | 46.6 | 21.2 | 4.8 | 2 | 37 |
| 9 | 21100 | J | 3 | 24.9 | 8.6 | 5.8 | 15 | 35 |
| 9 | 21100 | K | 6 | 152.8 | 11.2 | 76.5 | 0 | 36 |
| 9 | 21100 | M | 6 | 253.3 | 26.5 | 54.2 | 0 | 36 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 9 | 21100 | N | 1 | 15.5 | 12.3 | 1.6 | 3 | 46 |
| 9 | 21110 | A | 1 | 12.1 | 9.3 | 1.5 | 1 | 53 |
| 9 | 21110 | B | 5 | 204.3 | 44.2 | 19.5 | 0 | 30 |
| 9 | 21110 | C | 6 | 240.1 | 28.3 | 45.5 | 0 | 33 |
| 9 | 21110 | D | 6 | 190.3 | 15.2 | 72.2 | 0 | 34 |
| 9 | 21110 | E | 4 | 70.7 | 20.0 | 10.2 | 0 | 38 |
| 9 | 21110 | F | 4 | 53.0 | 11.5 | 13.4 | 3 | 36 |
| 9 | 21110 | G | 4 | 49.7 | 11.9 | 11.5 | 3 | 37 |
| 9 | 21110 | H | 2 | 38.8 | 28.4 | 2.4 | 0 | 36 |
| 9 | 21110 | J | 1 | 30.3 | 28.1 | 1.6 | 3 | 33 |
| 9 | 21110 | K | 1 | 41.6 | 40.4 | 1.7 | 4 | 27 |
| 9 | 21110 | M | 2 | 70.3 | 49.9 | 3.1 | 4 | 25 |
| 9 | 21110 | N | 3 | 34.8 | 14.7 | 4.9 | 15 | 28 |
| 9 | 21110 | O | 5 | 98.4 | 19.8 | 17.6 | 0 | 34 |
| 9 | 21110 | P | 4 | 53.2 | 11.7 | 13.1 | 6 | 34 |
| 9 | 21120 | A | 5 | 91.1 | 16.1 | 20.4 | 0 | 36 |
| 9 | 21120 | B | 3 | 58.6 | 20.6 | 7.3 | 4 | 33 |
| 9 | 21120 | C | 3 | 59.1 | 20.5 | 7.4 | 5 | 32 |
| 9 | 21120 | D | 3 | 38.2 | 14.8 | 5.6 | 9 | 33 |
| 9 | 21120 | E | 5 | 71.5 | 14.2 | 16.4 | 0 | 37 |
| 9 | 21120 | F | 3 | 47.6 | 15.5 | 7.6 | 4 | 36 |
| 9 | 21120 | G | 2 | 47.0 | 26.1 | 3.7 | 1 | 36 |
| 9 | 21120 | H | 2 | 16.5 | 8.3 | 3.0 | 21 | 33 |
| 9 | 21120 | J | 3 | 30.2 | 14.1 | 4.1 | 15 | 30 |
| 9 | 21120 | K | 3 | 39.3 | 17.0 | 4.9 | 9 | 33 |
| 9 | 21120 | M | 6 | 219.1 | 17.6 | 74.5 | 0 | 35 |
| 9 | 21120 | N | 6 | 245.1 | 29.0 | 45.5 | 0 | 33 |
| 9 | 21120 | O | 5 | 220.6 | 34.7 | 30.3 | 0 | 33 |
| 9 | 21120 | P | 1 | 8.1 | 6.9 | 1.1 | 3 | 57 |
| 9 | 21130 | A | 0 | 6.3 | 7.3 | 0.6 | 0 | 60 |
| 9 | 21130 | B | 6 | 159.8 | 14.0 | 60.8 | 0 | 34 |
| 9 | 21130 | C | 6 | 190.9 | 10.8 | 116.1 | 0 | 33 |
| 9 | 21130 | D | 6 | 281.0 | 22.4 | 80.5 | 0 | 32 |
| 9 | 21130 | E | 3 | 67.6 | 27.4 | 6.3 | 3 | 31 |
| 9 | 21130 | F | 3 | 36.3 | 14.6 | 5.3 | 8 | 34 |
| 9 | 21130 | G | 4 | 52.6 | 14.7 | 9.5 | 2 | 37 |
| 9 | 21130 | H | 3 | 27.7 | 7.7 | 7.9 | 11 | 38 |
| 9 | 21130 | J | 3 | 32.5 | 14.3 | 4.5 | 8 | 35 |
| 9 | 21130 | K | 2 | 51.9 | 32.6 | 3.3 | 0 | 35 |
| 9 | 21130 | M | 5 | 122.1 | 23.6 | 19.7 | 0 | 32 |
| 9 | 21130 | N | 4 | 121.2 | 31.4 | 13.4 | 0 | 30 |
| 9 | 21130 | O | 3 | 65.1 | 28.6 | 5.6 | 4 | 30 |
| 9 | 21130 | P | 2 | 29.7 | 22.5 | 2.1 | 10 | 30 |
| 9 | 21130 | Q | 3 | 75.9 | 36.0 | 5.3 | 0 | 32 |
| 9 | 21130 | R | 3 | 69.5 | 36.2 | 4.6 | 1 | 31 |
| 9 | 21130 | S | 5 | 121.2 | 21.1 | 22.5 | 4 | 26 |
| 9 | 21130 | T | 5 | 142.0 | 27.6 | 20.3 | 2 | 26 |
| 9 | 21130 | U | 4 | 141.6 | 37.7 | 13.5 | 0 | 30 |
| 9 | 21140 | A | 3 | 37.1 | 12.3 | 6.9 | 3 | 41 |
| 9 | 21140 | B | 2 | 47.3 | 27.8 | 3.5 | 4 | 33 |
| 9 | 21140 | C | 2 | 56.2 | 31.9 | 3.8 | 1 | 33 |
| 9 | 21140 | D | 3 | 33.7 | 13.8 | 5.0 | 9 | 35 |
| 9 | 21140 | E | 3 | 47.3 | 21.9 | 4.8 | 2 | 36 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 9 | 21140 | F | 5 | 76.2 | 15.1 | 16.7 | 0 | 37 |
| 9 | 21140 | G | 3 | 32.8 | 15.5 | 4.1 | 6 | 37 |
| 9 | 21140 | H | 2 | 18.1 | 10.5 | 2.6 | 13 | 38 |
| 9 | 21140 | J | 2 | 29.7 | 16.6 | 3.2 | 9 | 34 |
| 9 | 21140 | K | 6 | 232.6 | 19.7 | 70.4 | 0 | 29 |
| 9 | 21140 | M | 6 | 371.2 | 24.5 | 112.7 | 0 | 31 |
| 9 | 21140 | N | 5 | 194.1 | 29.5 | 30.6 | 0 | 32 |
| 9 | 21150 | A | 3 | 100.5 | 52.3 | 5.1 | 0 | 29 |
| 9 | 21150 | B | 6 | 425.5 | 52.1 | 50.4 | 0 | 27 |
| 9 | 21150 | C | 6 | 409.5 | 45.6 | 56.7 | 0 | 28 |
| 9 | 21150 | D | 6 | 219.2 | 18.1 | 71.7 | 0 | 26 |
| 9 | 21150 | E | 1 | 13.8 | 9.6 | 1.8 | 13 | 41 |
| 9 | 21150 | F | 3 | 47.5 | 19.5 | 5.6 | 2 | 37 |
| 9 | 21150 | G | 3 | 41.0 | 14.8 | 6.3 | 9 | 33 |
| 9 | 21150 | H | 6 | 101.2 | 12.4 | 34.2 | 0 | 35 |
| 9 | 21150 | J | 1 | 20.6 | 25.2 | 1.0 | 8 | 29 |
| 9 | 21150 | K | 3 | 81.1 | 38.9 | 5.4 | 1 | 30 |
| 9 | 21150 | M | 3 | 46.6 | 22.1 | 4.6 | 10 | 28 |
| 9 | 21150 | N | 3 | 76.2 | 36.1 | 5.3 | 3 | 28 |
| 9 | 21150 | O | 2 | 58.1 | 33.0 | 3.9 | 6 | 28 |
| 9 | 21150 | P | 3 | 71.8 | 35.9 | 4.9 | 4 | 29 |
| 9 | 21150 | Q | 3 | 57.4 | 20.2 | 7.2 | 7 | 30 |
| 9 | 21160 | A | 1 | 26.6 | 25.6 | 1.5 | 3 | 34 |
| 9 | 21160 | B | 1 | 22.2 | 16.8 | 1.9 | 11 | 33 |
| 9 | 21160 | C | 3 | 31.6 | 12.0 | 5.5 | 10 | 35 |
| 9 | 21160 | D | 2 | 44.3 | 27.3 | 3.2 | 1 | 35 |
| 9 | 21160 | E | 0 | 12.5 | 17.8 | 0.6 | 2 | 38 |
| 9 | 21160 | F | 5 | 74.8 | 11.8 | 22.5 | 0 | 40 |
| 9 | 21160 | G | 5 | 55.8 | 10.1 | 17.3 | 0 | 43 |
| 9 | 21160 | H | 2 | 31.0 | 15.5 | 3.8 | 9 | 35 |
| 9 | 21160 | J | 4 | 51.6 | 15.7 | 8.5 | 5 | 34 |
| 9 | 21160 | K | 6 | 158.3 | 8.4 | 120.5 | 0 | 33 |
| 9 | 21160 | M | 6 | 141.5 | 10.7 | 71.8 | 0 | 37 |
| 9 | 21160 | N | 5 | 97.0 | 18.6 | 18.6 | 0 | 37 |
| 9 | 21170 | A | 5 | 118.5 | 24.8 | 17.6 | 0 | 38 |
| 9 | 21170 | B | 6 | 125.8 | 8.1 | 86.6 | 0 | 38 |
| 9 | 21170 | C | 6 | 131.7 | 7.5 | 103.8 | 0 | 37 |
| 9 | 21170 | D | 3 | 72.8 | 26.2 | 7.5 | 0 | 38 |
| 9 | 21170 | E | 6 | 75.1 | 6.0 | 56.1 | 0 | 40 |
| 9 | 21170 | F | 0 | 14.4 | 23.4 | 0.6 | 4 | 32 |
| 9 | 21170 | G | 4 | 97.6 | 25.3 | 12.6 | 2 | 30 |
| 9 | 21170 | H | 4 | 57.2 | 11.4 | 15.3 | 7 | 31 |
| 9 | 21170 | J | 3 | 39.2 | 19.7 | 4.0 | 6 | 34 |
| 9 | 21180 | A | 5 | 118.0 | 20.0 | 23.2 | 0 | 32 |
| 9 | 21180 | B | 3 | 55.3 | 27.8 | 4.5 | 5 | 30 |
| 9 | 21180 | C | 6 | 201.2 | 26.5 | 37.4 | 0 | 26 |
| 9 | 21180 | D | 6 | 208.1 | 20.9 | 54.3 | 0 | 28 |
| 9 | 21180 | E | 4 | 53.8 | 13.3 | 11.3 | 1 | 38 |
| 9 | 21180 | F | 3 | 72.9 | 28.6 | 6.7 | 4 | 30 |
| 9 | 21180 | G | 6 | 207.9 | 18.2 | 65.3 | 0 | 32 |
| 9 | 21180 | H | 6 | 264.5 | 20.4 | 82.9 | 0 | 32 |
| 9 | 21180 | J | 6 | 128.6 | 14.5 | 40.8 | 0 | 33 |
| 9 | 21180 | K | 5 | 145.8 | 25.0 | 24.2 | 0 | 33 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 9 | 21190 | A | 3 | 17.9 | 6.3 | 5.1 | 12 | 44 |
| 9 | 21190 | B | 1 | 9.1 | 5.5 | 1.9 | 0 | 65 |
| 9 | 21190 | C | 4 | 85.3 | 18.4 | 15.4 | 0 | 40 |
| 9 | 21190 | D | 6 | 219.9 | 16.0 | 85.3 | 0 | 35 |
| 9 | 21190 | E | 6 | 138.1 | 14.2 | 47.0 | 0 | 36 |
| 9 | 21190 | F | 6 | 159.2 | 17.5 | 44.7 | 0 | 34 |
| 9 | 21190 | G | 3 | 41.6 | 16.8 | 5.5 | 1 | 39 |
| 9 | 21190 | H | 3 | 28.0 | 11.5 | 4.7 | 6 | 40 |
| 9 | 21190 | J | 4 | 48.1 | 12.3 | 10.5 | 0 | 43 |
| 9 | 21190 | K | 6 | 172.3 | 12.5 | 80.2 | 0 | 33 |
| 9 | 21190 | M | 6 | 153.4 | 18.1 | 40.2 | 0 | 33 |
| 9 | 21190 | N | 2 | 73.3 | 54.0 | 3.0 | 0 | 30 |
| 9 | 21190 | O | 3 | 85.7 | 36.7 | 6.3 | 1 | 30 |
| 9 | 21200 | A | 4 | 38.3 | 8.3 | 12.2 | 3 | 42 |
| 9 | 21200 | B | 3 | 37.7 | 14.7 | 5.6 | 2 | 40 |
| 9 | 21200 | C | 2 | 38.5 | 23.0 | 3.2 | 0 | 40 |
| 9 | 21200 | D | 6 | 81.7 | 7.6 | 46.7 | 0 | 35 |
| 9 | 21200 | E | 5 | 108.2 | 16.3 | 26.4 | 0 | 36 |
| 9 | 21200 | F | 3 | 46.7 | 14.7 | 7.9 | 2 | 38 |
| 9 | 21200 | G | 6 | 92.9 | 6.9 | 65.6 | 0 | 44 |
| 9 | 21200 | H | 6 | 95.7 | 5.9 | 85.3 | 0 | 43 |
| 9 | 21200 | J | 6 | 175.2 | 13.8 | 72.0 | 0 | 38 |
| 9 | 21200 | K | 6 | 154.3 | 18.4 | 39.7 | 0 | 38 |
| 9 | 21200 | M | 4 | 78.8 | 20.2 | 12.0 | 0 | 38 |
| 9 | 21200 | N | 4 | 35.8 | 8.5 | 10.6 | 0 | 49 |
| 9 | 21210 | A | 2 | 27.2 | 14.0 | 3.5 | 2 | 43 |
| 9 | 21210 | B | 5 | 153.1 | 34.4 | 17.2 | 0 | 30 |
| 9 | 21210 | C | 6 | 349.4 | 42.9 | 47.6 | 0 | 30 |
| 9 | 21210 | D | 6 | 369.7 | 32.8 | 75.0 | 0 | 32 |
| 9 | 21210 | E | 6 | 268.3 | 13.5 | 150.3 | 0 | 31 |
| 9 | 21210 | F | 6 | 275.9 | 16.4 | 120.1 | 0 | 29 |
| 9 | 21210 | G | 4 | 47.0 | 9.6 | 14.0 | 0 | 43 |
| 9 | 21210 | H | 6 | 222.0 | 32.6 | 33.2 | 0 | 30 |
| 9 | 21210 | J | 6 | 210.8 | 18.6 | 64.9 | 0 | 33 |
| 9 | 21210 | K | 1 | 33.7 | 30.6 | 1.7 | 2 | 34 |
| 9 | 21222 | A | 2 | 30.7 | 22.0 | 2.3 | 1 | 38 |
| 9 | 21222 | B | 2 | 24.7 | 17.2 | 2.2 | 3 | 40 |
| 9 | 21222 | C | 4 | 157.6 | 57.8 | 9.2 | 0 | 27 |
| 9 | 21222 | D | 5 | 263.2 | 51.3 | 24.0 | 0 | 28 |
| 9 | 21222 | E | 6 | 334.4 | 37.9 | 52.4 | 0 | 30 |
| 9 | 21222 | F | 6 | 261.1 | 11.6 | 177.7 | 0 | 32 |
| 9 | 21222 | G | 6 | 283.0 | 10.9 | 222.6 | 0 | 30 |
| 9 | 21222 | H | 3 | 52.2 | 20.9 | 5.9 | 2 | 35 |
| 9 | 21222 | J | 4 | 61.0 | 16.1 | 10.7 | 0 | 39 |
| 9 | 21222 | K | 6 | 409.7 | 53.5 | 45.8 | 0 | 26 |
| 9 | 21222 | M | 6 | 304.5 | 16.0 | 146.6 | 0 | 28 |
| 9 | 21222 | N | 0 | 13.2 | 17.6 | 0.7 | 12 | 29 |
| 9 | 21230 | A | 0 | 9.4 | 14.9 | 0.5 | 16 | 26 |
| 9 | 21230 | B | 6 | 221.8 | 12.9 | 116.5 | 0 | 29 |
| 9 | 21230 | C | 6 | 242.9 | 18.9 | 80.0 | 0 | 28 |
| 9 | 21230 | D | 1 | 12.7 | 11.7 | 1.2 | 12 | 38 |
| 9 | 21230 | E | 2 | 47.2 | 28.9 | 3.3 | 4 | 32 |
| 9 | 21230 | F | 6 | 235.1 | 3.5 | 1000.0 | 0 | 34 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 9 | 21230 | G | 6 | 169.1 | 8.2 | 139.0 | 0 | 38 |
| 9 | 21230 | H | 6 | 200.8 | 26.1 | 38.0 | 0 | 32 |
| 9 | 21230 | J | 5 | 186.4 | 27.6 | 31.4 | 0 | 31 |
| 9 | 21230 | K | 5 | 160.2 | 27.6 | 24.6 | 0 | 32 |
| 9 | 21230 | M | 3 | 23.5 | 10.2 | 4.2 | 1 | 48 |
| 9 | 21230 | N | 3 | 34.0 | 12.1 | 6.1 | 0 | 46 |
| 9 | 21240 | A | 3 | 35.8 | 14.0 | 5.5 | 2 | 41 |
| 9 | 21240 | B | 1 | 14.2 | 10.5 | 1.7 | 10 | 42 |
| 9 | 21240 | C | 5 | 157.8 | 27.1 | 24.6 | 0 | 30 |
| 9 | 21240 | D | 6 | 240.0 | 32.9 | 37.2 | 0 | 31 |
| 9 | 21240 | E | 6 | 238.9 | 24.4 | 55.1 | 0 | 32 |
| 9 | 21240 | F | 6 | 210.5 | 20.8 | 55.6 | 0 | 32 |
| 9 | 21240 | G | 6 | 231.6 | 6.8 | 309.5 | 0 | 32 |
| 9 | 21240 | H | 6 | 248.7 | 7.5 | 304.2 | 0 | 32 |
| 9 | 21240 | J | 3 | 20.3 | 7.9 | 4.6 | 18 | 35 |
| 9 | 21240 | K | 2 | 30.0 | 19.4 | 2.6 | 9 | 32 |
| 9 | 21240 | M | 6 | 299.5 | 22.8 | 87.3 | 0 | 28 |
| 9 | 21240 | N | 6 | 152.9 | 5.7 | 195.3 | 1 | 28 |
| 9 | 21240 | O | 6 | 30.3 | 1.1 | 128.8 | 20 | 31 |
| 9 | 21250 | A | 6 | 120.5 | 2.6 | 396.5 | 0 | 33 |
| 9 | 21250 | B | 6 | 191.8 | 16.2 | 67.1 | 0 | 32 |
| 9 | 21250 | C | 2 | 24.8 | 18.6 | 2.0 | 4 | 38 |
| 9 | 21250 | D | 2 | 22.8 | 13.7 | 2.7 | 19 | 28 |
| 9 | 21250 | E | 1 | 30.3 | 24.8 | 1.9 | 12 | 26 |
| 9 | 21250 | F | 6 | 333.4 | 13.3 | 222.0 | 0 | 27 |
| 9 | 21250 | G | 6 | 280.8 | 16.4 | 123.6 | 0 | 29 |
| 9 | 21250 | H | 6 | 208.9 | 7.2 | 238.7 | 0 | 31 |
| 9 | 21250 | J | 6 | 267.5 | 20.2 | 85.6 | 0 | 31 |
| 9 | 21250 | K | 5 | 241.8 | 53.4 | 19.9 | 0 | 29 |
| 9 | 21250 | M | 4 | 186.6 | 50.6 | 14.2 | 0 | 30 |
| 9 | 21250 | N | 3 | 34.8 | 11.6 | 6.7 | 3 | 42 |
| 9 | 21260 | A | 4 | 48.5 | 13.4 | 9.5 | 1 | 39 |
| 9 | 21260 | B | 2 | 14.6 | 9.6 | 2.0 | 18 | 35 |
| 9 | 21260 | C | 4 | 147.6 | 40.2 | 13.2 | 0 | 30 |
| 9 | 21260 | D | 6 | 278.1 | 34.2 | 44.7 | 0 | 32 |
| 9 | 21260 | E | 6 | 309.5 | 13.2 | 197.6 | 0 | 32 |
| 9 | 21260 | F | 6 | 248.9 | 4.0 | 1000.0 | 0 | 32 |
| 9 | 21260 | G | 6 | 291.0 | 8.1 | 358.1 | 0 | 32 |
| 9 | 21260 | H | 2 | 16.8 | 10.5 | 2.3 | 19 | 32 |
| 9 | 21260 | J | 1 | 27.1 | 22.0 | 1.9 | 9 | 31 |
| 9 | 21260 | K | 2 | 29.6 | 20.1 | 2.5 | 9 | 32 |
| 9 | 21260 | M | 6 | 155.4 | 18.1 | 41.1 | 0 | 34 |
| 9 | 21260 | N | 6 | 243.9 | 14.1 | 120.6 | 0 | 32 |
| 9 | 21260 | O | 6 | 239.0 | 8.4 | 241.5 | 0 | 33 |
| 9 | 21270 | A | 6 | 128.1 | 0.0 | 1000.0 | 6 | 25 |
| 9 | 21270 | B | 6 | 285.2 | 25.6 | 68.8 | 0 | 31 |
| 9 | 21270 | C | 6 | 182.5 | 21.1 | 43.3 | 0 | 35 |
| 9 | 21270 | D | 3 | 24.3 | 9.2 | 5.0 | 19 | 30 |
| 9 | 21270 | E | 2 | 40.9 | 26.0 | 3.0 | 8 | 30 |
| 9 | 21270 | F | 1 | 11.0 | 7.0 | 1.9 | 26 | 33 |
| 9 | 21270 | G | 2 | 16.2 | 9.3 | 2.5 | 19 | 35 |
| 9 | 21270 | H | 6 | 187.6 | 9.6 | 132.8 | 0 | 34 |
| 9 | 21270 | J | 6 | 222.3 | 9.2 | 187.5 | 0 | 36 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 9 | 21270 | K | 6 | 241.4 | 8.6 | 237.5 | 0 | 37 |
| 9 | 21270 | M | 6 | 197.4 | 10.8 | 122.7 | 0 | 38 |
| 9 | 21270 | N | 4 | 88.6 | 20.7 | 14.0 | 0 | 37 |
| 9 | 21270 | O | 2 | 12.0 | 6.6 | 2.4 | 19 | 41 |
| 9 | 21270 | P | 5 | 45.1 | 7.6 | 17.9 | 0 | 44 |
| 9 | 21280 | A | 5 | 34.9 | 5.8 | 16.9 | 0 | 49 |
| 9 | 21280 | B | 2 | 11.2 | 4.7 | 3.4 | 22 | 42 |
| 9 | 21280 | C | 4 | 156.8 | 41.2 | 14.1 | 0 | 29 |
| 9 | 21280 | D | 6 | 205.3 | 7.8 | 206.9 | 0 | 30 |
| 9 | 21280 | E | 6 | 301.6 | 14.7 | 162.4 | 0 | 29 |
| 9 | 21280 | F | 6 | 198.4 | 26.1 | 37.3 | 0 | 29 |
| 9 | 21280 | G | 2 | 14.3 | 6.8 | 3.1 | 23 | 35 |
| 9 | 21280 | H | 2 | 11.1 | 6.1 | 2.3 | 30 | 32 |
| 9 | 21280 | J | 3 | 42.0 | 15.9 | 6.0 | 8 | 32 |
| 9 | 21280 | K | 5 | 120.7 | 22.0 | 21.2 | 0 | 34 |
| 9 | 21280 | M | 6 | 193.4 | 14.2 | 81.4 | 0 | 35 |
| 9 | 21280 | N | 6 | 204.1 | 12.1 | 110.8 | 0 | 36 |
| 9 | 21280 | O | 0 | 97.7 | -1.2 | 0.0 | 0 | 35 |
| 9 | 21290 | A | 6 | 263.8 | 20.2 | 83.6 | 0 | 33 |
| 9 | 21290 | B | 6 | 259.2 | 33.1 | 41.7 | 0 | 31 |
| 9 | 21290 | C | 6 | 219.9 | 20.6 | 60.5 | 0 | 32 |
| 9 | 21290 | D | 6 | 214.0 | 18.6 | 66.5 | 0 | 33 |
| 9 | 21290 | E | 5 | 176.4 | 28.5 | 27.5 | 0 | 33 |
| 9 | 21290 | F | 3 | 13.7 | 3.9 | 6.2 | 29 | 34 |
| 9 | 21290 | G | 3 | 42.9 | 16.6 | 5.8 | 4 | 37 |
| 9 | 21290 | H | 2 | 10.7 | 6.3 | 2.1 | 28 | 33 |
| 9 | 21290 | J | 1 | 7.7 | 5.2 | 1.5 | 32 | 34 |
| 9 | 21290 | K | 6 | 92.5 | 9.2 | 44.1 | 0 | 39 |
| 9 | 21290 | M | 6 | 141.0 | 8.6 | 96.3 | 0 | 40 |
| 9 | 21290 | N | 6 | 111.7 | 8.0 | 72.5 | 0 | 39 |
| 9 | 21290 | O | 6 | 230.0 | 15.1 | 99.5 | 0 | 35 |
| 9 | 21290 | P | 6 | 236.0 | 19.6 | 72.6 | 0 | 36 |
| 9 | 21290 | Q | 4 | 124.2 | 40.4 | 10.0 | 0 | 33 |
| 9 | 21290 | R | 0 | 7.4 | 9.6 | 0.6 | 12 | 39 |
| 9 | 21290 | S | 3 | 25.9 | 10.5 | 4.7 | 5 | 43 |
| 9 | 21290 | T | 3 | 26.3 | 9.7 | 5.4 | 4 | 44 |
| 9 | 21300 | A | 3 | 35.6 | 13.6 | 5.6 | 0 | 43 |
| 9 | 21300 | B | 3 | 35.7 | 15.2 | 4.9 | 0 | 44 |
| 9 | 21300 | C | 0 | 10.8 | 15.3 | 0.6 | 9 | 34 |
| 9 | 21300 | D | 4 | 123.2 | 31.7 | 13.6 | 0 | 29 |
| 9 | 21300 | E | 6 | 291.4 | 26.7 | 67.3 | 0 | 32 |
| 9 | 21300 | F | 6 | 296.0 | 14.1 | 166.9 | 0 | 34 |
| 9 | 21300 | G | 6 | 292.7 | 13.1 | 181.6 | 0 | 33 |
| 9 | 21300 | H | 6 | 306.9 | 13.0 | 199.0 | 0 | 32 |
| 9 | 21300 | J | 6 | 168.4 | 18.1 | 46.8 | 0 | 32 |
| 9 | 21300 | K | 6 | 211.2 | 27.2 | 39.0 | 0 | 31 |
| 9 | 21300 | M | 5 | 142.6 | 23.6 | 25.2 | 0 | 29 |
| 9 | 21300 | N | 4 | 58.2 | 11.7 | 15.2 | 9 | 29 |
| 9 | 21300 | O | 1 | 17.4 | 13.0 | 1.8 | 7 | 41 |
| 9 | 21300 | P | 2 | 19.4 | 10.2 | 3.0 | 9 | 41 |
| 9 | 21300 | Q | 3 | 40.8 | 13.1 | 7.4 | 12 | 30 |
| 9 | 21300 | R | 5 | 106.3 | 22.3 | 17.0 | 1 | 30 |
| 9 | 21300 | S | 6 | 299.3 | 24.6 | 78.6 | 0 | 29 |
| 9 | 21300 | T | 6 | 318.6 | 17.3 | 141.8 | 0 | 30 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 9 | 21300 | U | 6 | 307.0 | 10.1 | 285.7 | 0 | 32 |
| 9 | 21310 | A | 6 | 136.9 | 5.9 | 154.5 | 0 | 44 |
| 9 | 21310 | B | 6 | 213.7 | 12.4 | 115.6 | 0 | 35 |
| 9 | 21310 | C | 6 | 207.5 | 21.4 | 52.3 | 0 | 34 |
| 9 | 21310 | D | 3 | 20.1 | 6.6 | 5.8 | 13 | 41 |
| 9 | 21310 | E | 1 | 15.3 | 12.0 | 1.6 | 11 | 38 |
| 9 | 21310 | F | 3 | 32.8 | 10.9 | 6.6 | 5 | 40 |
| 9 | 21310 | G | 6 | 110.2 | 11.0 | 46.1 | 0 | 38 |
| 9 | 21310 | H | 6 | 156.6 | 11.8 | 74.2 | 0 | 39 |
| 9 | 21310 | J | 6 | 186.3 | 13.2 | 84.6 | 0 | 36 |
| 9 | 21310 | K | 5 | 117.1 | 20.8 | 21.7 | 0 | 38 |
| 9 | 21310 | M | 1 | 11.1 | 9.4 | 1.3 | 9 | 45 |
| 9 | 21310 | N | 2 | 23.9 | 15.6 | 2.4 | 4 | 41 |
| 9 | 21310 | O | 4 | 34.9 | 6.3 | 15.2 | 1 | 46 |
| 9 | 21310 | P | 4 | 46.3 | 10.9 | 11.5 | 2 | 39 |
| 9 | 21321 | A | 4 | 66.5 | 14.1 | 14.7 | 0 | 38 |
| 9 | 21321 | B | 4 | 36.8 | 10.8 | 8.1 | 3 | 41 |
| 9 | 21321 | C | 2 | 28.4 | 16.5 | 3.0 | 5 | 38 |
| 9 | 21321 | D | 1 | 15.9 | 12.3 | 1.7 | 6 | 43 |
| 9 | 21321 | E | 6 | 161.6 | 15.4 | 54.4 | 0 | 32 |
| 9 | 21321 | F | 6 | 173.8 | 14.6 | 65.8 | 0 | 34 |
| 9 | 21321 | G | 4 | 98.8 | 28.4 | 11.0 | 0 | 31 |
| 9 | 21321 | H | 2 | 42.5 | 25.8 | 3.2 | 7 | 30 |
| 9 | 21321 | J | 3 | 51.1 | 24.5 | 4.7 | 4 | 32 |
| 9 | 21321 | K | 3 | 38.8 | 14.3 | 6.0 | 12 | 30 |
| 9 | 21321 | M | 4 | 33.1 | 6.5 | 13.3 | 15 | 32 |
| 9 | 21321 | N | 4 | 39.2 | 8.2 | 12.9 | 12 | 32 |
| 9 | 21321 | O | 3 | 31.4 | 10.1 | 6.8 | 12 | 35 |
| 9 | 21331 | A | 3 | 26.3 | 10.6 | 4.8 | 11 | 37 |
| 9 | 21331 | B | 3 | 35.8 | 15.7 | 4.7 | 2 | 40 |
| 9 | 21331 | C | 2 | 12.6 | 5.0 | 3.8 | 29 | 32 |
| 9 | 21331 | D | 3 | 27.2 | 7.7 | 7.7 | 17 | 32 |
| 9 | 21331 | E | 4 | 33.4 | 9.3 | 8.4 | 11 | 35 |
| 9 | 21331 | F | 6 | 151.5 | 6.5 | 159.9 | 0 | 37 |
| 9 | 21331 | G | 6 | 177.4 | 14.5 | 68.7 | 0 | 39 |
| 9 | 21331 | H | 5 | 158.4 | 24.4 | 28.5 | 0 | 37 |
| 9 | 21331 | J | 3 | 32.8 | 14.1 | 4.7 | 5 | 39 |
| 9 | 21331 | K | 3 | 28.2 | 8.1 | 7.6 | 5 | 44 |
| 9 | 21331 | M | 3 | 34.1 | 14.0 | 5.0 | 2 | 41 |
| 9 | 21340 | A | 3 | 54.4 | 25.1 | 5.0 | 0 | 39 |
| 9 | 21340 | B | 3 | 35.8 | 15.6 | 4.7 | 0 | 44 |
| 9 | 21340 | C | 3 | 36.3 | 14.8 | 5.2 | 3 | 40 |
| 9 | 21340 | D | 6 | 279.7 | 32.9 | 47.5 | 0 | 32 |
| 9 | 21340 | E | 6 | 343.6 | 15.2 | 193.3 | 0 | 30 |
| 9 | 21340 | F | 6 | 224.8 | 15.2 | 95.0 | 0 | 28 |
| 9 | 21340 | G | 3 | 43.5 | 16.6 | 6.0 | 11 | 30 |
| 9 | 21340 | H | 2 | 14.9 | 8.9 | 2.3 | 22 | 32 |
| 9 | 21340 | J | 2 | 22.1 | 15.4 | 2.1 | 12 | 33 |
| 9 | 21340 | K | 3 | 39.6 | 20.2 | 4.0 | 4 | 36 |
| 9 | 21340 | M | 3 | 37.9 | 14.3 | 5.8 | 4 | 39 |
| 9 | 21340 | N | 2 | 21.7 | 11.0 | 3.3 | 15 | 34 |
| 9 | 21350 | A | 3 | 36.4 | 17.6 | 4.1 | 10 | 31 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 9 | 21350 | B | 5 | 65.3 | 11.1 | 19.6 | 0 | 38 |
| 9 | 21350 | C | 4 | 55.5 | 17.5 | 8.3 | 0 | 41 |
| 9 | 21350 | D | 2 | 16.7 | 9.9 | 2.4 | 19 | 33 |
| 9 | 21350 | E | 2 | 23.3 | 12.8 | 3.0 | 15 | 33 |
| 9 | 21350 | F | 6 | 193.9 | 6.4 | 248.5 | 0 | 39 |
| 9 | 21350 | G | 6 | 146.3 | 16.3 | 42.9 | 0 | 40 |
| 9 | 21350 | H | 3 | 33.0 | 10.5 | 7.0 | 3 | 43 |
| 9 | 21350 | J | 2 | 23.2 | 11.4 | 3.5 | 2 | 46 |
| 9 | 21360 | A | 1 | 13.1 | 8.9 | 1.8 | 0 | 56 |
| 9 | 21360 | B | 2 | 16.7 | 8.8 | 2.9 | 5 | 49 |
| 9 | 21360 | C | 4 | 38.3 | 10.1 | 9.4 | 3 | 41 |
| 9 | 21360 | D | 6 | 184.2 | 25.3 | 34.5 | 0 | 34 |
| 9 | 21360 | E | 6 | 225.3 | 19.5 | 67.8 | 0 | 36 |
| 9 | 21360 | F | 6 | 195.4 | 7.7 | 193.7 | 0 | 36 |
| 9 | 21360 | G | 4 | 43.4 | 9.6 | 12.3 | 0 | 45 |
| 9 | 21360 | H | 4 | 41.7 | 10.6 | 10.1 | 4 | 38 |
| 10 | 21370 | A | 3 | 61.7 | 23.3 | 6.7 | 0 | 36 |
| 10 | 21370 | B | 4 | 62.6 | 18.9 | 9.1 | 0 | 36 |
| 10 | 21370 | C | 3 | 38.2 | 12.1 | 7.4 | 5 | 38 |
| 10 | 21370 | D | 1 | 10.0 | 6.5 | 1.8 | 28 | 33 |
| 10 | 21370 | E | 1 | 11.5 | 8.0 | 1.7 | 30 | 27 |
| 10 | 21370 | F | 6 | 184.2 | 4.6 | 365.0 | 0 | 37 |
| 10 | 21370 | G | 6 | 234.8 | 15.5 | 99.3 | 0 | 35 |
| 10 | 21370 | H | 4 | 48.7 | 10.8 | 12.7 | 0 | 41 |
| 10 | 21370 | J | 3 | 40.0 | 15.7 | 5.6 | 3 | 39 |
| 10 | 21370 | K | 2 | 19.1 | 12.4 | 2.2 | 2 | 46 |
| 10 | 21380 | A | 2 | 24.0 | 11.5 | 3.7 | 0 | 48 |
| 10 | 21380 | B | 3 | 36.5 | 17.0 | 4.4 | 0 | 41 |
| 10 | 21380 | C | 4 | 44.1 | 13.5 | 8.0 | 4 | 37 |
| 10 | 21380 | D | 6 | 315.5 | 17.4 | 138.3 | 0 | 30 |
| 10 | 21380 | E | 6 | 309.5 | 2.9 | 1000.0 | 0 | 29 |
| 10 | 21380 | F | 3 | 58.9 | 31.1 | 4.3 | 5 | 29 |
| 10 | 21380 | G | 2 | 52.8 | 34.7 | 3.1 | 4 | 30 |
| 10 | 21380 | H | 2 | 58.0 | 35.9 | 3.5 | 4 | 29 |
| 10 | 21390 | A | 3 | 43.1 | 18.0 | 5.3 | 14 | 26 |
| 10 | 21390 | B | 1 | 33.5 | 31.6 | 1.7 | 8 | 27 |
| 10 | 21390 | C | 2 | 20.0 | 9.5 | 3.5 | 19 | 33 |
| 10 | 21390 | D | 2 | 23.6 | 17.9 | 2.0 | 9 | 34 |
| 10 | 21390 | E | 1 | 12.4 | 9.3 | 1.6 | 22 | 33 |
| 10 | 21390 | F | 2 | 39.0 | 29.9 | 2.3 | 9 | 26 |
| 10 | 21390 | G | 3 | 79.4 | 39.3 | 5.1 | 3 | 28 |
| 10 | 21390 | H | 6 | 340.0 | 19.9 | 130.0 | 0 | 29 |
| 10 | 21390 | J | 6 | 238.8 | 24.2 | 55.6 | 0 | 30 |
| 10 | 21390 | K | 2 | 34.8 | 24.0 | 2.5 | 5 | 33 |
| 10 | 21390 | M | 2 | 31.7 | 23.9 | 2.2 | 9 | 30 |
| 10 | 21390 | N | 3 | 43.7 | 17.9 | 5.5 | 0 | 41 |
| 10 | 21390 | O | 3 | 28.2 | 10.7 | 5.3 | 1 | 46 |
| 10 | 21400 | A | 2 | 18.3 | 9.6 | 3.0 | 3 | 49 |
| 10 | 21400 | B | 3 | 38.5 | 15.3 | 5.5 | 0 | 42 |
| 10 | 21400 | C | 2 | 19.5 | 13.9 | 2.0 | 15 | 32 |
| 10 | 21400 | D | 2 | 30.8 | 19.2 | 2.8 | 6 | 36 |
| 10 | 21400 | E | 6 | 196.9 | 13.6 | 88.9 | 0 | 37 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 10 | 21400 | F | 6 | 195.3 | 2.71 | 000.0 | 0 | 36 |
| 10 | 21400 | G | 2 | 22.1 | 12.5 | 2.8 | 15 | 33 |
| 10 | 21400 | H | 2 | 19.8 | 11.2 | 2.7 | 19 | 31 |
| 10 | 21400 | J | 2 | 38.4 | 25.6 | 2.8 | 9 | 28 |
| 10 | 21400 | K | 3 | 32.3 | 14.6 | 4.4 | 15 | 29 |
| 10 | 21410 | A | 3 | 25.2 | 7.1 | 7.6 | 18 | 33 |
| 10 | 21410 | B | 5 | 36.3 | 3.9 | 30.8 | 14 | 32 |
| 10 | 21410 | C | 4 | 45.9 | 9.6 | 13.5 | 7 | 35 |
| 10 | 21410 | D | 0 | 16.0 | 19.4 | 0.9 | 8 | 32 |
| 10 | 21410 | E | 1 | 10.9 | 10.5 | 1.1 | 20 | 31 |
| 10 | 21410 | F | 3 | 30.1 | 13.9 | 4.1 | 10 | 35 |
| 10 | 21410 | G | 3 | 49.2 | 25.0 | 4.3 | 2 | 34 |
| 10 | 21410 | H | 3 | 45.1 | 15.7 | 6.8 | 0 | 41 |
| 10 | 21410 | J | 2 | 19.5 | 13.8 | 2.0 | 2 | 45 |
| 10 | 21420 | A | 3 | 34.7 | 15.8 | 4.4 | 0 | 42 |
| 10 | 21420 | B | 2 | 41.1 | 24.8 | 3.2 | 3 | 35 |
| 10 | 21420 | C | 6 | 141.5 | 12.6 | 57.5 | 0 | 37 |
| 10 | 21420 | D | 6 | 157.5 | 11.3 | 79.4 | 0 | 34 |
| 10 | 21420 | E | 0 | 14.2 | 20.7 | 0.6 | 6 | 32 |
| 10 | 21420 | F | 0 | 15.6 | 21.3 | 0.7 | 6 | 32 |
| 10 | 21420 | G | 3 | 51.6 | 20.8 | 5.9 | 7 | 31 |
| 10 | 21420 | H | 4 | 74.5 | 25.5 | 8.1 | 5 | 29 |
| 10 | 21420 | J | 4 | 82.4 | 26.4 | 9.1 | 3 | 29 |
| 10 | 21420 | K | 4 | 100.8 | 24.3 | 14.0 | 1 | 30 |
| 10 | 21420 | M | 4 | 59.0 | 12.2 | 14.7 | 9 | 29 |
| 10 | 21420 | N | 4 | 48.9 | 10.6 | 13.1 | 11 | 30 |
| 10 | 21430 | A | 3 | 29.4 | 9.8 | 6.3 | 8 | 39 |
| 10 | 21430 | B | 3 | 30.2 | 12.6 | 4.7 | 7 | 39 |
| 10 | 21430 | C | 1 | 12.8 | 9.1 | 1.7 | 13 | 41 |
| 10 | 21430 | D | 6 | 56.0 | 5.1 | 43.4 | 0 | 49 |
| 10 | 21430 | E | 5 | 52.3 | 9.7 | 16.4 | 0 | 44 |
| 10 | 21430 | F | 3 | 42.8 | 20.0 | 4.6 | 1 | 38 |
| 10 | 21430 | G | 2 | 23.5 | 11.0 | 3.8 | 0 | 49 |
| 10 | 21440 | A | 0 | 9.9 | 13.5 | 0.6 | 12 | 33 |
| 10 | 21440 | B | 3 | 53.9 | 23.3 | 5.4 | 3 | 34 |
| 10 | 21440 | C | 4 | 72.9 | 20.2 | 10.6 | 0 | 41 |
| 10 | 21440 | D | 5 | 84.2 | 16.2 | 17.8 | 0 | 44 |
| 10 | 21440 | E | 2 | 17.0 | 9.3 | 2.7 | 13 | 40 |
| 10 | 21440 | F | 2 | 13.0 | 6.2 | 3.0 | 17 | 43 |
| 10 | 21440 | G | 2 | 30.6 | 20.2 | 2.6 | 10 | 31 |
| 10 | 21440 | H | 1 | 16.6 | 13.5 | 1.6 | 15 | 32 |
| 10 | 21450 | A | 2 | 21.4 | 10.4 | 3.5 | 11 | 39 |
| 10 | 21450 | B | 3 | 50.1 | 22.0 | 5.2 | 0 | 39 |
| 10 | 21450 | C | 2 | 48.0 | 29.4 | 3.3 | 1 | 35 |
| 10 | 21450 | D | 1 | 16.4 | 14.4 | 1.4 | 2 | 45 |
| 10 | 21460 | A | 1 | 11.4 | 11.3 | 1.0 | 9 | 41 |
| 10 | 21460 | B | 3 | 39.5 | 18.0 | 4.6 | 5 | 36 |
| 10 | 21460 | C | 3 | 44.0 | 20.0 | 4.8 | 0 | 44 |
| 10 | 21460 | D | 4 | 60.8 | 11.9 | 15.9 | 0 | 49 |
| 10 | 21470 | A | 5 | 40.1 | 4.9 | 26.6 | 0 | 61 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 10 | 21470 | B | 2 | 26.1 | 13.0 | 3.6 | 3 | 43 |
| 10 | 21470 | C | 2 | 38.1 | 25.7 | 2.7 | 0 | 38 |
| 10 | 21470 | D | 1 | 15.3 | 11.8 | 1.6 | 2 | 48 |
| 10 | 21480 | A | 2 | 24.9 | 16.6 | 2.4 | 5 | 39 |
| 10 | 21480 | B | 3 | 23.8 | 6.8 | 7.3 | 0 | 62 |
| 10 | 21480 | C | 5 | 27.8 | 3.5 | 23.1 | 0 | 62 |
| 10 | 21480 | D | 2 | 17.6 | 10.8 | 2.4 | 10 | 40 |
| 10 | 21490 | A | 2 | 16.6 | 9.3 | 2.6 | 16 | 37 |
| 10 | 21490 | B | 2 | 16.9 | 8.9 | 2.9 | 12 | 41 |
| 10 | 21490 | C | 3 | 22.2 | 7.4 | 5.8 | 7 | 45 |
| 10 | 21490 | D | 6 | 31.6 | 2.5 | 44.9 | 0 | 64 |
| 10 | 21490 | E | 4 | 23.1 | 4.8 | 11.1 | 0 | 65 |
| 10 | 21490 | F | 2 | 14.3 | 7.2 | 2.9 | 14 | 43 |
| 10 | 21490 | G | 1 | 14.3 | 14.8 | 1.1 | 1 | 44 |
| 10 | 21500 | A | 2 | 19.2 | 13.4 | 2.0 | 6 | 41 |
| 10 | 21500 | B | 0 | 18.5 | 26.1 | 0.8 | 4 | 32 |
| 10 | 21500 | C | 2 | 26.1 | 17.9 | 2.3 | 8 | 34 |
| 10 | 21500 | D | 4 | 45.5 | 11.4 | 10.6 | 0 | 46 |
| 10 | 21500 | E | 6 | 71.7 | 6.6 | 45.7 | 0 | 50 |
| 10 | 21500 | F | 6 | 32.7 | 2.1 | 60.2 | 6 | 43 |
| 10 | 21500 | G | 2 | 15.4 | 9.1 | 2.4 | 12 | 41 |
| 10 | 21510 | A | 2 | 22.7 | 15.5 | 2.2 | 10 | 35 |
| 10 | 21510 | B | 6 | 63.0 | 2.7 | 125.4 | 0 | 40 |
| 10 | 21510 | C | 6 | 82.5 | 4.5 | 96.9 | 0 | 52 |
| 10 | 21510 | D | 4 | 43.1 | 12.1 | 8.9 | 0 | 46 |
| 10 | 21510 | E | 2 | 36.3 | 26.0 | 2.5 | 7 | 31 |
| 10 | 21510 | F | 0 | 12.3 | 18.6 | 0.6 | 10 | 29 |
| 10 | 21510 | G | 1 | 18.2 | 15.1 | 1.6 | 6 | 40 |
| 10 | 21520 | A | 2 | 21.0 | 13.9 | 2.3 | 6 | 40 |
| 10 | 21520 | B | 2 | 42.8 | 31.9 | 2.5 | 1 | 34 |
| 10 | 21520 | C | 3 | 52.0 | 18.6 | 6.9 | 0 | 39 |
| 10 | 21520 | D | 5 | 103.0 | 18.6 | 20.5 | 0 | 42 |
| 10 | 21520 | E | 6 | 187.9 | 12.6 | 91.4 | 0 | 37 |
| 10 | 21520 | F | 6 | 90.2 | 8.4 | 47.9 | 0 | 34 |
| 10 | 21520 | G | 2 | 22.0 | 12.5 | 2.8 | 10 | 38 |
| 10 | 21520 | H | 2 | 15.9 | 7.5 | 3.3 | 21 | 34 |
| 10 | 21530 | A | 3 | 25.7 | 8.6 | 6.1 | 20 | 29 |
| 10 | 21530 | B | 3 | 18.6 | 6.7 | 5.0 | 17 | 38 |
| 10 | 21530 | C | 2 | 18.4 | 9.9 | 2.9 | 20 | 31 |
| 10 | 21530 | D | 2 | 15.9 | 7.1 | 3.5 | 19 | 37 |
| 10 | 21530 | E | 6 | 56.8 | 3.8 | 66.2 | 0 | 42 |
| 10 | 21530 | F | 4 | 43.4 | 10.7 | 10.7 | 0 | 49 |
| 10 | 21530 | G | 3 | 21.7 | 9.0 | 4.3 | 7 | 44 |
| 10 | 21530 | H | 2 | 23.0 | 15.9 | 2.2 | 8 | 36 |
| 10 | 21530 | J | 1 | 15.9 | 11.4 | 1.8 | 7 | 44 |
| 10 | 21540 | A | 2 | 22.6 | 12.4 | 3.0 | 5 | 43 |
| 10 | 21540 | B | 2 | 22.4 | 14.1 | 2.5 | 5 | 41 |
| 10 | 21540 | C | 4 | 63.4 | 15.8 | 11.7 | 0 | 41 |
| 10 | 21540 | D | 5 | 90.9 | 12.9 | 27.3 | 0 | 44 |
| 10 | 21540 | E | 6 | 77.1 | 4.9 | 77.1 | 2 | 34 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 10 | 21540 | F | 2 | 21.6 | 11.4 | 3.1 | 12 | 37 |
| 10 | 21540 | G | 3 | 27.1 | 9.6 | 5.7 | 12 | 36 |
| 10 | 21550 | A | 3 | 27.4 | 11.1 | 4.8 | 14 | 33 |
| 10 | 21550 | B | 1 | 15.5 | 13.6 | 1.4 | 16 | 31 |
| 10 | 21550 | C | 3 | 37.2 | 12.9 | 6.5 | 13 | 30 |
| 10 | 21550 | D | 4 | 59.7 | 17.8 | 9.1 | 6 | 31 |
| 10 | 21550 | E | 4 | 51.2 | 14.7 | 9.1 | 8 | 31 |
| 10 | 21550 | F | 3 | 26.4 | 11.4 | 4.3 | 8 | 40 |
| 10 | 21550 | G | 3 | 25.1 | 9.1 | 5.4 | 13 | 36 |
| 10 | 21550 | H | 6 | 84.3 | 4.1 | 114.1 | 0 | 38 |
| 10 | 21550 | J | 5 | 69.3 | 8.8 | 29.4 | 0 | 45 |
| 10 | 21550 | K | 2 | 21.6 | 16.0 | 2.0 | 8 | 37 |
| 10 | 21550 | M | 2 | 15.0 | 10.1 | 2.0 | 9 | 43 |
| 10 | 21560 | A | 2 | 20.5 | 12.8 | 2.4 | 7 | 40 |
| 10 | 21560 | B | 1 | 13.0 | 12.1 | 1.2 | 5 | 44 |
| 10 | 21560 | C | 5 | 90.0 | 13.1 | 26.3 | 0 | 42 |
| 10 | 21560 | D | 6 | 101.2 | 6.8 | 77.0 | 0 | 40 |
| 10 | 21560 | E | 6 | 67.0 | 2.7 | 138.9 | 1 | 38 |
| 10 | 21560 | F | 2 | 17.3 | 9.6 | 2.7 | 21 | 31 |
| 10 | 21560 | G | 2 | 25.8 | 17.8 | 2.3 | 9 | 33 |
| 10 | 21560 | H | 2 | 14.7 | 7.4 | 2.9 | 20 | 37 |
| 10 | 21560 | J | 2 | 14.9 | 6.9 | 3.3 | 20 | 37 |
| 10 | 21570 | A | 1 | 8.7 | 5.9 | 1.6 | 30 | 33 |
| 10 | 21570 | B | 2 | 22.7 | 16.0 | 2.1 | 12 | 33 |
| 10 | 21570 | C | 2 | 23.7 | 16.0 | 2.3 | 14 | 31 |
| 10 | 21570 | D | 2 | 29.1 | 19.1 | 2.6 | 14 | 27 |
| 10 | 21570 | E | 1 | 18.7 | 13.7 | 1.9 | 21 | 27 |
| 10 | 21570 | F | 2 | 14.4 | 7.3 | 2.9 | 19 | 37 |
| 10 | 21570 | G | 6 | 108.4 | 5.0 | 131.7 | 0 | 39 |
| 10 | 21570 | H | 5 | 53.7 | 9.2 | 18.4 | 0 | 48 |
| 10 | 21570 | J | 1 | 10.7 | 9.6 | 1.2 | 18 | 36 |
| 10 | 21570 | K | 3 | 23.0 | 9.1 | 4.7 | 15 | 35 |
| 10 | 21570 | M | 2 | 24.9 | 17.7 | 2.2 | 11 | 32 |
| 10 | 21580 | A | 3 | 24.4 | 9.5 | 4.9 | 8 | 41 |
| 10 | 21580 | B | 1 | 10.9 | 10.3 | 1.1 | 14 | 38 |
| 10 | 21580 | C | 5 | 154.3 | 25.9 | 25.2 | 0 | 35 |
| 10 | 21580 | D | 6 | 216.2 | 6.9 | 269.1 | 0 | 34 |
| 10 | 21580 | E | 6 | 93.4 | 6.8 | 67.5 | 0 | 38 |
| 10 | 21580 | F | 2 | 16.9 | 9.7 | 2.5 | 19 | 34 |
| 10 | 21590 | A | 3 | 29.7 | 8.9 | 7.3 | 11 | 36 |
| 10 | 21590 | B | 6 | 231.9 | 15.1 | 100.9 | 0 | 34 |
| 10 | 21590 | C | 6 | 214.3 | 18.8 | 65.7 | 0 | 34 |
| 10 | 21590 | D | 4 | 57.8 | 14.6 | 11.2 | 4 | 34 |
| 10 | 21590 | E | 4 | 79.8 | 21.2 | 11.5 | 3 | 31 |
| 10 | 21600 | A | 2 | 32.7 | 18.1 | 3.3 | 12 | 30 |
| 10 | 21600 | B | 3 | 51.8 | 26.7 | 4.3 | 4 | 33 |
| 10 | 21600 | C | 2 | 33.1 | 22.2 | 2.6 | 7 | 32 |
| 10 | 21600 | D | 5 | 147.5 | 26.6 | 22.7 | 0 | 34 |
| 10 | 21600 | E | 6 | 196.7 | 15.1 | 76.9 | 0 | 35 |
| 10 | 21600 | F | 2 | 23.8 | 13.7 | 2.9 | 13 | 33 |
| 10 | 21600 | G | 4 | 42.4 | 9.1 | 12.7 | 12 | 31 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 10 | 21610 | A | 3 | 40.2 | 13.3 | 7.1 | 11 | 31 |
| 10 | 21610 | B | 4 | 57.3 | 15.9 | 9.9 | 9 | 29 |
| 10 | 21610 | C | 2 | 22.3 | 11.7 | 3.2 | 13 | 36 |
| 10 | 21610 | D | 6 | 198.4 | 22.2 | 46.3 | 0 | 32 |
| 10 | 21610 | E | 5 | 140.5 | 29.5 | 18.3 | 0 | 31 |
| 10 | 21620 | A | 5 | 116.0 | 21.4 | 20.6 | 0 | 34 |
| 10 | 21620 | B | 6 | 144.3 | 10.1 | 80.2 | 0 | 37 |
| 10 | 21620 | C | 2 | 24.3 | 14.7 | 2.7 | 11 | 35 |
| 10 | 21620 | D | 2 | 26.9 | 12.7 | 3.9 | 14 | 32 |
| 4 | 30010 | A | 2 | 25.9 | 19.6 | 2.0 | 5 | 37 |
| 4 | 30010 | B | 1 | 24.5 | 29.7 | 1.1 | 6 | 29 |
| 4 | 30010 | C | 2 | 71.9 | 44.2 | 3.7 | 0 | 33 |
| 4 | 30010 | D | 3 | 69.4 | 36.0 | 4.6 | 0 | 36 |
| 4 | 30010 | E | 4 | 80.8 | 23.4 | 10.3 | 0 | 47 |
| 4 | 30010 | F | 4 | 47.2 | 9.3 | 14.7 | 0 | 49 |
| 4 | 30010 | G | 2 | 20.7 | 10.7 | 3.1 | 12 | 37 |
| 4 | 30010 | H | 2 | 43.5 | 23.3 | 3.8 | 3 | 35 |
| 4 | 30010 | J | 3 | 54.3 | 22.6 | 5.7 | 0 | 39 |
| 4 | 30010 | K | 1 | 5.9 | 3.8 | 1.5 | 42 | 31 |
| 4 | 30010 | M | 2 | 22.0 | 14.3 | 2.4 | 14 | 32 |
| 4 | 30010 | N | 6 | 414.4 | 32.9 | 90.1 | 0 | 26 |
| 4 | 30020 | A | 6 | 340.3 | 19.5 | 133.9 | 0 | 30 |
| 4 | 30020 | B | 3 | 58.1 | 32.2 | 4.0 | 2 | 32 |
| 4 | 30020 | C | 5 | 44.4 | 7.4 | 18.1 | 7 | 36 |
| 4 | 30020 | D | 3 | 35.1 | 15.5 | 4.6 | 2 | 41 |
| 4 | 30020 | E | 5 | 59.4 | 7.0 | 31.1 | 0 | 51 |
| 4 | 30020 | F | 4 | 44.2 | 9.0 | 13.8 | 0 | 53 |
| 4 | 30020 | G | 2 | 37.1 | 26.3 | 2.5 | 0 | 38 |
| 4 | 30020 | H | 4 | 37.1 | 10.4 | 8.6 | 4 | 40 |
| 4 | 30030 | A | 4 | 65.1 | 21.8 | 8.0 | 0 | 36 |
| 4 | 30030 | B | 2 | 30.4 | 22.4 | 2.2 | 6 | 34 |
| 4 | 30030 | C | 3 | 46.4 | 15.6 | 7.2 | 2 | 38 |
| 4 | 30030 | D | 4 | 46.3 | 11.3 | 11.0 | 0 | 53 |
| 4 | 30030 | E | 6 | 58.5 | 6.7 | 32.2 | 0 | 43 |
| 4 | 30030 | F | 4 | 57.8 | 17.7 | 8.7 | 0 | 38 |
| 4 | 30030 | G | 4 | 49.5 | 12.8 | 10.4 | 0 | 40 |
| 4 | 30030 | H | 3 | 17.7 | 5.1 | 6.6 | 21 | 36 |
| 4 | 30030 | J | 4 | 113.3 | 27.3 | 14.4 | 0 | 33 |
| 4 | 30030 | K | 6 | 141.9 | 15.2 | 44.9 | 0 | 33 |
| 4 | 30030 | M | 6 | 253.2 | 17.9 | 92.3 | 0 | 31 |
| 4 | 30040 | A | 6 | 233.2 | 12.7 | 129.4 | 0 | 33 |
| 4 | 30040 | B | 5 | 121.5 | 18.5 | 26.9 | 0 | 34 |
| 4 | 30040 | C | 4 | 41.4 | 11.4 | 9.1 | 4 | 39 |
| 4 | 30040 | D | 4 | 66.1 | 17.6 | 10.9 | 0 | 40 |
| 4 | 30040 | E | 2 | 18.7 | 10.8 | 2.6 | 10 | 41 |
| 4 | 30040 | F | 6 | 105.0 | 7.7 | 69.0 | 0 | 42 |
| 4 | 30040 | G | 5 | 71.5 | 8.8 | 30.9 | 0 | 52 |
| 4 | 30040 | H | 1 | 24.5 | 30.2 | 1.0 | 0 | 35 |
| 4 | 30050 | A | 4 | 47.4 | 14.0 | 8.6 | 0 | 48 |
| 4 | 30050 | B | 6 | 68.2 | 7.7 | 34.3 | 0 | 49 |
| 4 | 30050 | C | 6 | 48.9 | 5.2 | 33.9 | 0 | 43 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE INPHASE | (PPM) QUAD. | CONDUCTOR CTP | DEPTH MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|---|
| 4 | 30050 | D | 2 | 23.0 | 12.1 | 3.2 | | 12 | 36 |
| 4 | 30050 | E | 2 | 19.2 | 10.1 | 3.0 | | 13 | 38 |
| 4 | 30050 | F | 2 | 44.1 | 25.9 | 3.4 | | 3 | 34 |
| 4 | 30050 | G | 2 | 38.0 | 22.8 | 3.2 | | 7 | 32 |
| 4 | 30050 | H | 6 | 80.6 | 8.9 | 36.9 | | 0 | 42 |
| 4 | 30050 | J | 6 | 139.5 | 7.1 | 123.2 | | 0 | 38 |
| 4 | 30050 | K | 6 | 218.3 | 13.9 | 102.3 | | 0 | 33 |
| 4 | 30060 | A | 6 | 290.1 | 14.5 | 155.1 | | 0 | 31 |
| 4 | 30060 | B | 6 | 301.6 | 20.8 | 100.2 | | 0 | 32 |
| 4 | 30060 | C | 6 | 185.9 | 12.8 | 87.9 | | 0 | 36 |
| 4 | 30060 | D | 6 | 116.9 | 10.5 | 54.0 | | 0 | 35 |
| 4 | 30060 | E | 2 | 19.7 | 9.9 | 3.2 | | 9 | 42 |
| 4 | 30060 | F | 1 | 14.5 | 11.1 | 1.6 | | 9 | 42 |
| 4 | 30060 | G | 6 | 75.5 | 4.3 | 89.1 | | 0 | 45 |
| 4 | 30060 | H | 6 | 60.5 | 4.3 | 62.0 | | 0 | 57 |
| 4 | 30060 | J | 4 | 45.7 | 9.5 | 13.6 | | 0 | 56 |
| 4 | 30070 | A | 5 | 98.1 | 16.9 | 21.5 | | 0 | 41 |
| 4 | 30070 | B | 6 | 131.7 | 11.4 | 58.6 | | 0 | 40 |
| 4 | 30070 | C | 6 | 197.2 | 12.8 | 96.9 | | 0 | 33 |
| 4 | 30070 | D | 3 | 32.5 | 14.6 | 4.4 | | 6 | 38 |
| 4 | 30070 | E | 2 | 30.7 | 16.4 | 3.4 | | 5 | 38 |
| 4 | 30070 | F | 3 | 26.2 | 10.8 | 4.6 | | 11 | 36 |
| 4 | 30070 | G | 6 | 153.7 | 11.6 | 73.6 | | 0 | 39 |
| 4 | 30070 | H | 6 | 163.8 | 1.3 | 1000.0 | | 0 | 42 |
| 4 | 30070 | J | 6 | 138.1 | 3.7 | 302.9 | | 0 | 41 |
| 4 | 30070 | K | 6 | 109.6 | 0.0 | 1000.0 | | 0 | 39 |
| 4 | 30080 | A | 6 | 207.9 | 7.7 | 215.3 | | 0 | 35 |
| 4 | 30080 | B | 6 | 356.2 | 21.0 | 130.4 | | 0 | 30 |
| 4 | 30080 | C | 6 | 390.1 | 17.8 | 191.9 | | 0 | 31 |
| 4 | 30080 | D | 6 | 256.9 | 19.1 | 86.5 | | 0 | 28 |
| 4 | 30080 | E | 5 | 57.4 | 11.0 | 16.1 | | 1 | 37 |
| 4 | 30080 | F | 6 | 91.8 | 10.3 | 37.5 | | 0 | 36 |
| 4 | 30080 | G | 6 | 156.5 | 9.0 | 107.4 | | 0 | 41 |
| 4 | 30080 | H | 6 | 124.8 | 9.7 | 66.8 | | 0 | 44 |
| 4 | 30090 | A | 6 | 113.2 | 2.0 | 1000.0 | | 0 | 37 |
| 4 | 30090 | B | 6 | 162.7 | 0.8 | 1000.0 | | 0 | 35 |
| 4 | 30090 | C | 6 | 216.0 | 12.5 | 116.4 | | 0 | 34 |
| 4 | 30090 | D | 6 | 269.7 | 28.9 | 53.3 | | 0 | 29 |
| 4 | 30090 | E | 6 | 348.2 | 34.8 | 62.8 | | 0 | 28 |
| 4 | 30090 | F | 6 | 429.6 | 33.4 | 93.6 | | 0 | 30 |
| 4 | 30090 | G | 5 | 174.8 | 35.8 | 20.1 | | 0 | 31 |
| 4 | 30090 | H | 4 | 57.7 | 12.6 | 13.6 | | 1 | 37 |
| 4 | 30090 | J | 3 | 36.0 | 13.9 | 5.6 | | 9 | 34 |
| 4 | 30090 | K | 6 | 142.1 | 10.8 | 71.4 | | 0 | 40 |
| 4 | 30090 | M | 5 | 111.5 | 15.7 | 29.2 | | 0 | 39 |
| 4 | 30100 | A | 5 | 103.7 | 13.5 | 31.7 | | 0 | 41 |
| 4 | 30100 | B | 6 | 119.8 | 10.2 | 58.4 | | 0 | 41 |
| 4 | 30100 | C | 2 | 16.8 | 9.9 | 2.5 | | 17 | 36 |
| 4 | 30100 | D | 2 | 17.6 | 7.7 | 3.7 | | 19 | 35 |
| 4 | 30100 | E | 3 | 25.3 | 9.5 | 5.2 | | 12 | 37 |
| 4 | 30100 | F | 4 | 106.5 | 27.5 | 13.0 | | 0 | 35 |
| 4 | 30100 | G | 6 | 171.4 | 16.4 | 55.0 | | 0 | 37 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 4 | 30100 | H | 6 | 165.2 | 13.8 | 65.4 | 0 | 36 |
| 4 | 30100 | J | 6 | 187.5 | 8.4 | 159.9 | 0 | 38 |
| 4 | 30100 | K | 0 | 193.2 | -1.1 | 0.0 | 0 | 37 |
| 4 | 30110 | A | 6 | 144.7 | 1.7 | 1000.0 | 0 | 40 |
| 4 | 30110 | B | 6 | 162.6 | 13.0 | 69.1 | 0 | 36 |
| 4 | 30110 | C | 6 | 236.8 | 24.1 | 55.2 | 0 | 32 |
| 4 | 30110 | D | 6 | 191.0 | 25.4 | 36.4 | 0 | 35 |
| 4 | 30110 | E | 6 | 120.0 | 10.3 | 57.8 | 0 | 40 |
| 4 | 30110 | F | 3 | 44.3 | 15.0 | 7.0 | 6 | 34 |
| 4 | 30110 | G | 3 | 31.1 | 14.4 | 4.2 | 10 | 34 |
| 4 | 30110 | H | 4 | 51.2 | 10.8 | 13.7 | 0 | 40 |
| 4 | 30110 | J | 2 | 30.2 | 14.7 | 3.9 | 8 | 36 |
| 4 | 30110 | K | 6 | 84.4 | 6.2 | 64.9 | 0 | 47 |
| 4 | 30110 | M | 6 | 90.8 | 8.3 | 49.2 | 0 | 50 |
| 4 | 30110 | N | 6 | 91.0 | 8.2 | 50.2 | 0 | 49 |
| 4 | 30120 | A | 6 | 108.6 | 14.0 | 32.6 | 0 | 43 |
| 4 | 30120 | B | 5 | 103.9 | 14.1 | 30.0 | 0 | 43 |
| 4 | 30120 | C | 6 | 117.9 | 9.0 | 67.4 | 0 | 40 |
| 4 | 30120 | D | 2 | 32.8 | 21.9 | 2.6 | 6 | 34 |
| 4 | 30120 | E | 4 | 50.7 | 10.8 | 13.5 | 2 | 38 |
| 4 | 30120 | F | 2 | 21.1 | 10.2 | 3.5 | 20 | 30 |
| 4 | 30120 | G | 5 | 56.7 | 7.2 | 27.8 | 1 | 39 |
| 4 | 30120 | H | 6 | 153.1 | 19.1 | 37.3 | 0 | 36 |
| 4 | 30120 | J | 6 | 207.4 | 20.8 | 54.3 | 0 | 35 |
| 4 | 30120 | K | 6 | 243.8 | 22.3 | 64.3 | 0 | 34 |
| 4 | 30120 | M | 6 | 224.7 | 20.1 | 64.8 | 0 | 36 |
| 4 | 30120 | N | 6 | 253.6 | 11.8 | 165.1 | 0 | 36 |
| 4 | 30120 | O | 6 | 178.7 | 8.6 | 142.7 | 0 | 37 |
| 4 | 30130 | A | 6 | 99.9 | 10.7 | 40.8 | 0 | 38 |
| 4 | 30130 | B | 5 | 116.5 | 17.7 | 26.7 | 0 | 37 |
| 4 | 30130 | C | 4 | 72.7 | 15.0 | 15.6 | 0 | 38 |
| 4 | 30130 | D | 3 | 38.1 | 13.2 | 6.5 | 3 | 39 |
| 4 | 30130 | E | 4 | 24.2 | 5.8 | 9.3 | 10 | 42 |
| 4 | 30130 | F | 3 | 19.4 | 7.5 | 4.6 | 12 | 42 |
| 4 | 30130 | G | 2 | 11.6 | 4.5 | 3.8 | 32 | 32 |
| 4 | 30130 | H | 2 | 28.6 | 20.2 | 2.3 | 6 | 35 |
| 4 | 30130 | J | 2 | 31.3 | 25.2 | 2.0 | 3 | 35 |
| 4 | 30130 | K | 2 | 17.8 | 12.0 | 2.1 | 4 | 45 |
| 4 | 30130 | M | 6 | 26.6 | 1.8 | 53.0 | 0 | 70 |
| 4 | 30130 | N | 5 | 27.6 | 3.5 | 22.8 | 0 | 71 |
| 4 | 30130 | O | 5 | 27.1 | 3.1 | 26.1 | 0 | 72 |
| 4 | 30130 | P | 2 | 12.2 | 4.9 | 3.7 | 0 | 62 |
| 4 | 30140 | A | 2 | 30.1 | 16.4 | 3.3 | 0 | 47 |
| 4 | 30140 | B | 6 | 73.1 | 6.7 | 46.2 | 0 | 50 |
| 4 | 30140 | C | 6 | 78.0 | 3.6 | 120.1 | 0 | 45 |
| 4 | 30140 | D | 2 | 35.3 | 24.8 | 2.5 | 10 | 28 |
| 4 | 30140 | E | 1 | 29.8 | 33.7 | 1.2 | 5 | 28 |
| 4 | 30140 | F | 3 | 12.2 | 4.4 | 4.3 | 25 | 38 |
| 4 | 30140 | G | 3 | 59.8 | 20.1 | 7.8 | 2 | 35 |
| 4 | 30140 | H | 5 | 51.1 | 9.5 | 16.2 | 8 | 32 |
| 4 | 30140 | J | 5 | 68.1 | 12.2 | 18.5 | 0 | 37 |
| 4 | 30140 | K | 2 | 37.2 | 20.2 | 3.6 | 2 | 38 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 4 | 30150 | A | 3 | 66.6 | 26.8 | 6.3 | 0 | 34 |
| 4 | 30150 | B | 6 | 100.0 | 8.8 | 53.2 | 0 | 35 |
| 4 | 30150 | C | 4 | 40.5 | 7.4 | 15.6 | 0 | 44 |
| 4 | 30150 | D | 2 | 10.4 | 5.3 | 2.5 | 15 | 49 |
| 4 | 30150 | E | 2 | 17.0 | 7.7 | 3.5 | 17 | 38 |
| 4 | 30150 | F | 2 | 29.3 | 17.2 | 3.0 | 3 | 40 |
| 4 | 30150 | G | 6 | 66.8 | 3.3 | 104.8 | 0 | 46 |
| 4 | 30150 | H | 6 | 54.1 | 5.4 | 38.0 | 0 | 50 |
| 4 | 30150 | J | 2 | 23.7 | 12.8 | 3.1 | 0 | 50 |
| 4 | 30160 | A | 5 | 90.3 | 11.9 | 30.1 | 0 | 44 |
| 4 | 30160 | B | 6 | 102.0 | 8.7 | 55.8 | 0 | 42 |
| 4 | 30160 | C | 6 | 76.8 | 6.5 | 52.2 | 0 | 42 |
| 4 | 30160 | D | 2 | 39.3 | 22.1 | 3.5 | 7 | 32 |
| 4 | 30160 | E | 2 | 21.7 | 13.8 | 2.4 | 13 | 33 |
| 4 | 30160 | F | 2 | 25.7 | 12.2 | 3.8 | 12 | 35 |
| 4 | 30160 | G | 3 | 35.9 | 12.2 | 6.6 | 8 | 36 |
| 4 | 30160 | H | 4 | 41.0 | 11.5 | 8.8 | 7 | 35 |
| 4 | 30160 | J | 4 | 29.1 | 6.9 | 10.0 | 16 | 33 |
| 4 | 30160 | K | 6 | 67.8 | 5.2 | 57.7 | 0 | 40 |
| 4 | 30160 | M | 3 | 47.5 | 17.1 | 6.6 | 2 | 38 |
| 4 | 30170 | A | 6 | 69.3 | 3.6 | 98.8 | 0 | 38 |
| 4 | 30170 | B | 6 | 103.4 | 9.4 | 51.4 | 1 | 31 |
| 4 | 30170 | C | 5 | 142.0 | 27.7 | 20.2 | 0 | 30 |
| 4 | 30170 | D | 5 | 139.2 | 23.7 | 24.1 | 0 | 32 |
| 4 | 30170 | E | 3 | 25.1 | 10.3 | 4.6 | 7 | 41 |
| 4 | 30170 | F | 2 | 22.8 | 10.7 | 3.7 | 10 | 39 |
| 4 | 30170 | G | 6 | 141.0 | 12.1 | 60.4 | 0 | 41 |
| 4 | 30170 | H | 5 | 120.6 | 17.7 | 28.2 | 0 | 42 |
| 4 | 30180 | A | 6 | 381.0 | 56.7 | 37.8 | 0 | 28 |
| 4 | 30180 | B | 6 | 343.6 | 38.5 | 53.6 | 0 | 30 |
| 4 | 30180 | C | 4 | 44.5 | 11.6 | 10.0 | 7 | 34 |
| 4 | 30180 | D | 3 | 52.4 | 21.9 | 5.6 | 3 | 34 |
| 4 | 30180 | E | 3 | 33.0 | 15.8 | 4.1 | 2 | 40 |
| 4 | 30180 | F | 4 | 54.1 | 11.5 | 13.8 | 0 | 41 |
| 4 | 30180 | G | 4 | 31.5 | 6.0 | 13.7 | 10 | 38 |
| 4 | 30180 | H | 6 | 61.7 | 3.2 | 95.9 | 0 | 40 |
| 4 | 30191 | A | 4 | 84.5 | 17.9 | 15.7 | 0 | 37 |
| 4 | 30191 | B | 6 | 248.9 | 13.7 | 129.8 | 0 | 35 |
| 4 | 30191 | C | 6 | 280.2 | 18.8 | 102.0 | 0 | 33 |
| 4 | 30191 | D | 6 | 351.9 | 14.9 | 207.2 | 0 | 32 |
| 4 | 30191 | E | 6 | 254.5 | 20.2 | 78.9 | 0 | 33 |
| 4 | 30191 | F | 2 | 23.0 | 14.6 | 2.5 | 6 | 40 |
| 4 | 30191 | G | 4 | 57.2 | 14.3 | 11.3 | 1 | 37 |
| 4 | 30191 | H | 6 | 116.1 | 9.6 | 60.3 | 0 | 34 |
| 4 | 30191 | J | 4 | 69.9 | 17.3 | 12.2 | 0 | 35 |
| 4 | 30200 | A | 4 | 73.6 | 20.5 | 10.6 | 3 | 32 |
| 4 | 30200 | B | 5 | 82.0 | 12.9 | 23.1 | 0 | 34 |
| 4 | 30200 | C | 6 | 128.3 | 11.5 | 55.5 | 0 | 36 |
| 4 | 30200 | D | 6 | 101.9 | 7.0 | 74.8 | 0 | 38 |
| 4 | 30200 | E | 4 | 26.2 | 6.9 | 8.4 | 6 | 44 |
| 4 | 30200 | F | 2 | 12.1 | 6.4 | 2.5 | 14 | 46 |
| 4 | 30200 | G | 2 | 29.1 | 17.2 | 2.9 | 6 | 37 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 4 | 30200 | H | 1 | 25.7 | 21.4 | 1.8 | 8 | 32 |
| 4 | 30200 | J | 6 | 146.9 | 10.9 | 74.4 | 0 | 39 |
| 4 | 30200 | K | 6 | 244.3 | 3.0 | 1000.0 | 0 | 38 |
| 4 | 30200 | M | 6 | 263.3 | 8.7 | 271.3 | 0 | 35 |
| 4 | 30200 | N | 6 | 190.6 | 16.8 | 63.2 | 0 | 36 |
| 4 | 30200 | O | 6 | 112.3 | 11.8 | 43.2 | 0 | 39 |
| 4 | 30210 | A | 6 | 137.7 | 13.7 | 49.1 | 0 | 36 |
| 4 | 30210 | B | 6 | 172.9 | 20.4 | 41.6 | 0 | 34 |
| 4 | 30210 | C | 6 | 342.9 | 32.2 | 68.0 | 0 | 32 |
| 4 | 30210 | D | 6 | 373.8 | 20.0 | 151.4 | 0 | 33 |
| 4 | 30210 | E | 6 | 243.6 | 2.1 | 1000.0 | 0 | 38 |
| 4 | 30210 | F | 5 | 46.0 | 5.5 | 28.5 | 0 | 43 |
| 4 | 30210 | G | 6 | 73.2 | 6.5 | 48.3 | 0 | 40 |
| 4 | 30210 | H | 5 | 94.8 | 12.8 | 29.5 | 0 | 38 |
| 4 | 30210 | J | 5 | 106.0 | 15.7 | 26.9 | 0 | 36 |
| 4 | 30210 | K | 5 | 92.1 | 17.3 | 18.9 | 0 | 34 |
| 4 | 30210 | M | 4 | 69.0 | 21.3 | 9.1 | 5 | 30 |
| 4 | 30220 | A | 6 | 184.3 | 2.3 | 1000.0 | 0 | 40 |
| 4 | 30220 | B | 6 | 239.0 | 8.4 | 241.5 | 0 | 37 |
| 4 | 30220 | C | 6 | 220.8 | 14.1 | 102.2 | 0 | 35 |
| 4 | 30230 | A | 2 | 22.9 | 13.6 | 2.7 | 15 | 32 |
| 4 | 30230 | B | 6 | 191.9 | 19.0 | 54.1 | 0 | 35 |
| 4 | 30230 | C | 6 | 254.6 | 4.6 | 1000.0 | 0 | 35 |
| 4 | 30230 | D | 6 | 270.3 | 8.3 | 303.8 | 0 | 34 |
| 4 | 30230 | E | 6 | 403.0 | 11.4 | 386.3 | 0 | 32 |
| 4 | 30230 | F | 6 | 405.1 | 3.5 | 1000.0 | 0 | 33 |
| 4 | 30230 | G | 6 | 57.3 | 6.5 | 32.5 | 1 | 39 |
| 4 | 30230 | H | 6 | 150.4 | 17.7 | 40.2 | 0 | 30 |
| 4 | 30230 | J | 6 | 161.9 | 22.9 | 32.1 | 0 | 31 |
| 4 | 30230 | K | 4 | 91.1 | 26.5 | 10.6 | 1 | 31 |
| 4 | 30240 | A | 3 | 61.0 | 21.0 | 7.6 | 1 | 35 |
| 4 | 30240 | B | 6 | 136.7 | 6.3 | 140.6 | 0 | 37 |
| 4 | 30240 | C | 6 | 109.7 | 5.6 | 114.8 | 0 | 39 |
| 4 | 30240 | D | 5 | 34.2 | 5.6 | 17.2 | 2 | 45 |
| 4 | 30240 | E | 6 | 214.5 | 4.8 | 448.3 | 0 | 35 |
| 4 | 30240 | F | 6 | 242.4 | 0.0 | 1000.0 | 0 | 37 |
| 4 | 30240 | G | 0 | 241.4 | -1.3 | 0.0 | 0 | 38 |
| 4 | 30240 | H | 6 | 272.4 | 12.3 | 175.7 | 0 | 36 |
| 4 | 30240 | J | 6 | 216.9 | 14.9 | 92.0 | 0 | 37 |
| 4 | 30240 | K | 6 | 182.3 | 14.5 | 71.8 | 0 | 38 |
| 4 | 30240 | M | 2 | 23.2 | 14.4 | 2.6 | 6 | 40 |
| 4 | 30250 | A | 1 | 18.0 | 13.4 | 1.8 | 14 | 34 |
| 4 | 30250 | B | 5 | 239.9 | 46.6 | 23.5 | 0 | 29 |
| 4 | 30250 | C | 6 | 453.3 | 32.3 | 107.2 | 0 | 29 |
| 4 | 30250 | D | 6 | 287.8 | 18.3 | 110.6 | 0 | 32 |
| 4 | 30250 | E | 6 | 269.3 | 12.2 | 174.4 | 0 | 32 |
| 4 | 30250 | F | 6 | 237.1 | 5.0 | 1000.0 | 0 | 34 |
| 4 | 30250 | G | 0 | 270.1 | -1.5 | 0.0 | 0 | 36 |
| 4 | 30250 | H | 6 | 181.8 | 18.3 | 52.2 | 0 | 28 |
| 4 | 30250 | J | 6 | 60.4 | 4.9 | 51.8 | 4 | 36 |
| 4 | 30250 | K | 6 | 152.2 | 7.9 | 122.8 | 0 | 32 |
| 4 | 30250 | M | 6 | 140.0 | 6.6 | 137.2 | 0 | 31 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP | DEPTH MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|---|
| 4 | 30250 | N | 5 | 115.1 | 21.8 | 19.9 | 0 | | 31 |
| 4 | 30260 | A | 4 | 63.9 | 14.2 | 13.7 | 0 | | 37 |
| 4 | 30260 | B | 6 | 119.9 | 6.3 | 113.1 | 0 | | 39 |
| 4 | 30260 | C | 6 | 129.7 | 5.9 | 141.1 | 0 | | 38 |
| 4 | 30260 | D | 6 | 60.1 | 5.3 | 46.2 | 0 | | 40 |
| 4 | 30260 | E | 4 | 50.0 | 9.5 | 15.7 | 3 | | 38 |
| 4 | 30260 | F | 5 | 200.3 | 30.0 | 31.5 | 0 | | 33 |
| 4 | 30260 | G | 6 | 266.5 | 4.2 | 1000.0 | 0 | | 37 |
| 4 | 30260 | H | 0 | 272.7 | -1.6 | 0.0 | 0 | | 39 |
| 4 | 30260 | J | 0 | 259.9 | -2.2 | 0.0 | 0 | | 35 |
| 4 | 30260 | K | 6 | 244.0 | 8.0 | 268.3 | 0 | | 35 |
| 4 | 30260 | M | 6 | 229.3 | 14.7 | 102.7 | 0 | | 35 |
| 4 | 30260 | N | 6 | 256.4 | 19.2 | 85.6 | 0 | | 35 |
| 4 | 30260 | O | 5 | 166.5 | 25.5 | 29.1 | 0 | | 35 |
| 4 | 30260 | P | 1 | 16.7 | 16.9 | 1.2 | 6 | | 38 |
| 4 | 30270 | A | 1 | 19.2 | 18.8 | 1.3 | 11 | | 31 |
| 4 | 30270 | B | 5 | 164.5 | 36.6 | 17.8 | 0 | | 33 |
| 4 | 30270 | C | 6 | 264.7 | 18.0 | 98.5 | 0 | | 35 |
| 4 | 30270 | D | 6 | 204.1 | 6.0 | 297.6 | 0 | | 36 |
| 4 | 30270 | E | 6 | 207.6 | 8.6 | 183.7 | 0 | | 36 |
| 4 | 30270 | F | 0 | 253.4 | -1.8 | 0.0 | 0 | | 37 |
| 4 | 30270 | G | 0 | 205.2 | -0.7 | 0.0 | 0 | | 41 |
| 4 | 30270 | H | 0 | 161.6 | -1.3 | 0.0 | 0 | | 43 |
| 4 | 30270 | J | 6 | 162.7 | 3.4 | 454.9 | 0 | | 41 |
| 4 | 30270 | K | 6 | 152.4 | 9.0 | 102.8 | 0 | | 39 |
| 4 | 30270 | M | 6 | 150.6 | 8.3 | 112.7 | 0 | | 39 |
| 4 | 30270 | N | 5 | 28.6 | 4.7 | 16.2 | 8 | | 42 |
| 4 | 30270 | O | 2 | 24.0 | 14.3 | 2.7 | 6 | | 39 |
| 4 | 30270 | P | 2 | 26.1 | 12.6 | 3.7 | 6 | | 41 |
| 4 | 30270 | Q | 2 | 23.4 | 14.6 | 2.5 | 9 | | 36 |
| 4 | 30270 | R | 2 | 22.3 | 11.6 | 3.2 | 11 | | 38 |
| 4 | 30270 | S | 4 | 61.7 | 13.4 | 13.9 | 1 | | 36 |
| 4 | 30270 | T | 6 | 83.4 | 7.5 | 49.2 | 1 | | 34 |
| 4 | 30270 | U | 6 | 100.4 | 6.4 | 82.6 | 0 | | 39 |
| 4 | 30270 | V | 6 | 99.6 | 8.7 | 53.7 | 0 | | 38 |
| 4 | 30270 | W | 3 | 49.0 | 25.3 | 4.2 | 4 | | 33 |
| 4 | 30280 | A | 1 | 18.3 | 16.3 | 1.4 | 8 | | 37 |
| 4 | 30280 | B | 6 | 127.1 | 6.8 | 112.1 | 0 | | 36 |
| 4 | 30280 | C | 5 | 70.3 | 9.2 | 28.3 | 0 | | 38 |
| 4 | 30280 | D | 4 | 54.3 | 13.3 | 11.5 | 4 | | 34 |
| 4 | 30280 | E | 4 | 45.5 | 10.6 | 11.6 | 3 | | 38 |
| 4 | 30280 | F | 2 | 22.6 | 10.3 | 3.8 | 9 | | 41 |
| 4 | 30280 | G | 2 | 32.3 | 19.3 | 3.0 | 8 | | 34 |
| 4 | 30280 | H | 5 | 86.8 | 11.4 | 29.9 | 0 | | 39 |
| 4 | 30280 | J | 6 | 138.7 | 6.2 | 147.3 | 0 | | 41 |
| 4 | 30280 | K | 6 | 235.7 | -0.1 | 1000.0 | 0 | | 40 |
| 4 | 30280 | M | 6 | 289.7 | 1.7 | 1000.0 | 0 | | 36 |
| 4 | 30280 | N | 0 | 337.6 | -5.2 | 0.0 | 0 | | 34 |
| 4 | 30280 | O | 6 | 287.6 | 0.0 | 1000.0 | 0 | | 35 |
| 4 | 30280 | P | 0 | 186.9 | -0.3 | 0.0 | 0 | | 35 |
| 4 | 30280 | Q | 6 | 373.7 | 14.4 | 241.2 | 0 | | 33 |
| 4 | 30280 | R | 6 | 304.7 | 31.7 | 57.4 | 0 | | 34 |
| 4 | 30290 | A | 4 | 113.0 | 26.6 | 14.9 | 0 | | 35 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 4 | 30290 | B | 6 | 282.0 | 39.5 | 37.7 | 0 | 32 |
| 4 | 30290 | C | 6 | 325.0 | 39.0 | 48.2 | 0 | 32 |
| 4 | 30290 | D | 6 | 357.5 | 30.6 | 78.0 | 0 | 32 |
| 4 | 30290 | E | 6 | 227.8 | 2.6 | 1000.0 | 0 | 38 |
| 4 | 30290 | F | 6 | 88.5 | 3.3 | 167.3 | 0 | 39 |
| 4 | 30290 | G | 6 | 23.3 | 2.0 | 36.9 | 11 | 44 |
| 4 | 30290 | H | 4 | 27.4 | 5.0 | 13.9 | 4 | 47 |
| 4 | 30290 | J | 2 | 28.6 | 14.9 | 3.5 | 3 | 41 |
| 4 | 30290 | K | 3 | 30.2 | 11.7 | 5.2 | 4 | 42 |
| 4 | 30290 | M | 4 | 39.9 | 11.7 | 8.3 | 8 | 35 |
| 4 | 30290 | N | 4 | 57.5 | 12.9 | 13.1 | 2 | 37 |
| 4 | 30290 | O | 6 | 92.1 | 7.2 | 61.1 | 0 | 35 |
| 4 | 30290 | P | 6 | 91.4 | 9.5 | 41.5 | 0 | 35 |
| 4 | 30290 | Q | 6 | 116.2 | 9.0 | 65.9 | 0 | 35 |
| 4 | 30300 | A | 6 | 78.3 | 7.6 | 43.6 | 0 | 38 |
| 4 | 30300 | B | 6 | 98.0 | 10.7 | 39.5 | 0 | 34 |
| 4 | 30300 | C | 6 | 86.9 | 6.9 | 58.8 | 0 | 36 |
| 4 | 30300 | D | 3 | 38.7 | 14.5 | 5.9 | 6 | 36 |
| 4 | 30300 | E | 4 | 47.2 | 14.7 | 8.0 | 4 | 36 |
| 4 | 30300 | F | 3 | 35.6 | 14.3 | 5.3 | 0 | 43 |
| 4 | 30300 | G | 6 | 121.8 | 4.5 | 185.4 | 0 | 39 |
| 4 | 30300 | H | 0 | 112.2 | -2.4 | 0.0 | 0 | 48 |
| 4 | 30300 | J | 0 | 133.9 | -2.0 | 0.0 | 0 | 47 |
| 4 | 30300 | K | 0 | 158.4 | -1.8 | 0.0 | 0 | 46 |
| 4 | 30300 | M | 6 | 213.1 | 0.1 | 1000.0 | 0 | 39 |
| 4 | 30300 | N | 6 | 289.3 | 0.7 | 1000.0 | 0 | 35 |
| 4 | 30300 | O | 6 | 320.0 | 15.2 | 171.3 | 0 | 31 |
| 4 | 30300 | P | 6 | 343.3 | 34.8 | 61.4 | 0 | 32 |
| 4 | 30300 | Q | 4 | 197.5 | 50.8 | 15.5 | 0 | 33 |
| 4 | 30300 | R | 4 | 115.4 | 38.3 | 9.6 | 0 | 33 |
| 4 | 30300 | S | 2 | 33.3 | 21.3 | 2.8 | 6 | 34 |
| 4 | 30310 | A | 2 | 44.3 | 23.4 | 3.9 | 9 | 29 |
| 4 | 30310 | B | 5 | 77.3 | 15.6 | 16.4 | 0 | 40 |
| 4 | 30310 | C | 6 | 157.4 | 20.9 | 34.6 | 0 | 37 |
| 4 | 30310 | D | 6 | 176.7 | 17.7 | 52.1 | 0 | 39 |
| 4 | 30310 | E | 6 | 328.8 | 8.2 | 436.5 | 0 | 33 |
| 4 | 30310 | F | 6 | 301.3 | 0.2 | 1000.0 | 0 | 35 |
| 4 | 30310 | G | 0 | 145.9 | -0.4 | 0.0 | 0 | 43 |
| 4 | 30310 | H | 0 | 190.6 | -2.2 | 0.0 | 0 | 40 |
| 4 | 30310 | J | 0 | 224.4 | -2.8 | 0.0 | 0 | 38 |
| 4 | 30310 | K | 0 | 288.1 | -6.0 | 0.0 | 0 | 35 |
| 4 | 30310 | M | 0 | 146.0 | -1.7 | 0.0 | 0 | 38 |
| 4 | 30310 | N | 4 | 54.3 | 12.6 | 12.3 | 0 | 40 |
| 4 | 30310 | O | 2 | 34.2 | 17.6 | 3.7 | 6 | 36 |
| 4 | 30310 | P | 2 | 35.5 | 23.4 | 2.7 | 4 | 35 |
| 4 | 30310 | Q | 3 | 58.7 | 27.9 | 4.9 | 4 | 31 |
| 4 | 30310 | R | 1 | 22.8 | 19.6 | 1.6 | 7 | 34 |
| 4 | 30310 | S | 2 | 21.9 | 13.7 | 2.5 | 11 | 36 |
| 4 | 30310 | T | 6 | 68.3 | 5.7 | 51.5 | 2 | 36 |
| 4 | 30310 | U | 6 | 105.3 | 11.0 | 42.8 | 0 | 36 |
| 4 | 30310 | V | 6 | 85.4 | 8.0 | 46.8 | 0 | 38 |
| 4 | 30320 | A | 5 | 63.7 | 11.4 | 18.2 | 0 | 39 |
| 4 | 30320 | B | 6 | 127.2 | 10.1 | 65.3 | 0 | 35 |
| 4 | 30320 | C | 2 | 54.1 | 38.1 | 2.9 | 2 | 31 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 4 | 30320 | D | 5 | 67.2 | 12.2 | 18.1 | 0 | 38 |
| 4 | 30320 | E | 4 | 45.7 | 10.3 | 12.2 | 3 | 38 |
| 4 | 30320 | F | 3 | 46.1 | 21.9 | 4.6 | 5 | 34 |
| 4 | 30320 | G | 3 | 45.0 | 17.9 | 5.7 | 3 | 37 |
| 4 | 30320 | H | 5 | 54.0 | 6.4 | 30.1 | 1 | 39 |
| 4 | 30320 | J | 0 | 142.7 | -3.8 | 0.0 | 0 | 41 |
| 4 | 30320 | K | 0 | 188.7 | -6.0 | 0.0 | 0 | 42 |
| 4 | 30320 | M | 0 | 166.8 | -3.2 | 0.0 | 0 | 43 |
| 4 | 30320 | N | 0 | 132.9 | -0.3 | 0.0 | 0 | 43 |
| 4 | 30320 | O | 0 | 118.0 | -0.9 | 0.0 | 0 | 45 |
| 4 | 30320 | P | 0 | 247.9 | -3.9 | 0.0 | 0 | 35 |
| 4 | 30320 | Q | 6 | 324.3 | 10.0 | 318.9 | 0 | 32 |
| 4 | 30320 | R | 6 | 340.4 | 28.5 | 79.4 | 0 | 31 |
| 4 | 30320 | S | 6 | 322.9 | 30.7 | 65.8 | 0 | 32 |
| 4 | 30320 | T | 6 | 275.4 | 27.6 | 58.7 | 0 | 33 |
| 4 | 30320 | U | 6 | 228.1 | 29.0 | 40.5 | 0 | 31 |
| 4 | 30320 | V | 4 | 170.3 | 55.2 | 11.0 | 0 | 29 |
| 4 | 30320 | W | 4 | 114.7 | 43.1 | 8.1 | 0 | 31 |
| 4 | 30330 | A | 4 | 71.0 | 21.5 | 9.4 | 2 | 33 |
| 4 | 30330 | B | 4 | 158.2 | 40.5 | 14.6 | 0 | 30 |
| 4 | 30330 | C | 5 | 156.8 | 30.9 | 20.5 | 0 | 32 |
| 4 | 30330 | D | 5 | 215.6 | 33.1 | 31.1 | 0 | 34 |
| 4 | 30330 | E | 6 | 167.4 | 19.8 | 41.1 | 0 | 35 |
| 4 | 30330 | F | 6 | 159.8 | 11.2 | 82.3 | 0 | 34 |
| 4 | 30330 | G | 6 | 166.9 | 5.9 | 215.9 | 0 | 36 |
| 4 | 30330 | H | 0 | 152.5 | -2.1 | 0.0 | 0 | 38 |
| 4 | 30330 | J | 0 | 186.1 | -2.3 | 0.0 | 0 | 38 |
| 4 | 30330 | K | 6 | 143.2 | 3.1 | 415.7 | 0 | 36 |
| 4 | 30330 | M | 6 | 212.5 | 4.4 | 1000.0 | 0 | 32 |
| 4 | 30330 | N | 0 | 282.9 | -1.5 | 0.0 | 0 | 34 |
| 4 | 30330 | O | 0 | 241.8 | -4.5 | 0.0 | 0 | 38 |
| 4 | 30330 | P | 0 | 198.2 | -3.4 | 0.0 | 0 | 38 |
| 4 | 30330 | Q | 3 | 49.9 | 17.2 | 7.1 | 1 | 38 |
| 4 | 30330 | R | 2 | 56.9 | 33.5 | 3.7 | 2 | 32 |
| 4 | 30330 | S | 2 | 61.8 | 35.3 | 3.9 | 3 | 31 |
| 4 | 30330 | T | 3 | 34.4 | 12.1 | 6.2 | 11 | 33 |
| 4 | 30330 | U | 4 | 73.9 | 17.2 | 13.4 | 0 | 36 |
| 4 | 30330 | V | 6 | 115.7 | 10.3 | 54.5 | 0 | 34 |
| 4 | 30340 | A | 5 | 88.4 | 13.1 | 25.6 | 0 | 36 |
| 4 | 30340 | B | 6 | 99.0 | 9.6 | 46.5 | 0 | 34 |
| 4 | 30340 | C | 3 | 71.6 | 34.2 | 5.2 | 1 | 32 |
| 4 | 30340 | D | 5 | 90.0 | 15.5 | 21.0 | 0 | 37 |
| 4 | 30340 | E | 4 | 55.0 | 17.0 | 8.5 | 6 | 32 |
| 4 | 30340 | F | 3 | 58.7 | 30.6 | 4.4 | 1 | 33 |
| 4 | 30340 | G | 3 | 63.6 | 25.4 | 6.3 | 0 | 35 |
| 4 | 30340 | H | 4 | 58.1 | 16.6 | 9.5 | 0 | 39 |
| 4 | 30340 | J | 5 | 74.3 | 9.8 | 28.5 | 0 | 37 |
| 4 | 30340 | K | 6 | 185.7 | 3.2 | 1000.0 | 0 | 34 |
| 4 | 30340 | M | 0 | 205.4 | -1.7 | 0.0 | 0 | 36 |
| 4 | 30340 | N | 6 | 187.8 | 1.7 | 1000.0 | 0 | 38 |
| 4 | 30340 | O | 0 | 140.5 | -0.6 | 0.0 | 0 | 39 |
| 4 | 30340 | P | 6 | 128.2 | 0.8 | 1000.0 | 0 | 35 |
| 4 | 30340 | Q | 6 | 143.1 | 4.2 | 268.8 | 0 | 33 |
| 4 | 30340 | R | 5 | 204.1 | 32.0 | 29.8 | 0 | 29 |
| 4 | 30340 | S | 5 | 223.2 | 37.4 | 28.0 | 0 | 31 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 4 | 30340 | T | 4 | 128.6 | 29.5 | 15.9 | 0 | 34 |
| 4 | 30340 | U | 4 | 86.7 | 21.6 | 12.8 | 0 | 35 |
| 4 | 30340 | V | 1 | 35.3 | 30.6 | 1.9 | 1 | 34 |
| 4 | 30340 | W | 2 | 22.8 | 14.2 | 2.5 | 12 | 34 |
| 4 | 30350 | A | 2 | 25.2 | 15.7 | 2.6 | 10 | 35 |
| 4 | 30350 | B | 4 | 58.8 | 12.1 | 14.8 | 0 | 38 |
| 4 | 30350 | C | 6 | 104.3 | 13.2 | 33.0 | 0 | 35 |
| 4 | 30350 | D | 6 | 97.2 | 7.9 | 58.8 | 0 | 36 |
| 4 | 30350 | E | 6 | 54.4 | 0.3 | 1000.0 | 8 | 34 |
| 4 | 30350 | F | 6 | 72.3 | 3.8 | 98.3 | 2 | 35 |
| 4 | 30350 | G | 6 | 139.9 | 3.2 | 381.3 | 0 | 33 |
| 4 | 30350 | H | 6 | 113.0 | 3.9 | 199.7 | 0 | 36 |
| 4 | 30350 | J | 6 | 150.3 | 4.8 | 241.8 | 0 | 35 |
| 4 | 30350 | K | 6 | 137.9 | 0.0 | 1000.0 | 0 | 37 |
| 4 | 30350 | M | 0 | 188.3 | -1.5 | 0.0 | 0 | 37 |
| 4 | 30350 | N | 6 | 133.5 | 13.6 | 47.2 | 0 | 35 |
| 4 | 30350 | O | 5 | 121.7 | 16.7 | 30.9 | 0 | 34 |
| 4 | 30350 | P | 3 | 76.5 | 31.1 | 6.5 | 4 | 28 |
| 4 | 30350 | Q | 3 | 72.3 | 31.5 | 5.9 | 4 | 29 |
| 4 | 30350 | R | 5 | 46.2 | 8.0 | 17.4 | 8 | 34 |
| 4 | 30350 | S | 5 | 71.1 | 13.1 | 18.0 | 1 | 34 |
| 4 | 30350 | T | 3 | 73.4 | 29.4 | 6.6 | 1 | 33 |
| 4 | 30350 | U | 6 | 111.3 | 11.9 | 42.1 | 0 | 33 |
| 4 | 30350 | V | 4 | 72.8 | 19.1 | 11.4 | 2 | 33 |
| 4 | 30360 | A | 3 | 34.2 | 10.1 | 7.8 | 4 | 41 |
| 4 | 30360 | B | 5 | 52.6 | 8.1 | 21.0 | 0 | 40 |
| 4 | 30360 | C | 3 | 50.7 | 20.1 | 6.0 | 0 | 39 |
| 4 | 30360 | D | 4 | 51.5 | 11.6 | 12.6 | 4 | 36 |
| 4 | 30360 | E | 4 | 28.9 | 8.1 | 8.0 | 10 | 38 |
| 4 | 30360 | F | 3 | 52.9 | 18.6 | 7.1 | 6 | 32 |
| 4 | 30360 | G | 2 | 34.3 | 18.4 | 3.5 | 10 | 32 |
| 4 | 30360 | H | 3 | 44.5 | 21.3 | 4.5 | 6 | 32 |
| 4 | 30360 | J | 4 | 83.7 | 28.6 | 8.4 | 0 | 32 |
| 4 | 30360 | K | 6 | 107.2 | 10.7 | 45.7 | 0 | 32 |
| 4 | 30360 | M | 6 | 158.7 | 7.5 | 141.6 | 0 | 33 |
| 4 | 30360 | N | 0 | 271.2 | -0.9 | 0.0 | 0 | 34 |
| 4 | 30360 | O | 0 | 244.8 | -2.9 | 0.0 | 0 | 36 |
| 4 | 30360 | P | 0 | 212.3 | -1.0 | 0.0 | 0 | 36 |
| 4 | 30360 | Q | 6 | 123.8 | 2.5 | 439.7 | 0 | 42 |
| 4 | 30360 | R | 6 | 76.8 | 3.7 | 112.7 | 2 | 34 |
| 4 | 30360 | S | 6 | 148.2 | 2.2 | 1000.0 | 1 | 28 |
| 4 | 30360 | T | 6 | 27.6 | 2.2 | 42.8 | 19 | 33 |
| 4 | 30360 | U | 5 | 134.4 | 26.1 | 20.1 | 0 | 34 |
| 4 | 30360 | V | 5 | 88.0 | 18.2 | 16.4 | 0 | 39 |
| 4 | 30360 | W | 4 | 58.7 | 15.2 | 10.9 | 0 | 42 |
| 4 | 30360 | X | 4 | 29.6 | 8.0 | 8.4 | 6 | 41 |
| 4 | 30360 | Y | 1 | 18.7 | 17.6 | 1.3 | 10 | 33 |
| 5 | 30370 | A | 4 | 61.4 | 14.0 | 13.1 | 2 | 35 |
| 5 | 30370 | B | 5 | 75.0 | 10.5 | 26.4 | 0 | 35 |
| 5 | 30370 | C | 6 | 125.7 | 3.9 | 239.3 | 2 | 29 |
| 5 | 30370 | D | 6 | 53.3 | 5.6 | 35.3 | 8 | 32 |
| 5 | 30370 | E | 5 | 96.7 | 18.1 | 19.2 | 0 | 34 |
| 5 | 30370 | F | 6 | 109.6 | 14.2 | 32.4 | 0 | 37 |
| 5 | 30370 | G | 6 | 126.4 | 6.8 | 111.1 | 0 | 37 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 5 | 30370 | H | 0 | 154.7 | -2.4 | 0.0 | 0 | 33 |
| 5 | 30370 | J | 0 | 240.2 | -2.3 | 0.0 | 0 | 30 |
| 5 | 30370 | K | 0 | 193.1 | -5.1 | 0.0 | 0 | 31 |
| 5 | 30370 | M | 0 | 144.6 | -1.8 | 0.0 | 0 | 32 |
| 5 | 30370 | N | 6 | 83.6 | 8.2 | 43.8 | 3 | 32 |
| 5 | 30370 | O | 5 | 80.5 | 16.6 | 16.1 | 4 | 30 |
| 5 | 30370 | P | 3 | 36.6 | 17.5 | 4.2 | 10 | 31 |
| 5 | 30370 | Q | 3 | 60.6 | 26.9 | 5.4 | 6 | 29 |
| 5 | 30370 | R | 5 | 108.8 | 17.1 | 25.0 | 0 | 32 |
| 5 | 30370 | S | 4 | 124.3 | 29.5 | 15.1 | 2 | 27 |
| 5 | 30370 | T | 3 | 80.8 | 31.8 | 6.9 | 2 | 30 |
| 5 | 30370 | U | 5 | 107.1 | 18.9 | 21.4 | 0 | 32 |
| 5 | 30380 | A | 5 | 95.8 | 12.7 | 30.3 | 0 | 33 |
| 5 | 30380 | B | 3 | 60.1 | 23.6 | 6.4 | 6 | 30 |
| 5 | 30380 | C | 6 | 109.2 | 9.2 | 57.8 | 0 | 32 |
| 5 | 30380 | D | 3 | 34.2 | 15.1 | 4.6 | 6 | 37 |
| 5 | 30380 | E | 3 | 28.9 | 8.7 | 7.2 | 8 | 40 |
| 5 | 30380 | F | 4 | 66.5 | 18.1 | 10.6 | 0 | 36 |
| 5 | 30380 | G | 5 | 71.8 | 11.9 | 20.8 | 0 | 37 |
| 5 | 30380 | H | 6 | 89.2 | 3.7 | 144.5 | 0 | 38 |
| 5 | 30380 | J | 6 | 87.6 | 0.8 | 1000.0 | 0 | 44 |
| 5 | 30380 | K | 0 | 93.0 | -4.4 | 0.0 | 0 | 46 |
| 5 | 30380 | M | 0 | 91.6 | -5.0 | 0.0 | 0 | 47 |
| 5 | 30380 | N | 6 | 103.8 | 2.5 | 324.1 | 0 | 41 |
| 5 | 30380 | O | 6 | 133.4 | 10.0 | 71.5 | 0 | 35 |
| 5 | 30380 | P | 6 | 42.8 | 1.2 | 202.8 | 6 | 38 |
| 5 | 30380 | Q | 6 | 179.3 | 13.7 | 75.5 | 0 | 32 |
| 5 | 30380 | R | 5 | 138.6 | 24.0 | 23.5 | 0 | 32 |
| 5 | 30380 | S | 4 | 71.4 | 24.2 | 8.1 | 3 | 31 |
| 5 | 30380 | T | 1 | 24.0 | 25.4 | 1.3 | 6 | 31 |
| 5 | 30391 | A | 0 | 9.6 | 11.6 | 0.7 | 17 | 32 |
| 5 | 30391 | B | 4 | 87.8 | 20.9 | 13.6 | 3 | 30 |
| 5 | 30391 | C | 6 | 179.0 | 21.0 | 42.3 | 0 | 31 |
| 5 | 30391 | D | 6 | 339.1 | 20.4 | 125.0 | 0 | 28 |
| 5 | 30391 | E | 6 | 250.1 | 8.4 | 261.1 | 0 | 30 |
| 5 | 30391 | F | 0 | 232.2 | -3.9 | 0.0 | 0 | 31 |
| 5 | 30391 | G | 0 | 199.0 | -1.3 | 0.0 | 0 | 31 |
| 5 | 30391 | H | 6 | 115.0 | 1.8 | 1000.0 | 0 | 37 |
| 5 | 30391 | J | 0 | 146.5 | -6.9 | 0.0 | 0 | 40 |
| 5 | 30391 | K | 0 | 178.3 | -8.7 | 0.0 | 0 | 39 |
| 5 | 30391 | M | 0 | 192.9 | -7.8 | 0.0 | 0 | 37 |
| 5 | 30391 | N | 6 | 193.4 | 9.4 | 143.9 | 0 | 32 |
| 5 | 30391 | O | 6 | 117.8 | 12.5 | 43.2 | 2 | 29 |
| 5 | 30391 | P | 5 | 115.2 | 20.0 | 22.3 | 2 | 28 |
| 5 | 30391 | Q | 3 | 70.6 | 27.3 | 6.8 | 5 | 29 |
| 5 | 30391 | R | 3 | 51.9 | 24.3 | 4.8 | 11 | 26 |
| 5 | 30391 | S | 3 | 43.9 | 16.5 | 6.1 | 13 | 27 |
| 5 | 30391 | T | 3 | 73.0 | 29.6 | 6.5 | 4 | 29 |
| 5 | 30391 | U | 6 | 155.2 | 21.2 | 33.2 | 1 | 27 |
| 5 | 30391 | V | 4 | 93.0 | 33.7 | 8.0 | 5 | 26 |
| 5 | 30391 | W | 3 | 90.6 | 44.6 | 5.4 | 0 | 30 |
| 5 | 30391 | X | 4 | 93.0 | 23.5 | 12.8 | 4 | 28 |
| 5 | 30400 | A | 5 | 137.0 | 23.3 | 24.0 | 0 | 30 |
| 5 | 30400 | B | 4 | 95.6 | 35.1 | 8.0 | 0 | 34 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 5 | 30400 | C | 5 | 123.6 | 25.6 | 18.0 | 0 | 32 |
| 5 | 30400 | D | 6 | 144.4 | 14.1 | 51.1 | 0 | 32 |
| 5 | 30400 | E | 3 | 57.8 | 20.7 | 7.1 | 4 | 33 |
| 5 | 30400 | F | 4 | 49.1 | 14.1 | 9.0 | 4 | 36 |
| 5 | 30400 | G | 3 | 28.7 | 11.1 | 5.2 | 9 | 37 |
| 5 | 30400 | H | 4 | 52.0 | 12.7 | 11.4 | 0 | 39 |
| 5 | 30400 | J | 6 | 68.1 | 5.6 | 52.5 | 0 | 39 |
| 5 | 30400 | K | 0 | 136.0 | -1.6 | 0.0 | 0 | 42 |
| 5 | 30400 | M | 0 | 130.2 | -5.6 | 0.0 | 0 | 43 |
| 5 | 30400 | N | 0 | 123.3 | -3.3 | 0.0 | 0 | 43 |
| 5 | 30400 | O | 6 | 112.5 | -0.1 | 1000.0 | 0 | 42 |
| 5 | 30400 | P | 6 | 105.5 | 3.7 | 191.5 | 0 | 39 |
| 5 | 30400 | Q | 6 | 135.8 | 1.0 | 1000.0 | 0 | 37 |
| 5 | 30400 | R | 6 | 157.9 | 1.8 | 1000.0 | 0 | 36 |
| 5 | 30400 | S | 6 | 183.7 | 7.9 | 168.3 | 0 | 35 |
| 5 | 30400 | T | 6 | 135.3 | 13.2 | 50.2 | 0 | 38 |
| 5 | 30400 | U | 6 | 109.0 | 9.2 | 57.6 | 0 | 39 |
| 5 | 30400 | V | 5 | 95.0 | 14.2 | 25.8 | 0 | 40 |
| 5 | 30400 | W | 4 | 52.2 | 12.9 | 11.2 | 2 | 37 |
| 5 | 30400 | X | 1 | 14.8 | 14.4 | 1.2 | 12 | 34 |
| 5 | 30410 | A | 2 | 29.0 | 15.4 | 3.4 | 10 | 34 |
| 5 | 30410 | B | 4 | 80.8 | 23.5 | 10.3 | 0 | 34 |
| 5 | 30410 | C | 5 | 120.7 | 26.8 | 16.3 | 0 | 33 |
| 5 | 30410 | D | 5 | 91.6 | 18.4 | 17.3 | 0 | 33 |
| 5 | 30410 | E | 4 | 86.6 | 24.5 | 10.8 | 1 | 32 |
| 5 | 30410 | F | 6 | 149.0 | 15.7 | 46.5 | 0 | 34 |
| 5 | 30410 | G | 6 | 179.0 | 4.8 | 326.6 | 0 | 32 |
| 5 | 30410 | H | 6 | 202.3 | 1.8 | 1000.0 | 0 | 33 |
| 5 | 30410 | J | 0 | 229.2 | -2.4 | 0.0 | 0 | 34 |
| 5 | 30410 | K | 6 | 227.4 | 0.2 | 1000.0 | 0 | 32 |
| 5 | 30410 | M | 0 | 308.7 | -2.1 | 0.0 | 0 | 31 |
| 5 | 30410 | N | 6 | 376.3 | 8.1 | 1000.0 | 0 | 29 |
| 5 | 30410 | O | 4 | 49.7 | 14.2 | 9.1 | 5 | 35 |
| 5 | 30410 | P | 3 | 52.3 | 17.8 | 7.4 | 5 | 34 |
| 5 | 30410 | Q | 3 | 34.4 | 12.9 | 5.7 | 4 | 40 |
| 5 | 30410 | R | 4 | 63.2 | 19.2 | 9.0 | 5 | 31 |
| 5 | 30410 | S | 6 | 195.5 | 16.6 | 67.0 | 0 | 27 |
| 5 | 30410 | T | 5 | 169.3 | 34.3 | 20.2 | 0 | 27 |
| 5 | 30410 | U | 5 | 112.2 | 23.2 | 17.6 | 1 | 30 |
| 5 | 30410 | V | 5 | 120.6 | 16.4 | 31.2 | 1 | 29 |
| 5 | 30421 | A | 1 | 16.8 | 16.5 | 1.2 | 11 | 33 |
| 5 | 30421 | B | 4 | 61.8 | 19.3 | 8.6 | 4 | 33 |
| 5 | 30421 | C | 3 | 76.8 | 27.2 | 7.8 | 0 | 34 |
| 5 | 30421 | D | 4 | 87.5 | 22.1 | 12.6 | 0 | 33 |
| 5 | 30421 | E | 6 | 136.7 | 6.0 | 150.5 | 0 | 35 |
| 5 | 30421 | F | 6 | 110.3 | 1.4 | 1000.0 | 0 | 33 |
| 5 | 30421 | G | 6 | 141.7 | 4.2 | 264.3 | 0 | 37 |
| 5 | 30421 | H | 0 | 245.9 | -0.4 | 0.0 | 0 | 33 |
| 5 | 30421 | J | 6 | 283.4 | 2.4 | 1000.0 | 0 | 34 |
| 5 | 30421 | K | 6 | 147.5 | 3.4 | 383.2 | 0 | 38 |
| 5 | 30421 | M | 6 | 138.8 | 1.6 | 1000.0 | 0 | 37 |
| 5 | 30421 | N | 4 | 41.7 | 10.7 | 10.0 | 1 | 41 |
| 5 | 30421 | O | 2 | 42.7 | 25.9 | 3.2 | 4 | 33 |
| 5 | 30421 | P | 2 | 25.1 | 12.2 | 3.6 | 16 | 31 |
| 5 | 30421 | Q | 5 | 61.3 | 11.4 | 17.1 | 4 | 34 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 5 | 30421 | R | 6 | 121.4 | 6.9 | 101.8 | 0 | 30 |
| 5 | 30421 | S | 4 | 60.3 | 19.1 | 8.4 | 2 | 34 |
| 5 | 30421 | T | 2 | 51.4 | 28.1 | 3.9 | 5 | 30 |
| 5 | 30421 | U | 6 | 110.2 | 10.5 | 49.0 | 0 | 31 |
| 5 | 30421 | V | 6 | 187.0 | 6.2 | 244.3 | 0 | 32 |
| 5 | 30421 | W | 6 | 122.8 | 14.8 | 36.8 | 0 | 33 |
| 5 | 30431 | A | 5 | 163.6 | 30.7 | 22.1 | 0 | 30 |
| 5 | 30431 | B | 5 | 150.5 | 28.1 | 21.8 | 0 | 29 |
| 5 | 30431 | C | 3 | 53.6 | 25.5 | 4.8 | 0 | 36 |
| 5 | 30431 | D | 4 | 52.6 | 11.8 | 12.8 | 3 | 37 |
| 5 | 30431 | E | 6 | 59.1 | 2.9 | 102.3 | 0 | 40 |
| 5 | 30431 | F | 3 | 17.8 | 5.0 | 6.8 | 16 | 40 |
| 5 | 30431 | G | 5 | 48.6 | 7.8 | 19.5 | 3 | 38 |
| 5 | 30431 | H | 2 | 26.4 | 16.1 | 2.7 | 2 | 42 |
| 5 | 30431 | J | 4 | 42.1 | 10.9 | 9.9 | 0 | 43 |
| 5 | 30431 | K | 6 | 43.8 | 4.6 | 33.4 | 4 | 40 |
| 5 | 30431 | M | 6 | 134.3 | 0.7 | 1000.0 | 0 | 39 |
| 5 | 30431 | N | 6 | 130.5 | 0.7 | 1000.0 | 0 | 40 |
| 5 | 30431 | O | 6 | 249.4 | 0.0 | 1000.0 | 0 | 32 |
| 5 | 30431 | P | 6 | 251.6 | 0.7 | 1000.0 | 0 | 33 |
| 5 | 30431 | Q | 6 | 199.6 | 15.4 | 76.7 | 0 | 34 |
| 5 | 30431 | R | 6 | 84.5 | 0.9 | 1000.0 | 0 | 37 |
| 5 | 30431 | S | 6 | 94.5 | 5.5 | 92.0 | 0 | 40 |
| 5 | 30431 | T | 4 | 64.7 | 14.4 | 13.7 | 0 | 41 |
| 5 | 30431 | U | 3 | 25.7 | 9.8 | 5.1 | 7 | 41 |
| 5 | 30431 | V | 0 | 8.3 | 8.0 | 0.9 | 15 | 41 |
| 5 | 30440 | A | 1 | 16.2 | 12.2 | 1.7 | 8 | 41 |
| 5 | 30440 | B | 5 | 86.5 | 16.8 | 17.8 | 0 | 35 |
| 5 | 30440 | C | 5 | 138.6 | 28.8 | 18.5 | 0 | 33 |
| 5 | 30440 | D | 6 | 253.6 | 21.2 | 73.4 | 0 | 32 |
| 5 | 30440 | E | 6 | 198.3 | 20.7 | 50.8 | 0 | 37 |
| 5 | 30440 | F | 6 | 158.3 | 7.3 | 146.4 | 0 | 40 |
| 5 | 30440 | G | 6 | 103.0 | 2.1 | 410.2 | 0 | 36 |
| 5 | 30440 | H | 6 | 196.8 | 8.7 | 165.1 | 0 | 30 |
| 5 | 30440 | J | 6 | 173.1 | 1.5 | 1000.0 | 0 | 35 |
| 5 | 30440 | K | 6 | 168.8 | 0.0 | 1000.0 | 0 | 37 |
| 5 | 30440 | M | 4 | 58.1 | 17.7 | 8.8 | 0 | 37 |
| 5 | 30440 | N | 3 | 36.4 | 13.1 | 6.1 | 8 | 35 |
| 5 | 30440 | O | 4 | 53.4 | 15.0 | 9.5 | 4 | 35 |
| 5 | 30440 | P | 3 | 27.7 | 12.4 | 4.2 | 14 | 32 |
| 5 | 30440 | Q | 6 | 129.3 | 16.2 | 35.5 | 0 | 30 |
| 5 | 30440 | R | 5 | 81.8 | 14.3 | 20.1 | 5 | 29 |
| 5 | 30440 | S | 4 | 118.2 | 42.3 | 8.7 | 0 | 31 |
| 5 | 30440 | T | 6 | 110.9 | 6.3 | 99.4 | 0 | 34 |
| 5 | 30440 | U | 4 | 84.4 | 18.2 | 15.4 | 0 | 34 |
| 5 | 30450 | A | 5 | 70.9 | 9.8 | 26.4 | 0 | 41 |
| 5 | 30450 | B | 4 | 68.0 | 18.6 | 10.6 | 0 | 40 |
| 5 | 30450 | C | 5 | 47.2 | 7.9 | 18.3 | 0 | 42 |
| 5 | 30450 | D | 5 | 48.8 | 8.3 | 18.0 | 0 | 43 |
| 5 | 30450 | E | 2 | 20.1 | 9.4 | 3.6 | 8 | 43 |
| 5 | 30450 | F | 2 | 12.1 | 6.3 | 2.6 | 13 | 47 |
| 5 | 30450 | G | 4 | 51.7 | 14.9 | 9.1 | 0 | 42 |
| 5 | 30450 | H | 6 | 159.0 | 0.0 | 1000.0 | 0 | 37 |
| 5 | 30450 | J | 6 | 175.2 | 1.7 | 1000.0 | 0 | 35 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 5 | 30450 | K | 5 | 109.0 | 18.0 | 23.5 | 0 | 35 |
| 5 | 30450 | M | 6 | 108.4 | 0.1 | 1000.0 | 0 | 39 |
| 5 | 30450 | N | 6 | 111.1 | 0.2 | 1000.0 | 0 | 41 |
| 5 | 30450 | O | 6 | 113.8 | 0.6 | 1000.0 | 0 | 45 |
| 5 | 30450 | P | 6 | 108.4 | 3.0 | 269.5 | 0 | 45 |
| 5 | 30450 | Q | 6 | 104.3 | 6.4 | 87.9 | 0 | 39 |
| 5 | 30450 | R | 6 | 92.7 | 11.1 | 34.4 | 0 | 38 |
| 5 | 30450 | S | 1 | 11.8 | 9.3 | 1.4 | 9 | 45 |
| 5 | 30460 | A | 0 | 7.8 | 14.5 | 0.3 | 14 | 27 |
| 5 | 30460 | B | 2 | 32.7 | 17.7 | 3.4 | 10 | 32 |
| 5 | 30460 | C | 5 | 116.6 | 21.7 | 20.4 | 0 | 32 |
| 5 | 30460 | D | 6 | 179.1 | 14.8 | 67.8 | 0 | 35 |
| 5 | 30460 | E | 6 | 199.5 | 14.8 | 80.9 | 0 | 33 |
| 5 | 30460 | F | 6 | 91.9 | 0.6 | 1000.0 | 8 | 27 |
| 5 | 30460 | G | 0 | 232.9 | -5.6 | 0.0 | 0 | 30 |
| 5 | 30460 | H | 0 | 268.4 | -2.1 | 0.0 | 0 | 31 |
| 5 | 30460 | J | 0 | 300.6 | -1.7 | 0.0 | 0 | 29 |
| 5 | 30460 | K | 6 | 192.9 | 13.4 | 87.7 | 0 | 29 |
| 5 | 30460 | M | 4 | 80.5 | 26.4 | 8.8 | 2 | 31 |
| 5 | 30460 | N | 3 | 31.0 | 14.7 | 4.0 | 11 | 33 |
| 5 | 30460 | O | 3 | 39.9 | 16.8 | 5.1 | 10 | 31 |
| 5 | 30460 | P | 3 | 37.0 | 13.6 | 6.0 | 5 | 38 |
| 5 | 30460 | Q | 4 | 114.8 | 27.1 | 14.9 | 2 | 28 |
| 5 | 30460 | R | 6 | 153.6 | 21.1 | 32.9 | 0 | 28 |
| 5 | 30460 | S | 3 | 55.2 | 25.1 | 5.1 | 7 | 29 |
| 5 | 30460 | T | 4 | 79.2 | 19.9 | 12.3 | 6 | 28 |
| 5 | 30470 | A | 5 | 48.5 | 5.8 | 28.9 | 3 | 39 |
| 5 | 30470 | B | 3 | 63.3 | 24.1 | 6.7 | 1 | 34 |
| 5 | 30470 | C | 5 | 88.9 | 15.3 | 21.0 | 0 | 35 |
| 5 | 30470 | D | 4 | 86.9 | 20.2 | 14.0 | 0 | 36 |
| 5 | 30470 | E | 3 | 35.1 | 13.4 | 5.6 | 4 | 40 |
| 5 | 30470 | F | 3 | 30.4 | 10.9 | 5.8 | 6 | 40 |
| 5 | 30470 | G | 0 | 95.6 | -2.1 | 0.0 | 0 | 46 |
| 5 | 30470 | H | 0 | 77.1 | -2.0 | 0.0 | 0 | 44 |
| 5 | 30470 | J | 6 | 106.2 | 5.5 | 111.6 | 0 | 44 |
| 5 | 30470 | K | 6 | 109.1 | 7.1 | 82.1 | 0 | 41 |
| 5 | 30470 | M | 6 | 91.2 | 8.8 | 45.8 | 0 | 39 |
| 5 | 30470 | N | 3 | 42.0 | 14.7 | 6.6 | 6 | 35 |
| 5 | 30480 | A | 3 | 37.7 | 18.1 | 4.2 | 8 | 33 |
| 5 | 30480 | B | 2 | 22.6 | 15.2 | 2.3 | 14 | 32 |
| 5 | 30480 | C | 4 | 78.9 | 25.3 | 9.0 | 1 | 32 |
| 5 | 30480 | D | 5 | 146.2 | 32.1 | 17.5 | 0 | 30 |
| 5 | 30480 | E | 6 | 297.3 | 17.8 | 121.4 | 0 | 30 |
| 5 | 30480 | F | 6 | 217.5 | 18.1 | 70.8 | 0 | 32 |
| 5 | 30480 | G | 6 | 223.4 | 13.7 | 108.5 | 0 | 33 |
| 5 | 30480 | H | 0 | 213.0 | -1.4 | 0.0 | 0 | 33 |
| 5 | 30480 | J | 0 | 185.1 | -5.7 | 0.0 | 0 | 36 |
| 5 | 30480 | K | 4 | 86.7 | 21.1 | 13.2 | 2 | 31 |
| 5 | 30480 | M | 3 | 32.4 | 15.1 | 4.2 | 10 | 34 |
| 5 | 30480 | N | 4 | 46.2 | 12.9 | 9.2 | 2 | 39 |
| 5 | 30480 | O | 2 | 32.9 | 16.4 | 3.8 | 12 | 30 |
| 5 | 30480 | P | 4 | 77.0 | 18.3 | 13.2 | 2 | 33 |
| 5 | 30480 | Q | 3 | 84.0 | 33.0 | 7.0 | 1 | 31 |
| 5 | 30480 | R | 5 | 89.5 | 15.1 | 21.6 | 1 | 32 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 5 | 30492 | A | 2 | 10.3 | 4.7 | 2.9 | 18 | 47 |
| 5 | 30492 | B | 4 | 37.3 | 7.9 | 12.5 | 9 | 36 |
| 5 | 30492 | C | 5 | 97.9 | 20.7 | 16.4 | 0 | 33 |
| 5 | 30492 | D | 5 | 109.9 | 22.8 | 17.4 | 0 | 36 |
| 5 | 30492 | E | 6 | 157.8 | 14.9 | 54.7 | 0 | 34 |
| 5 | 30492 | F | 6 | 227.9 | 3.7 | 1000.0 | 0 | 31 |
| 5 | 30492 | G | 6 | 189.3 | 1.4 | 1000.0 | 0 | 31 |
| 5 | 30492 | H | 6 | 193.2 | 0.8 | 1000.0 | 0 | 35 |
| 5 | 30492 | J | 6 | 173.5 | 3.2 | 1000.0 | 0 | 35 |
| 5 | 30492 | K | 3 | 65.0 | 31.3 | 5.0 | 3 | 30 |
| 5 | 30492 | M | 4 | 56.1 | 14.2 | 11.1 | 7 | 32 |
| 5 | 30492 | N | 3 | 31.5 | 14.4 | 4.3 | 12 | 32 |
| 5 | 30492 | O | 3 | 52.5 | 21.2 | 5.9 | 6 | 31 |
| 5 | 30492 | P | 4 | 83.2 | 23.4 | 10.8 | 2 | 31 |
| 5 | 30492 | Q | 1 | 15.3 | 15.2 | 1.2 | 20 | 25 |
| 5 | 30492 | R | 2 | 29.0 | 15.5 | 3.4 | 19 | 25 |
| 5 | 30492 | S | 4 | 81.5 | 17.5 | 15.3 | 6 | 28 |
| 5 | 30492 | T | 3 | 82.8 | 29.8 | 7.8 | 5 | 27 |
| 5 | 30492 | U | 2 | 49.3 | 35.9 | 2.7 | 8 | 26 |
| 5 | 30492 | V | 5 | 104.9 | 14.4 | 29.7 | 4 | 28 |
| 5 | 30492 | W | 4 | 92.0 | 25.7 | 11.2 | 3 | 29 |
| 5 | 30500 | A | 4 | 43.2 | 9.1 | 13.1 | 0 | 48 |
| 5 | 30500 | B | 5 | 49.8 | 6.3 | 27.0 | 0 | 45 |
| 5 | 30500 | C | 2 | 23.5 | 17.8 | 2.0 | 2 | 41 |
| 5 | 30500 | D | 3 | 45.9 | 15.4 | 7.2 | 1 | 39 |
| 5 | 30500 | E | 4 | 23.5 | 5.0 | 10.8 | 18 | 35 |
| 5 | 30500 | F | 5 | 52.4 | 7.3 | 24.0 | 7 | 33 |
| 5 | 30500 | G | 0 | 3.2 | 7.3 | 0.1 | 17 | 33 |
| 5 | 30500 | H | 6 | 92.6 | 10.7 | 36.1 | 0 | 36 |
| 5 | 30500 | J | 3 | 32.1 | 15.3 | 4.1 | 8 | 35 |
| 5 | 30500 | K | 3 | 37.5 | 13.7 | 6.1 | 8 | 35 |
| 5 | 30500 | M | 4 | 64.9 | 13.5 | 15.0 | 4 | 33 |
| 5 | 30500 | N | 2 | 26.4 | 14.7 | 3.1 | 9 | 36 |
| 5 | 30500 | O | 4 | 61.2 | 18.4 | 9.1 | 1 | 35 |
| 5 | 30500 | P | 6 | 198.7 | 7.8 | 195.7 | 0 | 35 |
| 5 | 30500 | Q | 0 | 167.8 | -1.0 | 0.0 | 0 | 39 |
| 5 | 30500 | R | 6 | 122.4 | 0.0 | 1000.0 | 0 | 42 |
| 5 | 30500 | S | 6 | 116.0 | 0.0 | 1000.0 | 0 | 42 |
| 5 | 30500 | T | 6 | 74.8 | 7.3 | 42.7 | 0 | 43 |
| 5 | 30500 | U | 4 | 72.6 | 14.9 | 15.7 | 0 | 38 |
| 5 | 30500 | V | 3 | 25.4 | 7.5 | 7.1 | 14 | 36 |
| 5 | 30500 | W | 3 | 18.9 | 7.9 | 4.1 | 10 | 43 |
| 5 | 30510 | A | 3 | 27.8 | 11.1 | 4.9 | 7 | 40 |
| 5 | 30510 | B | 2 | 12.1 | 7.1 | 2.2 | 22 | 36 |
| 5 | 30510 | C | 3 | 41.4 | 17.2 | 5.3 | 9 | 32 |
| 5 | 30510 | D | 6 | 112.3 | 14.4 | 33.1 | 0 | 34 |
| 5 | 30510 | E | 6 | 162.1 | 4.7 | 283.6 | 0 | 34 |
| 5 | 30510 | F | 0 | 161.8 | -2.3 | 0.0 | 0 | 34 |
| 5 | 30510 | G | 6 | 211.7 | 3.5 | 1000.0 | 0 | 33 |
| 5 | 30510 | H | 6 | 160.0 | 8.5 | 120.6 | 0 | 35 |
| 5 | 30510 | J | 3 | 34.3 | 14.3 | 4.9 | 5 | 38 |
| 5 | 30510 | K | 1 | 24.4 | 19.5 | 1.8 | 11 | 30 |
| 5 | 30510 | M | 6 | 134.4 | 13.7 | 47.3 | 1 | 29 |
| 5 | 30510 | N | 6 | 135.0 | 17.5 | 34.3 | 1 | 28 |
| 5 | 30510 | O | 5 | 73.5 | 12.2 | 20.9 | 10 | 26 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 5 | 30510 | P | 5 | 82.5 | 14.2 | 20.6 | 2 | 32 |
| 5 | 30510 | Q | 4 | 70.2 | 23.0 | 8.4 | 2 | 32 |
| 5 | 30510 | R | 2 | 46.5 | 35.4 | 2.5 | 4 | 30 |
| 5 | 30510 | S | 5 | 83.3 | 11.4 | 28.0 | 0 | 37 |
| 5 | 30510 | T | 4 | 80.5 | 21.1 | 11.7 | 0 | 38 |
| 5 | 30520 | A | 4 | 55.5 | 13.1 | 12.1 | 1 | 37 |
| 5 | 30520 | B | 6 | 96.0 | 10.2 | 40.8 | 0 | 38 |
| 5 | 30520 | C | 2 | 46.0 | 29.2 | 3.1 | 0 | 37 |
| 5 | 30520 | D | 5 | 65.2 | 8.5 | 27.9 | 0 | 38 |
| 5 | 30520 | E | 5 | 73.4 | 11.7 | 22.0 | 6 | 30 |
| 5 | 30520 | F | 5 | 117.5 | 19.8 | 23.3 | 0 | 30 |
| 5 | 30520 | G | 4 | 121.9 | 30.8 | 13.8 | 0 | 31 |
| 5 | 30520 | H | 4 | 63.0 | 20.2 | 8.4 | 0 | 38 |
| 5 | 30520 | J | 3 | 44.8 | 18.8 | 5.3 | 7 | 32 |
| 5 | 30520 | K | 4 | 98.5 | 30.1 | 10.2 | 0 | 33 |
| 5 | 30520 | M | 0 | 216.8 | -0.5 | 0.0 | 0 | 35 |
| 5 | 30520 | N | 6 | 228.8 | 0.9 | 1000.0 | 0 | 34 |
| 5 | 30520 | O | 6 | 176.0 | 6.5 | 206.0 | 0 | 33 |
| 5 | 30520 | P | 6 | 133.4 | 16.7 | 35.8 | 0 | 33 |
| 5 | 30520 | Q | 6 | 119.6 | 12.4 | 44.7 | 0 | 34 |
| 5 | 30520 | R | 5 | 107.6 | 15.3 | 28.5 | 0 | 35 |
| 5 | 30520 | S | 3 | 21.2 | 6.2 | 6.8 | 4 | 49 |
| 5 | 30530 | A | 4 | 92.6 | 23.7 | 12.6 | 2 | 30 |
| 5 | 30530 | B | 6 | 164.0 | 20.5 | 37.9 | 0 | 29 |
| 5 | 30530 | C | 6 | 118.2 | 11.2 | 50.4 | 1 | 30 |
| 5 | 30530 | D | 6 | 188.5 | 13.2 | 86.2 | 0 | 30 |
| 5 | 30530 | E | 6 | 264.0 | 9.7 | 233.3 | 0 | 31 |
| 5 | 30530 | F | 6 | 264.5 | 3.0 | 1000.0 | 0 | 33 |
| 5 | 30530 | G | 6 | 188.0 | 1.6 | 1000.0 | 0 | 34 |
| 5 | 30530 | H | 3 | 45.8 | 20.6 | 4.9 | 7 | 31 |
| 5 | 30530 | J | 3 | 97.9 | 39.7 | 7.0 | 2 | 28 |
| 5 | 30530 | K | 5 | 153.1 | 32.2 | 18.7 | 0 | 27 |
| 5 | 30530 | M | 6 | 110.3 | 14.0 | 33.4 | 6 | 25 |
| 5 | 30530 | N | 5 | 78.2 | 12.9 | 21.4 | 4 | 31 |
| 5 | 30530 | O | 3 | 78.3 | 31.4 | 6.7 | 2 | 30 |
| 5 | 30530 | P | 3 | 40.9 | 17.4 | 5.1 | 13 | 28 |
| 5 | 30530 | Q | 5 | 95.2 | 14.5 | 25.2 | 0 | 35 |
| 5 | 30530 | R | 5 | 76.7 | 15.7 | 16.0 | 1 | 34 |
| 5 | 30540 | A | 4 | 17.0 | 3.5 | 10.3 | 0 | 62 |
| 5 | 30540 | B | 5 | 74.2 | 9.6 | 29.2 | 0 | 40 |
| 5 | 30540 | C | 4 | 80.5 | 17.7 | 14.8 | 0 | 37 |
| 5 | 30540 | D | 3 | 61.3 | 29.2 | 5.0 | 1 | 33 |
| 5 | 30540 | E | 3 | 57.9 | 30.6 | 4.3 | 0 | 34 |
| 5 | 30540 | F | 5 | 75.0 | 14.0 | 18.0 | 0 | 35 |
| 5 | 30540 | G | 6 | 101.9 | 7.9 | 63.5 | 1 | 32 |
| 5 | 30540 | H | 6 | 158.4 | 21.4 | 33.9 | 0 | 31 |
| 5 | 30540 | J | 4 | 97.8 | 26.9 | 11.6 | 0 | 31 |
| 5 | 30540 | K | 2 | 25.5 | 18.2 | 2.2 | 8 | 34 |
| 5 | 30540 | M | 0 | 199.3 | -0.3 | 0.0 | 0 | 32 |
| 5 | 30540 | N | 0 | 221.4 | -4.0 | 0.0 | 0 | 33 |
| 5 | 30540 | O | 6 | 180.1 | 5.0 | 311.3 | 0 | 32 |
| 5 | 30540 | P | 6 | 166.3 | 7.8 | 145.0 | 0 | 32 |
| 5 | 30540 | Q | 6 | 144.6 | 7.9 | 112.8 | 0 | 31 |
| 5 | 30540 | R | 6 | 157.4 | 15.9 | 49.9 | 0 | 32 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 5 | 30540 | S | 5 | 121.9 | 25.5 | 17.7 | 0 | 34 |
| 5 | 30540 | T | 4 | 53.1 | 15.8 | 8.8 | 3 | 36 |
| 5 | 30540 | U | 3 | 25.7 | 10.8 | 4.5 | 8 | 40 |
| 5 | 30550 | A | 3 | 35.2 | 12.9 | 5.9 | 9 | 35 |
| 5 | 30550 | B | 3 | 67.9 | 28.5 | 6.0 | 2 | 32 |
| 5 | 30550 | C | 3 | 81.3 | 31.5 | 7.1 | 0 | 35 |
| 5 | 30550 | D | 4 | 74.5 | 22.8 | 9.4 | 0 | 37 |
| 5 | 30550 | E | 6 | 103.1 | 7.8 | 65.8 | 0 | 39 |
| 5 | 30550 | F | 6 | 138.1 | 0.8 | 1000.0 | 0 | 34 |
| 5 | 30550 | G | 6 | 169.0 | 9.6 | 111.6 | 0 | 32 |
| 5 | 30550 | H | 6 | 183.7 | 6.7 | 212.3 | 0 | 34 |
| 5 | 30550 | J | 0 | 163.9 | -0.6 | 0.0 | 0 | 35 |
| 5 | 30550 | K | 0 | 144.1 | -0.4 | 0.0 | 0 | 36 |
| 5 | 30550 | M | 1 | 25.4 | 20.2 | 1.9 | 8 | 34 |
| 5 | 30550 | N | 3 | 68.6 | 33.1 | 5.1 | 3 | 31 |
| 5 | 30550 | O | 6 | 78.1 | 6.1 | 58.5 | 0 | 38 |
| 5 | 30550 | P | 4 | 87.4 | 19.8 | 14.5 | 0 | 36 |
| 5 | 30550 | Q | 4 | 93.4 | 26.0 | 11.3 | 0 | 34 |
| 5 | 30550 | R | 1 | 42.3 | 44.2 | 1.6 | 0 | 31 |
| 5 | 30550 | S | 5 | 99.5 | 13.6 | 29.4 | 0 | 34 |
| 5 | 30550 | T | 5 | 78.4 | 15.3 | 17.2 | 1 | 34 |
| 5 | 30560 | A | 4 | 46.1 | 10.3 | 12.4 | 3 | 38 |
| 5 | 30560 | B | 4 | 39.8 | 11.7 | 8.2 | 2 | 41 |
| 5 | 30560 | C | 3 | 58.4 | 23.7 | 6.0 | 3 | 33 |
| 5 | 30560 | D | 6 | 90.9 | 9.1 | 43.5 | 0 | 40 |
| 5 | 30560 | E | 3 | 37.0 | 14.8 | 5.3 | 4 | 38 |
| 5 | 30560 | F | 3 | 59.6 | 23.8 | 6.2 | 0 | 36 |
| 5 | 30560 | G | 4 | 59.2 | 14.1 | 12.2 | 2 | 36 |
| 5 | 30560 | H | 2 | 36.1 | 19.8 | 3.5 | 5 | 35 |
| 5 | 30560 | J | 3 | 55.2 | 18.3 | 7.7 | 2 | 35 |
| 5 | 30560 | K | 6 | 116.8 | 2.5 | 397.3 | 0 | 37 |
| 5 | 30560 | M | 6 | 162.0 | 0.1 | 1000.0 | 0 | 38 |
| 5 | 30560 | N | 6 | 120.0 | -0.1 | 1000.0 | 0 | 38 |
| 5 | 30560 | O | 6 | 158.1 | 1.4 | 1000.0 | 0 | 38 |
| 5 | 30560 | P | 6 | 116.8 | 6.2 | 110.7 | 0 | 42 |
| 5 | 30560 | Q | 6 | 92.9 | 2.8 | 228.5 | 0 | 47 |
| 5 | 30560 | R | 6 | 76.6 | 3.2 | 137.2 | 0 | 44 |
| 5 | 30560 | S | 5 | 75.9 | 13.4 | 19.4 | 0 | 37 |
| 5 | 30560 | T | 3 | 47.4 | 15.3 | 7.7 | 0 | 42 |
| 5 | 30560 | U | 3 | 35.1 | 14.1 | 5.2 | 6 | 37 |
| 5 | 30570 | A | 4 | 59.7 | 18.5 | 8.6 | 4 | 33 |
| 5 | 30570 | B | 5 | 83.3 | 14.5 | 20.3 | 0 | 36 |
| 5 | 30570 | C | 5 | 80.2 | 12.6 | 23.0 | 0 | 39 |
| 5 | 30570 | D | 6 | 120.0 | 3.3 | 280.1 | 0 | 38 |
| 5 | 30570 | E | 0 | 116.2 | -0.6 | 0.0 | 0 | 43 |
| 5 | 30570 | F | 6 | 192.5 | 6.3 | 251.0 | 0 | 33 |
| 5 | 30570 | G | 6 | 165.9 | 13.3 | 69.2 | 0 | 34 |
| 5 | 30570 | H | 6 | 192.3 | 9.2 | 146.9 | 0 | 33 |
| 5 | 30570 | J | 6 | 179.1 | 13.2 | 79.3 | 0 | 32 |
| 5 | 30570 | K | 6 | 195.8 | 5.6 | 305.8 | 0 | 32 |
| 5 | 30570 | M | 0 | 287.9 | -2.8 | 0.0 | 0 | 30 |
| 5 | 30570 | N | 3 | 34.8 | 12.9 | 5.8 | 7 | 37 |
| 5 | 30570 | O | 4 | 38.4 | 10.4 | 9.1 | 3 | 41 |
| 5 | 30570 | P | 3 | 89.4 | 34.4 | 7.3 | 1 | 30 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | AMPLITUDE (PPM) QUAD. | CONDUCTOR CTP MHOS | CONDUCTOR DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 5 | 30570 | Q | 3 | 53.2 | 17.5 | 7.7 | 9 | 29 |
| 5 | 30570 | R | 3 | 66.3 | 35.7 | 4.3 | 0 | 35 |
| 5 | 30570 | S | 4 | 34.1 | 7.5 | 11.6 | 2 | 44 |
| 5 | 30570 | T | 5 | 50.4 | 9.0 | 17.1 | 1 | 40 |
| 5 | 30570 | U | 2 | 30.1 | 23.3 | 2.1 | 7 | 32 |
| 5 | 30570 | V | 4 | 62.4 | 18.3 | 9.4 | 8 | 28 |
| 5 | 30570 | W | 2 | 56.5 | 37.7 | 3.1 | 5 | 28 |
| 5 | 30581 | A | 3 | 25.6 | 7.8 | 6.9 | 6 | 44 |
| 5 | 30581 | B | 3 | 36.4 | 11.2 | 7.5 | 7 | 36 |
| 5 | 30581 | C | 5 | 66.9 | 10.8 | 21.1 | 3 | 34 |
| 5 | 30581 | D | 6 | 246.9 | 5.6 | 459.1 | 0 | 34 |
| 5 | 30581 | E | 6 | 182.0 | 14.9 | 69.0 | 0 | 32 |
| 5 | 30581 | F | 6 | 165.5 | 8.4 | 129.7 | 0 | 38 |
| 5 | 30581 | G | 6 | 169.3 | 0.9 | 1000.0 | 0 | 38 |
| 5 | 30581 | H | 0 | 146.2 | -3.3 | 0.0 | 0 | 41 |
| 5 | 30581 | J | 0 | 201.1 | -6.4 | 0.0 | 0 | 36 |
| 5 | 30581 | K | 3 | 37.7 | 11.9 | 7.4 | 6 | 38 |
| 5 | 30581 | M | 3 | 27.5 | 10.8 | 5.0 | 11 | 36 |
| 5 | 30581 | N | 3 | 55.8 | 18.3 | 7.9 | 4 | 34 |
| 5 | 30581 | O | 2 | 32.9 | 23.3 | 2.4 | 7 | 32 |
| 5 | 30581 | P | 2 | 57.5 | 44.3 | 2.6 | 0 | 34 |
| 5 | 30581 | Q | 3 | 60.6 | 32.1 | 4.3 | 0 | 37 |
| 5 | 30581 | R | 5 | 70.2 | 11.6 | 20.8 | 0 | 40 |
| 5 | 30581 | S | 4 | 57.5 | 14.7 | 11.0 | 8 | 30 |
| 5 | 30581 | T | 1 | 31.7 | 38.0 | 1.2 | 5 | 27 |
| 5 | 30581 | U | 4 | 58.3 | 13.7 | 12.4 | 6 | 32 |
| 5 | 30581 | V | 3 | 78.1 | 29.3 | 7.3 | 3 | 30 |
| 5 | 30590 | A | 3 | 43.6 | 17.0 | 5.8 | 3 | 37 |
| 5 | 30590 | B | 6 | 45.6 | 4.8 | 33.7 | 2 | 40 |
| 5 | 30590 | C | 5 | 72.6 | 12.0 | 20.9 | 0 | 39 |
| 5 | 30590 | D | 4 | 72.8 | 16.0 | 14.4 | 0 | 46 |
| 5 | 30590 | E | 4 | 47.1 | 11.9 | 10.6 | 0 | 42 |
| 5 | 30590 | F | 3 | 27.7 | 10.9 | 5.0 | 0 | 50 |
| 5 | 30590 | G | 0 | 50.5 | -0.6 | 0.0 | 0 | 54 |
| 5 | 30590 | H | 6 | 80.3 | 0.0 | 1000.0 | 0 | 48 |
| 5 | 30590 | J | 6 | 109.9 | 0.2 | 1000.0 | 0 | 43 |
| 5 | 30590 | K | 6 | 135.1 | 0.7 | 1000.0 | 0 | 40 |
| 5 | 30590 | M | 6 | 118.6 | 5.3 | 141.1 | 0 | 39 |
| 5 | 30590 | N | 6 | 126.6 | 8.0 | 89.0 | 0 | 39 |
| 5 | 30590 | O | 4 | 40.1 | 11.2 | 8.8 | 4 | 39 |
| 5 | 30590 | P | 4 | 39.6 | 8.9 | 11.7 | 3 | 40 |
| 5 | 30590 | Q | 3 | 32.0 | 12.0 | 5.6 | 6 | 39 |
| 5 | 30600 | A | 4 | 49.7 | 13.9 | 9.4 | 1 | 39 |
| 5 | 30600 | B | 4 | 55.2 | 13.4 | 11.7 | 6 | 33 |
| 5 | 30600 | C | 3 | 80.6 | 28.6 | 7.9 | 2 | 31 |
| 5 | 30600 | D | 4 | 116.9 | 34.3 | 11.3 | 0 | 30 |
| 5 | 30600 | E | 6 | 197.4 | 16.7 | 67.5 | 0 | 30 |
| 5 | 30600 | F | 6 | 162.3 | 7.9 | 136.7 | 0 | 33 |
| 5 | 30600 | G | 6 | 190.2 | 3.1 | 1000.0 | 0 | 33 |
| 5 | 30600 | H | 6 | 181.8 | 2.5 | 1000.0 | 0 | 36 |
| 5 | 30600 | J | 6 | 182.3 | 1.4 | 1000.0 | 0 | 36 |
| 5 | 30600 | K | 0 | 203.8 | -1.6 | 0.0 | 0 | 33 |
| 5 | 30600 | M | 3 | 48.5 | 20.9 | 5.3 | 2 | 36 |
| 5 | 30600 | N | 5 | 55.8 | 9.6 | 18.5 | 0 | 40 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 5 | 30600 | O | 1 | 23.6 | 19.2 | 1.8 | 10 | 32 |
| 5 | 30600 | P | 1 | 21.0 | 16.5 | 1.8 | 10 | 34 |
| 5 | 30600 | Q | 4 | 63.1 | 14.0 | 13.6 | 4 | 33 |
| 5 | 30600 | R | 4 | 175.8 | 51.8 | 12.6 | 0 | 28 |
| 5 | 30600 | S | 5 | 89.1 | 13.4 | 25.1 | 8 | 26 |
| 5 | 30600 | T | 1 | 33.8 | 37.4 | 1.3 | 6 | 27 |
| 5 | 30600 | U | 5 | 70.2 | 13.0 | 17.8 | 3 | 33 |
| 5 | 30600 | V | 3 | 63.0 | 24.9 | 6.4 | 5 | 30 |
| 5 | 30610 | A | 3 | 47.7 | 19.9 | 5.5 | 1 | 38 |
| 5 | 30610 | B | 6 | 61.2 | 2.5 | 133.0 | 0 | 47 |
| 5 | 30610 | C | 6 | 63.4 | 3.6 | 85.3 | 0 | 42 |
| 5 | 30610 | D | 4 | 77.2 | 20.3 | 11.5 | 0 | 38 |
| 5 | 30610 | E | 5 | 57.0 | 9.0 | 20.8 | 9 | 30 |
| 5 | 30610 | F | 4 | 29.8 | 8.0 | 8.5 | 10 | 38 |
| 5 | 30610 | G | 0 | 214.4 | -0.5 | 0.0 | 0 | 36 |
| 5 | 30610 | H | 6 | 228.2 | 4.0 | 1000.0 | 0 | 35 |
| 5 | 30610 | J | 6 | 183.4 | 6.8 | 207.3 | 0 | 35 |
| 5 | 30610 | K | 6 | 120.2 | 5.8 | 127.3 | 0 | 34 |
| 5 | 30610 | M | 6 | 123.7 | 7.7 | 90.3 | 0 | 35 |
| 5 | 30610 | N | 6 | 186.5 | 11.5 | 102.4 | 0 | 34 |
| 5 | 30610 | O | 5 | 110.2 | 16.8 | 26.2 | 0 | 35 |
| 5 | 30610 | P | 1 | 14.4 | 14.3 | 1.1 | 11 | 35 |
| 5 | 30610 | Q | 3 | 54.4 | 28.8 | 4.2 | 3 | 32 |
| 5 | 30610 | R | 2 | 13.9 | 9.0 | 2.0 | 15 | 39 |
| 5 | 30620 | A | 2 | 15.5 | 8.7 | 2.5 | 17 | 37 |
| 5 | 30620 | B | 1 | 17.6 | 13.5 | 1.7 | 9 | 38 |
| 5 | 30620 | C | 2 | 19.8 | 12.1 | 2.5 | 14 | 34 |
| 5 | 30620 | D | 6 | 206.3 | 18.1 | 65.0 | 0 | 31 |
| 5 | 30620 | E | 6 | 133.1 | 6.3 | 134.5 | 0 | 32 |
| 5 | 30620 | F | 6 | 220.5 | 1.9 | 1000.0 | 0 | 33 |
| 5 | 30620 | G | 0 | 272.2 | -6.5 | 0.0 | 0 | 32 |
| 5 | 30620 | H | 0 | 206.4 | -8.7 | 0.0 | 0 | 33 |
| 5 | 30620 | J | 3 | 54.7 | 19.6 | 7.0 | 4 | 33 |
| 5 | 30620 | K | 4 | 44.1 | 13.3 | 8.2 | 10 | 31 |
| 5 | 30620 | M | 5 | 52.1 | 9.7 | 16.3 | 5 | 35 |
| 5 | 30620 | N | 4 | 84.8 | 23.6 | 11.0 | 0 | 35 |
| 5 | 30620 | O | 4 | 89.5 | 31.4 | 8.3 | 0 | 34 |
| 5 | 30620 | P | 6 | 108.2 | 5.1 | 127.7 | 1 | 31 |
| 5 | 30620 | Q | 6 | 119.2 | 14.6 | 35.8 | 0 | 34 |
| 5 | 30630 | A | 6 | 42.7 | 3.5 | 46.4 | 2 | 43 |
| 5 | 30630 | B | 6 | 71.4 | 3.6 | 103.8 | 0 | 46 |
| 5 | 30630 | C | 6 | 50.7 | 4.8 | 40.0 | 0 | 46 |
| 5 | 30630 | D | 3 | 51.7 | 17.8 | 7.2 | 0 | 41 |
| 5 | 30630 | E | 6 | 50.4 | 1.1 | 301.6 | 1 | 41 |
| 5 | 30630 | F | 6 | 79.8 | 6.7 | 53.3 | 0 | 39 |
| 5 | 30630 | G | 0 | 264.7 | -4.4 | 0.0 | 0 | 34 |
| 5 | 30630 | H | 6 | 143.6 | 9.3 | 89.1 | 0 | 34 |
| 5 | 30630 | J | 6 | 90.8 | 3.6 | 154.7 | 0 | 37 |
| 5 | 30630 | K | 6 | 87.7 | 3.5 | 151.8 | 0 | 40 |
| 5 | 30630 | M | 3 | 24.8 | 8.3 | 6.0 | 9 | 40 |
| 5 | 30630 | N | 2 | 20.9 | 10.3 | 3.4 | 15 | 35 |
| 5 | 30640 | A | 3 | 26.3 | 8.0 | 6.9 | 16 | 33 |
| 5 | 30640 | B | 1 | 15.4 | 15.7 | 1.1 | 10 | 34 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 5 | 30640 | C | 5 | 148.4 | 20.8 | 31.7 | 0 | 32 |
| 5 | 30640 | D | 6 | 200.0 | 13.1 | 96.1 | 0 | 27 |
| 5 | 30640 | E | 6 | 218.3 | 19.3 | 65.3 | 0 | 29 |
| 5 | 30640 | F | 0 | 264.0 | -4.1 | 0.0 | 0 | 31 |
| 5 | 30640 | G | 6 | 92.5 | 10.6 | 36.5 | 0 | 34 |
| 5 | 30640 | H | 5 | 71.8 | 11.5 | 21.8 | 2 | 35 |
| 5 | 30640 | J | 4 | 51.9 | 14.3 | 9.7 | 12 | 27 |
| 5 | 30640 | K | 6 | 174.8 | 13.2 | 76.2 | 0 | 30 |
| 5 | 30640 | M | 0 | 88.5 | -0.3 | 0.0 | 0 | 29 |
| 5 | 30640 | N | 2 | 29.0 | 15.5 | 3.4 | 12 | 32 |
| 5 | 30640 | O | 3 | 43.2 | 16.3 | 6.1 | 5 | 36 |
| 5 | 30640 | P | 4 | 31.5 | 8.4 | 8.7 | 7 | 40 |
| 5 | 30640 | Q | 6 | 92.3 | 7.5 | 58.0 | 0 | 41 |
| 5 | 30640 | R | 6 | 86.8 | 6.0 | 71.0 | 0 | 42 |
| 5 | 30640 | S | 6 | 54.1 | 4.6 | 47.1 | 0 | 44 |
| 5 | 30650 | A | 5 | 48.4 | 6.2 | 26.3 | 0 | 45 |
| 5 | 30650 | B | 6 | 56.8 | 3.0 | 91.4 | 0 | 45 |
| 5 | 30650 | C | 6 | 52.8 | 5.4 | 36.5 | 0 | 50 |
| 5 | 30650 | D | 3 | 30.1 | 8.7 | 7.7 | 1 | 47 |
| 5 | 30650 | E | 6 | 120.0 | 8.0 | 81.5 | 0 | 33 |
| 5 | 30650 | F | 6 | 120.1 | 10.7 | 55.0 | 0 | 35 |
| 5 | 30650 | G | 5 | 57.8 | 11.1 | 16.1 | 6 | 33 |
| 5 | 30650 | H | 3 | 54.0 | 21.2 | 6.2 | 4 | 33 |
| 5 | 30650 | J | 4 | 78.8 | 16.3 | 15.9 | 2 | 32 |
| 5 | 30650 | K | 6 | 220.8 | -0.1 | 1000.0 | 0 | 33 |
| 5 | 30650 | M | 6 | 178.5 | 6.0 | 236.4 | 0 | 34 |
| 5 | 30650 | N | 6 | 121.2 | 8.5 | 76.3 | 0 | 34 |
| 5 | 30650 | O | 6 | 155.7 | 14.7 | 54.5 | 0 | 35 |
| 5 | 30650 | P | 6 | 149.0 | 19.3 | 35.3 | 0 | 35 |
| 5 | 30650 | Q | 3 | 58.5 | 25.0 | 5.6 | 1 | 35 |
| 5 | 30650 | R | 3 | 40.6 | 17.3 | 5.1 | 2 | 39 |
| 5 | 30650 | S | 1 | 11.4 | 10.2 | 1.2 | 8 | 44 |
| 5 | 30650 | T | 4 | 42.0 | 10.6 | 10.2 | 0 | 42 |
| 5 | 30661 | A | 3 | 29.1 | 11.2 | 5.2 | 8 | 38 |
| 5 | 30661 | B | 4 | 169.6 | 55.0 | 11.0 | 0 | 27 |
| 5 | 30661 | C | 2 | 79.4 | 48.9 | 3.9 | 2 | 28 |
| 5 | 30661 | D | 6 | 299.5 | 35.0 | 48.8 | 0 | 29 |
| 5 | 30661 | E | 6 | 234.2 | 15.3 | 100.7 | 0 | 29 |
| 5 | 30661 | F | 6 | 281.8 | 7.8 | 357.5 | 0 | 28 |
| 5 | 30661 | G | 6 | 298.7 | 1.1 | 1000.0 | 0 | 29 |
| 5 | 30661 | H | 0 | 235.2 | -1.5 | 0.0 | 0 | 30 |
| 5 | 30661 | J | 3 | 45.6 | 18.2 | 5.7 | 9 | 30 |
| 5 | 30661 | K | 4 | 63.3 | 18.3 | 9.6 | 4 | 33 |
| 5 | 30661 | M | 3 | 36.2 | 14.6 | 5.3 | 11 | 32 |
| 5 | 30661 | N | 5 | 117.3 | 23.8 | 18.2 | 0 | 30 |
| 5 | 30661 | O | 5 | 156.8 | 28.9 | 22.4 | 0 | 30 |
| 5 | 30661 | P | 3 | 67.5 | 27.8 | 6.2 | 1 | 33 |
| 5 | 30661 | Q | 4 | 50.1 | 15.6 | 8.2 | 1 | 38 |
| 5 | 30661 | R | 5 | 67.8 | 11.6 | 19.6 | 0 | 37 |
| 5 | 30661 | S | 6 | 83.3 | 5.1 | 82.9 | 0 | 37 |
| 1 | 40010 | A | 3 | 44.6 | 16.2 | 6.4 | 7 | 33 |
| 1 | 40010 | B | 3 | 46.4 | 23.9 | 4.1 | 6 | 32 |
| 1 | 40010 | C | 3 | 54.0 | 21.4 | 6.1 | 6 | 31 |
| 1 | 40010 | D | 6 | 169.0 | 10.1 | 104.1 | 0 | 34 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 1 | 40010 | E | 6 | 164.7 | 7.6 | 147.9 | 0 | 36 |
| 1 | 40010 | F | 6 | 160.6 | 11.5 | 80.1 | 0 | 37 |
| 1 | 40010 | G | 6 | 140.1 | 13.4 | 52.1 | 0 | 37 |
| 1 | 40010 | H | 6 | 150.0 | 15.7 | 47.0 | 0 | 35 |
| 1 | 40010 | J | 6 | 148.2 | 16.0 | 44.9 | 0 | 39 |
| 1 | 40010 | K | 6 | 252.4 | 19.3 | 82.8 | 1 | 22 |
| 1 | 40010 | M | 5 | 167.9 | 24.8 | 30.6 | 0 | 32 |
| 1 | 40010 | N | 5 | 76.8 | 12.8 | 21.0 | 1 | 34 |
| 1 | 40010 | O | 4 | 72.7 | 20.4 | 10.4 | 0 | 37 |
| 1 | 40010 | P | 2 | 18.8 | 9.7 | 3.1 | 10 | 41 |
| 1 | 40020 | A | 3 | 24.0 | 8.3 | 5.7 | 9 | 41 |
| 1 | 40020 | B | 2 | 51.8 | 30.6 | 3.6 | 2 | 33 |
| 1 | 40020 | C | 4 | 61.3 | 12.6 | 15.0 | 2 | 35 |
| 1 | 40020 | D | 6 | 259.1 | 20.2 | 81.2 | 0 | 34 |
| 1 | 40020 | E | 6 | 138.2 | 17.0 | 37.0 | 0 | 35 |
| 1 | 40020 | F | 6 | 170.1 | 17.6 | 49.4 | 0 | 35 |
| 1 | 40020 | G | 6 | 167.4 | 22.6 | 34.4 | 0 | 35 |
| 1 | 40020 | H | 6 | 180.6 | 9.2 | 132.2 | 0 | 38 |
| 1 | 40020 | J | 6 | 143.3 | 9.8 | 82.6 | 0 | 37 |
| 1 | 40020 | K | 5 | 89.1 | 18.2 | 16.8 | 2 | 31 |
| 1 | 40020 | M | 5 | 67.8 | 10.3 | 23.0 | 6 | 31 |
| 1 | 40031 | A | 5 | 74.9 | 10.0 | 28.1 | 3 | 32 |
| 1 | 40031 | B | 4 | 72.1 | 15.4 | 14.9 | 0 | 35 |
| 1 | 40031 | C | 6 | 128.4 | 9.2 | 75.3 | 0 | 38 |
| 1 | 40031 | D | 6 | 142.7 | 7.8 | 112.3 | 0 | 39 |
| 1 | 40031 | E | 6 | 119.4 | 7.6 | 86.7 | 0 | 41 |
| 1 | 40031 | F | 6 | 139.7 | 15.6 | 42.2 | 0 | 35 |
| 1 | 40031 | G | 6 | 309.5 | 18.4 | 123.9 | 0 | 33 |
| 1 | 40031 | H | 5 | 84.4 | 13.2 | 23.5 | 0 | 37 |
| 1 | 40031 | J | 0 | 9.6 | 11.1 | 0.8 | 17 | 33 |
| 1 | 40031 | K | 2 | 35.6 | 18.9 | 3.6 | 1 | 40 |
| 1 | 40031 | M | 3 | 34.3 | 13.0 | 5.6 | 10 | 34 |
| 1 | 40041 | A | 4 | 41.0 | 9.7 | 11.1 | 0 | 44 |
| 1 | 40041 | B | 2 | 19.2 | 9.7 | 3.2 | 8 | 43 |
| 1 | 40041 | C | 0 | 6.9 | 8.8 | 0.6 | 20 | 33 |
| 1 | 40041 | D | 3 | 36.0 | 16.9 | 4.3 | 1 | 41 |
| 1 | 40041 | E | 6 | 112.2 | 14.2 | 33.7 | 1 | 30 |
| 1 | 40041 | F | 6 | 113.2 | 12.5 | 40.5 | 0 | 41 |
| 1 | 40041 | G | 6 | 90.0 | 4.1 | 127.2 | 0 | 47 |
| 1 | 40041 | H | 6 | 80.0 | 2.6 | 197.0 | 0 | 48 |
| 1 | 40041 | J | 6 | 129.8 | 1.3 | 1000.0 | 0 | 47 |
| 1 | 40041 | K | 2 | 21.1 | 13.8 | 2.3 | 4 | 42 |
| 1 | 40041 | M | 3 | 48.9 | 16.3 | 7.4 | 0 | 40 |
| 1 | 40041 | N | 3 | 41.3 | 14.9 | 6.3 | 6 | 35 |
| 1 | 40041 | O | 2 | 15.7 | 8.8 | 2.6 | 19 | 35 |
| 1 | 40050 | A | 2 | 28.1 | 21.2 | 2.1 | 13 | 28 |
| 1 | 40050 | B | 3 | 42.0 | 14.3 | 6.9 | 8 | 34 |
| 1 | 40050 | C | 3 | 60.3 | 20.9 | 7.5 | 2 | 34 |
| 1 | 40050 | D | 2 | 32.9 | 22.0 | 2.6 | 3 | 37 |
| 1 | 40050 | E | 3 | 37.4 | 15.1 | 5.3 | 3 | 39 |
| 1 | 40050 | F | 0 | 117.8 | -1.1 | 0.0 | 0 | 45 |
| 1 | 40050 | G | 6 | 117.2 | 2.3 | 450.6 | 0 | 45 |
| 1 | 40050 | H | 6 | 107.5 | 5.6 | 111.0 | 0 | 44 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 1 | 40050 | J | 6 | 82.4 | 3.6 | 131.6 | 0 | 46 |
| 1 | 40050 | K | 6 | 99.0 | 8.4 | 55.7 | 0 | 41 |
| 1 | 40050 | M | 3 | 37.5 | 13.6 | 6.1 | 1 | 42 |
| 1 | 40050 | N | 3 | 35.1 | 16.2 | 4.4 | 3 | 39 |
| 1 | 40050 | O | 3 | 49.7 | 17.1 | 7.1 | 0 | 40 |
| 1 | 40060 | A | 3 | 42.6 | 13.6 | 7.5 | 0 | 42 |
| 1 | 40060 | B | 0 | 7.9 | 10.4 | 0.6 | 9 | 40 |
| 1 | 40060 | C | 5 | 109.8 | 19.9 | 20.8 | 0 | 37 |
| 1 | 40060 | D | 6 | 159.6 | 21.1 | 35.0 | 0 | 38 |
| 1 | 40060 | E | 6 | 120.1 | 11.7 | 48.7 | 0 | 35 |
| 1 | 40060 | F | 6 | 149.9 | 7.6 | 126.4 | 0 | 40 |
| 1 | 40060 | G | 6 | 160.2 | 9.3 | 106.7 | 0 | 41 |
| 1 | 40060 | H | 6 | 138.9 | 3.9 | 283.8 | 0 | 38 |
| 1 | 40060 | J | 3 | 29.2 | 10.0 | 6.1 | 5 | 42 |
| 1 | 40060 | K | 3 | 44.9 | 18.0 | 5.7 | 8 | 32 |
| 1 | 40060 | M | 3 | 61.6 | 26.9 | 5.6 | 3 | 32 |
| 1 | 40060 | N | 2 | 36.9 | 20.4 | 3.5 | 10 | 31 |
| 1 | 40060 | O | 2 | 47.1 | 26.2 | 3.7 | 7 | 30 |
| 1 | 40060 | P | 3 | 62.8 | 25.1 | 6.3 | 5 | 30 |
| 1 | 40060 | Q | 4 | 55.7 | 12.0 | 13.7 | 9 | 30 |
| 1 | 40060 | R | 5 | 75.5 | 12.4 | 21.4 | 2 | 33 |
| 1 | 40071 | A | 3 | 75.8 | 26.5 | 7.9 | 3 | 30 |
| 1 | 40071 | B | 3 | 78.3 | 34.3 | 6.0 | 5 | 27 |
| 1 | 40071 | C | 4 | 83.6 | 20.2 | 13.2 | 2 | 32 |
| 1 | 40071 | D | 5 | 54.6 | 9.2 | 18.9 | 7 | 32 |
| 1 | 40071 | E | 5 | 137.2 | 25.2 | 21.7 | 0 | 28 |
| 1 | 40071 | F | 4 | 149.3 | 46.4 | 11.2 | 0 | 27 |
| 1 | 40071 | G | 3 | 84.3 | 36.0 | 6.3 | 0 | 32 |
| 1 | 40071 | H | 3 | 23.5 | 9.1 | 4.8 | 9 | 41 |
| 1 | 40071 | J | 3 | 26.2 | 9.0 | 5.9 | 1 | 47 |
| 1 | 40071 | K | 6 | 171.5 | 8.4 | 137.7 | 0 | 36 |
| 1 | 40071 | M | 6 | 156.6 | 4.2 | 313.9 | 0 | 39 |
| 1 | 40071 | N | 6 | 181.7 | 4.4 | 380.0 | 0 | 33 |
| 1 | 40071 | O | 6 | 85.1 | 7.8 | 48.2 | 0 | 39 |
| 1 | 40071 | P | 6 | 93.9 | 8.1 | 53.7 | 0 | 41 |
| 1 | 40071 | Q | 1 | 14.9 | 16.8 | 1.0 | 3 | 40 |
| 1 | 40071 | R | 3 | 75.0 | 31.6 | 6.2 | 1 | 32 |
| 1 | 40071 | S | 3 | 81.3 | 34.7 | 6.2 | 0 | 35 |
| 1 | 40080 | A | 1 | 34.6 | 29.4 | 1.9 | 0 | 37 |
| 1 | 40080 | B | 2 | 22.8 | 13.3 | 2.8 | 11 | 36 |
| 1 | 40080 | C | 3 | 35.7 | 14.4 | 5.2 | 2 | 41 |
| 1 | 40080 | D | 4 | 60.3 | 16.5 | 10.2 | 0 | 41 |
| 1 | 40080 | E | 5 | 123.9 | 21.1 | 23.3 | 0 | 36 |
| 1 | 40080 | F | 6 | 169.8 | 9.7 | 110.9 | 0 | 32 |
| 1 | 40080 | G | 6 | 157.5 | 5.5 | 216.0 | 0 | 35 |
| 1 | 40080 | H | 6 | 147.0 | 0.3 | 1000.0 | 0 | 38 |
| 1 | 40080 | J | 3 | 46.5 | 20.3 | 5.1 | 2 | 37 |
| 1 | 40080 | K | 4 | 73.4 | 22.0 | 9.6 | 0 | 35 |
| 1 | 40080 | M | 1 | 9.4 | 7.8 | 1.2 | 21 | 37 |
| 1 | 40080 | N | 6 | 103.4 | 13.3 | 32.2 | 0 | 33 |
| 1 | 40080 | O | 6 | 55.0 | 3.9 | 60.6 | 9 | 31 |
| 1 | 40080 | P | 4 | 62.4 | 15.2 | 12.0 | 5 | 32 |
| 1 | 40080 | Q | 3 | 55.9 | 19.6 | 7.2 | 5 | 32 |
| 1 | 40080 | R | 2 | 55.6 | 42.3 | 2.6 | 1 | 30 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 1 | 40090 | A | 2 | 49.1 | 28.8 | 3.5 | 0 | 36 |
| 1 | 40090 | B | 4 | 73.1 | 23.2 | 8.9 | 1 | 33 |
| 1 | 40090 | C | 5 | 80.9 | 15.5 | 17.7 | 0 | 35 |
| 1 | 40090 | D | 1 | 9.2 | 8.2 | 1.1 | 24 | 33 |
| 1 | 40090 | E | 4 | 77.3 | 26.7 | 8.1 | 0 | 33 |
| 1 | 40090 | F | 3 | 36.4 | 16.5 | 4.5 | 0 | 42 |
| 1 | 40090 | G | 4 | 53.6 | 16.1 | 8.7 | 6 | 33 |
| 1 | 40090 | H | 6 | 194.9 | 2.4 | 1000.0 | 0 | 32 |
| 1 | 40090 | J | 6 | 236.8 | 9.5 | 199.5 | 0 | 31 |
| 1 | 40090 | K | 6 | 190.6 | 10.4 | 122.0 | 0 | 32 |
| 1 | 40090 | M | 5 | 138.4 | 25.2 | 22.0 | 0 | 34 |
| 1 | 40090 | N | 4 | 114.5 | 28.5 | 13.9 | 0 | 31 |
| 1 | 40090 | O | 2 | 28.0 | 21.5 | 2.0 | 9 | 32 |
| 1 | 40090 | P | 0 | 27.8 | 38.8 | 0.9 | 1 | 29 |
| 1 | 40100 | A | 0 | 12.1 | 16.6 | 0.7 | 3 | 38 |
| 1 | 40100 | B | 1 | 27.8 | 25.4 | 1.6 | 3 | 35 |
| 1 | 40100 | C | 2 | 35.2 | 25.6 | 2.4 | 4 | 34 |
| 1 | 40100 | D | 3 | 11.5 | 4.1 | 4.3 | 32 | 33 |
| 1 | 40100 | E | 1 | 18.3 | 15.3 | 1.6 | 11 | 35 |
| 1 | 40100 | F | 2 | 61.1 | 36.4 | 3.7 | 2 | 31 |
| 1 | 40100 | G | 5 | 163.2 | 30.0 | 22.7 | 0 | 33 |
| 1 | 40100 | H | 6 | 162.9 | 18.3 | 43.7 | 0 | 37 |
| 1 | 40100 | J | 6 | 177.3 | 20.1 | 44.2 | 0 | 34 |
| 1 | 40100 | K | 6 | 203.9 | 9.3 | 159.6 | 0 | 35 |
| 1 | 40100 | M | 5 | 74.0 | 14.6 | 16.7 | 0 | 35 |
| 1 | 40100 | N | 3 | 45.6 | 18.4 | 5.6 | 3 | 36 |
| 1 | 40100 | O | 3 | 47.5 | 17.9 | 6.2 | 1 | 38 |
| 1 | 40100 | P | 4 | 72.9 | 15.3 | 15.3 | 1 | 34 |
| 1 | 40100 | Q | 1 | 21.2 | 18.0 | 1.6 | 4 | 39 |
| 1 | 40100 | R | 3 | 46.4 | 18.3 | 5.8 | 0 | 42 |
| 1 | 40100 | S | 5 | 87.6 | 13.4 | 24.4 | 0 | 40 |
| 1 | 40100 | T | 5 | 107.3 | 20.0 | 19.9 | 0 | 35 |
| 1 | 40100 | U | 2 | 46.1 | 36.2 | 2.4 | 0 | 34 |
| 1 | 40111 | A | 5 | 68.7 | 12.8 | 17.6 | 0 | 42 |
| 1 | 40111 | B | 3 | 34.3 | 13.4 | 5.4 | 2 | 41 |
| 1 | 40111 | C | 1 | 21.1 | 21.7 | 1.2 | 0 | 39 |
| 1 | 40111 | D | 3 | 40.8 | 13.4 | 7.2 | 10 | 32 |
| 1 | 40111 | E | 3 | 42.3 | 13.6 | 7.4 | 4 | 38 |
| 1 | 40111 | F | 4 | 59.4 | 13.8 | 12.6 | 2 | 36 |
| 1 | 40111 | G | 3 | 42.3 | 17.8 | 5.2 | 2 | 38 |
| 1 | 40111 | H | 4 | 84.1 | 18.7 | 14.7 | 1 | 32 |
| 1 | 40111 | J | 6 | 350.0 | 10.9 | 321.6 | 0 | 30 |
| 1 | 40111 | K | 6 | 378.6 | 18.7 | 170.0 | 0 | 28 |
| 1 | 40111 | M | 6 | 232.8 | 23.8 | 54.6 | 0 | 32 |
| 1 | 40111 | N | 6 | 249.1 | 30.4 | 43.9 | 0 | 31 |
| 1 | 40111 | O | 3 | 89.8 | 50.7 | 4.5 | 0 | 30 |
| 1 | 40111 | P | 1 | 18.6 | 18.7 | 1.2 | 11 | 31 |
| 1 | 40111 | Q | 2 | 41.9 | 24.2 | 3.4 | 6 | 32 |
| 1 | 40111 | R | 2 | 76.0 | 61.5 | 2.7 | 0 | 30 |
| 1 | 40111 | S | 1 | 31.1 | 33.0 | 1.4 | 2 | 32 |
| 1 | 40111 | T | 0 | 15.2 | 25.7 | 0.5 | 2 | 32 |
| 1 | 40120 | A | 4 | 98.3 | 31.1 | 9.7 | 0 | 37 |
| 1 | 40120 | B | 4 | 87.0 | 30.3 | 8.3 | 0 | 37 |
| 1 | 40120 | C | 2 | 26.1 | 17.5 | 2.4 | 6 | 37 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 1 | 40120 | D | 4 | 80.3 | 23.3 | 10.3 | 0 | 39 |
| 1 | 40120 | E | 6 | 160.9 | 17.9 | 44.1 | 0 | 39 |
| 1 | 40120 | F | 6 | 184.6 | 21.6 | 42.8 | 0 | 38 |
| 1 | 40120 | G | 6 | 199.1 | 18.0 | 61.8 | 0 | 36 |
| 1 | 40120 | H | 6 | 155.1 | 14.4 | 55.7 | 0 | 35 |
| 1 | 40120 | J | 6 | 205.9 | 14.9 | 84.5 | 0 | 32 |
| 1 | 40120 | K | 6 | 228.3 | 11.4 | 145.2 | 0 | 33 |
| 1 | 40120 | M | 6 | 213.7 | 6.3 | 300.5 | 0 | 33 |
| 1 | 40120 | N | 4 | 78.2 | 20.5 | 11.6 | 0 | 33 |
| 1 | 40120 | O | 3 | 71.1 | 25.4 | 7.6 | 0 | 36 |
| 1 | 40120 | P | 3 | 32.0 | 12.4 | 5.3 | 11 | 34 |
| 1 | 40120 | Q | 2 | 27.0 | 16.7 | 2.7 | 12 | 32 |
| 1 | 40120 | R | 5 | 79.2 | 15.2 | 17.6 | 0 | 35 |
| 1 | 40120 | S | 4 | 56.2 | 14.5 | 10.8 | 0 | 45 |
| 1 | 40120 | T | 4 | 125.8 | 36.4 | 11.7 | 0 | 36 |
| 1 | 40120 | U | 3 | 36.3 | 13.6 | 5.8 | 6 | 37 |
| 1 | 40120 | V | 3 | 44.7 | 23.4 | 4.0 | 6 | 32 |
| 1 | 40130 | A | 3 | 45.1 | 18.8 | 5.4 | 7 | 33 |
| 1 | 40130 | B | 4 | 106.9 | 27.6 | 13.0 | 0 | 38 |
| 1 | 40130 | C | 4 | 50.7 | 12.0 | 11.8 | 0 | 43 |
| 1 | 40130 | D | 6 | 128.9 | 16.8 | 33.6 | 0 | 34 |
| 1 | 40130 | E | 3 | 60.3 | 22.9 | 6.6 | 4 | 32 |
| 1 | 40130 | F | 3 | 33.8 | 14.7 | 4.7 | 10 | 33 |
| 1 | 40130 | G | 3 | 26.9 | 12.0 | 4.2 | 14 | 33 |
| 1 | 40130 | H | 3 | 50.5 | 25.0 | 4.4 | 5 | 31 |
| 1 | 40130 | J | 6 | 202.9 | 5.9 | 301.8 | 0 | 32 |
| 1 | 40130 | K | 6 | 178.0 | 9.2 | 129.1 | 0 | 32 |
| 1 | 40130 | M | 6 | 265.8 | 20.7 | 81.9 | 0 | 31 |
| 1 | 40130 | N | 6 | 273.1 | 37.3 | 38.7 | 0 | 31 |
| 1 | 40130 | O | 6 | 281.9 | 33.3 | 47.4 | 0 | 30 |
| 1 | 40130 | P | 4 | 138.5 | 38.6 | 12.6 | 0 | 30 |
| 1 | 40130 | Q | 1 | 29.4 | 29.7 | 1.4 | 4 | 32 |
| 1 | 40130 | R | 4 | 123.5 | 44.0 | 8.9 | 0 | 32 |
| 1 | 40130 | S | 3 | 62.8 | 29.4 | 5.1 | 3 | 31 |
| 1 | 40130 | T | 1 | 35.3 | 31.1 | 1.8 | 2 | 33 |
| 1 | 40140 | A | 4 | 161.6 | 66.7 | 8.0 | 0 | 28 |
| 1 | 40140 | B | 2 | 41.6 | 26.9 | 2.9 | 10 | 27 |
| 1 | 40140 | C | 0 | 11.0 | 13.4 | 0.8 | 10 | 36 |
| 1 | 40140 | D | 4 | 67.5 | 20.0 | 9.5 | 0 | 39 |
| 1 | 40140 | E | 6 | 147.0 | 19.6 | 33.8 | 0 | 39 |
| 1 | 40140 | F | 6 | 199.0 | 17.9 | 62.2 | 0 | 39 |
| 1 | 40140 | G | 6 | 189.1 | 5.6 | 288.0 | 0 | 38 |
| 1 | 40140 | H | 6 | 206.7 | 13.8 | 94.4 | 0 | 32 |
| 1 | 40140 | J | 6 | 185.6 | 15.3 | 68.7 | 0 | 33 |
| 1 | 40140 | K | 3 | 44.6 | 17.0 | 6.0 | 1 | 39 |
| 1 | 40140 | M | 3 | 23.1 | 8.9 | 4.8 | 11 | 40 |
| 1 | 40140 | N | 4 | 40.5 | 12.2 | 8.0 | 2 | 40 |
| 1 | 40140 | O | 6 | 88.5 | 9.7 | 38.3 | 0 | 39 |
| 1 | 40140 | P | 6 | 103.4 | 10.3 | 45.4 | 0 | 37 |
| 1 | 40140 | Q | 6 | 94.3 | 4.5 | 120.9 | 0 | 35 |
| 1 | 40140 | R | 4 | 44.1 | 10.8 | 10.8 | 1 | 41 |
| 1 | 40140 | S | 3 | 63.1 | 22.0 | 7.5 | 0 | 35 |
| 1 | 40140 | T | 5 | 51.4 | 9.6 | 16.2 | 6 | 35 |
| 1 | 40140 | U | 1 | 17.6 | 19.6 | 1.0 | 3 | 38 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 1 | 40151 | A | 4 | 95.2 | 31.7 | 9.0 | 0 | 40 |
| 1 | 40151 | B | 1 | 23.7 | 23.0 | 1.4 | 2 | 37 |
| 1 | 40151 | C | 2 | 34.6 | 19.2 | 3.4 | 2 | 39 |
| 1 | 40151 | D | 6 | 267.2 | 28.8 | 52.8 | 0 | 32 |
| 1 | 40151 | E | 6 | 333.0 | 15.5 | 178.3 | 0 | 32 |
| 1 | 40151 | F | 6 | 277.7 | 8.5 | 307.7 | 0 | 34 |
| 1 | 40151 | G | 6 | 146.5 | 5.0 | 218.5 | 0 | 37 |
| 1 | 40151 | H | 6 | 116.6 | 14.4 | 35.2 | 0 | 36 |
| 1 | 40151 | J | 2 | 34.6 | 17.8 | 3.8 | 6 | 35 |
| 1 | 40151 | K | 2 | 24.2 | 12.5 | 3.3 | 13 | 35 |
| 1 | 40151 | M | 3 | 47.2 | 20.9 | 5.0 | 4 | 34 |
| 1 | 40151 | N | 5 | 90.6 | 15.2 | 21.8 | 0 | 36 |
| 1 | 40151 | O | 6 | 93.9 | 10.6 | 37.4 | 0 | 37 |
| 1 | 40151 | P | 4 | 99.8 | 27.7 | 11.6 | 0 | 32 |
| 1 | 40151 | Q | 3 | 104.4 | 45.0 | 6.6 | 0 | 30 |
| 1 | 40151 | R | 1 | 19.8 | 21.8 | 1.1 | 7 | 32 |
| 1 | 40160 | A | 1 | 21.5 | 23.7 | 1.1 | 6 | 32 |
| 1 | 40160 | B | 3 | 54.9 | 19.3 | 7.1 | 0 | 37 |
| 1 | 40160 | C | 3 | 49.6 | 17.8 | 6.7 | 0 | 41 |
| 1 | 40160 | D | 2 | 20.3 | 14.5 | 2.0 | 13 | 33 |
| 1 | 40160 | E | 2 | 22.6 | 14.5 | 2.4 | 12 | 34 |
| 1 | 40160 | F | 5 | 157.7 | 35.2 | 17.5 | 0 | 32 |
| 1 | 40160 | G | 4 | 109.7 | 24.8 | 15.5 | 0 | 34 |
| 1 | 40160 | H | 1 | 27.7 | 22.5 | 1.9 | 6 | 33 |
| 1 | 40160 | J | 2 | 22.3 | 14.5 | 2.4 | 15 | 31 |
| 1 | 40160 | K | 6 | 158.5 | 5.4 | 224.1 | 0 | 34 |
| 1 | 40160 | M | 6 | 168.6 | 2.4 | 1000.0 | 0 | 38 |
| 1 | 40160 | N | 6 | 178.5 | 6.7 | 202.2 | 0 | 38 |
| 1 | 40160 | O | 6 | 185.1 | 24.3 | 36.7 | 0 | 33 |
| 1 | 40160 | P | 4 | 95.9 | 28.1 | 10.7 | 0 | 33 |
| 1 | 40160 | Q | 3 | 76.4 | 36.1 | 5.4 | 0 | 34 |
| 1 | 40160 | R | 1 | 25.2 | 30.7 | 1.1 | 1 | 33 |
| 1 | 40160 | S | 3 | 82.0 | 35.0 | 6.3 | 2 | 30 |
| 1 | 40160 | T | 3 | 108.2 | 42.0 | 7.7 | 0 | 32 |
| 1 | 40160 | U | 4 | 136.3 | 45.8 | 9.9 | 0 | 32 |
| 1 | 40160 | V | 3 | 86.1 | 36.5 | 6.4 | 0 | 34 |
| 1 | 40160 | W | 2 | 50.2 | 38.7 | 2.5 | 1 | 31 |
| 1 | 40160 | X | 2 | 32.8 | 18.5 | 3.3 | 12 | 30 |
| 1 | 40160 | Y | 1 | 18.2 | 18.5 | 1.2 | 8 | 34 |
| 1 | 40170 | A | 4 | 83.0 | 29.1 | 8.1 | 0 | 37 |
| 1 | 40170 | B | 4 | 87.4 | 26.3 | 10.0 | 0 | 41 |
| 1 | 40170 | C | 4 | 60.6 | 15.5 | 11.2 | 0 | 41 |
| 1 | 40170 | D | 2 | 68.3 | 49.8 | 3.0 | 0 | 34 |
| 1 | 40170 | E | 3 | 92.8 | 53.2 | 4.4 | 0 | 33 |
| 1 | 40170 | F | 1 | 50.1 | 47.5 | 1.9 | 0 | 32 |
| 1 | 40170 | G | 3 | 72.4 | 39.5 | 4.4 | 0 | 32 |
| 1 | 40170 | H | 3 | 106.5 | 43.6 | 7.1 | 0 | 32 |
| 1 | 40170 | J | 5 | 162.2 | 25.2 | 28.3 | 0 | 32 |
| 1 | 40170 | K | 6 | 223.3 | 11.6 | 136.5 | 0 | 33 |
| 1 | 40170 | M | 6 | 234.7 | 5.7 | 409.0 | 0 | 34 |
| 1 | 40170 | N | 6 | 174.6 | 10.4 | 105.5 | 0 | 36 |
| 1 | 40170 | O | 6 | 151.1 | 9.0 | 101.4 | 0 | 34 |
| 1 | 40170 | P | 3 | 36.4 | 16.0 | 4.7 | 8 | 34 |
| 1 | 40170 | Q | 2 | 23.3 | 11.5 | 3.5 | 15 | 33 |
| 1 | 40170 | R | 2 | 24.4 | 12.8 | 3.3 | 9 | 38 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 1 | 40170 | S | 3 | 61.0 | 24.2 | 6.3 | 0 | 40 |
| 1 | 40170 | T | 4 | 59.1 | 18.4 | 8.6 | 1 | 36 |
| 1 | 40170 | U | 2 | 25.8 | 15.1 | 2.9 | 7 | 38 |
| 1 | 40170 | V | 3 | 40.3 | 17.1 | 5.1 | 6 | 34 |
| 1 | 40170 | W | 5 | 73.0 | 10.5 | 25.2 | 1 | 35 |
| 1 | 40180 | A | 6 | 206.3 | 21.4 | 51.8 | 0 | 28 |
| 1 | 40180 | B | 6 | 246.2 | 21.0 | 70.8 | 0 | 30 |
| 1 | 40180 | C | 6 | 138.5 | 13.3 | 51.6 | 0 | 34 |
| 1 | 40180 | D | 3 | 34.4 | 13.5 | 5.4 | 9 | 35 |
| 1 | 40180 | E | 2 | 24.5 | 18.8 | 2.0 | 1 | 41 |
| 1 | 40180 | F | 3 | 98.5 | 44.8 | 6.1 | 1 | 29 |
| 1 | 40180 | G | 3 | 126.1 | 74.0 | 4.7 | 0 | 28 |
| 1 | 40180 | H | 3 | 73.7 | 43.6 | 4.0 | 2 | 29 |
| 1 | 40180 | J | 2 | 31.9 | 18.0 | 3.2 | 11 | 31 |
| 1 | 40180 | K | 4 | 75.4 | 24.1 | 8.9 | 4 | 30 |
| 1 | 40180 | M | 6 | 364.2 | 9.4 | 428.4 | 0 | 29 |
| 1 | 40180 | N | 6 | 368.0 | 28.6 | 89.8 | 0 | 29 |
| 1 | 40180 | O | 6 | 190.4 | 25.5 | 36.0 | 0 | 31 |
| 1 | 40180 | P | 4 | 103.9 | 30.0 | 11.1 | 0 | 34 |
| 1 | 40180 | Q | 4 | 105.2 | 32.0 | 10.4 | 0 | 32 |
| 1 | 40180 | R | 1 | 52.1 | 54.5 | 1.7 | 2 | 27 |
| 1 | 40180 | S | 2 | 71.5 | 54.0 | 2.9 | 0 | 31 |
| 1 | 40180 | T | 2 | 46.4 | 38.1 | 2.2 | 0 | 35 |
| 1 | 40180 | U | 2 | 30.0 | 22.0 | 2.2 | 2 | 38 |
| 1 | 40180 | V | 4 | 97.6 | 31.2 | 9.6 | 0 | 34 |
| 1 | 40190 | A | 4 | 139.9 | 35.9 | 14.1 | 0 | 30 |
| 1 | 40190 | B | 2 | 62.5 | 45.4 | 2.9 | 1 | 30 |
| 1 | 40190 | C | 3 | 91.7 | 55.6 | 4.1 | 0 | 30 |
| 1 | 40190 | D | 3 | 88.2 | 38.5 | 6.2 | 0 | 31 |
| 1 | 40190 | E | 2 | 47.2 | 33.0 | 2.8 | 1 | 34 |
| 1 | 40190 | F | 3 | 57.7 | 22.1 | 6.5 | 0 | 37 |
| 1 | 40190 | G | 4 | 62.4 | 17.0 | 10.4 | 1 | 35 |
| 1 | 40190 | H | 4 | 131.6 | 32.0 | 14.9 | 0 | 34 |
| 1 | 40190 | J | 6 | 236.4 | 31.8 | 38.0 | 0 | 34 |
| 1 | 40190 | K | 6 | 266.2 | 22.7 | 72.4 | 0 | 34 |
| 1 | 40190 | M | 6 | 217.2 | 8.6 | 198.3 | 0 | 37 |
| 1 | 40190 | N | 6 | 168.8 | 1.7 | 1000.0 | 0 | 40 |
| 1 | 40190 | O | 2 | 21.2 | 11.1 | 3.1 | 5 | 44 |
| 1 | 40190 | P | 2 | 27.3 | 18.6 | 2.4 | 10 | 33 |
| 1 | 40190 | Q | 2 | 24.7 | 18.7 | 2.0 | 10 | 33 |
| 1 | 40190 | R | 2 | 37.5 | 26.0 | 2.6 | 2 | 36 |
| 1 | 40190 | S | 2 | 38.3 | 22.5 | 3.3 | 3 | 36 |
| 1 | 40190 | T | 3 | 62.6 | 22.4 | 7.3 | 0 | 38 |
| 1 | 40190 | U | 6 | 154.9 | 13.1 | 63.2 | 0 | 31 |
| 1 | 40190 | V | 6 | 310.7 | 26.4 | 75.9 | 0 | 28 |
| 1 | 40190 | W | 6 | 290.6 | 24.3 | 76.1 | 0 | 27 |
| 1 | 40200 | A | 6 | 61.7 | 4.3 | 64.0 | 0 | 48 |
| 1 | 40200 | B | 6 | 74.9 | 5.9 | 57.1 | 0 | 48 |
| 1 | 40200 | C | 3 | 50.7 | 22.2 | 5.2 | 0 | 39 |
| 1 | 40200 | D | 3 | 53.6 | 21.6 | 5.9 | 0 | 39 |
| 1 | 40200 | E | 4 | 55.3 | 15.2 | 9.9 | 3 | 35 |
| 1 | 40200 | F | 4 | 67.9 | 20.4 | 9.3 | 0 | 36 |
| 1 | 40200 | G | 4 | 84.8 | 28.6 | 8.6 | 0 | 36 |
| 1 | 40200 | H | 2 | 22.9 | 15.2 | 2.3 | 1 | 44 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 1 | 40200 | J | 6 | 292.4 | 2.8 | 1000.0 | 0 | 34 |
| 1 | 40200 | K | 6 | 287.2 | 5.9 | 1000.0 | 0 | 34 |
| 1 | 40200 | M | 6 | 284.6 | 15.0 | 143.2 | 0 | 33 |
| 1 | 40200 | N | 4 | 111.0 | 33.1 | 10.9 | 0 | 32 |
| 1 | 40200 | O | 5 | 102.8 | 20.5 | 18.0 | 0 | 33 |
| 1 | 40200 | P | 4 | 89.1 | 25.4 | 10.8 | 0 | 36 |
| 1 | 40200 | Q | 3 | 82.4 | 32.4 | 7.0 | 0 | 34 |
| 1 | 40200 | R | 2 | 70.5 | 45.7 | 3.5 | 0 | 34 |
| 1 | 40200 | S | 4 | 152.3 | 56.6 | 9.0 | 0 | 30 |
| 1 | 40200 | T | 4 | 146.1 | 55.3 | 8.6 | 0 | 31 |
| 1 | 40210 | A | 2 | 47.3 | 27.8 | 3.5 | 0 | 36 |
| 1 | 40210 | B | 2 | 18.3 | 10.2 | 2.7 | 9 | 42 |
| 1 | 40210 | C | 1 | 16.2 | 16.3 | 1.2 | 10 | 34 |
| 1 | 40210 | D | 5 | 102.5 | 20.4 | 18.0 | 0 | 37 |
| 1 | 40210 | E | 5 | 128.4 | 21.7 | 23.8 | 0 | 38 |
| 1 | 40210 | F | 6 | 155.6 | 17.3 | 43.8 | 0 | 40 |
| 1 | 40210 | G | 6 | 186.3 | 6.5 | 227.0 | 0 | 42 |
| 1 | 40210 | H | 6 | 178.2 | -0.1 | 1000.0 | 0 | 41 |
| 1 | 40210 | J | 6 | 80.8 | 8.4 | 40.1 | 0 | 40 |
| 1 | 40210 | K | 4 | 43.8 | 12.0 | 9.3 | 0 | 50 |
| 1 | 40210 | M | 3 | 24.8 | 8.9 | 5.5 | 5 | 44 |
| 1 | 40210 | N | 2 | 31.3 | 15.8 | 3.7 | 3 | 41 |
| 1 | 40210 | O | 5 | 96.1 | 18.5 | 18.5 | 0 | 41 |
| 1 | 40210 | P | 5 | 83.7 | 14.4 | 20.7 | 0 | 39 |
| 1 | 40210 | Q | 4 | 53.0 | 13.0 | 11.4 | 6 | 33 |
| 1 | 40210 | R | 2 | 41.3 | 24.0 | 3.4 | 0 | 39 |
| 1 | 40210 | S | 4 | 65.2 | 15.1 | 13.0 | 0 | 42 |
| 1 | 40210 | T | 6 | 73.4 | 8.8 | 32.2 | 0 | 38 |
| 1 | 40210 | U | 6 | 75.2 | 9.1 | 32.1 | 0 | 41 |
| 2 | 40222 | A | 4 | 121.7 | 28.3 | 15.4 | 0 | 32 |
| 2 | 40222 | B | 5 | 120.9 | 18.1 | 27.5 | 0 | 36 |
| 2 | 40222 | C | 5 | 92.1 | 18.2 | 17.7 | 0 | 34 |
| 2 | 40222 | D | 3 | 45.9 | 17.6 | 6.0 | 1 | 39 |
| 2 | 40222 | E | 1 | 20.5 | 23.8 | 1.0 | 5 | 33 |
| 2 | 40222 | F | 2 | 46.2 | 25.7 | 3.7 | 2 | 35 |
| 2 | 40222 | G | 2 | 53.4 | 29.9 | 3.9 | 0 | 42 |
| 2 | 40222 | H | 4 | 96.8 | 28.0 | 10.9 | 0 | 38 |
| 2 | 40222 | J | 4 | 133.4 | 32.9 | 14.6 | 0 | 37 |
| 2 | 40222 | K | 2 | 33.9 | 17.7 | 3.7 | 1 | 40 |
| 2 | 40222 | M | 3 | 59.4 | 24.6 | 5.9 | 0 | 39 |
| 2 | 40222 | N | 6 | 207.8 | 10.2 | 144.8 | 0 | 38 |
| 2 | 40222 | O | 6 | 235.5 | 24.6 | 53.2 | 0 | 37 |
| 2 | 40222 | P | 5 | 202.1 | 41.7 | 20.7 | 0 | 34 |
| 2 | 40222 | Q | 4 | 149.4 | 44.2 | 11.9 | 0 | 34 |
| 2 | 40222 | R | 4 | 117.5 | 40.6 | 9.1 | 0 | 32 |
| 2 | 40222 | S | 1 | 23.1 | 25.5 | 1.2 | 3 | 34 |
| 2 | 40222 | T | 2 | 41.0 | 30.2 | 2.5 | 6 | 30 |
| 2 | 40222 | U | 1 | 39.9 | 35.9 | 1.9 | 3 | 31 |
| 2 | 40230 | A | 1 | 24.1 | 26.0 | 1.2 | 2 | 35 |
| 2 | 40230 | B | 3 | 75.6 | 38.9 | 4.8 | 0 | 33 |
| 2 | 40230 | C | 5 | 278.2 | 61.6 | 20.6 | 0 | 31 |
| 2 | 40230 | D | 5 | 324.5 | 56.8 | 29.2 | 0 | 31 |
| 2 | 40230 | E | 6 | 322.3 | 28.7 | 71.9 | 0 | 34 |
| 2 | 40230 | F | 6 | 327.9 | 21.8 | 107.8 | 0 | 34 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 2 | 40230 | G | 3 | 71.5 | 29.0 | 6.4 | 2 | 32 |
| 2 | 40230 | H | 3 | 52.4 | 22.2 | 5.5 | 6 | 32 |
| 2 | 40230 | J | 4 | 124.8 | 43.8 | 9.1 | 0 | 31 |
| 2 | 40230 | K | 3 | 79.2 | 29.3 | 7.5 | 4 | 29 |
| 2 | 40230 | M | 1 | 35.5 | 33.0 | 1.7 | 0 | 34 |
| 2 | 40230 | N | 0 | 11.3 | 13.6 | 0.8 | 8 | 38 |
| 2 | 40230 | O | 4 | 62.4 | 13.7 | 13.8 | 4 | 33 |
| 2 | 40230 | P | 3 | 34.9 | 10.6 | 7.6 | 6 | 39 |
| 2 | 40240 | A | 6 | 87.0 | 9.4 | 38.8 | 0 | 36 |
| 2 | 40240 | B | 6 | 84.0 | 9.8 | 34.7 | 0 | 36 |
| 2 | 40240 | C | 2 | 28.4 | 15.0 | 3.4 | 5 | 39 |
| 2 | 40240 | D | 1 | 6.2 | 4.2 | 1.4 | 39 | 33 |
| 2 | 40240 | E | 2 | 51.1 | 30.3 | 3.5 | 1 | 34 |
| 2 | 40240 | F | 6 | 241.2 | 23.5 | 58.8 | 0 | 37 |
| 2 | 40240 | G | 6 | 180.5 | 23.8 | 36.3 | 0 | 38 |
| 2 | 40240 | H | 6 | 219.9 | 17.0 | 78.6 | 0 | 38 |
| 2 | 40240 | J | 6 | 249.3 | 27.6 | 50.0 | 0 | 36 |
| 2 | 40240 | K | 4 | 166.0 | 41.2 | 15.4 | 0 | 34 |
| 2 | 40240 | M | 0 | 21.1 | 37.9 | 0.6 | 0 | 33 |
| 2 | 40240 | N | 0 | -1.7 | 15.9 | 0.0 | 0 | 36 |
| 2 | 40250 | A | 0 | 11.3 | 19.1 | 0.5 | 7 | 30 |
| 2 | 40250 | B | 5 | 95.6 | 20.4 | 16.1 | 0 | 38 |
| 2 | 40250 | C | 6 | 155.9 | 18.1 | 41.3 | 0 | 41 |
| 2 | 40250 | D | 6 | 211.9 | 14.1 | 95.5 | 0 | 33 |
| 2 | 40250 | E | 6 | 255.2 | 14.6 | 123.9 | 0 | 33 |
| 2 | 40250 | F | 4 | 163.7 | 42.2 | 14.6 | 0 | 31 |
| 2 | 40250 | G | 3 | 76.5 | 44.6 | 4.1 | 0 | 31 |
| 2 | 40250 | H | 2 | 60.7 | 50.5 | 2.4 | 1 | 29 |
| 2 | 40250 | J | 4 | 100.2 | 30.4 | 10.3 | 0 | 33 |
| 2 | 40250 | K | 4 | 56.3 | 16.2 | 9.4 | 4 | 34 |
| 2 | 40250 | M | 2 | 25.2 | 18.3 | 2.1 | 5 | 37 |
| 2 | 40250 | N | 3 | 12.7 | 4.8 | 4.1 | 11 | 51 |
| 2 | 40250 | O | 3 | 27.2 | 10.2 | 5.3 | 2 | 46 |
| 2 | 40250 | P | 3 | 38.0 | 13.3 | 6.4 | 1 | 41 |
| 2 | 40250 | Q | 3 | 43.4 | 17.8 | 5.4 | 5 | 35 |
| 2 | 40250 | R | 6 | 90.6 | 9.0 | 44.0 | 0 | 36 |
| 2 | 40250 | S | 6 | 117.2 | 10.7 | 52.8 | 0 | 34 |
| 2 | 40260 | A | 6 | 175.8 | 21.7 | 39.3 | 0 | 36 |
| 2 | 40260 | B | 6 | 185.3 | 22.8 | 40.0 | 0 | 36 |
| 2 | 40260 | C | 5 | 155.2 | 28.5 | 22.5 | 0 | 36 |
| 2 | 40260 | D | 4 | 123.9 | 33.7 | 12.6 | 0 | 38 |
| 2 | 40260 | E | 5 | 81.6 | 15.5 | 18.0 | 0 | 42 |
| 2 | 40260 | F | 2 | 61.0 | 36.6 | 3.7 | 2 | 31 |
| 2 | 40260 | G | 2 | 48.4 | 39.4 | 2.3 | 2 | 30 |
| 2 | 40260 | H | 4 | 80.8 | 26.1 | 8.9 | 0 | 33 |
| 2 | 40260 | J | 6 | 129.9 | 6.4 | 126.4 | 0 | 33 |
| 2 | 40260 | K | 6 | 124.7 | 14.1 | 40.3 | 0 | 30 |
| 2 | 40260 | M | 5 | 73.0 | 14.5 | 16.4 | 1 | 34 |
| 2 | 40260 | N | 3 | 64.8 | 27.0 | 6.0 | 0 | 37 |
| 2 | 40270 | A | 1 | 27.9 | 26.1 | 1.6 | 0 | 37 |
| 2 | 40270 | B | 3 | 39.0 | 18.1 | 4.5 | 7 | 34 |
| 2 | 40270 | C | 6 | 159.1 | 16.8 | 47.2 | 0 | 32 |
| 2 | 40270 | D | 6 | 313.4 | 36.5 | 49.7 | 0 | 30 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 2 | 40270 | E | 6 | 393.1 | 34.2 | 78.3 | 0 | 29 |
| 2 | 40270 | F | 6 | 381.4 | 17.9 | 183.2 | 0 | 29 |
| 2 | 40270 | G | 6 | 248.0 | 10.1 | 198.0 | 0 | 30 |
| 2 | 40270 | H | 1 | 15.7 | 16.0 | 1.1 | 12 | 32 |
| 2 | 40270 | J | 1 | 29.4 | 29.7 | 1.4 | 7 | 29 |
| 2 | 40270 | K | 1 | 27.6 | 32.7 | 1.1 | 5 | 29 |
| 2 | 40270 | M | 1 | 29.2 | 27.7 | 1.6 | 9 | 28 |
| 2 | 40270 | N | 4 | 94.4 | 24.3 | 12.6 | 0 | 35 |
| 2 | 40270 | O | 5 | 151.3 | 35.0 | 16.5 | 0 | 34 |
| 2 | 40270 | P | 5 | 222.4 | 41.0 | 24.6 | 0 | 35 |
| 2 | 40270 | Q | 5 | 243.4 | 50.9 | 21.4 | 0 | 32 |
| 2 | 40270 | R | 5 | 218.2 | 35.3 | 29.1 | 0 | 31 |
| 2 | 40270 | S | 6 | 236.5 | 34.4 | 34.2 | 0 | 32 |
| 2 | 40280 | A | 6 | 203.7 | 20.1 | 55.2 | 0 | 34 |
| 2 | 40280 | B | 6 | 197.6 | 15.3 | 76.1 | 0 | 35 |
| 2 | 40280 | C | 6 | 153.1 | 21.4 | 32.1 | 0 | 35 |
| 2 | 40280 | D | 6 | 164.3 | 22.4 | 33.8 | 0 | 37 |
| 2 | 40280 | E | 6 | 167.4 | 23.2 | 33.3 | 0 | 38 |
| 2 | 40280 | F | 5 | 151.0 | 29.3 | 20.7 | 0 | 34 |
| 2 | 40280 | G | 1 | 27.3 | 27.7 | 1.4 | 3 | 33 |
| 2 | 40280 | H | 1 | 33.7 | 34.9 | 1.5 | 0 | 35 |
| 2 | 40280 | J | 1 | 14.7 | 15.9 | 1.0 | 9 | 35 |
| 2 | 40280 | K | 6 | 261.1 | 13.3 | 146.6 | 0 | 35 |
| 2 | 40280 | M | 6 | 322.2 | 13.4 | 207.2 | 0 | 33 |
| 2 | 40280 | N | 6 | 289.3 | 17.1 | 122.6 | 0 | 34 |
| 2 | 40280 | O | 6 | 231.9 | 15.7 | 95.6 | 0 | 35 |
| 2 | 40280 | P | 5 | 146.4 | 22.7 | 27.6 | 0 | 37 |
| 2 | 40280 | Q | 2 | 53.2 | 42.6 | 2.4 | 0 | 33 |
| 2 | 40280 | R | 1 | 38.6 | 40.5 | 1.5 | 0 | 35 |
| 2 | 40290 | A | 1 | 23.7 | 29.6 | 1.0 | 1 | 34 |
| 2 | 40290 | B | 3 | 64.8 | 30.8 | 5.1 | 0 | 35 |
| 2 | 40290 | C | 5 | 110.0 | 19.9 | 20.8 | 0 | 37 |
| 2 | 40290 | D | 6 | 195.8 | 16.8 | 66.0 | 0 | 37 |
| 2 | 40290 | E | 6 | 278.1 | 19.6 | 95.1 | 0 | 37 |
| 2 | 40290 | F | 6 | 319.7 | 12.6 | 223.2 | 0 | 34 |
| 2 | 40290 | G | 6 | 181.5 | 13.9 | 75.5 | 0 | 33 |
| 2 | 40290 | H | 1 | 22.8 | 20.9 | 1.5 | 12 | 29 |
| 2 | 40290 | J | 2 | 59.6 | 49.4 | 2.4 | 0 | 30 |
| 2 | 40290 | K | 2 | 73.4 | 47.8 | 3.5 | 2 | 28 |
| 2 | 40290 | M | 2 | 76.9 | 48.0 | 3.8 | 0 | 30 |
| 2 | 40290 | N | 6 | 147.8 | 16.2 | 44.0 | 0 | 32 |
| 2 | 40290 | O | 6 | 238.4 | 36.3 | 32.3 | 0 | 32 |
| 2 | 40290 | P | 6 | 224.2 | 28.8 | 39.8 | 0 | 31 |
| 2 | 40290 | Q | 6 | 235.2 | 32.3 | 36.9 | 0 | 30 |
| 2 | 40290 | R | 5 | 199.3 | 31.4 | 29.4 | 0 | 30 |
| 2 | 40301 | A | 3 | 98.8 | 51.6 | 5.1 | 0 | 33 |
| 2 | 40301 | B | 5 | 185.6 | 36.4 | 21.6 | 0 | 33 |
| 2 | 40301 | C | 6 | 129.7 | 16.8 | 34.0 | 0 | 35 |
| 2 | 40301 | D | 6 | 182.5 | 13.9 | 76.2 | 0 | 37 |
| 2 | 40301 | E | 6 | 288.6 | 12.2 | 196.1 | 0 | 34 |
| 2 | 40301 | F | 6 | 376.9 | 8.81 | 000.0 | 0 | 32 |
| 2 | 40301 | G | 5 | 94.3 | 16.6 | 20.7 | 0 | 32 |
| 2 | 40301 | H | 2 | 29.7 | 17.9 | 2.9 | 9 | 33 |
| 2 | 40301 | J | 0 | 15.9 | 20.7 | 0.8 | 5 | 34 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 2 | 40301 | K | 3 | 87.9 | 37.8 | 6.3 | 0 | 34 |
| 2 | 40301 | M | 3 | 73.4 | 32.0 | 5.9 | 0 | 34 |
| 2 | 40301 | N | 5 | 130.0 | 19.4 | 28.1 | 0 | 33 |
| 2 | 40301 | O | 6 | 191.7 | 20.0 | 50.4 | 0 | 34 |
| 2 | 40301 | P | 6 | 318.5 | 25.6 | 82.4 | 0 | 29 |
| 2 | 40301 | Q | 6 | 298.4 | 28.5 | 64.0 | 0 | 28 |
| 2 | 40311 | A | 0 | 5.0 | 13.9 | 0.1 | 4 | 34 |
| 2 | 40311 | B | 2 | 38.8 | 24.5 | 3.0 | 5 | 33 |
| 2 | 40311 | C | 5 | 148.6 | 32.4 | 17.7 | 0 | 34 |
| 2 | 40311 | D | 5 | 113.2 | 18.6 | 23.9 | 0 | 36 |
| 2 | 40311 | E | 6 | 142.6 | 7.2 | 125.4 | 0 | 39 |
| 2 | 40311 | F | 6 | 309.7 | 10.4 | 278.1 | 0 | 35 |
| 2 | 40311 | G | 6 | 298.3 | 8.6 | 342.8 | 0 | 31 |
| 2 | 40311 | H | 1 | 20.0 | 20.2 | 1.2 | 8 | 33 |
| 2 | 40311 | J | 0 | 18.9 | 27.6 | 0.7 | 2 | 33 |
| 2 | 40311 | K | 2 | 66.5 | 41.3 | 3.6 | 0 | 33 |
| 2 | 40311 | M | 4 | 100.0 | 26.2 | 12.5 | 0 | 33 |
| 2 | 40311 | N | 6 | 192.0 | 21.9 | 44.7 | 0 | 32 |
| 2 | 40311 | O | 6 | 223.4 | 16.1 | 86.8 | 0 | 32 |
| 2 | 40311 | P | 6 | 201.2 | 17.8 | 63.8 | 0 | 31 |
| 2 | 40321 | A | 6 | 149.4 | 19.7 | 34.5 | 0 | 37 |
| 2 | 40321 | B | 6 | 131.0 | 17.1 | 33.7 | 0 | 36 |
| 2 | 40321 | C | 5 | 111.9 | 22.0 | 18.8 | 0 | 35 |
| 2 | 40321 | D | 2 | 43.6 | 35.3 | 2.2 | 0 | 36 |
| 2 | 40321 | E | 1 | 25.7 | 30.0 | 1.1 | 0 | 36 |
| 2 | 40321 | F | 1 | 21.5 | 22.3 | 1.2 | 5 | 34 |
| 2 | 40321 | G | 6 | 178.0 | 5.7 | 253.0 | 0 | 41 |
| 2 | 40321 | H | 6 | 197.2 | 10.3 | 130.9 | 0 | 41 |
| 2 | 40321 | J | 6 | 130.0 | 9.1 | 78.0 | 0 | 44 |
| 2 | 40321 | K | 5 | 90.4 | 18.1 | 17.3 | 0 | 40 |
| 2 | 40321 | M | 3 | 60.8 | 22.2 | 7.0 | 0 | 41 |
| 2 | 40321 | N | 0 | 5.2 | 15.5 | 0.1 | 0 | 39 |
| 2 | 40330 | A | 0 | 9.2 | 34.7 | 0.1 | 0 | 32 |
| 2 | 40330 | B | 0 | 7.4 | 16.8 | 0.2 | 3 | 34 |
| 2 | 40330 | C | 2 | 72.3 | 44.9 | 3.7 | 2 | 29 |
| 2 | 40330 | D | 5 | 224.9 | 56.1 | 16.7 | 0 | 28 |
| 2 | 40330 | E | 5 | 198.9 | 44.8 | 18.4 | 0 | 29 |
| 2 | 40330 | F | 5 | 181.9 | 31.6 | 25.2 | 0 | 33 |
| 2 | 40330 | G | 6 | 215.6 | 25.3 | 44.4 | 0 | 35 |
| 2 | 40330 | H | 6 | 228.5 | 11.7 | 140.2 | 0 | 38 |
| 2 | 40330 | J | 6 | 227.1 | 6.3 | 334.0 | 0 | 35 |
| 2 | 40330 | K | 6 | 211.6 | 8.7 | 186.6 | 0 | 31 |
| 2 | 40330 | M | 3 | 60.8 | 32.4 | 4.3 | 6 | 28 |
| 2 | 40330 | N | 2 | 43.3 | 31.0 | 2.6 | 5 | 30 |
| 2 | 40330 | O | 1 | 39.2 | 37.1 | 1.7 | 1 | 32 |
| 2 | 40330 | P | 2 | 51.4 | 43.4 | 2.2 | 1 | 31 |
| 2 | 40330 | Q | 4 | 107.6 | 26.2 | 14.0 | 0 | 32 |
| 2 | 40330 | R | 6 | 199.9 | 22.6 | 45.8 | 0 | 35 |
| 2 | 40330 | S | 6 | 214.9 | 21.7 | 54.3 | 0 | 35 |
| 2 | 40330 | T | 6 | 223.4 | 17.2 | 79.3 | 0 | 34 |
| 2 | 40340 | A | 6 | 213.5 | 15.5 | 84.9 | 0 | 34 |
| 2 | 40340 | B | 6 | 242.7 | 16.4 | 97.1 | 0 | 34 |
| 2 | 40340 | C | 6 | 217.6 | 24.2 | 47.9 | 0 | 34 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 2 | 40340 | D | 5 | 143.7 | 21.5 | 28.8 | 0 | 36 |
| 2 | 40340 | E | 1 | 20.1 | 21.7 | 1.1 | 4 | 35 |
| 2 | 40340 | F | 0 | 13.4 | 24.6 | 0.4 | 0 | 34 |
| 2 | 40340 | G | 3 | 34.0 | 12.3 | 6.0 | 7 | 37 |
| 2 | 40340 | H | 6 | 218.1 | 11.1 | 139.6 | 0 | 38 |
| 2 | 40340 | J | 6 | 151.6 | 15.6 | 48.2 | 0 | 38 |
| 2 | 40340 | K | 5 | 129.9 | 21.6 | 24.4 | 0 | 32 |
| 2 | 40340 | M | 0 | 10.6 | 24.9 | 0.3 | 0 | 34 |
| 2 | 40340 | N | 0 | -0.8 | 19.3 | 0.0 | 0 | 30 |
| 2 | 40350 | A | 0 | -2.5 | 18.4 | 0.0 | 0 | 30 |
| 2 | 40350 | B | 0 | 5.7 | 16.2 | 0.1 | 4 | 31 |
| 2 | 40350 | C | 5 | 106.4 | 18.1 | 22.4 | 0 | 35 |
| 2 | 40350 | D | 6 | 159.6 | 16.5 | 48.6 | 0 | 34 |
| 2 | 40350 | E | 6 | 234.8 | 15.8 | 96.7 | 0 | 35 |
| 2 | 40350 | F | 6 | 227.7 | 11.1 | 150.0 | 0 | 36 |
| 2 | 40350 | G | 2 | 57.4 | 41.2 | 2.9 | 1 | 30 |
| 2 | 40350 | H | 2 | 26.0 | 18.6 | 2.2 | 11 | 31 |
| 2 | 40350 | J | 0 | 17.6 | 24.9 | 0.7 | 7 | 29 |
| 2 | 40350 | K | 2 | 64.8 | 51.0 | 2.6 | 0 | 32 |
| 2 | 40350 | M | 4 | 108.0 | 30.3 | 11.7 | 1 | 29 |
| 2 | 40350 | N | 4 | 134.8 | 37.0 | 12.8 | 0 | 33 |
| 2 | 40350 | O | 4 | 172.6 | 44.6 | 14.8 | 0 | 34 |
| 2 | 40350 | P | 6 | 251.4 | 23.7 | 62.2 | 0 | 34 |
| 2 | 40350 | Q | 6 | 231.1 | 13.1 | 122.1 | 0 | 32 |
| 2 | 40350 | R | 6 | 201.5 | 12.4 | 104.9 | 0 | 31 |
| 2 | 40360 | A | 6 | 83.4 | 6.3 | 62.3 | 0 | 46 |
| 2 | 40360 | B | 5 | 98.5 | 13.8 | 28.4 | 0 | 41 |
| 2 | 40360 | C | 5 | 105.0 | 20.2 | 19.0 | 0 | 38 |
| 2 | 40360 | D | 3 | 74.7 | 39.5 | 4.6 | 0 | 32 |
| 2 | 40360 | E | 2 | 69.0 | 51.1 | 2.9 | 0 | 32 |
| 2 | 40360 | F | 2 | 60.0 | 48.2 | 2.5 | 0 | 32 |
| 2 | 40360 | G | 1 | 28.1 | 24.3 | 1.7 | 6 | 32 |
| 2 | 40360 | H | 6 | 154.7 | 6.3 | 173.1 | 0 | 37 |
| 2 | 40360 | J | 6 | 233.3 | 14.3 | 109.8 | 0 | 35 |
| 2 | 40360 | K | 6 | 155.5 | 18.1 | 41.1 | 0 | 36 |
| 2 | 40360 | M | 5 | 120.6 | 19.0 | 25.7 | 0 | 34 |
| 2 | 40360 | N | 0 | 7.1 | 19.1 | 0.2 | 0 | 36 |
| 2 | 40370 | A | 0 | 18.3 | 31.2 | 0.6 | 0 | 31 |
| 2 | 40370 | B | 4 | 140.1 | 35.2 | 14.5 | 0 | 34 |
| 2 | 40370 | C | 5 | 155.6 | 33.5 | 18.2 | 0 | 34 |
| 2 | 40370 | D | 5 | 232.0 | 40.5 | 26.8 | 0 | 34 |
| 2 | 40370 | E | 6 | 278.5 | 38.8 | 37.9 | 0 | 33 |
| 2 | 40370 | F | 6 | 234.9 | 30.9 | 39.1 | 0 | 32 |
| 2 | 40370 | G | 1 | 21.7 | 26.9 | 1.0 | 4 | 31 |
| 2 | 40370 | H | 4 | 127.2 | 36.8 | 11.7 | 0 | 30 |
| 2 | 40370 | J | 4 | 124.0 | 42.0 | 9.5 | 0 | 29 |
| 2 | 40370 | K | 4 | 42.0 | 11.5 | 9.2 | 11 | 31 |
| 2 | 40370 | M | 2 | 22.3 | 11.9 | 3.1 | 15 | 33 |
| 2 | 40370 | N | 3 | 40.0 | 16.3 | 5.3 | 3 | 38 |
| 2 | 40370 | O | 5 | 87.4 | 14.5 | 21.9 | 0 | 34 |
| 2 | 40370 | P | 5 | 87.3 | 15.1 | 20.8 | 0 | 34 |
| 2 | 40370 | Q | 6 | 120.6 | 15.7 | 33.1 | 0 | 36 |
| 2 | 40380 | A | 6 | 113.6 | 8.6 | 67.5 | 0 | 37 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 2 | 40380 | B | 6 | 112.1 | 13.5 | 36.0 | 0 | 39 |
| 2 | 40380 | C | 5 | 96.1 | 15.8 | 22.8 | 0 | 39 |
| 2 | 40380 | D | 4 | 57.9 | 17.3 | 9.0 | 0 | 41 |
| 2 | 40380 | E | 3 | 38.8 | 12.1 | 7.5 | 3 | 40 |
| 2 | 40380 | F | 4 | 59.1 | 11.7 | 15.6 | 0 | 39 |
| 2 | 40380 | G | 6 | 114.5 | 13.2 | 38.4 | 0 | 36 |
| 2 | 40380 | H | 6 | 125.6 | 14.7 | 38.5 | 0 | 37 |
| 2 | 40380 | J | 3 | 63.9 | 24.6 | 6.6 | 0 | 38 |
| 2 | 40380 | K | 3 | 75.2 | 32.6 | 6.0 | 0 | 38 |
| 2 | 40380 | M | 6 | 155.1 | 12.2 | 69.8 | 0 | 39 |
| 2 | 40380 | N | 6 | 147.6 | 12.7 | 60.9 | 0 | 38 |
| 2 | 40380 | O | 6 | 132.1 | 12.5 | 52.0 | 0 | 37 |
| 2 | 40380 | P | 2 | 41.4 | 33.8 | 2.2 | 0 | 36 |
| 2 | 40390 | A | 0 | 23.8 | 32.3 | 0.9 | 0 | 34 |
| 2 | 40390 | B | 5 | 133.5 | 26.4 | 19.6 | 0 | 34 |
| 2 | 40390 | C | 5 | 142.1 | 27.0 | 21.0 | 0 | 33 |
| 2 | 40390 | D | 6 | 172.4 | 18.6 | 46.8 | 0 | 34 |
| 2 | 40390 | E | 6 | 201.5 | 18.7 | 59.8 | 0 | 34 |
| 2 | 40390 | F | 2 | 103.1 | 71.9 | 3.6 | 0 | 27 |
| 2 | 40390 | G | 2 | 73.5 | 50.7 | 3.3 | 3 | 26 |
| 2 | 40390 | H | 3 | 123.9 | 66.0 | 5.3 | 0 | 26 |
| 2 | 40390 | J | 3 | 86.5 | 51.1 | 4.2 | 2 | 27 |
| 2 | 40390 | K | 2 | 90.2 | 61.1 | 3.6 | 0 | 29 |
| 2 | 40390 | M | 2 | 44.9 | 31.4 | 2.7 | 5 | 30 |
| 2 | 40390 | N | 5 | 289.1 | 68.5 | 19.1 | 0 | 25 |
| 2 | 40390 | O | 4 | 233.7 | 98.9 | 8.6 | 0 | 25 |
| 2 | 40390 | P | 6 | 166.9 | 16.8 | 51.0 | 0 | 32 |
| 2 | 40390 | Q | 5 | 72.5 | 12.3 | 20.2 | 0 | 37 |
| 2 | 40390 | R | 4 | 58.9 | 13.4 | 12.9 | 1 | 36 |
| 2 | 40390 | S | 3 | 22.6 | 7.0 | 6.5 | 20 | 32 |
| 2 | 40390 | T | 3 | 44.3 | 15.6 | 6.7 | 0 | 40 |
| 2 | 40390 | U | 5 | 77.1 | 14.1 | 18.6 | 0 | 42 |
| 2 | 40390 | V | 5 | 91.8 | 14.0 | 24.9 | 0 | 42 |
| 2 | 40390 | W | 6 | 108.0 | 11.3 | 43.0 | 0 | 40 |
| 2 | 40390 | X | 6 | 87.0 | 7.4 | 53.6 | 0 | 37 |
| 2 | 40390 | Y | 4 | 43.5 | 12.2 | 9.0 | 8 | 33 |
| 2 | 40400 | A | 6 | 165.2 | 17.8 | 46.4 | 0 | 35 |
| 2 | 40400 | B | 5 | 135.5 | 28.3 | 18.3 | 0 | 36 |
| 2 | 40400 | C | 5 | 123.5 | 20.1 | 24.7 | 0 | 36 |
| 2 | 40400 | D | 5 | 138.7 | 23.8 | 23.8 | 0 | 32 |
| 2 | 40400 | E | 5 | 121.8 | 20.0 | 24.4 | 0 | 32 |
| 2 | 40400 | F | 4 | 34.2 | 9.0 | 9.1 | 13 | 32 |
| 2 | 40400 | G | 6 | 152.0 | 17.6 | 41.2 | 0 | 31 |
| 2 | 40400 | H | 3 | 84.4 | 34.1 | 6.8 | 0 | 31 |
| 2 | 40400 | J | 4 | 121.2 | 45.6 | 8.3 | 0 | 32 |
| 2 | 40400 | K | 3 | 103.3 | 40.0 | 7.6 | 0 | 34 |
| 2 | 40400 | M | 2 | 28.6 | 17.3 | 2.8 | 9 | 34 |
| 2 | 40400 | N | 3 | 55.2 | 22.1 | 6.0 | 3 | 34 |
| 2 | 40400 | O | 3 | 53.5 | 22.6 | 5.6 | 3 | 34 |
| 2 | 40400 | P | 2 | 27.5 | 21.3 | 2.0 | 6 | 34 |
| 2 | 40400 | Q | 2 | 38.2 | 25.4 | 2.8 | 4 | 34 |
| 2 | 40400 | R | 6 | 200.5 | 27.9 | 34.7 | 0 | 34 |
| 2 | 40400 | S | 4 | 140.1 | 42.7 | 11.3 | 0 | 33 |
| 2 | 40400 | T | 0 | 14.7 | 22.2 | 0.6 | 0 | 38 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 2 | 40410 | A | 1 | 16.9 | 18.2 | 1.1 | 6 | 36 |
| 2 | 40410 | B | 5 | 178.7 | 34.3 | 22.0 | 0 | 30 |
| 2 | 40410 | C | 6 | 390.8 | 42.4 | 58.0 | 0 | 29 |
| 2 | 40410 | D | 5 | 75.5 | 15.3 | 16.2 | 3 | 32 |
| 2 | 40410 | E | 1 | 16.4 | 15.0 | 1.3 | 9 | 36 |
| 2 | 40410 | F | 1 | 17.8 | 19.7 | 1.1 | 4 | 37 |
| 2 | 40410 | G | 3 | 75.6 | 42.9 | 4.2 | 1 | 30 |
| 2 | 40410 | H | 3 | 94.8 | 51.8 | 4.8 | 0 | 30 |
| 2 | 40410 | J | 3 | 97.9 | 36.7 | 7.8 | 0 | 31 |
| 2 | 40410 | K | 6 | 138.1 | 14.4 | 46.2 | 0 | 35 |
| 2 | 40410 | M | 6 | 129.4 | 15.1 | 39.0 | 0 | 35 |
| 2 | 40410 | N | 6 | 125.5 | 13.8 | 41.9 | 0 | 34 |
| 2 | 40410 | O | 4 | 107.3 | 25.8 | 14.2 | 0 | 33 |
| 2 | 40410 | P | 4 | 95.5 | 33.2 | 8.5 | 0 | 30 |
| 2 | 40410 | Q | 5 | 164.9 | 35.1 | 18.8 | 0 | 31 |
| 2 | 40410 | R | 5 | 162.1 | 33.5 | 19.5 | 0 | 33 |
| 2 | 40410 | S | 5 | 124.4 | 19.6 | 25.9 | 0 | 32 |
| 2 | 40420 | A | 5 | 127.5 | 27.4 | 17.3 | 0 | 37 |
| 2 | 40420 | B | 4 | 110.3 | 26.6 | 14.3 | 0 | 37 |
| 2 | 40420 | C | 3 | 46.6 | 24.7 | 4.0 | 2 | 36 |
| 2 | 40420 | D | 3 | 34.1 | 12.6 | 5.8 | 7 | 37 |
| 2 | 40420 | E | 3 | 60.4 | 21.6 | 7.2 | 4 | 33 |
| 2 | 40420 | F | 3 | 79.1 | 30.5 | 7.1 | 0 | 35 |
| 2 | 40420 | G | 5 | 132.8 | 19.3 | 29.3 | 0 | 33 |
| 2 | 40420 | H | 2 | 60.4 | 45.1 | 2.8 | 1 | 30 |
| 2 | 40420 | J | 1 | 51.5 | 49.7 | 1.9 | 0 | 31 |
| 2 | 40420 | K | 1 | 34.3 | 36.0 | 1.4 | 0 | 33 |
| 2 | 40420 | M | 6 | 187.3 | 15.5 | 68.5 | 0 | 36 |
| 2 | 40420 | N | 6 | 153.6 | 19.6 | 36.3 | 0 | 39 |
| 2 | 40420 | O | 3 | 68.5 | 26.6 | 6.7 | 0 | 39 |
| 2 | 40420 | P | 1 | 14.1 | 14.0 | 1.1 | 6 | 41 |
| 2 | 40430 | A | 5 | 161.3 | 24.8 | 28.7 | 0 | 36 |
| 2 | 40430 | B | 5 | 123.8 | 21.9 | 22.2 | 0 | 33 |
| 2 | 40430 | C | 4 | 55.6 | 17.7 | 8.2 | 5 | 33 |
| 2 | 40430 | D | 2 | 39.3 | 31.2 | 2.2 | 0 | 35 |
| 2 | 40430 | E | 4 | 91.9 | 23.8 | 12.4 | 0 | 34 |
| 2 | 40430 | F | 3 | 71.4 | 27.8 | 6.8 | 0 | 36 |
| 2 | 40430 | G | 3 | 43.3 | 16.8 | 5.8 | 3 | 38 |
| 2 | 40430 | H | 2 | 15.7 | 6.8 | 3.7 | 21 | 36 |
| 2 | 40430 | J | 4 | 94.2 | 22.8 | 13.6 | 0 | 35 |
| 2 | 40430 | K | 4 | 90.3 | 22.1 | 13.3 | 0 | 34 |
| 2 | 40430 | M | 4 | 87.6 | 29.3 | 8.7 | 4 | 28 |
| 2 | 40430 | N | 4 | 181.5 | 53.5 | 12.7 | 0 | 26 |
| 2 | 40430 | O | 4 | 193.8 | 54.8 | 13.6 | 0 | 26 |
| 2 | 40430 | P | 4 | 173.2 | 55.1 | 11.3 | 0 | 25 |
| 2 | 40440 | A | 5 | 143.1 | 30.0 | 18.5 | 0 | 35 |
| 2 | 40440 | B | 5 | 134.1 | 27.0 | 19.1 | 0 | 35 |
| 2 | 40440 | C | 3 | 58.3 | 23.1 | 6.2 | 1 | 35 |
| 2 | 40440 | D | 3 | 59.2 | 22.0 | 6.8 | 0 | 37 |
| 2 | 40440 | E | 4 | 76.2 | 17.8 | 13.4 | 0 | 39 |
| 2 | 40440 | F | 4 | 86.2 | 21.5 | 12.8 | 0 | 36 |
| 2 | 40440 | G | 5 | 100.0 | 20.4 | 17.3 | 0 | 38 |
| 2 | 40440 | H | 6 | 176.2 | 11.3 | 95.5 | 0 | 36 |
| 2 | 40440 | J | 6 | 166.2 | 17.2 | 49.0 | 0 | 36 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 2 | 40440 | K | 3 | 43.4 | 20.2 | 4.6 | 4 | 35 |
| 2 | 40440 | M | 3 | 29.9 | 13.1 | 4.4 | 10 | 35 |
| 2 | 40440 | N | 6 | 213.3 | 19.1 | 63.8 | 0 | 35 |
| 2 | 40440 | O | 5 | 181.2 | 26.7 | 31.3 | 0 | 37 |
| 2 | 40440 | P | 2 | 40.6 | 30.2 | 2.4 | 1 | 34 |
| 2 | 40450 | A | 5 | 113.6 | 20.1 | 21.7 | 0 | 39 |
| 2 | 40450 | B | 6 | 148.1 | 16.3 | 43.8 | 0 | 40 |
| 2 | 40450 | C | 4 | 105.3 | 35.0 | 9.3 | 0 | 32 |
| 2 | 40450 | D | 6 | 205.5 | 21.2 | 52.2 | 0 | 32 |
| 2 | 40450 | E | 6 | 267.5 | 15.8 | 120.1 | 0 | 33 |
| 2 | 40450 | F | 6 | 238.6 | 7.6 | 277.8 | 0 | 33 |
| 2 | 40450 | G | 6 | 149.5 | 20.3 | 33.1 | 0 | 35 |
| 2 | 40450 | H | 5 | 70.7 | 9.2 | 28.6 | 0 | 43 |
| 2 | 40450 | J | 5 | 42.7 | 5.6 | 24.6 | 6 | 38 |
| 2 | 40450 | K | 4 | 97.7 | 26.3 | 12.0 | 0 | 31 |
| 2 | 40450 | M | 5 | 141.2 | 23.4 | 25.1 | 0 | 31 |
| 2 | 40450 | N | 6 | 235.4 | 23.1 | 57.9 | 0 | 30 |
| 2 | 40460 | A | 3 | 25.8 | 9.5 | 5.3 | 5 | 44 |
| 2 | 40460 | B | 2 | 34.6 | 21.7 | 2.9 | 0 | 40 |
| 2 | 40460 | C | 5 | 107.3 | 22.9 | 16.7 | 0 | 36 |
| 2 | 40460 | D | 4 | 119.5 | 34.9 | 11.4 | 0 | 36 |
| 2 | 40460 | E | 5 | 154.4 | 31.7 | 19.4 | 0 | 35 |
| 2 | 40460 | F | 6 | 206.4 | 29.7 | 33.5 | 0 | 33 |
| 2 | 40460 | G | 6 | 228.8 | 29.4 | 40.0 | 0 | 31 |
| 2 | 40460 | H | 6 | 350.5 | 7.3 | 1000.0 | 0 | 30 |
| 2 | 40460 | J | 6 | 356.9 | 10.4 | 356.4 | 0 | 30 |
| 2 | 40460 | K | 6 | 275.5 | 19.5 | 94.3 | 0 | 30 |
| 2 | 40460 | M | 4 | 140.9 | 37.8 | 13.3 | 0 | 30 |
| 2 | 40460 | N | 3 | 128.9 | 55.7 | 7.0 | 0 | 32 |
| 2 | 40460 | O | 6 | 329.8 | 35.3 | 56.4 | 0 | 31 |
| 2 | 40460 | P | 6 | 303.3 | 32.6 | 54.8 | 0 | 31 |
| 2 | 40460 | Q | 0 | 18.8 | 35.3 | 0.5 | 0 | 36 |
| 3 | 40471 | A | 3 | 35.8 | 10.9 | 7.6 | 5 | 39 |
| 3 | 40471 | B | 3 | 36.1 | 12.1 | 6.7 | 2 | 42 |
| 3 | 40471 | C | 6 | 37.6 | 2.8 | 51.1 | 5 | 42 |
| 3 | 40471 | D | 6 | 86.6 | 6.9 | 58.5 | 0 | 41 |
| 3 | 40471 | E | 6 | 154.7 | 4.3 | 297.2 | 0 | 35 |
| 3 | 40471 | F | 6 | 174.3 | 3.3 | 1000.0 | 0 | 36 |
| 3 | 40471 | G | 6 | 205.1 | 1.1 | 1000.0 | 0 | 35 |
| 3 | 40471 | H | 6 | 177.7 | 0.0 | 1000.0 | 0 | 35 |
| 3 | 40471 | J | 0 | 200.6 | -0.8 | 0.0 | 0 | 34 |
| 3 | 40471 | K | 6 | 205.1 | 0.3 | 1000.0 | 0 | 34 |
| 3 | 40471 | M | 6 | 164.6 | 4.5 | 309.9 | 0 | 35 |
| 3 | 40471 | N | 6 | 97.5 | 11.0 | 37.8 | 0 | 38 |
| 3 | 40471 | O | 2 | 29.8 | 15.8 | 3.4 | 5 | 39 |
| 3 | 40471 | P | 6 | 122.8 | 4.2 | 207.1 | 0 | 33 |
| 3 | 40471 | Q | 6 | 205.8 | 17.3 | 68.8 | 0 | 33 |
| 3 | 40471 | R | 2 | 29.4 | 19.2 | 2.6 | 7 | 34 |
| 3 | 40480 | A | 3 | 38.3 | 15.7 | 5.2 | 5 | 37 |
| 3 | 40480 | B | 6 | 177.9 | 11.2 | 98.2 | 0 | 34 |
| 3 | 40480 | C | 6 | 206.5 | 12.6 | 106.9 | 0 | 32 |
| 3 | 40480 | D | 2 | 47.6 | 33.7 | 2.7 | 5 | 30 |
| 3 | 40480 | E | 6 | 157.6 | 16.0 | 49.6 | 0 | 31 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 3 | 40480 | F | 6 | 246.8 | 7.6 | 294.5 | 0 | 30 |
| 3 | 40480 | G | 6 | 257.5 | 7.3 | 336.1 | 0 | 29 |
| 3 | 40480 | H | 6 | 259.9 | 0.0 | 1000.0 | 0 | 30 |
| 3 | 40480 | J | 6 | 257.1 | 0.0 | 1000.0 | 0 | 32 |
| 3 | 40480 | K | 6 | 228.6 | 3.6 | 1000.0 | 0 | 33 |
| 3 | 40480 | M | 6 | 179.7 | 2.6 | 1000.0 | 0 | 34 |
| 3 | 40480 | N | 6 | 151.2 | 9.3 | 97.0 | 0 | 34 |
| 3 | 40480 | O | 6 | 108.5 | 6.0 | 102.5 | 0 | 36 |
| 3 | 40480 | P | 5 | 77.2 | 10.3 | 28.3 | 0 | 42 |
| 3 | 40480 | Q | 6 | 52.7 | 4.1 | 52.8 | 0 | 45 |
| 3 | 40480 | R | 5 | 34.1 | 3.6 | 31.0 | 5 | 43 |
| 3 | 40480 | S | 5 | 41.7 | 7.4 | 16.3 | 0 | 44 |
| 3 | 40490 | A | 5 | 89.1 | 12.8 | 26.7 | 0 | 34 |
| 3 | 40490 | B | 5 | 77.0 | 12.4 | 22.0 | 0 | 38 |
| 3 | 40490 | C | 6 | 74.0 | 2.8 | 155.9 | 1 | 36 |
| 3 | 40490 | D | 6 | 106.9 | 5.8 | 104.8 | 0 | 32 |
| 3 | 40490 | E | 6 | 137.9 | 6.2 | 145.9 | 0 | 35 |
| 3 | 40490 | F | 6 | 133.0 | 6.4 | 131.4 | 0 | 36 |
| 3 | 40490 | G | 6 | 110.2 | 8.6 | 64.3 | 0 | 32 |
| 3 | 40490 | H | 6 | 186.5 | 16.5 | 62.5 | 0 | 30 |
| 3 | 40490 | J | 6 | 201.9 | 4.0 | 1000.0 | 0 | 36 |
| 3 | 40490 | K | 6 | 210.1 | -0.1 | 1000.0 | 0 | 34 |
| 3 | 40490 | M | 6 | 235.1 | 0.9 | 1000.0 | 0 | 31 |
| 3 | 40490 | N | 6 | 123.5 | 9.1 | 71.7 | 0 | 32 |
| 3 | 40490 | O | 6 | 125.4 | 8.2 | 84.7 | 0 | 34 |
| 3 | 40490 | P | 4 | 66.9 | 19.9 | 9.4 | 0 | 35 |
| 3 | 40490 | Q | 5 | 38.2 | 5.4 | 21.6 | 13 | 32 |
| 3 | 40490 | R | 6 | 105.8 | 12.5 | 36.3 | 0 | 37 |
| 3 | 40490 | S | 5 | 84.8 | 16.1 | 18.2 | 0 | 34 |
| 3 | 40500 | A | 5 | 75.4 | 13.8 | 18.5 | 0 | 35 |
| 3 | 40500 | B | 4 | 58.1 | 11.6 | 15.3 | 0 | 43 |
| 3 | 40500 | C | 3 | 49.3 | 26.0 | 4.1 | 3 | 34 |
| 3 | 40500 | D | 2 | 33.4 | 20.8 | 2.9 | 8 | 32 |
| 3 | 40500 | E | 2 | 26.4 | 16.6 | 2.6 | 7 | 37 |
| 3 | 40500 | F | 5 | 127.8 | 20.6 | 25.3 | 0 | 33 |
| 3 | 40500 | G | 5 | 126.2 | 18.7 | 28.2 | 0 | 33 |
| 3 | 40500 | H | 5 | 98.2 | 18.8 | 18.7 | 0 | 33 |
| 3 | 40500 | J | 6 | 169.9 | 1.5 | 1000.0 | 0 | 36 |
| 3 | 40500 | K | 0 | 174.0 | -0.2 | 0.0 | 0 | 38 |
| 3 | 40500 | M | 6 | 179.6 | 5.5 | 270.4 | 0 | 36 |
| 3 | 40500 | N | 6 | 217.7 | 4.6 | 489.8 | 0 | 35 |
| 3 | 40500 | O | 6 | 183.2 | 12.7 | 86.8 | 0 | 33 |
| 3 | 40500 | P | 6 | 137.2 | 8.2 | 98.3 | 0 | 35 |
| 3 | 40500 | Q | 6 | 91.1 | 6.5 | 68.9 | 0 | 35 |
| 3 | 40500 | R | 6 | 94.4 | 4.4 | 124.9 | 0 | 36 |
| 3 | 40500 | S | 6 | 99.3 | 4.8 | 120.4 | 0 | 37 |
| 3 | 40500 | T | 4 | 69.9 | 17.8 | 11.7 | 0 | 36 |
| 3 | 40500 | U | 5 | 56.2 | 10.2 | 17.2 | 4 | 35 |
| 3 | 40500 | V | 6 | 171.0 | 16.6 | 53.9 | 0 | 31 |
| 3 | 40500 | W | 6 | 121.8 | 15.9 | 33.0 | 0 | 32 |
| 3 | 40510 | A | 6 | 103.1 | 10.4 | 44.6 | 0 | 36 |
| 3 | 40510 | B | 5 | 89.5 | 13.3 | 25.6 | 0 | 37 |
| 3 | 40510 | C | 5 | 58.3 | 6.8 | 31.4 | 0 | 41 |
| 3 | 40510 | D | 5 | 93.6 | 17.4 | 19.2 | 0 | 39 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 3 | 40510 | E | 6 | 116.5 | 10.6 | 53.0 | 0 | 36 |
| 3 | 40510 | F | 6 | 105.5 | 9.6 | 51.6 | 0 | 32 |
| 3 | 40510 | G | 6 | 100.7 | 11.1 | 39.3 | 0 | 33 |
| 3 | 40510 | H | 5 | 159.0 | 25.7 | 26.7 | 0 | 33 |
| 3 | 40510 | J | 5 | 152.5 | 26.0 | 24.6 | 0 | 31 |
| 3 | 40510 | K | 6 | 178.3 | 19.4 | 46.7 | 0 | 31 |
| 3 | 40510 | M | 0 | 209.7 | -1.4 | 0.0 | 0 | 34 |
| 3 | 40510 | N | 6 | 196.3 | 5.8 | 292.1 | 0 | 34 |
| 3 | 40510 | O | 6 | 232.4 | 5.3 | 447.0 | 0 | 35 |
| 3 | 40510 | P | 6 | 163.1 | 13.9 | 63.4 | 0 | 34 |
| 3 | 40510 | Q | 6 | 176.4 | 11.2 | 96.9 | 0 | 34 |
| 3 | 40510 | R | 4 | 61.0 | 16.6 | 10.3 | 6 | 31 |
| 3 | 40510 | S | 4 | 83.8 | 18.8 | 14.6 | 0 | 36 |
| 3 | 40510 | T | 2 | 34.7 | 21.9 | 2.9 | 3 | 36 |
| 3 | 40510 | U | 6 | 149.4 | 10.5 | 80.5 | 0 | 33 |
| 3 | 40510 | V | 3 | 87.6 | 33.3 | 7.4 | 0 | 31 |
| 3 | 40510 | W | 2 | 37.8 | 25.1 | 2.8 | 6 | 32 |
| 3 | 40520 | A | 2 | 35.2 | 21.8 | 2.9 | 0 | 39 |
| 3 | 40520 | B | 2 | 36.6 | 19.5 | 3.6 | 0 | 42 |
| 3 | 40520 | C | 3 | 44.0 | 18.0 | 5.5 | 0 | 39 |
| 3 | 40520 | D | 4 | 103.0 | 24.9 | 14.0 | 0 | 34 |
| 3 | 40520 | E | 5 | 114.0 | 22.7 | 18.6 | 0 | 36 |
| 3 | 40520 | F | 4 | 82.7 | 23.4 | 10.7 | 0 | 37 |
| 3 | 40520 | G | 3 | 33.6 | 14.2 | 4.8 | 7 | 37 |
| 3 | 40520 | H | 1 | 16.8 | 11.8 | 1.9 | 13 | 37 |
| 3 | 40520 | J | 2 | 35.7 | 25.4 | 2.5 | 4 | 33 |
| 3 | 40520 | K | 5 | 128.7 | 19.1 | 28.3 | 0 | 33 |
| 3 | 40520 | M | 5 | 77.9 | 16.0 | 16.0 | 1 | 33 |
| 3 | 40520 | N | 6 | 94.7 | 9.1 | 46.5 | 0 | 35 |
| 3 | 40520 | O | 6 | 129.6 | 13.3 | 46.4 | 0 | 34 |
| 3 | 40520 | P | 6 | 260.5 | 10.3 | 209.4 | 0 | 31 |
| 3 | 40520 | Q | 6 | 273.5 | 15.5 | 128.0 | 0 | 30 |
| 3 | 40520 | R | 6 | 184.4 | 17.8 | 55.4 | 0 | 35 |
| 3 | 40520 | S | 6 | 133.1 | 8.7 | 86.2 | 0 | 37 |
| 3 | 40520 | T | 6 | 106.3 | 6.1 | 96.9 | 0 | 37 |
| 3 | 40520 | U | 6 | 111.7 | 9.7 | 55.8 | 0 | 35 |
| 3 | 40520 | V | 6 | 140.9 | 9.0 | 90.3 | 0 | 37 |
| 3 | 40520 | W | 5 | 127.2 | 22.2 | 22.7 | 0 | 37 |
| 3 | 40520 | X | 5 | 65.7 | 10.5 | 21.3 | 0 | 39 |
| 3 | 40530 | A | 5 | 56.7 | 9.8 | 18.4 | 0 | 43 |
| 3 | 40530 | B | 5 | 87.4 | 13.1 | 25.1 | 0 | 42 |
| 3 | 40530 | C | 6 | 97.9 | 4.7 | 121.1 | 0 | 40 |
| 3 | 40530 | D | 6 | 148.8 | 10.4 | 81.0 | 0 | 36 |
| 3 | 40530 | E | 6 | 176.3 | 10.7 | 103.1 | 0 | 34 |
| 3 | 40530 | F | 6 | 200.7 | 25.5 | 39.2 | 0 | 31 |
| 3 | 40530 | G | 6 | 159.8 | 11.9 | 75.8 | 0 | 31 |
| 3 | 40530 | H | 6 | 191.8 | 9.1 | 148.5 | 0 | 32 |
| 3 | 40530 | J | 6 | 205.2 | 1.4 | 1000.0 | 0 | 36 |
| 3 | 40530 | K | 6 | 165.0 | 5.0 | 267.7 | 0 | 36 |
| 3 | 40530 | M | 5 | 106.3 | 17.2 | 23.9 | 0 | 31 |
| 3 | 40530 | N | 6 | 141.1 | 8.4 | 99.5 | 0 | 30 |
| 3 | 40530 | O | 4 | 80.7 | 27.1 | 8.5 | 0 | 33 |
| 3 | 40530 | P | 5 | 113.5 | 23.4 | 17.7 | 0 | 34 |
| 3 | 40530 | Q | 0 | 16.9 | 24.7 | 0.7 | 4 | 32 |
| 3 | 40530 | R | 6 | 240.5 | 19.0 | 78.1 | 0 | 30 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 3 | 40530 | S | 3 | 54.4 | 27.4 | 4.5 | 1 | 34 |
| 3 | 40530 | T | 2 | 42.0 | 26.3 | 3.1 | 7 | 30 |
| 3 | 40540 | A | 2 | 73.3 | 47.8 | 3.5 | 1 | 29 |
| 3 | 40540 | B | 5 | 151.5 | 22.6 | 29.4 | 0 | 33 |
| 3 | 40540 | C | 3 | 36.8 | 15.7 | 4.9 | 7 | 35 |
| 3 | 40540 | D | 3 | 37.1 | 12.4 | 6.8 | 9 | 35 |
| 3 | 40540 | E | 2 | 42.3 | 37.0 | 2.0 | 3 | 30 |
| 3 | 40540 | F | 3 | 122.2 | 70.1 | 4.8 | 0 | 28 |
| 3 | 40540 | G | 5 | 192.9 | 37.9 | 21.8 | 0 | 29 |
| 3 | 40540 | H | 4 | 160.6 | 53.1 | 10.6 | 0 | 30 |
| 3 | 40540 | J | 6 | 170.7 | 14.1 | 67.0 | 0 | 31 |
| 3 | 40540 | K | 6 | 203.8 | 1.5 | 1000.0 | 0 | 33 |
| 3 | 40540 | M | 6 | 232.2 | 1.8 | 1000.0 | 0 | 34 |
| 3 | 40540 | N | 6 | 179.6 | 5.4 | 277.5 | 0 | 37 |
| 3 | 40540 | O | 6 | 152.6 | 7.1 | 143.1 | 0 | 37 |
| 3 | 40540 | P | 6 | 144.5 | 13.1 | 56.4 | 0 | 37 |
| 3 | 40540 | Q | 6 | 108.5 | 1.6 | 1000.0 | 0 | 43 |
| 3 | 40540 | R | 6 | 101.2 | 4.6 | 131.8 | 0 | 38 |
| 3 | 40540 | S | 6 | 146.9 | 6.9 | 139.7 | 0 | 35 |
| 3 | 40540 | T | 6 | 194.8 | 19.7 | 52.8 | 0 | 33 |
| 3 | 40540 | U | 6 | 236.8 | 27.4 | 46.5 | 0 | 31 |
| 3 | 40540 | V | 6 | 196.1 | 16.3 | 69.0 | 0 | 33 |
| 3 | 40550 | A | 5 | 89.4 | 17.3 | 18.0 | 0 | 36 |
| 3 | 40550 | B | 6 | 135.3 | 11.0 | 64.3 | 0 | 40 |
| 3 | 40550 | C | 5 | 116.5 | 21.1 | 21.1 | 0 | 36 |
| 3 | 40550 | D | 6 | 118.1 | 15.5 | 32.5 | 0 | 34 |
| 3 | 40550 | E | 6 | 181.8 | 11.0 | 104.4 | 0 | 35 |
| 3 | 40550 | F | 6 | 211.5 | 3.7 | 1000.0 | 0 | 34 |
| 3 | 40550 | G | 6 | 246.8 | 8.5 | 250.9 | 0 | 35 |
| 3 | 40550 | H | 6 | 218.5 | 5.8 | 351.8 | 0 | 34 |
| 3 | 40550 | J | 6 | 203.7 | 5.0 | 385.8 | 0 | 33 |
| 3 | 40550 | K | 6 | 228.9 | 16.8 | 85.3 | 0 | 32 |
| 3 | 40550 | M | 6 | 239.2 | 14.3 | 114.5 | 0 | 31 |
| 3 | 40550 | N | 6 | 214.9 | 18.7 | 66.5 | 0 | 27 |
| 3 | 40550 | O | 4 | 106.1 | 34.3 | 9.7 | 1 | 29 |
| 3 | 40550 | P | 5 | 194.8 | 31.8 | 27.9 | 0 | 29 |
| 3 | 40550 | Q | 4 | 147.4 | 54.3 | 9.0 | 0 | 29 |
| 3 | 40550 | R | 1 | 47.6 | 53.7 | 1.5 | 0 | 28 |
| 3 | 40550 | S | 2 | 61.5 | 52.0 | 2.4 | 0 | 29 |
| 3 | 40550 | T | 3 | 63.9 | 22.5 | 7.5 | 2 | 34 |
| 3 | 40550 | U | 5 | 137.5 | 25.6 | 21.3 | 0 | 29 |
| 3 | 40550 | V | 2 | 28.0 | 20.8 | 2.1 | 11 | 30 |
| 3 | 40550 | W | 2 | 55.1 | 39.1 | 2.9 | 1 | 31 |
| 3 | 40560 | A | 2 | 49.4 | 30.4 | 3.3 | 2 | 33 |
| 3 | 40560 | B | 5 | 119.8 | 22.8 | 20.0 | 0 | 32 |
| 3 | 40560 | C | 4 | 99.9 | 22.3 | 15.4 | 0 | 35 |
| 3 | 40560 | D | 1 | 36.6 | 39.1 | 1.4 | 6 | 26 |
| 3 | 40560 | E | 2 | 60.8 | 58.4 | 2.0 | 4 | 24 |
| 3 | 40560 | F | 4 | 178.2 | 52.4 | 12.6 | 0 | 27 |
| 3 | 40560 | G | 5 | 219.3 | 40.7 | 24.3 | 0 | 28 |
| 3 | 40560 | H | 4 | 136.6 | 42.3 | 11.0 | 0 | 29 |
| 3 | 40560 | J | 6 | 140.4 | 18.0 | 35.2 | 1 | 28 |
| 3 | 40560 | K | 5 | 88.7 | 14.9 | 21.7 | 0 | 34 |
| 3 | 40560 | M | 6 | 168.1 | 7.3 | 161.9 | 0 | 35 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 3 | 40560 | N | 0 | 185.5 | -1.6 | 0.0 | 0 | 37 |
| 3 | 40560 | O | 0 | 195.7 | -3.8 | 0.0 | 0 | 37 |
| 3 | 40560 | P | 6 | 222.3 | 0.2 | 1000.0 | 0 | 36 |
| 3 | 40560 | Q | 6 | 226.6 | 1.7 | 1000.0 | 0 | 35 |
| 3 | 40560 | R | 6 | 189.8 | 5.2 | 322.3 | 0 | 33 |
| 3 | 40560 | S | 5 | 150.8 | 25.7 | 24.6 | 0 | 34 |
| 3 | 40560 | T | 6 | 213.8 | 16.2 | 80.1 | 0 | 34 |
| 3 | 40560 | U | 6 | 217.1 | 18.2 | 70.1 | 0 | 35 |
| 3 | 40570 | A | 6 | 133.0 | 11.9 | 56.2 | 0 | 37 |
| 3 | 40570 | B | 6 | 216.4 | 18.2 | 69.7 | 0 | 34 |
| 3 | 40570 | C | 6 | 213.0 | 26.8 | 40.4 | 0 | 33 |
| 3 | 40570 | D | 6 | 207.5 | 14.5 | 88.8 | 0 | 33 |
| 3 | 40570 | E | 6 | 235.1 | 1.5 | 1000.0 | 0 | 33 |
| 3 | 40570 | F | 6 | 282.1 | 4.5 | 1000.0 | 0 | 33 |
| 3 | 40570 | G | 6 | 288.3 | 0.0 | 1000.0 | 0 | 33 |
| 3 | 40570 | H | 6 | 253.5 | 5.0 | 1000.0 | 0 | 31 |
| 3 | 40570 | J | 5 | 132.0 | 20.9 | 26.1 | 0 | 29 |
| 3 | 40570 | K | 4 | 111.5 | 35.0 | 10.2 | 0 | 32 |
| 3 | 40570 | M | 4 | 104.4 | 27.7 | 12.4 | 0 | 33 |
| 3 | 40570 | N | 0 | 13.9 | 15.5 | 0.9 | 6 | 39 |
| 3 | 40570 | O | 6 | 133.6 | 16.9 | 35.3 | 0 | 34 |
| 3 | 40570 | P | 5 | 125.7 | 17.2 | 31.3 | 0 | 33 |
| 3 | 40570 | Q | 5 | 110.3 | 21.3 | 19.1 | 0 | 33 |
| 3 | 40570 | R | 2 | 35.0 | 26.7 | 2.2 | 1 | 36 |
| 3 | 40580 | A | 5 | 107.9 | 18.2 | 22.7 | 0 | 34 |
| 3 | 40580 | B | 5 | 113.9 | 18.9 | 23.6 | 0 | 34 |
| 3 | 40580 | C | 1 | 19.2 | 16.8 | 1.5 | 9 | 35 |
| 3 | 40580 | D | 6 | 108.0 | 6.9 | 84.0 | 0 | 36 |
| 3 | 40580 | E | 4 | 66.1 | 17.9 | 10.6 | 0 | 37 |
| 3 | 40580 | F | 0 | 14.1 | 21.2 | 0.6 | 5 | 33 |
| 3 | 40580 | G | 6 | 146.4 | 16.3 | 43.0 | 0 | 34 |
| 3 | 40580 | H | 5 | 147.3 | 26.0 | 23.3 | 0 | 33 |
| 3 | 40580 | J | 6 | 162.1 | 21.2 | 35.6 | 0 | 31 |
| 3 | 40580 | K | 4 | 84.2 | 27.6 | 8.9 | 3 | 30 |
| 3 | 40580 | M | 3 | 25.2 | 7.0 | 7.7 | 14 | 37 |
| 3 | 40580 | N | 4 | 59.6 | 13.2 | 13.4 | 3 | 35 |
| 3 | 40580 | O | 6 | 192.4 | 12.4 | 97.2 | 0 | 30 |
| 3 | 40580 | P | 6 | 257.2 | 5.7 | 481.0 | 0 | 32 |
| 3 | 40580 | Q | 6 | 162.7 | 17.4 | 46.7 | 0 | 34 |
| 3 | 40580 | R | 6 | 141.4 | 10.1 | 77.6 | 0 | 36 |
| 3 | 40580 | S | 6 | 135.9 | 16.9 | 36.3 | 0 | 37 |
| 3 | 40591 | A | 6 | 170.4 | 19.2 | 44.0 | 0 | 34 |
| 3 | 40591 | B | 5 | 198.3 | 36.3 | 24.1 | 0 | 31 |
| 3 | 40591 | C | 6 | 184.2 | 21.3 | 43.4 | 0 | 32 |
| 3 | 40591 | D | 6 | 163.5 | 15.2 | 56.4 | 0 | 32 |
| 3 | 40591 | E | 6 | 218.1 | 9.7 | 168.6 | 0 | 34 |
| 3 | 40591 | F | 6 | 116.0 | 6.9 | 94.4 | 0 | 36 |
| 3 | 40591 | G | 6 | 110.1 | 12.4 | 39.2 | 0 | 36 |
| 3 | 40591 | H | 5 | 111.3 | 14.8 | 31.5 | 0 | 35 |
| 3 | 40591 | J | 4 | 82.1 | 18.4 | 14.5 | 0 | 34 |
| 3 | 40591 | K | 1 | 18.2 | 19.5 | 1.1 | 6 | 35 |
| 3 | 40591 | M | 5 | 156.7 | 23.5 | 29.4 | 0 | 32 |
| 3 | 40591 | N | 2 | 34.2 | 21.7 | 2.8 | 9 | 31 |
| 3 | 40591 | O | 1 | 24.3 | 24.6 | 1.3 | 8 | 30 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 3 | 40591 | P | 1 | 21.0 | 21.9 | 1.2 | 10 | 29 |
| 3 | 40591 | Q | 6 | 144.7 | 14.4 | 49.8 | 0 | 35 |
| 3 | 40591 | R | 6 | 113.9 | 12.9 | 39.2 | 0 | 36 |
| 3 | 40600 | A | 4 | 38.0 | 9.3 | 10.3 | 8 | 36 |
| 3 | 40600 | B | 5 | 121.4 | 22.9 | 20.3 | 0 | 32 |
| 3 | 40600 | C | 6 | 154.2 | 16.4 | 46.3 | 0 | 28 |
| 3 | 40600 | D | 6 | 127.2 | 10.8 | 59.6 | 3 | 28 |
| 3 | 40600 | E | 2 | 29.7 | 17.5 | 3.0 | 8 | 35 |
| 3 | 40600 | F | 2 | 18.1 | 12.1 | 2.1 | 12 | 37 |
| 3 | 40600 | G | 2 | 51.4 | 35.0 | 2.9 | 1 | 33 |
| 3 | 40600 | H | 5 | 176.4 | 28.6 | 27.4 | 0 | 31 |
| 3 | 40600 | J | 5 | 181.0 | 37.8 | 19.8 | 0 | 31 |
| 3 | 40600 | K | 4 | 85.8 | 25.6 | 10.1 | 2 | 31 |
| 3 | 40600 | M | 2 | 49.3 | 30.1 | 3.4 | 3 | 33 |
| 3 | 40600 | N | 6 | 153.2 | 12.2 | 68.4 | 0 | 32 |
| 3 | 40600 | O | 6 | 87.0 | 6.4 | 65.3 | 0 | 38 |
| 3 | 40600 | P | 6 | 27.3 | 0.9 | 143.0 | 21 | 31 |
| 3 | 40600 | Q | 5 | 120.6 | 17.1 | 29.5 | 0 | 34 |
| 3 | 40600 | R | 6 | 120.8 | 16.0 | 32.3 | 0 | 32 |
| 3 | 40600 | S | 5 | 132.7 | 29.0 | 17.1 | 0 | 32 |
| 3 | 40600 | T | 5 | 160.2 | 35.1 | 18.0 | 0 | 30 |
| 3 | 40600 | U | 5 | 127.4 | 22.8 | 22.0 | 0 | 30 |
| 3 | 40610 | A | 4 | 61.4 | 13.6 | 13.6 | 0 | 38 |
| 3 | 40610 | B | 5 | 84.3 | 14.9 | 20.0 | 1 | 33 |
| 3 | 40610 | C | 4 | 108.5 | 28.5 | 12.7 | 0 | 33 |
| 3 | 40610 | D | 3 | 46.4 | 20.8 | 4.9 | 5 | 33 |
| 3 | 40610 | E | 5 | 115.0 | 16.8 | 28.0 | 0 | 31 |
| 3 | 40610 | F | 6 | 124.0 | 15.1 | 36.4 | 0 | 33 |
| 3 | 40610 | G | 3 | 48.8 | 23.7 | 4.5 | 3 | 34 |
| 3 | 40610 | H | 4 | 81.8 | 21.7 | 11.6 | 1 | 33 |
| 3 | 40610 | J | 5 | 120.3 | 21.7 | 21.4 | 0 | 31 |
| 3 | 40610 | K | 5 | 157.8 | 25.3 | 27.0 | 0 | 31 |
| 3 | 40610 | M | 1 | 20.6 | 24.0 | 1.0 | 4 | 34 |
| 3 | 40610 | N | 1 | 24.1 | 23.2 | 1.4 | 8 | 31 |
| 3 | 40610 | O | 1 | 22.5 | 22.1 | 1.4 | 9 | 30 |
| 3 | 40610 | P | 4 | 104.4 | 30.5 | 11.0 | 0 | 32 |
| 3 | 40610 | Q | 6 | 124.7 | 13.7 | 41.9 | 0 | 32 |
| 3 | 40620 | A | 5 | 98.9 | 15.8 | 23.9 | 0 | 35 |
| 3 | 40620 | B | 5 | 116.2 | 19.6 | 23.2 | 0 | 34 |
| 3 | 40620 | C | 1 | 21.7 | 18.4 | 1.6 | 6 | 36 |
| 3 | 40620 | D | 6 | 156.6 | 15.2 | 52.6 | 0 | 32 |
| 3 | 40620 | E | 5 | 130.8 | 20.9 | 25.8 | 0 | 34 |
| 3 | 40620 | F | 4 | 90.0 | 30.1 | 8.8 | 0 | 36 |
| 3 | 40620 | G | 3 | 89.1 | 40.8 | 5.9 | 0 | 31 |
| 3 | 40620 | H | 4 | 134.6 | 35.0 | 13.7 | 0 | 33 |
| 3 | 40620 | J | 5 | 121.5 | 17.9 | 28.1 | 0 | 33 |
| 3 | 40620 | K | 5 | 92.6 | 16.3 | 20.6 | 0 | 34 |
| 3 | 40620 | M | 5 | 81.2 | 13.3 | 21.9 | 0 | 36 |
| 3 | 40620 | N | 4 | 56.0 | 16.3 | 9.2 | 5 | 33 |
| 3 | 40630 | A | 4 | 64.0 | 13.7 | 14.4 | 0 | 39 |
| 3 | 40630 | B | 3 | 52.1 | 17.4 | 7.5 | 3 | 36 |
| 3 | 40630 | C | 5 | 90.8 | 12.6 | 28.1 | 2 | 31 |
| 3 | 40630 | D | 5 | 83.9 | 10.6 | 31.2 | 0 | 36 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 3 | 40630 | E | 3 | 81.2 | 28.9 | 7.9 | 0 | 35 |
| 3 | 40630 | F | 3 | 79.0 | 30.9 | 6.9 | 0 | 35 |
| 3 | 40630 | G | 6 | 225.8 | 21.1 | 61.1 | 0 | 31 |
| 3 | 40630 | H | 5 | 189.8 | 30.9 | 27.8 | 0 | 30 |
| 3 | 40630 | J | 1 | 27.6 | 29.6 | 1.3 | 5 | 31 |
| 3 | 40630 | K | 1 | 26.2 | 26.6 | 1.4 | 8 | 29 |
| 3 | 40630 | M | 0 | 19.3 | 26.7 | 0.8 | 6 | 29 |
| 3 | 40630 | N | 1 | 22.1 | 16.8 | 1.9 | 11 | 33 |
| 3 | 40630 | O | 2 | 28.9 | 15.3 | 3.4 | 7 | 37 |
| 3 | 40630 | P | 6 | 70.2 | 3.7 | 97.2 | 1 | 36 |
| 3 | 40630 | Q | 6 | 107.4 | 9.1 | 57.1 | 0 | 36 |
| 3 | 40640 | A | 5 | 124.3 | 19.2 | 26.6 | 0 | 35 |
| 3 | 40640 | B | 5 | 177.3 | 30.2 | 25.7 | 0 | 32 |
| 3 | 40640 | C | 1 | 20.1 | 16.7 | 1.6 | 10 | 34 |
| 3 | 40640 | D | 1 | 21.1 | 18.8 | 1.5 | 8 | 34 |
| 3 | 40640 | E | 2 | 44.4 | 29.1 | 3.0 | 7 | 29 |
| 3 | 40640 | F | 2 | 37.9 | 27.4 | 2.5 | 6 | 31 |
| 3 | 40640 | G | 2 | 36.9 | 25.1 | 2.6 | 7 | 31 |
| 3 | 40640 | H | 6 | 103.9 | 11.9 | 37.7 | 0 | 38 |
| 3 | 40640 | J | 4 | 76.0 | 26.3 | 8.0 | 0 | 38 |
| 3 | 40640 | K | 3 | 72.3 | 35.3 | 5.1 | 0 | 34 |
| 3 | 40640 | M | 2 | 28.7 | 16.6 | 3.0 | 12 | 31 |
| 3 | 40640 | N | 4 | 87.4 | 23.2 | 11.8 | 0 | 36 |
| 3 | 40640 | O | 5 | 129.9 | 23.8 | 21.5 | 0 | 35 |
| 3 | 40640 | P | 6 | 148.0 | 18.1 | 38.0 | 0 | 36 |
| 3 | 40640 | Q | 5 | 113.8 | 15.3 | 31.2 | 0 | 34 |
| 3 | 40640 | R | 2 | 24.3 | 11.7 | 3.7 | 11 | 36 |
| 3 | 40640 | S | 5 | 65.0 | 11.5 | 18.6 | 0 | 38 |
| 3 | 40650 | A | 4 | 71.0 | 15.2 | 14.8 | 0 | 35 |
| 3 | 40650 | B | 2 | 29.3 | 21.6 | 2.2 | 10 | 30 |
| 3 | 40650 | C | 4 | 94.7 | 22.6 | 13.9 | 0 | 35 |
| 3 | 40650 | D | 6 | 158.3 | 16.4 | 48.3 | 0 | 36 |
| 3 | 40650 | E | 6 | 173.3 | 14.6 | 65.5 | 0 | 35 |
| 3 | 40650 | F | 4 | 105.5 | 38.2 | 8.3 | 0 | 32 |
| 3 | 40650 | G | 4 | 127.8 | 44.1 | 9.4 | 0 | 31 |
| 3 | 40650 | H | 4 | 114.2 | 38.6 | 9.3 | 0 | 31 |
| 3 | 40650 | J | 4 | 122.0 | 29.7 | 14.5 | 0 | 32 |
| 3 | 40650 | K | 5 | 114.7 | 23.0 | 18.4 | 0 | 35 |
| 3 | 40650 | M | 5 | 77.5 | 13.8 | 19.3 | 0 | 37 |
| 3 | 40650 | N | 6 | 101.9 | 11.5 | 38.2 | 0 | 39 |
| 3 | 40650 | O | 1 | 18.4 | 19.0 | 1.2 | 6 | 36 |
| 3 | 40650 | P | 0 | 12.8 | 14.1 | 0.9 | 8 | 37 |
| 3 | 40650 | Q | 1 | 27.1 | 22.2 | 1.9 | 4 | 36 |
| 3 | 40650 | R | 5 | 206.6 | 33.6 | 28.5 | 0 | 30 |
| 3 | 40650 | S | 6 | 220.7 | 32.6 | 32.9 | 0 | 30 |
| 3 | 40660 | A | 5 | 67.0 | 10.9 | 20.9 | 0 | 43 |
| 3 | 40660 | B | 5 | 76.3 | 12.4 | 21.7 | 0 | 41 |
| 3 | 40660 | C | 2 | 34.1 | 17.4 | 3.8 | 1 | 41 |
| 3 | 40660 | D | 2 | 24.8 | 14.5 | 2.8 | 6 | 40 |
| 3 | 40660 | E | 2 | 17.3 | 11.6 | 2.1 | 8 | 41 |
| 3 | 40660 | F | 5 | 110.3 | 14.9 | 30.7 | 0 | 36 |
| 3 | 40660 | G | 4 | 102.2 | 26.6 | 12.7 | 0 | 33 |
| 3 | 40660 | H | 4 | 153.6 | 39.0 | 14.7 | 0 | 31 |
| 3 | 40660 | J | 4 | 132.0 | 34.5 | 13.5 | 0 | 30 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 3 | 40660 | K | 4 | 152.7 | 39.2 | 14.4 | 0 | 32 |
| 3 | 40660 | M | 3 | 89.2 | 34.4 | 7.3 | 0 | 33 |
| 3 | 40660 | N | 4 | 101.8 | 36.6 | 8.3 | 0 | 34 |
| 3 | 40660 | O | 5 | 152.8 | 27.2 | 23.3 | 0 | 35 |
| 3 | 40660 | P | 5 | 137.2 | 26.2 | 20.6 | 0 | 36 |
| 3 | 40660 | Q | 5 | 88.2 | 11.2 | 31.4 | 0 | 37 |
| 3 | 40660 | R | 0 | 16.9 | 20.4 | 0.9 | 5 | 34 |
| 3 | 40660 | S | 2 | 40.8 | 28.5 | 2.6 | 0 | 36 |
| 3 | 40660 | T | 4 | 77.5 | 19.7 | 12.1 | 0 | 38 |
| 3 | 40670 | A | 3 | 63.0 | 23.3 | 7.0 | 0 | 37 |
| 3 | 40670 | B | 3 | 81.8 | 30.0 | 7.6 | 0 | 35 |
| 3 | 40670 | C | 1 | 28.9 | 28.5 | 1.5 | 4 | 32 |
| 3 | 40670 | D | 6 | 110.0 | 12.3 | 39.5 | 0 | 35 |
| 3 | 40670 | E | 4 | 124.6 | 31.2 | 14.1 | 0 | 33 |
| 3 | 40670 | F | 4 | 92.2 | 21.0 | 14.7 | 0 | 35 |
| 3 | 40670 | G | 4 | 74.6 | 24.2 | 8.7 | 0 | 36 |
| 3 | 40670 | H | 3 | 83.0 | 32.2 | 7.1 | 0 | 33 |
| 3 | 40670 | J | 6 | 165.1 | 17.3 | 48.1 | 0 | 33 |
| 3 | 40670 | K | 6 | 184.9 | 14.6 | 72.8 | 0 | 34 |
| 3 | 40670 | M | 4 | 70.1 | 16.4 | 13.1 | 0 | 40 |
| 3 | 40670 | N | 5 | 85.6 | 11.8 | 27.9 | 0 | 41 |
| 3 | 40670 | O | 3 | 46.3 | 15.2 | 7.4 | 0 | 41 |
| 3 | 40670 | P | 1 | 17.4 | 17.5 | 1.2 | 7 | 36 |
| 3 | 40670 | Q | 1 | 15.6 | 15.7 | 1.1 | 5 | 40 |
| 3 | 40670 | R | 2 | 26.6 | 20.8 | 2.0 | 6 | 35 |
| 3 | 40670 | S | 2 | 39.4 | 30.8 | 2.3 | 4 | 32 |
| 3 | 40670 | T | 3 | 44.0 | 17.2 | 5.8 | 9 | 31 |
| 3 | 40670 | U | 5 | 64.8 | 9.3 | 24.5 | 9 | 29 |
| 3 | 40670 | V | 5 | 127.7 | 21.0 | 24.6 | 0 | 31 |
| 3 | 40670 | W | 4 | 88.9 | 24.9 | 11.1 | 0 | 32 |
| 3 | 40670 | X | 0 | 14.4 | 21.4 | 0.6 | 2 | 35 |
| 3 | 40680 | A | 5 | 71.9 | 10.8 | 23.7 | 0 | 41 |
| 3 | 40680 | B | 5 | 92.3 | 12.7 | 28.6 | 0 | 41 |
| 3 | 40680 | C | 2 | 23.7 | 12.1 | 3.3 | 4 | 43 |
| 3 | 40680 | D | 2 | 19.4 | 11.0 | 2.7 | 3 | 47 |
| 3 | 40680 | E | 1 | 12.8 | 11.9 | 1.2 | 11 | 39 |
| 3 | 40680 | F | 1 | 30.4 | 26.4 | 1.8 | 7 | 31 |
| 3 | 40680 | G | 2 | 40.1 | 33.5 | 2.1 | 2 | 33 |
| 3 | 40680 | H | 2 | 35.7 | 26.5 | 2.3 | 3 | 35 |
| 3 | 40680 | J | 2 | 18.0 | 11.6 | 2.2 | 16 | 33 |
| 3 | 40680 | K | 5 | 91.2 | 17.1 | 18.9 | 0 | 34 |
| 3 | 40680 | M | 5 | 146.3 | 23.6 | 26.2 | 0 | 31 |
| 3 | 40680 | N | 4 | 110.3 | 30.4 | 12.0 | 0 | 32 |
| 3 | 40680 | O | 6 | 122.6 | 9.7 | 64.9 | 0 | 34 |
| 3 | 40680 | P | 5 | 77.7 | 9.8 | 30.6 | 3 | 32 |
| 3 | 40680 | Q | 2 | 34.3 | 25.6 | 2.3 | 6 | 32 |
| 3 | 40680 | R | 5 | 92.6 | 15.0 | 23.0 | 0 | 35 |
| 3 | 40680 | S | 6 | 83.0 | 4.0 | 115.1 | 0 | 40 |
| 3 | 40680 | T | 6 | 115.1 | 11.8 | 45.0 | 0 | 35 |
| 3 | 40680 | U | 3 | 34.5 | 16.2 | 4.2 | 6 | 37 |
| 3 | 40680 | V | 4 | 61.5 | 19.5 | 8.5 | 0 | 37 |
| 3 | 40680 | W | 5 | 66.9 | 12.1 | 18.2 | 0 | 40 |
| 3 | 40690 | A | 5 | 67.6 | 9.6 | 25.1 | 1 | 36 |
| 3 | 40690 | B | 6 | 108.3 | 11.7 | 41.2 | 0 | 33 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 3 | 40690 | C | 6 | 101.8 | 13.0 | 32.4 | 0 | 39 |
| 3 | 40690 | D | 4 | 100.0 | 25.8 | 12.7 | 0 | 34 |
| 3 | 40690 | E | 3 | 52.0 | 26.9 | 4.2 | 0 | 36 |
| 3 | 40690 | F | 3 | 22.0 | 9.1 | 4.3 | 17 | 33 |
| 3 | 40690 | G | 5 | 105.4 | 16.9 | 24.2 | 0 | 34 |
| 3 | 40690 | H | 2 | 34.4 | 21.6 | 2.9 | 8 | 32 |
| 3 | 40690 | J | 2 | 68.8 | 41.2 | 3.8 | 1 | 31 |
| 3 | 40690 | K | 2 | 49.3 | 42.5 | 2.1 | 0 | 31 |
| 3 | 40690 | M | 2 | 21.2 | 13.4 | 2.4 | 14 | 33 |
| 3 | 40690 | N | 6 | 125.3 | 15.7 | 35.2 | 0 | 36 |
| 3 | 40690 | O | 5 | 112.8 | 15.1 | 31.3 | 0 | 39 |
| 3 | 40690 | P | 4 | 72.3 | 15.6 | 14.7 | 0 | 38 |
| 3 | 40700 | A | 0 | 9.5 | 16.1 | 0.4 | 1 | 39 |
| 3 | 40700 | B | 5 | 79.8 | 12.5 | 23.1 | 0 | 42 |
| 3 | 40700 | C | 5 | 72.6 | 9.7 | 27.8 | 0 | 40 |
| 3 | 40700 | D | 4 | 51.1 | 15.5 | 8.5 | 2 | 37 |
| 3 | 40700 | E | 2 | 27.1 | 18.2 | 2.4 | 8 | 35 |
| 3 | 40700 | F | 1 | 18.4 | 16.5 | 1.4 | 7 | 37 |
| 3 | 40700 | G | 1 | 28.7 | 29.7 | 1.4 | 2 | 34 |
| 3 | 40700 | H | 2 | 38.1 | 30.5 | 2.2 | 0 | 36 |
| 3 | 40700 | J | 6 | 101.4 | 9.4 | 49.8 | 0 | 36 |
| 3 | 40700 | K | 6 | 163.2 | 13.7 | 64.8 | 0 | 31 |
| 3 | 40700 | M | 6 | 161.1 | 13.1 | 67.4 | 0 | 32 |
| 3 | 40700 | N | 6 | 100.4 | 9.9 | 45.7 | 0 | 34 |
| 3 | 40700 | O | 6 | 126.9 | 7.9 | 90.9 | 0 | 33 |
| 3 | 40700 | P | 3 | 24.0 | 9.6 | 4.7 | 9 | 40 |
| 3 | 40700 | Q | 6 | 105.8 | 9.7 | 51.1 | 0 | 34 |
| 3 | 40700 | R | 6 | 108.3 | 10.5 | 47.7 | 0 | 34 |
| 3 | 40700 | S | 6 | 92.4 | 5.6 | 86.5 | 0 | 34 |
| 3 | 40700 | T | 6 | 144.5 | 13.3 | 55.3 | 0 | 30 |
| 3 | 40700 | U | 5 | 92.7 | 15.3 | 22.5 | 0 | 35 |
| 3 | 40710 | A | 5 | 128.7 | 26.9 | 18.0 | 0 | 31 |
| 3 | 40710 | B | 0 | 20.7 | 29.7 | 0.8 | 5 | 28 |
| 3 | 40710 | C | 6 | 52.1 | 5.6 | 34.0 | 7 | 34 |
| 3 | 40710 | D | 6 | 87.2 | 8.7 | 43.3 | 0 | 38 |
| 3 | 40710 | E | 5 | 67.4 | 9.5 | 25.4 | 0 | 39 |
| 3 | 40710 | F | 5 | 85.2 | 15.4 | 19.4 | 0 | 37 |
| 3 | 40710 | G | 2 | 33.7 | 19.6 | 3.2 | 5 | 36 |
| 3 | 40710 | H | 2 | 19.3 | 11.0 | 2.7 | 16 | 34 |
| 3 | 40710 | J | 4 | 49.5 | 12.9 | 10.3 | 4 | 36 |
| 3 | 40710 | K | 5 | 64.1 | 11.8 | 17.5 | 3 | 34 |
| 3 | 40710 | M | 6 | 151.4 | 11.4 | 73.6 | 0 | 33 |
| 3 | 40710 | N | 5 | 70.0 | 11.2 | 21.7 | 0 | 38 |
| 3 | 40710 | O | 2 | 52.2 | 32.7 | 3.3 | 0 | 34 |
| 3 | 40710 | P | 2 | 43.4 | 32.8 | 2.4 | 1 | 34 |
| 3 | 40710 | Q | 2 | 25.6 | 19.2 | 2.0 | 9 | 33 |
| 3 | 40710 | R | 1 | 24.9 | 21.7 | 1.7 | 6 | 34 |
| 3 | 40710 | S | 2 | 33.5 | 20.7 | 2.9 | 4 | 36 |
| 3 | 40710 | T | 4 | 59.6 | 16.3 | 10.2 | 1 | 36 |
| 3 | 40710 | U | 6 | 163.8 | 6.5 | 182.4 | 0 | 36 |
| 3 | 40710 | V | 5 | 105.8 | 21.2 | 18.0 | 0 | 35 |
| 3 | 40720 | A | 0 | 11.2 | 13.1 | 0.8 | 12 | 34 |
| 3 | 40720 | B | 6 | 133.6 | 17.3 | 34.2 | 0 | 34 |
| 3 | 40720 | C | 6 | 143.4 | 14.2 | 50.0 | 0 | 36 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 3 | 40720 | D | 6 | 125.4 | 8.9 | 75.7 | 0 | 36 |
| 3 | 40720 | E | 2 | 47.4 | 33.9 | 2.7 | 4 | 30 |
| 3 | 40720 | F | 1 | 29.1 | 24.3 | 1.9 | 8 | 31 |
| 3 | 40720 | G | 4 | 131.7 | 34.1 | 13.7 | 0 | 28 |
| 3 | 40720 | H | 5 | 104.1 | 18.3 | 21.3 | 0 | 32 |
| 3 | 40720 | J | 6 | 233.4 | 16.1 | 93.3 | 0 | 30 |
| 3 | 40720 | K | 6 | 190.0 | 20.5 | 48.1 | 0 | 31 |
| 3 | 40720 | M | 3 | 96.3 | 38.3 | 7.2 | 0 | 31 |
| 3 | 40720 | N | 3 | 57.7 | 26.8 | 5.0 | 1 | 34 |
| 3 | 40720 | O | 3 | 50.8 | 26.3 | 4.2 | 1 | 36 |
| 3 | 40720 | P | 2 | 34.7 | 20.3 | 3.2 | 8 | 32 |
| 3 | 40720 | Q | 6 | 128.8 | 14.1 | 42.4 | 0 | 33 |
| 3 | 40720 | R | 6 | 108.8 | 9.3 | 56.6 | 0 | 34 |
| 3 | 40720 | S | 4 | 104.4 | 32.7 | 10.0 | 2 | 29 |
| 3 | 40720 | T | 6 | 201.6 | 29.8 | 32.1 | 0 | 29 |
| 3 | 40730 | A | 5 | 77.7 | 11.3 | 25.3 | 0 | 36 |
| 3 | 40730 | B | 5 | 76.5 | 14.9 | 17.1 | 0 | 38 |
| 3 | 40730 | C | 3 | 51.2 | 21.1 | 5.7 | 1 | 36 |
| 3 | 40730 | D | 1 | 21.4 | 17.8 | 1.7 | 8 | 35 |
| 3 | 40730 | E | 2 | 39.0 | 31.5 | 2.1 | 1 | 34 |
| 3 | 40730 | F | 3 | 63.5 | 30.3 | 5.0 | 4 | 30 |
| 3 | 40730 | G | 2 | 72.5 | 46.1 | 3.6 | 0 | 32 |
| 3 | 40730 | H | 3 | 108.6 | 45.4 | 7.0 | 0 | 33 |
| 3 | 40730 | J | 6 | 220.4 | 20.0 | 63.2 | 0 | 31 |
| 3 | 40730 | K | 6 | 228.0 | 18.3 | 75.4 | 0 | 32 |
| 3 | 40730 | M | 5 | 96.8 | 12.8 | 30.5 | 0 | 34 |
| 3 | 40730 | N | 4 | 39.5 | 9.1 | 11.3 | 9 | 34 |
| 3 | 40730 | O | 4 | 66.8 | 16.5 | 12.0 | 1 | 35 |
| 3 | 40730 | P | 2 | 22.7 | 13.8 | 2.6 | 15 | 32 |
| 3 | 40730 | Q | 2 | 37.1 | 21.6 | 3.3 | 6 | 34 |
| 3 | 40730 | R | 6 | 151.0 | 18.4 | 38.4 | 0 | 34 |
| 3 | 40730 | S | 6 | 131.6 | 15.3 | 39.4 | 0 | 36 |
| 3 | 40740 | A | 5 | 113.3 | 15.1 | 31.5 | 0 | 36 |
| 3 | 40740 | B | 5 | 81.8 | 14.5 | 19.7 | 0 | 38 |
| 3 | 40740 | C | 1 | 16.3 | 12.9 | 1.6 | 16 | 33 |
| 3 | 40740 | D | 2 | 28.4 | 20.9 | 2.2 | 10 | 30 |
| 3 | 40740 | E | 4 | 78.0 | 23.1 | 9.9 | 2 | 32 |
| 3 | 40740 | F | 4 | 83.1 | 23.9 | 10.5 | 1 | 32 |
| 3 | 40740 | G | 6 | 205.8 | 20.6 | 54.3 | 0 | 31 |
| 3 | 40740 | H | 6 | 192.5 | 23.0 | 42.1 | 0 | 31 |
| 3 | 40740 | J | 4 | 127.3 | 49.5 | 8.0 | 0 | 29 |
| 3 | 40740 | K | 3 | 97.0 | 55.4 | 4.5 | 0 | 28 |
| 3 | 40740 | M | 2 | 35.8 | 28.8 | 2.1 | 9 | 27 |
| 3 | 40740 | N | 4 | 103.5 | 38.2 | 8.1 | 3 | 27 |
| 3 | 40740 | O | 3 | 108.1 | 45.9 | 6.8 | 1 | 28 |
| 3 | 40740 | P | 5 | 128.3 | 19.3 | 27.7 | 0 | 31 |
| 3 | 40740 | Q | 6 | 142.5 | 14.9 | 46.4 | 0 | 33 |
| 3 | 40740 | R | 4 | 100.1 | 23.0 | 14.8 | 0 | 33 |
| 3 | 40740 | S | 5 | 117.7 | 20.0 | 23.1 | 0 | 36 |
| 3 | 40750 | A | 6 | 98.6 | 10.1 | 43.2 | 0 | 41 |
| 3 | 40750 | B | 5 | 99.6 | 17.2 | 21.6 | 0 | 39 |
| 3 | 40750 | C | 6 | 124.1 | 12.5 | 47.0 | 0 | 37 |
| 3 | 40750 | D | 6 | 145.0 | 15.3 | 46.0 | 0 | 34 |
| 3 | 40750 | E | 6 | 152.3 | 15.3 | 49.8 | 0 | 34 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 3 | 40750 | F | 5 | 71.2 | 11.1 | 22.5 | 1 | 35 |
| 3 | 40750 | G | 2 | 21.2 | 11.1 | 3.1 | 12 | 38 |
| 3 | 40750 | H | 2 | 31.3 | 16.7 | 3.5 | 6 | 36 |
| 3 | 40750 | J | 2 | 27.1 | 16.4 | 2.8 | 8 | 36 |
| 3 | 40750 | K | 5 | 144.1 | 21.3 | 29.3 | 0 | 36 |
| 3 | 40750 | M | 6 | 156.9 | 20.2 | 36.0 | 0 | 35 |
| 3 | 40750 | N | 3 | 41.8 | 20.4 | 4.3 | 6 | 33 |
| 3 | 40750 | O | 4 | 84.1 | 28.0 | 8.7 | 2 | 31 |
| 3 | 40750 | P | 2 | 22.9 | 16.5 | 2.1 | 15 | 29 |
| 3 | 40750 | Q | 1 | 28.8 | 27.9 | 1.5 | 7 | 30 |
| 3 | 40750 | R | 5 | 108.7 | 17.8 | 23.7 | 0 | 32 |
| 3 | 40750 | S | 5 | 129.3 | 19.7 | 27.3 | 0 | 32 |
| 3 | 40760 | A | 6 | 140.4 | 12.7 | 56.2 | 0 | 34 |
| 3 | 40760 | B | 5 | 91.0 | 14.2 | 24.1 | 0 | 33 |
| 3 | 40760 | C | 1 | 26.3 | 32.6 | 1.0 | 5 | 28 |
| 3 | 40760 | D | 2 | 27.0 | 20.0 | 2.1 | 5 | 36 |
| 3 | 40760 | E | 3 | 49.8 | 17.7 | 6.8 | 4 | 35 |
| 3 | 40760 | F | 5 | 202.5 | 32.6 | 28.7 | 0 | 34 |
| 3 | 40760 | G | 5 | 185.7 | 29.4 | 28.7 | 0 | 34 |
| 3 | 40760 | H | 3 | 48.1 | 15.5 | 7.7 | 0 | 43 |
| 3 | 40760 | J | 5 | 128.1 | 23.2 | 21.7 | 0 | 30 |
| 3 | 40760 | K | 4 | 77.7 | 23.6 | 9.6 | 5 | 29 |
| 3 | 40760 | M | 5 | 152.3 | 32.7 | 18.2 | 0 | 31 |
| 3 | 40760 | N | 6 | 146.5 | 14.3 | 51.3 | 0 | 37 |
| 3 | 40760 | O | 5 | 131.9 | 19.4 | 28.8 | 0 | 37 |
| 3 | 40760 | P | 6 | 111.1 | 13.1 | 36.9 | 0 | 35 |
| 3 | 40760 | Q | 6 | 117.5 | 15.1 | 33.4 | 0 | 34 |
| 3 | 40770 | A | 5 | 115.1 | 23.8 | 17.7 | 0 | 36 |
| 3 | 40770 | B | 6 | 103.4 | 9.0 | 54.5 | 0 | 40 |
| 3 | 40770 | C | 6 | 98.4 | 5.3 | 103.5 | 0 | 43 |
| 3 | 40770 | D | 5 | 115.2 | 17.9 | 25.8 | 0 | 35 |
| 3 | 40770 | E | 4 | 115.7 | 26.9 | 15.2 | 0 | 32 |
| 3 | 40770 | F | 1 | 12.4 | 12.9 | 1.0 | 9 | 38 |
| 3 | 40770 | G | 2 | 31.3 | 17.4 | 3.3 | 7 | 36 |
| 3 | 40770 | H | 3 | 30.0 | 9.5 | 6.8 | 11 | 36 |
| 3 | 40770 | J | 3 | 49.7 | 20.1 | 5.8 | 3 | 35 |
| 3 | 40770 | K | 3 | 67.5 | 27.5 | 6.3 | 0 | 35 |
| 3 | 40770 | M | 6 | 268.9 | 38.8 | 35.8 | 0 | 30 |
| 3 | 40770 | N | 6 | 249.0 | 35.6 | 35.5 | 0 | 31 |
| 3 | 40770 | O | 4 | 57.0 | 12.2 | 13.9 | 3 | 35 |
| 3 | 40770 | P | 3 | 56.5 | 19.9 | 7.2 | 11 | 27 |
| 3 | 40770 | Q | 6 | 136.6 | 15.1 | 42.6 | 0 | 34 |
| 3 | 40770 | R | 6 | 151.1 | 20.0 | 34.4 | 0 | 33 |
| 3 | 40780 | A | 6 | 58.4 | 5.8 | 39.0 | 0 | 46 |
| 3 | 40780 | B | 6 | 84.0 | 5.3 | 79.7 | 0 | 44 |
| 3 | 40780 | C | 2 | 33.8 | 22.0 | 2.7 | 6 | 34 |
| 3 | 40780 | D | 2 | 27.7 | 15.7 | 3.1 | 9 | 35 |
| 3 | 40780 | E | 5 | 86.1 | 15.6 | 19.4 | 0 | 35 |
| 3 | 40780 | F | 5 | 76.8 | 11.0 | 25.7 | 0 | 36 |
| 3 | 40780 | G | 6 | 339.0 | 30.4 | 72.2 | 0 | 27 |
| 3 | 40780 | H | 6 | 501.3 | 68.7 | 45.3 | 0 | 26 |
| 3 | 40780 | J | 6 | 518.6 | 62.6 | 54.2 | 0 | 27 |
| 3 | 40780 | K | 6 | 388.8 | 31.6 | 85.7 | 0 | 29 |
| 3 | 40780 | M | 4 | 126.4 | 37.9 | 11.2 | 0 | 31 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 3 | 40780 | N | 3 | 58.8 | 30.1 | 4.5 | 7 | 28 |
| 3 | 40780 | O | 1 | 35.7 | 32.8 | 1.8 | 1 | 33 |
| 3 | 40780 | P | 5 | 76.0 | 11.5 | 23.9 | 0 | 40 |
| 3 | 40780 | Q | 6 | 68.3 | 7.2 | 37.6 | 0 | 44 |
| 3 | 40780 | R | 6 | 112.3 | 5.1 | 135.9 | 0 | 40 |
| 3 | 40780 | S | 6 | 112.8 | 8.6 | 66.8 | 0 | 37 |
| 3 | 40780 | T | 6 | 152.3 | 19.8 | 35.3 | 0 | 34 |
| 3 | 40790 | A | 6 | 150.5 | 14.3 | 53.6 | 0 | 33 |
| 3 | 40790 | B | 5 | 144.8 | 20.6 | 30.9 | 0 | 35 |
| 3 | 40790 | C | 6 | 120.9 | 6.6 | 107.5 | 0 | 43 |
| 3 | 40790 | D | 5 | 59.0 | 7.5 | 28.1 | 0 | 45 |
| 3 | 40790 | E | 5 | 53.0 | 9.9 | 16.3 | 0 | 44 |
| 3 | 40790 | F | 1 | 21.9 | 19.3 | 1.6 | 5 | 37 |
| 3 | 40790 | G | 0 | 11.3 | 13.5 | 0.8 | 6 | 40 |
| 3 | 40790 | H | 1 | 15.6 | 17.3 | 1.0 | 10 | 32 |
| 3 | 40790 | J | 4 | 84.0 | 29.7 | 8.0 | 0 | 34 |
| 3 | 40790 | K | 6 | 182.9 | 7.0 | 198.1 | 0 | 38 |
| 3 | 40790 | M | 6 | 217.6 | 13.1 | 110.5 | 0 | 37 |
| 3 | 40790 | N | 6 | 193.4 | 11.2 | 112.8 | 0 | 38 |
| 3 | 40790 | O | 6 | 119.6 | 5.4 | 139.4 | 0 | 40 |
| 3 | 40790 | P | 5 | 42.6 | 4.8 | 30.2 | 0 | 45 |
| 3 | 40790 | Q | 4 | 85.8 | 24.1 | 10.9 | 1 | 32 |
| 3 | 40790 | R | 6 | 105.6 | 5.2 | 119.4 | 0 | 39 |
| 3 | 40790 | S | 6 | 132.2 | 11.3 | 59.7 | 0 | 37 |
| 3 | 40790 | T | 4 | 91.8 | 22.8 | 13.1 | 0 | 35 |
| 3 | 40800 | A | 5 | 54.6 | 8.1 | 22.4 | 0 | 42 |
| 3 | 40800 | B | 5 | 54.5 | 10.1 | 16.6 | 1 | 39 |
| 3 | 40800 | C | 2 | 37.4 | 29.7 | 2.2 | 4 | 32 |
| 3 | 40800 | D | 2 | 32.6 | 19.7 | 3.0 | 10 | 31 |
| 3 | 40800 | E | 6 | 74.9 | 5.2 | 67.8 | 2 | 35 |
| 3 | 40800 | F | 6 | 213.3 | 15.4 | 85.5 | 0 | 33 |
| 3 | 40800 | G | 6 | 270.2 | 30.3 | 50.2 | 0 | 31 |
| 3 | 40800 | H | 6 | 264.6 | 16.2 | 113.9 | 0 | 32 |
| 3 | 40800 | J | 6 | 240.4 | 22.2 | 63.2 | 0 | 32 |
| 3 | 40800 | K | 4 | 120.3 | 45.2 | 8.2 | 0 | 29 |
| 3 | 40800 | M | 2 | 31.8 | 20.0 | 2.8 | 7 | 34 |
| 3 | 40800 | N | 2 | 15.6 | 10.0 | 2.1 | 2 | 51 |
| 3 | 40800 | O | 5 | 54.4 | 6.2 | 31.8 | 0 | 46 |
| 3 | 40800 | P | 6 | 41.3 | 4.4 | 32.3 | 0 | 47 |
| 3 | 40800 | Q | 6 | 70.9 | 3.3 | 115.6 | 0 | 48 |
| 3 | 40800 | R | 6 | 75.4 | 6.4 | 51.7 | 0 | 48 |
| 3 | 40800 | S | 4 | 58.8 | 12.0 | 14.9 | 0 | 50 |
| 3 | 40810 | A | 6 | 89.2 | 10.5 | 34.9 | 0 | 38 |
| 3 | 40810 | B | 6 | 106.6 | 5.9 | 101.9 | 0 | 39 |
| 3 | 40810 | C | 6 | 69.5 | 7.2 | 38.7 | 0 | 39 |
| 3 | 40810 | D | 5 | 90.1 | 15.6 | 20.9 | 0 | 39 |
| 3 | 40810 | E | 2 | 30.2 | 14.7 | 3.9 | 0 | 48 |
| 3 | 40810 | F | 2 | 23.5 | 17.8 | 2.0 | 0 | 43 |
| 3 | 40810 | G | 0 | 9.2 | 10.4 | 0.8 | 12 | 39 |
| 3 | 40810 | H | 1 | 13.4 | 11.1 | 1.4 | 16 | 35 |
| 3 | 40810 | J | 2 | 41.1 | 27.5 | 2.8 | 2 | 35 |
| 3 | 40810 | K | 3 | 66.0 | 25.1 | 6.8 | 0 | 34 |
| 3 | 40810 | M | 6 | 257.6 | 15.2 | 119.0 | 0 | 33 |
| 3 | 40810 | N | 6 | 329.6 | 16.1 | 166.1 | 0 | 32 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 3 | 40810 | O | 6 | 261.5 | 14.4 | 131.5 | 0 | 33 |
| 3 | 40810 | P | 6 | 82.1 | 8.9 | 38.1 | 0 | 35 |
| 3 | 40810 | Q | 3 | 77.7 | 30.8 | 6.8 | 3 | 30 |
| 3 | 40810 | R | 0 | 11.2 | 13.5 | 0.8 | 19 | 26 |
| 3 | 40810 | S | 5 | 76.3 | 9.9 | 29.3 | 3 | 33 |
| 3 | 40820 | A | 4 | 49.1 | 10.7 | 13.0 | 2 | 38 |
| 3 | 40820 | B | 5 | 64.1 | 11.5 | 18.1 | 0 | 37 |
| 3 | 40820 | C | 1 | 21.1 | 23.4 | 1.1 | 5 | 33 |
| 3 | 40820 | D | 4 | 65.1 | 13.5 | 15.0 | 4 | 33 |
| 3 | 40820 | E | 4 | 26.6 | 6.2 | 9.9 | 2 | 48 |
| 3 | 40820 | F | 6 | 81.2 | 6.4 | 58.3 | 0 | 42 |
| 3 | 40820 | G | 6 | 129.3 | 10.5 | 63.6 | 0 | 38 |
| 3 | 40820 | H | 6 | 146.0 | 10.4 | 78.6 | 0 | 38 |
| 3 | 40820 | J | 6 | 167.4 | 4.6 | 309.2 | 0 | 38 |
| 3 | 40820 | K | 3 | 55.3 | 27.0 | 4.7 | 0 | 37 |
| 3 | 40820 | M | 3 | 30.7 | 14.4 | 4.1 | 2 | 42 |
| 3 | 40820 | N | 3 | 58.7 | 28.4 | 4.8 | 0 | 35 |
| 3 | 40820 | O | 1 | 29.7 | 25.8 | 1.8 | 7 | 31 |
| 3 | 40820 | P | 2 | 29.9 | 18.8 | 2.7 | 0 | 42 |
| 3 | 40820 | Q | 4 | 104.0 | 24.6 | 14.4 | 1 | 30 |
| 3 | 40820 | R | 5 | 91.2 | 13.1 | 26.9 | 3 | 30 |
| 3 | 40820 | S | 5 | 93.9 | 18.1 | 18.4 | 5 | 28 |
| 3 | 40820 | T | 5 | 132.3 | 21.2 | 25.7 | 1 | 28 |
| 3 | 40830 | A | 4 | 83.9 | 24.0 | 10.6 | 4 | 29 |
| 3 | 40830 | B | 4 | 75.4 | 21.9 | 10.1 | 6 | 28 |
| 3 | 40830 | C | 5 | 97.1 | 17.5 | 20.2 | 1 | 31 |
| 3 | 40830 | D | 4 | 70.2 | 21.6 | 9.1 | 2 | 33 |
| 3 | 40830 | E | 4 | 45.1 | 13.2 | 8.6 | 0 | 45 |
| 3 | 40830 | F | 3 | 37.6 | 15.2 | 5.3 | 2 | 40 |
| 3 | 40830 | G | 3 | 52.8 | 21.0 | 6.0 | 0 | 40 |
| 3 | 40830 | H | 3 | 33.3 | 13.0 | 5.3 | 7 | 38 |
| 3 | 40830 | J | 4 | 61.1 | 18.5 | 9.0 | 0 | 42 |
| 3 | 40830 | K | 6 | 91.0 | 5.9 | 78.5 | 0 | 45 |
| 3 | 40830 | M | 6 | 89.9 | 6.6 | 66.1 | 0 | 45 |
| 3 | 40830 | N | 3 | 23.3 | 6.8 | 7.1 | 1 | 50 |
| 3 | 40830 | O | 4 | 83.9 | 24.5 | 10.3 | 2 | 31 |
| 3 | 40830 | P | 5 | 85.2 | 11.5 | 28.7 | 0 | 36 |
| 3 | 40830 | Q | 5 | 82.1 | 16.5 | 16.7 | 1 | 33 |
| 3 | 40840 | A | 5 | 54.4 | 7.9 | 23.0 | 0 | 43 |
| 3 | 40840 | B | 4 | 58.5 | 16.6 | 9.6 | 2 | 36 |
| 3 | 40840 | C | 2 | 18.7 | 9.1 | 3.3 | 2 | 50 |
| 3 | 40840 | D | 6 | 102.3 | 10.9 | 41.3 | 0 | 42 |
| 3 | 40840 | E | 6 | 113.7 | 11.7 | 44.6 | 0 | 44 |
| 3 | 40840 | F | 4 | 50.8 | 14.7 | 9.0 | 0 | 45 |
| 3 | 40840 | G | 5 | 70.7 | 10.9 | 22.8 | 0 | 39 |
| 3 | 40840 | H | 5 | 74.0 | 10.4 | 26.1 | 0 | 39 |
| 3 | 40840 | J | 3 | 80.9 | 33.0 | 6.6 | 7 | 25 |
| 3 | 40840 | K | 4 | 82.1 | 28.9 | 8.0 | 6 | 27 |
| 3 | 40840 | M | 4 | 86.9 | 21.5 | 12.9 | 3 | 30 |
| 3 | 40840 | N | 4 | 81.4 | 19.4 | 13.3 | 2 | 32 |
| 3 | 40850 | A | 5 | 70.5 | 13.6 | 16.9 | 4 | 32 |
| 3 | 40850 | B | 4 | 57.5 | 12.3 | 13.9 | 3 | 35 |
| 3 | 40850 | C | 5 | 89.3 | 12.1 | 28.9 | 0 | 35 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | AMPLITUDE (PPM) QUAD. | CONDUCTOR CTP MHOS | CONDUCTOR DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 3 | 40850 | D | 3 | 55.2 | 22.8 | 5.8 | 3 | 33 |
| 3 | 40850 | E | 1 | 24.7 | 22.1 | 1.6 | 1 | 38 |
| 3 | 40850 | F | 4 | 54.3 | 11.1 | 14.6 | 0 | 45 |
| 3 | 40850 | G | 5 | 40.0 | 6.9 | 16.7 | 0 | 45 |
| 3 | 40850 | H | 2 | 33.2 | 21.4 | 2.7 | 0 | 40 |
| 3 | 40850 | J | 3 | 60.3 | 20.0 | 7.9 | 0 | 46 |
| 3 | 40850 | K | 5 | 77.5 | 13.0 | 20.9 | 0 | 47 |
| 3 | 40850 | M | 5 | 86.8 | 13.5 | 23.9 | 0 | 45 |
| 3 | 40850 | N | 6 | 84.1 | 9.0 | 39.0 | 0 | 44 |
| 3 | 40850 | O | 2 | 14.2 | 7.6 | 2.6 | 5 | 51 |
| 3 | 40850 | P | 3 | 55.8 | 19.7 | 7.1 | 2 | 35 |
| 3 | 40850 | Q | 4 | 59.8 | 12.1 | 15.2 | 0 | 41 |
| 3 | 40860 | A | 4 | 27.2 | 5.6 | 11.8 | 0 | 52 |
| 3 | 40860 | B | 4 | 54.1 | 14.2 | 10.5 | 1 | 37 |
| 3 | 40860 | C | 3 | 21.4 | 7.0 | 5.9 | 5 | 48 |
| 3 | 40860 | D | 6 | 48.3 | 4.4 | 41.6 | 0 | 51 |
| 3 | 40860 | E | 5 | 52.3 | 9.9 | 16.0 | 0 | 51 |
| 3 | 40860 | F | 4 | 48.4 | 9.6 | 14.7 | 0 | 51 |
| 3 | 40860 | G | 6 | 84.0 | 3.0 | 175.1 | 0 | 39 |
| 3 | 40860 | H | 1 | 18.9 | 16.9 | 1.4 | 4 | 40 |
| 3 | 40860 | J | 3 | 58.3 | 24.8 | 5.7 | 4 | 32 |
| 3 | 40860 | K | 5 | 87.2 | 14.3 | 22.3 | 1 | 32 |
| 3 | 40860 | M | 5 | 73.0 | 11.2 | 23.2 | 3 | 33 |
| 3 | 40860 | N | 5 | 49.8 | 9.3 | 16.0 | 9 | 32 |
| 3 | 40870 | A | 3 | 35.7 | 11.5 | 7.0 | 12 | 32 |
| 3 | 40870 | B | 4 | 44.6 | 11.4 | 10.2 | 7 | 35 |
| 3 | 40870 | C | 3 | 40.1 | 18.9 | 4.4 | 5 | 36 |
| 3 | 40870 | D | 6 | 47.1 | 4.2 | 42.6 | 0 | 46 |
| 3 | 40870 | E | 2 | 27.6 | 13.4 | 3.8 | 4 | 42 |
| 3 | 40870 | F | 5 | 113.3 | 23.2 | 17.9 | 0 | 38 |
| 3 | 40870 | G | 5 | 99.8 | 18.2 | 20.1 | 0 | 38 |
| 3 | 40870 | H | 5 | 100.5 | 14.4 | 27.7 | 0 | 42 |
| 3 | 40870 | J | 5 | 80.1 | 13.4 | 21.2 | 0 | 46 |
| 3 | 40870 | K | 5 | 59.3 | 10.3 | 18.5 | 0 | 50 |
| 3 | 40870 | M | 5 | 43.9 | 5.7 | 25.2 | 0 | 51 |
| 3 | 40870 | N | 3 | 17.1 | 6.0 | 5.0 | 1 | 56 |
| 3 | 40870 | O | 3 | 31.8 | 11.1 | 6.1 | 5 | 41 |
| 3 | 40870 | P | 4 | 45.4 | 9.9 | 12.7 | 0 | 43 |
| 3 | 40880 | A | 4 | 27.5 | 5.9 | 11.2 | 0 | 50 |
| 3 | 40880 | B | 2 | 29.5 | 15.0 | 3.6 | 4 | 40 |
| 3 | 40880 | C | 4 | 38.9 | 9.3 | 10.7 | 5 | 39 |
| 3 | 40880 | D | 5 | 117.0 | 25.4 | 16.7 | 0 | 32 |
| 3 | 40880 | E | 5 | 147.0 | 32.6 | 17.3 | 0 | 33 |
| 3 | 40880 | F | 5 | 147.7 | 28.9 | 20.4 | 0 | 32 |
| 3 | 40880 | G | 4 | 133.2 | 32.9 | 14.6 | 0 | 34 |
| 3 | 40880 | H | 5 | 191.2 | 29.3 | 30.2 | 0 | 31 |
| 3 | 40880 | J | 5 | 182.1 | 27.9 | 29.8 | 0 | 31 |
| 3 | 40880 | K | 5 | 157.1 | 33.3 | 18.7 | 0 | 33 |
| 3 | 40880 | M | 3 | 54.4 | 26.2 | 4.7 | 0 | 37 |
| 3 | 40880 | N | 2 | 42.0 | 25.1 | 3.3 | 0 | 38 |
| 3 | 40880 | O | 5 | 43.9 | 6.8 | 19.9 | 0 | 44 |
| 3 | 40890 | A | 3 | 72.6 | 30.2 | 6.2 | 0 | 38 |
| 3 | 40890 | B | 2 | 49.3 | 31.5 | 3.2 | 0 | 36 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 3 | 40890 | C | 5 | 108.3 | 23.9 | 16.0 | 0 | 33 |
| 3 | 40890 | D | 5 | 89.3 | 12.8 | 26.8 | 0 | 33 |
| 3 | 40890 | E | 5 | 127.8 | 24.0 | 20.7 | 0 | 35 |
| 3 | 40890 | F | 4 | 118.5 | 36.1 | 10.8 | 0 | 35 |
| 3 | 40890 | G | 3 | 94.9 | 48.0 | 5.2 | 0 | 34 |
| 3 | 40890 | H | 4 | 153.1 | 37.8 | 15.2 | 0 | 32 |
| 3 | 40890 | J | 5 | 209.0 | 47.5 | 18.4 | 0 | 31 |
| 3 | 40890 | K | 4 | 148.9 | 58.5 | 8.3 | 0 | 31 |
| 3 | 40890 | M | 5 | 195.9 | 31.5 | 28.5 | 0 | 34 |
| 3 | 40890 | N | 3 | 48.9 | 19.3 | 5.9 | 8 | 30 |
| 3 | 40890 | O | 2 | 21.1 | 10.7 | 3.3 | 6 | 43 |
| 3 | 40890 | P | 4 | 62.8 | 16.8 | 10.6 | 0 | 40 |
| 3 | 40900 | A | 2 | 35.0 | 21.5 | 3.0 | 4 | 36 |
| 3 | 40900 | B | 2 | 42.7 | 27.2 | 3.0 | 3 | 33 |
| 3 | 40900 | C | 4 | 73.0 | 18.9 | 11.6 | 2 | 33 |
| 3 | 40900 | D | 5 | 81.0 | 15.5 | 17.8 | 0 | 34 |
| 3 | 40900 | E | 4 | 87.0 | 19.0 | 15.2 | 0 | 38 |
| 3 | 40900 | F | 4 | 57.6 | 16.5 | 9.5 | 0 | 43 |
| 3 | 40900 | G | 4 | 60.4 | 17.2 | 9.7 | 0 | 44 |
| 3 | 40900 | H | 3 | 57.6 | 18.9 | 7.9 | 0 | 45 |
| 3 | 40900 | J | 4 | 53.9 | 11.4 | 13.9 | 0 | 48 |
| 3 | 40900 | K | 2 | 19.6 | 11.3 | 2.7 | 12 | 38 |
| 3 | 40900 | M | 2 | 32.8 | 17.9 | 3.4 | 8 | 34 |
| 3 | 40900 | N | 5 | 94.6 | 19.0 | 17.4 | 0 | 35 |
| 3 | 40900 | O | 4 | 75.9 | 17.7 | 13.5 | 0 | 37 |
| 3 | 40910 | A | 4 | 52.8 | 16.0 | 8.6 | 7 | 32 |
| 3 | 40910 | B | 4 | 69.4 | 19.8 | 10.1 | 5 | 30 |
| 3 | 40910 | C | 4 | 93.1 | 24.5 | 12.2 | 2 | 30 |
| 3 | 40910 | D | 5 | 131.8 | 25.0 | 20.6 | 0 | 34 |
| 3 | 40910 | E | 5 | 144.4 | 31.3 | 17.7 | 0 | 37 |
| 3 | 40910 | F | 5 | 103.2 | 17.8 | 21.8 | 0 | 35 |
| 3 | 40910 | G | 1 | 20.0 | 15.0 | 1.9 | 11 | 35 |
| 3 | 40910 | H | 2 | 24.5 | 16.7 | 2.3 | 0 | 44 |
| 3 | 40910 | J | 5 | 72.5 | 13.7 | 17.5 | 0 | 42 |
| 11 | 50010 | A | 6 | 216.5 | 15.7 | 85.4 | 0 | 27 |
| 11 | 50010 | B | 6 | 216.1 | 22.2 | 53.2 | 0 | 30 |
| 11 | 50010 | C | 4 | 39.9 | 11.1 | 8.9 | 11 | 32 |
| 11 | 50010 | D | 3 | 52.0 | 18.8 | 6.8 | 6 | 32 |
| 11 | 50010 | E | 3 | 23.1 | 6.5 | 7.4 | 9 | 43 |
| 11 | 50010 | F | 4 | 38.5 | 11.5 | 8.0 | 0 | 45 |
| 11 | 50010 | G | 3 | 23.7 | 8.3 | 5.6 | 14 | 36 |
| 11 | 50010 | H | 6 | 57.2 | 1.7 | 203.0 | 1 | 39 |
| 11 | 50010 | J | 5 | 80.8 | 13.7 | 20.9 | 0 | 45 |
| 11 | 50010 | K | 3 | 48.1 | 22.8 | 4.6 | 1 | 36 |
| 11 | 50010 | M | 2 | 21.1 | 14.3 | 2.2 | 10 | 36 |
| 11 | 50010 | N | 2 | 36.7 | 23.5 | 2.9 | 0 | 39 |
| 11 | 50020 | A | 3 | 34.8 | 12.8 | 5.9 | 6 | 38 |
| 11 | 50020 | B | 2 | 56.8 | 43.0 | 2.7 | 1 | 31 |
| 11 | 50020 | C | 4 | 57.1 | 13.0 | 12.8 | 0 | 49 |
| 11 | 50020 | D | 5 | 88.4 | 12.4 | 27.5 | 0 | 42 |
| 11 | 50020 | E | 3 | 31.3 | 10.3 | 6.6 | 12 | 34 |
| 11 | 50020 | F | 3 | 47.6 | 18.7 | 5.9 | 0 | 40 |
| 11 | 50020 | G | 4 | 31.0 | 7.3 | 10.3 | 3 | 45 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 11 | 50020 | H | 6 | 228.5 | 26.5 | 45.9 | 0 | 31 |
| 11 | 50020 | J | 6 | 261.2 | 18.8 | 90.8 | 0 | 31 |
| 11 | 50030 | A | 6 | 333.7 | 4.5 | 1000.0 | 0 | 29 |
| 11 | 50030 | B | 5 | 147.4 | 26.5 | 22.8 | 0 | 35 |
| 11 | 50030 | C | 4 | 16.5 | 3.4 | 10.2 | 31 | 29 |
| 11 | 50030 | D | 5 | 59.7 | 9.2 | 21.8 | 8 | 30 |
| 11 | 50030 | E | 3 | 43.1 | 16.9 | 5.8 | 6 | 35 |
| 11 | 50030 | F | 6 | 65.5 | 6.6 | 39.5 | 0 | 48 |
| 11 | 50030 | G | 4 | 47.9 | 9.1 | 15.5 | 0 | 49 |
| 11 | 50030 | H | 4 | 39.5 | 11.5 | 8.3 | 3 | 40 |
| 11 | 50030 | J | 2 | 28.8 | 20.1 | 2.4 | 5 | 37 |
| 11 | 50030 | K | 3 | 61.0 | 25.5 | 5.9 | 0 | 36 |
| 11 | 50040 | A | 3 | 102.8 | 39.3 | 7.7 | 0 | 31 |
| 11 | 50040 | B | 1 | 32.7 | 28.6 | 1.8 | 6 | 30 |
| 11 | 50040 | C | 5 | 131.7 | 27.8 | 17.9 | 0 | 38 |
| 11 | 50040 | D | 6 | 223.5 | 14.3 | 102.3 | 0 | 32 |
| 11 | 50040 | E | 4 | 54.5 | 10.9 | 15.0 | 9 | 30 |
| 11 | 50040 | F | 5 | 102.7 | 16.2 | 24.5 | 0 | 35 |
| 11 | 50040 | G | 5 | 69.6 | 10.3 | 24.0 | 1 | 35 |
| 11 | 50040 | H | 4 | 18.9 | 4.5 | 8.7 | 23 | 34 |
| 11 | 50040 | J | 5 | 89.3 | 12.6 | 27.4 | 0 | 39 |
| 11 | 50040 | K | 6 | 199.0 | 4.4 | 445.8 | 0 | 33 |
| 11 | 50040 | M | 6 | 159.5 | 0.4 | 1000.0 | 0 | 31 |
| 11 | 50050 | A | 0 | 122.1 | -1.1 | 0.0 | 0 | 33 |
| 11 | 50050 | B | 6 | 171.6 | 10.7 | 98.6 | 0 | 35 |
| 11 | 50050 | C | 2 | 27.7 | 15.3 | 3.2 | 12 | 32 |
| 11 | 50050 | D | 4 | 57.4 | 12.8 | 13.2 | 2 | 36 |
| 11 | 50050 | E | 5 | 93.2 | 16.7 | 20.2 | 0 | 36 |
| 11 | 50050 | F | 4 | 44.5 | 10.1 | 12.0 | 7 | 35 |
| 11 | 50050 | G | 6 | 107.9 | 6.3 | 95.0 | 0 | 38 |
| 11 | 50050 | H | 5 | 63.4 | 11.9 | 17.0 | 0 | 45 |
| 11 | 50050 | J | 1 | 27.1 | 25.6 | 1.5 | 3 | 34 |
| 11 | 50050 | K | 3 | 56.5 | 30.6 | 4.1 | 1 | 33 |
| 11 | 50060 | A | 0 | 13.9 | 18.3 | 0.7 | 7 | 34 |
| 11 | 50060 | B | 5 | 75.0 | 12.9 | 20.0 | 0 | 46 |
| 11 | 50060 | C | 6 | 71.3 | 5.3 | 61.0 | 0 | 47 |
| 11 | 50060 | D | 6 | 51.6 | 3.3 | 68.5 | 2 | 40 |
| 11 | 50060 | E | 2 | 24.2 | 12.2 | 3.4 | 10 | 37 |
| 11 | 50060 | F | 2 | 21.3 | 9.7 | 3.8 | 13 | 38 |
| 11 | 50060 | G | 3 | 51.3 | 27.5 | 4.0 | 3 | 32 |
| 11 | 50060 | H | 2 | 33.4 | 20.1 | 3.0 | 11 | 30 |
| 11 | 50060 | J | 6 | 107.3 | 10.7 | 45.8 | 0 | 38 |
| 11 | 50060 | K | 6 | 170.2 | 5.7 | 234.4 | 0 | 34 |
| 11 | 50060 | M | 6 | 258.9 | 10.1 | 213.0 | 0 | 29 |
| 11 | 50070 | A | 6 | 299.6 | 12.6 | 199.7 | 0 | 32 |
| 11 | 50070 | B | 6 | 246.8 | 15.5 | 107.9 | 0 | 33 |
| 11 | 50070 | C | 6 | 194.9 | 5.0 | 357.1 | 0 | 34 |
| 11 | 50070 | D | 2 | 18.8 | 9.8 | 3.0 | 14 | 38 |
| 11 | 50070 | E | 2 | 20.0 | 13.4 | 2.2 | 13 | 34 |
| 11 | 50070 | F | 6 | 72.8 | 2.2 | 212.3 | 0 | 46 |
| 11 | 50070 | G | 5 | 47.0 | 7.1 | 20.9 | 0 | 54 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 11 | 50080 | A | 6 | 192.3 | 25.5 | 36.6 | 0 | 33 |
| 11 | 50080 | B | 6 | 211.5 | 16.4 | 77.4 | 0 | 36 |
| 11 | 50080 | C | 6 | 118.9 | 13.3 | 40.3 | 0 | 35 |
| 11 | 50080 | D | 4 | 58.6 | 15.7 | 10.4 | 2 | 36 |
| 11 | 50080 | E | 6 | 208.1 | 17.9 | 66.9 | 0 | 31 |
| 11 | 50080 | F | 6 | 260.0 | 19.1 | 88.2 | 0 | 32 |
| 11 | 50080 | G | 0 | 284.5 | -0.8 | 0.0 | 0 | 33 |
| 11 | 50080 | H | 6 | 288.3 | 11.2 | 221.1 | 0 | 31 |
| 11 | 50090 | A | 6 | 65.3 | 3.0 | 115.1 | 0 | 39 |
| 11 | 50090 | B | 0 | 144.5 | -0.4 | 0.0 | 0 | 37 |
| 11 | 50090 | C | 6 | 170.8 | 3.6 | 456.0 | 0 | 38 |
| 11 | 50090 | D | 6 | 158.3 | 8.0 | 128.9 | 0 | 37 |
| 11 | 50090 | E | 6 | 187.5 | 9.0 | 145.2 | 0 | 36 |
| 11 | 50090 | F | 6 | 180.6 | 8.2 | 155.2 | 0 | 37 |
| 11 | 50090 | G | 6 | 123.4 | 10.9 | 56.0 | 0 | 37 |
| 11 | 50090 | H | 5 | 47.1 | 7.3 | 20.2 | 1 | 41 |
| 11 | 50090 | J | 3 | 26.1 | 11.0 | 4.5 | 7 | 41 |
| 11 | 50090 | K | 6 | 111.6 | 5.0 | 138.2 | 0 | 43 |
| 11 | 50090 | M | 6 | 70.6 | 7.5 | 37.5 | 0 | 48 |
| 11 | 50100 | A | 6 | 165.2 | 21.7 | 35.6 | 0 | 33 |
| 11 | 50100 | B | 6 | 239.9 | 16.6 | 93.6 | 0 | 30 |
| 11 | 50100 | C | 2 | 35.5 | 21.2 | 3.1 | 10 | 30 |
| 11 | 50100 | D | 3 | 57.6 | 19.2 | 7.8 | 3 | 34 |
| 11 | 50100 | E | 4 | 45.3 | 10.3 | 12.0 | 7 | 35 |
| 11 | 50100 | F | 4 | 103.1 | 24.8 | 14.1 | 0 | 35 |
| 11 | 50100 | G | 6 | 223.7 | 15.3 | 93.3 | 0 | 34 |
| 11 | 50100 | H | 6 | 236.4 | 15.7 | 98.7 | 0 | 32 |
| 11 | 50100 | J | 6 | 240.0 | 10.4 | 179.6 | 0 | 35 |
| 11 | 50100 | K | 0 | 222.7 | -4.6 | 0.0 | 0 | 34 |
| 11 | 50110 | A | 0 | 149.5 | -1.9 | 0.0 | 0 | 39 |
| 11 | 50110 | B | 6 | 136.3 | 4.3 | 239.2 | 0 | 37 |
| 11 | 50110 | C | 6 | 158.6 | 12.2 | 72.4 | 0 | 34 |
| 11 | 50110 | D | 6 | 154.7 | 10.8 | 82.0 | 0 | 39 |
| 11 | 50110 | E | 5 | 128.3 | 19.2 | 27.9 | 0 | 35 |
| 11 | 50110 | F | 0 | 11.7 | 14.9 | 0.7 | 11 | 33 |
| 11 | 50110 | G | 3 | 16.1 | 5.9 | 4.6 | 16 | 42 |
| 11 | 50110 | H | 3 | 22.9 | 9.4 | 4.4 | 14 | 36 |
| 11 | 50110 | J | 6 | 113.4 | 8.3 | 70.7 | 0 | 41 |
| 11 | 50110 | K | 6 | 110.1 | 10.2 | 50.9 | 0 | 41 |
| 11 | 50120 | A | 6 | 128.8 | 11.7 | 54.6 | 0 | 39 |
| 11 | 50120 | B | 6 | 135.0 | 15.1 | 41.8 | 0 | 40 |
| 11 | 50120 | C | 6 | 141.2 | 9.5 | 84.2 | 0 | 38 |
| 11 | 50120 | D | 3 | 32.4 | 13.8 | 4.7 | 11 | 33 |
| 11 | 50120 | E | 4 | 94.2 | 24.1 | 12.7 | 1 | 31 |
| 11 | 50120 | F | 3 | 34.1 | 12.4 | 5.9 | 9 | 35 |
| 11 | 50120 | G | 6 | 121.7 | 6.5 | 111.0 | 0 | 40 |
| 11 | 50120 | H | 6 | 177.8 | 16.0 | 60.3 | 0 | 36 |
| 11 | 50120 | J | 6 | 227.5 | 16.5 | 86.5 | 0 | 33 |
| 11 | 50120 | K | 6 | 228.7 | 11.9 | 137.1 | 0 | 35 |
| 11 | 50120 | M | 6 | 229.5 | 6.4 | 332.5 | 0 | 35 |
| 11 | 50120 | N | 6 | 202.3 | 2.5 | 1000.0 | 0 | 35 |
| 11 | 50130 | A | 6 | 141.9 | 4.6 | 232.9 | 0 | 39 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 11 | 50130 | B | 6 | 182.7 | 4.4 | 383.7 | 0 | 39 |
| 11 | 50130 | C | 6 | 192.9 | 13.6 | 86.0 | 0 | 37 |
| 11 | 50130 | D | 6 | 229.2 | 16.9 | 84.8 | 0 | 34 |
| 11 | 50130 | E | 6 | 223.0 | 18.8 | 70.1 | 0 | 35 |
| 11 | 50130 | F | 6 | 206.1 | 20.5 | 54.8 | 0 | 35 |
| 11 | 50130 | G | 6 | 129.1 | 10.3 | 65.1 | 0 | 36 |
| 11 | 50130 | H | 3 | 20.6 | 7.9 | 4.7 | 14 | 38 |
| 11 | 50130 | J | 4 | 65.5 | 14.1 | 14.3 | 3 | 33 |
| 11 | 50130 | K | 6 | 49.5 | 1.5 | 189.7 | 0 | 57 |
| 11 | 50130 | M | 6 | 48.4 | 4.5 | 40.5 | 0 | 57 |
| 11 | 50140 | A | 1 | 16.9 | 13.0 | 1.7 | 10 | 39 |
| 11 | 50140 | B | 5 | 83.2 | 13.1 | 23.2 | 1 | 33 |
| 11 | 50140 | C | 6 | 229.5 | 15.6 | 94.8 | 0 | 32 |
| 11 | 50140 | D | 2 | 32.2 | 20.3 | 2.8 | 8 | 33 |
| 11 | 50140 | E | 2 | 57.2 | 41.1 | 2.8 | 2 | 30 |
| 11 | 50140 | F | 2 | 41.4 | 26.8 | 2.9 | 11 | 26 |
| 11 | 50140 | G | 3 | 34.9 | 12.3 | 6.2 | 12 | 32 |
| 11 | 50140 | H | 4 | 21.5 | 4.2 | 11.8 | 25 | 30 |
| 11 | 50140 | J | 5 | 75.1 | 10.1 | 27.8 | 0 | 36 |
| 11 | 50140 | K | 2 | 48.1 | 25.8 | 3.9 | 2 | 35 |
| 11 | 50150 | A | 3 | 66.2 | 26.2 | 6.5 | 0 | 35 |
| 11 | 50150 | B | 6 | 68.7 | 6.7 | 41.8 | 2 | 35 |
| 11 | 50150 | C | 5 | 31.7 | 5.1 | 17.2 | 12 | 36 |
| 11 | 50150 | D | 4 | 51.4 | 13.2 | 10.6 | 2 | 38 |
| 11 | 50150 | E | 3 | 10.2 | 3.1 | 5.2 | 26 | 42 |
| 11 | 50150 | F | 1 | 19.1 | 20.4 | 1.1 | 5 | 36 |
| 11 | 50150 | G | 6 | 32.1 | 1.5 | 92.5 | 0 | 61 |
| 11 | 50150 | H | 5 | 29.7 | 3.4 | 26.7 | 0 | 62 |
| 11 | 50150 | J | 3 | 42.3 | 20.9 | 4.2 | 0 | 40 |
| 11 | 50160 | A | 2 | 30.9 | 16.0 | 3.6 | 3 | 40 |
| 11 | 50160 | B | 6 | 100.1 | 10.0 | 44.8 | 0 | 37 |
| 11 | 50160 | C | 6 | 99.6 | 4.4 | 136.6 | 0 | 38 |
| 11 | 50160 | D | 4 | 55.0 | 17.4 | 8.2 | 10 | 28 |
| 11 | 50160 | E | 4 | 54.1 | 15.8 | 9.1 | 10 | 29 |
| 11 | 50160 | F | 3 | 20.3 | 6.7 | 5.7 | 7 | 46 |
| 11 | 50160 | G | 3 | 17.9 | 7.4 | 4.1 | 21 | 34 |
| 11 | 50160 | H | 4 | 34.8 | 7.1 | 12.9 | 16 | 30 |
| 11 | 50160 | J | 6 | 93.1 | 5.2 | 96.9 | 0 | 34 |
| 11 | 50160 | K | 3 | 78.3 | 30.0 | 7.1 | 3 | 30 |
| 11 | 50170 | A | 4 | 53.6 | 17.2 | 8.0 | 0 | 40 |
| 11 | 50170 | B | 3 | 55.3 | 20.7 | 6.6 | 2 | 36 |
| 11 | 50170 | C | 6 | 77.3 | 5.0 | 75.4 | 2 | 34 |
| 11 | 50170 | D | 6 | 63.3 | 4.8 | 57.5 | 5 | 34 |
| 11 | 50170 | E | 5 | 77.7 | 13.0 | 21.0 | 0 | 35 |
| 11 | 50170 | F | 3 | 20.7 | 6.1 | 6.7 | 6 | 48 |
| 11 | 50170 | G | 3 | 25.4 | 11.1 | 4.2 | 12 | 35 |
| 11 | 50170 | H | 2 | 18.5 | 10.1 | 2.8 | 16 | 35 |
| 11 | 50170 | J | 6 | 120.7 | 5.8 | 128.2 | 0 | 41 |
| 11 | 50170 | K | 6 | 95.6 | 8.0 | 56.2 | 0 | 40 |
| 11 | 50180 | A | 6 | 186.2 | 26.5 | 33.0 | 0 | 33 |
| 11 | 50180 | B | 6 | 251.1 | 19.5 | 80.9 | 0 | 34 |
| 11 | 50180 | C | 3 | 24.9 | 9.4 | 5.1 | 14 | 35 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 11 | 50180 | D | 3 | 48.9 | 22.3 | 4.9 | 4 | 34 |
| 11 | 50180 | E | 3 | 38.8 | 18.7 | 4.2 | 4 | 36 |
| 11 | 50180 | F | 2 | 29.1 | 14.0 | 3.9 | 6 | 38 |
| 11 | 50180 | G | 5 | 95.7 | 14.8 | 24.7 | 0 | 37 |
| 11 | 50180 | H | 6 | 125.6 | 13.7 | 42.4 | 0 | 38 |
| 11 | 50180 | J | 6 | 45.1 | 3.4 | 52.8 | 6 | 38 |
| 11 | 50180 | K | 6 | 49.3 | 2.7 | 83.7 | 0 | 43 |
| 11 | 50180 | M | 6 | 45.3 | 3.8 | 45.7 | 2 | 42 |
| 11 | 50180 | N | 3 | 42.3 | 13.6 | 7.4 | 3 | 39 |
| 11 | 50190 | A | 4 | 52.0 | 12.2 | 12.0 | 0 | 40 |
| 11 | 50190 | B | 6 | 62.8 | 2.6 | 131.5 | 0 | 43 |
| 11 | 50190 | C | 6 | 49.1 | 3.2 | 65.9 | 1 | 41 |
| 11 | 50190 | D | 4 | 27.8 | 6.0 | 11.2 | 8 | 42 |
| 11 | 50190 | E | 4 | 49.1 | 9.7 | 14.8 | 0 | 42 |
| 11 | 50190 | F | 2 | 19.6 | 9.5 | 3.4 | 8 | 43 |
| 11 | 50190 | G | 3 | 48.4 | 22.2 | 4.9 | 4 | 33 |
| 11 | 50190 | H | 3 | 66.1 | 33.2 | 4.7 | 2 | 31 |
| 11 | 50190 | J | 3 | 24.7 | 9.1 | 5.3 | 16 | 33 |
| 11 | 50190 | K | 6 | 192.1 | 11.6 | 106.3 | 0 | 37 |
| 11 | 50190 | M | 6 | 182.7 | 22.2 | 40.6 | 0 | 37 |
| 12 | 50200 | A | 5 | 74.4 | 9.5 | 29.7 | 0 | 42 |
| 12 | 50200 | B | 6 | 139.4 | 11.3 | 65.1 | 0 | 39 |
| 12 | 50200 | C | 6 | 198.5 | 6.9 | 232.4 | 0 | 38 |
| 12 | 50200 | D | 6 | 231.1 | 3.5 | 1000.0 | 0 | 38 |
| 12 | 50200 | E | 3 | 38.0 | 18.7 | 4.1 | 6 | 35 |
| 12 | 50200 | F | 3 | 34.8 | 10.2 | 7.9 | 17 | 28 |
| 12 | 50200 | G | 4 | 36.1 | 7.6 | 12.5 | 9 | 36 |
| 12 | 50200 | H | 6 | 181.7 | 17.3 | 56.2 | 0 | 29 |
| 12 | 50200 | J | 6 | 260.8 | 27.6 | 53.7 | 0 | 26 |
| 12 | 50200 | K | 5 | 147.9 | 33.2 | 17.0 | 1 | 26 |
| 12 | 50211 | A | 5 | 84.3 | 12.3 | 25.8 | 0 | 37 |
| 12 | 50211 | B | 5 | 118.6 | 16.5 | 30.1 | 0 | 35 |
| 12 | 50211 | C | 6 | 198.0 | 16.2 | 70.7 | 0 | 34 |
| 12 | 50211 | D | 6 | 302.0 | 17.7 | 125.5 | 0 | 34 |
| 12 | 50211 | E | 6 | 282.7 | 22.8 | 79.4 | 0 | 36 |
| 12 | 50211 | F | 6 | 250.2 | 4.3 | 1000.0 | 0 | 39 |
| 12 | 50211 | G | 5 | 48.8 | 8.8 | 16.7 | 0 | 43 |
| 12 | 50211 | H | 6 | 59.2 | 4.0 | 66.0 | 0 | 43 |
| 12 | 50211 | J | 6 | 69.9 | 8.2 | 32.8 | 0 | 42 |
| 12 | 50211 | K | 5 | 86.6 | 11.7 | 28.8 | 0 | 38 |
| 12 | 50211 | M | 5 | 70.4 | 11.9 | 20.2 | 0 | 37 |
| 12 | 50221 | A | 5 | 91.1 | 13.5 | 25.8 | 0 | 34 |
| 12 | 50221 | B | 5 | 96.9 | 14.7 | 25.4 | 0 | 34 |
| 12 | 50221 | C | 5 | 80.5 | 11.9 | 25.0 | 0 | 38 |
| 12 | 50221 | D | 5 | 77.0 | 11.4 | 24.6 | 0 | 42 |
| 12 | 50221 | E | 6 | 67.7 | 5.1 | 59.1 | 0 | 45 |
| 12 | 50221 | F | 6 | 49.3 | 4.4 | 43.0 | 0 | 45 |
| 12 | 50221 | G | 0 | 13.3 | 19.1 | 0.6 | 12 | 27 |
| 12 | 50221 | H | 6 | 399.2 | 9.7 | 482.0 | 0 | 31 |
| 12 | 50221 | J | 6 | 523.3 | 30.9 | 144.9 | 0 | 27 |
| 12 | 50221 | K | 6 | 425.5 | 48.3 | 55.8 | 0 | 29 |
| 12 | 50221 | M | 6 | 187.8 | 26.5 | 33.5 | 0 | 31 |
| 12 | 50221 | N | 6 | 178.4 | 22.1 | 39.3 | 0 | 32 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 12 | 50230 | A | 6 | 215.4 | 20.8 | 57.8 | 0 | 33 |
| 12 | 50230 | B | 6 | 223.3 | 5.4 | 405.4 | 0 | 37 |
| 12 | 50230 | C | 6 | 224.6 | 7.1 | 275.9 | 0 | 36 |
| 12 | 50230 | D | 6 | 273.4 | 4.3 | 1000.0 | 0 | 36 |
| 12 | 50230 | E | 6 | 74.0 | 8.4 | 34.8 | 1 | 35 |
| 12 | 50230 | F | 6 | 146.8 | 16.2 | 43.5 | 0 | 31 |
| 12 | 50230 | G | 6 | 170.0 | 21.8 | 37.0 | 0 | 31 |
| 12 | 50230 | H | 5 | 116.4 | 24.5 | 17.4 | 0 | 33 |
| 12 | 50230 | J | 4 | 70.7 | 16.9 | 12.8 | 2 | 34 |
| 12 | 50240 | A | 4 | 79.3 | 24.6 | 9.4 | 0 | 34 |
| 12 | 50240 | B | 6 | 111.1 | 8.4 | 67.2 | 0 | 36 |
| 12 | 50240 | C | 6 | 96.9 | 7.8 | 59.5 | 0 | 36 |
| 12 | 50240 | D | 5 | 49.7 | 7.2 | 22.5 | 2 | 39 |
| 12 | 50240 | E | 6 | 368.5 | 4.0 | 1000.0 | 0 | 31 |
| 12 | 50240 | F | 6 | 356.7 | 9.9 | 382.6 | 0 | 31 |
| 12 | 50240 | G | 6 | 421.6 | 21.1 | 172.1 | 0 | 29 |
| 12 | 50240 | H | 6 | 223.8 | 19.2 | 68.5 | 0 | 32 |
| 12 | 50240 | J | 6 | 219.5 | 23.2 | 51.4 | 0 | 32 |
| 12 | 50240 | K | 2 | 22.1 | 13.3 | 2.6 | 12 | 35 |
| 12 | 50250 | A | 1 | 20.0 | 15.3 | 1.8 | 8 | 38 |
| 12 | 50250 | B | 6 | 141.6 | 17.3 | 37.6 | 0 | 34 |
| 12 | 50250 | C | 6 | 213.7 | 15.6 | 84.3 | 0 | 35 |
| 12 | 50250 | D | 6 | 206.1 | 14.1 | 91.2 | 0 | 37 |
| 12 | 50250 | E | 6 | 250.8 | 13.6 | 132.8 | 0 | 36 |
| 12 | 50250 | F | 6 | 223.6 | 13.3 | 113.2 | 0 | 36 |
| 12 | 50250 | G | 6 | 249.8 | 4.6 | 1000.0 | 0 | 36 |
| 12 | 50250 | H | 0 | 260.9 | -2.7 | 0.0 | 0 | 36 |
| 12 | 50250 | J | 6 | 178.8 | 4.2 | 395.2 | 0 | 36 |
| 12 | 50250 | K | 5 | 67.3 | 8.7 | 28.5 | 0 | 37 |
| 12 | 50250 | M | 6 | 164.3 | 8.0 | 137.1 | 0 | 33 |
| 12 | 50250 | N | 6 | 150.6 | 8.0 | 118.6 | 0 | 33 |
| 12 | 50250 | O | 4 | 54.2 | 17.0 | 8.3 | 5 | 33 |
| 12 | 50261 | A | 5 | 68.7 | 12.8 | 17.6 | 1 | 35 |
| 12 | 50261 | B | 6 | 141.3 | 6.6 | 139.3 | 0 | 34 |
| 12 | 50261 | C | 6 | 128.8 | 6.2 | 130.2 | 0 | 36 |
| 12 | 50261 | D | 5 | 44.5 | 5.1 | 29.9 | 3 | 40 |
| 12 | 50261 | E | 6 | 261.0 | 28.7 | 51.1 | 0 | 31 |
| 12 | 50261 | F | 6 | 473.0 | 0.3 | 1000.0 | 0 | 31 |
| 12 | 50261 | G | 6 | 372.0 | 16.5 | 197.0 | 0 | 29 |
| 12 | 50261 | H | 6 | 385.8 | 18.1 | 183.9 | 0 | 29 |
| 12 | 50261 | J | 6 | 321.4 | 21.7 | 105.0 | 0 | 31 |
| 12 | 50261 | K | 6 | 450.2 | 34.9 | 95.2 | 0 | 28 |
| 12 | 50261 | M | 5 | 240.5 | 53.5 | 19.7 | 0 | 28 |
| 12 | 50261 | N | 1 | 21.2 | 17.6 | 1.7 | 12 | 31 |
| 12 | 50270 | A | 1 | 16.8 | 15.6 | 1.3 | 10 | 35 |
| 12 | 50270 | B | 6 | 137.4 | 12.5 | 55.4 | 0 | 39 |
| 12 | 50270 | C | 6 | 159.3 | 9.9 | 97.0 | 0 | 40 |
| 12 | 50270 | D | 6 | 145.9 | 7.0 | 135.4 | 0 | 42 |
| 12 | 50270 | E | 6 | 203.5 | 3.3 | 1000.0 | 0 | 37 |
| 12 | 50270 | F | 6 | 247.0 | 1.3 | 1000.0 | 0 | 36 |
| 12 | 50270 | G | 6 | 286.2 | -0.1 | 1000.0 | 0 | 37 |
| 12 | 50270 | H | 0 | 280.6 | -1.2 | 0.0 | 0 | 38 |
| 12 | 50270 | J | 6 | 132.4 | 12.3 | 53.3 | 0 | 39 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 12 | 50270 | K | 2 | 21.5 | 12.6 | 2.7 | 10 | 38 |
| 12 | 50270 | M | 5 | 58.9 | 10.6 | 17.6 | 0 | 39 |
| 12 | 50270 | N | 6 | 75.7 | 4.9 | 74.9 | 0 | 38 |
| 12 | 50270 | O | 6 | 132.8 | 7.3 | 109.3 | 0 | 36 |
| 12 | 50270 | P | 6 | 143.0 | 9.6 | 84.7 | 0 | 36 |
| 12 | 50270 | Q | 3 | 61.7 | 24.8 | 6.2 | 0 | 35 |
| 12 | 50280 | A | 2 | 35.5 | 29.6 | 2.0 | 6 | 30 |
| 12 | 50280 | B | 6 | 146.3 | 9.2 | 93.2 | 0 | 31 |
| 12 | 50280 | C | 5 | 73.4 | 11.7 | 22.0 | 3 | 33 |
| 12 | 50280 | D | 3 | 31.4 | 11.8 | 5.5 | 9 | 37 |
| 12 | 50280 | E | 2 | 29.8 | 16.5 | 3.2 | 12 | 31 |
| 12 | 50280 | F | 2 | 29.2 | 18.2 | 2.7 | 15 | 27 |
| 12 | 50280 | G | 3 | 44.0 | 16.7 | 6.0 | 6 | 34 |
| 12 | 50280 | H | 2 | 25.7 | 17.5 | 2.3 | 4 | 39 |
| 12 | 50280 | J | 5 | 68.8 | 10.5 | 22.9 | 10 | 27 |
| 12 | 50280 | K | 5 | 184.8 | 39.5 | 19.3 | 2 | 23 |
| 12 | 50280 | M | 6 | 270.6 | 28.7 | 54.1 | 0 | 26 |
| 12 | 50280 | N | 6 | 347.1 | 48.8 | 39.7 | 0 | 27 |
| 12 | 50280 | O | 6 | 308.6 | 21.5 | 99.4 | 0 | 29 |
| 12 | 50280 | P | 6 | 394.1 | 19.5 | 171.6 | 0 | 27 |
| 12 | 50280 | Q | 6 | 616.6 | 12.9 | 1000.0 | 0 | 24 |
| 12 | 50280 | R | 6 | 596.1 | 12.9 | 1000.0 | 0 | 25 |
| 12 | 50280 | S | 6 | 650.3 | 11.0 | 1000.0 | 0 | 27 |
| 12 | 50280 | T | 6 | 284.5 | 11.4 | 210.7 | 0 | 32 |
| 12 | 50280 | U | 6 | 330.2 | 20.2 | 121.3 | 0 | 31 |
| 12 | 50280 | V | 6 | 344.2 | 35.8 | 59.3 | 0 | 30 |
| 12 | 50280 | W | 1 | 22.5 | 21.0 | 1.5 | 12 | 28 |
| 12 | 50290 | A | 5 | 102.2 | 19.0 | 19.7 | 0 | 39 |
| 12 | 50290 | B | 6 | 175.4 | 18.7 | 47.8 | 0 | 38 |
| 12 | 50290 | C | 6 | 245.3 | 9.1 | 225.3 | 0 | 38 |
| 12 | 50290 | D | 6 | 215.5 | 5.2 | 402.3 | 0 | 36 |
| 12 | 50290 | E | 0 | 362.2 | -2.2 | 0.0 | 0 | 34 |
| 12 | 50290 | F | 0 | 381.1 | -5.5 | 0.0 | 0 | 35 |
| 12 | 50290 | G | 6 | 257.8 | 0.3 | 1000.0 | 0 | 41 |
| 12 | 50290 | H | 6 | 194.4 | 0.0 | 1000.0 | 0 | 41 |
| 12 | 50290 | J | 6 | 208.0 | 3.3 | 1000.0 | 0 | 40 |
| 12 | 50290 | K | 6 | 165.6 | 7.9 | 141.4 | 0 | 39 |
| 12 | 50290 | M | 5 | 108.5 | 15.0 | 29.7 | 0 | 34 |
| 12 | 50290 | N | 5 | 67.2 | 13.4 | 16.0 | 1 | 35 |
| 12 | 50290 | O | 5 | 42.7 | 7.0 | 18.3 | 5 | 38 |
| 12 | 50290 | P | 2 | 25.0 | 13.9 | 3.0 | 8 | 38 |
| 12 | 50290 | Q | 3 | 31.6 | 12.0 | 5.5 | 8 | 37 |
| 12 | 50290 | R | 4 | 40.9 | 8.6 | 12.9 | 4 | 39 |
| 12 | 50290 | S | 3 | 50.6 | 16.7 | 7.6 | 4 | 35 |
| 12 | 50290 | T | 5 | 70.8 | 10.6 | 23.7 | 0 | 37 |
| 12 | 50290 | U | 6 | 68.3 | 4.0 | 83.5 | 0 | 40 |
| 12 | 50290 | V | 6 | 74.2 | 5.7 | 59.0 | 0 | 40 |
| 12 | 50300 | A | 6 | 138.7 | 12.9 | 53.9 | 0 | 32 |
| 12 | 50300 | B | 6 | 97.8 | 9.4 | 46.9 | 0 | 34 |
| 12 | 50300 | C | 6 | 105.7 | 6.7 | 84.4 | 0 | 34 |
| 12 | 50300 | D | 4 | 79.6 | 19.8 | 12.5 | 3 | 31 |
| 12 | 50300 | E | 3 | 35.2 | 11.1 | 7.2 | 8 | 36 |
| 12 | 50300 | F | 3 | 32.8 | 13.6 | 4.9 | 9 | 35 |
| 12 | 50300 | G | 3 | 49.2 | 20.4 | 5.6 | 5 | 33 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 12 | 50300 | H | 5 | 73.4 | 9.7 | 28.3 | 0 | 40 |
| 12 | 50300 | J | 6 | 104.2 | 12.0 | 37.4 | 2 | 30 |
| 12 | 50300 | K | 6 | 294.8 | 32.0 | 53.7 | 0 | 29 |
| 12 | 50300 | M | 6 | 423.5 | 13.2 | 340.3 | 0 | 29 |
| 12 | 50300 | N | 6 | 472.9 | 14.5 | 360.4 | 0 | 28 |
| 12 | 50300 | O | 6 | 567.2 | 2.4 | 1000.0 | 0 | 28 |
| 12 | 50300 | P | 6 | 764.5 | 15.9 | 1000.0 | 0 | 26 |
| 12 | 50300 | Q | 6 | 586.4 | 67.1 | 60.2 | 0 | 25 |
| 12 | 50300 | R | 6 | 555.4 | 67.4 | 54.8 | 0 | 25 |
| 12 | 50300 | S | 6 | 587.8 | 61.0 | 68.7 | 0 | 26 |
| 12 | 50300 | T | 6 | 600.8 | 66.2 | 63.8 | 0 | 27 |
| 12 | 50300 | U | 4 | 235.2 | 67.6 | 14.1 | 0 | 28 |
| 12 | 50310 | A | 2 | 27.8 | 17.4 | 2.7 | 8 | 35 |
| 12 | 50310 | B | 4 | 55.4 | 10.8 | 15.6 | 0 | 45 |
| 12 | 50310 | C | 5 | 127.8 | 19.2 | 27.8 | 0 | 42 |
| 12 | 50310 | D | 6 | 137.4 | 11.9 | 59.2 | 0 | 39 |
| 12 | 50310 | E | 6 | 297.0 | 14.3 | 164.5 | 0 | 34 |
| 12 | 50310 | F | 6 | 312.9 | 7.1 | 494.0 | 0 | 36 |
| 12 | 50310 | G | 0 | 239.7 | -1.8 | 0.0 | 0 | 37 |
| 12 | 50310 | H | 6 | 279.7 | 0.8 | 1000.0 | 0 | 37 |
| 12 | 50310 | J | 0 | 216.4 | -3.4 | 0.0 | 0 | 37 |
| 12 | 50310 | K | 6 | 235.2 | 23.4 | 56.8 | 0 | 33 |
| 12 | 50310 | M | 6 | 101.9 | 0.0 | 1000.0 | 0 | 41 |
| 12 | 50310 | N | 3 | 41.4 | 17.2 | 5.3 | 3 | 38 |
| 12 | 50310 | O | 4 | 73.3 | 21.6 | 9.8 | 3 | 31 |
| 12 | 50310 | P | 2 | 37.4 | 20.1 | 3.6 | 7 | 33 |
| 12 | 50310 | Q | 6 | 84.3 | 5.1 | 84.6 | 0 | 36 |
| 12 | 50310 | R | 6 | 104.2 | 8.9 | 56.0 | 0 | 36 |
| 12 | 50310 | S | 6 | 87.8 | 5.5 | 81.5 | 0 | 42 |
| 12 | 50320 | A | 6 | 88.1 | 7.9 | 50.1 | 0 | 38 |
| 12 | 50320 | B | 6 | 136.5 | 14.8 | 43.7 | 0 | 33 |
| 12 | 50320 | C | 6 | 109.3 | 8.0 | 70.0 | 0 | 32 |
| 12 | 50320 | D | 1 | 21.8 | 17.8 | 1.7 | 14 | 29 |
| 12 | 50320 | E | 3 | 50.1 | 21.2 | 5.5 | 3 | 34 |
| 12 | 50320 | F | 2 | 30.0 | 19.8 | 2.6 | 6 | 35 |
| 12 | 50320 | G | 3 | 32.8 | 16.0 | 4.0 | 6 | 37 |
| 12 | 50320 | H | 4 | 61.4 | 14.0 | 13.1 | 0 | 39 |
| 12 | 50320 | J | 0 | 120.6 | -0.6 | 0.0 | 0 | 37 |
| 12 | 50320 | K | 0 | 271.0 | -5.4 | 0.0 | 0 | 36 |
| 12 | 50320 | M | 0 | 257.2 | -3.3 | 0.0 | 0 | 37 |
| 12 | 50320 | N | 0 | 258.1 | -2.3 | 0.0 | 0 | 37 |
| 12 | 50320 | O | 0 | 194.5 | -1.0 | 0.0 | 0 | 39 |
| 12 | 50320 | P | 0 | 219.9 | -0.6 | 0.0 | 0 | 36 |
| 12 | 50320 | Q | 6 | 351.5 | 11.8 | 288.9 | 0 | 32 |
| 12 | 50320 | R | 6 | 373.2 | 29.7 | 87.2 | 0 | 30 |
| 12 | 50320 | S | 6 | 327.6 | 25.9 | 84.9 | 0 | 30 |
| 12 | 50320 | T | 6 | 300.4 | 28.2 | 65.7 | 0 | 32 |
| 12 | 50320 | U | 6 | 244.2 | 31.5 | 40.5 | 0 | 32 |
| 12 | 50320 | V | 4 | 140.7 | 41.1 | 11.9 | 0 | 31 |
| 12 | 50320 | W | 3 | 42.2 | 18.6 | 4.9 | 11 | 29 |
| 12 | 50330 | A | 3 | 117.0 | 47.0 | 7.5 | 0 | 30 |
| 12 | 50330 | B | 4 | 158.8 | 55.2 | 9.9 | 0 | 31 |
| 12 | 50330 | C | 5 | 208.5 | 31.6 | 31.3 | 0 | 33 |
| 12 | 50330 | D | 6 | 223.8 | 23.5 | 52.1 | 0 | 35 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 12 | 50330 | E | 6 | 242.2 | 19.6 | 75.8 | 0 | 34 |
| 12 | 50330 | F | 6 | 277.2 | 13.1 | 165.6 | 0 | 36 |
| 12 | 50330 | G | 6 | 232.6 | 12.5 | 131.7 | 0 | 37 |
| 12 | 50330 | H | 0 | 220.1 | -2.2 | 0.0 | 0 | 41 |
| 12 | 50330 | J | 0 | 148.4 | -4.5 | 0.0 | 0 | 43 |
| 12 | 50330 | K | 0 | 164.2 | -0.4 | 0.0 | 0 | 39 |
| 12 | 50330 | M | 0 | 202.6 | -2.6 | 0.0 | 0 | 39 |
| 12 | 50330 | N | 0 | 246.1 | -4.0 | 0.0 | 0 | 39 |
| 12 | 50330 | O | 0 | 198.6 | -1.8 | 0.0 | 0 | 35 |
| 12 | 50330 | P | 5 | 54.5 | 7.1 | 26.6 | 4 | 36 |
| 12 | 50330 | Q | 2 | 38.0 | 29.9 | 2.2 | 4 | 32 |
| 12 | 50330 | R | 3 | 68.9 | 38.6 | 4.2 | 4 | 29 |
| 12 | 50330 | S | 3 | 36.9 | 18.5 | 4.0 | 7 | 34 |
| 12 | 50330 | T | 5 | 41.0 | 6.1 | 20.6 | 1 | 43 |
| 12 | 50330 | U | 5 | 74.2 | 12.1 | 21.5 | 0 | 37 |
| 12 | 50330 | V | 5 | 107.5 | 15.6 | 27.7 | 0 | 35 |
| 12 | 50330 | W | 5 | 125.0 | 17.9 | 29.4 | 0 | 34 |
| 12 | 50340 | A | 6 | 107.3 | 9.6 | 53.0 | 0 | 34 |
| 12 | 50340 | B | 4 | 71.7 | 17.6 | 12.4 | 0 | 39 |
| 12 | 50340 | C | 3 | 49.5 | 20.4 | 5.6 | 11 | 27 |
| 12 | 50340 | D | 3 | 62.4 | 34.8 | 4.1 | 3 | 30 |
| 12 | 50340 | E | 3 | 55.7 | 30.8 | 4.0 | 1 | 34 |
| 12 | 50340 | F | 3 | 51.4 | 17.9 | 7.1 | 0 | 38 |
| 12 | 50340 | G | 5 | 93.2 | 19.5 | 16.4 | 1 | 31 |
| 12 | 50340 | H | 6 | 245.4 | 4.2 | 1000.0 | 0 | 34 |
| 12 | 50340 | J | 6 | 283.8 | 2.4 | 1000.0 | 0 | 33 |
| 12 | 50340 | K | 6 | 110.0 | 1.3 | 1000.0 | 0 | 42 |
| 12 | 50340 | M | 0 | 132.4 | -1.3 | 0.0 | 0 | 41 |
| 12 | 50340 | N | 6 | 110.1 | 0.1 | 1000.0 | 0 | 39 |
| 12 | 50340 | O | 6 | 120.9 | 1.8 | 1000.0 | 0 | 37 |
| 12 | 50340 | P | 5 | 164.0 | 24.0 | 30.8 | 0 | 31 |
| 12 | 50340 | Q | 5 | 186.4 | 30.0 | 28.1 | 0 | 33 |
| 12 | 50340 | R | 4 | 71.2 | 17.1 | 12.7 | 0 | 35 |
| 12 | 50340 | S | 4 | 57.0 | 13.2 | 12.5 | 0 | 39 |
| 12 | 50340 | T | 2 | 27.1 | 16.4 | 2.8 | 13 | 31 |
| 12 | 50350 | A | 2 | 16.8 | 8.5 | 3.0 | 10 | 44 |
| 12 | 50350 | B | 3 | 36.5 | 14.1 | 5.6 | 0 | 43 |
| 12 | 50350 | C | 4 | 56.3 | 12.1 | 13.8 | 0 | 40 |
| 12 | 50350 | D | 5 | 70.1 | 12.7 | 18.4 | 0 | 38 |
| 12 | 50350 | E | 6 | 111.2 | 13.1 | 37.0 | 0 | 37 |
| 12 | 50350 | F | 6 | 112.2 | 12.8 | 38.7 | 0 | 35 |
| 12 | 50350 | G | 6 | 88.7 | 3.6 | 148.7 | 0 | 42 |
| 12 | 50350 | H | 6 | 119.0 | 0.2 | 1000.0 | 0 | 41 |
| 12 | 50350 | J | 6 | 246.4 | 1.3 | 1000.0 | 0 | 34 |
| 12 | 50350 | K | 6 | 150.6 | 2.5 | 1000.0 | 0 | 37 |
| 12 | 50350 | M | 5 | 68.5 | 10.5 | 22.8 | 0 | 41 |
| 12 | 50350 | N | 4 | 70.6 | 21.2 | 9.5 | 2 | 33 |
| 12 | 50350 | O | 3 | 72.3 | 32.0 | 5.7 | 3 | 30 |
| 12 | 50350 | P | 2 | 56.4 | 32.5 | 3.8 | 2 | 32 |
| 12 | 50350 | Q | 3 | 38.7 | 13.0 | 6.8 | 8 | 34 |
| 12 | 50350 | R | 5 | 69.6 | 11.2 | 21.5 | 0 | 38 |
| 12 | 50350 | S | 3 | 67.8 | 30.1 | 5.6 | 2 | 32 |
| 12 | 50350 | T | 6 | 77.8 | 7.4 | 44.7 | 0 | 38 |
| 12 | 50350 | U | 5 | 73.5 | 12.0 | 21.4 | 0 | 38 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 12 | 50360 | A | 4 | 54.0 | 15.8 | 9.1 | 4 | 35 |
| 12 | 50360 | B | 5 | 87.9 | 14.3 | 22.6 | 0 | 33 |
| 12 | 50360 | C | 3 | 76.3 | 33.9 | 5.8 | 2 | 30 |
| 12 | 50360 | D | 4 | 70.4 | 15.4 | 14.3 | 6 | 30 |
| 12 | 50360 | E | 4 | 39.9 | 11.8 | 8.2 | 9 | 33 |
| 12 | 50360 | F | 3 | 64.9 | 33.1 | 4.6 | 4 | 29 |
| 12 | 50360 | G | 3 | 72.8 | 28.9 | 6.6 | 5 | 29 |
| 12 | 50360 | H | 5 | 116.0 | 17.8 | 26.3 | 0 | 34 |
| 12 | 50360 | J | 6 | 115.4 | 10.4 | 53.5 | 0 | 37 |
| 12 | 50360 | K | 0 | 161.1 | -0.3 | 0.0 | 0 | 39 |
| 12 | 50360 | M | 6 | 152.6 | 3.6 | 374.4 | 0 | 36 |
| 12 | 50360 | N | 6 | 146.7 | 3.8 | 323.6 | 0 | 31 |
| 12 | 50360 | O | 6 | 166.8 | 6.3 | 196.6 | 0 | 30 |
| 12 | 50360 | P | 6 | 91.0 | 7.6 | 55.6 | 3 | 31 |
| 12 | 50360 | Q | 4 | 21.0 | 4.6 | 10.1 | 23 | 32 |
| 12 | 50360 | R | 6 | 67.6 | 2.7 | 141.0 | 0 | 38 |
| 12 | 50360 | S | 6 | 103.0 | 11.3 | 39.8 | 0 | 33 |
| 12 | 50360 | T | 5 | 111.6 | 21.3 | 19.5 | 0 | 31 |
| 12 | 50360 | U | 4 | 77.5 | 18.2 | 13.4 | 0 | 40 |
| 12 | 50360 | V | 2 | 28.1 | 15.7 | 3.1 | 9 | 35 |
| 12 | 50370 | A | 1 | 22.5 | 22.1 | 1.4 | 7 | 33 |
| 12 | 50370 | B | 4 | 45.8 | 11.4 | 10.7 | 3 | 39 |
| 12 | 50370 | C | 4 | 71.0 | 20.1 | 10.2 | 2 | 33 |
| 12 | 50370 | D | 5 | 154.7 | 27.1 | 23.9 | 0 | 31 |
| 12 | 50370 | E | 6 | 115.3 | 5.8 | 118.8 | 3 | 29 |
| 12 | 50370 | F | 5 | 53.4 | 6.6 | 28.4 | 3 | 38 |
| 12 | 50370 | G | 6 | 77.3 | 1.2 | 1000.0 | 0 | 42 |
| 12 | 50370 | H | 6 | 77.1 | 0.7 | 1000.0 | 0 | 40 |
| 12 | 50370 | J | 6 | 47.8 | 3.7 | 51.8 | 3 | 39 |
| 12 | 50370 | K | 6 | 151.6 | 4.9 | 238.3 | 0 | 36 |
| 12 | 50370 | M | 6 | 223.1 | 6.0 | 347.4 | 0 | 35 |
| 12 | 50370 | N | 0 | 187.4 | -1.2 | 0.0 | 0 | 38 |
| 12 | 50370 | O | 0 | 197.5 | -1.0 | 0.0 | 0 | 36 |
| 12 | 50370 | P | 6 | 121.8 | 4.7 | 174.5 | 0 | 34 |
| 12 | 50370 | Q | 6 | 101.2 | 11.6 | 37.4 | 0 | 32 |
| 12 | 50370 | R | 4 | 92.4 | 31.4 | 8.7 | 1 | 30 |
| 12 | 50370 | S | 3 | 41.1 | 18.9 | 4.6 | 5 | 35 |
| 12 | 50370 | T | 2 | 18.3 | 9.9 | 2.8 | 11 | 41 |
| 12 | 50370 | U | 3 | 40.1 | 14.7 | 6.2 | 6 | 36 |
| 12 | 50370 | V | 5 | 64.5 | 11.3 | 18.8 | 2 | 35 |
| 12 | 50370 | W | 4 | 94.3 | 22.0 | 14.3 | 0 | 32 |
| 12 | 50370 | X | 3 | 109.9 | 48.2 | 6.6 | 0 | 29 |
| 12 | 50370 | Y | 5 | 102.7 | 15.5 | 26.0 | 0 | 35 |
| 12 | 50380 | A | 4 | 95.4 | 32.2 | 8.9 | 0 | 32 |
| 12 | 50380 | B | 5 | 110.2 | 20.7 | 19.8 | 1 | 30 |
| 12 | 50380 | C | 2 | 31.1 | 17.3 | 3.3 | 8 | 34 |
| 12 | 50380 | D | 2 | 33.2 | 16.7 | 3.8 | 10 | 32 |
| 12 | 50380 | E | 4 | 56.7 | 14.6 | 10.9 | 4 | 34 |
| 12 | 50380 | F | 5 | 65.5 | 10.1 | 22.3 | 2 | 35 |
| 12 | 50380 | G | 6 | 144.1 | 0.8 | 1000.0 | 0 | 34 |
| 12 | 50380 | H | 0 | 145.6 | -1.6 | 0.0 | 0 | 35 |
| 12 | 50380 | J | 0 | 182.3 | -0.8 | 0.0 | 0 | 34 |
| 12 | 50380 | K | 0 | 173.4 | -2.2 | 0.0 | 0 | 35 |
| 12 | 50380 | M | 6 | 140.9 | 12.6 | 57.1 | 0 | 37 |
| 12 | 50380 | N | 6 | 134.4 | 16.3 | 37.4 | 0 | 35 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 12 | 50380 | O | 5 | 119.6 | 17.9 | 27.4 | 0 | 33 |
| 12 | 50380 | P | 5 | 54.9 | 6.5 | 30.3 | 10 | 30 |
| 12 | 50380 | Q | 6 | 119.3 | 9.3 | 65.8 | 0 | 32 |
| 12 | 50380 | R | 4 | 88.8 | 19.7 | 15.0 | 3 | 30 |
| 12 | 50380 | S | 3 | 69.0 | 25.6 | 7.1 | 6 | 28 |
| 12 | 50390 | A | 1 | 13.9 | 15.1 | 1.0 | 5 | 39 |
| 12 | 50390 | B | 4 | 71.7 | 19.9 | 10.5 | 0 | 35 |
| 12 | 50390 | C | 5 | 127.8 | 23.6 | 21.1 | 0 | 36 |
| 12 | 50390 | D | 6 | 163.1 | 21.7 | 34.9 | 0 | 35 |
| 12 | 50390 | E | 6 | 175.5 | 12.7 | 80.8 | 0 | 34 |
| 12 | 50390 | F | 6 | 100.7 | 4.1 | 153.4 | 0 | 34 |
| 12 | 50390 | G | 6 | 71.3 | 4.1 | 86.6 | 0 | 44 |
| 12 | 50390 | H | 0 | 76.0 | -2.3 | 0.0 | 0 | 53 |
| 12 | 50390 | J | 0 | 98.4 | -2.8 | 0.0 | 0 | 49 |
| 12 | 50390 | K | 6 | 100.8 | 3.5 | 191.7 | 0 | 41 |
| 12 | 50390 | M | 6 | 98.5 | 5.3 | 103.7 | 0 | 39 |
| 12 | 50390 | N | 5 | 72.9 | 13.2 | 18.6 | 0 | 38 |
| 12 | 50390 | O | 4 | 72.2 | 21.5 | 9.6 | 0 | 35 |
| 12 | 50390 | P | 3 | 33.3 | 13.0 | 5.3 | 7 | 37 |
| 12 | 50390 | Q | 3 | 45.6 | 22.0 | 4.5 | 5 | 33 |
| 12 | 50390 | R | 6 | 134.9 | 15.3 | 41.0 | 0 | 29 |
| 12 | 50390 | S | 3 | 46.7 | 17.8 | 6.1 | 5 | 35 |
| 12 | 50390 | T | 5 | 82.5 | 15.5 | 18.3 | 0 | 34 |
| 12 | 50390 | U | 3 | 77.8 | 36.9 | 5.4 | 0 | 33 |
| 12 | 50400 | A | 4 | 83.6 | 24.9 | 10.0 | 0 | 33 |
| 12 | 50400 | B | 3 | 77.2 | 41.0 | 4.6 | 0 | 31 |
| 12 | 50400 | C | 3 | 77.0 | 30.4 | 6.8 | 1 | 32 |
| 12 | 50400 | D | 5 | 109.5 | 16.1 | 27.4 | 0 | 32 |
| 12 | 50400 | E | 3 | 47.1 | 18.1 | 6.1 | 5 | 34 |
| 12 | 50400 | F | 3 | 35.0 | 13.6 | 5.5 | 9 | 34 |
| 12 | 50400 | G | 5 | 82.6 | 15.5 | 18.3 | 2 | 32 |
| 12 | 50400 | H | 5 | 104.0 | 14.3 | 29.5 | 0 | 32 |
| 12 | 50400 | J | 6 | 225.7 | 14.8 | 99.2 | 0 | 30 |
| 12 | 50400 | K | 0 | 277.2 | -5.2 | 0.0 | 0 | 33 |
| 12 | 50400 | M | 0 | 305.9 | -6.7 | 0.0 | 0 | 33 |
| 12 | 50400 | N | 0 | 300.8 | -3.5 | 0.0 | 0 | 32 |
| 12 | 50400 | O | 6 | 210.7 | 5.2 | 386.7 | 0 | 30 |
| 12 | 50400 | P | 6 | 205.8 | 17.5 | 67.8 | 0 | 30 |
| 12 | 50400 | Q | 6 | 162.6 | 5.1 | 253.8 | 0 | 33 |
| 12 | 50400 | R | 6 | 244.5 | 8.0 | 269.2 | 0 | 30 |
| 12 | 50400 | S | 6 | 298.9 | 16.8 | 132.7 | 0 | 30 |
| 12 | 50400 | T | 6 | 187.2 | 20.1 | 48.2 | 0 | 32 |
| 12 | 50400 | U | 6 | 165.8 | 16.2 | 53.0 | 0 | 33 |
| 12 | 50400 | V | 5 | 148.6 | 26.4 | 23.2 | 0 | 32 |
| 12 | 50400 | W | 4 | 76.1 | 20.7 | 11.0 | 4 | 31 |
| 12 | 50400 | X | 0 | 12.3 | 15.5 | 0.8 | 14 | 30 |
| 12 | 50410 | A | 1 | 20.5 | 15.5 | 1.9 | 10 | 35 |
| 12 | 50410 | B | 4 | 69.2 | 20.3 | 9.7 | 0 | 39 |
| 12 | 50410 | C | 5 | 126.3 | 25.1 | 19.1 | 0 | 36 |
| 12 | 50410 | D | 4 | 95.3 | 20.8 | 15.6 | 0 | 39 |
| 12 | 50410 | E | 6 | 116.6 | 3.3 | 266.6 | 0 | 41 |
| 12 | 50410 | F | 6 | 114.5 | 4.8 | 152.7 | 0 | 40 |
| 12 | 50410 | G | 6 | 120.9 | 1.9 | 1000.0 | 0 | 44 |
| 12 | 50410 | H | 0 | 122.7 | -1.8 | 0.0 | 0 | 43 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 12 | 50410 | J | 0 | 131.5 | -0.9 | 0.0 | 0 | 42 |
| 12 | 50410 | K | 6 | 114.2 | 1.5 | 1000.0 | 0 | 42 |
| 12 | 50410 | M | 5 | 72.4 | 8.8 | 31.5 | 0 | 38 |
| 12 | 50410 | N | 4 | 66.9 | 18.2 | 10.6 | 1 | 35 |
| 12 | 50410 | O | 3 | 33.4 | 15.5 | 4.3 | 7 | 36 |
| 12 | 50410 | P | 3 | 46.1 | 14.5 | 7.9 | 0 | 41 |
| 12 | 50410 | Q | 3 | 43.0 | 13.8 | 7.5 | 3 | 38 |
| 12 | 50410 | R | 6 | 117.1 | 11.6 | 47.3 | 0 | 32 |
| 12 | 50410 | S | 5 | 117.5 | 23.0 | 19.1 | 0 | 33 |
| 12 | 50410 | T | 5 | 107.1 | 19.7 | 20.2 | 0 | 32 |
| 12 | 50420 | A | 6 | 128.3 | 16.3 | 34.7 | 0 | 31 |
| 12 | 50420 | B | 2 | 13.4 | 6.1 | 3.2 | 28 | 31 |
| 12 | 50420 | C | 4 | 71.5 | 24.5 | 8.0 | 0 | 36 |
| 12 | 50420 | D | 5 | 79.9 | 10.4 | 29.6 | 0 | 37 |
| 12 | 50420 | E | 4 | 47.8 | 12.5 | 10.1 | 6 | 34 |
| 12 | 50420 | F | 3 | 24.8 | 10.8 | 4.2 | 12 | 36 |
| 12 | 50420 | G | 3 | 41.6 | 17.5 | 5.2 | 3 | 37 |
| 12 | 50420 | H | 3 | 49.2 | 18.1 | 6.5 | 4 | 34 |
| 12 | 50420 | J | 4 | 47.7 | 14.8 | 8.1 | 3 | 37 |
| 12 | 50420 | K | 6 | 309.4 | 6.0 | 1000.0 | 0 | 31 |
| 12 | 50420 | M | 6 | 254.5 | 4.4 | 1000.0 | 0 | 30 |
| 12 | 50420 | N | 6 | 306.8 | 5.1 | 1000.0 | 0 | 31 |
| 12 | 50420 | O | 6 | 215.6 | 19.5 | 63.1 | 0 | 30 |
| 12 | 50420 | P | 6 | 144.9 | 6.5 | 148.4 | 0 | 37 |
| 12 | 50420 | Q | 4 | 90.5 | 24.4 | 11.7 | 0 | 33 |
| 12 | 50420 | R | 4 | 84.4 | 23.2 | 11.2 | 0 | 35 |
| 12 | 50420 | S | 2 | 34.2 | 23.0 | 2.6 | 10 | 29 |
| 12 | 50430 | A | 0 | 6.7 | 8.8 | 0.5 | 11 | 41 |
| 12 | 50430 | B | 3 | 43.1 | 15.2 | 6.6 | 0 | 41 |
| 12 | 50430 | C | 4 | 84.2 | 24.8 | 10.2 | 0 | 35 |
| 12 | 50430 | D | 6 | 102.7 | 7.7 | 66.6 | 0 | 40 |
| 12 | 50430 | E | 6 | 136.7 | 9.1 | 84.7 | 0 | 38 |
| 12 | 50430 | F | 6 | 172.0 | 5.7 | 238.6 | 0 | 39 |
| 12 | 50430 | G | 6 | 167.0 | 4.5 | 317.8 | 0 | 37 |
| 12 | 50430 | H | 6 | 167.3 | 5.9 | 216.7 | 0 | 36 |
| 12 | 50430 | J | 6 | 127.8 | 7.1 | 106.6 | 0 | 42 |
| 12 | 50430 | K | 6 | 132.4 | 2.0 | 1000.0 | 0 | 39 |
| 12 | 50430 | M | 6 | 65.5 | 3.3 | 101.4 | 0 | 43 |
| 12 | 50430 | N | 3 | 34.7 | 13.1 | 5.7 | 1 | 43 |
| 12 | 50430 | O | 2 | 30.6 | 17.0 | 3.3 | 4 | 39 |
| 12 | 50430 | P | 4 | 53.3 | 11.8 | 13.0 | 3 | 36 |
| 12 | 50430 | Q | 4 | 23.5 | 5.8 | 8.9 | 14 | 38 |
| 12 | 50430 | R | 6 | 114.0 | 6.8 | 93.6 | 0 | 33 |
| 12 | 50430 | S | 4 | 59.9 | 15.6 | 10.9 | 6 | 31 |
| 12 | 50430 | T | 3 | 62.1 | 28.0 | 5.4 | 0 | 35 |
| 12 | 50430 | U | 5 | 108.8 | 15.5 | 28.5 | 0 | 34 |
| 12 | 50430 | V | 6 | 137.9 | 15.6 | 41.4 | 0 | 37 |
| 12 | 50440 | A | 4 | 86.3 | 19.9 | 14.2 | 0 | 35 |
| 12 | 50440 | B | 6 | 97.5 | 9.9 | 43.5 | 0 | 34 |
| 12 | 50440 | C | 3 | 60.7 | 29.7 | 4.8 | 0 | 37 |
| 12 | 50440 | D | 4 | 45.5 | 9.9 | 12.7 | 4 | 38 |
| 12 | 50440 | E | 6 | 42.6 | 3.4 | 48.1 | 0 | 45 |
| 12 | 50440 | F | 4 | 33.4 | 6.5 | 13.5 | 9 | 38 |
| 12 | 50440 | G | 4 | 65.8 | 21.8 | 8.1 | 2 | 33 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 12 | 50440 | H | 3 | 33.3 | 15.4 | 4.3 | 7 | 36 |
| 12 | 50440 | J | 3 | 57.5 | 22.1 | 6.4 | 4 | 33 |
| 12 | 50440 | K | 6 | 118.7 | 6.2 | 113.7 | 1 | 30 |
| 12 | 50440 | M | 6 | 162.2 | 3.0 | 1000.0 | 0 | 37 |
| 12 | 50440 | N | 6 | 122.4 | 7.7 | 88.8 | 0 | 40 |
| 12 | 50440 | O | 6 | 151.6 | 5.8 | 187.9 | 0 | 34 |
| 12 | 50440 | P | 6 | 246.8 | 11.7 | 159.6 | 0 | 33 |
| 12 | 50440 | Q | 6 | 259.5 | 25.8 | 58.4 | 0 | 31 |
| 12 | 50440 | R | 6 | 107.4 | 7.9 | 69.2 | 0 | 38 |
| 12 | 50440 | S | 5 | 83.2 | 11.5 | 27.6 | 0 | 37 |
| 12 | 50440 | T | 2 | 22.0 | 13.1 | 2.7 | 15 | 33 |
| 12 | 50440 | U | 1 | 13.6 | 12.8 | 1.2 | 9 | 39 |
| 12 | 50450 | A | 0 | 10.5 | 11.7 | 0.8 | 8 | 41 |
| 12 | 50450 | B | 4 | 62.4 | 12.7 | 15.2 | 0 | 42 |
| 12 | 50450 | C | 6 | 140.7 | 11.4 | 65.3 | 0 | 39 |
| 12 | 50450 | D | 6 | 118.9 | 9.2 | 66.4 | 0 | 45 |
| 12 | 50450 | E | 6 | 114.0 | 4.5 | 165.9 | 0 | 40 |
| 12 | 50450 | F | 6 | 179.1 | 4.7 | 337.0 | 0 | 34 |
| 12 | 50450 | G | 6 | 204.1 | 3.7 | 1000.0 | 0 | 34 |
| 12 | 50450 | H | 3 | 85.3 | 30.8 | 7.9 | 1 | 31 |
| 12 | 50450 | J | 3 | 32.0 | 12.8 | 5.1 | 7 | 37 |
| 12 | 50450 | K | 3 | 50.2 | 17.1 | 7.3 | 3 | 36 |
| 12 | 50450 | M | 3 | 35.8 | 13.3 | 5.8 | 12 | 32 |
| 12 | 50450 | N | 6 | 75.5 | 7.6 | 41.1 | 0 | 38 |
| 12 | 50450 | O | 4 | 74.3 | 15.3 | 15.8 | 5 | 30 |
| 12 | 50450 | P | 3 | 85.7 | 33.5 | 7.1 | 0 | 36 |
| 12 | 50450 | Q | 6 | 103.1 | 11.3 | 39.9 | 0 | 34 |
| 12 | 50450 | R | 4 | 95.3 | 23.2 | 13.6 | 0 | 33 |
| 12 | 50461 | A | 0 | 3.0 | 4.8 | 0.3 | 20 | 42 |
| 12 | 50461 | B | 6 | 60.3 | 4.2 | 63.7 | 0 | 47 |
| 12 | 50461 | C | 6 | 79.7 | 3.1 | 153.2 | 0 | 40 |
| 12 | 50461 | D | 0 | 137.0 | -1.6 | 0.0 | 0 | 37 |
| 12 | 50461 | E | 0 | 156.1 | -1.2 | 0.0 | 0 | 36 |
| 12 | 50461 | F | 6 | 179.8 | 0.4 | 1000.0 | 0 | 38 |
| 12 | 50461 | G | 3 | 38.7 | 17.5 | 4.6 | 1 | 40 |
| 12 | 50461 | H | 2 | 18.8 | 8.9 | 3.4 | 12 | 40 |
| 12 | 50461 | J | 2 | 28.5 | 14.7 | 3.5 | 7 | 38 |
| 12 | 50461 | K | 3 | 28.7 | 11.7 | 4.8 | 10 | 36 |
| 12 | 50461 | M | 4 | 66.8 | 15.4 | 13.2 | 2 | 34 |
| 12 | 50461 | N | 5 | 102.2 | 14.4 | 28.4 | 0 | 33 |
| 12 | 50461 | O | 3 | 60.6 | 27.8 | 5.2 | 3 | 32 |
| 12 | 50461 | P | 4 | 88.3 | 20.0 | 14.6 | 2 | 31 |
| 12 | 50461 | Q | 3 | 38.2 | 12.2 | 7.3 | 8 | 35 |
| 12 | 50470 | A | 5 | 74.7 | 12.5 | 20.8 | 2 | 33 |
| 12 | 50470 | B | 3 | 74.6 | 30.6 | 6.4 | 2 | 31 |
| 12 | 50470 | C | 5 | 108.6 | 21.7 | 18.2 | 0 | 31 |
| 12 | 50470 | D | 4 | 69.1 | 14.3 | 15.0 | 5 | 31 |
| 12 | 50470 | E | 4 | 91.3 | 22.9 | 12.9 | 1 | 31 |
| 12 | 50470 | F | 3 | 37.1 | 11.2 | 7.8 | 6 | 38 |
| 12 | 50470 | G | 3 | 48.1 | 17.8 | 6.4 | 2 | 37 |
| 12 | 50470 | H | 2 | 32.4 | 19.9 | 2.9 | 5 | 36 |
| 12 | 50470 | J | 3 | 43.0 | 14.9 | 6.8 | 2 | 39 |
| 12 | 50470 | K | 5 | 101.4 | 18.0 | 20.9 | 0 | 34 |
| 12 | 50470 | M | 6 | 152.4 | 1.8 | 1000.0 | 0 | 35 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 12 | 50470 | N | 0 | 192.8 | -4.9 | 0.0 | 0 | 34 |
| 12 | 50470 | O | 0 | 215.7 | -2.5 | 0.0 | 0 | 34 |
| 12 | 50470 | P | 0 | 201.5 | -2.0 | 0.0 | 0 | 32 |
| 12 | 50470 | Q | 6 | 154.9 | 10.1 | 90.1 | 0 | 29 |
| 12 | 50470 | R | 6 | 106.3 | 3.6 | 201.6 | 4 | 28 |
| 12 | 50470 | S | 6 | 204.1 | 15.6 | 78.2 | 0 | 33 |
| 12 | 50470 | T | 6 | 188.6 | 16.0 | 66.4 | 0 | 33 |
| 12 | 50470 | U | 5 | 127.4 | 18.3 | 29.4 | 0 | 32 |
| 12 | 50470 | V | 2 | 21.0 | 11.4 | 3.0 | 13 | 36 |
| 12 | 50470 | W | 0 | 10.3 | 12.9 | 0.7 | 15 | 32 |
| 12 | 50480 | A | 3 | 36.5 | 11.4 | 7.4 | 7 | 37 |
| 12 | 50480 | B | 2 | 27.2 | 18.6 | 2.4 | 6 | 36 |
| 12 | 50480 | C | 5 | 155.7 | 23.1 | 29.8 | 0 | 34 |
| 12 | 50480 | D | 6 | 215.5 | 10.4 | 149.8 | 0 | 33 |
| 12 | 50480 | E | 6 | 190.7 | 16.8 | 63.3 | 0 | 28 |
| 12 | 50480 | F | 6 | 205.4 | 18.8 | 61.3 | 0 | 30 |
| 12 | 50480 | G | 6 | 232.3 | 4.5 | 1000.0 | 0 | 32 |
| 12 | 50480 | H | 0 | 252.7 | -6.9 | 0.0 | 0 | 35 |
| 12 | 50480 | J | 0 | 212.4 | -3.1 | 0.0 | 0 | 36 |
| 12 | 50480 | K | 6 | 110.7 | 2.9 | 293.1 | 0 | 39 |
| 12 | 50480 | M | 5 | 63.7 | 12.5 | 16.1 | 0 | 38 |
| 12 | 50480 | N | 4 | 55.3 | 16.3 | 9.0 | 3 | 35 |
| 12 | 50480 | O | 2 | 31.3 | 18.4 | 3.0 | 4 | 38 |
| 12 | 50480 | P | 4 | 67.4 | 19.4 | 9.9 | 0 | 35 |
| 12 | 50480 | Q | 4 | 33.6 | 9.1 | 8.7 | 11 | 34 |
| 12 | 50480 | R | 4 | 107.2 | 25.0 | 14.8 | 0 | 31 |
| 12 | 50480 | S | 3 | 108.3 | 42.9 | 7.5 | 0 | 30 |
| 12 | 50480 | T | 5 | 86.7 | 11.1 | 30.9 | 2 | 32 |
| 12 | 50490 | A | 6 | 97.0 | 10.4 | 40.4 | 1 | 32 |
| 12 | 50490 | B | 2 | 42.6 | 29.7 | 2.7 | 7 | 29 |
| 12 | 50490 | C | 4 | 63.0 | 20.6 | 8.2 | 2 | 34 |
| 12 | 50490 | D | 4 | 63.8 | 12.9 | 15.5 | 4 | 33 |
| 12 | 50490 | E | 3 | 25.5 | 10.5 | 4.6 | 15 | 33 |
| 12 | 50490 | F | 3 | 38.1 | 11.4 | 7.9 | 1 | 43 |
| 12 | 50490 | G | 3 | 74.2 | 26.1 | 7.8 | 3 | 31 |
| 12 | 50490 | H | 0 | 202.3 | -4.2 | 0.0 | 0 | 34 |
| 12 | 50490 | J | 6 | 167.1 | 0.9 | 1000.0 | 0 | 34 |
| 12 | 50490 | K | 6 | 173.8 | 7.1 | 178.1 | 0 | 36 |
| 12 | 50490 | M | 6 | 139.3 | 10.0 | 76.7 | 0 | 37 |
| 12 | 50490 | N | 6 | 230.8 | 17.3 | 83.0 | 0 | 33 |
| 12 | 50490 | O | 4 | 118.7 | 27.0 | 15.8 | 0 | 34 |
| 12 | 50490 | P | 4 | 75.6 | 23.0 | 9.5 | 0 | 34 |
| 12 | 50490 | Q | 2 | 19.7 | 13.0 | 2.2 | 14 | 34 |
| 12 | 50490 | R | 3 | 28.6 | 12.7 | 4.3 | 10 | 36 |
| 12 | 50500 | A | 2 | 9.9 | 5.7 | 2.1 | 14 | 49 |
| 12 | 50500 | B | 2 | 10.7 | 5.5 | 2.5 | 21 | 41 |
| 12 | 50500 | C | 5 | 45.1 | 8.2 | 16.1 | 8 | 34 |
| 12 | 50500 | D | 4 | 71.8 | 17.4 | 12.6 | 0 | 38 |
| 12 | 50500 | E | 6 | 113.6 | 11.0 | 48.4 | 0 | 38 |
| 12 | 50500 | F | 6 | 168.9 | 4.1 | 370.5 | 0 | 36 |
| 12 | 50500 | G | 6 | 203.7 | 4.2 | 497.2 | 0 | 34 |
| 12 | 50500 | H | 6 | 184.1 | 3.1 | 1000.0 | 0 | 32 |
| 12 | 50500 | J | 6 | 200.3 | 2.2 | 1000.0 | 0 | 35 |
| 12 | 50500 | K | 4 | 53.1 | 13.4 | 11.0 | 5 | 34 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 12 | 50500 | M | 3 | 35.1 | 14.1 | 5.2 | 8 | 35 |
| 12 | 50500 | N | 3 | 43.6 | 17.2 | 5.7 | 4 | 36 |
| 12 | 50500 | O | 5 | 74.3 | 12.3 | 21.0 | 0 | 35 |
| 12 | 50500 | P | 3 | 25.3 | 9.4 | 5.2 | 19 | 30 |
| 12 | 50500 | Q | 4 | 57.6 | 13.7 | 12.1 | 2 | 36 |
| 12 | 50500 | R | 3 | 46.1 | 17.4 | 6.2 | 4 | 36 |
| 12 | 50500 | S | 2 | 36.5 | 23.4 | 2.9 | 6 | 32 |
| 12 | 50500 | T | 6 | 128.4 | 16.2 | 35.1 | 3 | 26 |
| 12 | 50500 | U | 4 | 101.6 | 28.2 | 11.6 | 2 | 29 |
| 12 | 50510 | A | 4 | 84.7 | 24.1 | 10.7 | 0 | 37 |
| 12 | 50510 | B | 5 | 84.9 | 12.3 | 26.1 | 0 | 38 |
| 12 | 50510 | C | 2 | 34.6 | 28.7 | 2.0 | 4 | 32 |
| 12 | 50510 | D | 4 | 65.1 | 14.1 | 14.2 | 3 | 33 |
| 12 | 50510 | E | 4 | 42.2 | 9.5 | 11.9 | 14 | 28 |
| 12 | 50510 | F | 4 | 69.1 | 16.7 | 12.5 | 8 | 28 |
| 12 | 50510 | G | 5 | 50.8 | 9.2 | 16.8 | 9 | 31 |
| 12 | 50510 | H | 3 | 35.4 | 15.2 | 4.8 | 7 | 36 |
| 12 | 50510 | J | 2 | 21.8 | 11.1 | 3.3 | 11 | 38 |
| 12 | 50510 | K | 4 | 38.0 | 11.2 | 8.1 | 6 | 37 |
| 12 | 50510 | M | 3 | 39.0 | 13.3 | 6.7 | 3 | 39 |
| 12 | 50510 | N | 6 | 119.7 | 7.9 | 82.6 | 0 | 38 |
| 12 | 50510 | O | 6 | 168.2 | 4.9 | 284.8 | 0 | 35 |
| 12 | 50510 | P | 6 | 149.6 | 0.0 | 1000.0 | 0 | 35 |
| 12 | 50510 | Q | 6 | 163.6 | 4.2 | 338.5 | 0 | 37 |
| 12 | 50510 | R | 5 | 89.5 | 13.7 | 24.6 | 0 | 35 |
| 12 | 50510 | S | 4 | 60.9 | 18.0 | 9.3 | 2 | 34 |
| 12 | 50510 | T | 2 | 18.0 | 8.3 | 3.5 | 17 | 37 |
| 12 | 50510 | U | 3 | 30.4 | 11.0 | 5.7 | 7 | 39 |
| 12 | 50520 | A | 3 | 32.3 | 13.1 | 5.0 | 2 | 42 |
| 12 | 50520 | B | 2 | 14.9 | 9.8 | 2.0 | 17 | 36 |
| 12 | 50520 | C | 3 | 36.8 | 17.9 | 4.1 | 8 | 33 |
| 12 | 50520 | D | 5 | 106.3 | 16.0 | 26.3 | 0 | 34 |
| 12 | 50520 | E | 6 | 176.0 | 9.8 | 116.0 | 0 | 32 |
| 12 | 50520 | F | 6 | 186.7 | 9.1 | 141.9 | 0 | 32 |
| 12 | 50520 | G | 6 | 140.7 | 3.9 | 290.1 | 0 | 34 |
| 12 | 50520 | H | 6 | 178.5 | 1.9 | 1000.0 | 0 | 35 |
| 12 | 50520 | J | 6 | 105.0 | 6.0 | 97.1 | 0 | 35 |
| 12 | 50520 | K | 6 | 109.1 | 12.3 | 39.0 | 0 | 34 |
| 12 | 50520 | M | 5 | 47.9 | 8.0 | 18.4 | 7 | 34 |
| 12 | 50520 | N | 4 | 61.2 | 14.8 | 12.1 | 3 | 34 |
| 12 | 50520 | O | 5 | 86.6 | 13.5 | 23.8 | 1 | 33 |
| 12 | 50520 | P | 4 | 81.5 | 28.1 | 8.2 | 1 | 32 |
| 12 | 50520 | Q | 5 | 76.8 | 12.4 | 21.9 | 0 | 40 |
| 12 | 50520 | R | 4 | 44.6 | 10.3 | 11.7 | 6 | 36 |
| 12 | 50530 | A | 3 | 32.0 | 11.9 | 5.6 | 11 | 34 |
| 12 | 50530 | B | 4 | 99.4 | 26.7 | 12.1 | 2 | 29 |
| 12 | 50530 | C | 5 | 162.9 | 23.3 | 31.7 | 0 | 30 |
| 12 | 50530 | D | 2 | 59.1 | 44.0 | 2.7 | 2 | 29 |
| 12 | 50530 | E | 3 | 111.3 | 45.4 | 7.3 | 3 | 26 |
| 12 | 50530 | F | 5 | 116.6 | 20.5 | 22.0 | 2 | 28 |
| 12 | 50530 | G | 4 | 120.0 | 31.4 | 13.2 | 2 | 27 |
| 12 | 50530 | H | 4 | 80.5 | 24.2 | 9.8 | 2 | 31 |
| 12 | 50530 | J | 3 | 61.2 | 20.5 | 7.9 | 4 | 32 |
| 12 | 50530 | K | 6 | 280.7 | 3.5 | 1000.0 | 0 | 31 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE INPHASE | (PPM) QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 12 | 50530 | M | 6 | 175.4 | 11.8 | 89.3 | 0 | 31 |
| 12 | 50530 | N | 5 | 105.9 | 17.5 | 23.2 | 0 | 33 |
| 12 | 50530 | O | 6 | 99.8 | 12.1 | 34.5 | 0 | 35 |
| 12 | 50530 | P | 5 | 83.9 | 13.1 | 23.5 | 0 | 37 |
| 12 | 50530 | Q | 3 | 42.3 | 13.0 | 7.9 | 6 | 35 |
| 12 | 50540 | A | 3 | 37.3 | 12.3 | 6.9 | 8 | 35 |
| 12 | 50540 | B | 5 | 138.9 | 21.4 | 27.5 | 0 | 31 |
| 12 | 50540 | C | 6 | 149.1 | 13.3 | 58.2 | 0 | 31 |
| 12 | 50540 | D | 6 | 101.7 | 9.1 | 52.2 | 1 | 32 |
| 12 | 50540 | E | 6 | 139.9 | 11.0 | 67.9 | 0 | 33 |
| 12 | 50540 | F | 6 | 173.4 | 9.9 | 111.6 | 0 | 34 |
| 12 | 50540 | G | 6 | 174.1 | 4.3 | 364.6 | 0 | 35 |
| 12 | 50540 | H | 0 | 187.3 | -0.9 | 0.0 | 0 | 36 |
| 12 | 50540 | J | 4 | 87.5 | 30.5 | 8.3 | 1 | 31 |
| 12 | 50540 | K | 5 | 119.4 | 18.5 | 26.2 | 0 | 31 |
| 12 | 50540 | M | 6 | 83.1 | 8.0 | 44.8 | 3 | 31 |
| 12 | 50540 | N | 5 | 68.8 | 11.2 | 21.1 | 3 | 34 |
| 12 | 50540 | O | 4 | 98.2 | 32.2 | 9.3 | 0 | 33 |
| 12 | 50540 | P | 4 | 61.9 | 20.1 | 8.2 | 5 | 32 |
| 12 | 50540 | Q | 5 | 95.3 | 19.1 | 17.5 | 0 | 36 |
| 12 | 50540 | R | 5 | 79.2 | 14.4 | 18.9 | 0 | 36 |
| 12 | 50550 | A | 4 | 71.0 | 17.0 | 12.8 | 0 | 37 |
| 12 | 50550 | B | 5 | 97.7 | 17.8 | 20.0 | 1 | 31 |
| 12 | 50550 | C | 5 | 127.7 | 19.4 | 27.4 | 0 | 32 |
| 12 | 50550 | D | 2 | 46.1 | 40.4 | 2.0 | 1 | 31 |
| 12 | 50550 | E | 4 | 79.9 | 17.6 | 14.7 | 0 | 34 |
| 12 | 50550 | F | 6 | 177.7 | 14.0 | 72.2 | 0 | 27 |
| 12 | 50550 | G | 6 | 207.0 | 26.0 | 40.1 | 0 | 28 |
| 12 | 50550 | H | 4 | 84.6 | 23.7 | 10.9 | 1 | 32 |
| 12 | 50550 | J | 2 | 28.9 | 22.5 | 2.0 | 8 | 32 |
| 12 | 50550 | K | 6 | 169.6 | 2.1 | 1000.0 | 0 | 30 |
| 12 | 50550 | M | 0 | 206.5 | -0.8 | 0.0 | 0 | 31 |
| 12 | 50550 | N | 6 | 207.7 | 6.7 | 261.9 | 0 | 30 |
| 12 | 50550 | O | 6 | 169.9 | 14.7 | 62.8 | 0 | 28 |
| 12 | 50550 | P | 6 | 193.5 | 13.9 | 83.9 | 0 | 27 |
| 12 | 50550 | Q | 6 | 167.7 | 19.2 | 42.9 | 0 | 31 |
| 12 | 50550 | R | 5 | 153.5 | 28.8 | 21.8 | 0 | 32 |
| 12 | 50550 | S | 4 | 86.2 | 26.0 | 10.0 | 2 | 30 |
| 12 | 50550 | T | 3 | 84.1 | 32.5 | 7.2 | 2 | 29 |
| 12 | 50550 | U | 2 | 41.1 | 25.2 | 3.1 | 10 | 28 |
| 12 | 50550 | V | 2 | 25.8 | 12.4 | 3.7 | 10 | 37 |
| 12 | 50560 | A | 3 | 40.0 | 18.3 | 4.6 | 7 | 33 |
| 12 | 50560 | B | 3 | 55.5 | 28.6 | 4.3 | 1 | 34 |
| 12 | 50560 | C | 3 | 53.4 | 26.7 | 4.5 | 0 | 38 |
| 12 | 50560 | D | 4 | 66.8 | 16.6 | 11.9 | 0 | 43 |
| 12 | 50560 | E | 6 | 71.2 | 5.8 | 53.8 | 0 | 49 |
| 12 | 50560 | F | 6 | 49.2 | 1.9 | 135.3 | 0 | 54 |
| 12 | 50560 | G | 6 | 109.3 | 6.2 | 99.2 | 0 | 41 |
| 12 | 50560 | H | 6 | 133.6 | 5.0 | 186.9 | 0 | 37 |
| 12 | 50560 | J | 6 | 192.2 | 1.1 | 1000.0 | 0 | 35 |
| 12 | 50560 | K | 3 | 40.0 | 17.2 | 5.0 | 3 | 38 |
| 12 | 50560 | M | 2 | 32.1 | 19.4 | 3.0 | 1 | 40 |
| 12 | 50560 | N | 3 | 49.1 | 17.7 | 6.7 | 5 | 34 |
| 12 | 50560 | O | 3 | 54.2 | 24.6 | 5.1 | 2 | 34 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 12 | 50560 | P | 5 | 80.3 | 15.9 | 17.0 | 1 | 33 |
| 12 | 50560 | Q | 5 | 131.5 | 19.7 | 28.1 | 0 | 36 |
| 12 | 50560 | R | 4 | 45.8 | 12.0 | 10.0 | 7 | 34 |
| 12 | 50560 | S | 1 | 26.8 | 23.3 | 1.7 | 5 | 35 |
| 12 | 50560 | T | 5 | 85.5 | 11.2 | 29.9 | 0 | 36 |
| 12 | 50560 | U | 2 | 26.3 | 16.4 | 2.7 | 12 | 32 |
| 12 | 50570 | A | 4 | 40.2 | 7.4 | 15.4 | 4 | 40 |
| 12 | 50570 | B | 3 | 49.4 | 22.4 | 5.0 | 3 | 34 |
| 12 | 50570 | C | 3 | 42.2 | 21.9 | 4.0 | 4 | 34 |
| 12 | 50570 | D | 3 | 48.3 | 20.4 | 5.4 | 2 | 36 |
| 12 | 50570 | E | 6 | 67.2 | 6.9 | 38.8 | 0 | 44 |
| 12 | 50570 | F | 3 | 38.6 | 14.1 | 6.1 | 2 | 40 |
| 12 | 50570 | G | 3 | 70.5 | 33.3 | 5.2 | 0 | 33 |
| 12 | 50570 | H | 4 | 66.9 | 19.4 | 9.7 | 3 | 32 |
| 12 | 50570 | J | 3 | 43.6 | 16.7 | 6.0 | 6 | 34 |
| 12 | 50570 | K | 4 | 51.4 | 15.7 | 8.4 | 4 | 35 |
| 12 | 50570 | M | 6 | 165.9 | 2.2 | 1000.0 | 0 | 36 |
| 12 | 50570 | N | 6 | 152.9 | 3.4 | 408.0 | 0 | 35 |
| 12 | 50570 | O | 6 | 161.6 | 9.5 | 105.1 | 0 | 33 |
| 12 | 50570 | P | 6 | 216.1 | 13.8 | 101.6 | 0 | 32 |
| 12 | 50570 | Q | 6 | 183.1 | 7.7 | 173.5 | 0 | 35 |
| 12 | 50570 | R | 6 | 131.7 | 7.7 | 100.1 | 0 | 37 |
| 12 | 50570 | S | 4 | 82.6 | 18.2 | 14.8 | 1 | 33 |
| 12 | 50570 | T | 4 | 64.9 | 19.2 | 9.4 | 2 | 34 |
| 12 | 50570 | U | 3 | 28.0 | 13.0 | 4.0 | 8 | 37 |
| 12 | 50580 | A | 3 | 29.6 | 11.3 | 5.3 | 4 | 42 |
| 12 | 50580 | B | 5 | 68.8 | 12.2 | 18.8 | 1 | 36 |
| 12 | 50580 | C | 5 | 75.3 | 11.2 | 24.3 | 0 | 39 |
| 12 | 50580 | D | 6 | 79.3 | 0.9 | 1000.0 | 0 | 48 |
| 12 | 50580 | E | 6 | 93.1 | 6.3 | 74.5 | 0 | 40 |
| 12 | 50580 | F | 6 | 106.3 | 7.0 | 80.2 | 0 | 40 |
| 12 | 50580 | G | 6 | 148.7 | 8.0 | 116.1 | 0 | 39 |
| 12 | 50580 | H | 6 | 164.2 | 9.2 | 112.9 | 0 | 36 |
| 12 | 50580 | J | 6 | 238.1 | 1.6 | 1000.0 | 0 | 34 |
| 12 | 50580 | K | 0 | 283.1 | -3.5 | 0.0 | 0 | 35 |
| 12 | 50580 | M | 3 | 28.5 | 10.4 | 5.6 | 4 | 43 |
| 12 | 50580 | N | 3 | 42.0 | 18.2 | 5.0 | 1 | 39 |
| 12 | 50580 | O | 3 | 40.5 | 12.7 | 7.6 | 3 | 39 |
| 12 | 50580 | P | 2 | 47.0 | 29.6 | 3.2 | 4 | 32 |
| 12 | 50580 | Q | 3 | 41.4 | 13.8 | 7.0 | 4 | 38 |
| 12 | 50580 | R | 1 | 29.8 | 30.4 | 1.4 | 3 | 32 |
| 12 | 50580 | S | 3 | 41.7 | 13.3 | 7.5 | 5 | 37 |
| 12 | 50580 | T | 3 | 55.2 | 28.1 | 4.4 | 4 | 31 |
| 12 | 50590 | A | 3 | 40.4 | 15.4 | 5.9 | 4 | 37 |
| 12 | 50590 | B | 5 | 86.7 | 17.7 | 16.6 | 4 | 29 |
| 12 | 50590 | C | 0 | 15.8 | 19.4 | 0.9 | 7 | 34 |
| 12 | 50590 | D | 5 | 114.1 | 25.2 | 16.2 | 0 | 35 |
| 12 | 50590 | E | 4 | 48.3 | 11.4 | 11.6 | 0 | 50 |
| 12 | 50590 | F | 4 | 75.9 | 25.0 | 8.6 | 1 | 33 |
| 12 | 50590 | G | 2 | 24.8 | 12.2 | 3.6 | 11 | 36 |
| 12 | 50590 | H | 2 | 27.2 | 13.4 | 3.7 | 6 | 39 |
| 12 | 50590 | J | 0 | 149.3 | -0.7 | 0.0 | 0 | 41 |
| 12 | 50590 | K | 6 | 141.7 | 4.9 | 212.5 | 0 | 39 |
| 12 | 50590 | M | 6 | 124.6 | 7.5 | 94.8 | 0 | 37 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 12 | 50590 | N | 6 | 113.0 | 7.7 | 77.8 | 0 | 36 |
| 12 | 50590 | O | 6 | 251.4 | 12.2 | 155.2 | 0 | 33 |
| 12 | 50590 | P | 5 | 52.9 | 8.5 | 19.9 | 1 | 39 |
| 12 | 50590 | Q | 5 | 58.4 | 7.9 | 25.8 | 3 | 36 |
| 12 | 50590 | R | 3 | 42.3 | 13.8 | 7.3 | 11 | 31 |
| 12 | 50590 | S | 4 | 56.9 | 17.2 | 8.8 | 6 | 31 |
| 12 | 50590 | T | 3 | 36.8 | 12.5 | 6.6 | 4 | 39 |
| 12 | 50600 | A | 3 | 35.8 | 11.7 | 6.9 | 1 | 43 |
| 12 | 50600 | B | 4 | 66.1 | 17.8 | 10.7 | 1 | 35 |
| 12 | 50600 | C | 4 | 25.6 | 5.5 | 11.0 | 6 | 45 |
| 12 | 50600 | D | 6 | 283.6 | 17.7 | 113.1 | 0 | 31 |
| 12 | 50600 | E | 6 | 223.2 | 18.8 | 70.2 | 0 | 28 |
| 12 | 50600 | F | 6 | 235.3 | 18.7 | 77.1 | 0 | 30 |
| 12 | 50600 | G | 6 | 277.5 | 22.8 | 77.0 | 0 | 33 |
| 12 | 50600 | H | 6 | 180.8 | 5.3 | 288.3 | 0 | 36 |
| 12 | 50600 | J | 6 | 205.9 | 1.2 | 1000.0 | 0 | 32 |
| 12 | 50600 | K | 3 | 38.8 | 16.1 | 5.2 | 2 | 39 |
| 12 | 50600 | M | 5 | 66.5 | 13.1 | 16.2 | 0 | 38 |
| 12 | 50600 | N | 2 | 28.2 | 21.2 | 2.1 | 8 | 33 |
| 12 | 50600 | O | 2 | 28.6 | 20.3 | 2.3 | 5 | 36 |
| 12 | 50600 | P | 4 | 61.3 | 17.0 | 10.1 | 0 | 38 |
| 12 | 50600 | Q | 4 | 113.7 | 28.5 | 13.7 | 0 | 34 |
| 12 | 50600 | R | 5 | 93.3 | 17.7 | 18.7 | 0 | 32 |
| 12 | 50600 | S | 4 | 77.8 | 16.9 | 14.9 | 3 | 32 |
| 12 | 50600 | T | 3 | 66.5 | 33.2 | 4.8 | 4 | 29 |
| 13 | 50610 | A | 3 | 41.9 | 14.3 | 6.9 | 3 | 38 |
| 13 | 50610 | B | 4 | 39.6 | 9.9 | 10.2 | 6 | 37 |
| 13 | 50610 | C | 3 | 47.5 | 15.7 | 7.4 | 3 | 37 |
| 13 | 50610 | D | 4 | 125.1 | 31.9 | 13.8 | 0 | 31 |
| 13 | 50610 | E | 6 | 244.5 | 20.6 | 71.9 | 0 | 28 |
| 13 | 50610 | F | 6 | 241.4 | 15.6 | 103.1 | 0 | 30 |
| 13 | 50610 | G | 6 | 180.2 | 9.8 | 120.7 | 0 | 32 |
| 13 | 50610 | H | 6 | 199.7 | 3.0 | 1000.0 | 0 | 32 |
| 13 | 50610 | J | 6 | 242.4 | 8.2 | 256.0 | 0 | 31 |
| 13 | 50610 | K | 6 | 259.2 | 7.4 | 333.4 | 0 | 31 |
| 13 | 50610 | M | 4 | 72.7 | 20.5 | 10.4 | 2 | 32 |
| 13 | 50610 | N | 5 | 84.6 | 15.5 | 19.1 | 4 | 30 |
| 13 | 50610 | O | 4 | 50.8 | 14.1 | 9.5 | 4 | 35 |
| 13 | 50610 | P | 4 | 65.7 | 18.4 | 10.2 | 7 | 29 |
| 13 | 50610 | Q | 1 | 23.3 | 29.1 | 1.0 | 6 | 29 |
| 13 | 50610 | R | 6 | 69.2 | 8.2 | 32.2 | 0 | 36 |
| 13 | 50610 | S | 6 | 82.6 | 7.8 | 45.9 | 0 | 39 |
| 13 | 50610 | T | 3 | 70.7 | 31.7 | 5.6 | 2 | 31 |
| 13 | 50620 | A | 3 | 80.5 | 30.1 | 7.4 | 3 | 29 |
| 13 | 50620 | B | 6 | 184.8 | 10.3 | 117.5 | 0 | 31 |
| 13 | 50620 | C | 6 | 193.5 | 12.3 | 99.2 | 0 | 29 |
| 13 | 50620 | D | 4 | 62.9 | 17.7 | 10.0 | 6 | 30 |
| 13 | 50620 | E | 4 | 59.0 | 15.0 | 11.2 | 4 | 34 |
| 13 | 50620 | F | 6 | 37.7 | 1.9 | 87.1 | 14 | 33 |
| 13 | 50620 | G | 5 | 89.4 | 15.7 | 20.5 | 2 | 31 |
| 13 | 50620 | H | 4 | 61.4 | 16.0 | 10.9 | 1 | 37 |
| 13 | 50620 | J | 0 | 243.9 | -1.4 | 0.0 | 0 | 31 |
| 13 | 50620 | K | 6 | 330.0 | 6.4 | 1000.0 | 0 | 31 |
| 13 | 50620 | M | 6 | 325.8 | 7.6 | 480.3 | 0 | 30 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 13 | 50620 | N | 6 | 202.2 | 6.8 | 244.9 | 0 | 31 |
| 13 | 50620 | O | 6 | 137.0 | 11.6 | 61.0 | 0 | 32 |
| 13 | 50620 | P | 6 | 212.5 | 16.2 | 79.3 | 0 | 32 |
| 13 | 50620 | Q | 6 | 170.0 | 21.5 | 37.7 | 0 | 32 |
| 13 | 50620 | R | 0 | 14.0 | 16.3 | 0.9 | 13 | 30 |
| 13 | 50620 | S | 3 | 93.1 | 54.6 | 4.3 | 3 | 26 |
| 13 | 50620 | T | 2 | 20.0 | 11.4 | 2.7 | 18 | 32 |
| 13 | 50630 | A | 3 | 21.9 | 9.7 | 4.0 | 13 | 37 |
| 13 | 50630 | B | 2 | 21.6 | 9.8 | 3.8 | 12 | 39 |
| 13 | 50630 | C | 6 | 110.3 | 13.1 | 36.5 | 0 | 35 |
| 13 | 50630 | D | 6 | 119.0 | 11.0 | 52.2 | 0 | 35 |
| 13 | 50630 | E | 6 | 124.3 | 7.4 | 96.1 | 0 | 30 |
| 13 | 50630 | F | 6 | 248.5 | 9.1 | 230.3 | 0 | 30 |
| 13 | 50630 | G | 0 | 189.4 | -1.8 | 0.0 | 0 | 36 |
| 13 | 50630 | H | 4 | 34.6 | 9.4 | 8.8 | 12 | 33 |
| 13 | 50630 | J | 5 | 74.9 | 10.3 | 27.0 | 2 | 34 |
| 13 | 50630 | K | 6 | 40.7 | 1.3 | 166.9 | 15 | 30 |
| 13 | 50630 | M | 4 | 80.4 | 24.3 | 9.7 | 0 | 35 |
| 13 | 50630 | N | 3 | 74.9 | 26.5 | 7.8 | 0 | 34 |
| 13 | 50630 | O | 6 | 154.7 | 7.7 | 130.8 | 0 | 30 |
| 13 | 50640 | A | 5 | 79.3 | 14.8 | 18.3 | 3 | 32 |
| 13 | 50640 | B | 5 | 60.8 | 9.0 | 23.1 | 7 | 32 |
| 13 | 50640 | C | 6 | 230.8 | 15.1 | 100.1 | 0 | 29 |
| 13 | 50640 | D | 6 | 249.5 | 28.4 | 48.2 | 0 | 28 |
| 13 | 50640 | E | 5 | 151.6 | 34.8 | 16.7 | 0 | 28 |
| 13 | 50640 | F | 4 | 87.5 | 28.2 | 9.2 | 0 | 34 |
| 13 | 50640 | G | 2 | 29.6 | 23.5 | 2.0 | 10 | 29 |
| 13 | 50640 | H | 6 | 81.3 | 3.3 | 145.2 | 1 | 34 |
| 13 | 50640 | J | 6 | 116.6 | 10.4 | 54.4 | 0 | 36 |
| 13 | 50640 | K | 3 | 63.7 | 24.6 | 6.6 | 6 | 29 |
| 13 | 50640 | M | 5 | 80.9 | 15.3 | 18.1 | 6 | 28 |
| 13 | 50640 | N | 6 | 375.4 | 4.5 | 1000.0 | 0 | 27 |
| 13 | 50640 | O | 6 | 247.4 | 23.8 | 60.3 | 0 | 26 |
| 13 | 50640 | P | 6 | 136.5 | 4.0 | 265.7 | 0 | 32 |
| 13 | 50640 | Q | 6 | 116.3 | 4.1 | 195.4 | 0 | 37 |
| 13 | 50640 | R | 2 | 32.0 | 17.5 | 3.4 | 11 | 31 |
| 13 | 50640 | S | 2 | 22.0 | 10.6 | 3.5 | 16 | 33 |
| 13 | 50650 | A | 3 | 43.5 | 15.1 | 6.8 | 3 | 38 |
| 13 | 50650 | B | 1 | 15.8 | 12.7 | 1.6 | 13 | 36 |
| 13 | 50650 | C | 5 | 135.5 | 22.2 | 25.2 | 0 | 31 |
| 13 | 50650 | D | 6 | 209.3 | 14.5 | 90.1 | 0 | 28 |
| 13 | 50650 | E | 6 | 157.9 | 4.4 | 297.9 | 0 | 36 |
| 13 | 50650 | F | 6 | 170.9 | 1.5 | 1000.0 | 0 | 37 |
| 13 | 50650 | G | 6 | 52.7 | 4.7 | 43.9 | 0 | 41 |
| 13 | 50650 | H | 4 | 37.8 | 8.3 | 11.9 | 2 | 42 |
| 13 | 50650 | J | 5 | 72.1 | 10.2 | 25.7 | 6 | 30 |
| 13 | 50650 | K | 6 | 157.8 | 10.5 | 88.1 | 0 | 30 |
| 13 | 50650 | M | 6 | 171.1 | 4.1 | 378.9 | 0 | 28 |
| 13 | 50650 | N | 6 | 133.4 | 2.5 | 1000.0 | 1 | 29 |
| 13 | 50650 | O | 2 | 32.5 | 18.6 | 3.2 | 1 | 41 |
| 13 | 50650 | P | 3 | 34.1 | 13.3 | 5.4 | 3 | 40 |
| 13 | 50650 | Q | 4 | 51.9 | 14.2 | 9.8 | 1 | 38 |
| 13 | 50650 | R | 6 | 102.2 | 10.4 | 44.0 | 0 | 40 |
| 13 | 50650 | S | 6 | 84.9 | 5.0 | 87.9 | 0 | 38 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 13 | 50650 | T | 5 | 36.9 | 5.0 | 22.6 | 1 | 45 |
| 13 | 50660 | A | 3 | 40.7 | 12.6 | 7.7 | 12 | 31 |
| 13 | 50660 | B | 6 | 89.6 | 8.6 | 45.9 | 0 | 38 |
| 13 | 50660 | C | 5 | 69.2 | 10.1 | 24.4 | 0 | 37 |
| 13 | 50660 | D | 4 | 58.8 | 16.6 | 9.7 | 2 | 36 |
| 13 | 50660 | E | 3 | 47.6 | 21.2 | 5.0 | 2 | 36 |
| 13 | 50660 | F | 5 | 150.6 | 26.6 | 23.4 | 0 | 30 |
| 13 | 50660 | G | 6 | 130.2 | 16.4 | 35.3 | 0 | 31 |
| 13 | 50660 | H | 3 | 55.9 | 19.6 | 7.2 | 7 | 30 |
| 13 | 50660 | J | 0 | 277.5 | -0.8 | 0.0 | 0 | 28 |
| 13 | 50660 | K | 6 | 344.8 | 4.4 | 1000.0 | 0 | 26 |
| 13 | 50660 | M | 6 | 296.3 | 9.3 | 302.5 | 0 | 27 |
| 13 | 50660 | N | 6 | 164.9 | 13.6 | 66.5 | 0 | 32 |
| 13 | 50660 | O | 6 | 172.5 | 17.8 | 49.7 | 0 | 32 |
| 13 | 50660 | P | 6 | 202.1 | 20.6 | 52.8 | 0 | 32 |
| 13 | 50660 | Q | 6 | 223.7 | 29.9 | 37.7 | 0 | 31 |
| 13 | 50660 | R | 3 | 62.5 | 34.2 | 4.2 | 1 | 32 |
| 13 | 50660 | S | 2 | 54.8 | 35.9 | 3.2 | 4 | 29 |
| 13 | 50660 | T | 1 | 29.8 | 32.4 | 1.3 | 5 | 29 |
| 13 | 50660 | U | 3 | 60.1 | 20.5 | 7.6 | 1 | 35 |
| 13 | 50670 | A | 2 | 30.0 | 15.6 | 3.5 | 5 | 38 |
| 13 | 50670 | B | 4 | 107.3 | 26.2 | 14.0 | 0 | 32 |
| 13 | 50670 | C | 6 | 216.5 | 27.6 | 39.8 | 0 | 32 |
| 13 | 50670 | D | 6 | 210.2 | 21.2 | 54.1 | 0 | 31 |
| 13 | 50670 | E | 6 | 209.0 | 14.6 | 89.0 | 0 | 31 |
| 13 | 50670 | F | 6 | 215.8 | 13.3 | 106.7 | 0 | 32 |
| 13 | 50670 | G | 6 | 182.7 | 5.7 | 264.6 | 0 | 33 |
| 13 | 50670 | H | 3 | 51.3 | 22.3 | 5.3 | 4 | 34 |
| 13 | 50670 | J | 3 | 52.7 | 21.7 | 5.7 | 0 | 40 |
| 13 | 50670 | K | 4 | 51.2 | 15.4 | 8.6 | 1 | 38 |
| 13 | 50670 | M | 4 | 70.3 | 21.0 | 9.5 | 0 | 38 |
| 13 | 50670 | N | 6 | 47.5 | 3.8 | 49.4 | 1 | 41 |
| 13 | 50670 | O | 6 | 67.6 | 2.2 | 187.5 | 3 | 35 |
| 5 | 8010 | A | 4 | 31.2 | 8.2 | 8.9 | 12 | 35 |
| 5 | 8010 | B | 4 | 37.2 | 9.5 | 9.7 | 8 | 36 |
| 5 | 8010 | C | 5 | 44.2 | 5.8 | 24.8 | 10 | 33 |
| 5 | 8010 | D | 3 | 21.0 | 7.8 | 4.9 | 13 | 40 |
| 5 | 8010 | E | 1 | 25.6 | 20.8 | 1.8 | 10 | 30 |
| 5 | 8010 | F | 4 | 42.8 | 11.6 | 9.4 | 6 | 36 |
| 5 | 8010 | G | 5 | 59.7 | 11.1 | 17.0 | 2 | 36 |
| 5 | 8010 | H | 5 | 16.4 | 2.3 | 17.2 | 24 | 36 |
| 5 | 8010 | J | 6 | 43.5 | 4.1 | 38.6 | 8 | 35 |
| 5 | 8010 | K | 5 | 62.2 | 9.3 | 22.9 | 6 | 32 |
| 5 | 8010 | M | 4 | 67.9 | 14.4 | 14.8 | 4 | 32 |
| 5 | 8010 | N | 3 | 29.3 | 13.9 | 4.0 | 10 | 35 |
| 5 | 8010 | O | 0 | 9.2 | 18.6 | 0.3 | 0 | 38 |
| 5 | 8010 | P | 3 | 12.4 | 4.5 | 4.3 | 21 | 42 |
| 5 | 8010 | Q | 3 | 12.2 | 3.3 | 6.4 | 15 | 50 |
| 5 | 8010 | R | 1 | 6.3 | 4.8 | 1.2 | 28 | 40 |
| 5 | 8010 | S | 1 | 13.2 | 8.9 | 1.9 | 22 | 33 |
| 5 | 8010 | T | 4 | 18.0 | 4.4 | 8.3 | 18 | 40 |
| 5 | 8010 | U | 3 | 19.9 | 5.6 | 7.1 | 9 | 45 |
| 5 | 8010 | V | 2 | 17.5 | 10.0 | 2.6 | 12 | 40 |

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

E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 5 | 8020 | A | 1 | 11.4 | 10.8 | 1.1 | 14 | 37 |
| 5 | 8020 | B | 2 | 14.1 | 9.2 | 2.0 | 18 | 36 |
| 5 | 8020 | C | 1 | 12.4 | 8.7 | 1.7 | 16 | 39 |
| 5 | 8020 | D | 1 | 12.3 | 9.2 | 1.6 | 16 | 39 |
| 5 | 8020 | E | 4 | 29.4 | 7.9 | 8.5 | 18 | 30 |
| 5 | 8020 | F | 2 | 28.8 | 14.7 | 3.6 | 13 | 32 |
| 5 | 8020 | G | 5 | 76.5 | 15.2 | 16.7 | 0 | 38 |
| 5 | 8020 | H | 6 | 98.4 | 6.9 | 72.1 | 0 | 41 |
| 5 | 8020 | J | 6 | 39.2 | 3.5 | 40.4 | 0 | 52 |
| 5 | 8020 | K | 5 | 33.8 | 4.7 | 21.3 | 5 | 43 |
| 5 | 8020 | M | 0 | 6.6 | 6.8 | 0.8 | 27 | 32 |
| 5 | 8020 | N | 0 | 6.5 | 6.3 | 0.8 | 30 | 32 |
| 5 | 8020 | O | 1 | 14.4 | 14.8 | 1.1 | 10 | 35 |
| 5 | 8020 | P | 1 | 8.5 | 7.7 | 1.0 | 28 | 30 |
| 5 | 8030 | A | 4 | 64.8 | 16.6 | 11.4 | 2 | 35 |
| 5 | 8030 | B | 4 | 85.8 | 30.7 | 8.0 | 0 | 35 |
| 5 | 8030 | C | 3 | 70.4 | 39.5 | 4.2 | 0 | 36 |
| 5 | 8030 | D | 3 | 61.7 | 24.1 | 6.4 | 0 | 38 |
| 5 | 8040 | A | 4 | 55.3 | 11.5 | 14.3 | 0 | 40 |
| 5 | 8040 | B | 6 | 82.9 | 9.2 | 37.0 | 0 | 40 |
| 5 | 8040 | C | 6 | 89.1 | 6.2 | 70.9 | 0 | 40 |
| 5 | 8040 | D | 6 | 59.6 | 6.7 | 33.2 | 0 | 43 |
| 5 | 8040 | E | 6 | 57.1 | 5.6 | 39.4 | 0 | 46 |
| 5 | 8040 | F | 4 | 51.5 | 12.4 | 11.5 | 1 | 39 |
| 5 | 8040 | G | 4 | 64.2 | 14.4 | 13.5 | 1 | 36 |
| 5 | 8040 | H | 5 | 86.8 | 16.9 | 17.7 | 0 | 34 |
| 5 | 8040 | J | 5 | 104.1 | 14.9 | 28.0 | 1 | 30 |
| 5 | 8040 | K | 4 | 46.8 | 12.6 | 9.7 | 5 | 36 |
| 5 | 8040 | M | 4 | 45.2 | 9.6 | 13.1 | 5 | 37 |
| 5 | 8040 | N | 5 | 42.4 | 6.3 | 20.8 | 1 | 42 |
| 5 | 8040 | O | 6 | 92.2 | 5.7 | 84.1 | 0 | 40 |
| 5 | 8040 | P | 0 | 161.5 | -3.3 | 0.0 | 0 | 37 |
| 5 | 8040 | Q | 6 | 150.1 | 1.7 | 1000.0 | 0 | 36 |
| 5 | 8040 | R | 6 | 174.0 | 7.7 | 159.3 | 0 | 37 |
| 5 | 8040 | S | 5 | 70.9 | 11.0 | 22.6 | 1 | 36 |
| 5 | 8040 | T | 4 | 73.2 | 16.3 | 14.2 | 2 | 33 |
| 5 | 8040 | U | 4 | 39.9 | 8.0 | 13.7 | 4 | 40 |
| 5 | 8040 | V | 4 | 27.9 | 7.4 | 8.5 | 9 | 39 |
| 5 | 8040 | W | 5 | 66.1 | 10.9 | 20.5 | 0 | 37 |
| 5 | 8040 | X | 6 | 104.3 | 13.3 | 32.7 | 0 | 37 |
| 5 | 8040 | Y | 5 | 72.3 | 10.3 | 25.5 | 1 | 35 |
| 5 | 8040 | Z | 3 | 44.7 | 20.4 | 4.8 | 1 | 38 |
| 5 | 8040 | AA | 4 | 71.5 | 22.1 | 9.1 | 4 | 30 |
| 5 | 8040 | AB | 4 | 72.9 | 17.6 | 12.7 | 4 | 31 |
| 10 | 8050 | A | 2 | 22.5 | 12.1 | 3.1 | 13 | 35 |
| 10 | 8050 | B | 2 | 39.3 | 23.1 | 3.3 | 11 | 28 |
| 10 | 8050 | C | 2 | 21.7 | 10.6 | 3.5 | 20 | 29 |
| 10 | 8050 | D | 1 | 27.0 | 21.7 | 1.9 | 6 | 34 |
| 10 | 8050 | E | 6 | 161.6 | 16.3 | 50.4 | 0 | 31 |
| 10 | 8050 | F | 6 | 185.1 | 12.8 | 87.3 | 0 | 29 |
| 10 | 8050 | G | 2 | 37.9 | 23.4 | 3.0 | 6 | 33 |
| 10 | 8050 | H | 2 | 36.5 | 24.9 | 2.6 | 9 | 29 |
| 10 | 8050 | J | 3 | 53.6 | 22.2 | 5.7 | 7 | 30 |
| 10 | 8050 | K | 4 | 51.1 | 12.4 | 11.4 | 2 | 38 |

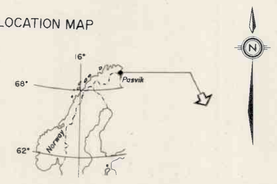
Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the light line, or because of a shallow dip, or overburden effects.

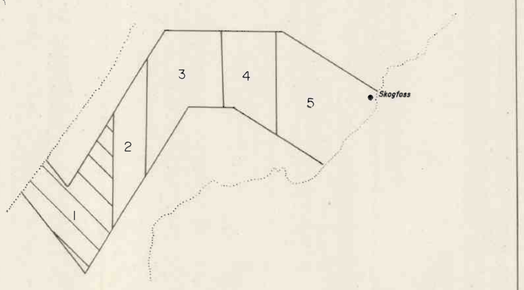
E.M. ANOMALY LIST - PASVIK, NORWAY

| FLIGHT | LINE | ANOMALY | CATEGORY | AMPLITUDE (PPM) INPHASE | QUAD. | CONDUCTOR CTP MHOS | DEPTH MTRS | BIRD HEIGHT MTRS |
|---|---|---|---|---|---|---|---|---|
| 10 | 8050 | M | 2 | 11.7 | 5.7 | 2.8 | 17 | 45 |
| 10 | 8050 | N | 4 | 22.0 | 4.8 | 10.3 | 17 | 37 |
| 10 | 8050 | O | 2 | 12.4 | 5.0 | 3.7 | 28 | 34 |
| 10 | 8050 | P | 3 | 23.1 | 6.9 | 6.8 | 18 | 34 |
| 10 | 8050 | Q | 3 | 19.6 | 7.7 | 4.5 | 23 | 30 |
| 10 | 8050 | R | 2 | 11.5 | 6.1 | 2.5 | 26 | 35 |
| 10 | 8050 | S | 2 | 13.1 | 5.6 | 3.5 | 22 | 39 |
| 10 | 8050 | T | 2 | 16.7 | 9.9 | 2.4 | 14 | 38 |
| 10 | 8050 | U | 3 | 28.1 | 12.5 | 4.3 | 8 | 38 |
| 10 | 8060 | A | 2 | 26.7 | 16.2 | 2.8 | 3 | 41 |
| 10 | 8060 | B | 6 | 133.5 | 7.3 | 110.2 | 0 | 35 |
| 10 | 8060 | C | 2 | 42.6 | 27.6 | 3.0 | 5 | 31 |
| 10 | 8060 | D | 0 | 29.1 | 44.5 | 0.8 | 0 | 31 |
| 14 | 8070 | A | 3 | 68.1 | 35.9 | 4.5 | 3 | 30 |
| 14 | 8070 | B | 4 | 81.6 | 21.7 | 11.6 | 5 | 29 |
| 14 | 8070 | C | 4 | 39.5 | 10.0 | 10.0 | 3 | 40 |
| 14 | 8070 | D | 0 | 10.6 | 13.7 | 0.7 | 10 | 35 |
| 14 | 8070 | E | 3 | 39.0 | 12.2 | 7.5 | 12 | 31 |
| 14 | 8070 | F | 3 | 41.0 | 17.8 | 5.0 | 10 | 30 |
| 14 | 8070 | G | 4 | 78.0 | 21.4 | 11.0 | 4 | 30 |
| 14 | 8070 | H | 4 | 92.7 | 24.8 | 11.9 | 2 | 30 |
| 14 | 8070 | J | 2 | 50.2 | 33.9 | 3.0 | 5 | 29 |
| 14 | 8070 | K | 3 | 11.7 | 4.1 | 4.4 | 36 | 28 |
| 14 | 8080 | A | 1 | 37.1 | 37.6 | 1.6 | 0 | 35 |
| 14 | 8080 | B | 2 | 66.5 | 46.4 | 3.1 | 0 | 35 |
| 14 | 8080 | C | 2 | 64.8 | 42.0 | 3.4 | 0 | 35 |

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

LOCATION MAP







## Flight Path

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

Average terrain clearance 60m
Average line spacing 100m

## EM Anomalies

Conductivity Thickness (mhos)

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

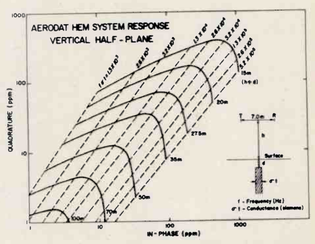
EM Anomaly A, 4600 Hz inphase amplitude 7 ppm. Conductivity thickness 1-2 mhos (see code).

**LEGEND**
(see text for explanation)

- Geomagnetic Boundary
- High Amplitude Magnetic Linear (possible ultramafic and/or iron formation source)
- Low Amplitude Magnetic Linear (possible ultramafic and/or iron formation source)
- Interpreted Conductor Axis
- Multiple Zoned Conductive Complex
- Fold/Fault Structure
- B — Target Area Recommended For Evaluation

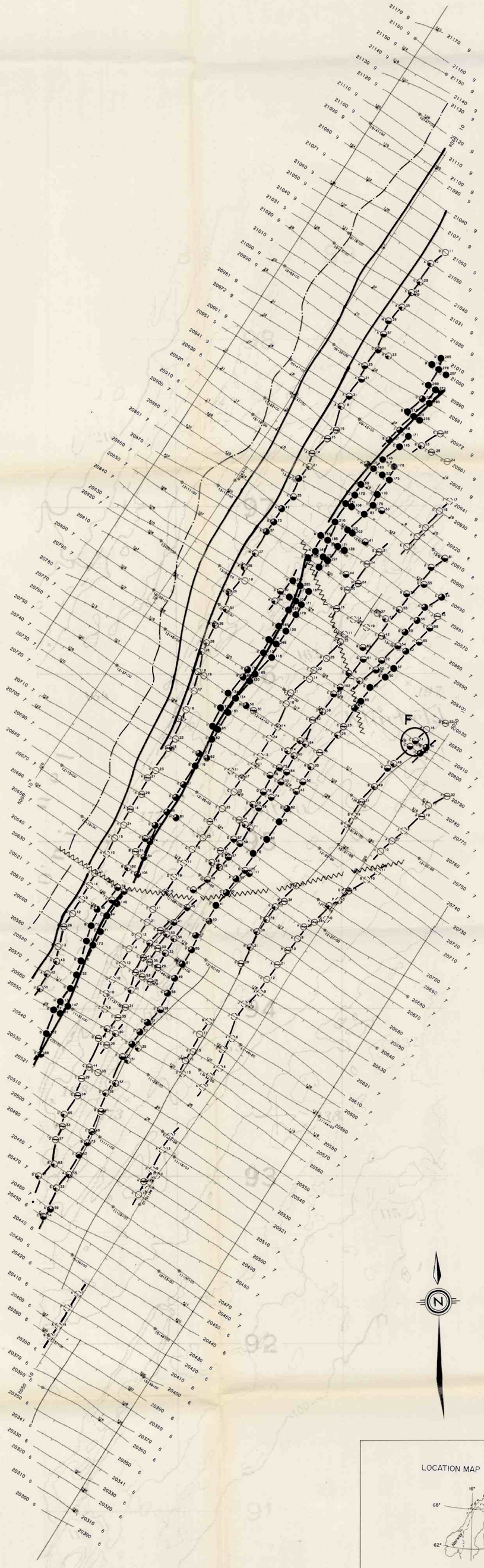
Scale:

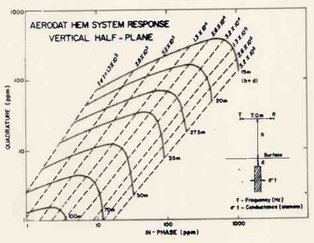
0 km 1




MAP 1 of 5

| | | |
|---|---|---|
| A/S SULFIDMALM | Exploration Department Kristiansand, Norway | |
| **INTERPRETATION** | | |
| PASVIK, NORWAY — AERODAT LIMITED | | |
| Project No 015-904 | N.T.S. No Vaggatem 2333I | Scale 1:10,000 |
| Date | Geologist | Drafted by |






N

## Flight Path

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

Average terrain clearance 60m
Average line spacing 100m

## EM Anomalies

Conductivity Thickness (mhos)

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

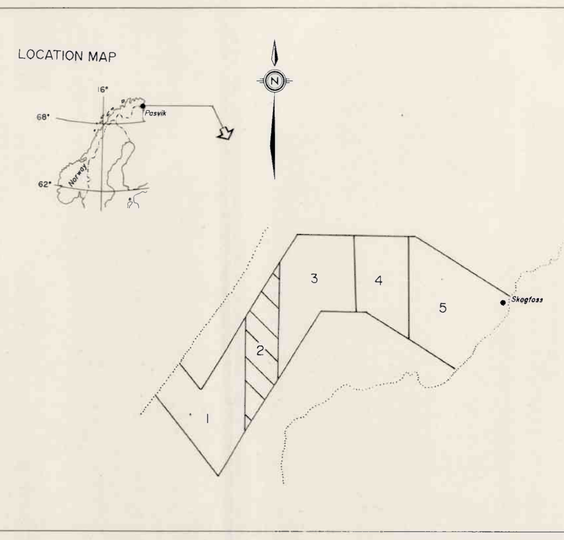
EM Anomaly A, 4600 Hz inphase amplitude 7 ppm, Conductivity thickness 1-2 mhos (see code).

**LEGEND**
(see text for explanation)

- Geomagnetic Boundary
- High Amplitude Magnetic Linear (possible ultramafic and/or iron formation source)
- Low Amplitude Magnetic Linear (possible ultramafic and/or iron formation source)
- Interpreted Conductor Axis
- Multiple Zoned Conductive Complex
- Fold/Fault Structure
- B — Target Area Recommended For Evaluation

N

LOCATION MAP




Scale:
0 km 1

MAP 2 of 5

A/S SULFIDMALM — Exploration Department, Kristiansand, Norway

**INTERPRETATION**

PASVIK, NORWAY — AERODAT LIMITED

| | | |
|---|---|---|
| Project No 015 - 904 | N.T.S. No Vaggatem 23331 | Scale 1 : 10.000 |
| Date | Geologist | Drafted by |

## Flight Path

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

Average terrain clearance 60m
Average line spacing 100m

## EM Anomalies

Conductivity Thickness (mhos)

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

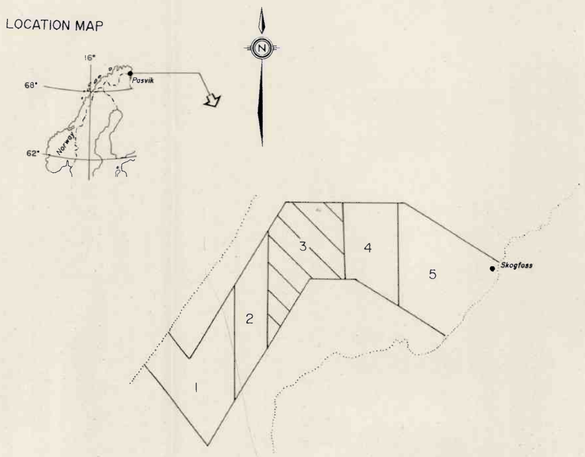
EM Anomaly A, 4600 Hz inphase amplitude 7 ppm. Conductivity thickness 1-2 mhos (see code).

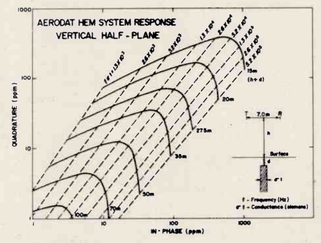
**LEGEND**
(see text for explanation)

- Geomagnetic Boundary
- High Amplitude Magnetic Linear (possible ultramafic and/or iron formation source)
- Low Amplitude Magnetic Linear (possible ultramafic and/or iron formation source)
- Interpreted Conductor Axis
- Multiple Zoned Conductive Complex
- Fold/Fault Structure
- B — Target Area Recommended For Evaluation

Scale:
0 km 1

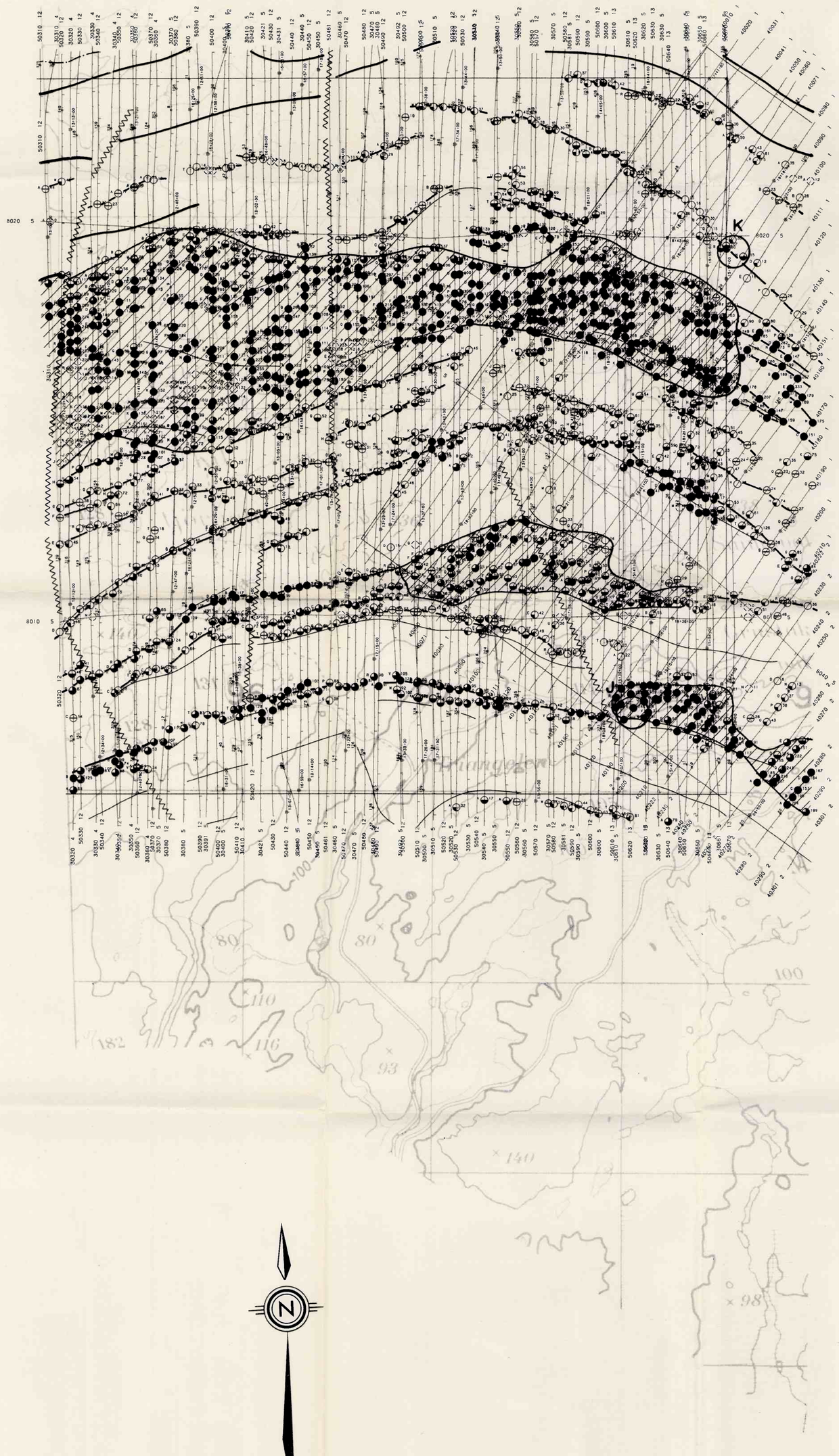
LOCATION MAP




MAP 3 of 5

| | | |
|---|---|---|
| A/S SULFIDMALM | Exploration Department Kristiansand, Norway | |
| INTERPRETATION | | |
| PASVIK, NORWAY | AERODAT LIMITED | |
| Project No 015-904 | N.T.S. No Vaggatem 2333 I | Scale 1:10.000 |
| Date | Geologist | Drafted by |





## Flight Path

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

Average terrain clearance 60m
Average line spacing 100m

## EM Anomalies

Conductivity Thickness (mhos)

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

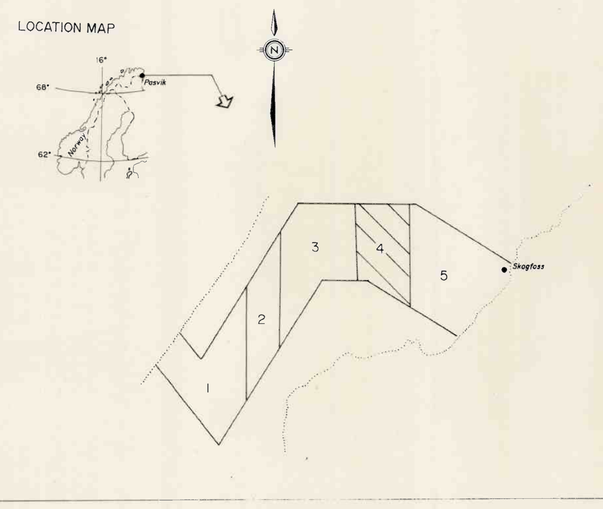
EM Anomaly A, 4600 Hz inphase amplitude 7 ppm. Conductivity thickness 1-2 mhos (see code).

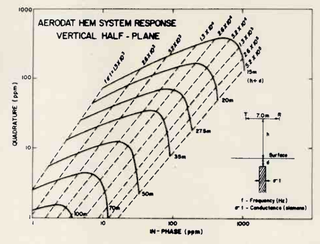
**LEGEND**
(see text for explanation)

- Geomagnetic Boundary
- High Amplitude Magnetic Linear (possible ultramafic and/or iron formation source)
- Low Amplitude Magnetic Linear (possible ultramafic and/or iron formation source)
- Interpreted Conductor Axis
- Multiple Zoned Conductive Complex
- Fold/Fault Structure
- B — Target Area Recommended For Evaluation

Scale
0 km 1

LOCATION MAP




MAP 4 of 5

A/S SULFIDMALM — Exploration Department, Kristiansand, Norway

**INTERPRETATION**

PASVIK, NORWAY — AERODAT LIMITED

| | | |
|---|---|---|
| Project No 015-904 | N.T.S. No Skogfoss 2433 IV | Scale 1 10 000 |
| Date | Geologist | Drafted by |

M

N

O

P

Q

N

## Flight Path

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

Average terrain clearance 60m
Average line spacing 100m

## EM Anomalies

Conductivity Thickness (mhos)

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

EM Anomaly A, 4500 Hz inphase amplitude 7 ppm, Conductivity thickness 1-2 mhos (see code).

**LEGEND**
(see text for explanation)

- Geomagnetic Boundary
- High Amplitude Magnetic Linear (possible ultramafic and/or iron formation source)
- Low Amplitude Magnetic Linear (possible ultramafic and/or iron formation source)
- Interpreted Conductor Axis
- Multiple Zoned Conductive Complex
- Fold/Fault Structure
- B — Target Area Recommended For Evaluation

Scale:
0 km 1

LOCATION MAP





MAP 5 of 5

A/S SULFIDMALM — Exploration Department, Kristiansand, Norway

# INTERPRETATION

PASVIK, NORWAY — AERODAT LIMITED

| | | |
|---|---|---|
| Project No 015-904 | N.T.S. No Skogfoss 2433 IV | Scale 1: 10,000 |
| Date | Geologist | Drafted by |

# APPENDIX C.

## APPENDIX III

### CERTIFICATE OF QUALIFICATION

I, Roderick W. Woolham of the town of Pickering, Province of Ontario, do hereby certify that:-

1. I am a geophysicist and reside at 1463 Fieldlight Blvd., Pickering, Ontario, L1V 2S3.

2. I graduated from the University of Toronto in 1961 with a degree of Bachelor of Applied Science, Engineering Physics, Geophysics Option. I have been practising my profession since graduation.

3. I am a member in good standing of the following organizations:
The Association of Professional Engineers of the Province of Ontario (Mining Branch); Society of Exploration Geophysicists; South African Geophysical Association.

4. I have not received, nor do I expect to receive, any interest, directly or indirectly, in the properties or securities of S/A Sulfidmalm or any affiliate.

5. The statements contained in this report and the conclusions reached are based upon evaluation and review of maps and information supplied by Aerodat Limited.

6. I consent to the use of this report in submissions for assessment credits or similar regulatory requirements.

R. W. Woolham, P.Eng.

Pickering, Ontario

July 8, 1991

REGISTERED PROFESSIONAL ENGINEER
R. W. WOOLHAM
PROVINCE OF ONTARIO

# APPENDIX IV

## PERSONNEL

### FIELD

| | |
|---|---|
| Flown | April 4 to May 24, 1991 |
| Pilots | Leif Hus |
| Operators | John Mogaard<br>Joe Mercier |

### OFFICE

| | |
|---|---|
| Processing | T. Jeffrey Gamey |
| Report | Rod Woolham |