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COMBINED HELICOPTER BORNE MAGNETIC, ELECTROMAGNETIC AND VLF SURVEY
HUDDINGDALEN/RØYRVIK

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Det undersøkte området ligger på østsiden av Limingen (Sæterklumpen) og strekker seg nordøstover over Huddingsvatnet og videre et stykke forbi Reinselvatnet.

Det er utført elektromagnetiske, magnetiske og VLF - målinger og rapporten inneholder tolkninger av anomaliene.

REPORT ON
COMBINED HELICOPTER BORNE
MAGNETIC, ELECTROMAGNETIC AND VLF
SURVEY
HUDDINGSDALEN/ROYRVIK
NORWAY

for
NORGES GEOLOGISKE UNDERSOEKELSE
on behalf of
GRONG GRUBER A/S
by
AERODAT LIMITED
December, 1985

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(Scale: 1:10,000)

(Presented on a topographic base map)

Maps

1. (a) Airborne Electromagnetic Survey Profiles; showing flight lines, fiducials and profiles of the 4568 Hz coaxial and 4175 Hz coplanar systems.

(b) Airborne Electromagnetic Survey Profiles; showing flight lines, fiducials and profiles of the 932 Hz coaxial system. Anomaly information was taken from the 4568 Hz coaxial response.
2. Airborne Electromagnetic Survey Interpretation Map; showing flight lines, fiducials, conductor axes and anomaly peaks along with inphase amplitudes and conductivity-thickness ranges for the 4568 Hz coaxial system.*
3. Apparent Resistivity Contours; showing contoured resistivity values, fiducials and anomaly peaks.
4. Total Field Magnetic Maps; showing magnetic contours at 10 nT intervals, fiducials, flight lines, and anomaly peaks.
5. VLF-EM Total Field Contours; showing relative contours of the VLF Total Field response, flight lines fiducials and anomaly peaks.

* Conductor axes were taken from the 932 Hz coaxial response.

1. INTRODUCTION

This report describes an airborne geophysical survey carried out for Norges Geologiske Undersøkelse by Aerodat Limited on behalf of Grong Gruber A/S.

Equipment operated included a three-frequency electromagnetic system, a proton precession magnetometer, a VLF-EM system, a tracking camera, an altimeter and a radar positioning system. Electromagnetic and altimeter data were recorded both in digital and analog form. Positioning data were stored in digital form and on film strips as well as being recorded by the operator in flight.

The survey was flown over an area of metasediments and meta-volcanics of the Royrvik group and older phyllites, schists and quartzites that extend about 20 kilometres east of Royrvik. The objective of the survey was to map bedrock conductors within this geologically favourable area. Several of the known mineralized occurrences and one mineral deposit were detected as bedrock conductors; other possible targets have been identified in the data.

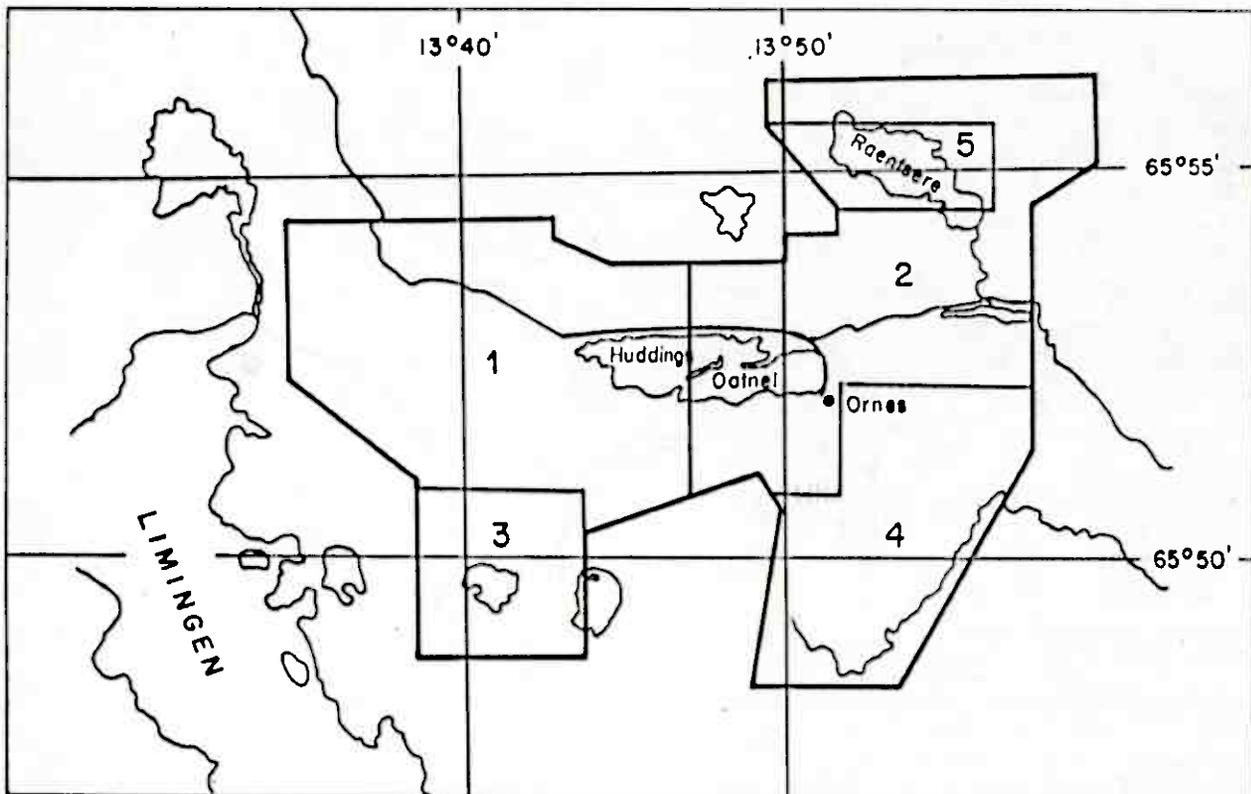
Nine flights were required to complete the survey over a period of seven flying days from August 24 to August 30, 1985. Line

orientation was north-south over the bulk of the area; two lobes in the southeast and southwest corners were flown in an east-west direction and a part of the northwest corner was also overflown along an east-west orientation.

Line spacing was nominally 200 metres but a portion of the southwest lobe in the vicinity of Joma deposit, was covered with additional lines at 100 metres. A total of 1190 line kilometres of the recorded data were compiled in map form and are presented in this report according to specifications outlined by Norges Geologiske Undersøkelse.

2. SURVEY AREA LOCATION

The survey area is outlined on the index map shown below. It is centred approximately at Latitude 65 degrees 52 minutes North, Longitude 13 degrees 45 minutes East, about 10 kilometres east of the town of Royrvik.



3. AIRCRAFT AND EQUIPMENT

3.1 Aircraft

The helicopter used for the survey was an Aerospatiale Lama provided to Aerodat by Norges Geologiske Undersøkelse. Installation of the geophysical and ancillary equipment was carried out by Aerodat. The survey aircraft was flown at a mean terrain clearance of 60 metres.

3.2 Equipment

3.2.1 Electromagnetic System

The electromagnetic system was an Aerodat 3-frequency system. Two vertical coaxial coil pairs were operated at 932 and 4568 Hz and a horizontal coplanar coil pair at 4175 Hz. The transmitter-receiver separation was 7 metres. Inphase and quadrature signals were measured simultaneously for the 3 frequencies with a time constant of 0.1 seconds. The electromagnetic bird was towed 30 metres below the helicopter.

3.2.2 VLF-EM System

The VLF-EM system was a Herz Totem 1A. This instrument measures the total field and quadrature component of the selected frequency. The sensor was towed in a bird 12 metres below the helicopter. The

transmitting station used was NAA (Cutler Maine, 24.0 kHz).

3.2.3 Magnetometer

The magnetometer was a Geometrics G 803 proton precession type. The sensitivity of the instrument was 1 gamma at a 0.5 second sampling rate. The sensor was towed in a bird 12 metres below the helicopter.

3.2.4 Magnetic Base Station

An IFG proton precession magnetometer 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.

3.2.5 Radar Altimeter

A Hoffman HRA-100 radar altimeter was used to record terrain clearance. The output from the instrument is a linear function of altitude for maximum accuracy.

3.2.6 Tracking Camera

A Geocam tracking camera was used to record flight path on 35mm film. The camera was operated in frame mode and the fiducial numbers for cross-reference to the analog and digital data were imprinted on the margin of the film.

3.2.7 Analog Recorder

An RMS dot-matrix recorder was used to display the data during the survey. In addition to manual and time fiducials, the following data was recorded:

Channel	Input	Scale
0	Low Frequency Inphase	2 ppm/mm
1	Low Frequency Quadrature	2 ppm/mm
2	High Frequency Inphase	2 ppm/mm
3	High Frequency Quadrature	2 ppm/mm
4	Mid Frequency Inphase	4 ppm/mm
5	Mid Frequency Quadrature	4 ppm/mm
6	VLF-EM Total Field	2.5%/mm
7	VLF-EM Quadrature	2.5%/mm

13	Altimeter (500 ft. at top of chart).	10 ft./mm
14	Magnetometer	5 gamma/mm
15	Magnetometer	50 gamma/mm

3.2.8 Digital Recorder

A Perle DAC/NAV data system recorded the survey on magnetic tape. Information recorded was as follows:

<u>Equipment</u>	<u>Interval</u>
EM	0.1 seconds
VLF-EM	0.5 seconds
Magnetometer	<u>0.5</u> seconds
Altimeter	0.5 seconds
MRS III	<u>0.5</u> seconds

3.2.9 Radar Positioning System

A Motorola Mini-Ranger (MRS III) radar navigation system was utilized for both navigation and track recovery. Transponders located at fixed locations were interrogated several times per second and the ranges from these points to the helicopter measured to a high degree of accuracy. A navigational computer triangulates the position of the helicopter and

provides the pilot with navigation information. The range/range data was recorded on magnetic tape for subsequent flight path determination.

4. DATA PRESENTATION

4.0 Base Map

A topographic base map at a scale of 1:10,000 was prepared from topographic maps provided by Norges Geologiske Undersokelse.

A photomosaic map at a scale of 1:20,000, also from NGU, was used for in-flight navigation and for some of the flight path recovery.

The flight path was derived from the Mini-Ranger radar positioning system. The distance from the helicopter to two established reference locations was measured several times per second, and the position of the helicopter calculated by triangulation. Both the 'inflight' manual fiducials and the 35mm film were used to aid in the flight path recovery. The flight path is presented with fiducials for cross-reference to both the analog and digital data.

4.1 Electromagnetic Profiles

The electromagnetic data ^{Wire} ~~was~~ recorded digitally at a sample rate of 10/second with a time constant of 0.1 second. A two stage digital filtering process was carried out to reject major sferic events, and to reduce system noise.

Local spheric 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 a geological phenomenon. To avoid this possibility, a computer algorithm searches out and rejects the major spheric events.

The signal to noise ratio was further enhanced by the application of a low pass digital filter. It 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 permits maximum profile shape resolution.

Following the filtering processes, a base level correction was made. The correction applied is a linear function of time that ensures that 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 then presented in profile map form.

The inphase and quadrature responses of the coaxial 4568 Hz and coplanar 4175 Hz configurations

were plotted in two colours with flight path lines and fiducials on a clear overlay of the base map.

Heard 300ft
Data coverage
Scale 1:100,000

In addition, the 932 Hz coaxial profiles were plotted, along with flight lines, fiducials and electromagnetic anomaly information (i.e., inphase amplitude and depth from the 4568 Hz coaxial response; the 932 Hz information was not used due (a) to the power line responses on this frequency and (b) the high frequency gave a better definition of weak responses) on a copy of the base map.

4.2 Airborne Electromagnetic Survey Interpretation Map

An interpretation map was prepared showing flight lines, fiducials and anomalous peak responses along each flight line. The inphase amplitudes and computed depth values for the 4568 Hz coaxial configuration were marked beside each response. Significant alignments of conductors, where it was possible to correlate responses on the 932 Hz coaxial data, were marked and labelled according to their treatment in the body of the report. These data were presented on a copy of the base map.

4.3 Apparent Resistivity Contours

The electromagnetic information was processed to yield a map of the apparent resistivity of the ground.

The approach taken in computing apparent resistivity was to assume a model of a 200m thick conductive layer (i.e. effectively a half space) over a resistive bedrock. The computer then generated, from nomograms for this model, the resistivity that would be consistent with the bird elevation and recorded amplitude for the coaxial high frequency pair.

The apparent resistivity profile data were interpolated onto a regular grid at a 25m true scale interval using a cubic spline technique.

The contoured apparent resistivity data were presented on a copy of the base map with the flight path and electromagnetic anomaly information.

4.4 Total Field Magnetic Contours

The aeromagnetic data was corrected for diurnal variations by subtraction of the digitally recorded base station magnetic profile. No correction for regional variation was applied.

The corrected profile data were interpolated onto a regular grid at a 25m true scale interval using a cubic spline technique. The grid provided the basis for threading the presented contours at a 10 nT interval.

The aeromagnetic data has been presented with flight path and electromagnetic anomaly information on a copy of the base map.

4.5 VLF-EM Total Field Contours

The VLF-EM signals from NAA (Cutler, Maine) were compiled in map form and presented on a copy of the base map.

5. INTERPRETATIONGeology

A Geologic map, at a scale of 1:50,000, was supplied by Grong Gruber A/S. It shows the survey area to be underlain by a broadly folded metasedimentary/metavolcanic complex. Areas of massive sediments (phyllites) and volcanics alternate with long, narrow interbedded clastic sediments, quartzites and volcanics.

Magnetics

The survey area is characterized by relatively low magnetic relief, particularly for an Archean, metavolcanic terrain. The majority of the magnetic trends rarely exceed 200 nT in amplitude with average relief of 30 to 40 nT. *10% on Gammell*

Two isolated magnetic anomalies, both toward the eastern end of the survey, are the exception. The southern anomaly, just off the eastern end of Huddingsvatnet, corresponds to a narrow ultramafic (serpentinite) shown on the geologic map. (Note that the magnetics fall short of the western end of the serpentinite). The magnetic anomaly indicates that this ultramafic body is sill-like in nature with a moderate south dip. Maximum amplitudes along this anomaly are in the 600 to 800 nT range. A lower amplitude trend to the northeast suggests the possibility of another such body, also south dipping, at depth. The main zone appears

to be approximately 1.5 kilometres in length; the secondary zone approximately 400 metres.

The northern anomaly, just to the north of Renselvatnet, is similar in length and width but is higher in amplitude (1825 nT) and dips shallowly (?) to the north. Although not identified on the geologic map, it lies within micashists in contact with quartzites. This anomaly is likely due to either another ultra-mafic or a syenitic intrusive. BRA

Several longer magnetic trends occur throughout the survey, most of which correlate well with geology but sufficient detail is lacking in the geologic map to identify the specific geologic units that are magnetic. The Royrvik quartzites and some bands of Joma greenstones correlate with the magnetic trends, as do many greenstone - phyllite contacts. These correlations should be compiled with known geology and extended where possible in unmapped areas. A 30 to 60 nT rise in the magnetic background along and to the south of Huddings ^{elev(s)} (roughly, the 51300 nT contour) marks a contact zone, likely a greenstone (tuff) band overlain by phyllites south of the contact. The massive Joma greenstones are relatively non-magnetic, but the lowest susceptibility rocks within the survey area appear to be the calcareous phyllites in the northeast corner around Renselvatnet and the phyllites around and north of Huddingsvatnet. HA

Minor magnetic highs occasionally coincide with mapped areas of mineralization such as at fiducial 4623 on Line 5040, at 3357 on Line 3330 and at 2233.5 on Line 2190. This may be largely a reflection of the type of mineralization involved (i.e., pyrrhotite?) although the site to the south of Orvatnet does represent a mineable massive sulphide deposit.

Only two situations in the magnetic data cannot be satisfactorily reconciled with the geology. In the southwest corner of the survey, south of Gastvatnet, the trends continue southwest beneath the calcareous phyllites/conglomerates rather than continue around what appears to be a broad, south plunging, anticlinal fold. Also, no geologic explanation is apparent for the relatively strong magnetic trend that extends in a northeasterly direction into Huddingsvatnet, along the north contact of the narrow limestone (?) band that extends across the survey. (If these are in fact metamorphosed limestones, could the magnetic trends represent skarn zones within or along the limestone contact?)

VLF-EM Total Field

There is a general conformity between the VLF and Resistivity maps, particularly along northeasterly trends (i.e., about North 60 degrees East). Nowhere is the conformity between data sets

more apparent that in the area straddling the southeast lobe of Renselvatnet where the slightly more magnetic, highly conductive phyllites/tuffites contrast sharply with the calcareous phyllites.

The dominant northeasterly trends are thought to reflect regional structure. This structural definition appears to be the principal contribution of the VLF data set.

Electromagnetics

The interpretation of the electromagnetic data involved an initial examination of the analog records for data quality, response parameters and correlation between data sets. The electromagnetic responses were found to be remarkably free of 'system' or sferic noise and surficial (or 'geologic' noise) responses did not pose problems in the identification of bedrock conductors.

Discrete conductive bands also occur along contacts, usually with narrow quartzite zones and between phyllite groupings. The following general observations are based on 'best fit' correlations between the airborne data at 1:20,000 and the 1:50,000 geologic map enlarged to 1:20,000. Sufficient detail exists in

the geophysical data to warrant compilation of geology at 1:10000 on the airborne topo base. This may allow a more accurate determination of the relationships between conductivity and lithology. 113

A large number of high amplitude, high conductivity responses were detected. Many fell along fairly extensive linear trends but the strongest responses were grouped into broad zones that occupy a large percentage of the southern half of the area. These latter, within the highest ranges of apparent conductivity-width values, tend to relate to low to moderate amplitude magnetic trends and are generally to the south of the interpreted contact area marked by the 51300 nT contour. Almost without exception these high amplitude, high conductivity zones are within the Royrvik phyllites interbedded with quartzite and Joma greenstone bands and are undoubtedly due to graphitic schists. The slight increase in magnetic responses over these conductive zones may be a reflection of a slight increase in pyrrhotite content within the schists.

The high conductivity, high amplitude electromagnetic responses appear to track this interbedded sequence without interruption from Royrvik in the west, around the southwestern lobe of the fold, across to the strip north of Jomafjell and then south to the southeastern boundary of the survey.

Note that the more massive Royrvik phyllites, southwest of Hudingsvatnet are relatively resistive in contrast to the area of interbedded phyllites/greenstones/quartzites.

The more massive Joma greenstones along the nose of a northeast trending syncline in the southeastern part of the survey, are relatively non-conductive except for several short trends within the greenstones. A number of these conductive trends have been identified as loci of (sulphide) mineralization, the strongest of which corresponds to the deposit 2.25 kilometres southeast of Joma. Additional, unidentified conductors exist within the greenstone and follow-up ground checks are recommended.

Conductors are also associated with the two strong magnetic bodies (ultramafic intrusive sills?) in the eastern part of the survey. No mineralized occurrences have been mapped immediately around the serpentine east of Joma although mineralization does occur further to the east within the greenstones. The magnetic anomaly just north of Renselvatnet coincides with a sharply peaked northeasterly trending conductor that extends beyond the limits of the magnetic zone. A second north-northeasterly zone extends under Renselvatnet. West and southwest of this lake, several low amplitude conductors coincide with known mineralization.

In addition, several low amplitude electromagnetic anomalies coincide with mineralization mapped within the calcareous phyllites north of Huddingsvatnet.

The electric power transmission line south of Huddingsvatnet shows up prominently - on the low frequency coaxial response - whereas the line to the north is barely noticeable.

The large number of conductors and conductive zones detected in this survey preclude any detailed interpretation of the individual anomalies. An attempt has therefore been made to focus on those that appear to relate to areas of potential economic interest. These are considered to be anomalies within the more massive Joma greenstones, the regions of the ultramafic intrusives, the calcareous phyllites and a few selected targets.

- (I) The foremost target area is the region surrounding the known sulphide deposit southeast of Joma (Anomaly I). Not only are the known sulphides well depicted by the electromagnetic response but additional conductors to the north, (Ia), west (Ib, Ic) and south (Id, Ie) mark zones of high potential. These conductors are all within the massive Joma greenstone situated at the nose of the synclinal fold - the conductive trends show this folding very well - and

several of the responses correspond or relate to sulphide mineralization. Apparent conductivities are in the moderate to high range and dips generally conform to measured dips (i.e., moderate to steep to the northwest). Conductor Ic may in fact, be a power line and Ie is very close to the phyllite/quartzite contact. 13

- (II) This series of conductors falls within what appears to be a lower (?) member of Joma greenstones around the nose of the same synclinal fold. Several of the anomalies are associated with mineralization and narrow, interbedded quartzites or phyllites, not identified on the geologic map, may be the cause of others. Conductor II, represented by a strong, high conductivity response within the greenstones, coincides with known mineralization. However, the southern end (i.e., south of Line 3330) lies close to bands of Royrvik quartzites. Anomalies IIf, IIc, IIId and IIe fall within the south limb of the greenstones along narrow mineralized stringers (i.e., IIf) and slight magnetic highs. Anomaly IIa lies off the east end of the serpentinite zone and may continue either to the north or south of the serpentinites, the latter being the more probable. Anomalies IIf and IIg lie within the 13

west limb of the lower greenstones. Intrebedded metasediments are the likeliest cause. Of this series of massive greenstone associated anomalies, conductor II, IIa and IID represent the best targets for follow-up.

The conductive quartzites, sandwiched between the greenstones should be checked for sulphide mineralization with a precious metal association (eg. Lines 3160 to 3200). N3

The geophysical results over the southeastern structure indicate a highly complex situation of tightly contorted and interbedded metasediments/metavolcanics over a relatively broad (anticlinal?) fold. Considerable mineralization was mapped within this area, mostly in narrow, volcanic stringers (and not in the massive greenstones as in the southwestern sector) in contact with quartzites.

Correlations between 1:50,000 geology and geophysical data mapped in this amount of detail and with this complexity are virtually impossible. It would appear that the more massive units in this area (eg. the greenstones around Halvegavatnet, the quartzites north and beneath Gasvatnet and the phyllites around Fyrklumpen) are relatively free of strong conductors and response picks up along contacts and the interbedded zones. 13

- III. This includes conductive bands along the north and south of contacts of the serpentinite (see also conductor IIa?) and the (deeper) magnetic body to the northeast.

Apparent conductivity-thickness is quite high and interpreted dip is to the south in keeping with magnetic and geologic dip. Magnetic suppression of inphase response is evident in Line 730 at 2019.5.

Anomaly IIIa lies over and along the north contact of the deeper magnetic body, also interpreted as a serpentinite.

- IV. Conductor IV is along strike with the strong magnetic zone just north of Renselvatnet. It is a single narrow zone that probably conforms to the same stratigraphic or structural unit as does the magnetic zone and displays the same, shallow northwesterly dip. Apparent conductivities are moderate to high. Conductor IVa strikes south-southwesterly, off the southwest end of the magnetic body, into Renselvatnet. It appears to be a minor zone of low to moderate conductivity beneath the lake. The economic significance of these conductors is not apparent but their geologic environment is considered to be of interest

V. These are a group of conductors lying within the calcareous sediments or along the phyllite/micaschist contact (i.e., at the base of the calcareous phyllites, presumably due to graphitic lenses). These conductors relate to mapped occurrences (Vc and Vd excepted) of mineralization. Conductor V is a multi-banded zone of high apparent conductivity running approximately north-south with shallow westerly dip. Conductors Va and Vb are of moderate to high apparent conductivity coincident with (or close to) mineralization.

Zone Vb, on a steep. south facing slope, appears to dip shallowly into the hill; Va is at indeterminate dip since it appears to have been flown along strike.

A single response, at the north end of Line 20, may fall into this category and should be field checked.

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To the south of the calcareous schists, a one kilometre band of overlying phyllites shows a series of conductive bands along its lower contact with less prominent banding along the upper contact. In general, response amplitudes and the number of conductors within these phyllites increase to the east suggesting perhaps an increase in graphitic content in the phyllites. Con-

ductivity is relatively uniform along the conductive zones. More detailed mapping of this lithologic unit is recommended at the east end, to verify the presence of graphites, and a check should be made of the stronger responses from Line 290 to 340.

An overlying narrow sequence of limestone appears to be non-conductive along its entire length. Overlying this limestone horizon are a series of thin interbedded Royrvik phyllites, quartzites and Joma greenstones. These appear to be highly conductive, particularly toward the east and west end of the survey and are almost entirely in the Royrvik phyllites or along contacts between quartzites and phyllites or quartzites and greenstones. More detailed geology is required to resolve this.

Two semi-isolated conductive zones within the massive Royrvik phyllites (conductive zones VI and VII) merit some attention since they relate to the interpreted magnetic 'contact' zone discussed under the Magnetics section.

Apparent Resistivity

The computed apparent resistivity map is an excellent graphical presentation of the exceptionally high conductivities within the Royrvik phyllites. This is particularly true of extensive areas of these phyllites south and southeast of Royrvik where some resistivities approach a theoretical 'zero' limit.

Virtually all of the highly conductive phyllites are located within the bounds of the 10 ohm-metre contour. Although the apparent resistivity model assumes flat-lying conductors and the phyllites are generally steeply dipping, low resistivity trends within the phyllites are well mapped and provide a better picture of conductivity distribution than do the profile data. The 200 to 250 ohm-metre contour includes most of the other conductive metasediments; only a few lithologies can be described as resistive. These latter would include the calcareous phyllites surrounding Renselvatnet and the massive greenstones.

Discussion

A large amount of information exists in the form of low amplitude electromagnetic responses that could easily be overlooked due to the presence of large, strong, highly conductive zones. Some of these could be due to mineralization (e.g., Conductor I) but most are from narrow, continuous, highly conductive graphitic schists.

Since surficial effects do not pose serious problems in the electromagnetic data, even the smallest responses could be indicative of bedrock conductivity. Depending on the target being sought and overburden thickness, anomalies at or just above the noise levels (i.e., anomalies in the 2 to 4 ppm range for the

932 Hz coaxial inphase response) could be of significance, particularly within the Joma greenstones.

Under normal circumstances, the detailed nature of the 1:50,000 geologic map would be more than adequate for correlation with the airborne data. However, considering the extraordinary complexity of the electromagnetic data, particularly in the regions of interbedded phyllites, quartzites and greenstones, more detailed geologic data at a 1:10,000 scale would be necessary to properly correlate the data.

Recommendations

The anomalies cited in this report should be mapped in detail and, where practical, followed up with ground geophysics. The I, II, IV and V groupings of conductive zones are regarded as priority targets. A more accurate correlation of the geophysical data with detailed geology should identify other conductors within the greenstones that could represent zones of sulphide mineralization. The precious metal potential of the area also merits investigation around mineralized regions of interbedded volcanics and quartzites.

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Respectfully submitted,
AERODAT LIMITED

December, 1985

J8530



George Podolsky

Consulting Geophysicist

STATEMENT OF QUALIFICATIONS

GEORGE PODOLSKY

1. I reside at 172 Dunwoody Drive, OAKVILLE, Ontario.
2. I hold a B.Sc. in Engineering Physics from Queen's University (1954).
3. I am a professional geophysicist, have been an active member of the Society of Exploration Geophysicists since 1960, and have worked in the minerals industry since 1954.
4. I have examined all the data obtained by Aerodat in the course of their survey and this report is based on that examination.
5. I am an independent consultant.

George Podolsky

George Podolsky
Geopod Associates Inc.

December, 1985

J8530

APPENDIX I

GENERAL INTERPRETIVE CONSIDERATIONS

Electromagnetic

The Aerodat three frequency system utilizes two different transmitter-receiver coil geometries. The traditional coaxial coil configuration is operated at two widely separated frequencies and the horizontal coplanar coil pair is operated at a frequency 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 ratio 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 or 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 measureable 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

↓
Sulphide

↓
Faults?

therefore be used effectively for geological mapping. The only relative disadvantage of the method lies in its sensitivity to conductive overburden. In conductive ground the 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 crossover 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 II

ANOMALY LIST

-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
1	10	A	0	9.4	27.6	0.2	0	30
1	10	B	0	12.0	18.8	0.5	6	33
1	10	C	0	10.0	14.9	0.5	11	31
1	10	D	0	8.0	17.7	0.3	6	30
1	10	E	0	8.0	22.8	0.2	1	29
1	10	F	0	8.7	12.7	0.5	8	37
1	10	G	1	16.1	13.7	1.5	12	35
1	10	H	2	52.4	29.2	3.9	0	36
1	10	J	4	143.6	35.8	14.8	0	38
1	10	K	4	99.5	35.8	8.3	0	46
1	10	M	2	56.4	39.6	2.9	0	38
1	10	N	3	66.8	28.1	6.0	0	40
1	10	O	4	71.2	23.9	8.3	0	43
1	10	P	4	162.0	59.1	9.4	0	32
1	10	Q	4	109.9	34.0	10.4	0	33
1	10	R	2	93.6	81.7	2.6	0	29
1	10	S	2	106.3	97.0	2.6	0	30
1	10	T	3	92.0	49.6	4.8	0	36
1	10	U	2	87.9	61.1	3.4	0	30
1	10	V	1	17.6	16.1	1.4	16	28
1	10	W	5	460.3	125.1	18.3	0	21
1	10	X	5	527.3	129.7	21.5	0	21
1	10	Y	4	228.7	94.7	8.8	0	28
1	10	Z	5	272.2	64.8	18.8	0	28
1	10	AA	3	37.3	16.9	4.6	0	43
1	20	A	6	28.3	2.3	42.3	13	37
1	20	B	6	122.4	11.6	51.2	4	26
1	20	C	5	222.1	36.2	29.2	0	30
1	20	D	5	239.4	47.7	22.9	0	27
1	20	E	6	321.4	46.4	37.8	0	25
1	20	F	4	524.7	163.1	15.9	0	22
1	20	G	4	399.2	156.1	11.1	0	21
1	20	H	3	365.7	224.2	6.2	0	20
1	20	J	2	131.5	129.4	2.5	0	24
1	20	K	2	93.4	95.9	2.1	0	29
1	20	M	3	217.8	110.2	6.7	0	24
1	20	N	2	63.7	57.9	2.2	0	29
1	20	O	2	90.4	89.9	2.2	0	25
1	20	P	2	155.9	124.0	3.5	0	24
1	20	Q	3	94.5	48.0	5.3	0	41
1	20	R	5	133.1	28.8	17.5	0	39
1	20	S	5	155.6	37.0	16.1	0	35
1	20	T	4	175.9	44.2	15.5	0	33

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
1	20	U	3	84.2	50.0	4.1	0	32
1	20	V	3	84.8	34.9	6.7	2	30
1	20	W	4	115.9	37.9	9.8	0	31
1	20	X	3	105.2	54.1	5.3	0	31
1	20	Y	3	80.3	41.0	5.0	0	35
1	20	Z	2	45.4	25.3	3.7	5	32
1	20	AA	0	5.5	21.2	0.1	0	30
1	20	AB	0	2.9	25.2	0.0	0	28
1	20	AC	3	85.2	36.8	6.3	6	25
1	20	AD	0	11.1	15.2	0.6	10	32
1	31	A	5	11.4	1.2	23.1	29	40
1	31	B	5	92.9	13.7	26.3	0	36
1	31	C	5	113.3	18.3	24.6	0	38
1	31	D	5	138.7	19.2	31.9	0	37
1	31	E	5	136.7	23.6	23.7	0	38
1	31	F	3	136.5	60.0	7.0	0	32
1	31	G	3	89.7	43.7	5.5	0	33
1	31	H	2	88.3	57.8	3.7	1	27
1	31	J	2	34.4	24.0	2.5	6	32
1	31	K	3	70.9	38.7	4.4	0	34
1	31	M	3	169.1	100.9	5.1	0	28
1	31	N	4	91.4	23.1	12.9	0	46
1	31	O	5	117.2	22.8	19.4	0	41
1	31	P	4	94.9	27.6	10.8	0	41
1	31	Q	3	83.0	38.7	5.6	0	35
1	31	R	4	163.7	60.7	9.2	0	28
1	31	S	3	108.8	65.5	4.4	0	30
1	31	T	2	116.1	81.4	3.7	0	29
1	31	U	3	131.9	72.5	5.2	0	29
1	31	V	2	38.6	22.4	3.3	6	33
1	31	W	0	4.9	19.3	0.1	1	29
1	31	X	0	1.4	12.3	0.0	0	27
1	31	Y	0	0.7	19.7	0.0	0	19
1	31	Z	0	7.7	12.3	0.4	13	31
1	31	AA	0	6.7	13.5	0.3	6	35
1	40	A	0	5.2	20.6	0.1	0	33
1	40	B	0	5.8	18.9	0.1	0	36
1	40	C	3	31.3	12.9	4.9	3	41
1	40	D	3	45.4	22.6	4.3	0	38
1	40	E	2	69.2	50.3	3.0	0	34
1	40	F	4	123.7	39.4	10.4	0	32
1	40	G	4	154.9	40.9	14.1	0	33
1	40	H	5	180.9	32.5	24.3	0	31

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

---NORWAY---

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	HEIGHT	
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1	40	J	6	211.8	31.5	32.5	0	35
1	40	K	5	127.3	24.2	20.5	0	38
1	40	M	4	89.0	27.8	9.7	0	39
1	40	N	3	113.2	43.9	7.8	0	32
1	40	O	4	116.7	44.4	8.1	0	33
1	40	P	2	63.0	46.9	2.8	0	33
1	40	Q	3	139.3	80.5	5.0	0	25
1	40	R	4	247.3	87.6	11.0	0	30
1	40	S	6	463.8	77.6	34.3	0	21
1	40	T	5	441.1	87.3	27.2	0	20
1	40	U	5	323.9	67.4	23.5	0	28
1	40	V	0	3.8	3.6	0.7	44	31
2	50	A	0	9.1	25.8	0.2	7	23
2	50	B	0	2.8	12.7	0.0	4	29
2	50	C	0	5.2	8.9	0.3	22	27
2	50	D	0	3.5	12.6	0.0	0	40
2	50	E	2	21.4	12.7	2.7	2	46
2	50	F	2	40.8	32.6	2.2	0	38
2	50	G	1	69.6	73.4	1.9	0	32
2	50	H	1	33.3	45.2	1.0	0	29
2	50	J	3	115.3	64.0	5.0	0	31
2	50	K	4	162.8	50.4	11.6	0	39
2	50	M	5	371.2	99.7	17.5	0	25
2	50	N	4	336.7	95.5	15.9	0	26
2	50	O	3	152.9	72.8	6.6	0	29
2	50	P	4	163.5	65.0	8.4	0	33
2	50	Q	3	179.1	78.0	7.7	0	32
2	50	R	3	156.1	80.5	6.0	0	33
2	50	S	3	111.5	57.5	5.4	2	26
2	50	T	4	159.1	56.8	9.6	0	30
2	50	U	4	123.2	38.9	10.5	0	39
2	50	V	5	280.1	61.1	21.2	0	28
2	50	W	3	301.0	147.0	7.7	0	20
2	50	X	2	208.1	194.5	3.1	1	17
2	50	Y	4	203.5	62.4	12.5		
2	50	Z	5	327.8	62.9	26.1		
2	50	AA	5	224.4	54.9	17.2	0	24
2	50	AB	5	211.4	52.9	16.4	0	35
2	50	AC	5	274.9	50.9	26.1	0	27
2	50	AD	5	157.6	31.6	20.2	0	29
2	60	A	6	33.3	2.3	55.1	10	38
2	60	B	6	178.8	20.1	45.1	0	36
2	60	C	5	196.1	33.0	27.0	0	38

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
2	60	D	6	207.5	27.0	38.6	0	34
2	60	E	5	205.4	37.9	24.3	0	35
2	60	F	4	150.7	38.1	14.8	0	35
2	60	G	4	285.7	86.2	14.0	0	31
2	60	H	4	136.1	35.8	13.6	0	40
2	60	J	4	38.5	8.8	11.5	0	61
2	60	K	4	338.2	140.7	9.8	0	24
2	60	M	4	373.6	163.5	9.4	0	26
2	60	N	2	149.5	127.8	3.1	0	25
2	60	O	3	206.6	96.9	7.3	0	26
2	60	P	4	295.1	86.3	14.7	0	31
2	60	Q	5	326.1	74.4	20.8	0	27
2	60	R	4	152.8	46.8	11.6	0	36
2	60	S	2	69.7	45.1	3.5	0	38
2	60	T	2	90.8	68.8	3.1	0	29
2	60	U	3	113.9	62.6	5.0	0	33
2	60	V	1	57.3	68.5	1.5	0	32
2	60	W	3	62.8	23.7	6.8	10	26
2	60	X	0	1.7	18.7	0.0	0	25
2	60	Y	0	4.9	32.1	0.0	0	24
2	60	Z	0	3.2	26.6	0.0	0	21
2	60	AA	0	19.5	38.4	0.5	7	22
2	60	AB	0	20.3	32.6	0.7	9	23
2	60	AC	0	16.1	26.0	0.6	9	25
2	60	AD	1	28.3	33.0	1.2	10	23
2	60	AE	0	18.7	37.8	0.5	5	23
2	70	A	0	10.7	55.4	0.1	0	21
2	70	B	0	6.0	19.8	0.1	9	21
2	70	C	0	3.1	30.1	0.0	0	22
2	70	D	0	5.6	21.2	0.1	0	31
2	70	E	3	39.5	16.5	5.2	0	43
2	70	F	0	36.5	67.8	0.7	0	24
2	70	G	3	144.5	75.1	5.8	0	27
2	70	H	3	73.2	27.2	7.3	0	38
2	70	J	3	140.8	75.2	5.5	0	28
2	70	K	3	102.7	65.1	4.1	0	30
2	70	M	2	67.3	53.7	2.6	0	31
2	70	N	2	52.5	46.7	2.1	4	26
2	70	O	2	76.6	54.9	3.2	3	25
2	70	P	5	108.9	22.2	17.9	0	51
2	70	Q	5	153.8	28.1	22.7	0	36
2	70	R	4	181.9	70.3	9.0	0	28
2	70	S	5	303.8	79.2	17.2	0	26
2	70	T	6	409.0	67.0	34.1	0	23

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
2	70	U	5	521.2	98.6	30.2	0	21
2	70	V	5	512.9	99.6	29.0	0	25
2	70	W	7	521.4	54.4	66.5	0	23
2	80	A	4	87.9	20.0	14.6	0	39
2	80	B	5	116.0	24.9	17.0	0	41
2	80	C	4	162.4	48.2	12.3	0	36
2	80	D	4	196.8	49.7	15.9	0	34
2	80	E	5	320.3	57.2	28.5	0	23
2	80	F	5	231.8	43.8	24.3	0	28
2	80	G	5	500.5	103.0	26.7	0	23
2	80	H	6	521.3	76.1	42.4	0	24
2	80	J	5	514.3	96.1	30.5	0	31
2	80	K	6	393.6	65.5	33.1	0	26
2	80	M	4	55.7	13.1	12.3	0	56
2	80	N	5	84.3	17.7	16.0	0	45
2	80	O	5	94.0	19.5	16.8	0	39
2	80	P	4	93.8	23.7	13.0	0	39
2	80	Q	5	89.6	18.9	16.2	0	45
2	80	R	2	27.4	19.9	2.2	0	43
2	80	S	3	49.4	23.1	4.8	0	44
2	80	T	4	72.1	20.6	10.2	0	53
2	80	U	4	72.1	14.9	15.7	0	52
2	80	V	3	46.4	17.2	6.4	0	50
2	80	W	1	26.0	31.0	1.1	0	39
2	80	X	3	61.0	25.2	6.0	0	37
2	80	Y	0	20.2	39.2	0.5	0	36
2	80	Z	0	15.8	23.2	0.7	0	36
2	80	AA	3	83.9	42.5	5.1	4	26
2	80	AB	0	3.3	2.7	0.8	43	40
2	80	AC	0	5.7	18.4	0.1	0	32
2	80	AD	0	16.7	35.1	0.4	3	25
2	80	AE	0	10.3	49.2	0.1	0	22
2	80	AF	0	10.4	42.3	0.1	0	26
2	90	A	0	21.2	77.8	0.2	0	19
2	90	B	0	17.2	73.5	0.1	0	18
2	90	C	0	3.5	23.7	0.0	2	21
2	90	D	0	9.5	29.1	0.2	4	24
2	90	E	3	36.0	16.0	4.6	0	45
2	90	F	0	28.6	42.7	0.8	0	32
2	90	G	2	60.9	37.3	3.6	0	34
2	90	H	3	62.4	32.6	4.5	0	44
2	90	J	3	88.1	54.6	4.0	0	34
2	90	K	4	142.3	46.5	10.4	0	34

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
2	90	M	1	56.5	63.6	1.6	4	23
2	90	N	2	85.7	60.3	3.4	4	23
2	90	O	3	99.2	44.1	6.3	0	29
2	90	P	5	149.8	32.1	18.3	0	32
2	90	Q	1	17.5	13.1	1.8	15	32
2	90	R	6	529.9	68.9	49.7	0	20
2	90	S	5	528.1	127.7	22.0	0	21
2	90	T	4	378.4	134.8	12.3	0	20
2	90	U	5	213.3	44.3	21.0	0	29
2	90	V	5	287.1	47.2	30.9	0	22
2	90	W	3	293.7	155.1	7.0	0	25
2	90	X	4	411.8	183.0	9.5	0	26
2	90	Y	4	383.8	157.1	10.3	0	23
2	90	Z	4	333.1	148.5	8.9	0	21
2	90	AA	4	325.3	132.0	10.0	0	28
2	90	AB	4	152.3	61.1	8.2	0	30
2	90	AC	5	94.5	20.0	16.4	4	28
2	101	A	0	12.5	28.3	0.3	0	36
2	101	B	0	14.2	32.0	0.3	0	34
2	101	C	0	5.2	5.1	0.8	26	40
2	101	D	4	70.4	23.1	8.5	4	31
2	101	E	0	20.4	29.3	0.8	0	37
2	101	F	0	14.1	25.0	0.5	0	39
2	101	G	0	14.1	16.3	0.9	1	42
2	101	H	3	102.8	51.4	5.5	0	35
2	101	J	3	147.2	72.0	6.3	0	29
2	101	K	4	246.4	83.2	11.7	0	26
2	101	M	3	220.3	147.8	4.8	0	20
2	101	N	3	92.4	45.8	5.4	4	25
2	101	O	4	99.0	33.0	9.2	1	30
2	101	P	4	484.3	161.4	14.3	0	20
2	101	Q	6	309.3	46.2	35.8	1	21
2	101	R	4	108.6	25.1	15.2	0	36
2	101	S	4	164.3	46.4	13.1	0	31
2	101	T	5	172.5	28.1	27.3	0	31
2	101	U	5	337.0	66.4	25.5	0	27
2	101	V	4	252.6	81.4	12.5	0	32
2	101	W	4	221.7	66.6	13.2	0	33
2	101	X	4	189.6	50.9	14.6	0	31
2	101	Y	5	445.0	79.0	31.4	0	22
2	110	A	6	69.2	7.5	36.6	0	54
2	110	B	4	107.9	26.5	14.0	0	41
2	110	C	4	79.3	17.8	14.4	0	45

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-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
2	110	D	5	76.0	12.7	21.1	0	47
2	110	E	7	70.6	4.7	71.2	0	50
2	110	F	6	117.7	14.9	34.3	0	39
2	110	G	6	352.5	58.1	32.5	0	28
2	110	H	5	490.2	92.1	29.9	0	25
2	110	J	4	314.4	101.8	13.2	0	27
2	110	K	5	248.2	64.3	16.4	0	31
2	110	M	3	72.3	36.1	4.9	0	32
2	110	N	2	74.4	46.7	3.7	0	31
2	110	O	2	96.0	96.4	2.2	0	26
2	110	P	2	77.5	76.7	2.1	0	29
2	110	Q	3	122.4	59.5	6.0	0	34
2	110	R	3	103.1	42.7	7.0	0	34
2	110	S	0	10.7	12.2	0.8	3	44
2	110	T	0	10.7	21.5	0.4	0	39
2	110	U	0	12.0	24.7	0.4	0	34
2	110	V	1	33.0	41.3	1.1	0	30
2	110	W	0	10.7	28.1	0.2	1	28
2	110	X	0	4.1	7.6	0.2	16	35
2	110	Y	0	4.2	0.9	6.3	59	36
2	110	Z	0	3.5	10.7	0.1	9	31
2	110	AA	0	3.9	10.7	0.1	10	31
2	120	A	0	1.5	8.8	0.0	1	33
2	120	B	0	4.7	13.1	0.1	4	33
2	120	C	0	3.8	6.2	0.3	26	30
2	120	D	0	2.5	12.2	0.0	5	28
2	120	E	1	4.0	2.0	1.8	50	39
2	120	F	0	3.9	8.4	0.2	16	32
2	120	G	0	9.6	12.6	0.6	12	34
2	120	H	0	5.4	11.4	0.2	7	35
2	120	J	0	4.6	13.5	0.1	4	33
2	120	K	3	154.6	91.4	5.0	0	26
2	120	M	3	207.4	120.0	5.6	0	26
2	120	N	3	213.9	149.9	4.5	0	23
2	120	O	2	122.0	111.4	2.7	0	26
2	120	P	4	107.1	34.6	9.8	0	35
2	120	Q	3	44.5	14.2	7.7	6	34
2	120	R	5	83.4	17.0	16.6	0	38
2	120	S	6	299.0	44.9	35.2	0	26
2	120	T	6	307.9	50.0	32.0	0	27
2	120	U	5	293.5	75.6	17.3	1	20
2	120	V	4	149.0	36.9	15.1	0	38
2	120	W	4	110.8	26.4	14.7	0	31
2	120	X	7	186.0	15.2	70.1	0	31

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-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
2	120	Y	5	132.6	20.9	26.5	1	28
2	120	Z	3	81.4	48.2	4.1	0	34
2	120	AA	5	191.0	46.7	16.5	0	29
2	130	A	0	3.0	0.2	29.6	53	58
2	130	B	6	20.0	1.6	39.3	9	48
2	130	C	5	76.3	14.3	18.1	0	44
2	130	D	5	54.5	7.7	24.0	0	53
2	130	E	7	80.1	3.0	162.8	0	38
2	130	F	4	69.1	14.1	15.7	0	48
2	130	G	5	72.5	14.3	16.7	0	44
2	130	H	4	50.0	13.8	9.6	4	35
2	130	J	2	23.2	10.7	3.8	5	44
2	130	K	3	42.3	13.3	7.7	4	38
2	130	M	4	96.3	32.8	8.8	0	45
2	130	N	2	82.5	55.9	3.5	0	34
2	130	O	3	97.1	53.5	4.8	0	33
2	130	P	2	90.1	76.4	2.7	0	33
2	130	Q	2	69.3	62.2	2.3	0	35
2	130	R	0	6.0	13.1	0.2	1	40
2	130	S	0	6.4	10.0	0.4	17	31
2	130	T	0	4.2	7.7	0.2	17	34
2	130	U	0	5.3	12.6	0.2	0	40
2	130	V	0	2.2	6.9	0.0	10	36
2	130	W	0	12.1	27.5	0.3	6	24
2	140	A	0	2.4	8.2	0.0	0	46
2	140	B	0	7.2	19.3	0.2	9	24
2	140	C	0	5.2	8.6	0.3	23	27
2	140	D	0	4.8	4.0	0.9	33	39
2	140	E	0	3.7	5.8	0.3	28	31
2	140	F	0	3.2	6.6	0.2	18	34
2	140	G	0	4.0	6.8	0.3	16	38
2	140	H	0	14.0	23.3	0.5	5	30
2	140	J	0	4.9	11.7	0.2	2	39
2	140	K	3	41.2	19.8	4.4	1	38
2	140	M	1	41.2	43.8	1.5	0	41
2	140	N	1	39.0	49.9	1.2	0	30
2	140	O	0	45.6	77.0	0.9	0	25
2	140	P	3	95.6	60.2	4.0	0	34
2	140	Q	3	97.7	36.7	7.8	0	39
2	140	R	3	79.6	33.4	6.4	0	37
2	140	S	6	109.8	11.8	42.0	0	42
2	140	T	5	158.6	22.9	31.3	0	37
2	140	U	5	225.6	48.4	20.4	0	30

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
2	140	V	3	75.1	27.2	7.6	0	40
2	140	W	4	212.0	55.2	15.6	1	23
2	140	X	5	287.1	71.3	18.0	1	20
2	140	Y	6	331.2	39.1	49.8	0	21
2	140	Z	7	387.8	32.2	83.8	0	23
2	140	AA	4	54.3	13.0	11.9	5	34
2	140	AB	4	98.3	24.0	13.7	0	36
2	140	AC	4	95.5	23.6	13.4	0	43
2	140	AD	5	76.3	12.8	21.0	0	52
2	150	A	6	26.5	1.8	53.0	17	35
2	150	B	5	36.0	4.7	23.8	0	55
2	150	C	4	27.1	6.1	10.6	14	35
2	150	D	3	57.0	20.0	7.3	0	38
2	150	E	4	66.1	15.3	13.2	0	48
2	150	F	4	61.7	13.7	13.6	0	48
2	150	G	4	39.6	10.9	9.0	0	52
2	150	H	1	12.8	12.9	1.1	4	44
2	150	J	5	101.5	21.9	16.3	0	35
2	150	K	4	125.8	30.1	15.1	0	38
2	150	M	4	223.4	58.2	15.8	0	29
2	150	N	5	234.7	37.1	30.8	0	31
2	150	O	4	200.0	55.0	14.3	0	27
2	150	P	2	83.9	62.5	3.1	0	32
2	150	Q	1	30.5	33.5	1.3	0	37
2	150	R	1	52.9	68.9	1.3	0	28
2	150	S	1	56.0	62.3	1.6	0	33
2	150	T	3	52.4	28.8	4.0	0	35
2	150	U	4	103.4	32.5	10.0	0	35
2	150	V	0	3.1	4.0	0.4	26	43
2	150	W	0	5.0	10.5	0.2	4	40
2	150	X	0	4.1	9.7	0.2	8	36
2	150	Y	0	4.2	4.0	0.7	29	43
2	150	Z	1	8.8	5.6	1.8	25	39
2	150	AA	0	6.8	16.5	0.2	2	35
2	150	AB	0	2.2	7.6	0.0	11	32
2	160	A	0	1.3	8.6	0.0	6	27
2	160	B	1	38.9	39.1	1.6	0	34
2	160	C	0	13.5	15.0	0.9	8	37
2	160	D	1	3.0	2.0	1.1	52	40
2	160	E	0	2.7	6.2	0.1	9	43
2	160	F	0	6.5	9.4	0.5	14	36
2	160	G	0	2.9	6.0	0.2	9	45
2	160	H	4	193.4	77.5	8.8	0	24

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
2	160	J	3	179.8	84.3	7.0	3	20
2	160	K	3	197.0	96.2	6.9	4	18
2	160	M	2	196.8	226.8	2.3	1	16
2	160	N	1	82.5	122.5	1.3	4	15
2	160	O	2	70.4	64.0	2.3	0	29
2	160	P	1	41.7	42.9	1.6	0	32
2	160	Q	2	48.6	34.1	2.8	0	44
2	160	R	3	89.6	43.5	5.5	0	41
2	160	S	3	103.7	40.3	7.6	0	37
2	160	T	3	94.0	41.5	6.3	0	32
2	160	U	3	96.1	59.2	4.1	0	29
2	160	V	3	75.1	37.0	5.1	3	29
2	160	W	0	12.8	27.3	0.4	6	26
2	160	X	3	117.5	54.6	6.3	0	30
2	160	Y	5	187.1	39.3	20.0	0	31
2	160	Z	4	80.0	24.7	9.5	6	27
2	160	AA	5	36.0	5.0	21.9	21	25
2	160	AB	5	34.4	3.9	28.4	24	23
2	160	AC	4	50.0	15.3	8.4	0	40
2	160	AD	4	58.4	15.4	10.7	0	39
2	160	AE	4	13.9	3.3	8.0	11	52
2	160	AF	3	65.9	25.3	6.8	0	40
2	160	AG	3	68.8	27.3	6.6	0	47
2	160	AH	6	76.6	8.4	37.0	0	40
2	170	A	4	115.7	40.3	9.1	2	26
2	170	B	4	129.4	37.0	12.1	2	26
2	170	C	4	182.5	66.2	9.8	0	26
2	170	D	5	352.6	78.9	21.8	0	26
2	170	E	4	262.8	82.6	13.0	0	28
2	170	F	3	83.2	29.9	7.9	0	33
2	170	G	4	73.4	21.1	10.2	0	43
2	170	H	4	118.0	43.9	8.4	1	28
2	170	J	3	190.2	90.3	7.0	0	25
2	170	K	4	181.7	57.4	11.7	0	29
2	170	M	4	128.3	46.0	9.0	0	34
2	170	N	4	124.9	43.3	9.3	0	39
2	170	O	4	49.9	11.3	12.5	0	49
2	170	P	4	45.5	12.2	9.7	0	49
2	170	Q	3	62.1	24.1	6.6	0	41
2	170	R	2	44.4	24.0	3.8	5	32
2	170	S	2	49.9	34.1	2.9	2	31
2	170	T	3	64.1	33.0	4.6	0	39
2	170	U	3	71.6	37.6	4.6	0	41
2	170	V	2	49.5	31.9	3.2	0	39

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
2	170	W	2	71.7	51.1	3.1	0	38
2	170	X	3	74.2	37.7	4.9	0	35
2	170	Y	3	102.1	38.9	7.8	0	38
2	170	Z	0	5.1	8.4	0.3	11	39
2	170	AA	0	20.5	26.1	0.9	12	23
2	170	AB	0	4.2	10.3	0.1	14	29
2	170	AC	1	7.8	6.1	1.2	25	38
2	170	AD	2	34.6	25.9	2.3	0	42
2	170	AE	1	29.9	25.2	1.9	7	31
2	170	AF	0	7.3	11.6	0.4	16	30
2	170	AG	0	0.9	3.7	0.0	20	33
2	180	A	0	0.4	4.1	0.0	3	34
2	180	B	0	12.9	14.7	0.9	15	30
2	180	C	1	58.4	58.2	1.9	1	27
2	180	D	3	61.2	32.4	4.4	1	32
2	180	E	1	4.3	2.7	1.4	44	38
2	180	F	0	4.8	10.8	0.2	7	36
2	180	G	2	64.9	49.9	2.7	5	25
2	180	H	1	32.6	36.5	1.3	0	34
2	180	J	0	8.8	19.3	0.3	7	28
2	180	K	2	64.3	37.2	3.9	0	32
2	180	M	3	91.2	37.6	6.8	0	31
2	180	N	5	126.5	20.2	25.7	1	28
2	180	O	2	51.6	28.9	3.8	11	24
2	180	P	6	458.3	63.8	43.7	0	21
2	180	Q	4	243.0	65.8	15.4	1	22
2	180	R	3	103.7	66.2	4.0	4	22
2	180	S	2	31.1	22.6	2.3	0	42
2	180	T	2	40.8	22.3	3.7	0	40
2	180	U	2	40.5	24.9	3.1	4	34
2	180	V	3	46.0	21.6	4.7	3	35
2	180	W	3	52.8	25.3	4.7	1	35
2	180	X	1	25.9	26.1	1.4	6	31
2	180	Y	4	184.9	57.5	12.0	0	24
2	180	Z	6	408.1	66.4	34.4	0	27
2	180	AA	3	88.5	39.0	6.2	2	28
2	180	AB	3	62.9	32.1	4.6	7	26
2	180	AC	2	63.8	39.1	3.7	6	26
2	180	AD	3	84.8	32.4	7.3	0	32
2	180	AE	3	148.6	62.1	7.7	0	31
2	180	AF	4	142.8	38.0	13.6	0	29
2	180	AG	3	158.9	67.1	7.8	2	23
2	180	AH	3	138.1	66.1	6.3	4	21
2	180	AJ	3	117.7	51.7	6.8	0	29

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
2	180	AK	4	183.5	70.6	9.1	0	25
2	180	AM	4	150.9	57.9	8.6	0	29
2	180	AN	3	125.2	53.9	7.1	0	34
2	180	AO	4	209.0	61.1	13.4	0	28
2	190	A	4	88.4	18.9	15.9	0	45
2	190	B	4	102.4	33.5	9.5	0	37
2	190	C	4	137.5	39.6	12.2	0	38
2	190	D	3	98.0	42.9	6.4	0	35
2	190	E	3	111.1	43.5	7.7	0	35
2	190	F	4	96.4	35.4	8.0	2	28
2	190	G	4	291.2	117.5	9.7	0	22
2	190	H	4	300.7	100.0	12.6	0	23
2	190	J	0	27.0	42.4	0.8	0	30
2	190	K	2	33.4	24.3	2.4	0	39
2	190	M	3	54.6	21.1	6.3	3	34
2	190	N	4	75.1	20.8	10.8	0	39
2	190	O	3	65.0	24.2	7.0	0	41
2	190	P	1	29.3	25.3	1.8	3	34
2	190	Q	2	40.8	32.3	2.3	2	33
2	190	R	4	201.4	52.4	15.4	0	31
2	190	S	5	206.0	37.1	25.1	0	33
2	190	T	5	161.3	37.9	16.6	0	34
2	190	U	3	85.0	33.3	7.1	0	44
2	190	V	3	52.0	23.7	5.0	0	41
2	190	W	1	13.1	11.0	1.4	8	42
2	190	X	2	34.5	26.7	2.2	5	32
2	190	Y	3	70.0	36.4	4.6	1	31
2	190	Z	0	3.6	6.4	0.2	11	44
2	190	AA	1	4.1	3.0	1.1	36	44
2	190	AB	2	29.9	21.9	2.2	5	35
2	190	AC	1	43.8	44.3	1.7	3	28
2	190	AD	0	5.4	7.5	0.4	20	35
2	190	AE	0	8.9	13.2	0.5	9	36
2	200	A	0	9.4	10.9	0.8	14	35
2	200	B	0	6.7	7.8	0.7	14	42
2	200	C	1	18.4	19.0	1.2	3	38
2	200	D	2	34.3	25.6	2.3	0	39
2	200	E	0	4.5	7.9	0.3	13	38
2	200	F	2	36.7	21.2	3.3	1	38
2	200	G	1	11.5	9.7	1.3	5	48
2	200	H	0	2.5	11.2	0.0	0	38
2	200	J	0	8.1	21.1	0.2	0	33
2	200	K	0	10.7	15.1	0.6	1	42

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
2	200	M	0	21.8	37.8	0.6	1	28
2	200	N	3	87.7	50.5	4.4	4	25
2	200	O	6	532.6	81.6	40.0	0	20
2	200	P	1	26.7	21.3	1.9	20	21
2	200	Q	0	17.4	52.1	0.2	5	17
2	200	R	2	60.2	56.1	2.1	2	27
2	200	S	3	70.8	32.5	5.5	0	32
2	200	T	3	106.5	54.4	5.4	0	35
2	200	U	1	20.7	18.6	1.5	15	27
2	200	V	3	62.7	34.8	4.1	6	27
2	200	W	3	101.4	44.5	6.5	3	26
2	200	X	4	179.0	61.8	10.4	0	29
2	200	Y	3	170.1	86.9	6.2	0	24
2	200	Z	3	166.1	81.8	6.5	0	25
2	200	AA	3	174.9	89.4	6.3	1	23
2	200	AB	2	102.2	88.9	2.7	0	30
2	200	AC	3	86.1	35.2	6.8	0	34
2	200	AD	3	34.9	11.1	7.2	0	44
2	210	A	4	104.0	30.3	11.1	0	38
2	210	B	5	126.8	26.8	17.8	0	37
2	210	C	5	112.7	24.6	16.5	0	40
2	210	D	5	108.0	22.4	17.4	0	39
2	210	E	2	46.9	26.0	3.8	0	37
2	210	F	4	49.5	9.6	15.3	0	44
2	210	G	4	65.3	19.3	9.5	6	30
2	210	H	3	76.7	27.4	7.8	1	32
2	210	J	2	69.1	43.6	3.6	0	37
2	210	K	3	79.2	40.2	5.0	0	32
2	210	M	3	88.6	36.7	6.7	0	36
2	210	N	4	89.9	30.2	8.8	0	31
2	210	O	3	141.4	71.2	6.0	0	29
2	210	P	5	179.1	43.3	16.4	0	32
2	210	Q	4	78.9	24.9	9.2	1	32
2	210	R	3	71.9	36.8	4.8	1	31
2	210	S	2	60.3	36.0	3.7	4	29
2	210	T	3	106.6	41.3	7.7	0	33
2	210	U	5	217.3	47.9	19.5	0	32
2	210	V	4	60.0	18.8	8.6	0	47
2	210	W	0	12.2	15.6	0.7	0	49
2	210	X	1	6.8	4.2	1.7	13	57
2	210	Y	0	5.6	11.9	0.2	0	48
2	210	Z	2	31.5	20.7	2.6	0	45
2	210	AA	0	9.4	15.1	0.5	8	34
2	210	AB	0	7.9	20.2	0.2	4	30

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	MHOS	DEPTH MTRS	HEIGHT MTRS
2	210	AC	1	27.7	37.3	1.0	3	28
2	210	AD	1	20.7	20.5	1.3	3	37
2	210	AE	0	4.7	7.2	0.4	18	37
2	210	AF	0	3.7	5.0	0.4	25	38
2	220	A	0	17.0	24.5	0.7	5	31
2	220	B	0	8.5	18.0	0.3	2	35
2	220	C	0	2.3	9.6	0.0	2	35
2	220	D	0	3.4	7.0	0.2	3	48
2	220	E	0	5.3	6.7	0.5	12	46
2	220	F	2	35.5	27.9	2.2	8	28
2	220	G	0	20.6	55.8	0.3	6	17
2	220	H	0	32.2	108.1	0.3	2	15
2	220	J	0	18.4	79.4	0.1	5	12
2	220	K	0	9.7	20.5	0.3	15	20
2	220	M	0	22.6	56.4	0.4	2	21
2	220	N	0	48.3	115.1	0.6	0	18
2	220	O	4	314.4	148.1	8.2	0	25
2	220	P	5	324.9	79.0	19.2	0	26
2	220	Q	4	165.9	60.1	9.5	0	28
2	220	R	2	124.3	124.4	2.4	0	28
2	220	S	2	132.7	96.4	3.7	0	28
2	220	T	3	154.2	74.3	6.5	0	30
2	220	U	3	159.1	75.3	6.7	0	30
2	220	V	4	196.7	82.1	8.4	0	23
2	220	W	4	200.0	79.7	8.9	0	24
2	220	X	2	147.0	106.8	3.8	0	24
2	220	Y	4	201.9	55.6	14.3	2	22
2	220	Z	4	190.2	59.1	12.1	0	29
2	220	AA	3	44.2	18.4	5.4	2	37
2	230	A	4	54.3	14.2	10.6	0	49
2	230	B	3	26.7	12.4	4.0	12	34
2	230	C	3	35.5	16.9	4.2	10	32
2	230	D	3	34.8	10.8	7.4	9	35
2	230	E	3	41.2	17.4	5.2	9	32
2	230	F	2	59.1	34.5	3.8	0	39
2	230	G	1	63.9	79.6	1.5	0	28
2	230	H	1	54.9	68.3	1.4	0	27
2	230	J	3	151.9	66.9	7.3	0	28
2	230	K	3	157.7	72.6	6.9	1	24
2	230	M	3	196.9	141.1	4.2	0	23
2	230	N	4	359.2	177.6	8.0	0	23
2	230	O	3	224.8	147.6	4.9	0	21
2	230	P	1	24.8	32.4	1.0	8	25

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
-----	-----	-----	-----	-----	-----	-----	-----	-----
2	230	Q	0	18.7	24.9	0.8	3	34
2	230	R	1	36.8	38.2	1.5	0	37
2	230	S	2	23.4	16.4	2.2	0	49
2	230	T	1	14.2	12.7	1.3	8	40
2	230	U	0	3.6	6.3	0.2	19	36
2	230	V	0	5.8	10.7	0.3	7	38
2	230	W	1	4.2	3.2	1.0	37	41
2	230	X	0	11.9	21.7	0.4	2	34
2	230	Y	1	23.3	21.2	1.5	4	36
2	230	Z	0	8.2	11.0	0.6	15	34
2	230	AA	0	4.0	8.2	0.2	8	41
2	240	A	1	44.1	59.3	1.2	0	29
2	240	B	0	43.4	77.1	0.8	0	23
2	240	C	0	18.7	24.8	0.8	1	35
2	240	D	1	30.3	30.6	1.5		
2	240	E	1	5.6	3.7	1.4	33	41
2	240	F	0	5.3	8.0	0.4	5	47
2	240	G	2	19.6	12.2	2.4	4	45
2	240	H	1	22.8	22.9	1.3	0	40
2	240	J	1	56.2	84.1	1.1	1	22
2	240	K	0	25.9	48.9	0.6	7	19
2	240	M	0	21.2	29.9	0.8	11	22
2	240	N	0	22.2	46.1	0.5	0	27
2	240	O	0	28.7	55.8	0.6	0	27
2	240	P	3	156.4	85.0	5.6	0	29
2	240	Q	3	110.5	51.2	6.2	0	30
2	240	R	3	145.0	66.5	6.8	0	32
2	240	S	3	138.7	79.1	5.1	0	26
2	240	T	2	66.7	43.2	3.4	1	30
2	240	U	1	78.2	84.3	1.9	0	31
2	240	V	2	64.9	50.7	2.7	0	30
2	240	W	2	56.7	38.3	3.1	1	32
2	240	X	3	78.8	43.3	4.5	0	33
2	240	Y	4	139.9	52.8	8.6	0	26
2	240	Z	4	142.5	55.7	8.3	0	26
2	240	AA	4	72.7	22.4	9.3	7	27
2	250	A	3	91.9	56.8	4.0	0	30
2	250	B	2	92.1	74.5	2.9	0	27
2	250	C	2	56.8	39.2	3.0	0	33
2	250	D	2	63.0	47.0	2.8	0	37
2	250	E	1	39.9	38.6	1.7	0	39
2	250	F	1	21.0	25.1	1.0	0	38
2	250	G	3	93.2	36.8	7.2	0	38

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-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	MHOS	DEPTH MTRS	HEIGHT MTRS
2	250	H	3	60.3	22.0	7.0	0	39
2	250	J	3	76.0	34.1	5.8	0	36
2	250	K	2	37.5	31.8	2.0	0	36
2	250	M	0	20.9	28.9	0.8	0	40
2	250	N	0	13.7	20.2	0.6	0	38
2	250	O	1	25.1	28.6	1.2	0	40
2	250	P	0	21.3	38.7	0.6	0	34
2	250	Q	1	31.1	37.6	1.2	0	46
2	250	R	0	10.3	11.6	0.8	0	54
2	250	S	1	9.6	6.9	1.5	17	42
2	250	T	0	11.2	17.8	0.5	3	36
2	250	U	1	16.8	15.8	1.3	6	38
2	250	V	2	66.8	42.6	3.5	0	31
2	250	W	1	4.5	2.8	1.4	46	35
2	250	X	0	6.1	14.7	0.2	3	35
2	250	Y	0	4.5	4.3	0.7	25	45
2	250	Z	1	28.7	24.6	1.8	2	37
2	250	AA	1	39.9	47.1	1.3	1	28
2	250	AB	0	14.0	19.6	0.7	7	32
2	260	A	0	2.5	13.3	0.0	3	27
2	260	B	0	4.0	10.7	0.1	14	27
2	260	C	0	14.3	30.0	0.4	5	25
2	260	D	1	39.2	39.8	1.6	0	34
2	260	E	0	4.0	10.3	0.1	7	35
2	260	F	2	25.0	13.9	3.1	0	47
2	260	G	2	23.8	11.9	3.5	0	52
2	260	H	1	14.1	10.7	1.6	4	47
2	260	J	0	10.2	13.3	0.7	0	48
2	260	K	1	14.8	11.9	1.5	0	50
2	260	M	0	10.3	15.3	0.5	0	50
2	260	N	0	2.4	3.6	0.2	36	34
2	260	O	0	33.3	71.8	0.5	0	23
2	260	P	0	38.7	107.5	0.4	0	21
2	260	Q	0	50.0	110.8	0.6	0	23
2	260	R	0	20.1	30.8	0.7	0	33
2	260	S	0	8.8	34.2	0.1	0	28
2	260	T	0	28.0	56.5	0.6	0	33
2	260	U	3	90.9	45.5	5.3	3	27
2	260	V	3	83.2	36.1	6.2	0	38
2	260	W	3	111.9	49.5	6.6	0	31
2	260	X	2	50.6	34.7	2.9	8	26
2	260	Y	3	95.7	54.4	4.6	0	35
2	260	Z	3	49.0	21.1	5.3	0	42
2	260	AA	3	54.0	21.3	6.2	0	43

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
-----	-----	-----	-----	-----	-----	MHOS	MTRS	MTRS
2	260	AB	4	63.9	15.4	12.4	0	54
2	270	A	4	101.0	24.3	14.1	0	37
2	270	B	3	83.1	31.6	7.3	0	39
2	270	C	4	114.3	31.8	12.1	0	38
2	270	D	2	62.8	43.7	3.1	0	37
2	270	E	2	54.7	42.2	2.6	0	35
2	270	F	3	57.0	25.9	5.2	0	37
2	270	G	4	83.1	22.9	11.2	0	35
2	270	H	4	104.9	36.5	8.8	0	37
2	270	J	3	62.7	23.3	7.0	0	41
2	270	K	1	32.5	35.0	1.4	0	36
2	270	M	0	20.9	35.9	0.6	2	28
2	270	N	1	27.2	29.6	1.3	0	39
2	270	O	0	27.8	42.1	0.8	0	36
2	270	P	1	11.7	11.3	1.1	0	59
2	270	Q	2	14.3	8.7	2.2	1	53
2	270	R	2	32.3	17.8	3.4	3	39
2	270	S	0	4.5	10.4	0.2	4	39
2	270	T	0	8.4	9.2	0.8	0	55
2	270	U	2	27.4	18.3	2.5	0	43
2	270	V	1	14.2	15.9	1.0	0	46
2	270	W	0	5.5	6.1	0.6	18	43
2	270	X	0	5.4	7.3	0.5	15	41
2	280	A	0	11.3	13.3	0.8	20	26
2	280	B	0	13.4	30.1	0.3	1	28
2	280	C	1	20.4	23.0	1.1	2	37
2	280	D	0	12.1	13.0	0.9	0	48
2	280	E	2	24.0	13.3	3.0	0	49
2	280	F	0	10.4	11.0	0.9	0	51
2	280	G	2	52.7	35.2	3.1	0	34
2	280	H	0	19.2	45.8	0.4	4	21
2	280	J	1	92.8	119.8	1.6	0	24
2	280	K	1	26.9	36.2	1.0	0	35
2	280	M	1	45.4	61.0	1.2	0	27
2	280	N	0	42.3	78.4	0.7	0	28
2	280	O	0	23.5	42.7	0.6	0	35
2	280	P	1	53.4	69.9	1.3	0	34
2	280	Q	2	31.0	19.0	2.9	1	40
2	280	R	4	206.7	88.8	8.2	0	27
2	280	S	4	103.8	38.9	8.0	0	38
2	280	T	5	136.8	28.2	18.8	0	41
2	280	U	6	135.7	13.5	49.3	0	38
2	290	A	4	89.3	31.9	8.1	0	39

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-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
-----	-----	-----	-----	-----	-----	MHOS	MTRS	MTRS
2	290	B	4	144.8	44.1	11.5	0	31
2	290	C	4	168.9	43.6	14.8	0	30
2	290	D	4	138.8	38.0	13.0	0	38
2	290	E	3	94.6	52.5	4.7	0	37
2	290	F	0	13.0	22.8	0.5	0	40
2	290	G	0	14.3	21.1	0.6	0	41
2	290	H	0	19.7	32.0	0.6	0	40
2	290	J	1	30.0	33.9	1.3	0	34
2	290	K	1	27.5	24.3	1.7	8	31
2	290	M	1	23.9	25.2	1.3	0	43
2	290	N	0	18.6	27.4	0.7	0	42
2	290	O	0	18.5	45.8	0.3	0	29
2	290	P	2	8.1	4.0	2.4		
2	290	Q	1	22.4	17.1	1.9	0	51
2	290	R	0	6.1	10.8	0.3	6	39
2	290	S	1	6.4	4.4	1.4	13	57
2	290	T	1	13.7	13.0	1.2	0	49
2	290	U	1	18.0	17.3	1.3	0	43
2	290	V	0	14.1	19.4	0.7	1	38
2	290	W	2	20.7	11.5	2.9	8	40
2	290	X	3	23.4	9.3	4.7	2	47
2	290	Y	1	24.4	20.8	1.7	0	41
2	290	Z	1	26.2	22.8	1.7	1	38
2	300	A	0	2.9	4.1	0.3	37	30
2	300	B	0	5.9	8.9	0.4	26	25
2	300	C	0	13.2	27.9	0.4		
2	300	D	3	117.2	70.5	4.5	0	32
2	300	E	3	146.7	84.5	5.1	0	27
2	300	F	1	29.4	26.4	1.7	12	25
2	300	G	1	27.7	26.9	1.5	0	41
2	300	H	1	13.3	14.3	1.0	6	40
2	300	J	2	18.7	12.2	2.2	0	52
2	300	K	1	26.7	24.4	1.6	0	38
2	300	M	1	16.4	18.4	1.0	2	40
2	300	N	0	7.6	9.9	0.6	4	47
2	300	O	2	16.0	7.2	3.5	1	54
2	300	P	0	12.6	27.8	0.3	2	29
2	300	Q	0	27.8	54.6	0.6	0	35
2	300	R	1	36.6	48.3	1.1	0	28
2	300	S	2	40.5	33.7	2.1	5	29
2	300	T	2	34.0	20.7	3.0	16	24
2	300	U	0	31.2	52.9	0.7	0	31
2	300	V	0	30.2	49.2	0.8	0	36
2	300	W	0	30.3	45.0	0.9	0	38

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-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
2	300	X	4	101.2	36.1	8.5	0	39
2	300	Y	4	137.3	34.6	14.5	0	37
2	300	Z	4	116.3	38.4	9.7	0	34
2	300	AA	3	75.2	43.4	4.2	0	37
2	300	AB	4	89.5	30.9	8.5	0	39
2	310	A	3	42.7	15.5	6.4	0	46
2	310	B	3	46.8	18.1	6.1	0	50
2	310	C	3	44.4	18.6	5.4	0	50
2	310	D	2	45.9	25.6	3.7	0	43
2	310	E	3	55.4	24.1	5.5	2	34
2	310	F	3	73.1	26.4	7.6	0	49
2	310	G	3	67.0	35.2	4.5	0	51
2	310	H	0	26.7	45.4	0.7	0	31
2	310	J	0	32.8	66.2	0.6	0	28
2	310	K	2	82.3	61.6	3.1	0	34
2	310	M	1	38.0	47.1	1.2	0	35
2	310	N	1	24.6	32.0	1.0	0	43
2	310	O	0	22.7	30.8	0.9	0	41
2	310	P	0	6.7	10.6	0.4	0	51
2	310	Q	0	11.9	16.9	0.6	0	45
2	310	R	0	8.1	11.4	0.5	5	43
2	310	S	0	5.5	10.1	0.3	8	38
2	310	T	1	12.9	9.0	1.8	0	57
2	310	U	2	24.2	14.1	2.8	0	57
2	310	V	0	10.2	12.9	0.7	5	41
2	310	W	0	9.2	14.5	0.5	3	40
2	310	X	0	16.3	21.8	0.8	0	46
2	310	Y	3	32.4	10.3	7.0	0	51
2	310	Z	1	13.7	9.2	1.9	0	58
2	310	AA	0	6.7	14.9	0.2	5	34
2	320	A	1	5.7	4.9	1.0	25	42
2	320	B	1	14.4	9.9	1.9	9	44
2	320	C	1	16.6	11.6	1.9	14	36
2	320	D	1	11.9	12.0	1.0	17	32
2	320	E	2	48.5	38.2	2.4	2	30
2	320	F	4	86.5	27.0	9.6	0	35
2	320	G	4	127.8	33.9	13.3	2	27
2	320	H	0	19.3	32.6	0.6	6	25
2	320	J	2	41.3	33.7	2.2		
2	320	K	2	26.0	18.9	2.2	0	43
2	320	M	0	7.2	7.3	0.8	5	52
2	320	N	0	7.2	9.5	0.6	6	45
2	320	O	1	23.5	26.3	1.2	0	40

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

----NORWAY----

FLIGHT -----	LINE -----	ANOMALY -----	CATEGORY -----	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE -----	QUAD. -----	CTP DEPTH MHOS -----	DEPTH MTRS -----	HEIGHT MTRS -----
2	320	P	1	24.0	25.0	1.3	3	35
2	320	Q	3	101.6	51.9	5.3	0	38
2	320	R	3	119.3	49.1	7.4	0	38
2	320	S	3	88.6	44.2	5.3	0	36
2	320	T	3	65.5	35.6	4.3	1	32
2	320	U	0	22.1	42.8	0.5	1	27
2	320	V	0	19.6	37.3	0.5	3	25
2	320	W	4	198.3	64.0	11.6	0	36
2	320	X	4	189.6	53.4	13.7	0	31
2	320	Y	3	169.1	90.2	5.9	0	30
2	320	Z	2	46.7	31.7	2.9	7	28
2	320	AA	4	90.8	31.9	8.4	0	39
2	320	AB	4	62.5	17.8	9.9	0	41
2	320	AC	3	36.9	11.0	7.9	9	35
2	330	A	4	68.1	15.9	13.1	0	46
2	330	B	3	46.6	14.8	7.8	0	51
2	330	C	2	24.8	11.8	3.8	4	43
2	330	D	2	15.6	6.6	3.8	2	55
2	330	E	5	51.0	9.5	16.3	0	55
2	330	F	3	52.3	19.7	6.5	0	48
2	330	G	3	32.9	11.9	5.9	0	45
2	330	H	4	61.5	15.0	12.0	0	50
2	330	J	2	28.5	19.0	2.5	0	44
2	330	K	0	19.5	33.1	0.6	0	38
2	330	M	2	58.4	41.1	3.0	4	28
2	330	N	3	80.7	38.0	5.5	0	33
2	330	O	1	45.3	56.7	1.3	0	31
2	330	P	2	87.5	63.4	3.3	0	39
2	330	Q	0	7.0	6.9	0.9	11	48
2	330	R	0	5.6	5.4	0.8	2	62
2	330	S	0	5.6	10.8	0.3	2	43
2	330	T	0	6.4	5.8	0.9	26	38
2	330	U	0	1.3	8.3	0.0	1	33
2	330	V	0	2.9	9.9	0.0	2	37
2	330	W	1	19.2	16.6	1.5	0	55
2	330	X	1	23.1	23.5	1.3	0	44
2	330	Y	1	19.2	22.4	1.0	0	42
2	330	Z	2	38.4	27.2	2.6	0	38
2	330	AA	2	37.8	28.3	2.4	0	36
2	330	AB	1	30.6	27.1	1.8	2	35
2	330	AC	2	32.0	19.5	2.9	3	38
2	330	AD	3	99.8	43.8	6.4		
2	330	AE	4	57.1	13.4	12.4	0	43
2	330	AF	3	45.4	23.1	4.2	0	50

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

-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
2	340	A	0	3.2	6.2	0.2	19	36
2	340	B	2	28.3	13.6	3.9	0	48
2	340	C	4	66.1	19.4	9.6	0	48
2	340	D	4	86.4	27.5	9.4	0	40
2	340	E	1	36.4	34.2	1.7	0	37
2	340	F	0	7.0	7.9	0.7	8	47
2	340	G	1	23.7	30.3	1.0	0	42
2	340	H	1	34.5	35.3	1.5	0	42
2	340	J	0	7.2	7.9	0.7	8	48
2	340	K	0	4.8	13.2	0.1	2	36
2	340	M	1	5.5	4.0	1.2	22	50
2	340	N	0	4.9	7.4	0.4	15	39
2	340	O	0	6.5	8.9	0.5	0	52
2	340	P	2	22.2	13.3	2.7	4	43
2	340	Q	1	25.1	31.7	1.0	0	34
2	340	R	1	48.9	53.3	1.6	0	32
2	340	S	2	62.2	60.9	2.0	0	38
2	340	T	2	57.7	54.6	2.0	0	42
2	340	U	1	23.1	17.8	1.9	6	37
2	340	V	1	21.6	21.6	1.3	2	38
2	340	W	0	24.3	40.9	0.7	0	34
2	340	X	2	65.6	57.0	2.3	0	31
2	340	Y	2	67.0	50.7	2.8	0	34
2	340	Z	2	44.9	24.5	3.8	0	41
2	340	AA	4	96.1	25.7	12.1	0	41
2	340	AB	4	115.9	30.2	13.2	0	39
2	340	AC	3	82.5	48.9	4.1	0	32
2	340	AD	2	76.1	50.4	3.5	0	29
2	340	AE	3	132.2	67.9	5.7	0	31
2	340	AF	4	94.2	26.8	11.1	0	39
2	340	AG	2	35.8	18.4	3.8	0	43
2	340	AH	3	75.1	35.8	5.3	0	36
2	340	AJ	4	99.2	36.8	8.0	0	35
4	350	A	1	25.5	21.4	1.8	0	42
4	350	B	0	15.7	24.8	0.6	0	38
4	350	C	1	22.9	19.0	1.7	4	38
4	350	D	3	50.4	19.6	6.1	0	46
4	350	E	0	12.8	21.7	0.5	0	36
4	350	F	0	10.6	22.1	0.3	0	38
4	350	G	0	6.6	8.1	0.6	5	50
4	350	H	0	15.4	23.5	0.6	0	41
4	350	J	1	2.7	1.8	1.0	47	48
4	350	K	1	4.6	2.8	1.5	27	54

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
-----	-----	-----	-----	-----	-----	-----	-----	-----
4	350	M	0	2.7	7.2	0.1	7	41
4	350	N	0	5.9	8.1	0.5	10	44
4	350	O	0	4.2	8.6	0.2	7	41
4	350	P	0	5.4	4.9	0.9	20	47
4	350	Q	0	12.4	14.8	0.8	7	38
4	350	R	1	34.2	35.2	1.5	5	28
4	350	S	1	39.3	37.9	1.7	0	34
4	350	T	0	19.7	28.3	0.8	0	41
4	350	U	4	118.9	43.2	8.6	0	30
4	350	V	4	151.3	41.0	13.5	1	26
4	350	W	3	144.9	93.6	4.4	0	23
4	350	X	3	94.5	41.4	6.4	0	34
4	350	Y	4	170.7	58.0	10.4	0	33
4	350	Z	4	166.5	46.0	13.5	0	36
4	350	AA	3	37.4	18.8	4.0	1	40
4	350	AB	2	30.0	17.5	3.1	0	42
4	350	AC	2	24.8	17.0	2.3	0	47
4	350	AD	1	18.7	20.7	1.1	2	37
4	350	AE	3	86.6	35.7	6.7	0	42
4	350	AF	3	80.1	38.9	5.3	0	38
4	350	AG	4	71.8	14.9	15.6	0	47
4	350	AH	4	107.6	31.6	11.1	0	34
4	350	AJ	4	97.6	30.7	9.8	0	38
4	350	AK	4	58.0	11.5	15.6	0	50
4	360	A	5	202.6	44.4	19.3	0	34
4	360	B	5	179.9	44.2	16.1	0	32
4	360	C	4	122.8	45.6	8.5	0	30
4	360	D	5	96.3	17.9	19.5	0	44
4	360	E	5	299.5	65.2	21.7	0	27
4	360	F	4	91.0	27.4	10.2	0	37
4	360	G	4	95.0	26.0	11.7	0	38
4	360	H	2	65.7	45.6	3.1	0	33
4	360	J	4	161.5	62.6	8.7	0	31
4	360	K	4	171.7	62.1	9.7	0	32
4	360	M	4	122.2	35.3	11.7	0	38
4	360	N	4	75.1	21.2	10.5	0	46
4	360	O	4	78.1	24.7	9.2	0	42
4	360	P	4	89.3	28.6	9.4	0	41
4	360	Q	4	79.5	20.8	11.8	0	41
4	360	R	0	24.4	32.0	0.9	0	46
4	360	S	1	30.2	28.3	1.6	0	41
4	360	T	1	29.0	30.9	1.3	0	41
4	360	U	0	5.7	5.2	0.9	9	57
4	360	V	0	5.0	9.9	0.2	0	47

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
-----	-----	-----	-----	-----	-----	-----	-----	-----
4	360	W	0	2.4	2.1	0.6	41	49
4	360	X	0	2.8	12.3	0.0	0	36
4	360	Y	0	4.4	12.2	0.1	4	35
4	360	Z	0	7.7	11.1	0.5	11	37
4	360	AA	0	2.6	7.1	0.1	7	40
4	360	AB	1	26.4	22.1	1.8	5	35
4	360	AC	0	2.6	11.7	0.0	0	36
4	360	AD	0	4.0	10.4	0.1	0	44
4	370	A	3	52.5	21.4	5.8	1	36
4	370	B	5	136.5	20.2	29.0	0	39
4	370	C	5	139.5	25.1	22.6	0	39
4	370	D	4	81.6	19.3	13.6	0	46
4	370	E	4	98.8	23.2	14.5	0	39
4	370	F	3	93.1	49.5	4.9	0	32
4	370	G	4	101.3	29.5	11.0	0	35
4	370	H	4	105.7	26.3	13.7	0	35
4	370	J	4	118.2	29.2	14.2	0	36
4	370	K	3	82.9	42.4	5.0	0	39
4	370	M	4	171.2	50.6	12.5	0	31
4	370	N	4	162.3	44.4	13.6	0	35
4	370	O	4	133.3	34.9	13.6	0	34
4	370	P	0	11.4	16.6	0.6	15	26
4	370	Q	0	22.9	31.1	0.9	0	33
4	370	R	1	27.4	35.8	1.0	0	33
4	370	S	1	20.9	22.8	1.2	0	45
4	370	T	1	12.1	10.2	1.3	13	39
4	370	U	0	6.3	12.7	0.3	1	41
4	370	V	0	13.6	25.3	0.4	4	29
4	370	W	0	12.4	21.6	0.5	3	32
4	370	X	0	5.6	12.4	0.2	3	38
4	370	Y	0	6.8	7.9	0.7	9	47
4	370	Z	2	28.3	21.8	2.1	5	35
4	370	AA	1	18.5	18.4	1.2	8	34
4	370	AB	0	3.7	6.9	0.2	12	41
4	380	A	2	22.4	10.5	3.7	10	40
4	380	B	1	13.5	10.6	1.5	18	34
4	380	C	0	13.6	27.6	0.4	1	31
4	380	D	1	38.4	37.6	1.7	0	34
4	380	E	2	42.0	34.1	2.2	0	37
4	380	F	0	4.6	9.1	0.2	1	46
4	380	G	0	9.8	21.8	0.3	3	30
4	380	H	0	7.5	7.1	0.9	0	59
4	380	J	0	8.4	8.7	0.9	5	50

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
4	380	K	1	36.3	39.2	1.4	0	38
4	380	M	1	29.6	35.8	1.1	0	39
4	380	N	0	20.8	28.7	0.8	0	40
4	380	O	0	3.1	9.1	0.1	8	34
4	380	P	3	42.7	13.9	7.4	0	53
4	380	Q	4	62.7	12.5	15.8	0	54
4	380	R	3	49.9	17.1	7.2	0	47
4	380	S	3	52.0	23.3	5.2	0	41
4	380	T	2	53.0	30.9	3.7	0	40
4	380	U	4	80.3	21.2	11.7	0	39
4	380	V	3	73.1	32.7	5.7	0	38
4	380	W	4	121.5	33.6	12.4	0	37
4	380	X	5	166.3	26.4	27.9	0	38
4	380	Y	5	157.7	24.1	28.9	0	38
4	390	A	5	103.3	15.2	27.1	0	41
4	390	B	5	270.7	48.7	27.0	0	29
4	390	C	4	133.9	49.7	8.7	0	34
4	390	D	2	77.5	50.6	3.6	0	33
4	390	E	2	89.9	57.5	3.8	0	33
4	390	F	5	169.1	38.9	17.2	0	33
4	390	G	3	71.3	34.5	5.1	0	33
4	390	H	3	92.0	36.2	7.2	0	35
4	390	J	4	59.2	17.4	9.3	0	46
4	390	K	4	53.6	11.3	14.0	0	51
4	390	M	4	40.3	11.6	8.5	0	45
4	390	N	0	3.5	9.9	0.1	4	37
4	390	O	1	13.5	14.6	1.0	0	53
4	390	P	1	17.4	20.5	1.0	0	48
4	390	Q	1	32.3	42.4	1.1	0	38
4	390	R	0	29.3	42.1	0.9	0	36
4	390	S	0	5.9	6.4	0.7	3	57
4	390	T	0	0.8	5.8	0.0	3	34
4	390	U	0	6.9	18.5	0.2	2	32
4	390	V	0	2.8	8.3	0.1	1	43
4	390	W	1	16.4	18.8	1.0	5	36
4	390	X	0	13.8	19.3	0.7	2	37
4	390	Y	0	3.3	13.1	0.0	6	28
4	390	Z	1	57.5	58.5	1.8	4	24
4	400	A	0	24.2	37.1	0.8	0	34
4	400	B	0	18.7	23.2	0.9	0	41
4	400	C	0	-1.5	5.0	0.0	0	36
4	400	D	0	2.0	9.0	0.0	0	43
4	400	E	0	4.3	10.1	0.2	0	44

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
4	400	F	0	1.7	12.6	0.0	0	42
4	400	G	0	4.3	8.3	0.2	0	50
4	400	H	0	20.1	30.7	0.7	0	43
4	400	J	0	10.3	19.3	0.4	0	45
4	400	K	3	42.5	17.9	5.3	0	49
4	400	M	4	77.2	21.7	10.7	0	47
4	400	N	4	73.8	19.6	11.3	0	40
4	400	O	4	61.1	14.0	13.0	0	43
4	400	P	2	57.7	35.1	3.6	0	41
4	400	Q	5	117.7	23.2	19.1	0	35
4	400	R	5	184.0	37.3	20.8	0	32
4	400	S	4	140.1	52.5	8.7	0	33
4	400	T	4	151.5	53.9	9.5	0	33
4	400	U	4	168.6	41.9	15.6	0	31
4	410	A	5	196.4	32.9	27.2	0	27
4	410	B	5	230.5	41.4	25.9	0	30
4	410	C	5	156.8	36.9	16.4	0	35
4	410	D	4	170.9	42.6	15.6	0	34
4	410	E	5	209.4	40.0	23.3	0	30
4	410	F	3	73.4	26.7	7.5	0	37
4	410	G	3	68.2	35.9	4.5	0	37
4	410	H	5	104.4	20.4	18.7	0	37
4	410	J	4	71.3	21.0	9.8	0	44
4	410	K	4	93.0	28.5	10.0	0	41
4	410	M	1	13.6	10.8	1.5	0	62
4	410	N	0	6.7	9.8	0.5	1	49
4	410	O	0	7.9	10.6	0.6	0	49
4	410	P	0	7.7	10.6	0.5	4	44
4	410	Q	0	5.5	18.3	0.1	0	32
4	410	R	0	9.1	10.4	0.8	16	35
4	410	S	2	42.4	29.2	2.7	0	35
4	410	T	2	27.0	20.7	2.0	2	39
4	410	U	0	7.8	15.2	0.3	3	36
4	410	V	1	7.8	6.4	1.2	8	53
4	420	A	0	1.9	11.6	0.0	0	42
4	420	B	0	7.0	9.1	0.6	10	42
4	420	C	1	10.6	10.7	1.0	13	38
4	420	D	0	9.5	19.5	0.3	0	45
4	420	E	2	15.5	9.6	2.2	0	58
4	420	F	0	6.8	6.2	0.9	3	59
4	420	G	0	6.2	21.3	0.1	0	31
4	420	H	0	12.5	23.2	0.4	6	28
4	420	J	0	16.4	38.2	0.3	3	24

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
4	420	K	0	13.6	25.5	0.4	2	31
4	420	M	0	8.0	17.3	0.3	3	34
4	420	N	1	68.3	101.1	1.2	0	23
4	420	O	4	394.5	139.0	12.6	0	20
4	420	P	4	93.4	30.1	9.4	0	32
4	420	Q	4	98.8	31.3	9.8	3	28
4	420	R	3	55.9	22.1	6.2	0	37
4	420	S	4	102.3	23.6	14.9	0	34
4	420	T	3	96.5	50.9	5.0	0	33
4	420	U	4	73.2	17.9	12.6	0	44
4	420	V	5	111.8	22.0	18.9	0	35
4	420	W	3	120.3	54.6	6.5	0	32
4	420	X	4	121.1	37.7	10.6	0	35
4	420	Y	5	110.5	18.8	22.8	0	39
4	420	Z	3	35.0	11.5	6.9	9	35
4	430	A	5	125.2	21.5	23.3	0	30
4	430	B	5	249.7	42.2	28.7	0	30
4	430	C	4	157.2	39.7	15.0	0	33
4	430	D	5	235.2	36.7	31.4	0	31
4	430	E	3	119.7	56.5	6.2	0	31
4	430	F	5	166.9	29.2	24.6	0	36
4	430	G	4	66.0	14.1	14.6	0	38
4	430	H	4	140.1	39.3	12.7	0	36
4	430	J	0	27.5	46.1	0.7	0	36
4	430	K	1	23.5	29.3	1.0	0	43
4	430	M	2	38.5	30.2	2.2	0	38
4	430	N	0	7.5	16.9	0.2	3	34
4	430	O	0	18.9	34.3	0.5	5	25
4	430	P	1	22.8	24.9	1.2	7	31
4	430	Q	0	18.3	26.7	0.7	4	31
4	430	R	2	20.8	15.2	2.0	6	39
4	430	S	2	23.7	18.0	2.0	0	42
4	430	T	2	29.1	19.2	2.6	0	45
4	430	U	0	10.3	13.1	0.7	3	42
4	440	A	0	12.6	17.3	0.7	0	47
4	440	B	2	83.6	70.1	2.7	0	28
4	440	C	2	25.7	19.8	2.0	0	45
4	440	D	1	8.4	7.9	1.0	15	42
4	440	E	1	13.1	13.9	1.0	7	39
4	440	F	0	15.4	18.2	0.9	5	37
4	440	G	1	14.6	14.8	1.1	4	41
4	440	H	1	13.9	10.9	1.6	0	52
4	440	J	1	16.7	14.4	1.5	0	51

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
4	440	K	1	16.3	15.5	1.3	0	52
4	440	M	1	50.4	69.9	1.2	0	28
4	440	N	0	14.4	29.5	0.4	0	38
4	440	O	4	77.1	26.9	8.0	0	38
4	440	P	4	51.7	12.7	11.3	0	43
4	440	Q	3	85.6	40.5	5.6	0	33
4	440	R	3	78.9	37.1	5.5	0	37
4	440	S	3	46.2	18.7	5.7	0	48
4	440	T	5	149.5	28.2	21.6	0	36
4	440	U	5	239.7	54.9	19.1	0	28
4	440	V	4	269.7	86.9	12.7	0	26
4	440	W	5	290.3	54.1	26.3	0	32
4	440	X	6	193.5	25.1	38.0	0	35
4	440	Y	5	132.8	25.8	20.1	0	32
4	440	Z	3	37.1	18.4	4.1	10	31
5	450	A	4	79.1	19.7	12.6	0	33
5	450	B	5	199.2	37.6	23.4	0	32
5	450	C	4	239.6	78.3	12.1	0	29
5	450	D	4	292.1	81.9	15.5	0	29
5	450	E	5	226.8	39.9	26.5	0	33
5	450	F	3	34.0	15.9	4.3	6	37
5	450	G	3	43.6	19.5	4.9	0	40
5	450	H	3	53.1	20.4	6.3	0	46
5	450	J	4	56.0	11.7	14.4	0	44
5	450	K	4	85.6	25.4	10.2	0	38
5	450	M	3	66.6	26.6	6.5	0	39
5	450	N	0	26.1	39.2	0.8	0	31
5	450	O	3	64.0	35.1	4.2	0	44
5	450	P	2	17.5	8.3	3.4	0	66
5	450	Q	2	23.8	18.2	2.0	1	41
5	450	R	2	18.7	13.1	2.0	9	39
5	450	S	2	24.8	14.5	2.9	2	43
5	450	T	1	19.5	20.6	1.2	7	33
5	450	U	2	39.2	23.2	3.3	0	40
5	450	V	2	40.4	22.9	3.5	0	43
5	450	W	3	33.6	15.9	4.2	0	48
5	450	X	1	18.6	20.9	1.1	5	34
5	460	A	1	15.5	13.1	1.5	0	48
5	460	B	2	39.6	21.6	3.7	0	46
5	460	C	2	53.8	37.2	3.0	0	41
5	460	D	2	50.3	28.5	3.7	0	44
5	460	E	3	27.2	11.6	4.5	0	56
5	460	F	3	4.1	1.2	4.0	44	50

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	MHOS	DEPTH MTRS	HEIGHT MTRS
5	460	G	2	4.6	2.1	2.2	48	38
5	460	H	0	12.8	14.1	0.9	10	35
5	460	J	1	26.6	21.1	1.9	9	31
5	460	K	1	22.8	27.8	1.0	4	31
5	460	M	1	30.3	34.9	1.2	0	34
5	460	N	1	14.7	16.4	1.0	7	36
5	460	O	3	43.3	19.5	4.8	0	39
5	460	P	0	13.2	22.7	0.5	5	30
5	460	Q	3	234.6	137.5	5.7	0	21
5	460	R	0	24.0	45.4	0.6	0	28
5	460	S	3	45.8	24.0	4.0	0	41
5	460	T	4	85.6	18.1	15.9	0	42
5	460	U	3	84.3	42.2	5.2	0	31
5	460	V	4	107.9	24.5	15.5	0	33
5	460	W	4	130.5	31.5	15.1	0	37
5	460	X	5	125.3	23.8	20.4	0	38
5	460	Y	4	131.7	41.3	10.8	0	35
5	460	Z	3	137.4	57.4	7.5	0	33
5	460	AA	5	153.2	23.3	28.9	0	37
5	460	AB	6	143.2	19.3	33.3	0	39
5	470	A	5	463.3	99.4	24.8	0	23
5	470	B	5	460.1	125.5	18.2	0	22
5	470	C	5	467.3	115.0	20.8	0	23
5	470	D	4	299.3	120.9	9.8	0	22
5	470	E	4	289.6	89.9	13.6	0	26
5	470	F	5	390.9	85.2	23.2	0	24
5	470	G	2	46.8	34.7	2.6	9	25
5	470	H	3	102.0	63.2	4.2	2	25
5	470	J	4	118.4	39.8	9.5	2	26
5	470	K	4	123.9	47.7	8.1	1	26
5	470	M	5	152.0	25.6	25.2	0	28
5	470	N	5	317.3	66.6	23.1	0	25
5	470	O	3	148.9	70.5	6.6	0	27
5	470	P	0	36.9	71.3	0.7	0	24
5	470	Q	1	34.2	32.4	1.7	0	36
5	470	R	2	47.0	28.1	3.4	0	42
5	470	S	2	29.0	14.8	3.6	2	42
5	470	T	1	27.1	23.3	1.8	2	37
5	470	U	1	22.3	25.9	1.1	6	30
5	470	V	1	19.7	19.4	1.3	4	37
5	470	W	2	16.0	7.6	3.3	2	53
5	470	X	3	4.9	1.3	4.9	44	45
5	470	Y	3	74.8	29.2	6.9	0	34
5	470	Z	2	44.8	28.8	3.1	0	39

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-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
5	470	AA	3	85.7	47.8	4.5	0	33
5	470	AB	2	72.3	48.0	3.4	0	33
5	470	AC	2	62.5	37.1	3.8	0	36
5	470	AD	1	32.7	30.2	1.7	7	28
5	480	A	2	44.5	35.0	2.3	0	38
5	480	B	2	48.2	37.1	2.5	0	33
5	480	C	2	46.5	42.1	2.0	0	41
5	480	D	2	59.5	53.6	2.2	3	26
5	480	E	2	108.4	81.7	3.3	0	24
5	480	F	2	57.3	53.0	2.1	1	28
5	480	G	0	2.4	3.7	0.2	34	34
5	480	H	0	2.8	4.8	0.2	30	31
5	480	J	2	58.2	55.9	2.0	1	27
5	480	K	2	63.1	58.1	2.1	3	25
5	480	M	0	14.5	29.9	0.4	5	25
5	480	N	1	34.0	32.7	1.6	0	35
5	480	O	0	11.7	25.1	0.3	6	26
5	480	P	2	154.5	150.5	2.7	0	22
5	480	Q	2	220.5	191.7	3.4	0	22
5	480	R	0	38.1	70.6	0.7	1	22
5	480	S	0	16.4	34.2	0.4	2	27
5	480	T	0	10.8	40.7	0.1	0	28
5	480	U	4	96.7	33.5	8.7	0	37
5	480	V	5	124.5	28.4	16.0	0	35
5	480	W	4	77.5	17.6	14.1	0	35
5	480	X	4	121.0	35.2	11.6	1	28
5	480	Y	4	116.2	31.2	12.7	0	35
5	480	Z	5	207.4	36.4	26.0	0	32
5	490	A	5	127.4	28.1	16.8	0	35
5	490	B	5	201.5	38.8	22.8	0	33
5	490	C	3	68.4	36.9	4.4	0	34
5	490	D	4	65.6	17.9	10.6	0	39
5	490	E	4	79.4	22.8	10.4	0	39
5	490	F	2	82.4	60.5	3.1	0	31
5	490	G	0	14.2	20.2	0.7	0	38
5	490	H	3	36.1	12.0	6.8	0	53
5	490	J	3	29.7	8.5	7.9	0	60
5	490	K	0	3.8	-2.5	0.0	0	59
5	490	M	3	10.3	2.7	6.4	9	60
5	490	N	1	20.2	19.9	1.3	9	31
5	490	O	1	11.5	9.6	1.3	17	36
5	490	P	2	31.8	24.0	2.2	3	35
5	490	Q	2	43.0	27.0	3.1	3	33

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
5	490	R	2	35.4	26.4	2.3	0	41
5	490	S	2	75.8	46.3	3.9	1	30
5	490	T	2	79.1	62.8	2.8	3	24
5	500	A	0	6.7	7.7	0.7	6	50
5	500	B	3	29.2	11.3	5.2	0	53
5	500	C	2	27.3	15.2	3.1	0	52
5	500	D	3	48.5	22.9	4.7	0	42
5	500	E	2	19.3	9.9	3.1	0	57
5	500	F	2	12.8	8.2	2.0	23	33
5	500	G	1	25.2	21.8	1.7	10	30
5	500	H	1	29.7	39.2	1.0	3	28
5	500	J	0	8.5	24.4	0.2	0	29
5	500	K	0	0.7	14.2	0.0	0	27
5	500	M	0	23.2	39.8	0.6	7	22
5	500	N	2	39.6	24.3	3.1	2	36
5	500	O	0	6.9	11.5	0.4	0	49
5	500	P	4	193.1	73.2	9.4	0	27
5	500	Q	3	215.0	123.8	5.7	0	24
5	500	R	0	15.5	45.2	0.2	0	28
5	500	S	2	115.2	133.4	2.0	0	24
5	500	T	2	103.1	101.9	2.3	0	24
5	500	U	4	198.0	64.2	11.6	0	30
5	500	V	4	91.1	32.0	8.4	0	31
5	500	W	2	84.5	68.5	2.8	0	32
5	500	X	5	229.9	44.4	23.6	0	29
5	510	A	5	196.6	43.3	19.0	0	28
5	510	B	4	142.1	35.5	14.8	0	32
5	510	C	5	252.2	66.7	16.1	0	27
5	510	D	4	321.0	109.0	12.5	0	23
5	510	E	2	191.2	154.3	3.6	0	23
5	510	F	1	80.5	132.5	1.1	0	22
5	510	G	1	11.3	11.5	1.0	0	55
5	510	H	3	66.6	28.5	5.9	0	42
5	510	J	0	8.2	18.5	0.3	0	37
5	510	K	3	50.0	21.9	5.2	3	34
5	510	M	2	30.0	24.0	2.0	6	32
5	510	N	0	11.7	15.7	0.7	11	31
5	510	O	0	4.5	11.7	0.1	5	35
5	510	P	1	20.8	25.0	1.0	0	37
5	510	Q	1	30.0	31.1	1.4	0	39
5	510	R	2	31.8	22.7	2.4	0	40
5	510	S	2	65.0	45.7	3.1	4	27
5	510	T	1	50.3	47.2	1.9	3	27

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-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	MHOS	DEPTH MTRS	HEIGHT MTRS
5	510	U	2	36.9	29.6	2.1	3	33
5	510	V	3	71.2	30.1	6.1	0	34
5	510	W	3	69.8	26.1	7.1	0	35
5	510	X	1	26.7	30.7	1.2	1	33
5	520	A	0	17.3	24.6	0.7	0	39
5	520	B	0	6.2	6.4	0.8	13	48
5	520	C	3	71.5	31.1	5.9	0	37
5	520	D	2	50.0	29.8	3.5	0	38
5	520	E	2	37.9	24.7	2.8	0	41
5	520	F	3	40.6	19.1	4.5	0	43
5	520	G	3	91.5	57.2	4.0	2	26
5	520	H	1	55.0	54.8	1.8	6	23
5	520	J	1	40.0	54.6	1.1	0	28
5	520	K	1	48.6	46.5	1.9	1	29
5	520	M	3	59.5	33.6	4.0	0	34
5	520	N	2	59.8	49.0	2.5	4	26
5	520	O	2	56.7	40.3	2.9	3	29
5	520	P	1	32.9	43.5	1.1	1	29
5	520	Q	3	21.7	9.4	4.1	6	44
5	520	R	1	16.0	11.6	1.8	4	45
5	520	S	0	14.5	20.0	0.7	0	46
5	520	T	3	33.2	13.4	5.1	15	29
5	520	U	4	101.9	37.6	8.1	0	34
5	520	V	3	96.6	49.2	5.3	0	32
5	520	W	3	44.2	21.3	4.5	2	37
5	520	X	3	54.2	23.1	5.6	0	39
5	520	Y	0	32.0	67.8	0.5	0	23
5	520	Z	1	45.5	47.4	1.6	0	37
5	520	AA	3	87.2	31.7	7.9	0	35
5	520	AB	4	48.4	11.0	12.3	1	39
5	520	AC	5	71.1	13.8	16.9	0	45
5	530	A	4	66.0	18.5	10.2	0	46
5	530	B	2	34.4	17.9	3.7	0	44
5	530	C	3	58.0	23.0	6.2	0	38
5	530	D	3	23.3	7.5	6.2	9	41
5	530	E	4	33.8	8.3	10.0	0	60
5	530	F	3	43.9	18.8	5.2	0	50
5	530	G	4	116.7	36.6	10.4	0	31
5	530	H	5	188.4	42.6	18.2	0	36
5	530	J	5	194.0	40.9	20.1	0	33
5	530	K	1	18.3	21.7	1.0	0	44
5	530	M	2	39.2	20.5	3.8	4	36
5	530	N	1	34.3	39.8	1.3	0	34

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	MHOS	DEPTH MTRS	HEIGHT MTRS
5	530	O	1	22.3	24.6	1.2	2	36
5	530	P	1	8.5	8.0	1.0	6	50
5	530	Q	3	64.3	32.0	4.8	4	29
5	530	R	3	64.3	34.6	4.3	3	30
5	530	S	2	51.8	34.7	3.0	2	31
5	530	T	3	61.6	32.7	4.4	0	35
5	530	U	1	17.6	17.7	1.2	9	33
5	540	A	2	25.5	15.9	2.6	0	47
5	540	B	3	45.1	22.3	4.3	0	40
5	540	C	2	43.2	23.5	3.8	0	44
5	540	D	3	47.7	25.2	4.0	0	40
5	540	E	3	45.5	15.7	7.0	0	41
5	540	F	0	12.8	14.4	0.9	2	43
5	540	G	2	36.8	30.5	2.1	4	32
5	540	H	1	24.4	31.4	1.0	6	27
5	540	J	0	22.3	38.9	0.6	1	28
5	540	K	2	19.4	13.3	2.1	16	32
5	540	M	1	21.4	23.7	1.1	4	34
5	540	N	0	13.5	19.0	0.7	0	39
5	540	O	2	29.5	14.4	3.8	0	46
5	540	P	3	32.3	13.8	4.7	1	43
5	540	Q	5	141.0	30.8	17.5	0	35
5	540	R	5	202.2	38.4	23.3	0	31
5	540	S	5	220.5	42.6	23.3	0	31
5	540	T	4	244.0	80.3	12.0	0	29
5	540	U	4	99.6	35.8	8.3	0	32
5	540	V	2	56.7	39.3	3.0	0	40
5	540	W	3	55.3	18.7	7.6	0	44
5	540	X	4	200.9	57.1	13.8	1	23
5	540	Y	4	192.6	61.6	11.7	0	25
5	540	Z	4	144.2	35.4	15.2	0	30
5	540	AA	3	70.8	34.0	5.2	0	36
5	540	AB	3	63.4	24.5	6.6	0	40
5	540	AC	3	64.8	30.1	5.3	0	39
5	540	AD	3	64.1	23.0	7.3	0	47
5	550	A	4	19.7	4.9	8.4	0	79
5	550	B	2	31.2	16.6	3.5	0	53
5	550	C	3	31.4	9.4	7.5	0	60
5	550	D	4	84.7	25.3	10.1	0	43
5	550	E	3	112.1	61.8	5.0	0	36
5	550	F	3	128.6	62.8	6.1	0	36
5	550	G	2	60.4	36.7	3.6	0	35
5	550	H	5	115.4	21.9	20.0	0	38

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
5	550	J	5	90.7	12.9	27.4	0	49
5	550	K	5	71.7	13.5	17.7	0	48
5	550	M	1	16.2	14.5	1.4	0	46
5	550	N	1	12.6	10.6	1.4	1	50
5	550	O	1	31.7	28.0	1.8	0	42
5	550	P	2	31.9	25.2	2.1	5	33
5	550	Q	4	76.8	20.4	11.5	0	34
5	550	R	2	51.3	29.0	3.8	2	34
5	550	S	3	74.3	31.0	6.3	0	38
5	550	T	1	17.9	14.5	1.6	12	34
5	560	A	3	132.4	70.9	5.4	0	27
5	560	B	2	69.3	43.9	3.6	0	31
5	560	C	3	58.9	32.8	4.0	6	28
5	560	D	1	19.8	18.1	1.4	6	37
5	560	E	2	53.8	49.3	2.0	0	33
5	560	F	3	66.9	34.0	4.7	7	26
5	560	G	0	0.9	17.1	0.0	0	26
5	560	H	1	14.1	13.4	1.2	16	31
5	560	J	1	19.8	23.7	1.0	7	31
5	560	K	1	18.0	19.2	1.1	2	39
5	560	M	4	40.5	9.3	11.6	0	49
5	560	N	5	60.8	8.9	23.6	0	51
5	560	O	4	72.0	18.9	11.4	0	39
5	560	P	3	51.7	22.8	5.3	0	38
5	560	Q	1	38.4	35.6	1.8	4	29
5	560	R	3	133.7	64.3	6.2	2	24
5	560	S	0	35.6	83.7	0.5	0	20
5	560	T	0	41.8	89.8	0.6	0	25
5	560	U	3	200.6	117.4	5.5	0	26
5	560	V	3	207.2	119.9	5.6	0	29
5	560	W	5	204.3	45.6	18.9	0	31
5	560	X	3	84.6	33.6	7.0	0	33
5	560	Y	2	100.9	79.3	3.1	0	27
5	560	Z	3	44.7	16.0	6.6	0	50
5	560	AA	4	50.8	15.6	8.4	0	48
5	560	AB	4	51.2	14.6	9.3	0	47
5	560	AC	4	81.4	19.3	13.5	0	34
5	570	A	2	25.8	18.0	2.3	0	51
5	570	B	3	55.8	29.0	4.3	0	40
5	570	C	2	26.6	16.0	2.8	0	51
5	570	D	4	115.5	34.0	11.3	0	37
5	570	E	2	81.1	50.6	3.8	0	37
5	570	F	3	90.9	55.6	4.1	0	30

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
5	570	G	0	31.8	48.3	0.9	0	32
5	570	H	0	14.8	27.3	0.5	0	36
5	570	J	3	74.8	42.3	4.3	1	30
5	570	K	3	89.2	46.3	5.0	0	30
5	570	M	3	83.2	32.5	7.1	4	28
5	570	N	3	53.5	24.1	5.2	8	29
5	570	O	1	10.2	8.4	1.3	0	56
5	570	P	0	6.1	7.5	0.6	18	38
5	570	Q	2	23.7	12.6	3.2	3	44
5	570	R	2	28.4	19.8	2.4	0	45
5	570	S	1	23.0	25.1	1.2	1	36
5	570	T	3	38.2	11.7	7.7	8	35
5	570	U	3	43.4	17.7	5.5	0	41
5	570	V	0	0.0	9.3	0.0	0	32
5	580	A	0	9.7	21.4	0.3	0	34
5	580	B	4	84.3	30.2	8.0	0	36
5	580	C	4	54.1	16.3	8.8	0	41
5	580	D	2	36.1	23.1	2.9	6	32
5	580	E	0	32.5	49.7	0.9	0	32
5	580	F	2	37.0	25.5	2.6	5	33
5	580	G	2	32.4	23.4	2.4	1	38
5	580	H	0	11.7	16.9	0.6	0	41
5	580	J	0	8.2	12.6	0.5	9	36
5	580	K	1	11.5	9.8	1.3	8	45
5	580	M	2	40.7	24.1	3.3	9	29
5	580	N	3	51.1	21.8	5.5	5	32
5	580	O	3	39.3	18.4	4.5	2	39
5	580	P	2	38.0	19.6	3.9	0	41
5	580	Q	1	16.7	18.8	1.0	1	40
5	580	R	0	14.6	30.5	0.4	2	29
5	580	S	0	17.5	34.4	0.5	6	24
5	580	T	2	68.5	63.0	2.2	0	33
5	580	U	4	174.0	49.9	13.1	0	28
5	580	V	2	27.4	17.8	2.6	0	46
5	580	W	3	37.2	17.6	4.3	0	41
5	580	X	2	95.6	69.8	3.3	0	30
5	580	Y	4	155.0	56.3	9.3	0	34
5	590	A	4	85.9	24.1	11.0	0	41
5	590	B	1	51.8	54.7	1.7	0	31
5	590	C	3	51.9	21.1	5.8	0	43
5	590	D	4	60.4	18.7	8.7	0	43
5	590	E	2	38.7	24.5	3.0	0	44
5	590	F	2	20.9	14.8	2.1	10	35

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
5	590	G	4	104.7	26.3	13.5	0	40
5	590	H	0	14.9	22.6	0.6	0	42
5	590	J	0	15.3	26.4	0.5	0	36
5	590	K	2	44.7	33.4	2.5	0	38
5	590	M	1	27.6	26.8	1.5	0	39
5	590	N	3	44.0	19.7	4.9	6	33
5	590	O	3	42.0	21.6	4.0	7	32
5	590	P	0	3.0	6.1	0.2	8	46
5	591	A	0	3.8	11.4	0.1	4	34
5	591	B	0	5.9	24.1	0.1	0	31
5	591	C	3	92.6	34.8	7.7	0	33
5	591	D	4	59.0	15.8	10.5	0	40
5	591	E	2	24.0	13.5	3.0	12	34
5	591	F	2	116.1	82.4	3.6	3	22
5	591	G	0	26.4	37.6	0.9	7	23
5	591	H	0	7.2	20.1	0.2	5	27
5	600	A	2	74.0	46.0	3.8	0	31
5	600	B	1	39.1	45.6	1.3	1	29
5	600	C	3	46.6	21.9	4.7	0	48
5	600	D	4	47.9	13.2	9.5	0	49
5	600	E	2	23.8	11.9	3.5	4	43
5	600	F	3	64.9	32.6	4.8	0	36
5	600	G	0	9.0	17.9	0.3	6	31
5	600	H	2	20.8	14.4	2.1	19	27
5	600	J	2	23.4	12.0	3.3	16	32
5	600	K	1	29.3	25.8	1.7	4	34
5	600	M	1	21.4	25.2	1.0	0	47
5	600	N	0	16.6	27.9	0.6	0	39
5	600	O	1	38.9	38.8	1.6	0	32
5	600	P	3	66.9	33.2	4.9	1	32
5	600	Q	2	19.8	13.6	2.1	3	44
5	600	R	2	23.8	14.7	2.6	1	44
5	600	S	1	20.4	20.0	1.3	3	38
5	600	T	0	12.9	23.9	0.4	0	39
5	600	U	4	104.0	32.3	10.2	0	35
5	600	V	3	76.1	29.7	6.9	0	41
5	600	W	4	82.0	21.1	12.2	0	44
5	600	X	6	170.2	21.0	39.3	0	37
5	610	A	3	66.5	24.0	7.4	0	43
5	610	B	4	73.0	22.0	9.6	0	44
5	610	C	4	96.9	24.4	13.1	0	35
5	610	D	4	123.1	31.9	13.5	0	34

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-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
5	610	E	1	19.6	23.6	1.0	0	41
5	610	F	4	22.1	5.0	9.9	0	68
5	610	G	2	18.0	8.7	3.3	0	66
5	610	H	4	56.1	11.4	14.9	0	46
5	610	J	0	21.1	32.8	0.7	0	35
5	610	K	0	24.9	50.7	0.5	0	32
5	610	M	0	43.7	68.9	0.9	0	30
5	610	N	1	58.6	98.6	1.0	0	27
5	610	O	3	92.9	36.2	7.4	3	27
5	610	P	0	6.3	10.0	0.4	15	33
5	610	Q	1	31.2	36.7	1.2	0	37
5	610	R	1	39.2	35.9	1.8	0	39
5	610	S	0	5.4	7.3	0.5	25	31
5	610	T	4	51.2	12.8	11.0	3	37
5	610	U	3	56.9	24.2	5.7	0	37
5	610	V	3	58.7	21.3	7.0	0	38
5	620	A	3	129.5	64.8	5.9	0	29
5	620	B	3	123.6	60.3	6.0	0	35
5	620	C	4	58.6	18.4	8.5	0	45
5	620	D	1	12.9	10.5	1.4	9	43
5	620	E	1	24.3	23.5	1.4	0	39
5	620	F	1	71.4	77.9	1.8	0	27
5	620	G	0	8.1	29.7	0.1	2	23
5	620	H	3	64.8	27.8	5.8	6	28
5	620	J	2	44.5	32.1	2.6	7	28
5	620	K	0	26.9	43.2	0.7	0	36
5	620	M	0	29.5	51.1	0.7	0	37
5	620	N	0	24.7	47.3	0.6	0	38
5	620	O	0	22.8	42.3	0.6	0	39
5	620	P	0	17.5	28.5	0.6	0	35
5	620	Q	1	38.5	38.1	1.6	0	36
5	620	R	4	69.2	16.6	12.7	0	37
5	620	S	2	14.1	7.0	2.9	22	35
5	620	T	1	31.6	40.0	1.1	0	34
5	620	U	4	70.6	22.0	9.1	0	38
5	620	V	4	80.7	18.4	14.2	0	35
5	620	W	0	9.8	27.1	0.2	0	33
5	620	X	2	44.6	36.6	2.2	0	40
5	620	Y	2	46.1	37.4	2.3	0	36
5	620	Z	2	52.2	44.1	2.3	0	34
5	630	A	1	36.2	43.1	1.3	0	33
5	630	B	1	50.2	51.9	1.7	0	36
5	630	C	2	46.6	38.4	2.2	0	33

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP	DEPTH	HEIGHT
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5	630	D	5	105.4	22.9	16.3	0	36
5	630	E	5	123.1	26.9	16.9	0	39
5	630	F	4	78.2	18.4	13.5	0	39
5	630	G	3	18.7	5.3	6.9	18	38
5	630	H	5	122.3	27.3	16.4	0	33
5	630	J	0	22.0	40.8	0.6	0	29
5	630	K	0	39.0	92.5	0.5	0	27
5	630	M	0	42.6	96.9	0.6	0	27
5	630	N	0	25.1	33.5	0.9	3	29
5	630	O	1	20.3	23.1	1.1	11	27
5	630	P	3	76.6	32.9	6.1	5	27
5	630	Q	2	44.3	34.0	2.4	0	39
5	630	R	1	30.4	26.2	1.8	4	33
5	630	S	4	150.7	54.4	9.3	1	25
5	630	T	3	215.1	101.2	7.4	2	20
5	630	U	4	228.9	97.1	8.6	0	25
5	640	A	3	161.4	74.4	7.0	0	27
5	640	B	3	217.4	112.9	6.5	0	27
5	640	C	4	241.3	96.4	9.4	0	27
5	640	D	4	90.5	27.6	10.0	0	38
5	640	E	0	3.7	0.4	16.0	48	54
5	640	F	2	38.3	27.5	2.5	4	33
5	640	G	2	53.2	39.8	2.7	4	28
5	640	H	3	102.5	63.4	4.2	0	30
5	640	J	3	74.9	35.5	5.4	6	26
5	640	K	0	9.7	27.4	0.2	5	24
5	640	M	2	76.7	65.2	2.5	2	25
5	640	N	1	27.0	34.4	1.0	11	22
5	640	O	1	34.1	33.6	1.6	9	25
5	640	P	0	13.9	30.1	0.4	0	34
5	640	Q	1	37.7	37.7	1.6	0	38
5	640	R	2	39.7	31.9	2.2	0	39
5	640	S	4	69.3	16.1	13.3	0	39
5	640	T	3	56.5	21.2	6.7	1	36
5	640	U	4	112.5	42.7	8.0	0	30
5	640	V	4	171.2	65.8	8.9	3	21
5	640	W	0	13.0	52.7	0.1	0	21
5	640	X	0	38.7	65.0	0.8	4	20
5	640	Y	0	27.8	46.3	0.7	4	24
5	650	A	3	52.4	28.1	4.1	1	35
5	650	B	3	32.4	9.7	7.6	0	54
5	650	C	3	60.7	25.6	5.8	0	41
5	650	D	4	93.6	22.8	13.6	0	40

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
5	650	E	2	36.8	22.0	3.2	2	37
5	650	F	3	65.6	24.0	7.2	0	35
5	650	G	2	55.8	45.0	2.4	3	27
5	650	H	2	76.0	76.8	2.0	2	23
5	650	J	2	28.5	18.7	2.6	16	26
5	650	K	3	106.2	43.5	7.2	1	28
5	650	M	3	103.0	39.8	7.7	1	28
5	650	N	0	9.7	12.6	0.7	17	29
5	650	O	3	24.1	7.8	6.3	4	46
5	650	P	3	40.7	18.9	4.6	2	38
5	650	Q	3	35.8	14.7	5.1	6	37
5	650	R	0	17.7	29.0	0.6	7	26
5	650	S	0	18.5	35.1	0.5	7	22
5	650	T	2	206.7	180.0	3.4	0	20
5	650	U	3	309.5	166.2	6.9	0	23
5	650	V	4	272.8	107.2	9.9	0	26
5	650	W	4	87.5	23.4	11.8	0	36
5	660	A	3	76.0	29.8	6.9	0	38
5	660	B	4	131.0	40.5	10.9	0	37
5	660	C	4	68.7	16.5	12.7	0	47
5	660	D	4	46.5	11.3	11.2	0	58
5	660	E	1	13.4	11.8	1.3	11	39
5	660	F	3	59.9	33.7	4.0	1	32
5	660	G	3	74.7	34.3	5.6	0	35
5	660	H	2	26.3	15.2	3.0	16	28
5	660	J	2	55.8	32.9	3.7	11	23
5	660	K	3	77.0	31.0	6.7	4	28
5	660	M	3	51.7	25.7	4.5	5	32
5	660	N	4	89.3	19.5	15.5	0	36
5	660	O	4	83.2	20.7	12.8	0	38
5	660	P	4	68.4	18.2	11.1	0	37
5	660	Q	4	94.0	32.9	8.5	3	27
5	660	R	4	187.6	53.5	13.4	0	27
5	660	S	4	65.3	17.1	11.1	0	40
5	660	T	4	51.1	11.6	12.5	0	44
5	660	U	1	26.3	28.7	1.3	2	33
5	660	V	0	11.0	25.9	0.3	2	29
5	670	A	2	24.4	18.8	2.0	15	27
5	670	B	0	15.5	37.5	0.3	0	29
5	670	C	0	10.3	33.2	0.2	2	24
5	670	D	1	22.6	21.9	1.4	0	40
5	670	E	4	58.5	16.3	10.0	0	40
5	670	F	3	47.4	21.3	5.0	4	34

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

-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
5	670	G	3	58.0	25.3	5.5	0	40
5	670	H	1	21.1	18.0	1.6	0	43
5	670	J	5	63.1	10.0	21.5	0	41
5	670	K	2	44.1	28.8	3.0	0	38
5	670	M	1	54.0	54.6	1.8	0	28
5	670	N	1	37.5	35.6	1.7	0	33
5	670	O	1	24.9	21.6	1.7	4	36
5	670	P	5	138.7	29.1	18.4	1	27
5	670	Q	3	85.3	52.0	4.0	6	23
5	670	R	3	55.1	29.6	4.1	8	27
5	670	S	4	60.6	17.3	9.7	4	33
5	670	T	2	58.2	34.7	3.7	0	37
5	670	U	3	58.3	21.5	6.9	2	34
5	670	V	3	185.5	106.5	5.5	5	17
5	670	W	3	209.5	117.3	5.9	5	16
5	670	X	2	249.2	232.9	3.3	5	12
5	670	Y	2	160.5	150.2	2.8	4	16
5	670	Z	2	126.6	127.6	2.4	3	18
5	670	AA	2	138.5	126.0	2.8	0	22
5	670	AB	2	128.6	93.6	3.6	3	21
5	670	AC	4	418.4	151.2	12.4	0	22
5	670	AD	3	125.6	50.5	7.7	2	25
9	681	A	0	2.7	6.2	0.1	21	31
9	681	B	0	9.3	13.2	0.6	10	35
9	681	C	3	30.3	11.5	5.4	0	45
9	681	D	3	69.9	24.1	7.9	0	44
9	681	E	3	37.8	17.4	4.5	0	48
9	681	F	2	33.6	18.7	3.4	0	54
9	681	G	3	19.7	6.8	5.4	3	50
9	681	H	2	9.6	5.8	2.0	0	67
9	681	J	3	14.2	4.3	5.8	0	61
9	681	K	3	48.4	25.3	4.1	2	34
9	681	M	2	36.5	18.5	3.9	9	32
9	681	N	4	86.0	25.5	10.3	0	33
9	681	O	3	40.3	18.4	4.6	0	44
9	681	P	3	55.5	29.8	4.1	0	39
9	681	Q	4	60.1	14.7	11.9	0	45
9	681	R	4	45.3	13.0	8.9	0	52
9	681	S	1	17.4	14.1	1.6	0	53
9	690	A	2	34.9	21.4	3.0	2	38
9	690	B	3	27.7	9.6	6.0	7	40
9	690	C	3	44.7	23.3	4.0	1	36
9	690	D	4	97.3	24.6	13.1	0	38

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
9	690	E	3	83.9	34.2	6.7	0	39
9	690	F	2	58.2	33.4	3.9	0	43
9	690	G	2	56.2	31.5	3.9	0	40
9	690	H	3	57.9	30.4	4.3	0	46
9	690	J	4	76.0	26.0	8.2	0	47
9	690	K	4	144.9	40.4	12.9	0	38
9	690	M	4	132.3	31.4	15.5	0	37
9	690	N	3	77.1	33.9	6.0	0	37
9	690	O	3	88.1	38.7	6.2	0	37
9	690	P	0	11.9	15.6	0.7	6	37
9	690	Q	3	38.9	14.7	5.9	0	47
9	690	R	0	8.0	11.5	0.5	12	34
9	690	S	4	54.4	11.9	13.4	0	40
9	690	T	3	78.4	34.6	6.0	0	39
9	690	U	3	91.1	39.6	6.3	0	37
9	690	V	3	83.4	31.3	7.5	0	41
9	690	W	3	37.3	13.9	5.9	0	50
9	690	X	0	5.1	5.0	0.7	25	41
9	690	Y	2	18.0	9.1	3.1	4	48
9	690	Z	4	25.9	4.6	14.3	0	56
9	690	AA	2	3.3	1.5	2.0	44	53
9	700	A	2	28.1	18.3	2.6	5	37
9	700	B	1	11.7	11.5	1.1	10	40
9	700	C	0	5.0	6.9	0.4	22	34
9	700	D	4	26.0	4.6	14.4	1	50
9	700	E	3	12.8	3.4	6.7	12	52
9	700	F	3	22.4	6.6	6.9	0	67
9	700	G	3	21.5	8.2	4.8	0	61
9	700	H	4	30.1	6.2	12.3	0	50
9	700	J	3	15.1	5.4	4.7	0	62
9	700	K	3	15.7	6.3	4.1	0	57
9	700	M	3	70.0	31.3	5.7	0	33
9	700	N	3	62.1	27.5	5.5	0	39
9	700	O	4	115.6	35.0	10.9	0	38
9	700	P	3	79.3	31.1	7.0	0	33
9	700	Q	2	63.8	52.6	2.5	0	30
9	700	R	1	68.0	84.1	1.5	1	23
9	700	S	3	88.0	33.1	7.6	0	40
9	700	T	2	32.5	24.9	2.2	0	38
9	700	U	3	60.5	23.3	6.6	0	36
9	700	V	2	24.7	13.4	3.2	10	36
9	710	A	3	50.8	26.8	4.1	0	37
9	710	B	2	20.1	9.6	3.5	1	50

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
-----	-----	-----	-----	-----	-----	MHOS	MTRS	MTRS
9	710	C	1	11.8	10.5	1.2	6	46
9	710	D	2	24.5	15.1	2.6	0	58
9	710	E	1	27.9	24.5	1.7	0	42
9	710	F	3	45.2	16.2	6.6	0	48
9	710	G	4	63.7	20.6	8.4	0	45
9	710	H	3	38.1	18.4	4.2	0	50
9	710	J	2	34.8	28.2	2.1	0	45
9	710	K	3	40.1	19.3	4.3	0	51
9	710	M	1	10.5	9.1	1.2	2	52
9	710	N	3	26.1	12.0	4.0	0	51
9	710	O	1	30.3	30.8	1.5	0	61
9	710	P	1	34.3	45.0	1.1	0	49
9	710	Q	0	27.3	43.5	0.8	3	25
9	710	R	2	36.9	31.3	2.0	1	34
9	710	S	4	86.1	24.6	10.8	0	37
9	710	T	3	75.4	33.4	5.9	0	44
9	710	U	3	79.3	35.8	5.8	0	44
9	710	V	3	86.2	34.9	6.8	0	44
9	710	W	3	76.5	31.5	6.5	0	46
9	710	X	3	53.6	23.5	5.3	0	43
9	710	Y	1	14.0	11.3	1.5	13	37
9	710	Z	1	21.6	17.6	1.7	10	33
9	710	AA	2	28.2	16.4	3.0	9	34
9	710	AB	2	19.1	11.9	2.4	10	39
9	710	AC	1	13.7	11.1	1.5	9	42
9	710	AD	3	80.6	45.4	4.4	1	29
8	720	A	3	8.3	1.9	7.2	0	77
8	720	B	3	31.5	9.4	7.6	0	56
8	720	C	3	20.8	7.9	4.8	1	51
8	720	D	3	63.0	27.5	5.7	0	43
8	720	E	2	41.9	34.7	2.1	0	52
8	720	F	2	47.2	42.3	2.0	0	33
8	720	G	2	65.2	45.3	3.1	0	37
8	720	H	3	69.4	30.7	5.7	0	46
8	720	J	3	92.6	39.8	6.5	0	38
8	720	K	4	156.7	52.3	10.4	0	37
8	720	M	3	37.8	14.5	5.7	0	52
8	720	N	2	32.8	18.5	3.3	0	48
8	720	O	0	4.8	8.4	0.3	4	46
8	720	P	1	25.5	22.7	1.6	0	42
8	720	Q	0	15.3	19.7	0.8	0	47
8	720	R	1	16.8	13.6	1.6	0	53
8	720	S	1	12.7	9.6	1.6	2	51
8	720	T	4	37.1	9.0	10.5	0	53

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

-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
8	720	U	3	32.2	10.7	6.6	0	57
8	720	V	3	34.5	11.4	6.8	0	54
8	720	W	3	31.4	12.1	5.4	0	54
8	720	X	2	22.0	11.7	3.1	0	61
8	720	Y	4	8.3	1.3	12.2	36	41
8	720	Z	0	10.1	14.2	0.6	10	33
8	720	AA	2	24.8	16.1	2.5	4	40
8	720	AB	3	34.9	15.4	4.6	0	43
8	720	AC	2	32.4	16.1	3.9	9	34
8	720	AD	1	24.5	19.4	1.9	11	31
8	720	AE	0	11.8	14.9	0.7	19	25
8	720	AF	2	78.1	47.6	3.9	1	29
8	720	AG	2	50.6	36.2	2.8	3	30
8	730	A	2	37.6	23.2	3.1	0	38
8	730	B	2	32.4	16.7	3.7	0	45
8	730	C	4	16.2	3.4	10.0	7	53
8	730	D	2	35.3	26.4	2.3	0	40
8	730	E	2	47.5	34.1	2.7	0	40
8	730	F	2	19.1	11.0	2.7	0	58
8	730	G	1	17.7	13.3	1.8	0	55
8	730	H	2	26.1	18.6	2.2	9	33
8	730	J	0	12.5	15.2	0.8	8	35
8	730	K	3	76.3	42.3	4.4	0	35
8	730	M	3	53.3	26.5	4.5	0	47
8	730	N	2	44.3	30.4	2.8	3	32
8	730	O	3	122.3	51.1	7.3	0	33
8	730	P	2	76.3	47.2	3.8	0	33
8	730	Q	3	87.8	50.4	4.4	0	31
8	730	R	3	99.1	59.4	4.3	0	27
8	730	S	2	44.6	36.3	2.2	2	31
8	730	T	1	45.4	47.8	1.6	0	37
8	730	U	1	49.8	57.2	1.5	0	31
8	730	V	2	62.1	57.3	2.1	0	33
8	730	W	1	41.3	36.9	1.9	0	41
8	730	X	0	7.8	12.8	0.4	12	31
8	730	Y	3	76.8	41.1	4.6	2	29
8	730	Z	3	114.7	68.9	4.5	4	22
8	730	AA	1	14.6	15.1	1.1	25	19
8	730	AB	3	83.6	50.7	4.0	4	25
8	730	AC	4	118.6	39.6	9.6	0	29
8	730	AD	3	29.0	13.7	4.0	8	36
8	730	AE	2	41.2	21.8	3.8	0	38
8	740	A	3	16.9	4.6	7.1	0	63

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
-----	-----	-----	-----	-----	-----	-----	-----	-----
8	740	B	3	28.7	12.0	4.7	1	45
8	740	C	3	52.7	18.8	7.0	0	50
8	740	D	2	63.6	43.3	3.2	0	42
8	740	E	2	57.6	45.5	2.5	0	42
8	740	F	2	39.2	31.8	2.2	0	50
8	740	G	3	58.9	26.5	5.3	0	45
8	740	H	3	89.3	34.3	7.4	0	37
8	740	J	3	97.8	40.0	7.0	0	39
8	740	K	2	38.0	28.3	2.4	0	51
8	740	M	2	39.0	22.6	3.4	0	49
8	740	N	3	39.5	15.9	5.4	0	50
8	740	O	3	48.3	24.0	4.4	0	48
8	740	P	0	11.2	15.2	0.7	0	44
8	740	Q	2	14.8	9.2	2.2	2	52
8	740	R	1	16.2	13.7	1.5	0	48
8	740	S	1	29.9	25.2	1.9	0	44
8	740	T	2	28.0	15.0	3.3	0	56
8	740	U	2	42.6	27.8	3.0	0	46
8	740	V	1	25.5	20.6	1.9	0	41
8	740	W	3	28.2	12.2	4.5	0	50
8	740	X	3	32.9	12.3	5.7	0	51
8	750	A	1	12.5	12.6	1.0	24	24
8	750	B	0	16.6	28.8	0.5	13	19
8	750	C	1	31.8	43.5	1.0	9	20
8	750	D	2	43.4	24.8	3.5	4	33
8	750	E	1	18.6	16.0	1.5	8	36
8	750	F	1	11.7	11.4	1.1	0	77
8	750	G	0	3.9	3.7	0.7	13	61
8	750	H	2	29.7	15.2	3.6	0	56
8	750	J	1	16.6	12.5	1.8	1	47
8	750	K	2	19.1	11.2	2.6	12	38
8	750	M	0	24.4	34.2	0.9	4	28
8	750	N	2	42.5	32.1	2.4	1	34
8	750	O	2	88.3	56.1	3.9	0	31
8	750	P	2	104.4	68.2	3.9	0	27
8	750	Q	2	108.1	78.1	3.5	1	25
8	750	R	2	50.8	33.2	3.1	0	38
8	750	S	2	51.3	36.0	2.9	4	30
8	750	T	3	89.8	42.7	5.6	0	32
8	750	U	4	113.4	43.1	8.0	0	30
8	750	V	4	134.6	43.1	10.5	0	35
8	750	W	2	57.9	53.6	2.1	0	35
8	750	X	3	50.3	26.5	4.1	0	48
8	750	Y	3	69.3	24.6	7.6	0	34

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
-----	-----	-----	-----	-----	-----	MHOS	MTRS	MTRS
8	750	Z	4	112.6	41.2	8.4	5	24
8	750	AA	3	46.2	14.8	7.7	0	41
8	750	AB	3	46.7	17.6	6.3	1	38
8	750	AC	3	44.2	15.6	6.7	1	39
8	761	A	2	16.7	9.7	2.5	0	54
8	761	B	4	21.5	5.3	8.7	0	55
8	761	C	3	18.6	5.9	5.9	0	63
8	761	D	4	39.1	9.8	10.2	0	58
8	761	E	4	48.4	10.4	13.3	0	59
8	761	F	1	30.6	27.0	1.8	0	45
8	761	G	1	36.5	32.2	1.9	0	43
8	761	H	3	61.1	24.7	6.2	0	46
8	761	J	3	63.7	26.6	6.0	0	47
8	761	K	2	26.8	15.3	3.0	0	59
8	761	M	2	41.0	24.9	3.2	0	48
8	761	N	2	74.5	45.9	3.8	0	36
8	761	O	2	73.3	50.8	3.3	0	37
8	761	P	1	20.3	22.5	1.1		
8	761	Q	0	22.7	30.2	0.9	0	40
8	761	R	2	25.3	12.3	3.7	0	50
8	761	S	3	23.4	9.7	4.4	0	64
8	761	T	3	19.3	8.3	4.0	0	67
8	761	U	1	13.4	10.6	1.5	0	74
8	761	V	2	12.6	5.0	3.9	0	66
8	761	W	0	4.3	9.9	0.2	8	36
8	761	X	0	3.7	8.5	0.1	6	41
8	770	A	3	54.9	26.2	4.8	0	40
8	770	B	2	32.4	18.4	3.2	1	40
8	770	C	2	8.9	5.0	2.1	22	44
8	770	D	2	62.9	45.0	3.0	0	32
8	770	E	0	10.6	17.2	0.5	4	35
8	770	F	2	15.3	8.4	2.6	0	65
8	770	G	3	25.3	10.7	4.4	0	58
8	770	H	0	11.0	12.2	0.9	13	35
8	770	J	0	15.1	17.4	0.9	5	37
8	770	K	1	23.6	25.4	1.2	5	32
8	770	M	2	56.6	34.9	3.5	0	35
8	770	N	3	82.6	44.6	4.7	0	31
8	770	O	2	65.8	39.3	3.8	0	35
8	770	P	4	106.9	38.1	8.6	0	34
8	770	Q	2	40.0	34.6	2.0	4	30
8	770	R	4	201.9	80.0	9.0	0	29
8	770	S	4	164.0	59.7	9.5	0	29

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

-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	MHOS	DEPTH MTRS	HEIGHT MTRS
8	770	T	0	41.4	69.3	0.8	3	21
8	770	U	3	338.6	181.2	7.1	1	17
8	770	V	3	354.9	209.9	6.4	0	24
8	770	W	3	159.9	78.3	6.4	0	29
8	770	X	3	76.7	28.7	7.3	0	39
8	770	Y	4	72.1	23.7	8.5	0	41
8	770	Z	3	37.3	15.7	5.0	0	45
8	770	AA	1	20.5	18.3	1.5	4	38
8	770	AB	2	18.4	10.3	2.7	16	35
8	770	AC	4	70.8	21.8	9.2	2	33
8	770	AD	1	52.6	52.4	1.8	6	23
8	780	A	2	31.6	23.8	2.2	1	37
8	780	B	5	30.2	4.0	22.2	0	53
8	780	C	5	34.5	4.6	22.9	0	50
8	780	D	4	62.8	16.3	11.2	0	46
8	780	E	4	94.0	27.4	10.8	0	42
8	780	F	1	39.5	54.0	1.1	0	33
8	780	G	3	48.7	19.0	6.1	0	43
8	780	H	3	43.1	19.1	4.9	0	44
8	780	J	4	122.4	38.1	10.6	0	36
8	780	K	2	47.6	27.9	3.5	1	35
8	780	M	3	64.8	28.5	5.6	0	40
8	780	N	3	92.4	34.5	7.8	0	33
8	780	O	2	74.8	50.5	3.4	1	28
8	780	P	4	126.5	43.0	9.6	0	31
8	780	Q	1	29.2	30.4	1.4	0	35
8	780	R	0	8.1	8.3	0.9	11	44
8	780	S	3	45.2	19.9	5.0	0	38
8	780	T	2	30.5	16.4	3.4	0	47
8	780	U	3	144.0	58.7	7.9	0	36
8	780	V	3	118.9	72.5	4.5	0	42
8	780	W	3	79.4	41.5	4.8	0	33
8	780	X	2	61.7	40.5	3.3	0	37
8	780	Y	2	18.1	9.4	3.0	0	60
8	780	Z	3	18.8	7.7	4.2	0	60
8	780	AA	1	15.2	12.2	1.6	18	31
8	780	AB	2	18.8	13.5	2.0	20	27
8	780	AC	1	15.7	17.7	1.0	19	23
8	780	AD	2	56.2	33.0	3.7	7	27
8	780	AE	5	16.0	1.5	29.7	32	29
8	780	AF	2	30.2	22.7	2.2	3	36
8	780	AG	2	19.7	10.7	2.9	1	49
8	790	A	2	55.9	34.8	3.4	5	28

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

-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
8	790	B	2	30.1	22.9	2.1	22	17
8	790	C	2	21.0	9.6	3.8	34	17
8	790	D	4	145.0	52.0	9.3	0	28
8	790	E	2	44.3	30.3	2.8	11	24
8	790	F	0	7.0	6.8	0.9	26	33
8	790	G	2	30.1	17.8	3.0	1	41
8	790	H	2	29.2	19.2	2.6	3	39
8	790	J	3	26.3	12.2	4.0	1	45
8	790	K	2	66.4	42.5	3.5	0	37
8	790	M	3	92.4	54.9	4.3	0	48
8	790	N	3	17.8	4.9	7.1	15	42
8	790	O	3	17.8	7.5	4.0	13	41
8	790	P	2	5.9	3.1	2.0	27	49
8	790	Q	0	2.5	-2.0	0.0	0	48
8	790	R	1	24.7	27.9	1.2	1	35
8	790	S	3	88.5	48.2	4.7	2	27
8	790	T	4	185.0	62.8	10.7	0	30
8	790	U	3	104.8	47.2	6.3	0	35
8	790	V	2	57.7	34.5	3.7	0	38
8	790	W	2	38.0	26.2	2.6	2	36
8	790	X	2	42.8	25.5	3.3	0	39
8	790	Y	2	31.0	19.9	2.7	3	38
8	790	Z	2	36.1	26.1	2.4	0	42
8	790	AA	2	57.3	36.7	3.3	0	36
8	790	AB	4	144.8	56.4	8.4	0	32
8	790	AC	4	184.3	49.2	14.6	0	34
8	790	AD	4	144.3	50.0	9.7	0	35
8	790	AE	3	73.4	28.6	6.9	5	28
8	790	AF	5	115.0	23.9	17.7	6	24
8	790	AG	4	90.9	27.9	10.0	8	23
8	790	AH	1	35.0	31.9	1.8	7	28
8	800	A	2	9.1	4.0	3.0	19	49
8	800	B	4	24.4	6.2	8.7	0	59
8	800	C	3	15.6	5.6	4.7	0	74
8	800	D	2	19.8	10.2	3.1	0	60
8	800	E	3	21.7	8.9	4.4	0	58
8	800	F	3	73.3	31.2	6.1	0	41
8	800	G	4	90.6	27.3	10.2	0	38
8	800	H	3	66.8	32.9	4.9	0	37
8	800	J	3	70.1	27.6	6.7	0	36
8	800	K	2	55.9	43.1	2.6	0	37
8	800	M	2	26.6	18.1	2.4	0	46
8	800	N	1	15.3	15.0	1.2	4	41
8	800	O	2	24.0	16.5	2.3	10	34

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

---NORWAY---

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
-----	-----	-----	-----	-----	-----	-----	-----	-----
8	800	P	1	14.1	14.1	1.1	5	41
8	800	Q	4	119.9	45.3	8.2	0	35
8	800	R	3	121.9	52.4	7.0	0	37
8	800	S	3	123.8	63.8	5.6	0	37
8	800	T	1	26.9	24.5	1.6	9	29
8	800	U	2	52.5	34.4	3.1	0	39
8	800	V	0	12.9	16.7	0.7	0	45
8	800	W	0	10.4	11.1	0.9	2	48
8	800	X	3	24.7	8.9	5.5	2	47
8	800	Y	4	35.6	8.8	10.1	0	45
8	800	Z	4	28.4	4.9	15.3	5	44
8	800	AA	3	26.7	7.8	7.4	10	39
8	800	AB	0	3.7	4.1	0.5	33	37
8	810	A	0	0.4	4.9	0.0	2	31
8	810	B	4	26.5	7.0	8.5	8	41
8	810	C	4	58.4	13.1	13.2	3	35
8	810	D	4	58.9	19.0	8.2	2	34
8	810	E	1	8.1	6.2	1.3	27	35
8	810	F	1	20.4	18.3	1.5	5	37
8	810	G	3	111.9	63.1	4.8	0	35
8	810	H	3	133.6	72.1	5.4	0	33
8	810	J	3	151.1	72.2	6.5	0	37
8	810	K	3	137.9	61.7	6.9	0	38
8	810	M	0	9.9	15.7	0.5	6	35
8	810	N	2	25.5	19.3	2.0	2	40
8	810	O	2	31.5	16.5	3.6	4	39
8	810	P	2	30.1	15.3	3.7	4	40
8	810	Q	1	79.4	85.5	1.9	0	25
8	810	R	1	66.3	85.4	1.4	0	28
8	810	S	3	86.4	42.8	5.3	0	31
8	810	T	3	127.9	56.9	6.8	0	33
8	810	U	3	103.8	61.2	4.5	0	32
8	810	V	2	34.0	23.1	2.6	0	40
8	810	W	2	38.5	29.1	2.4	0	37
8	810	X	2	36.5	27.0	2.4	0	39
8	810	Y	2	53.7	38.4	2.8	0	38
8	810	Z	1	41.1	43.4	1.5	0	34
8	810	AA	4	156.4	59.5	8.8	0	32
8	810	AB	3	98.0	53.1	4.9	0	43
8	810	AC	3	85.5	42.9	5.2	0	37
8	810	AD	3	36.9	15.5	5.0		
8	810	AE	3	46.4	15.9	7.1	6	34
8	810	AF	2	12.9	7.1	2.5	12	46
8	810	AG	3	20.3	6.0	6.7	0	61

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
-----	-----	-----	-----	-----	-----	-----	-----	-----
8	820	A	0	5.8	7.4	0.5	17	39
8	820	B	0	2.1	14.1	0.0	0	28
8	820	C	2	25.6	16.2	2.6	0	54
8	820	D	3	55.5	24.5	5.4	0	47
8	820	E	3	46.7	20.0	5.3	0	49
8	820	F	3	45.3	19.0	5.4	0	45
8	820	G	2	47.8	37.1	2.4	0	33
8	820	H	2	81.5	62.5	3.0	0	34
8	820	J	3	70.9	41.7	4.0	0	31
8	820	K	3	102.2	55.4	4.9	0	33
8	820	M	4	98.7	35.6	8.3	0	37
8	820	N	2	47.1	40.8	2.1	0	43
8	820	O	2	45.3	33.2	2.6	0	37
8	820	P	3	38.7	17.5	4.6	0	40
8	820	Q	1	15.0	14.0	1.3	0	46
8	820	R	3	40.1	13.6	6.9	0	54
8	820	S	3	26.6	10.4	5.0	1	46
8	820	T	2	23.2	12.8	3.0	3	44
8	820	U	3	42.1	13.9	7.2	0	50
8	820	V	3	67.1	25.2	7.0	0	45
8	820	W	3	94.4	42.0	6.2	0	44
8	820	X	3	92.0	44.3	5.6	0	41
8	820	Y	2	28.4	21.5	2.1	5	35
8	820	Z	2	8.6	3.4	3.4	24	47
8	820	AA	3	26.0	8.7	6.1	0	50
8	820	AB	4	57.8	12.9	13.3	0	53
8	820	AC	0	12.7	0.9	40.9	17	50
8	820	AD	0	1.3	7.0	0.0	11	27
8	830	A	0	0.1	7.6	0.0	0	32
8	830	B	3	74.7	36.4	5.2	6	26
8	830	C	4	160.8	56.5	9.8	0	27
8	830	D	3	147.6	71.7	6.3	0	28
8	830	E	4	243.7	87.3	10.8	0	27
8	830	F	4	128.7	44.7	9.4	0	37
8	830	G	3	41.4	17.8	5.1	4	37
8	830	H	2	46.8	34.9	2.6	2	32
8	830	J	2	79.1	52.5	3.5	0	39
8	830	K	3	67.8	30.7	5.5	0	42
8	830	M	3	54.7	19.4	7.1	0	40
8	830	N	3	63.7	25.5	6.3	1	34
8	830	O	2	28.8	22.6	2.0	1	38
8	830	P	2	36.0	21.1	3.2	2	37
8	830	Q	2	26.7	13.0	3.7	2	44

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
8	830	R	1	11.2	11.4	1.0	17	32
8	830	S	3	36.1	14.5	5.3	6	36
8	830	T	0	12.6	15.0	0.8	6	38
8	830	U	2	29.8	20.8	2.4	0	42
8	830	V	3	41.4	15.3	6.2	1	40
8	830	W	2	30.5	21.6	2.4	4	36
8	830	X	2	41.7	26.8	3.0	0	40
8	830	Y	2	19.3	11.4	2.6	7	42
8	830	Z	2	24.5	14.0	2.9	5	40
8	830	AA	3	48.0	18.8	6.0	0	46
8	830	AB	2	50.5	29.2	3.7	0	41
8	830	AC	2	47.9	35.6	2.6	0	42
8	830	AD	0	9.7	-0.5	0.0	0	75
8	830	AE	0	6.4	-0.2	0.0	0	64
8	840	A	3	27.4	11.8	4.4	0	60
8	840	B	3	40.8	13.4	7.2	0	52
8	840	C	3	56.6	25.4	5.3	0	46
8	840	D	2	32.0	16.5	3.7	0	42
8	840	E	2	87.8	87.4	2.2	0	25
8	840	F	2	95.2	75.9	3.0	0	27
8	840	G	2	86.9	89.2	2.1	0	33
8	840	H	2	130.6	117.4	2.8	0	28
8	840	J	1	45.1	51.4	1.4	0	35
8	840	K	2	52.0	48.7	2.0	0	35
8	840	M	2	55.5	46.4	2.3	0	37
8	840	N	1	34.5	34.6	1.6	0	38
8	840	O	3	39.9	17.9	4.7	2	38
8	840	P	1	29.6	31.9	1.3	0	39
8	840	Q	1	29.3	27.5	1.6	0	40
8	840	R	2	43.5	27.9	3.0	0	41
8	840	S	2	39.2	22.6	3.4	0	52
8	840	T	2	39.4	21.3	3.7	0	42
8	840	U	3	56.2	23.9	5.6	0	44
8	840	V	3	135.1	78.0	5.0	0	34
8	840	W	3	142.4	88.5	4.6	0	33
8	840	X	2	30.3	17.4	3.1	0	50
8	840	Y	4	62.0	20.6	8.0	0	46
8	840	Z	4	43.4	9.1	13.3	2	40
8	840	AA	4	41.3	8.9	12.6	3	40
8	840	AB	4	24.1	6.3	8.3	4	47
7	850	A	3	20.8	7.4	5.3	34	19
7	850	B	4	233.9	89.3	9.8	0	28
7	850	C	3	71.6	27.8	6.8	0	37

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
7	850	D	3	81.3	37.9	5.6	0	36
7	850	E	2	47.0	26.9	3.6	4	33
7	850	F	3	71.1	38.2	4.5	0	36
7	850	G	2	33.2	20.1	3.0	3	37
7	850	H	2	90.5	57.8	3.9	0	33
7	850	J	3	113.8	60.5	5.2	0	34
7	850	K	3	101.4	49.6	5.6	0	36
7	850	M	3	84.0	49.4	4.2	0	38
7	850	N	2	46.4	35.5	2.5	0	35
7	850	O	2	56.0	34.0	3.5	0	41
7	850	P	3	52.8	23.6	5.2	0	49
7	850	Q	2	24.0	17.2	2.1	0	46
7	850	R	1	21.8	18.0	1.7	3	39
7	850	S	3	36.1	15.1	5.0	1	41
7	850	T	1	41.6	49.0	1.3	0	30
7	850	U	1	52.0	54.1	1.7	0	30
7	850	V	2	68.0	61.4	2.3	0	30
7	850	W	1	52.1	62.4	1.4	0	28
7	850	X	2	75.6	75.3	2.1	0	26
7	850	Y	2	54.7	44.3	2.4	0	34
7	850	Z	2	49.2	35.4	2.7	0	36
7	850	AA	2	45.1	36.3	2.3	0	38
7	850	AB	3	18.2	7.5	4.1	0	64
7	850	AC	3	14.9	4.5	5.9	0	75
7	850	AD	0	-1.2	7.4	0.0	0	35
7	850	AE	0	1.8	18.0	0.0	0	27
7	850	AF	0	7.6	16.6	0.3	7	31
7	850	AG	0	12.8	17.7	0.7	9	32
7	850	AH	0	8.4	13.3	0.5	7	36
7	860	A	0	3.9	8.6	0.2	6	41
7	860	B	3	28.3	9.3	6.4	0	59
7	860	C	3	26.5	10.3	5.0	0	57
7	860	D	3	26.3	8.0	7.0	0	52
7	860	E	2	62.8	41.8	3.3	0	36
7	860	F	3	59.9	33.6	4.0	0	39
7	860	G	3	105.0	45.9	6.6	0	36
7	860	H	2	59.7	35.1	3.8	0	38
7	860	J	2	48.7	41.7	2.2	0	35
7	860	K	2	45.0	33.4	2.5	0	39
7	860	M	2	51.5	34.9	3.0	6	28
7	860	N	2	38.2	32.9	2.0	0	42
7	860	O	3	51.2	27.8	4.0	0	40
7	860	P	3	37.9	15.7	5.2	0	53
7	860	Q	3	175.3	80.6	7.2	0	26

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
-----	-----	-----	-----	-----	-----	MHOS	MTRS	MTRS
7	860	R	3	104.4	61.5	4.5	0	33
7	860	S	3	125.8	60.5	6.1	0	32
7	860	T	3	138.1	70.9	5.8	0	36
7	860	U	3	111.6	55.9	5.6	0	37
7	860	V	3	102.1	46.9	6.1	0	39
7	860	W	1	22.8	22.0	1.4	6	33
7	860	X	3	88.6	35.3	7.0	0	38
7	860	Y	3	106.1	56.0	5.2	0	36
7	860	Z	3	119.2	62.0	5.5	0	37
7	860	AA	3	130.5	61.7	6.3	0	29
7	860	AB	3	54.8	25.1	5.1	2	34
7	860	AC	3	45.5	15.4	7.2	2	38
7	870	A	2	111.1	74.1	3.9	0	32
7	870	B	2	49.3	26.8	3.9	3	33
7	870	C	3	53.5	29.5	4.0	0	35
7	870	D	2	62.9	39.2	3.6	0	38
7	870	E	3	74.2	34.4	5.5	0	37
7	870	F	2	87.2	64.8	3.1	0	27
7	870	G	3	141.7	79.6	5.2	0	27
7	870	H	1	86.2	93.3	1.9	0	26
7	870	J	2	140.8	99.2	3.9	0	32
7	870	K	3	117.1	50.4	6.9	0	33
7	870	M	1	20.4	17.8	1.5	0	45
7	870	N	3	30.6	13.8	4.3	5	40
7	870	O	2	73.7	65.6	2.4	0	30
7	870	P	3	84.3	45.4	4.7	0	31
7	870	Q	3	125.3	52.8	7.3	3	24
7	870	R	4	217.1	91.0	8.6	0	24
7	870	S	4	351.2	154.2	9.2	0	24
7	870	T	3	136.4	80.1	4.9	0	28
7	870	U	2	63.0	39.3	3.6	0	32
7	870	V	4	80.8	28.6	8.0	6	27
7	870	W	2	43.7	23.3	3.9	11	27
7	870	X	3	95.8	50.7	5.0	0	31
7	870	Y	3	97.0	51.8	5.0	0	37
7	870	Z	2	92.1	59.3	3.8	0	37
7	870	AA	3	108.6	70.7	4.0	0	35
7	870	AB	3	91.0	48.9	4.8	0	34
7	870	AC	0	19.6	38.8	0.5	0	34
7	870	AD	0	19.3	34.8	0.6	0	38
7	870	AE	1	17.1	13.8	1.6	0	55
7	880	A	0	7.6	8.2	0.8	0	67
7	880	B	1	21.7	21.3	1.3	0	47

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	MHOS	DEPTH MTRS	HEIGHT MTRS
7	880	C	2	32.6	26.5	2.0	0	47
7	880	D	2	34.0	23.0	2.6	0	42
7	880	E	2	39.4	27.1	2.7	0	40
7	880	F	2	24.0	16.4	2.3	7	37
7	880	G	3	91.2	34.9	7.5	0	36
7	880	H	4	107.5	37.3	8.9	0	33
7	880	J	3	89.5	33.0	7.8	0	33
7	880	K	2	75.7	77.6	2.0	0	28
7	880	M	0	12.2	-5.6	0.0	0	44
7	880	N	3	71.1	30.0	6.1	5	28
7	880	O	2	43.5	29.5	2.8	7	29
7	880	P	4	48.0	10.3	13.3	0	43
7	880	Q	3	38.8	18.0	4.5	0	49
7	880	R	2	58.1	40.7	3.0	2	30
7	880	S	3	165.7	92.1	5.5	0	28
7	880	T	3	222.4	115.8	6.5	0	26
7	880	U	3	411.5	217.1	7.7	0	22
7	880	V	3	281.7	172.3	5.7	0	24
7	880	W	3	190.6	108.5	5.6	0	23
7	880	X	3	58.6	32.0	4.1	2	31
7	880	Y	2	41.5	36.6	2.0	3	30
7	880	Z	2	72.9	44.0	3.9	0	38
7	880	AA	3	73.7	41.3	4.3	0	41
7	880	AB	2	51.4	33.8	3.1	0	34
7	890	A	0	14.8	35.5	0.3	0	29
7	890	B	1	46.0	43.7	1.8	0	34
7	890	C	2	58.9	51.9	2.2	0	31
7	890	D	2	29.7	18.2	2.8	3	39
7	890	E	2	34.9	21.8	2.9	0	41
7	890	F	3	134.2	55.0	7.7	0	46
7	890	G	3	74.9	32.9	5.9	0	45
7	890	H	3	41.6	18.7	4.8	0	52
7	890	J	3	24.9	10.4	4.5	0	69
7	890	K	2	18.0	11.3	2.3	1	49
7	890	M	1	48.8	47.4	1.8	0	32
7	890	N	4	147.4	49.3	10.2	0	30
7	890	O	2	56.1	40.5	2.8	0	43
7	890	P	4	89.6	29.3	9.1	0	38
7	890	Q	4	117.0	35.0	11.1	0	37
7	890	R	4	68.4	22.3	8.5	0	48
7	890	S	1	29.8	31.0	1.4	0	37
7	890	T	2	35.4	27.0	2.3	5	31
7	890	U	2	46.0	34.3	2.5	3	31
7	890	V	2	98.6	64.1	3.9	0	33

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

-----NORWAY-----

FLIGHT -----	LINE -----	ANOMALY -----	CATEGORY -----	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS -----
				INPHASE -----	QUAD. -----	CTP MHOS -----	DEPTH MTRS -----	
7	890	W	2	71.3	43.5	3.8	2	29
7	890	X	2	76.0	63.3	2.6	0	28
7	890	Y	0	37.5	65.3	0.8	0	31
7	890	Z	2	34.4	26.1	2.3	0	39
7	890	AA	1	46.2	43.6	1.9	0	31
7	890	AB	0	25.4	44.3	0.6	0	29
7	890	AC	0	27.0	45.0	0.7	0	29
7	890	AD	1	36.2	38.5	1.5	0	37
7	890	AE	1	36.9	38.7	1.5	0	38
7	900	A	4	155.5	38.6	15.3	0	41
7	900	B	1	15.5	14.6	1.3	0	46
7	900	C	2	25.6	12.5	3.7	0	53
7	900	D	3	42.3	21.2	4.2	0	47
7	900	E	3	47.8	21.5	5.0	0	47
7	900	F	3	50.3	24.5	4.6	0	41
7	900	G	3	45.0	17.1	6.1	0	48
7	900	H	4	64.4	20.1	8.8	0	45
7	900	J	3	44.6	20.2	4.8	1	37
7	900	K	4	83.7	27.4	8.9	0	45
7	900	M	4	71.4	22.0	9.2		
7	900	N	4	50.6	12.5	11.2	0	52
7	900	O	3	31.9	13.4	4.8	0	50
7	900	P	3	49.3	25.2	4.3	0	37
7	900	Q	3	54.0	25.4	4.9	0	45
7	900	R	3	78.5	32.3	6.5	0	43
7	900	S	3	72.6	34.6	5.3	0	47
7	900	T	3	60.3	21.3	7.4	0	48
7	900	U	3	101.9	39.8	7.5	0	40
7	900	V	4	133.1	50.3	8.5	0	36
7	900	W	3	129.0	56.7	6.9	0	34
7	900	X	3	46.7	22.9	4.4	0	44
7	900	Y	2	20.9	12.0	2.8	7	42
7	900	Z	3	15.7	6.4	4.0	7	50
7	900	AA	2	23.0	16.6	2.1	0	48
7	900	AB	2	25.8	17.3	2.4	0	51
7	900	AC	1	20.8	20.3	1.3	0	44
7	910	A	2	39.9	27.1	2.7	0	38
7	910	B	3	22.3	9.2	4.4	1	49
7	920	A	3	13.9	4.0	6.2	0	64
7	920	B	2	32.8	18.6	3.3	2	39
7	930	A	2	13.1	6.9	2.6	0	58

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
7	930	B	2	49.2	29.0	3.5	0	36
7	930	C	1	26.2	21.9	1.8	0	40
7	940	A	3	38.0	13.7	6.2	0	54
7	940	B	3	34.6	17.0	4.0	0	47
7	940	C	2	42.9	27.6	3.0	0	39
7	950	A	2	11.3	5.2	3.0	6	57
7	960	A	2	57.8	38.0	3.2	3	30
7	960	B	3	86.9	41.3	5.6	0	34
7	960	C	2	45.3	28.0	3.2	0	37
7	970	A	0	2.7	2.4	0.6	27	60
7	970	B	2	24.9	14.8	2.8	5	40
7	980	A	3	90.3	50.2	4.6	0	30
7	980	B	3	104.8	64.7	4.2	2	25
7	980	C	3	54.0	27.6	4.4	6	29
7	980	D	2	15.6	8.9	2.5	10	43
7	990	A	1	12.7	9.9	1.5	20	33
7	990	B	2	76.0	55.7	3.1	4	25
7	990	C	1	54.1	56.0	1.7	6	22
9	1000	A	0	0.8	9.9	0.0	3	22
9	1010	A	2	22.0	14.8	2.3	7	38
9	1030	A	0	4.6	10.0	0.2	3	41
9	1030	B	4	31.8	9.0	8.1	1	45
9	1040	A	5	109.1	23.7	16.5	0	34
9	1040	B	2	19.8	11.0	2.8	6	43
9	1040	C	0	8.1	19.5	0.2	0	34
9	1040	D	0	0.6	6.8	0.0	0	33
9	1050	A	0	3.3	11.8	0.0	7	30
9	1060	A	0	12.5	17.5	0.7	10	30
9	1070	A	0	1.1	7.8	0.0	0	36
3	2020	A	5	23.4	2.5	27.7	17	37
3	2030	A	1	2.5	1.5	1.2	50	51

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
3	2030	B	2	3.3	1.1	3.1	53	47
3	2030	C	3	4.3	1.1	5.0	48	45
3	2030	D	5	72.9	11.9	21.5	0	35
3	2030	E	5	78.9	14.1	19.5	0	36
3	2030	F	4	72.0	19.2	11.2	0	41
3	2030	G	4	101.0	28.6	11.4	0	38
3	2030	H	4	83.8	23.0	11.3	0	35
3	2030	J	4	103.1	35.5	8.9	0	35
3	2030	K	4	113.9	25.8	15.8	0	32
3	2030	M	6	33.0	3.0	37.9	16	32
3	2030	N	6	32.7	2.4	50.5	11	38
3	2040	A	6	172.3	16.0	57.7	2	25
3	2040	B	6	177.6	24.5	34.2	0	28
3	2040	C	5	214.8	53.5	16.6	0	27
3	2040	D	4	177.4	48.4	14.0	0	32
3	2040	E	4	104.2	26.2	13.4	0	39
3	2040	F	5	97.7	18.5	19.1	0	42
3	2040	G	4	189.7	51.1	14.5	0	35
3	2040	H	4	134.2	31.6	15.7	0	29
3	2040	J	5	142.4	30.8	17.8	0	35
3	2040	K	4	113.1	34.8	10.6	0	34
3	2040	M	4	104.2	31.7	10.5	0	33
3	2040	N	4	140.4	50.1	9.3	0	34
3	2040	O	4	66.6	16.3	12.3	2	34
3	2040	P	4	47.8	12.6	10.1	5	35
3	2040	Q	3	23.4	6.4	7.8	17	34
3	2040	R	3	21.2	7.8	5.1	13	38
3	2050	A	4	46.8	12.0	10.4	0	43
3	2050	B	4	38.3	11.1	8.3	1	42
3	2050	C	4	31.7	8.2	9.2	10	36
3	2050	D	2	20.5	9.2	3.8	6	45
3	2050	E	4	91.0	29.6	9.2	0	38
3	2050	F	4	90.5	31.0	8.6	0	39
3	2050	G	6	99.7	12.1	34.7	0	41
3	2050	H	5	115.2	16.7	28.5	0	39
3	2050	J	6	209.0	23.9	45.9	0	34
3	2050	K	6	196.3	26.2	36.8	0	36
3	2050	M	5	73.1	14.0	17.4	0	41
3	2050	N	5	74.8	13.8	18.4	0	43
3	2050	O	5	77.7	13.9	19.4	0	44
3	2050	P	5	105.3	22.4	16.8	0	36
3	2050	Q	6	118.5	15.8	32.1	0	35
3	2060	A	5	124.8	20.4	24.8	0	33

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
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3	2060	B	5	144.4	30.4	18.5	0	33
3	2060	C	4	135.3	34.0	14.5	0	35
3	2060	D	4	97.8	31.1	9.7	0	36
3	2060	E	4	62.4	14.8	12.5	3	34
3	2060	F	4	60.3	17.8	9.3	4	33
3	2060	G	3	35.2	15.9	4.5	7	35
3	2060	H	1	15.1	14.7	1.2	10	36
3	2060	J	2	22.9	12.9	2.9	6	41
3	2060	K	3	30.3	13.7	4.3	5	39
3	2060	M	4	72.4	23.9	8.5	7	27
3	2060	N	4	143.1	36.7	14.3	0	28
3	2060	O	5	181.6	38.7	19.4	0	34
3	2060	P	6	168.2	22.1	36.0	0	37
3	2060	Q	6	450.0	59.4	46.6	0	24
3	2060	R	6	438.4	71.4	35.1	0	27
3	2060	S	5	348.3	75.5	22.7	0	26
3	2060	T	5	237.1	53.7	19.3	0	33
3	2060	U	5	239.5	39.5	29.3	0	32
3	2060	V	4	219.8	75.5	11.1	0	23
3	2060	W	4	191.6	50.0	15.2	0	28
3	2060	X	5	189.0	31.7	26.9	0	32
3	2060	Y	5	255.1	57.8	19.7	0	27
3	2060	Z	4	260.0	79.9	13.4	0	28
3	2060	AA	4	165.1	53.0	11.1	0	32
3	2060	AB	5	204.2	43.6	20.0	0	29
3	2060	AC	4	81.1	17.6	15.2	3	31
3	2070	A	5	36.1	4.8	23.2	0	56
3	2070	B	5	66.9	8.9	27.5	0	48
3	2070	C	5	76.0	12.5	21.5	0	45
3	2070	D	5	82.4	12.9	23.5	0	49
3	2070	E	5	120.6	24.2	18.8	0	36
3	2070	F	6	149.7	20.5	33.0	0	40
3	2070	G	6	132.0	16.8	35.2	0	41
3	2070	H	6	145.6	16.7	41.5	0	40
3	2070	J	6	102.0	10.8	42.0	0	45
3	2070	K	6	84.8	10.5	32.3	0	48
3	2070	M	5	65.8	8.9	26.8	0	53
3	2070	N	5	61.3	10.0	20.5	0	50
3	2070	O	5	35.0	5.6	18.0	0	59
3	2070	P	4	56.4	11.3	15.2	0	46
3	2070	Q	5	47.0	8.5	16.6	3	38
3	2070	R	5	86.0	17.4	16.9	0	39
3	2070	S	5	142.2	24.2	24.4	0	33
3	2080	A	5	190.9	30.7	28.5	0	28

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
3	2080	B	4	187.1	47.1	15.8	0	29
3	2080	C	4	183.3	52.4	13.3	0	29
3	2080	D	2	41.2	23.3	3.5	10	29
3	2080	E	5	77.2	9.6	31.3	5	30
3	2080	F	5	88.3	18.5	16.3	0	33
3	2080	G	4	91.9	24.6	11.9	0	37
3	2080	H	4	118.7	26.9	15.9	0	38
3	2080	J	4	140.8	36.3	14.1	0	36
3	2080	K	4	154.6	49.1	11.1	0	34
3	2080	M	3	86.3	32.1	7.6	0	46
3	2080	N	3	68.5	29.1	6.0	0	43
3	2080	O	3	75.0	38.2	4.9	0	33
3	2080	P	3	97.8	36.9	7.8	0	32
3	2080	Q	4	110.6	29.8	12.5	0	31
3	2080	R	4	95.2	23.7	13.3	2	30
3	2080	S	3	76.2	38.2	5.0	6	25
3	2080	T	3	72.0	37.9	4.6	6	26
3	2080	U	4	120.3	38.5	10.2	0	31
3	2080	V	5	182.9	34.7	22.7	0	31
3	2080	W	6	440.4	74.2	33.6	0	24
3	2080	X	6	339.0	55.5	32.5	0	26
3	2080	Y	5	358.4	62.0	30.7	0	28
3	2080	Z	6	217.3	32.6	32.3	0	33
3	2080	AA	6	168.2	21.6	37.1	0	37
3	2080	AB	5	145.8	22.3	28.3	0	33
3	2080	AC	5	185.9	28.3	30.4	0	33
3	2080	AD	4	79.2	19.9	12.4	0	35
3	2080	AE	5	73.4	10.9	24.4	0	40
3	2090	A	5	50.5	8.0	20.2	0	45
3	2090	B	5	56.7	9.0	20.8	0	49
3	2090	C	6	79.2	8.3	39.7	0	43
3	2090	D	7	108.5	8.0	69.6	0	43
3	2090	E	6	194.0	18.7	56.7	0	35
3	2090	F	6	231.9	26.1	48.3	0	33
3	2090	G	6	265.6	36.5	38.4	0	32
3	2090	H	4	143.8	43.1	11.7	0	35
3	2090	J	2	24.2	15.9	2.4	3	41
3	2090	K	3	31.2	13.9	4.4	4	40
3	2090	M	3	62.3	21.2	7.8	0	41
3	2090	N	3	38.8	14.7	5.9	0	43
3	2090	O	4	87.5	21.9	12.9	0	41
3	2090	P	4	91.0	19.6	15.8	0	41
3	2090	Q	2	39.3	29.0	2.4	6	30
3	2090	R	5	279.9	62.7	20.5	0	29

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-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
3	2090	S	5	263.6	63.2	18.5	0	31
3	2090	T	5	227.3	41.9	25.0	0	31
3	2090	U	4	100.1	22.8	15.1	0	32
3	2100	A	5	165.1	26.0	28.2	0	33
3	2100	B	5	131.2	25.6	19.9	0	36
3	2100	C	5	182.1	26.8	31.6	0	33
3	2100	D	6	203.3	23.0	46.3	0	36
3	2100	E	5	128.8	29.0	16.5	0	36
3	2100	F	4	86.3	21.5	12.9	0	40
3	2100	G	5	94.7	19.7	16.8	0	36
3	2100	H	5	100.4	21.8	16.1	0	39
3	2100	J	4	100.0	22.8	15.1	0	39
3	2100	K	5	90.0	18.7	16.5	0	40
3	2100	M	4	65.1	17.3	10.9	0	41
3	2100	N	1	35.9	30.8	1.9	0	35
3	2100	O	1	31.0	26.2	1.9	1	36
3	2100	P	3	63.1	30.7	4.9	0	37
3	2100	Q	3	70.3	27.1	6.9	0	38
3	2100	R	3	47.4	17.1	6.7	0	49
3	2100	S	4	146.6	35.5	15.5	0	33
3	2100	T	5	161.2	29.7	22.8	0	35
3	2100	U	6	189.1	22.9	41.4	0	36
3	2100	V	6	166.1	16.1	53.9	0	40
3	2100	W	5	111.9	16.7	27.2	0	42
3	2100	X	5	88.7	17.5	17.6	0	40
3	2110	A	2	7.1	2.5	3.7	45	31
3	2110	B	5	29.8	3.6	25.1	3	46
3	2110	C	5	70.2	12.2	19.6	0	47
3	2110	D	5	106.4	17.0	24.5	0	45
3	2110	E	6	115.6	13.4	38.4	0	45
3	2110	F	4	65.1	13.5	15.1	0	45
3	2110	G	5	91.2	18.8	16.8	0	43
3	2110	H	5	109.1	20.9	19.4	0	42
3	2110	J	5	72.0	14.6	16.1	0	44
3	2110	K	2	23.0	11.0	3.6	0	57
3	2110	M	2	34.3	28.0	2.0	0	41
3	2110	N	4	46.7	12.2	10.1	0	50
3	2110	O	4	27.1	6.3	10.1	0	57
3	2110	P	4	52.7	10.9	14.3	8	31
3	2110	Q	5	164.1	27.4	26.0	0	34
3	2110	R	4	149.1	48.3	10.7	0	34
3	2110	S	3	47.9	16.6	7.0	2	37
3	2110	T	4	84.6	25.6	9.9	0	37

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-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
3	2120	A	4	108.8	34.0	10.2	0	32
3	2120	B	4	85.0	28.0	8.9	0	37
3	2120	C	4	80.9	18.7	14.0	0	41
3	2120	D	1	37.1	42.4	1.3	0	33
3	2120	E	4	71.7	15.4	14.9	0	45
3	2120	F	5	76.3	14.0	18.6	0	45
3	2120	G	4	33.9	6.3	14.6	0	51
3	2120	H	4	36.2	10.4	8.3	3	41
3	2120	J	4	138.7	36.1	13.9	0	33
3	2120	K	4	136.0	44.1	10.4	0	33
3	2120	M	3	108.7	58.1	5.1	0	27
3	2120	N	3	81.7	41.5	5.0	0	34
3	2120	O	2	45.4	26.0	3.6	0	40
3	2120	P	3	47.1	24.6	4.1	0	41
3	2120	Q	4	95.6	25.7	12.0	0	32
3	2120	R	4	173.5	50.0	13.0	0	30
3	2120	S	3	121.7	51.7	7.1	0	32
3	2120	T	4	167.8	55.8	10.7	0	31
3	2120	U	4	151.7	45.1	12.0	0	30
3	2120	V	5	199.2	36.0	24.7	0	30
3	2120	W	5	144.6	22.9	27.0	0	30
3	2120	X	6	234.5	34.6	33.8	0	29
3	2130	A	6	86.7	8.7	43.2	0	45
3	2130	B	6	119.5	13.5	40.1	0	40
3	2130	C	5	103.4	18.9	20.4	0	40
3	2130	D	5	84.7	11.5	28.6	0	45
3	2130	E	5	68.0	10.4	23.0	0	46
3	2130	F	4	65.9	14.9	13.6	0	47
3	2130	G	3	53.5	24.8	5.0	0	41
3	2130	H	2	28.7	19.6	2.4	0	46
3	2130	J	2	30.4	20.8	2.5	0	44
3	2130	K	1	27.7	29.2	1.3	0	38
3	2130	M	1	20.1	24.5	1.0	8	29
3	2130	N	3	40.7	20.6	4.1	0	41
3	2130	O	3	83.3	36.4	6.1	0	39
3	2130	P	5	33.0	5.1	18.5	5	42
3	2130	Q	5	34.8	5.4	18.7	5	41
3	2130	R	3	88.8	36.1	6.9	0	35
3	2130	S	3	74.4	27.5	7.4	0	35
3	2130	T	4	117.7	32.4	12.3	0	29
3	2130	U	4	130.6	50.0	8.3	0	31
3	2130	V	3	169.3	72.1	7.8	0	28
3	2140	A	4	276.6	88.2	13.0	0	25

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-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
3	2140	B	4	257.3	91.7	11.0	0	22
3	2140	C	3	187.4	95.5	6.4	0	29
3	2140	D	4	194.3	59.2	12.5	0	25
3	2140	E	3	71.6	26.9	7.1	0	35
3	2140	F	3	98.3	52.1	5.0	0	31
3	2140	G	3	129.8	70.7	5.3	0	32
3	2140	H	3	135.9	79.6	4.9	0	31
3	2140	J	3	139.6	74.8	5.5	0	28
3	2140	K	4	46.6	10.1	13.0	7	34
3	2140	M	4	42.1	11.6	9.2	11	31
3	2140	N	3	107.1	53.6	5.6	1	27
3	2140	O	3	134.9	67.5	6.0	0	25
3	2140	P	3	229.4	104.7	7.8	0	27
3	2140	Q	3	122.9	59.2	6.1	0	30
3	2140	R	3	63.4	33.1	4.5	8	26
3	2140	S	4	176.1	71.7	8.4	1	23
3	2140	T	3	134.8	79.0	4.9	6	19
3	2140	U	3	61.8	26.8	5.7	13	22
3	2140	V	1	51.6	48.6	1.9	6	24
3	2140	W	3	120.9	61.2	5.7	0	29
3	2140	X	4	116.5	38.6	9.7	0	32
3	2140	Y	5	172.4	34.4	20.9	0	35
3	2140	Z	5	118.9	22.3	20.5	0	36
3	2140	AA	6	361.0	57.2	34.5	0	24
4	2150	A	4	87.5	18.7	15.8	0	41
4	2150	B	5	114.3	19.2	23.4	0	39
4	2150	C	5	117.5	19.6	23.8	0	37
4	2150	D	5	222.9	36.4	29.1	0	30
4	2150	E	5	333.0	63.1	26.7	0	28
4	2150	F	4	159.1	55.2	10.0	0	35
4	2150	G	3	78.4	28.4	7.7	0	39
4	2150	H	3	112.6	47.5	7.0	0	33
4	2150	J	4	139.5	53.1	8.5	0	33
4	2150	K	3	188.7	87.7	7.2	0	26
4	2150	M	5	395.5	112.0	16.6	0	25
4	2150	N	4	222.1	59.4	15.3	0	29
4	2150	O	4	100.6	27.2	12.1	0	33
4	2150	P	4	115.0	36.4	10.2	0	32
4	2150	Q	3	157.7	65.8	7.9	0	29
4	2150	R	3	102.1	45.7	6.3	0	30
4	2150	S	3	106.0	40.8	7.8	0	31
4	2150	T	3	130.3	86.6	4.1	0	29
4	2150	U	3	77.6	40.0	4.9	0	33
4	2150	V	3	63.0	26.4	6.0	2	33

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
4	2150	W	3	56.6	21.1	6.7	1	36
4	2150	X	3	91.1	33.4	7.9	0	37
4	2150	Y	5	228.4	55.9	17.3	0	30
4	2150	Z	5	216.8	52.6	17.2	0	31
4	2160	A	5	265.7	64.0	18.4	0	22
4	2160	B	5	373.5	98.2	18.0	0	23
4	2160	C	4	332.3	105.8	13.7	0	24
4	2160	D	4	258.5	71.0	15.4	0	29
4	2160	E	4	187.8	61.7	11.2	0	29
4	2160	F	3	131.7	75.8	4.9	0	27
4	2160	G	2	78.0	68.0	2.5	0	31
4	2160	H	3	103.4	61.8	4.4	1	27
4	2160	J	3	130.7	83.3	4.3	0	28
4	2160	K	3	148.9	83.4	5.3	0	30
4	2160	M	4	326.3	121.7	11.1	0	21
4	2160	N	5	463.9	114.4	20.7	0	19
4	2160	O	5	353.4	81.3	21.1	0	23
4	2160	P	4	436.9	145.6	13.9	0	19
4	2160	Q	4	252.3	105.6	8.9	0	21
4	2160	R	4	269.8	81.1	13.9	0	25
4	2160	S	5	406.7	107.6	18.3	0	19
4	2160	T	4	478.7	158.7	14.3	0	19
4	2160	U	5	477.2	103.6	24.6	0	24
4	2160	V	4	137.5	40.7	11.7	0	30
4	2160	W	2	30.5	17.5	3.1	12	30
4	2160	X	4	339.0	96.8	15.8	0	21
4	2160	Y	4	267.6	120.7	8.3	0	22
4	2160	Z	3	130.4	88.9	4.0	0	27
4	2160	AA	4	112.5	34.6	10.6	0	35
4	2160	AB	3	115.8	47.6	7.3	0	33
4	2160	AC	5	222.3	48.4	20.0	0	29
4	2160	AD	4	195.1	65.4	11.0	2	22
4	2160	AE	3	180.1	101.2	5.6	1	22
4	2160	AF	4	205.5	84.6	8.6	0	27
4	2160	AG	4	128.3	43.2	9.7	0	28
4	2160	AH	4	185.6	63.7	10.6	0	25
4	2160	AJ	4	294.2	93.2	13.3	0	26
4	2160	AK	4	207.7	58.8	14.0	1	23
4	2170	A	3	43.8	18.6	5.2	0	43
4	2170	B	4	90.9	25.8	11.0	0	39
4	2170	C	4	130.7	39.6	11.2	0	35
4	2170	D	3	67.8	37.1	4.3	0	33
4	2170	E	4	84.6	26.8	9.4	0	35

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
4	2170	F	5	133.4	28.4	17.9	0	35
4	2170	G	3	98.4	37.2	7.8	0	35
4	2170	H	4	133.5	39.3	11.7	0	36
4	2170	J	3	72.2	28.3	6.8	0	43
4	2170	K	3	60.2	27.5	5.3	0	43
4	2170	M	3	108.3	47.0	6.7	0	29
4	2170	N	4	110.8	42.1	8.0	0	33
4	2170	O	1	25.1	21.9	1.7	7	33
4	2170	P	1	31.6	32.0	1.5	2	32
4	2170	Q	0	5.7	11.7	0.2	16	27
4	2170	R	0	6.3	14.2	0.2	5	34
4	2170	S	2	45.9	28.4	3.2	5	31
4	2170	T	3	88.4	46.4	4.9	0	34
4	2170	U	4	130.3	37.0	12.2	0	36
4	2170	V	3	119.9	62.1	5.5	0	33
4	2170	W	4	184.5	56.2	12.3	0	30
4	2170	X	4	232.5	78.6	11.5	0	29
4	2170	Y	4	203.5	63.6	12.2	0	33
4	2170	Z	3	133.3	61.3	6.6	0	30
4	2170	AA	3	117.7	48.6	7.3	0	33
4	2170	AB	5	126.2	27.5	17.1	0	36
4	2170	AC	3	91.1	45.9	5.2	0	34
4	2170	AD	3	101.1	44.1	6.5	0	39
4	2170	AE	3	67.8	35.0	4.6	0	38
4	2170	AF	4	93.2	32.6	8.5	0	41
4	2170	AG	4	114.5	27.5	14.6	0	41
4	2170	AH	5	131.2	30.1	16.1	0	35
4	2170	AJ	4	142.1	49.0	9.7	0	32
4	2170	AK	5	189.5	41.1	19.2	0	34
4	2170	AM	5	186.3	38.8	20.2	0	35
4	2170	AN	5	130.6	26.6	18.8	0	35
4	2170	AO	4	91.0	26.4	10.7	0	40
4	2180	A	3	153.2	70.7	6.8	0	27
4	2180	B	4	152.3	61.6	8.1	0	29
4	2180	C	4	226.0	90.9	9.1	0	29
4	2180	D	4	190.1	78.1	8.4	0	29
4	2180	E	3	105.6	48.2	6.2	0	29
4	2180	F	3	159.9	80.9	6.2	0	28
4	2180	G	2	59.3	34.1	3.9	0	34
4	2180	H	3	69.1	38.5	4.2	0	33
4	2180	J	3	104.1	52.7	5.4	0	32
4	2180	K	4	220.9	75.9	11.1	0	25
4	2180	M	3	172.9	78.4	7.3	0	29
4	2180	N	4	195.9	66.4	10.9	0	31

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
4	2180	O	4	175.4	53.9	12.0	0	30
4	2180	P	1	30.6	37.4	1.1	0	32
4	2180	Q	1	31.9	33.7	1.4	3	30
4	2180	R	0	12.5	14.3	0.9	15	30
4	2180	S	1	10.7	9.6	1.2	19	34
4	2180	T	2	29.7	21.5	2.3	3	37
4	2180	U	4	185.4	77.0	8.3	0	30
4	2180	V	3	111.7	54.2	5.9	0	31
4	2180	W	3	115.7	57.6	5.7	0	28
4	2180	X	3	63.8	22.6	7.5	0	39
4	2180	Y	5	128.6	20.1	26.6	0	33
4	2180	Z	5	245.8	63.9	16.3	0	26
4	2180	AA	4	292.1	81.6	15.6	0	25
4	2180	AB	3	110.3	71.4	4.0	0	31
4	2180	AC	2	104.8	106.2	2.2	1	21
4	2180	AD	5	325.1	86.0	17.2	0	22
4	2180	AE	4	197.0	62.3	11.9	0	30
4	2180	AF	4	125.5	43.3	9.4	0	30
4	2190	A	5	349.3	65.1	27.6	0	27
4	2190	B	4	197.8	77.0	9.2	0	28
4	2190	C	2	95.4	72.8	3.1	0	27
4	2190	D	4	158.6	38.6	15.7	0	33
4	2190	E	4	175.5	47.2	14.2	0	29
4	2190	F	3	55.9	25.6	5.1	0	38
4	2190	G	3	50.4	21.6	5.4	0	42
4	2190	H	3	46.9	24.0	4.2	0	38
4	2190	J	3	64.1	25.7	6.3	0	40
4	2190	K	4	65.0	17.8	10.5	0	38
4	2190	M	3	38.3	17.1	4.7	2	39
4	2190	N	3	40.6	18.9	4.5	0	41
4	2190	O	3	39.0	17.0	4.9	3	38
4	2190	P	2	21.7	12.7	2.7	16	31
4	2190	Q	2	67.9	44.5	3.4	0	35
4	2190	R	3	93.5	40.1	6.5	0	36
4	2190	S	4	105.2	35.2	9.3	0	39
4	2190	T	4	95.6	27.3	11.1	0	36
4	2190	U	3	101.5	41.7	7.0	1	28
4	2190	V	3	166.8	70.9	7.8	0	30
4	2190	W	4	220.4	80.4	10.2	0	29
4	2190	X	3	132.7	63.6	6.3	0	30
4	2190	Y	3	114.4	68.1	4.5	0	29
4	2190	Z	4	148.7	36.4	15.4	0	35
4	2200	A	3	48.4	22.0	4.9	4	33

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
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4	2200	B	3	84.7	39.1	5.7	2	28
4	2200	C	2	105.5	83.7	3.1	0	29
4	2200	D	1	26.7	21.4	1.9	9	31
4	2200	E	1	26.6	22.8	1.7	9	30
4	2200	F	3	93.1	36.8	7.2	0	40
4	2200	G	3	94.5	39.7	6.7	0	32
4	2200	H	4	35.6	9.5	9.1	11	34
4	2200	J	5	108.4	19.4	21.2	0	37
4	2200	K	5	112.4	16.7	27.4	0	36
4	2200	M	4	99.6	29.5	10.7	0	35
4	2200	N	4	88.1	22.4	12.6	0	37
4	2200	O	4	124.1	36.5	11.5	0	33
4	2200	P	4	99.8	34.3	8.8	0	39
4	2200	Q	3	63.1	27.3	5.7	0	37
4	2200	R	3	61.1	32.9	4.3	0	39
4	2200	S	3	54.0	21.2	6.2	6	31
4	2200	T	2	25.1	11.8	3.8	7	40
4	2200	U	3	35.9	16.7	4.4	7	35
4	2200	V	3	40.8	20.0	4.2	5	34
4	2200	W	3	219.4	108.6	7.0	0	26
4	2200	X	4	125.2	40.7	10.1	0	31
4	2200	Y	2	31.8	23.7	2.2	7	31
4	2200	Z	3	97.1	48.3	5.4	0	37
4	2200	AA	4	121.5	30.8	13.9	0	36
4	2200	AB	4	130.4	35.9	12.7	0	34
4	2200	AC	3	72.2	37.8	4.7	0	34
4	2200	AD	2	98.7	67.7	3.6	0	31
4	2200	AE	3	122.6	57.9	6.2	0	30
4	2210	A	5	17.2	2.2	19.9	4	56
4	2210	B	3	53.9	22.7	5.6	0	43
4	2210	C	3	58.1	25.7	5.4	0	47
4	2210	D	3	91.2	35.4	7.3	0	37
4	2210	E	4	120.9	33.4	12.4	0	38
4	2210	F	3	59.2	26.4	5.4	0	43
4	2210	G	3	79.9	43.1	4.6	0	35
4	2210	H	2	41.4	22.3	3.8	7	32
4	2210	J	2	42.5	37.4	2.0	1	32
4	2210	K	2	28.0	18.7	2.5	5	37
4	2210	M	3	85.8	49.5	4.3	0	35
4	2210	N	2	84.3	78.9	2.3	0	33
4	2210	O	2	40.0	28.8	2.5	0	37
4	2210	P	2	38.1	28.4	2.4	3	33
4	2210	Q	3	58.7	25.7	5.5	0	37
4	2210	R	3	62.7	33.1	4.4	1	32

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
4	2210	S	4	63.7	17.1	10.7	0	37
4	2210	T	4	72.9	23.8	8.6	0	38
4	2210	U	2	80.9	56.3	3.3	0	36
4	2210	V	3	110.9	48.2	6.7	0	34
4	2210	W	2	26.2	12.2	3.9	15	32
4	2210	X	1	46.2	43.7	1.9	4	27
4	2210	Y	1	36.3	32.6	1.8	1	33
4	2210	Z	2	74.4	47.4	3.6	0	32
4	2210	AA	1	24.4	19.7	1.8	6	35
4	2220	A	2	34.0	25.0	2.3	3	35
4	2220	B	4	79.6	20.1	12.4	0	35
4	2220	C	4	139.7	38.5	12.9	0	35
4	2220	D	3	90.0	39.6	6.2	0	39
4	2220	E	4	92.3	19.9	15.9	0	33
4	2220	F	4	154.1	44.1	12.7	0	36
4	2220	G	3	95.5	48.0	5.3	0	39
4	2220	H	3	76.9	40.5	4.7	0	33
4	2220	J	4	275.2	86.0	13.3	0	28
4	2220	K	2	146.7	142.0	2.7	0	22
4	2220	M	2	161.2	147.5	2.9	0	23
4	2220	N	2	184.6	154.8	3.4	2	18
4	2220	O	2	137.6	128.6	2.7	2	19
4	2220	P	2	167.4	163.0	2.7	0	24
4	2220	Q	1	57.5	91.0	1.0	0	23
4	2220	R	1	85.6	112.2	1.5	0	21
4	2220	S	1	70.3	105.9	1.2	0	21
4	2220	T	2	100.8	75.6	3.3	0	25
4	2220	U	3	83.6	49.7	4.1	0	31
4	2220	V	2	25.5	19.6	2.0	23	19
4	2220	W	0	30.0	70.2	0.5	6	15
4	2220	X	2	86.2	73.9	2.6	3	23
4	2220	Y	3	288.1	177.6	5.7	0	21
4	2220	Z	3	235.7	128.7	6.3	0	24
4	2220	AA	3	181.1	99.4	5.8	0	30
4	2220	AB	4	97.1	25.0	12.8	0	44
4	2230	A	3	73.1	36.9	4.9	0	34
4	2230	B	3	93.7	48.9	5.1	0	32
4	2230	C	4	133.6	42.2	10.7	0	34
4	2230	D	4	159.2	50.5	11.2	0	31
4	2230	E	3	134.1	62.2	6.5	0	30
4	2230	F	3	121.5	59.9	5.9	0	29
4	2230	G	3	102.5	39.4	7.7	0	35
4	2230	H	2	85.9	87.6	2.1	0	29

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
4	2230	J	1	41.6	46.9	1.4	0	39
4	2230	K	2	47.9	30.8	3.1	0	44
4	2230	M	1	32.0	28.8	1.7	0	45
4	2230	N	0	14.1	20.8	0.6	0	41
4	2230	O	2	79.8	54.3	3.4	0	30
4	2230	P	4	278.9	105.6	10.4	0	29
4	2230	Q	4	328.8	109.6	12.8	0	28
4	2230	R	2	65.6	41.8	3.5	0	31
4	2230	S	3	119.3	56.3	6.2	0	29
4	2230	T	3	87.7	47.0	4.8	3	27
4	2230	U	3	80.5	40.7	5.0	0	31
6	3010	A	3	57.1	22.0	6.5	5	31
6	3010	B	3	63.8	21.9	7.8	3	32
6	3010	C	4	61.8	18.9	8.9	0	36
6	3010	D	4	87.1	25.3	10.6	0	37
6	3010	E	3	49.5	18.3	6.5	0	41
6	3010	F	3	32.6	14.1	4.7	3	41
6	3010	G	4	30.7	8.2	8.7	1	46
6	3010	H	0	13.6	20.2	0.6	7	31
6	3010	J	3	95.1	47.5	5.4	2	27
6	3010	K	3	62.7	26.4	5.9	1	33
6	3010	M	3	67.9	26.5	6.7	1	33
6	3010	N	4	73.6	20.8	10.4	0	35
6	3010	O	4	84.4	19.0	14.6	0	33
6	3010	P	4	49.5	12.4	10.9	7	33
6	3010	Q	5	68.7	13.3	16.8	0	36
6	3010	R	5	59.3	9.4	21.1	3	35
6	3010	S	3	40.2	17.7	4.9	4	37
6	3010	T	5	106.7	23.6	16.0	0	38
6	3010	U	4	95.2	21.3	15.2	0	39
6	3010	V	4	63.8	17.2	10.7	0	44
6	3020	A	4	44.1	10.0	12.0	0	54
6	3020	B	4	61.1	14.0	13.0	0	48
6	3020	C	5	63.5	12.1	16.8	0	50
6	3020	D	5	68.9	13.0	17.4	0	41
6	3020	E	1	28.6	25.6	1.7	4	34
6	3020	F	5	142.0	22.7	26.5	2	26
6	3020	G	5	143.7	22.2	27.8	3	25
6	3020	H	5	80.8	15.5	17.8	3	31
6	3020	J	5	105.8	21.8	17.5	0	34
6	3020	K	5	130.1	26.1	19.2	0	32
6	3020	M	4	207.6	60.5	13.4	3	21
6	3020	N	3	237.8	129.8	6.3	4	17

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
6	3020	O	2	198.7	154.6	3.8	4	16
6	3020	P	1	14.1	10.4	1.7	30	22
6	3020	Q	0	6.3	6.0	0.9	39	23
6	3020	R	2	76.9	77.7	2.0	3	22
6	3020	S	0	14.9	28.9	0.4	6	26
6	3020	T	0	8.9	15.9	0.4	8	32
6	3020	U	4	98.0	27.9	11.2	1	29
6	3020	V	4	105.9	30.0	11.5	0	30
6	3020	W	3	64.2	26.0	6.3	1	34
6	3020	X	3	67.5	24.9	7.2	0	37
6	3020	Y	4	76.3	23.5	9.4	1	32
6	3020	Z	2	40.9	24.0	3.4	7	30
6	3020	AA	3	48.6	18.5	6.3	10	28
6	3020	AB	2	29.1	17.4	2.9	18	25
6	3030	A	3	24.5	10.9	4.1	11	37
6	3030	B	1	17.1	15.0	1.4	10	36
6	3030	C	3	38.1	17.7	4.5	7	34
6	3030	D	2	35.7	18.0	3.9	7	34
6	3030	E	3	51.8	22.2	5.5	2	35
6	3030	F	4	64.0	14.7	13.2	1	35
6	3030	G	0	10.7	12.4	0.8	15	32
6	3030	H	1	17.1	18.1	1.1	2	40
6	3030	J	3	43.1	15.1	6.7	2	39
6	3030	K	3	76.8	34.4	5.8	3	29
6	3030	M	5	167.5	39.9	16.4	0	28
6	3030	N	4	134.1	38.3	12.2	0	27
6	3030	O	4	106.4	26.0	14.0	1	30
6	3030	P	4	87.3	23.8	11.5	3	29
6	3030	Q	4	104.7	24.1	15.1	1	29
6	3030	R	5	107.7	20.2	19.9	0	30
6	3030	S	6	274.1	27.8	58.1	0	26
6	3030	T	7	319.2	25.5	83.7	0	28
6	3030	U	7	272.2	18.3	101.6	0	33
6	3030	V	7	216.8	18.3	69.9	0	35
6	3030	W	6	283.9	30.4	54.5	0	29
6	3030	X	6	226.4	31.9	35.5	0	32
6	3030	Y	6	184.6	21.3	43.9	0	36
6	3030	Z	6	160.7	20.3	37.5	0	32
6	3030	AA	4	89.1	27.2	10.0	2	30
6	3030	AB	3	67.1	24.7	7.2	0	39
6	3030	AC	4	52.9	15.7	8.9	0	48
6	3030	AD	3	25.5	7.1	7.8	0	57
6	3040	A	2	9.5	4.4	2.8	5	62

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
6	3040	B	5	67.1	13.0	16.7	0	45
6	3040	C	4	84.1	18.9	14.6	0	43
6	3040	D	3	63.4	21.5	7.9	0	44
6	3040	E	4	71.3	19.3	10.9	0	43
6	3040	F	4	96.8	25.8	12.2	0	36
6	3040	G	5	195.1	35.4	24.5	0	29
6	3040	H	6	297.1	34.6	49.3	0	30
6	3040	J	7	260.4	19.5	86.5	0	29
6	3040	K	7	428.9	34.9	88.5	0	23
6	3040	M	6	326.8	34.2	58.4	0	26
6	3040	N	5	75.5	11.9	22.7	1	35
6	3040	O	4	116.7	32.2	12.3	3	26
6	3040	P	4	162.2	40.7	15.2	2	24
6	3040	Q	4	152.8	40.3	14.0	4	23
6	3040	R	1	20.6	21.6	1.2	18	22
6	3040	S	1	38.4	35.5	1.8	7	26
6	3040	T	3	101.4	44.8	6.4	4	25
6	3040	U	4	130.0	41.5	10.5	0	28
6	3040	V	1	26.1	26.2	1.4	0	37
6	3040	W	3	48.2	20.2	5.5	5	33
6	3040	X	5	195.2	39.4	21.3	0	26
6	3040	Y	4	163.6	49.5	12.0	0	27
6	3040	Z	3	86.4	37.4	6.3	0	31
6	3040	AA	3	89.7	34.1	7.5	4	27
6	3040	AB	4	135.5	44.7	10.2	1	27
6	3040	AC	3	104.6	40.6	7.7	1	29
6	3040	AD	2	42.2	25.6	3.2	6	31
6	3040	AE	4	82.8	28.4	8.4	6	26
6	3040	AF	4	132.8	47.1	9.2	5	23
6	3040	AG	3	75.7	41.5	4.4	7	24
6	3040	AH	0	6.7	18.9	0.2	4	29
6	3050	A	1	25.2	19.9	1.9	5	36
6	3050	B	3	48.4	18.1	6.4	2	37
6	3050	C	3	64.1	24.1	6.9	1	34
6	3050	D	3	76.8	28.5	7.4	1	32
6	3050	E	3	100.8	37.7	7.9	0	32
6	3050	F	3	77.8	32.0	6.5	0	35
6	3050	G	3	39.7	14.2	6.4	0	43
6	3050	H	4	45.9	14.1	8.2	0	41
6	3050	J	1	19.2	17.3	1.4	4	39
6	3050	K	4	61.8	18.1	9.5	3	34
6	3050	M	3	46.5	21.8	4.7	4	34
6	3050	N	1	23.2	18.5	1.8	8	34
6	3050	O	1	13.2	10.5	1.5	20	32

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
6	3050	P	4	61.5	15.6	11.4	4	33
6	3050	Q	5	87.2	17.9	16.7	2	31
6	3050	R	4	89.8	22.5	12.9	0	34
6	3050	S	5	102.6	20.6	18.0	0	36
6	3050	T	4	115.0	32.0	12.1	0	29
6	3050	U	5	259.1	42.1	30.5	0	23
6	3050	V	5	167.8	38.7	17.2	0	28
6	3050	W	5	143.5	28.7	19.8	0	29
6	3050	X	5	168.6	32.6	21.6	0	31
6	3050	Y	4	118.1	31.9	12.7	0	30
6	3050	Z	5	143.2	28.8	19.6	0	31
6	3050	AA	4	138.5	34.9	14.5	0	29
6	3050	AB	3	118.6	46.0	7.9	3	25
6	3050	AC	2	88.2	62.7	3.3	3	24
6	3050	AD	2	57.7	37.6	3.3	6	27
6	3050	AE	3	78.5	30.7	7.0	4	29
6	3050	AF	2	10.4	4.0	3.8	12	54
6	3060	A	3	18.1	7.2	4.3	5	49
6	3060	B	4	51.3	11.8	12.3	0	42
6	3060	C	4	106.9	26.9	13.5	0	33
6	3060	D	4	123.1	28.3	15.8	0	29
6	3060	E	3	54.3	21.8	6.0	1	35
6	3060	F	5	31.7	4.2	22.5	0	53
6	3060	G	6	299.4	46.8	33.4	0	22
6	3060	H	6	333.8	55.0	32.1	0	24
6	3060	J	5	224.9	49.1	20.0	1	22
6	3060	K	5	331.4	59.8	28.4	0	22
6	3060	M	4	152.4	54.5	9.5	4	22
6	3060	N	0	12.1	17.0	0.6	21	20
6	3060	O	4	105.6	35.2	9.3	2	27
6	3060	P	3	46.4	17.6	6.2	2	37
6	3060	Q	1	26.7	29.7	1.2	5	30
6	3060	R	3	69.2	28.9	6.2	0	34
6	3060	S	4	81.5	24.8	9.8	0	36
6	3060	T	4	68.8	20.9	9.3	0	39
6	3060	U	4	67.8	19.1	10.2	0	40
6	3060	V	4	64.4	17.0	11.0	0	40
6	3060	W	2	39.6	21.9	3.6	0	41
6	3060	X	3	48.7	21.3	5.2	0	38
6	3060	Y	4	59.3	18.2	8.8	0	38
6	3060	Z	3	53.8	18.8	7.2	0	38
6	3060	AA	0	6.2	14.6	0.2	5	33
6	3070	A	4	93.6	27.4	10.7	9	23

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
-----	-----	-----	-----	-----	-----	MHOS	MTRS	MTRS
6	3070	B	4	263.5	73.0	15.3	2	20
6	3070	C	2	86.3	57.6	3.6	7	21
6	3070	D	2	83.8	62.1	3.1	7	20
6	3070	E	2	110.0	78.5	3.6	7	19
6	3070	F	4	198.5	63.0	11.9	3	21
6	3070	G	4	126.8	48.4	8.3	2	26
6	3070	H	2	16.8	10.9	2.2	2	49
6	3070	J	4	49.6	14.8	8.7	0	39
6	3070	K	3	56.3	24.8	5.4	4	32
6	3070	M	1	16.8	16.6	1.2	4	40
6	3070	N	4	81.0	19.9	12.9	1	33
6	3070	O	5	121.7	18.5	27.2	0	31
6	3070	P	5	92.1	18.9	16.9	1	32
6	3070	Q	5	147.6	30.3	19.3	0	32
6	3070	R	5	178.2	41.4	17.3	0	31
6	3070	S	4	152.5	41.5	13.5	0	32
6	3070	T	4	142.0	48.0	10.0	0	27
6	3070	U	4	106.0	25.9	14.0	0	32
6	3070	V	5	110.8	23.0	17.6	0	36
6	3070	W	5	112.2	24.8	16.2	0	34
6	3070	X	3	64.3	23.2	7.3	6	29
6	3070	Y	3	35.6	11.6	7.0	9	35
6	3080	A	4	12.4	2.2	11.6	0	69
6	3080	B	5	74.5	13.2	19.4	0	43
6	3080	C	5	64.8	12.4	16.8	0	39
6	3080	D	5	71.2	11.7	21.1	0	43
6	3080	E	5	147.3	29.1	20.3	0	32
6	3080	F	5	191.4	41.5	19.3	0	30
6	3080	G	5	153.0	33.8	17.7	0	31
6	3080	H	4	126.1	41.3	10.1	0	28
6	3080	J	3	221.5	108.2	7.1	1	20
6	3080	K	5	320.3	84.6	17.2	0	22
6	3080	M	4	192.8	62.9	11.4	0	27
6	3080	N	5	215.5	37.1	26.9	0	27
6	3080	O	6	463.2	70.7	38.8	0	24
6	3080	P	5	285.1	47.9	30.0	0	27
6	3080	Q	5	213.9	40.7	23.6	0	28
6	3080	R	2	35.5	24.5	2.6	2	36
6	3080	S	3	73.8	31.0	6.2	5	28
6	3080	T	4	112.8	37.1	9.7	1	28
6	3080	U	2	85.8	77.2	2.4	0	26
6	3080	V	2	37.7	28.6	2.3	7	29
6	3080	W	4	153.5	50.4	10.6	3	23
6	3080	X	3	136.2	85.8	4.5	4	20

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
-----	-----	-----	-----	-----	-----	-----	-----	-----
6	3080	Y	3	78.9	37.1	5.5	4	27
6	3080	Z	3	77.0	30.9	6.7	6	27
6	3080	AA	3	81.6	29.3	7.9	7	26
6	3080	AB	2	82.7	53.5	3.7	6	23
6	3080	AC	4	155.1	39.9	14.6	4	23
6	3080	AD	4	109.5	33.7	10.5	4	25
6	3090	A	0	10.0	14.2	0.6	11	32
6	3090	B	3	41.0	18.5	4.7	8	32
6	3090	C	3	35.2	15.6	4.6	10	32
6	3090	D	3	50.7	22.4	5.2	8	29
6	3090	E	3	58.9	23.2	6.3	3	33
6	3090	F	3	55.7	26.0	5.0	3	33
6	3090	G	4	59.0	19.5	8.0	3	33
6	3090	H	1	25.9	24.6	1.5	5	33
6	3090	J	2	31.6	22.8	2.3	0	40
6	3090	K	4	48.1	13.0	9.8	1	39
6	3090	M	3	34.0	13.8	5.1	4	39
6	3090	N	2	34.9	23.8	2.6	3	36
6	3090	O	1	23.7	22.4	1.5	1	38
6	3090	P	4	92.6	20.8	15.1	0	36
6	3090	Q	4	92.3	21.2	14.6	0	35
6	3090	R	5	273.6	73.4	16.1	0	24
6	3090	S	5	399.7	84.1	24.5	0	23
6	3090	T	5	238.9	48.8	22.1	0	27
6	3090	U	3	132.3	57.8	7.0	5	22
6	3090	V	3	215.2	131.5	5.3	3	17
6	3090	W	3	117.6	74.2	4.3	4	21
6	3090	X	4	269.4	93.5	11.5	0	25
6	3090	Y	4	261.3	107.5	9.2	0	22
6	3090	Z	5	196.3	39.9	21.1	0	30
6	3090	AA	5	195.8	31.3	28.9	0	27
6	3090	AB	5	130.1	21.7	24.5	0	31
6	3090	AC	5	141.7	22.7	26.4	0	33
6	3090	AD	4	111.5	26.3	14.9	0	35
6	3090	AE	5	74.3	11.1	24.3	0	39
6	3090	AF	5	100.6	14.0	29.0	0	38
6	3090	AG	5	45.9	7.3	19.5	0	46
6	3100	A	4	11.4	1.8	13.2	0	81
6	3100	B	6	95.7	10.0	42.0	0	42
6	3100	C	5	79.7	11.8	25.1	0	36
6	3100	D	4	131.8	40.1	11.2	0	31
6	3100	E	4	174.6	46.1	14.5	0	28
6	3100	F	4	175.1	62.8	9.8	0	28

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
6	3100	G	5	241.5	38.2	31.0	0	27
6	3100	H	6	446.2	64.5	41.2	0	23
6	3100	J	4	332.7	110.7	12.9	0	22
6	3100	K	5	300.5	73.9	18.5	0	23
6	3100	M	5	336.5	94.9	16.0	0	22
6	3100	N	5	278.9	70.7	17.4	0	23
6	3100	O	4	177.8	61.7	10.3	0	25
6	3100	P	4	160.2	51.4	11.0	0	29
6	3100	Q	6	370.1	61.5	32.6	0	24
6	3100	R	3	71.4	25.4	7.7	0	36
6	3100	S	4	78.0	24.3	9.3	0	37
6	3100	T	1	41.7	40.6	1.7	0	34
6	3100	U	3	87.5	40.7	5.7	0	33
6	3100	V	2	25.3	16.4	2.5	1	43
6	3100	W	4	52.9	15.6	9.0	2	36
6	3100	X	2	36.8	19.0	3.8	3	37
6	3100	Y	3	40.1	13.5	6.9	4	38
6	3100	Z	4	42.8	9.9	11.6	4	39
6	3100	AA	4	58.6	15.4	10.8	0	38
6	3100	AB	1	12.0	11.3	1.1	2	48
6	3110	A	2	26.6	18.7	2.3	13	29
6	3110	B	2	33.0	19.3	3.1	7	34
6	3110	C	3	42.9	18.1	5.3	6	34
6	3110	D	4	65.3	15.4	12.8	3	34
6	3110	E	4	136.7	51.0	8.7	2	25
6	3110	F	2	79.7	57.3	3.2	2	26
6	3110	G	3	53.5	23.3	5.4	4	33
6	3110	H	1	20.9	25.1	1.0	12	25
6	3110	J	2	39.4	34.5	2.0	11	23
6	3110	K	3	76.0	45.0	4.0	8	23
6	3110	M	1	37.5	40.7	1.4	8	23
6	3110	N	2	46.7	36.7	2.4	13	20
6	3110	O	5	398.2	90.5	22.1	2	17
6	3110	P	4	509.3	171.9	14.2	0	18
6	3110	Q	4	175.9	49.7	13.4	0	27
6	3110	R	4	158.2	42.6	13.8	0	30
6	3110	S	5	155.2	31.7	19.7	0	32
6	3110	T	5	128.4	25.3	19.6	0	37
6	3110	U	5	144.7	33.5	16.4	0	34
6	3110	V	5	244.2	52.5	20.8	0	24
6	3110	W	4	198.5	65.0	11.4	0	25
6	3110	X	5	211.3	49.6	17.9	0	30
6	3110	Y	4	127.0	44.5	9.2	0	29
6	3110	Z	4	90.3	32.8	8.0	0	36

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
6	3110	AA	6	95.1	9.5	44.5	0	37
6	3110	AB	5	34.4	5.0	20.3	2	44
6	3120	A	5	70.6	9.6	27.1	2	35
6	3120	B	5	96.7	15.6	23.6	3	29
6	3120	C	5	109.9	18.3	23.4	2	29
6	3120	D	2	37.3	24.3	2.8	5	33
6	3120	E	5	145.6	24.0	25.6	0	29
6	3120	F	6	244.9	23.6	60.4	0	29
6	3120	G	5	140.5	20.7	29.4	0	28
6	3120	H	3	80.3	30.8	7.2	2	30
6	3120	J	3	27.4	9.0	6.4	7	41
6	3120	K	5	193.2	45.6	17.3	0	28
6	3120	M	4	226.3	60.0	15.5	0	28
6	3120	N	5	251.6	54.7	20.7	0	28
6	3120	O	5	120.5	26.6	16.6	0	36
6	3120	P	5	115.9	22.7	19.2	0	38
6	3120	Q	5	222.1	52.1	18.1	0	29
6	3120	R	4	205.6	72.4	10.5	0	25
6	3120	S	4	192.1	68.0	10.2	0	27
6	3120	T	3	55.5	21.2	6.5	1	36
6	3120	U	5	90.2	15.2	21.8	0	38
6	3120	V	5	167.9	37.2	18.1	0	30
6	3120	W	2	48.1	39.5	2.3	4	28
6	3120	X	1	41.6	40.0	1.8	1	31
6	3120	Y	2	50.2	33.0	3.1	2	33
6	3120	Z	2	23.8	13.7	2.9	11	35
6	3120	AA	3	42.8	14.2	7.2	1	40
6	3120	AB	4	56.6	18.0	8.3	0	38
6	3120	AC	4	40.3	8.1	13.8	5	39
6	3120	AD	4	49.3	13.0	10.2	0	40
6	3120	AE	4	56.7	18.5	8.0	0	43
6	3120	AF	2	12.0	5.5	3.1	0	64
6	3130	A	4	173.5	42.7	15.9	0	32
6	3130	B	3	49.4	17.6	6.9	3	36
6	3130	C	4	110.2	37.7	9.1	2	27
6	3130	D	3	104.9	63.6	4.3	2	25
6	3130	E	4	156.1	56.0	9.5	4	22
6	3130	F	2	10.6	5.7	2.4	7	55
6	3130	G	1	32.8	29.3	1.8	2	33
6	3130	H	2	46.6	28.8	3.3	0	35
6	3130	J	5	144.6	32.2	17.2	0	32
6	3130	K	5	150.4	31.7	18.7	0	33
6	3130	M	5	136.8	22.7	25.0	0	33

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
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6	3130	N	3	108.8	67.8	4.2	0	29
6	3130	O	3	131.0	56.7	7.1	0	31
6	3130	P	4	174.5	56.8	11.1	0	27
6	3130	Q	4	232.7	68.4	13.7	0	23
6	3130	R	5	365.1	101.6	16.6	0	20
6	3130	S	4	239.0	79.0	11.9	0	23
6	3130	T	4	185.1	59.1	11.6	0	27
6	3130	U	5	227.3	51.8	18.9	0	31
6	3130	V	3	11.4	3.7	4.9	12	53
6	3130	W	3	38.4	13.0	6.8	6	37
6	3130	X	5	83.6	14.0	21.6	0	37
6	3130	Y	5	99.2	15.6	24.6	0	37
6	3130	Z	5	90.9	17.3	18.6	0	38
6	3130	AA	4	27.7	5.6	12.3	2	48
6	3140	A	5	26.5	3.5	21.5	0	54
6	3140	B	6	72.4	7.5	39.4	0	46
6	3140	C	5	74.8	11.1	24.5	0	45
6	3140	D	2	27.2	15.9	2.9	0	45
6	3140	E	4	33.3	9.6	8.1	2	43
6	3140	F	2	39.2	28.5	2.5	6	30
6	3140	G	5	510.6	145.7	17.6	0	21
6	3140	H	5	516.4	128.6	21.1	0	23
6	3140	J	5	325.6	76.5	20.1	0	25
6	3140	K	4	273.2	83.1	13.7	0	27
6	3140	M	4	268.5	79.6	14.1	0	26
6	3140	N	4	218.9	61.8	14.2	0	29
6	3140	O	5	248.8	54.7	20.3	0	26
6	3140	P	3	198.6	87.1	7.9	0	23
6	3140	Q	5	148.2	35.2	16.0	0	28
6	3140	R	4	145.9	58.2	8.1	2	24
6	3140	S	5	339.0	82.0	19.5	0	23
6	3140	T	4	514.5	162.3	15.6	0	20
6	3140	U	4	307.3	93.0	14.3	0	23
6	3140	V	3	165.3	75.6	7.1	0	26
6	3140	W	4	205.4	78.2	9.5	0	29
6	3140	X	1	13.4	9.3	1.8	7	46
6	3140	Y	4	131.7	35.5	13.1	1	27
6	3140	Z	3	105.5	60.0	4.7	4	24
6	3140	AA	4	158.5	49.7	11.3	1	25
6	3140	AB	3	77.2	28.0	7.6	4	29
6	3140	AC	4	89.3	23.8	11.9	0	34
6	3150	A	4	165.5	45.6	13.6	0	31
6	3150	B	3	41.0	15.3	6.1	0	41

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
6	3150	C	3	56.5	19.7	7.3	5	32
6	3150	D	2	35.2	20.6	3.2	4	36
6	3150	E	4	61.2	17.1	10.0	2	35
6	3150	F	3	30.8	12.5	5.0	6	39
6	3150	G	3	28.7	12.6	4.4	4	42
6	3150	H	2	26.9	12.7	3.9	0	46
6	3150	J	3	85.3	30.8	7.9	0	36
6	3150	K	4	93.4	34.2	8.0	0	31
6	3150	M	2	25.8	13.1	3.5	19	27
6	3150	N	1	24.1	23.9	1.4	14	24
6	3150	O	2	31.9	18.9	3.0	18	23
6	3150	P	3	36.5	16.7	4.5	17	24
6	3150	Q	4	83.0	26.6	9.2	4	29
6	3150	R	4	116.8	31.6	12.6	0	35
6	3150	S	5	146.4	32.0	17.7	0	32
6	3150	T	4	200.1	55.8	14.1	0	29
6	3150	U	5	287.1	53.1	26.5	0	27
6	3150	V	5	476.9	87.4	30.7	0	21
6	3150	W	5	274.7	68.3	17.8	0	24
6	3150	X	3	116.3	53.2	6.4	0	32
6	3150	Y	3	94.7	49.7	5.0	0	29
6	3150	Z	3	86.7	33.6	7.3	0	32
6	3150	AA	3	74.0	30.4	6.4	0	33
6	3150	AB	2	32.5	21.8	2.6	13	27
6	3150	AC	3	30.7	14.8	4.0	10	33
6	3160	A	3	9.7	2.5	6.4	0	77
6	3160	B	3	18.6	5.8	6.1	0	67
6	3160	C	4	45.7	10.6	11.8	1	40
6	3160	D	2	60.4	36.2	3.7	1	32
6	3160	E	5	376.9	101.8	17.4	0	20
6	3160	F	6	512.8	86.6	34.9	0	20
6	3160	G	6	512.8	83.2	36.7	0	24
6	3160	H	5	407.2	81.1	26.4	0	24
6	3160	J	4	105.8	33.5	10.0	0	34
6	3160	K	3	38.5	15.1	5.6	11	30
6	3160	M	4	73.9	21.4	10.1	5	29
6	3160	N	1	11.6	7.8	1.8	31	26
6	3160	O	2	9.8	5.7	2.1	31	32
6	3160	P	3	26.5	12.0	4.1	9	37
6	3160	Q	4	76.0	18.8	12.5	0	38
6	3160	R	2	29.4	14.7	3.7	0	44
6	3160	S	3	21.5	6.3	6.9	0	53
6	3160	T	3	17.0	5.7	5.3	0	58
6	3160	U	4	74.4	19.8	11.3	0	36

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
6	3160	V	4	90.7	26.7	10.5	0	33
6	3160	W	4	92.9	31.8	8.7	0	31
6	3160	X	3	52.3	17.3	7.7	0	44
6	3160	Y	5	61.7	11.9	16.4	0	42
6	3160	Z	4	51.5	12.2	11.9	0	43
6	3160	AA	1	13.1	14.2	1.0	0	47
6	3170	A	0	12.0	13.5	0.9	1	45
6	3170	B	4	87.5	29.8	8.6	0	32
6	3170	C	3	48.2	25.5	4.0	4	33
6	3170	D	2	37.2	20.5	3.5	0	41
6	3170	E	4	63.3	20.6	8.3	5	31
6	3170	F	2	52.4	42.9	2.3	3	28
6	3170	G	2	51.3	31.5	3.4	1	34
6	3170	H	4	68.1	20.3	9.5	1	34
6	3170	J	1	16.9	14.3	1.5	17	29
6	3170	K	2	27.2	15.2	3.1	13	32
6	3170	M	2	45.1	36.9	2.2	10	23
6	3170	N	3	112.5	58.9	5.3	6	21
6	3170	O	4	216.2	92.9	8.3	0	22
6	3170	P	3	91.2	45.9	5.3	0	33
6	3170	Q	2	22.3	14.7	2.3	16	29
6	3170	R	2	11.1	5.9	2.5	32	30
6	3170	S	3	108.2	47.7	6.6	0	28
6	3170	T	4	245.9	70.3	14.4	0	23
6	3170	U	5	416.4	80.1	27.8	0	21
6	3170	V	5	167.5	31.7	22.2	0	32
6	3170	W	4	214.0	60.8	14.0	0	32
6	3170	X	4	67.5	21.5	8.7	0	39
6	3170	Y	5	149.5	32.7	17.8	0	34
6	3170	Z	4	80.5	20.5	12.3	0	38
6	3170	AA	3	53.6	19.1	7.0	0	41
6	3170	AB	4	68.3	15.3	13.9	0	44
6	3180	A	4	22.9	4.7	11.4	0	62
6	3180	B	4	29.0	6.6	10.6	0	58
6	3180	C	3	34.9	13.2	5.7	0	53
6	3180	D	5	65.5	9.1	25.8	0	44
6	3180	E	4	61.0	15.9	11.0	0	45
6	3180	F	4	56.1	12.3	13.5	0	40
6	3180	G	4	45.8	13.4	8.7	0	43
6	3180	H	5	66.5	10.6	21.6	0	50
6	3180	J	5	98.6	14.9	25.8	0	43
6	3180	K	5	123.1	19.0	26.7	0	34
6	3180	M	6	198.7	21.9	47.6	0	34

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-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
6	3180	N	6	224.4	30.6	37.0	0	33
6	3180	O	5	189.4	32.7	25.9	0	33
6	3180	P	4	100.5	28.5	11.4	0	33
6	3180	Q	4	111.3	35.5	10.0	3	27
6	3180	R	2	20.8	14.1	2.2	18	28
6	3180	S	1	6.6	5.0	1.2	30	37
6	3180	T	2	15.8	9.7	2.3	13	39
6	3180	U	1	13.9	10.2	1.7	10	42
6	3180	V	4	37.7	10.3	9.0	0	44
6	3180	W	2	17.7	9.8	2.7	0	52
6	3180	X	3	13.9	5.3	4.2	3	57
6	3180	Y	0	4.4	3.8	0.8	5	69
6	3180	Z	4	52.2	16.7	8.0	0	39
6	3180	AA	1	37.2	32.2	1.9	2	32
6	3180	AB	2	43.8	36.0	2.2	3	30
6	3180	AC	1	30.9	27.0	1.8	5	32
6	3180	AD	3	80.9	37.2	5.7	0	32
6	3180	AE	4	101.5	27.1	12.3	0	31
6	3180	AF	3	60.0	21.1	7.4	0	38
6	3180	AG	3	34.5	13.5	5.4	0	49
6	3190	A	3	52.3	17.9	7.3	0	40
6	3190	B	4	104.1	24.0	15.0	0	36
6	3190	C	4	113.2	30.4	12.6	0	35
6	3190	D	3	65.8	25.3	6.8	2	32
6	3190	E	3	70.2	29.8	6.1	3	30
6	3190	F	3	52.8	27.4	4.3	5	30
6	3190	G	2	56.1	43.5	2.6	0	31
6	3190	H	3	92.4	37.0	7.1	0	30
6	3190	J	4	91.2	22.6	13.2	6	26
6	3190	K	3	56.2	26.5	4.9	7	29
6	3190	M	4	48.6	15.1	8.2	7	33
6	3190	N	5	91.2	17.6	18.3	0	36
6	3190	O	4	53.9	15.5	9.3	0	41
6	3190	P	3	50.7	21.3	5.6	0	37
6	3190	Q	1	38.2	34.5	1.9	0	34
6	3190	R	1	27.8	27.2	1.5	10	26
6	3190	S	1	20.7	20.4	1.3	16	24
6	3190	T	0	6.4	12.6	0.3	17	25
6	3190	U	0	5.2	19.2	0.1	6	24
6	3190	V	4	214.3	69.6	11.8	0	26
6	3190	W	5	283.1	62.2	21.1	0	27
6	3190	X	3	90.1	42.9	5.6	0	32
6	3190	Y	4	130.5	38.7	11.5	0	33
6	3190	Z	4	153.3	50.8	10.5	0	34

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
6	3190	AA	5	244.3	53.5	20.3	0	29
6	3190	AB	5	178.9	38.9	18.8	0	32
6	3190	AC	3	110.8	48.3	6.7	0	31
6	3190	AD	4	137.2	51.3	8.7	0	34
6	3190	AE	5	145.4	28.6	20.3	0	35
6	3190	AF	5	141.0	20.3	30.4	0	36
6	3190	AG	6	175.5	22.7	37.2	0	36
6	3190	AH	6	126.7	15.4	37.0	0	38
6	3190	AJ	4	51.1	11.1	13.3	0	53
6	3190	AK	5	44.6	6.7	20.9	0	61
6	3200	A	6	58.8	6.3	35.5	0	44
6	3200	B	5	72.5	9.2	30.0	0	43
6	3200	C	5	67.0	9.0	27.2	0	49
6	3200	D	5	82.7	16.1	17.6	0	45
6	3200	E	4	71.9	24.6	8.1	0	39
6	3200	F	5	132.6	27.6	18.4	0	33
6	3200	G	5	231.7	41.6	26.0	0	30
6	3200	H	5	270.6	54.1	23.5	0	29
6	3200	J	5	243.3	63.6	16.1	0	29
6	3200	K	6	268.5	27.6	56.7	0	30
6	3200	M	6	480.6	53.8	59.2	0	25
6	3200	N	4	380.6	117.8	14.7	0	23
6	3200	O	4	258.4	104.4	9.4	0	25
6	3200	P	4	275.8	82.9	14.0	0	25
6	3200	Q	6	364.6	60.3	32.7	0	23
6	3200	R	5	290.8	60.4	22.8	0	25
6	3200	S	0	17.1	25.4	0.7	9	26
6	3200	T	0	4.8	12.3	0.1	14	25
6	3200	U	3	42.8	18.7	5.0	0	41
6	3200	V	3	70.7	27.0	7.0	0	35
6	3200	W	5	64.8	12.3	17.0	0	38
6	3200	X	4	30.6	6.6	11.6	0	50
6	3200	Y	1	9.8	7.3	1.5	11	47
6	3200	Z	2	12.0	5.4	3.2	30	31
6	3200	AA	3	46.6	16.8	6.6	9	30
6	3200	AB	5	65.5	11.9	18.1	0	38
6	3200	AC	3	41.4	15.6	6.0	0	47
6	3200	AD	4	68.7	15.0	14.4	0	40
6	3200	AE	4	87.4	20.3	14.2	0	34
6	3200	AF	3	38.6	12.4	7.3	0	43
6	3210	A	4	66.1	16.6	11.8	1	35
6	3210	B	5	88.6	17.4	17.7	0	33
6	3210	C	3	41.0	14.3	6.7	6	35

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
6	3210	D	3	56.2	18.9	7.7	0	37
6	3210	E	4	65.0	18.5	10.0	0	41
6	3210	F	3	69.4	24.4	7.7	0	43
6	3210	G	3	54.5	23.2	5.6	0	44
6	3210	H	2	41.0	27.1	2.9	3	34
6	3210	J	2	52.8	38.0	2.8	4	29
6	3210	K	5	125.7	27.4	17.0	4	25
6	3210	M	3	38.4	17.4	4.6	12	28
6	3210	N	4	47.9	10.8	12.4	8	32
6	3210	O	2	18.4	8.2	3.7	24	29
6	3210	P	4	86.7	29.9	8.4	8	23
6	3210	Q	3	59.7	21.2	7.3	8	28
6	3210	R	4	109.4	26.7	14.1	4	26
6	3210	S	4	85.6	29.4	8.5	6	26
6	3210	T	4	93.2	25.9	11.4	0	35
6	3210	U	2	33.5	19.8	3.1	7	34
6	3210	V	0	4.8	17.6	0.1	6	26
6	3210	W	0	15.6	22.0	0.7	10	28
6	3210	X	0	5.8	13.3	0.2	14	26
6	3210	Y	5	271.8	66.4	18.2	0	25
6	3210	Z	5	405.7	92.3	22.2	0	23
6	3210	AA	5	509.0	108.0	25.8	0	22
6	3210	AB	5	509.3	105.8	26.5	0	22
6	3210	AC	6	509.4	71.7	44.3	0	22
6	3210	AD	5	511.9	93.6	31.4	0	22
6	3210	AE	6	510.5	73.2	43.2	0	23
6	3210	AF	6	242.5	28.8	45.5	0	29
6	3210	AG	4	72.1	16.1	14.1	0	42
6	3210	AH	4	148.4	40.0	13.5	0	33
6	3210	AJ	5	303.1	53.3	28.7	0	29
6	3210	AK	6	105.1	12.9	34.7	0	43
6	3210	AM	5	69.6	12.0	19.7	0	46
6	3210	AN	4	49.9	12.0	11.5	0	52
6	3220	A	5	58.8	9.6	20.2	0	43
6	3220	B	6	118.0	13.9	37.8	0	40
6	3220	C	5	133.9	24.1	22.3	0	38
6	3220	D	4	151.5	58.2	8.6	0	33
6	3220	E	2	100.1	77.6	3.1	1	24
6	3220	F	3	116.7	56.8	5.9	1	26
6	3220	G	4	130.5	44.4	9.7	3	24
6	3220	H	5	244.1	38.3	31.5	0	31
6	3220	J	7	267.7	25.0	64.5	0	33
6	3220	K	6	233.9	29.4	41.7	0	33
6	3220	M	5	174.7	39.7	17.7	0	26

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
6	3220	N	4	321.6	96.9	14.5	0	25
6	3220	O	5	299.8	57.1	25.8	0	27
6	3220	P	5	209.8	51.4	16.9	0	28
6	3220	Q	4	215.9	78.3	10.3	0	28
6	3220	R	0	3.4	16.2	0.0	6	23
6	3220	S	0	3.9	14.6	0.0	2	31
6	3220	T	0	2.4	7.7	0.0	14	30
6	3220	U	0	12.9	22.3	0.5	6	29
6	3220	V	3	52.9	19.1	6.9	0	42
6	3220	W	4	96.6	25.8	12.1	0	33
6	3220	X	3	48.6	25.0	4.2	6	30
6	3220	Y	5	201.3	46.8	17.8	2	22
6	3220	Z	5	140.0	30.8	17.4	6	22
6	3220	AA	5	91.2	18.3	17.4	6	26
6	3220	AB	3	66.0	22.6	7.9	4	31
6	3220	AC	2	25.0	14.5	2.9	20	25
6	3220	AD	6	74.4	8.7	33.7	8	28
6	3220	AE	4	75.2	19.2	12.0	3	31
6	3220	AF	4	80.2	28.1	8.1	3	30
6	3220	AG	3	73.1	27.7	7.1	0	34
6	3220	AH	5	161.3	33.7	19.3	0	30
6	3220	AJ	5	67.7	12.4	18.1	3	33
6	3220	AK	4	67.7	17.7	11.3	0	37
6	3220	AM	4	52.8	13.8	10.5	0	39
6	3220	AN	1	14.8	14.7	1.1	2	43
6	3230	A	1	24.3	26.3	1.2	0	36
6	3230	B	3	61.9	26.2	5.9	0	38
6	3230	C	4	68.2	16.8	12.2	1	35
6	3230	D	5	60.3	11.2	17.2	4	34
6	3230	E	4	100.0	25.5	13.0	0	31
6	3230	F	3	55.3	25.1	5.2	5	31
6	3230	G	3	60.0	27.8	5.2	3	32
6	3230	H	3	70.4	33.6	5.2	3	30
6	3230	J	2	40.4	26.6	2.9	12	25
6	3230	K	3	45.0	20.6	4.8	11	28
6	3230	M	5	54.8	9.9	17.3	11	28
6	3230	N	0	6.5	6.2	0.9	27	35
6	3230	O	1	17.8	12.9	1.9	23	25
6	3230	P	3	48.2	20.4	5.4	12	26
6	3230	Q	3	58.9	29.2	4.7	3	31
6	3230	R	3	25.7	9.7	5.2	0	48
6	3230	S	2	19.8	13.0	2.3	14	33
6	3230	T	0	8.3	14.3	0.4	8	34
6	3230	U	0	6.0	12.3	0.3	5	37

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
6	3230	V	0	2.4	6.7	0.1	11	37
6	3230	W	0	2.6	12.3	0.0	0	33
6	3230	X	0	3.1	12.5	0.0	6	28
6	3230	Y	4	171.7	48.9	13.1	0	28
6	3230	Z	4	189.8	52.1	14.2	0	27
6	3230	AA	4	229.2	64.4	14.5	0	28
6	3230	AB	6	165.0	17.9	46.3	0	36
6	3230	AC	6	307.1	41.6	40.7	0	28
6	3230	AD	5	313.4	62.0	24.8	0	28
6	3230	AE	5	201.8	41.0	21.3	0	29
6	3230	AF	3	167.5	72.4	7.6	0	30
6	3230	AG	4	145.2	58.7	8.0	0	31
6	3230	AH	5	168.2	39.4	16.8	0	34
6	3230	AJ	5	145.9	27.0	22.0	0	31
6	3230	AK	4	100.6	23.9	14.3	0	37
6	3230	AM	5	26.6	3.4	22.5	0	59
6	3240	A	5	29.6	3.9	22.2	0	55
6	3240	B	4	40.2	11.6	8.5	0	51
6	3240	C	6	125.8	14.4	40.0	0	39
6	3240	D	5	160.5	31.8	20.7	0	35
6	3240	E	5	185.1	39.4	19.6	0	34
6	3240	F	4	110.8	31.5	11.6	0	37
6	3240	G	4	135.5	32.4	15.4	0	37
6	3240	H	5	141.4	26.4	21.6	0	39
6	3240	J	6	148.1	20.4	32.7	0	35
6	3240	K	5	104.5	21.6	17.4	0	37
6	3240	M	4	65.8	18.8	10.0	3	33
6	3240	N	3	47.0	20.6	5.1	0	44
6	3240	O	1	19.7	16.1	1.7	2	42
6	3240	P	0	7.2	13.7	0.3	14	27
6	3240	Q	0	8.6	16.6	0.3	12	27
6	3240	R	0	21.9	31.4	0.8	4	29
6	3240	S	0	24.0	40.0	0.7	2	27
6	3240	T	0	19.4	29.8	0.7	6	27
6	3240	U	2	30.2	21.3	2.4	4	36
6	3240	V	4	62.5	17.6	10.0	7	30
6	3240	W	3	42.8	14.4	7.1	2	39
6	3240	X	3	30.9	11.2	5.8	7	39
6	3240	Y	2	20.0	13.1	2.3	8	40
6	3240	Z	1	11.2	8.8	1.4	26	29
6	3240	AA	1	18.0	13.9	1.7	22	25
6	3240	AB	4	46.6	13.9	8.5	8	33
6	3240	AC	2	45.8	27.8	3.3	8	28
6	3240	AD	2	50.1	34.9	2.9	6	27

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
6	3240	AE	0	21.9	31.2	0.8	5	27
6	3240	AF	2	40.5	33.5	2.1	9	25
6	3240	AG	4	174.2	46.0	14.5	0	27
6	3240	AH	4	60.9	18.0	9.3	9	28
6	3240	AJ	3	52.9	19.9	6.5	8	29
6	3250	A	3	61.3	24.8	6.2	4	31
6	3250	B	3	48.9	18.8	6.2	6	32
6	3250	C	4	96.1	23.1	13.9	3	29
6	3250	D	0	12.2	23.3	0.4	5	29
6	3250	E	0	21.8	32.3	0.8	3	29
6	3250	F	2	57.2	37.5	3.2	6	27
6	3250	G	4	86.9	30.9	8.1	6	25
6	3250	H	0	8.3	17.8	0.3	10	26
6	3250	J	0	7.8	17.3	0.3	9	27
6	3250	K	3	13.4	4.8	4.5	24	37
6	3250	M	4	34.1	6.9	13.0	8	38
6	3250	N	3	36.3	16.5	4.5	10	32
6	3250	O	4	62.6	16.7	10.7	5	31
6	3250	P	1	19.8	17.7	1.5	12	31
6	3250	Q	0	6.7	13.8	0.3	10	30
6	3250	R	0	8.2	14.3	0.4	11	30
6	3250	S	0	7.1	11.5	0.4	16	30
6	3250	T	0	5.2	8.0	0.4	20	33
6	3250	U	0	12.4	22.2	0.5	0	38
6	3250	V	0	3.7	7.5	0.2	13	37
6	3250	W	0	8.7	13.3	0.5	15	28
6	3250	X	3	86.9	45.1	5.0	2	28
6	3250	Y	3	73.4	38.0	4.7	5	27
6	3250	Z	4	123.2	30.1	14.6	0	34
6	3250	AA	5	166.2	26.9	27.2	0	36
6	3250	AB	3	107.3	42.5	7.5	0	34
6	3250	AC	3	66.3	31.0	5.2	0	37
6	3250	AD	6	88.6	11.1	32.2	0	43
6	3250	AE	6	93.7	11.3	34.4	0	42
6	3250	AF	6	128.5	13.9	43.4	0	36
6	3250	AG	5	156.0	22.3	31.5	0	33
6	3250	AH	4	113.5	27.9	14.2	0	36
6	3260	A	5	49.5	7.6	20.9	0	57
6	3260	B	4	56.9	13.1	12.7	0	49
6	3260	C	4	85.0	28.8	8.6	0	42
6	3260	D	5	113.3	19.6	22.5	0	42
6	3260	E	5	125.0	22.4	22.0	0	41
6	3260	F	5	127.5	26.5	18.2	0	37

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-----NORWAY-----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
6	3260	G	2	18.0	12.0	2.1	17	32
6	3260	H	0	11.1	12.4	0.9	16	31
6	3260	J	0	10.2	14.0	0.6	10	34
6	3260	K	1	8.8	8.4	1.0	27	28
6	3260	M	1	13.3	13.4	1.1	17	30
6	3260	N	2	21.1	15.0	2.1	13	32
6	3260	O	1	8.4	7.6	1.0	17	41
6	3260	P	2	12.0	6.3	2.6	20	40
6	3260	Q	2	15.8	9.2	2.5	9	44
6	3260	R	3	48.6	18.6	6.2	5	34
6	3260	S	1	24.8	22.9	1.5	6	33
6	3260	T	3	120.3	52.1	6.9	2	25
6	3260	U	3	134.5	74.4	5.2	1	24
6	3260	V	3	163.5	99.0	4.9	4	19
6	3260	W	0	18.2	24.3	0.8	13	23
6	3260	X	0	3.1	4.8	0.3	30	33
6	3260	Y	4	33.4	9.6	8.1	11	34
6	3260	Z	3	33.1	13.8	4.9	10	34
6	3260	AA	4	75.1	19.9	11.4	2	32
6	3260	AB	4	55.3	13.1	12.1	2	37
6	3260	AC	2	38.1	32.5	2.0	5	29
6	3260	AD	4	70.4	24.0	8.1	0	36
6	3270	A	1	11.8	12.1	1.0	25	24
6	3270	B	1	16.9	14.6	1.5	21	25
6	3270	C	0	6.0	7.8	0.5	33	22
6	3270	D	2	24.4	14.3	2.8	17	29
6	3270	E	1	21.4	19.2	1.5	20	21
6	3270	F	4	259.8	77.2	13.9	0	23
6	3270	G	4	147.5	55.6	8.8	3	23
6	3270	H	1	32.1	39.6	1.1	5	26
6	3270	J	3	128.5	68.8	5.4	1	24
6	3270	K	3	96.2	50.3	5.1	4	25
6	3270	M	1	12.2	11.1	1.2	13	37
6	3270	N	1	14.7	15.7	1.0	12	32
6	3270	O	0	5.4	7.6	0.4	25	29
6	3270	P	2	17.0	9.1	2.8	16	37
6	3270	Q	2	17.1	9.8	2.6	8	43
6	3270	R	2	18.0	8.8	3.3	7	46
6	3270	S	2	19.8	9.6	3.4	4	47
6	3270	T	1	16.1	12.0	1.8	8	41
6	3280	A	2	23.1	14.0	2.7	2	44
6	3280	B	3	38.4	14.3	6.0	0	43
6	3280	C	3	33.2	12.6	5.6	0	46

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

----NORWAY----

FLIGHT -----	LINE -----	ANOMALY -----	CATEGORY -----	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE -----	QUAD. -----	CTP MHOS -----	DEPTH MTRS -----	HEIGHT MTRS -----
6	3280	D	1	17.3	19.2	1.0	3	38
6	3280	E	1	16.9	16.7	1.2		
6	3280	F	2	15.6	9.8	2.2	5	48
6	3280	G	0	3.5	5.3	0.3	13	48
6	3280	H	0	7.3	7.2	0.9	11	48
6	3280	J	0	13.5	18.1	0.7	10	30
6	3280	K	2	76.0	52.3	3.3	4	25
6	3280	M	3	136.1	63.2	6.6	0	28
6	3280	N	1	25.1	24.7	1.4	8	29
6	3280	O	4	77.3	24.3	9.2	0	34
6	3280	P	4	63.3	19.3	9.0	0	35
6	3280	Q	3	27.0	11.7	4.4	10	36
6	3280	R	2	19.9	11.0	2.9	18	31
6	3280	S	2	28.4	22.0	2.0	10	30
6	3280	T	2	30.7	22.5	2.3	12	28
6	3280	U	3	58.5	19.5	7.9	9	27
6	3280	V	4	70.5	19.6	10.5	11	24
6	3280	W	4	92.1	31.3	8.8	2	29
6	3290	A	0	11.0	28.6	0.2	1	28
6	3290	B	1	43.4	42.9	1.7	6	25
6	3290	C	2	50.9	45.3	2.1	0	31
6	3290	D	3	48.6	21.7	5.1	4	34
6	3290	E	4	73.9	25.1	8.2	0	38
6	3290	F	3	53.0	18.6	7.1	0	43
6	3290	G	1	22.9	23.9	1.3	1	37
6	3290	H	0	17.1	23.5	0.8	0	37
6	3290	J	2	123.1	84.9	3.9	3	22
6	3290	K	3	131.0	70.3	5.4	1	25
6	3290	M	1	36.9	41.8	1.4	3	28
6	3290	N	4	76.4	25.5	8.5	10	24
6	3290	O	4	92.0	27.8	10.2	5	26
6	3290	P	4	96.4	27.3	11.2	3	28
6	3290	Q	2	18.2	12.5	2.1	5	43
6	3290	R	2	25.0	14.1	3.0	4	42
6	3290	S	0	4.5	7.3	0.3	19	34
6	3290	T	0	11.2	13.2	0.8	13	33
6	3290	U	3	28.2	10.5	5.4	5	42
6	3290	V	1	19.9	20.6	1.2	2	38
6	3290	W	2	29.5	14.2	3.9	2	43
6	3290	X	4	92.9	25.8	11.4	0	34
6	3290	Y	2	47.4	27.5	3.6	0	37
6	3290	Z	1	45.8	45.1	1.8	0	38
6	3300	A	2	67.5	53.3	2.7	0	37

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
6	3300	B	2	59.4	52.9	2.2	0	31
6	3300	C	2	55.0	45.7	2.3	0	35
6	3300	D	3	115.3	56.0	5.9	5	23
6	3300	E	4	280.8	88.5	13.2	0	27
6	3300	F	2	29.1	20.7	2.3	6	34
6	3300	G	2	31.4	22.3	2.4	6	34
6	3300	H	2	32.9	26.3	2.1	0	39
6	3300	J	2	20.2	11.3	2.8	2	47
6	3300	K	0	2.9	6.5	0.1	6	45
6	3300	M	1	7.1	5.5	1.2	10	55
6	3300	N	2	25.0	13.4	3.2	9	37
6	3300	O	3	51.5	17.1	7.6	0	40
6	3300	P	3	46.9	18.2	6.0	0	41
6	3300	Q	3	43.2	17.4	5.6	3	37
6	3300	R	0	12.3	17.5	0.6	8	33
6	3300	S	4	64.7	17.7	10.5	0	39
6	3300	T	4	95.3	20.7	15.9	0	35
6	3300	U	4	60.6	14.7	12.1	6	31
6	3300	V	0	24.1	34.1	0.9	0	36
6	3300	W	1	18.8	20.0	1.1	8	32
6	3300	X	0	10.5	15.7	0.5	7	35
6	3300	Y	0	8.3	15.9	0.3	1	38
6	3300	Z	0	13.9	35.5	0.3	0	34
6	3310	A	0	6.7	12.9	0.3	1	41
6	3310	B	4	117.5	33.4	11.8	0	35
6	3310	C	4	97.9	31.4	9.6	0	35
6	3310	D	4	108.7	31.3	11.4	0	32
6	3310	E	0	14.4	34.0	0.3	0	31
6	3310	F	3	49.3	17.5	6.9	0	42
6	3310	G	4	89.6	20.2	14.8	0	37
6	3310	H	5	73.2	13.4	18.5	1	34
6	3310	J	3	36.1	15.4	4.9	6	36
6	3310	K	1	9.6	6.7	1.6	13	47
6	3310	M	1	6.2	5.4	1.0	17	48
6	3310	N	3	28.0	12.3	4.4	2	44
6	3310	O	2	41.7	28.5	2.8	1	35
6	3310	P	5	129.1	21.4	24.6	0	38
6	3310	Q	5	168.2	35.9	19.0	0	33
6	3310	R	5	205.6	36.0	26.0	0	32
6	3310	S	2	67.3	44.1	3.4	0	38
6	3310	T	2	95.5	72.4	3.2	0	33
6	3320	A	2	134.3	124.3	2.7	0	26
6	3320	B	2	142.7	112.8	3.4	0	29

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
6	3320	C	2	115.3	98.0	2.9	0	31
6	3320	D	2	89.6	85.4	2.3	0	29
6	3320	E	2	77.9	69.3	2.4	0	30
6	3320	F	5	410.9	113.5	17.3	0	27
6	3320	G	2	47.7	32.3	2.9	1	33
6	3320	H	4	26.7	6.5	9.5	1	48
6	3320	J	1	5.4	4.1	1.1	20	51
6	3320	K	3	32.9	11.5	6.2	0	45
6	3320	M	4	76.9	21.4	10.8	0	34
6	3320	N	3	122.0	65.4	5.3	0	28
6	3320	O	3	106.9	41.1	7.8	4	25
6	3320	P	3	61.3	20.8	7.8	1	35
6	3320	Q	4	63.1	13.6	14.3	0	37
6	3320	R	5	53.5	9.0	18.9	0	43
6	3320	S	1	16.1	15.5	1.2	11	34
6	3320	T	1	15.2	11.2	1.8	13	37
6	3320	U	0	4.3	5.3	0.5	18	45
6	3320	V	4	76.9	23.2	9.7	2	32
6	3320	W	4	84.4	25.5	10.0	2	31
6	3320	X	3	62.7	28.2	5.4	0	37
6	3320	Y	3	84.5	32.7	7.2	6	26
6	3320	Z	2	30.7	20.1	2.6	12	29
6	3330	A	3	67.2	37.0	4.3	4	29
6	3330	B	3	63.6	29.3	5.3	7	27
6	3330	C	0	6.6	15.6	0.2	0	43
6	3330	D	3	69.8	25.8	7.2	2	32
6	3330	E	2	27.6	18.7	2.4	17	25
6	3330	F	2	27.7	21.2	2.1	10	30
6	3330	G	2	33.9	17.0	3.9	9	33
6	3330	H	3	36.1	14.3	5.4	4	38
6	3330	J	4	64.9	14.2	14.1	0	39
6	3330	K	5	71.9	14.5	16.2	0	42
6	3330	M	5	75.0	14.0	18.1	0	35
6	3330	N	4	60.5	13.8	13.1	2	35
6	3330	O	3	40.5	13.8	6.8	0	49
6	3330	P	4	102.2	26.9	12.6	0	31
6	3330	Q	4	114.7	35.8	10.4	0	32
6	3330	R	4	90.6	24.0	12.1	0	37
6	3330	S	2	12.6	7.8	2.1	14	43
6	3330	T	2	13.4	6.2	3.2	10	49
6	3330	U	3	20.1	6.5	5.9	0	53
6	3330	V	2	26.2	16.3	2.7	8	36
6	3330	W	4	133.3	36.4	12.9	0	32
6	3340	A	2	63.8	60.5	2.1	0	31

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

----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD HEIGHT MTRS
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	
6	3340	B	3	107.2	51.1	5.9	0	29
6	3340	C	4	131.1	37.2	12.2	0	33
6	3340	D	4	149.3	37.8	14.7	0	31
6	3340	E	4	93.0	24.8	12.0	0	33
6	3340	F	1	33.6	35.4	1.4	0	34
6	3340	G	2	29.0	18.5	2.7	0	50
6	3340	H	3	20.5	6.7	5.9	9	44
6	3340	J	1	9.5	6.9	1.5	22	37
6	3340	K	1	8.9	6.8	1.4	27	33
6	3340	M	4	113.9	33.8	11.1	1	28
6	3340	N	0	11.6	12.4	0.9	18	30
6	3340	O	1	14.1	14.7	1.1	14	32
6	3340	P	1	13.3	12.8	1.1	14	34
6	3340	Q	3	26.5	9.4	5.7	0	53
6	3340	R	5	87.2	14.0	23.1	0	48
6	3340	S	5	107.4	16.4	26.1	0	49
6	3340	T	5	97.8	15.3	24.6	0	49
6	3340	U	4	75.7	16.8	14.5	0	46
6	3340	V	5	88.2	17.8	17.1	0	39
6	3340	W	4	36.4	8.5	11.0	1	44
6	3340	X	3	61.8	32.4	4.4	7	27
6	3340	Y	2	25.8	19.8	2.0	9	32
6	3340	Z	2	42.6	29.1	2.8	4	32
6	3340	AA	3	43.0	22.3	4.0	7	31
6	3340	AB	2	12.7	6.8	2.6	25	33
6	3340	AC	2	18.1	8.1	3.7	13	41
6	3340	AD	1	13.3	10.2	1.6	9	43
6	3340	AE	1	15.6	17.8	1.0	3	38
6	3340	AF	0	3.7	5.1	0.4	19	44
6	3350	A	2	21.7	12.8	2.7	6	41
6	3350	B	3	26.8	10.7	4.9	0	50
6	3350	C	0	8.6	8.4	0.9	8	47
6	3350	D	1	9.0	8.0	1.1	10	47
6	3350	E	2	18.8	13.3	2.0	2	46
6	3350	F	2	14.6	9.7	2.0	9	44
6	3350	G	1	7.8	5.0	1.7	26	40
6	3350	H	4	80.0	18.9	13.5	0	39
6	3350	J	5	119.5	21.9	21.1	0	38
6	3350	K	5	88.1	14.4	22.6	0	49
6	3350	M	3	24.5	9.1	5.2	0	56
6	3351	A	5	343.5	72.6	23.3	0	27
6	3351	B	1	21.1	19.7	1.4	0	41
6	3351	C	2	27.6	17.9	2.6	0	48

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
6	3351	D	4	29.1	6.6	10.7	0	51
6	3351	E	1	12.4	11.2	1.2	7	44
6	3351	F	0	3.9	9.6	0.1	4	39
6	3351	G	0	12.4	18.1	0.6	1	38
6	3351	H	3	41.6	17.3	5.3	5	35
6	3351	J	1	22.6	17.9	1.8	13	30
6	3351	K	0	10.7	11.9	0.9	22	26
6	3351	M	1	45.0	62.9	1.1	6	20
6	3351	N	1	81.0	100.0	1.6	0	24
6	3360	A	4	69.0	16.9	12.4	0	40
6	3360	B	4	175.2	62.9	9.8	0	31
6	3360	C	3	12.7	4.6	4.4	6	56
6	3360	D	1	7.6	6.5	1.1	17	44
6	3360	E	0	5.2	11.7	0.2	7	35
6	3360	F	0	12.2	16.0	0.7	12	31
6	3360	G	0	5.8	9.3	0.4	19	30
6	3360	H	1	13.9	12.0	1.4	11	38
6	3360	J	1	14.1	13.4	1.2	13	34
6	3360	K	0	9.1	15.3	0.4	15	26
6	3360	M	0	6.0	11.5	0.3	14	30
6	3360	N	0	6.2	15.2	0.2	14	23
6	3360	O	0	16.1	28.7	0.5	8	24
6	3360	P	0	8.6	18.2	0.3	13	24
6	3360	Q	0	7.2	8.8	0.6	28	25
6	3360	R	0	7.5	9.0	0.7	21	32
6	3360	S	0	8.1	8.6	0.8	20	34
6	3360	T	3	46.5	15.8	7.2	1	38
6	3360	U	3	40.2	19.5	4.3	2	37
6	3360	V	3	29.4	12.9	4.4	4	41
6	3360	W	3	26.0	11.6	4.2	1	46
6	3360	X	1	7.4	5.2	1.4	25	41
6	3360	Y	2	11.4	5.5	2.8	22	40
6	3360	Z	3	26.6	8.9	6.2	3	45
6	3360	AA	4	28.2	5.8	12.1	0	56
6	3360	AB	3	22.1	8.2	5.1	1	50
6	3370	A	2	79.4	53.0	3.5	2	27
6	3370	B	3	104.9	67.4	4.0	0	30
6	3370	C	4	121.4	34.5	11.9	0	35
6	3370	D	5	146.3	33.7	16.5	0	32
6	3370	E	5	156.9	30.0	21.5	0	32
6	3370	F	5	104.9	21.0	18.1	0	37
6	3370	G	3	46.9	15.1	7.7	0	42
6	3370	H	0	3.0	5.4	0.2	17	41

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
-----	-----	-----	-----	-----	-----	MHOS	MTRS	MTRS
6	3370	J	0	2.9	6.6	0.1	12	39
6	3370	K	0	4.3	6.6	0.3	19	37
6	3370	M	3	12.9	5.0	4.0	13	48
6	3370	N	3	16.8	6.9	4.0	12	44
6	3370	O	2	10.8	5.2	2.8	19	44
6	3370	P	0	2.6	6.5	0.1	11	38
6	3370	Q	0	4.0	13.2	0.1	7	29
6	3370	R	0	4.5	15.9	0.1	0	34
6	3370	S	1	15.5	16.0	1.1	3	41
6	3370	T	0	5.1	8.8	0.3	8	41
6	3370	U	0	9.3	9.4	0.9	1	52
6	3370	V	1	16.8	18.7	1.0	2	39
6	3370	W	0	16.0	19.8	0.9	0	45
6	3380	A	1	37.2	43.9	1.3	2	28
6	3380	B	1	29.4	39.4	1.0	3	28
6	3380	C	1	24.1	31.3	1.0	3	30
6	3380	D	0	18.2	23.2	0.9	0	39
6	3380	E	2	12.8	7.3	2.3	0	68
6	3380	F	0	-0.1	10.2	0.0	0	22
6	3380	G	0	12.5	36.7	0.2	1	24
6	3380	H	4	64.0	21.5	8.0	3	32
6	3380	J	4	123.8	29.6	15.0	0	30
6	3380	K	3	56.1	27.8	4.6	1	34
6	3380	M	3	73.5	26.7	7.5	0	36
6	3380	N	3	39.5	16.1	5.4	2	39
6	3380	O	0	10.1	17.8	0.4	15	23
6	3380	P	0	16.5	27.8	0.6	7	26
6	3380	Q	4	223.1	70.9	12.3	0	23
6	3380	R	5	312.7	54.1	29.6	0	25
6	3380	S	5	241.6	46.1	24.3	0	28
6	3380	T	3	232.3	142.2	5.4	0	24
6	3380	U	2	149.1	109.7	3.8	0	23
6	3380	V	2	112.9	95.3	2.9	0	26
6	3380	W	1	32.4	34.0	1.4	7	26
6	3380	X	1	27.8	22.6	1.9	8	32
6	3380	Y	1	22.5	20.7	1.5	8	33
6	3380	Z	1	29.1	35.8	1.1	0	36
6	3380	AA	0	27.0	38.6	0.9	0	34
6	3390	A	4	59.1	17.6	9.1	0	39
6	3390	B	3	66.1	27.2	6.2	7	27
6	3390	C	3	90.3	34.1	7.6	0	36
6	3390	D	4	99.9	33.1	9.3	1	29
6	3390	E	1	22.1	21.2	1.4	9	31

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----NORWAY----

FLIGHT -----	LINE -----	ANOMALY -----	CATEGORY -----	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE -----	QUAD. -----	CTP DEPTH MHOS MTRS	HEIGHT MTRS	
6	3390	F	1	15.7	15.8	1.2	0	49
6	3390	G	1	37.2	41.4	1.4	0	33
6	3390	H	2	51.5	31.3	3.4	1	33
6	3390	J	3	74.4	42.9	4.1	0	33
6	3390	K	2	25.2	15.1	2.8	9	36
6	3390	M	3	31.3	12.9	4.9	6	39
6	3390	N	0	3.1	4.9	0.3	16	46
6	3390	O	0	25.2	35.2	0.9	0	31
6	3390	P	1	24.4	27.4	1.2	0	40
9	4010	A	4	145.3	55.5	8.6	5	21
9	4010	B	4	112.0	36.9	9.6	8	21
9	4010	C	4	51.9	12.6	11.5	21	19
9	4010	D	3	169.5	117.0	4.2	4	18
9	4020	A	0	2.8	2.0	0.9	0	99
9	4020	B	2	15.7	8.3	2.8	23	31
9	4020	C	3	20.7	7.7	4.9	21	31
9	4020	D	4	66.2	18.8	10.1	1	34
9	4020	E	3	66.4	25.8	6.7	0	50
9	4030	A	3	18.8	5.8	6.2	19	36
9	4030	B	2	18.2	8.2	3.7	18	35
9	4030	C	1	5.3	3.0	1.7	13	65
9	4050	A	3	19.2	7.0	5.0	12	42
9	4050	B	4	33.4	7.8	10.7	0	52
9	4050	C	4	18.1	3.2	13.0	0	66
9	4060	A	5	46.4	8.5	16.2	2	40
9	4060	B	4	68.9	14.2	15.5	0	37
9	4060	C	0	8.3	12.0	0.5	12	34
9	4060	D	0	6.9	12.9	0.3	10	32
9	4070	A	2	21.7	15.8	2.0	8	37
9	4070	B	0	3.0	8.5	0.1	12	32
9	4070	C	1	19.0	16.0	1.6	20	24
9	4070	D	2	26.4	12.8	3.7	23	23
9	4080	A	2	24.9	18.2	2.1	8	35
8	4090	A	1	11.3	7.7	1.8	0	61
8	4090	B	0	4.8	5.5	0.6	3	60
8	4090	C	1	15.1	12.4	1.5	2	47
8	4100	A	2	16.9	9.0	2.8	24	29

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
-----	-----	-----	-----	-----	-----	-----	-----	-----
8	4100	B	2	17.4	11.9	2.0	18	31
8	4100	C	2	14.4	8.3	2.4	23	32
8	4100	D	1	17.0	16.1	1.3	20	24
9	5010	A	3	18.4	5.5	6.4	0	74
9	5010	B	0	19.3	34.1	0.6	0	30
9	5010	C	4	197.1	55.7	13.8	0	31
9	5010	D	4	177.2	49.2	13.7	0	32
9	5010	E	0	10.8	18.0	0.5	0	41
9	5010	F	0	13.4	34.5	0.3	0	28
9	5020	A	0	11.3	22.2	0.4	0	38
9	5020	B	0	4.9	8.5	0.3	2	48
9	5020	C	0	17.7	30.8	0.6	0	35
9	5020	D	1	27.9	29.4	1.3	4	31
9	5020	E	2	61.9	44.9	2.9	2	29
9	5020	F	3	87.6	52.6	4.1	0	29
9	5020	G	1	29.3	31.1	1.4	0	37
9	5020	H	3	36.1	11.0	7.7	2	42
9	5020	J	3	42.1	13.0	7.9	0	46
9	5020	K	1	11.8	7.7	1.9	0	58
9	5020	M	3	24.7	9.9	4.7	0	56
9	5020	N	2	25.1	15.5	2.7	0	49
9	5020	O	2	38.8	22.4	3.4	2	36
9	5020	P	2	26.0	17.2	2.5	5	38
9	5030	A	1	30.2	33.0	1.3	13	21
9	5030	B	3	174.1	116.3	4.5	7	14
9	5030	C	3	233.2	123.5	6.5	5	16
9	5030	D	4	266.2	121.1	8.2	4	17
9	5030	E	3	161.5	79.6	6.4	4	20
9	5030	F	1	41.4	46.1	1.4	7	22
9	5030	G	1	14.3	14.5	1.1	15	31
9	5030	H	3	26.5	11.9	4.2	5	41
9	5030	J	3	30.2	13.4	4.4	4	41
9	5030	K	4	44.6	11.9	9.7	0	44
9	5030	M	4	48.1	14.5	8.5	0	41
9	5030	N	4	162.1	60.6	9.1	0	29
9	5030	O	3	139.2	63.4	6.8	1	25
9	5030	P	3	113.9	47.3	7.2	6	22
9	5030	Q	3	78.5	43.8	4.4	11	20
9	5030	R	0	10.2	15.7	0.5	16	26
9	5030	S	0	13.8	19.1	0.7	13	26
9	5030	T	0	15.4	30.0	0.4	4	27
9	5040	A	0	16.7	24.9	0.7	10	25

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP MHOS	DEPTH MTRS	HEIGHT MTRS
9	5040	B	0	19.4	28.2	0.7	12	22
9	5040	C	2	18.9	11.4	2.5	27	23
9	5040	D	2	25.4	12.0	3.8	18	29
9	5040	E	2	26.7	16.9	2.6	18	26
9	5040	F	2	24.8	18.4	2.1	12	30
9	5040	G	2	21.8	12.9	2.7	14	33
9	5040	H	2	21.4	10.0	3.7	8	42
9	5040	J	1	27.7	31.2	1.2	5	30
9	5040	K	4	94.9	31.9	9.0	0	37
9	5040	M	3	81.8	31.8	7.1	2	30
9	5040	N	1	27.3	28.3	1.4	0	37
9	5040	O	3	80.4	29.2	7.7	0	39
9	5040	P	1	16.2	17.0	1.1	11	32
9	5040	Q	0	12.5	15.3	0.8	3	41
9	5050	A	0	14.3	36.6	0.3	7	19
9	5050	B	2	123.4	112.7	2.7	1	21
9	5050	C	2	169.5	127.6	3.8	1	20
9	5050	D	3	203.0	95.4	7.3	4	19
9	5050	E	3	135.1	85.8	4.4	6	18
9	5050	F	0	36.1	67.1	0.7	5	18
9	5050	G	2	45.8	30.2	3.0	14	22
9	5050	H	1	16.0	12.7	1.6	10	38
9	5050	J	0	3.4	9.6	0.1	26	16
9	5050	K	0	4.5	12.2	0.1	11	28
9	5050	M	1	37.0	48.8	1.1	10	18
9	5050	N	0	25.5	36.8	0.8	10	21
9	5050	O	0	15.6	18.9	0.9	18	23
9	5050	P	0	9.2	22.0	0.2	11	21
9	5060	A	0	7.2	11.6	0.4	7	38
9	5060	B	1	21.3	15.9	1.9	5	39
9	5060	C	0	9.0	13.9	0.5	0	43
9	5060	D	0	2.8	8.1	0.1	7	37
9	5060	E	0	6.0	6.4	0.7	26	34
9	5060	F	0	6.9	7.4	0.7	17	40
9	5060	G	3	38.4	14.4	5.9	3	39
9	5060	H	2	23.0	11.1	3.6	4	45
9	5060	J	4	30.5	8.0	8.9	0	48
9	5060	K	0	3.8	14.0	0.1	0	37
9	5070	A	1	6.1	4.5	1.2	25	44
9	5070	B	1	30.3	26.4	1.8	9	28
9	5070	C	0	11.8	19.8	0.5	0	37
9	5070	D	0	11.4	18.0	0.5	11	28

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----NORWAY----

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM)		CONDUCTOR		BIRD
				INPHASE	QUAD.	CTP DEPTH	DEPTH	HEIGHT
-----	-----	-----	-----	-----	-----	-----	-----	-----
9	5070	E	2	25.9	16.3	2.6	13	31
9	5070	F	4	101.9	35.1	8.9	0	33
9	5070	G	5	329.1	89.2	16.7	0	20
9	5070	H	2	97.4	77.3	3.0	4	22
9	5070	J	1	31.9	41.9	1.1	6	24
9	5070	K	1	29.4	39.3	1.0	8	23
9	5070	M	2	54.8	42.7	2.5	6	26
9	5070	N	0	15.9	24.0	0.7	10	26
9	5070	O	0	15.9	27.6	0.5	4	29
9	5070	P	0	6.1	16.5	0.2	11	24
9	5070	Q	0	3.8	10.1	0.1	15	27
9	5070	R	0	7.0	17.7	0.2	3	31

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