Technical Report

Fixed-Wing High-Resolution Aeromagnetic, Gamma-ray Spectrometric and Frequency-Domain Electromagnetic Survey

Tellus A6 Block, Republic of Ireland
2018-2019

For

Geological Survey Ireland

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1. EXECUTIVE SUMMARY

Sander Geophysics Limited (SGL) conducted a fixed-wing high-resolution aeromagnetic, gamma-ray spectrometry and frequency-domain electromagnetic survey in the western part of the Republic of Ireland for the Geological Survey of Ireland (GSI) which the southwest part of County Cork. The survey block "A6" is part of the ongoing Tellus Programme that commenced with the Tellus Airborne Geophysical survey of Northern Ireland in 2005/2006, conducted by the British Geological Survey (BGS), and the subsequent Tellus Border Survey in 2012 jointly administered by the GSI and the Geological Survey of Northern Ireland (GSNI).

The survey was conducted using SGL's De Havilland DHC-6 Twin Otter, registration C-GSGF. Production flights commenced on August 21, 2018 and were completed on March 29, 2019. A6 Block was flown contemporaneously with A5 Block in County Limerick and County Tipperary. A5 Block is the subject of a separate report. A total of 31 flights were flown during the survey to complete the planned 14,686 line Kilometers of A6 block as determined using the ITM projection (14,682 Kilometers in the UTM projection) whilst also completing A5 Block. The survey operations were conducted from Kerry (EIKY) airport.

The traverse lines were oriented N15°W and spaced at 200 m. The control lines were oriented E15°N and spaced at 2,000 m. The target clearance was 60 m above ground level, based on the Irish Aviation Authority (IAA) permit. The target average ground speed was 60 m/s, or 115 knots.

2. INTRODUCTION

This report describes the survey of the A6 Block flown by Sander Geophysics Limited (SGL) for the Geological Survey of Ireland (GSI) in the fall of 2018 and the winter and spring of 2019 in Republic of Ireland in County Cork. See *Appendix I* for a company profile of SGL. The A6 Block survey was flown in conjunction with the A5 Block survey for the same client that is the subject of a separate technical report (TR-861A5-2018-002) and some of the equipment calibrations are in common to both blocks.

Fixed-wing high-resolution aeromagnetic, gamma-ray spectrometric, and frequency-domain electromagnetic data were gathered during this survey. The instruments used to collect the data, the tests performed to ensure optimal data quality and the data processing methods are described in this report.

Picture 1: The Old Head of Kinsale on the south coast of County Cork in the A6 Block.

The Field Operations section contains all information relating to operations at the survey location including reference station coordinates and any problems encountered during the survey. Re-flights are listed as well as field crew members. The Digital Data Compilation section details all processing performed from data acquisition to final product creation.

The following Project Brief gives a quick reference of the details of the survey.

Project Brief

Survey Title	Fixed-wing high-resolution aeromagnetic, gamma-ray spectrometric, and frequency-domain electromagnetic survey, Republic of Ireland
Client:	Geological Survey Ireland (GSI)
Survey Location:	Republic of Ireland
Survey Start Date:	August 21, 2018
Survey End Date:	March 29, 2019
Contact:	Jim Hodgson (jim.hodgson@gsi.ie / tellus@gsi.ie)
Field Office Location:	Tralee, County Kerry, Ireland
Airports Used:	Kerry (EIKY)
Aircraft Type:	De Havilland DHC-6 Twin Otter
Total line kilometres:	14,686 in the ITM projection, 14,682 in the UTM projection
Survey Flying Particulars	
Traverse Lines	
Line numbers:	6001 to 6465
Line direction:	N15°W
Line spacing:	200 m
Control Lines	
Line numbers:	601 to 619
Line direction:	E15°N
Line spacing:	2000 m
Survey Altitude:	Target height of 60 m above ground. This number increased to 214 m over high fly zones and 305 m over built up areas outlined by the GSI.
Digital Terrain Source:	SRTM
Number of Flights (numbers):	31 (4,6,33,36,41,47,84,88,91,94-99,101-111,114,116-118)
Aircraft Target Ground Speed	60 m/s
Data	
Base Station Locations (WGS-84)	GND1: N52°16'46.9'' W09°52'01.8'' 68.70 m GND2: N52°11'02.8'' W09°31'39.0'' 87.96 m
Datum:	IRENET95
Projection:	Irish Transverse Mercator (ITM)

3. SURVEY AREA

The weather in the region is mild and wet, with temperatures that ranged during the survey period from 13°C in September and most of the summer, down to 6°C in January. Morning fog and overcast days with rain showers were common during the survey. Low visibility in the hills due to low cloud, windy conditions and gales were a frequent occurrence.

Figure 1 shows the geographical location of the survey area (The area is mostly rural in character but contains a moderate amount of infrastructure including towns, villages, farm houses, roads, railway lines and power lines. The topography in the area is fairly flat except for the area east of Limerick which becomes more undulating and slightly mountainous. Lough Derg is also present within the northern portion of the survey area). The planned survey lines are illustrated in *Figure 2* and listed in *Appendix II.*

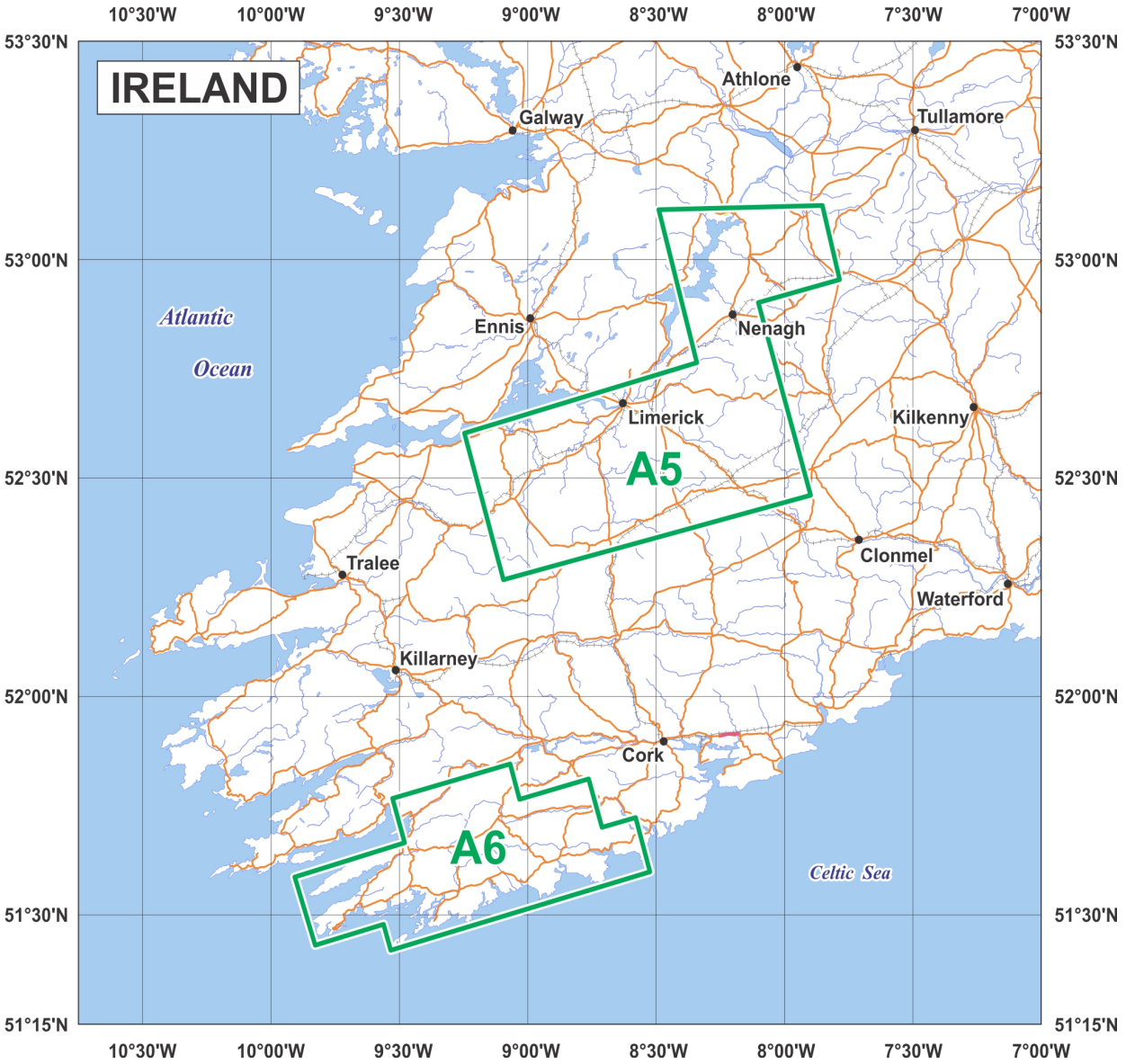


Figure 1: Survey Location Map of the A6 Block, also showing A5 Block that was flown at the same time.

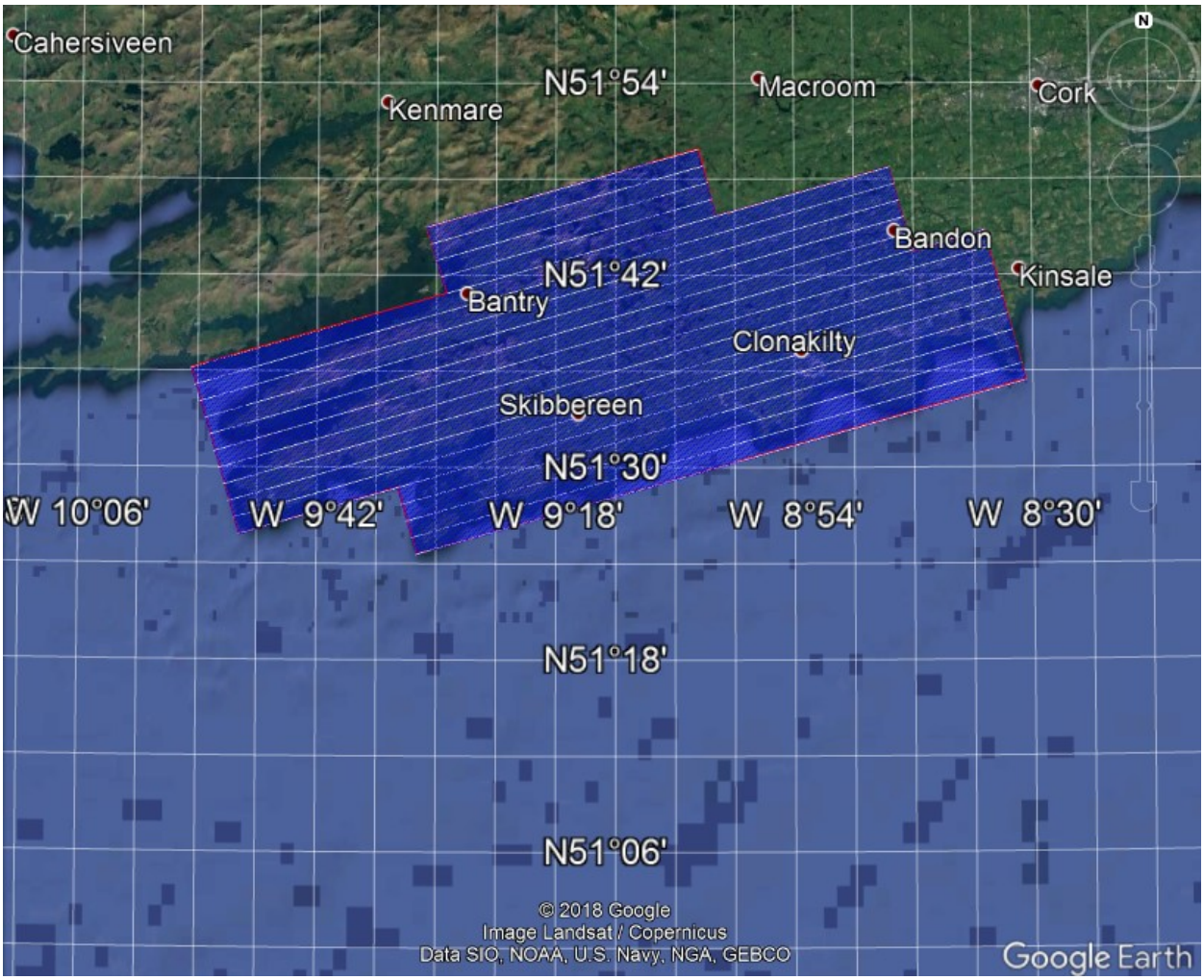


Figure 2: Planned survey lines

Survey Boundary

The block is bounded by the coordinates provided in *Table 1.*

Table 1: Survey Boundary (WGS-84)

Latitude	Longitude
N51°44′57.0685″	W9°31′02.1621″
N51°49′55.1010″	W9°03′37.8308″
N51°45′41.7268″	W9°01′52.5386″
N51°48′45.5856″	W8°44′24.0772″
N51°43′29.2001″	W8°42′04.4806″
N51°44′44.7939″	W8°34′47.0083″
N51°35′28.5037″	W8°30′42.7857″
N51°24′36.1204″	W9°31′54.0761″
N51°28′47.6765″	W9°33′47.4151″
N51°25′49.3966″	W9°49′45.1050″
N51°36′13.5790″	W9°54′38.9148″
N51°40′52.6339″	W9°28′58.6910″
N51°44′56.8378″	W9°31′02.0665″

4. SURVEY EQUIPMENT

SGL provided the following instrumentation for this survey; see *Appendix IV* for further details:

Frequency-Domain Electromagnetic (FEM) System

SGFEM four frequency (1) EM System (0.9, 3, 12, 24.5 kHz)

SGL's DHC-6 Twin Otter is configured with a four-frequency, wingtip mounted Frequency Electromagnetic (FEM) system that operates at four frequencies, 912, 3005, 11962 and 24510 Hz. This configuration results in a large transmitter-receiver coil separation which improves the signal to noise ratio. The transmitter-receiver coil pairs are mounted in a vertical-coplanar orientation which reduces noise by minimizing coupling with the wingtip surface. Additionally, the coils in any one set (transmitter or receiver) are axially offset and are kept adequately separated from each other. The system has a 40 Hz sampling rate which is later decimated to 10 Hz in the processing. The system is equipped with a power line monitor derived from the magnetic data, described in the section "Digital Data Compilation Magnetometer Data" that is particularly useful in identifying cultural interference when surveying in urban settings.

Aerial and Ground Magnetometers

Geometrics G-822A

Both the ground and airborne systems used a non-oriented (strap-down) optically-pumped cesium split-beam sensor. One airborne sensor was mounted in a fibreglass stinger extending from the tail of the aircraft and a second sensor was housed in the left FEM pod attached to the left wingtip. These magnetometers have a sensitivity of 0.005 nT and a range of 20,000 to 100,000 nT with a sensor noise of less than 0.02 nT. Total magnetic field measurements were recorded at 160 Hz in the aircraft then later decimated to 10 Hz in the processing. The ground systems recorded magnetic data at 11 Hz. For the primary purpose of the survey, the wingtip sensor is considered to be redundant.

Magnetic Compensation System

Sander Geophysics AIRComp

SGL's own hardware and software system, AIRComp, was used to remove the effects of the aircraft and its maneuvers from the recorded magnetic data. This system records the magnetic field measured by up to 4 cesium magnetometers, as well as the three axis output of a fluxgate magnetometer. These data are recorded for post-processing. Calibration of the magnetic effects of the aircraft is carried out as described in section 6, System Tests. Coefficients to be used for compensation are derived by processing the calibration flight data. The compensation coefficients are applied to data recorded during normal survey operations to produce compensated magnetic data.

Gamma Ray Spectrometer System

Radiation Solutions RS-501 with Crystal Detector Packs RS5558, RS5557, RS5444, RS5632

The Radiation Solutions spectrometer system includes an on-board ADS computer for each crystal, providing real-time signal processing and analysis, and allowing automatic gain control for individual crystals using the natural thorium peak, and multi-channel recording and analysis. The system utilizes 16 downward-looking and 3 upward-looking parallelepiped NaI(Tl) crystals of 4.2 L each for a total downward volume of 67.2 litres and upward volume of 12.6 litres. The crystals are housed in four detector packs, four downward crystals in each pack and one upward crystal in three of the packs. Data were recorded in 1024 channel spectral mode and windowed data mode at an interval of 1 s.

Airborne Navigation and Data Acquisition System

Sander NavDAS

The NavDAS is the latest version of airborne navigation and data acquisition computers developed by SGL. It displays all incoming data on a flat panel screen for real-time monitoring. The data are recorded in database format on a solid-state internal hard drive and a removable hard drive simultaneously for transfer of data to the field office. The computer incorporates a magnetometer coupler, an altimeter analogue to digital converter and a GPS multi-frequency receiver NovAtel OEM4 tracking 14 GPS Satellites, 12 GLONASS Satellites, 2 SBAS and 1 L-Band which automatically provides the UTC time base for the recorded data. In addition to providing essential post-mission positional data, the NavDAS computer processes user-received GPS or real-time differentially corrected GPS

(RDGPS) data and compares the data to the coordinates of a theoretical flight plan in order to guide pilots along the desired survey line in three dimensions.

Septentrio PolaRx2, 48 channel dual-frequency GNSS GPS receiver
The PolaRx2 system is a 3-antenna, 48-channel L1/L2 GPS receiver, designed to record attitude data of the airplane.

Reference Station Acquisition System

SGRef
The reference station system SGRef consists of a ground data acquisition computer with a Sander magnetometer frequency counter to process the signal from the magnetometer sensor and from the GPS receiver. The noise level of the station magnetometer is less than 0.1 nT. The time base (UTC) of both the ground and airborne systems is automatically provided by the GPS receiver, ensuring proper merging of both data sets. All data are displayed on an LCD flat panel monitor. The magnetic data, sampled at 11 Hz and GPS data, sampled at 10 Hz, are recorded on the internal hard drive of the computer and the removable hard drive simultaneously for transfer to the processing computers in the field office. The entire reference data acquisition system is fully automatic and was set for unattended recording.

Reference Station GPS Receiver

NovAtel OEM4 receiver boards
The OEM4 is a high performance, high accuracy, dual-frequency GPS receiver that is capable of receiving and tracking the L1 C/A code, L1 and L2 carrier phase, and L2 P-code (or encrypted Y-code) of up to 24 GPS satellites. The GPS data are recorded at 10 Hz. The OEM4 is employed in both the airborne NAVDAS and ground based SGREF acquisition computers.

Digital Video System

SGDIS - Sander Geophysics Digital Imaging System
The video camera is mounted in the floor of the aircraft and oriented to look vertically below while in flight. Real time text annotation of position, flight information and fiducial marking are incorporated for flight path verification. The data are stored, by flight line, in avi format, viewable by any commercial media player.

Altimeters

SGLas-P - Riegl LD90-3300VHS-FLP Laser Rangefinder
The Riegl laser altimeter is an eye safe laser, has a range of 338 m, a resolution of 0.01 m with an accuracy of 5 cm and a 20 Hz data rate.

Collins AL-101 Radar Altimeter
The Collins radar altimeter has a resolution of 0.5 m, an accuracy of 5%, a range of 0 to 408 m., and a 10 Hz data rate. This system is actively employed for survey guidance and data acquisition.

Honeywell Barometric Pressure Sensor
The barometric pressure sensor measures static pressure to an accuracy of ± 4 m and resolution of 2 m over a range up to 30,000 ft. above sea level. The barometric altimeter data is sampled at 10 Hz.

Omega RTD-805 Outside Air Temperature Probe
The outside air temperature is measured at 10 Hz with a resolution of 0.1º C. The temperature sensor has a range of +/-100º C and an accuracy of +/-0.2º C. The temperature sensor is mounted in an air inlet duct at the point where the wing strut attaches to the right hand wing.

Survey Aircraft

De Havilland DHC-6 Twin Otter (C-GSGF)
The De Havilland DHC-6 Twin Otter (C-GSGF) is an all metal, high-wing, twin-engine, short takeoff and landing (STOL) aircraft. It is powered by two Pratt & Whitney Canada PT6A-27 engines that run a constant speed, fully feathering, and reversible propeller. The PT6 turbine engines provide ample power for climbing over steep terrain, working at altitudes up to 7,000 m and can withstand frequent rapid power changes. The aircraft is highly manoeuvrable, rugged in design and can be flown at

speeds from 80 to 160 knots. The low stall speeds and abundant available power make the Twin Otter a safe and effective aircraft for surveys requiring flying over rough topography, low air speeds or flights at high altitude. The aircraft has fixed gear, extendable flaps and manually adjustable trim tabs on the primary controls for the roll and pitch axes and full rudder trim for the yaw axis. The aircraft is equipped with full de-icing equipment and sufficient avionics for instrument flying, including a flight control system. Supplementary fuel can be added for transoceanic flight. The Twin Otter is certified for IFR flights in known icing conditions.

Picture 2: SGL's Twin Otter, Registration C-GSGF

The SGL Twin Otter is fully equipped for airborne magnetic, radiometric and frequency-domain Electromagnetic (FEM) surveys. EM fields are measured with the SGL frequency-domain EM system (SGFEM). The four-frequency FEM transmitter is located in the right wingtip FEM pod, and the receiver is located in the left wingtip FEM pod. The magnetic field is measured by up to two sensors allowing for horizontal gradient with one sensor in the composite tail stinger and one in the left wingtip FEM pod. The Twin Otter can carry up to 79.8 litres of detector crystals for gamma-ray spectrometer surveys. The aircraft conforms to Canadian aeronautical regulations in survey configuration. See *Appendix V*.

Data Processing Hardware and Software

Processing was performed on high performance desktop computers optimized for processing tasks. SGL's proprietary geophysical software was used for data processing.

5. SURVEY SPECIFICATIONS

Data Recording

In the aircraft:

- GPS positional data (time, latitude, longitude, altitude and raw range from each satellite being tracked) 10 readings per second (10 Hz);
- Altitude as measured by the barometric altimeter at 10 readings per second (10 Hz);
- Terrain clearance as measured by the radar altimeter at 10 readings per second (10 Hz);
- Terrain clearance as measured by the laser rangefinder at 20 readings per second (20 Hz);
- Total magnetic field recorded at 160 readings per second (160 Hz);
- Airborne spectrometer data recorded in windowed and 1024 channel spectral format at 1 reading per second (1 Hz);
- Outside air temperature at 10 readings per second (10 Hz);
- Digital video at 30 frames per second (30 Hz).
- Electromagnetic in-phase and quadrature components for four frequencies (912, 3005, 11962 and 24510 Hz designated as P09, Q09, P3, Q3, P12, Q12, P25 and Q25 respectively) recorded at 40 Hz.

At the base and remote magnetic/GPS reference stations:

- Total magnetic field at 11 readings per second (11 Hz);
- GPS positional data (time, latitude, longitude, and raw range from each satellite being tracked) at 10 readings per second (10 Hz).

Technical Specifications

The following technical specifications were adhered to:

- The horizontal accuracy of the final flight path after correction shall typically be +/- 0.5 m.
- Traverse lines with deviation greater than 40 m from the planned line over a distance of 2.5 km or more, or greater than 80 m from the planned line over any distance, will be re-flown (except where ground conditions dictate otherwise).
- Tie lines with deviation greater than 80 m from the planned line over a distance of 2.5 km or more, or greater than 160 m from the planned line over any distance, will be re-flown (except where ground conditions dictate otherwise).
- Lines where terrain clearance exceeds +/- 20 m from the nominal survey height for more than 2.5 km or 40 m form the nominal survey height at any time on any line will be re-flown (unless local topography makes it unavoidable).
- The average flying speed for the survey aircraft is 116 knots or 60 m/s and should not be exceeded by more than 30% for more than 2.5 km.
- The aircraft shall be equipped with a survey magnetometer fitted according to the manufacturer's specification, with a resolution of 0.001 nT and a noise envelope of <0.1 nT.
- The aircraft magnetic heading error after compensation shall be less than +/- 1.0 nT on reciprocal survey headings.
- The envelope sum of the compensation maneuvers shall not exceed 3 nT.
- During data acquisition magnetic variations recorded at the local base magnetometer should not exceed 12 nT over any 3 minute chord or exceed 2 nT over any 30 second chord, on flight lines or tie lines.
- Relative count rates above background during the pre/post flight source tests will be within two standard deviations of the average sample checks for the survey.
- The average line gamma spectra for any line should not appear anomalous by comparison with previously acquired data.
- The calculated PDOP should be <6 and more than 4 satellites should be available.

- If both primary and secondary GPS base stations fail to record for 30 minutes or more simultaneously the affected lines will be re-flown.
- If both primary and secondary magnetic base stations fail to record for 30 minutes or more simultaneously the affected lines will be re-flown.
- The calibration of the EM system should not deviate significantly from the norm.

Flight Line Specifications

The survey area flight line specifications are given in *Table 2* (line direction is with respect to the UTM zone reference frame).

Table 2: Flight Lines Specification

	Line Direction	Line Spacing (m)
Traverse Lines	N15°W	200
Control Lines	E15°N	2,000

Terrain Clearance

Flying guidance was provided primarily by SGNav, a flexible and simple navigation system specifically designed by SGL for the airborne geophysical environment. Following the pre-planned survey lines, SGL's SGNav system guides the pilots from their point of departure to the start of a specific line, directs them along the survey line, and then to the next line or any other line of their choosing. While flying along a line, the SGNav system shows the pilots the correct x and y location and their altitude on a small LCD screen mounted in the pilot's line of vision.

Additional navigation parameters are displayed, such as DTS (distance to start of line), DTE (distance to end of line), TMG (track made good), SPD (aircraft ground speed), XHT (up/down error), DTK (desired heading), TTS (time to start of line), TTE (time to end of line), TKE (track error).

For the A6 Block survey, the target height was set to 60 metres above ground level in accordance with the IAA permit. The altitude measurements were provided by an aviation radar altimeter. The system is equipped with a safety pull up mode that warns the pilots if the clearance is below a pre-determined height, set at 50 metres above ground level in this case. Each survey line is flown as close to the target height as possible so as to maximize the quality and coverage of the frequency-domain EM data which drops off rapidly in signal strength with distance from the source. FEM data quality is very good up to altitudes of about 75 m above ground whilst data collected above 150 m is usually unreliable due to reduced coupling. For this reason, the altitude in adjacent lines and at intersections of lines is not consistent, as would normally be preferred for aeromagnetic data acquisition.

A Garmin GNS430/530 was employed as a second guidance system for this survey with dual receiver navigation system that uses a Jeppesen NavData database. A Garmin was installed on each pilot's yoke that displayed the survey lines and also let the pilots know which lines have already been flown. Another important use for this GPS system was to mark pre-determined areas that pilots had to avoid flying low over. This included towns, farms, equestrian centres etc. Each pre-determined high-fly area had a buffer around it to allow the plane to climb to a higher altitude before reaching the area. The method for dealing with areas to be avoided is discussed in more detail in the Public Relations and Flying section below.

Public Relations and Flying

A public relations (PR) campaign was set up by GSI to inform the public about the Tellus survey. A website was set up showing the survey area and the layout of the flight lines, along with some information about the survey. Each week the website was updated with lines that SGL planned to fly that week. This information was submitted to the PR representatives each week by the crew. There was also a phone hotline set up where the public could call with concerns, usually issues related to low flying. People also had the option to become a 'notify' or a 'high-fly'. The people on the 'notify' list were notified before each day that SGL planned to fly over their property. The people on the 'high-fly' list were generally not notified but the plane flew at 214 m or 700 ft over their property to avoid disruption of people and animals. In such a case the person gave the GPS coordinates of their property to the PR group, who in turn passed it along to the crew. This polygon was then input into the Garmin GPS along with a buffer area. This allowed the pilots to see the areas they needed to avoid during the flight and plan accordingly. High-Fly polygons, to be flown at 305 m or 1000 ft, were also made for large towns and cities (with a population of 2000 people or greater) without previous request from any specific person. In some cases the pilots climbed over a built up area that was not marked in their GPS to avoid complaints from the public.

6. OTTAWA SYSTEM TESTS

Magnetometer System Tests

Compensation Calibration

Compensation calibrations determine the magnetic influence of aircraft and its maneuvers. During the compensation calibration flight, the aircraft performs sets of three pitches (+/-5°), rolls (+/-10°), and yaws (+/-5°), while flying in the four flight line directions at high altitude over a magnetically quiet area. The coefficients calculated from the calibration are applied to the acquired magnetometer data to measure the effectiveness of the compensation system in mitigating the magnetic interference.

The total compensated signal noise resulting from the twelve maneuvers, referred to as the Figure of Merit (FOM), is calculated from the maximum peak-to-peak value resulting from each maneuver. A compensation calibration was performed on May 11, 2018 for the tail magnetometer before the aircraft left Ottawa. *Table 3* shows the compensation calibration test result for the tail magnetometer. See *Figure 3* for an illustration of the compensated and uncompensated data acquired during the compensation calibration.

Table 3: Magnetic compensation calibration tests and results

Date	FOM (nT)
May 11, 2018	0.76

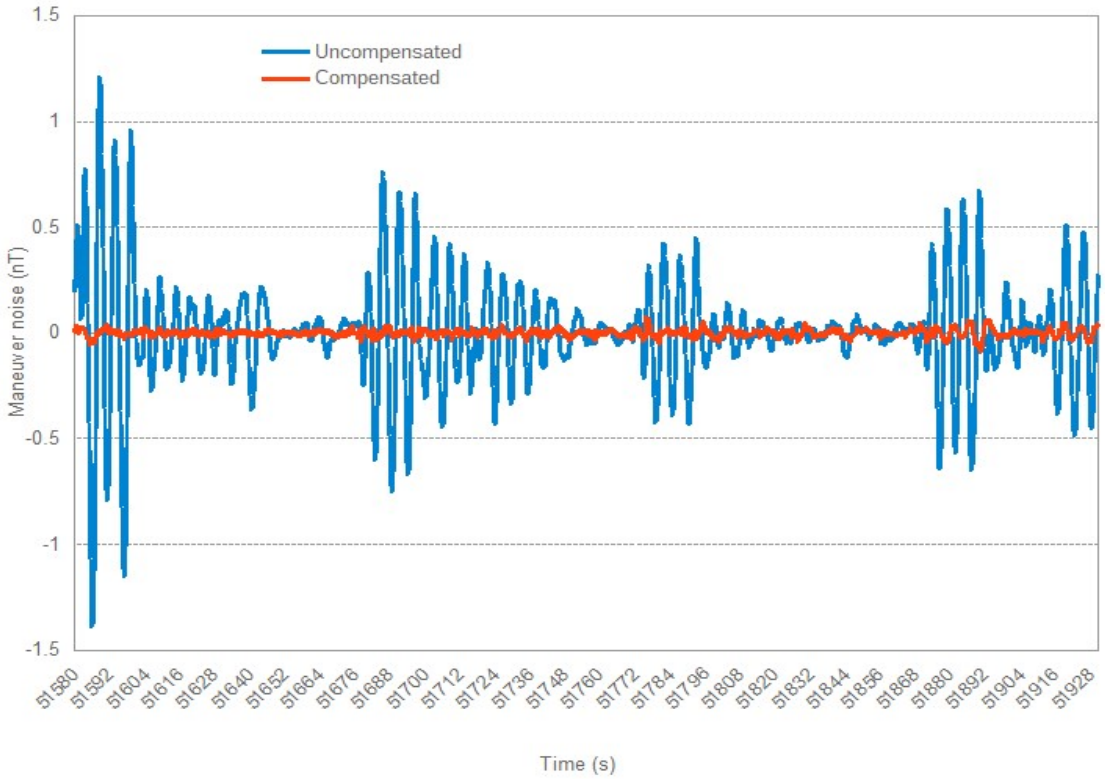


Figure 3: Tail magnetometer compensation calibration test, May 11, 2018

Spectrometer System Tests

Ground Calibration Pads Test

The stripping ratios for the gamma-ray spectrometer were determined on February 5, 2018 before the aircraft departed Ottawa. The Geological Survey of Canada (GSC) calibration pads, which are stored at the SGL hangar in Ottawa, were used. The tests were performed with the detectors installed in survey configuration on board the aircraft. Each detector was tested separately and the test results were averaged to create stripping ratios for this system. See *Table 4* for a complete list of stripping ratios.

The following procedure was carried out:

1 Pre-pads source test, one thorium source below pack
2 Pads test carried out in order: background, potassium, uranium, thorium, and background (six minutes recording each)
3 Post-pads source test, one thorium source below pack

Table 4: Spectrometer stripping ratios

	Crystal Pack A	Crystal Pack B	Crystal Pack C	Crystal Pack D	Overall System
Thorium into Uranium (α)	0.2745	0.2845	0.2798	0.2773	0.2790
Thorium into Potassium (β)	0.4193	0.4216	0.4082	0.4221	0.4178
Uranium into Potassium (γ)	0.7658	0.7705	0.7614	0.7663	0.7660
Uranium into Thorium (a)	0.0473	0.0419	0.0427	0.0500	0.0455
Potassium into Thorium (b)	0.0000	0.0000	0.0000	0.0000	0.0000
Potassium into Uranium (g)	0.0039	0.0010	0.0000	0.0055	0.0045

Attenuation Test

The exponential height attenuation coefficients for the spectrometer were calculated using the data acquired during a pre-survey test flight over the GSC test range at Breckenridge, Quebec near Ottawa on May 16, 2018. The calibration flights were carried out from approximately 150 m to 300 m mean terrain clearance at 15 m and 30 m intervals. A series of background measurements were made by flying the same altitudes over the Ottawa River to determine the background due to cosmic radiation, radon decay products in the air and the radioactivity of the aircraft and equipment.

After correction for background and stripping, the variation in count rate with effective height was used to determine the attenuation coefficients shown in *Table 6*. The data from the test that is corrected to 60 m above the ground using these coefficients are given in *Table 5*. Results of the attenuation test are shown in *Figure 4.*

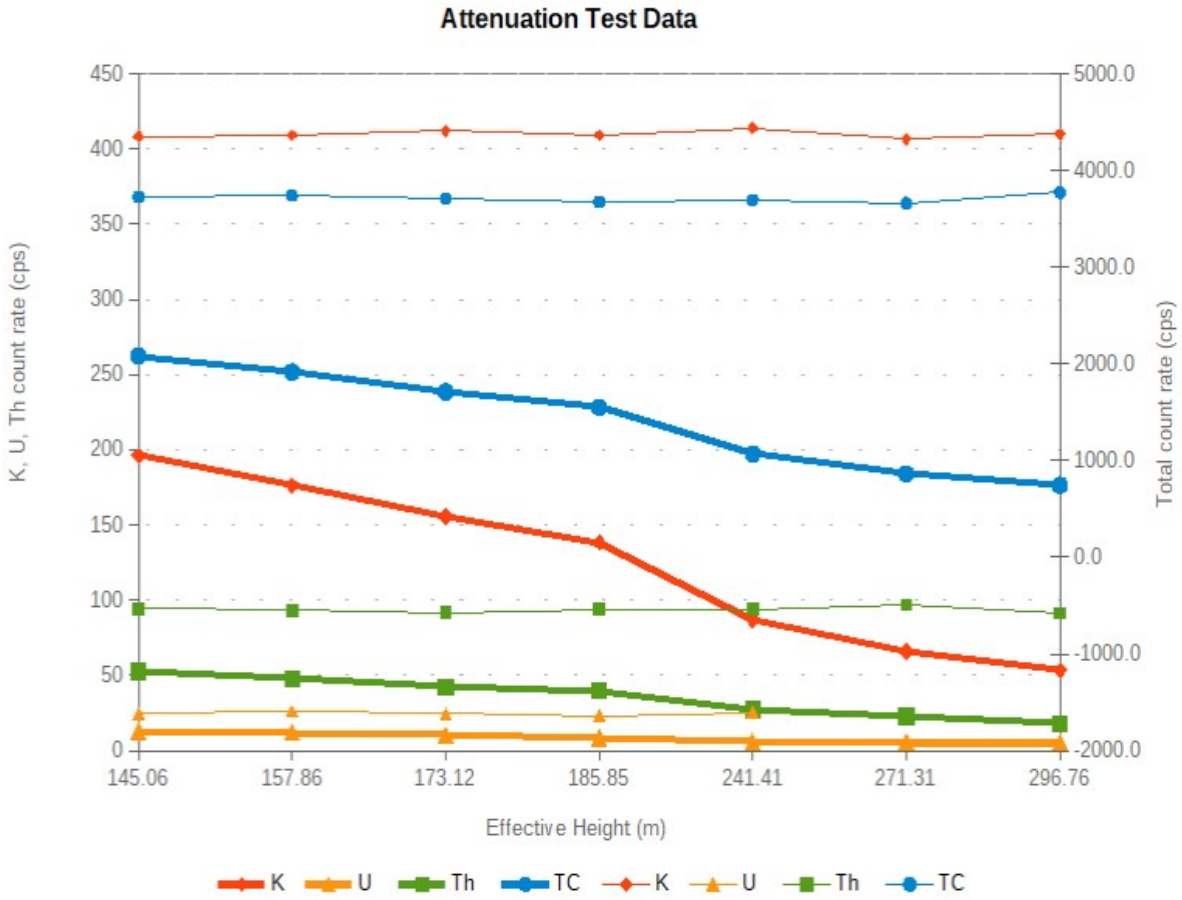


Figure 4: Spectrometer attenuation test: thick lines are recorded data, thin lines are data corrected to an effective height of 60 m using the attenuation coefficients derived.

Table 5: Spectrometer calibration test data – height corrected values (at 60 m effective height)

Altitude at STP (m)	Total Counts (cps)	Potassium (cps)	Uranium (cps)	Thorium (cps)
296.76	3772.1	409.8		91.3
271.31	3661.0	406.5		96.9
241.41	3694.5	414	25.3	93.9
185.85	3674.8	408.9	23.1	93.9
173.12	3708.0	411.9	24.6	91.8
157.86	3741.2	409.1	26.2	93.4
145.06	3725.9	408.2	24.6	94.5

Table 6: Spectrometer attenuation coefficients

	Coefficients (m^{-1})
Total	-0.006849
Potassium	-0.00861
Uranium	-0.007837
Thorium	-0.006836

System Sensitivity

A pre-survey test flight to determine the gamma ray spectrometer sensitivity was carried out over the GSC test range at Breckenridge, Quebec on May 16, 2018 (the same test flight as performed to determine attenuation). The test flight served to determine system sensitivities through comparison of airborne data with data acquired on the ground.

The ground measurements were made using an Exploranium portable gamma-ray spectrometer, acquired at 25 different sites along the 10 km length of the calibration range. Measurements were also made using the portable spectrometer on a boat on the Ottawa River to determine background radiation due to cosmic radiation, radon decay products in the air and any radioactivity of the equipment. The background was subtracted from the ground measurements and the ground concentrations of potassium, uranium and thorium were determined by calibration of the portable spectrometer using the GSC calibration pads located at Ottawa Airport.

The sensitivities of the airborne system for potassium, equivalent uranium, and equivalent thorium were calculated by dividing the average count rates corrected to an effective height of 60 m above ground by the measured ground concentrations. The results are presented in *Table 7*.

Table 7: Spectrometer system sensitivities

	Average counts at 60 m (cps)	Ground Concentrations	Sensitivities
Potassium	409.8	1.79%	228.9322 cps/%
Equivalent Uranium	24.7	1.04 ppm	23.7863 cps/ppm
Equivalent Thorium	93.7	7.61 ppm	12.31 cps/ppm

Altimeter System, Position and Digital Terrain Model Tests

Radar and Laser Altimeter Calibration

A test flight to calibrate the radar and laser altimeters was flown on May 16, 2018 over Lac Deschênes which is situated on the Ottawa River. Eight passes were conducted over the water at heights from 150 to 375 m above ground at various levels. The height of the water was determined using real-time hydrometric data from the Britannia Natural Resources hydrometric station. The altimeter values were compared to the post-flight differentially corrected GPS altitude information for calibration. An ideal altimeter would yield a slope of 1 and an intercept of 0. The Collins radar altimeter slope was 1.0093 and the intercept -1.0930 m. The laser altimeter slope was 1.0022 and the intercept was -0.4109 m. These results are within the expected accuracy of the altimeters. Please refer to *Figure 5* which illustrates the results of the altimeter test.

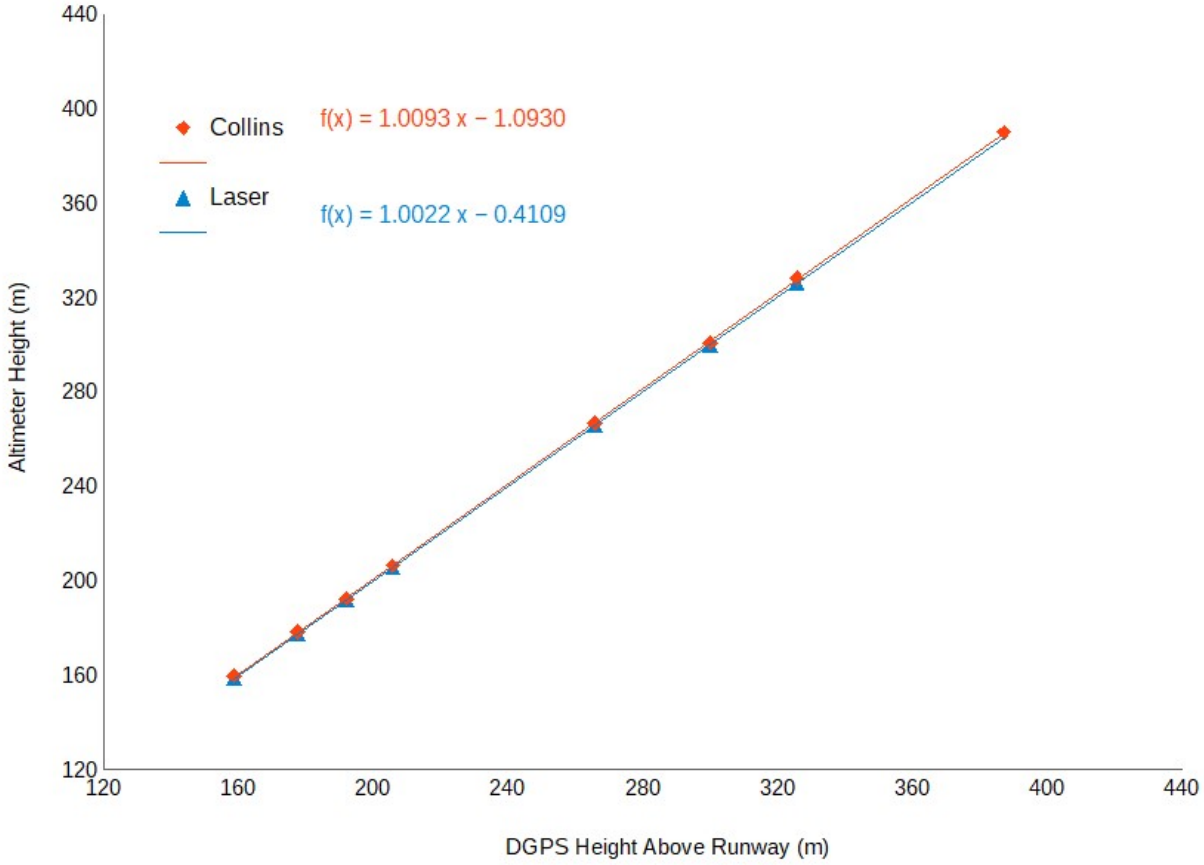


Figure 5: Altimeter test

7. A5 BLOCK SYSTEM TESTS

Magnetometer System Tests

Magnetometer Heading Test

A heading test was performed over Dingle Bay on October 15, 2018. The heading test flight lines were pre-planned, and reference ground magnetic data were obtained through the use of the survey SGL reference station.

Heading errors are calculated as the difference in variation from the average between data acquired when flying in opposite directions. The results of the heading test are presented in *Table 8*. The test determined an average north-south heading error of -0.10 nT and an average east-west heading error of 0.34 nT for the tail magnetometer. The heading error remains consistent through the duration of the survey, and is fully corrected in the normal airborne magnetic data during processing.

No heading test result is reported for the wingtip magnetometer which is considered redundant.

Table 8: Tail magnetometer heading test

Aircraft type:	DHC6 Twin Otter	Date:	15 October 2018
Registration:	C-GSGF	Height flown:	~10.000 ft AGL
Field Location:	Republic of Ireland	Magnetometer type:	Geometrics G-822A
Organization:	Sander Geophysics	Compensator:	SGL AIRComp
Pilot:	Steve Gebhardt	Sampling rate:	10/s
		Data acquisition system:	Sander SGDAS-3

Direction	Line #	Diurnally and IGRF Corrected Mag	Variation From Average
N	1	113.2	-0.26
S	2	113.4	-0.05
E	3	114.0	0.49
W	4	113.3	-0.20
	Average	113.5	
Average N-S Heading Error		-0.10 nT	
Average E-W Heading Error		0.34 nT	

Compensation Calibration

Compensation calibrations determine the magnetic influence of the aircraft and its manoeuvres. During the compensation calibration flight, the aircraft performs sets of three pitches (+/-5°), rolls (+/-10°), and yaws (+/-5°), while flying in the four flight line directions at high altitude over a magnetically quiet area. The coefficients calculated from the calibration are applied to the acquired magnetometer data to measure the effectiveness of the compensation system in mitigating the magnetic interference.

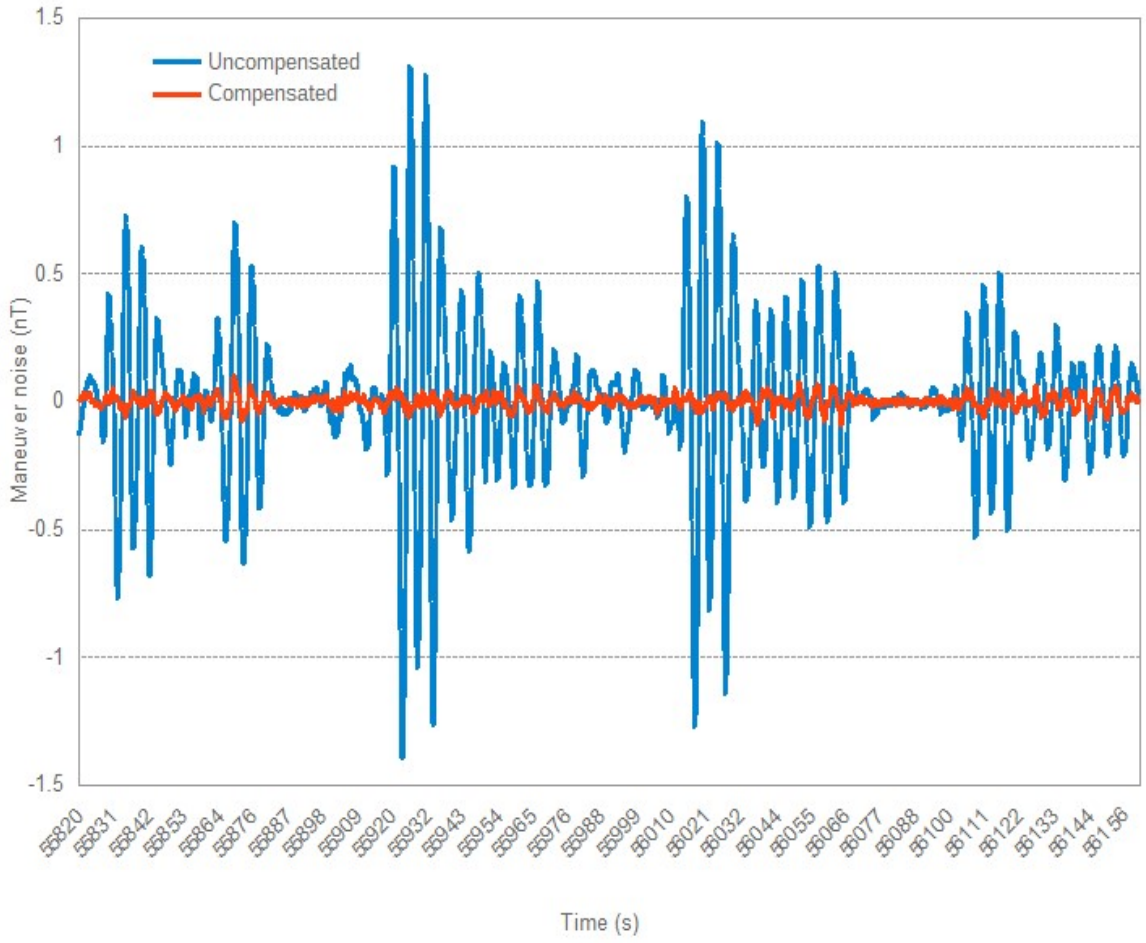


Figure 6a: Compensation Calibration Test Results, October 15, 2018

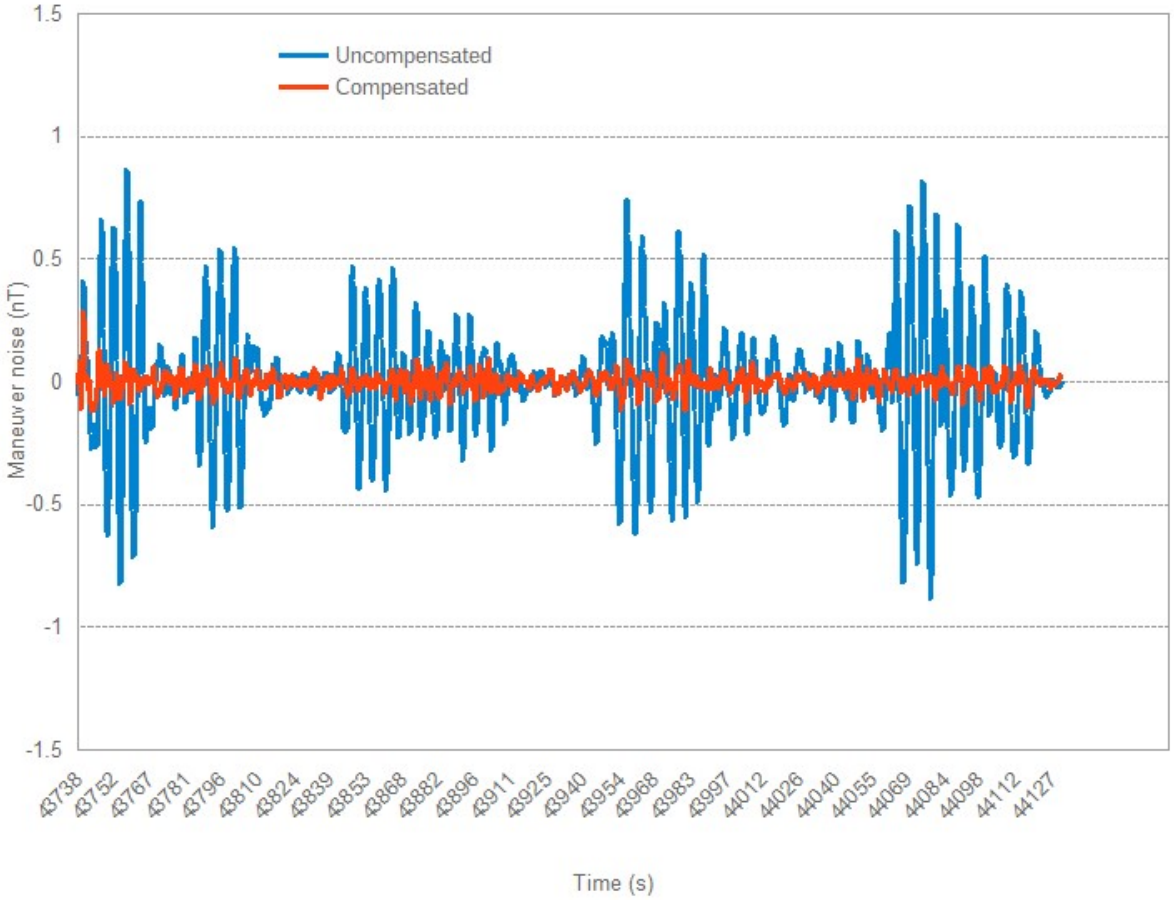


Figure 6b: Compensation Calibration Test Results, February 26, 2019

The total compensated signal noise resulting from the twelve manoeuvres, referred to as the Figure of Merit (FOM), is calculated from the maximum peak-to-peak value resulting from each manoeuvre. A new compensation calibration must be performed after any aircraft or system modifications that may affect the aircraft's magnetic field interference. A compensation flight was performed on October 15, 2018 at high altitude over the sea in Dingle Bay to the east of Kerry Airport. These calibration coefficients were used for survey flights 1 - 69 in the A5 Block.

After heavy maintenance carried out on the aircraft in January 2019, a new compensation was flown over Dingle Bay on February 26, 2019 which is valid for flights 70 – 119. *Table 9* shows the compensation calibration test results for the tail magnetometer. See *Figure 6* for an illustration of the compensated and uncompensated data acquired during the compensation calibration.

Table 9: Magnetic compensation calibration tests and results

Date	Flight	FOM (nT)	Used for Flights
October 15, 2018	0036	1.25	0001 - 0069
February 26, 2019	0071	1.71	0070 - 0082

No compensation calibration result is reported for the wingtip magnetometer which is considered redundant.

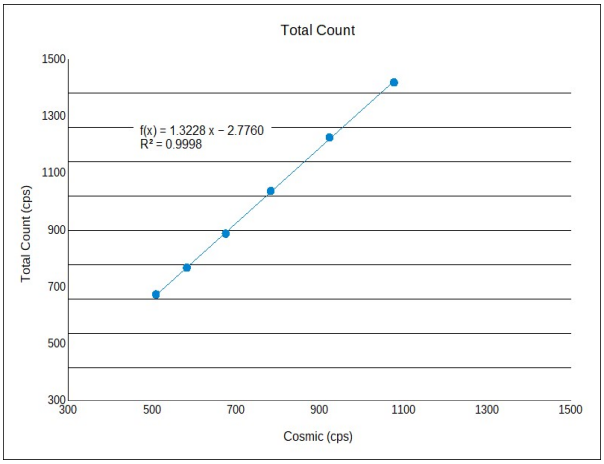
Spectrometer System Tests

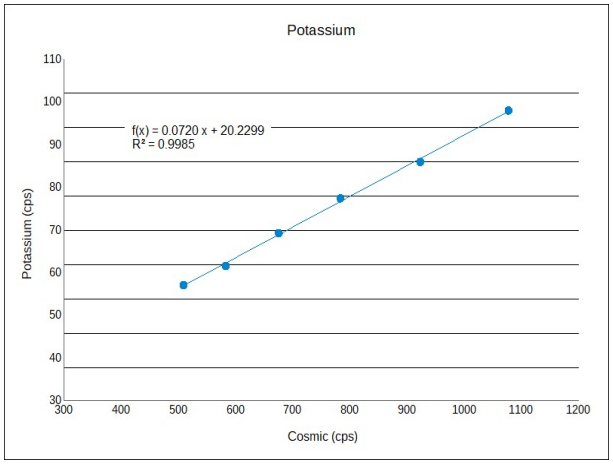
Cosmic and Aircraft Background

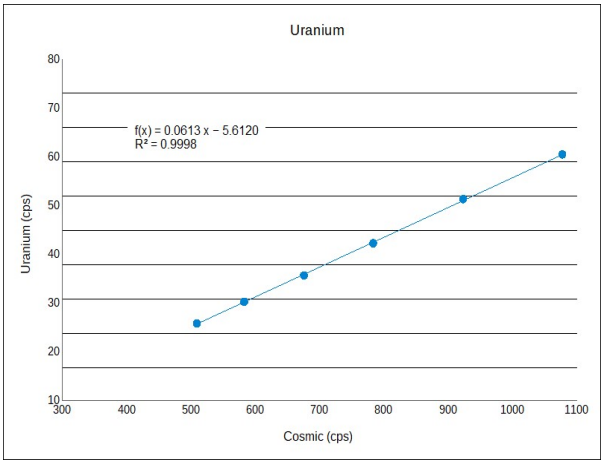
A cosmic and aircraft background test was performed for the spectrometer on October 15, 2018, over Dingle Bay. The test flight consisted of flying at heights of approximately 1500 m to 3500 m above sea level at 300 m intervals, recording between 3 and 6.5 minutes of data at each altitude. Coefficients are determined by linear regression of cosmic counts versus each spectral window as described in the IAEA Report 323 (1991). *Table 10* lists the computed cosmic and aircraft background coefficients. *Figure 7* shows the cosmic test results.

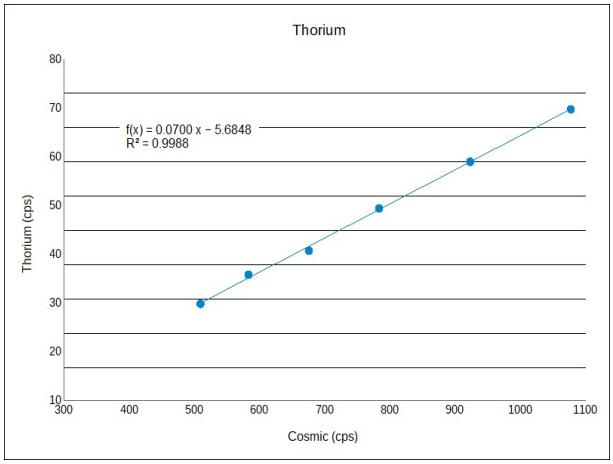
Table 10: Cosmic coefficients

	Cosmic Stripping Factor	Aircraft Background (cps)
Total	1.3228	-2.7760
Potassium	0.0720	20.2299
Uranium	0.0613	-5.6120
Thorium	0.0700	-5.6848
Upward	0.0114	-0.8973









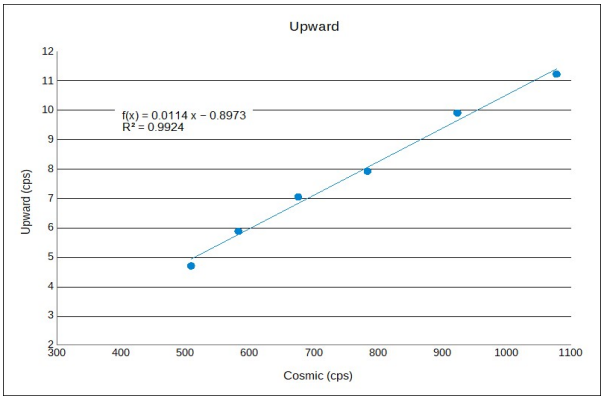


Figure 7: Cosmic Test Results

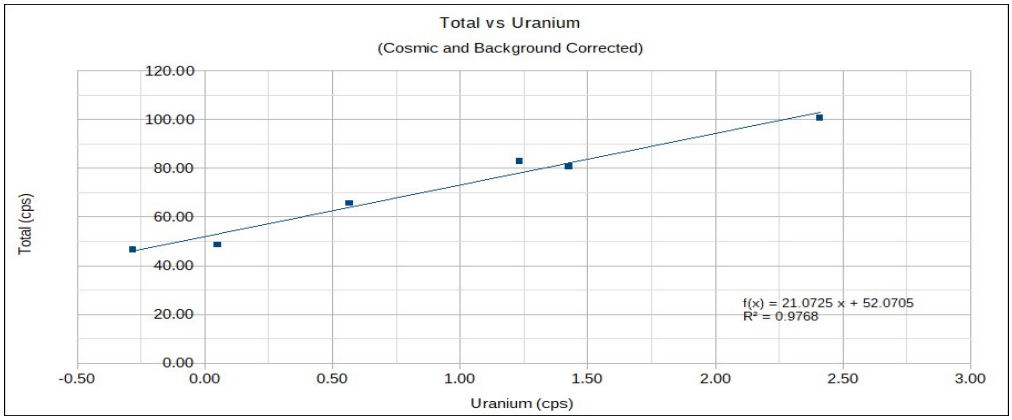
Radon Background Calibration

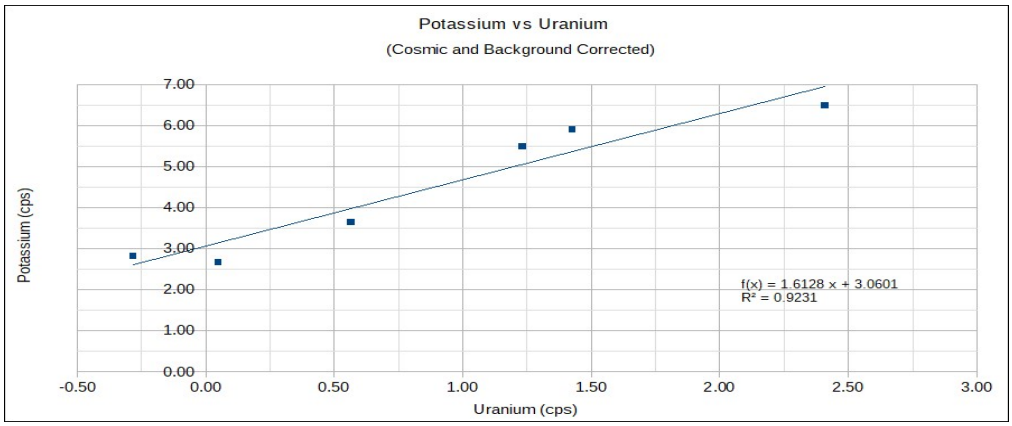
Radon background was monitored through the use of three upward looking detectors. Coefficients relating the count rate in the uranium window from the upward detectors to the count rate in the potassium, uranium, thorium and total count windows from the downward facing detectors were determined using several test lines flown over bodies of fresh water in the vicinity of the survey area.

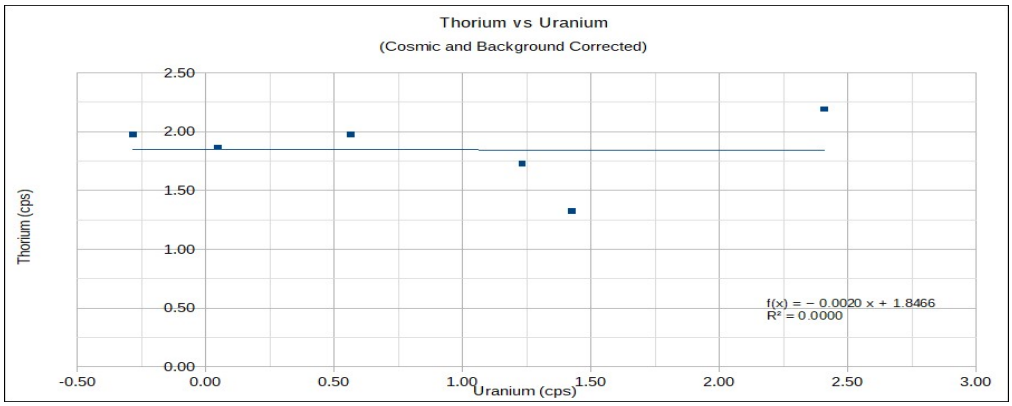
The cosmic and background corrected data from each of the up (ur), thorium (Tr), potassium (Kr) and total (Ir) windows are plotted against the counts in the uranium (Ur) window for each over water line flown. The coefficients determined for this survey are presented in *Table 11*. Linear regressions of these plots provide the radon coefficients to be used in the radiometric data processing are shown in *Figure 8*.

Table 11: Radon correction coefficients

	a	***b***
$I_r = a_I U_r + b_I$	21.0725	52.0705
$K_r = a_K U_r + b_K$	1.2960	25.2133
$T_r = a_T U_r + b_T$	-0.0020	1.8466
$u_r = a_u U_r + b_u$	0.2124	0.5877







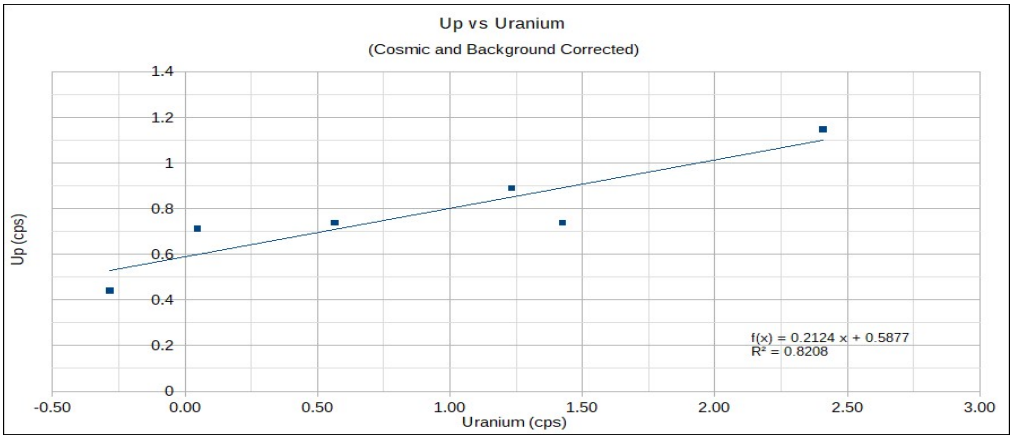


Figure 8: Radon Test Results

Ground Component

The ground component coefficients are used to quantify the response of the upward looking detector to radiation from the ground using the technique described in IAEA Report 323. This involves computing two coefficients based on the counts in the uranium and thorium windows as follows:

$$u_g = a_1 U_g + a_2 T_g$$

where: u_g is the upward window count from the ground
U_g is the downward uranium window count
T_g is the downward thorium window count
a_1 and a_2 are the ground coefficients

The ground component coefficients are determined from the full survey data set and those used for this project are listed in *Table 12.*

Table 12: Spectrometer ground component coefficients

a_1 (uranium)	a_2 (thorium)
0.038955	0.019744

Daily Source Tests

Thorium and uranium source tests were performed at the start and end of each production day. A source was positioned beneath each crystal pack. Data from the thorium, uranium, and background windows were recorded for 180 seconds during each test. Recorded data were dead-time and background corrected and statistics were compiled (see *Figure 9* and *Figure 10*). For the most part, Thorium and Uranium source test results were within +/-5% of the mean value. The coherence of the data indicates that the system is operating correctly.

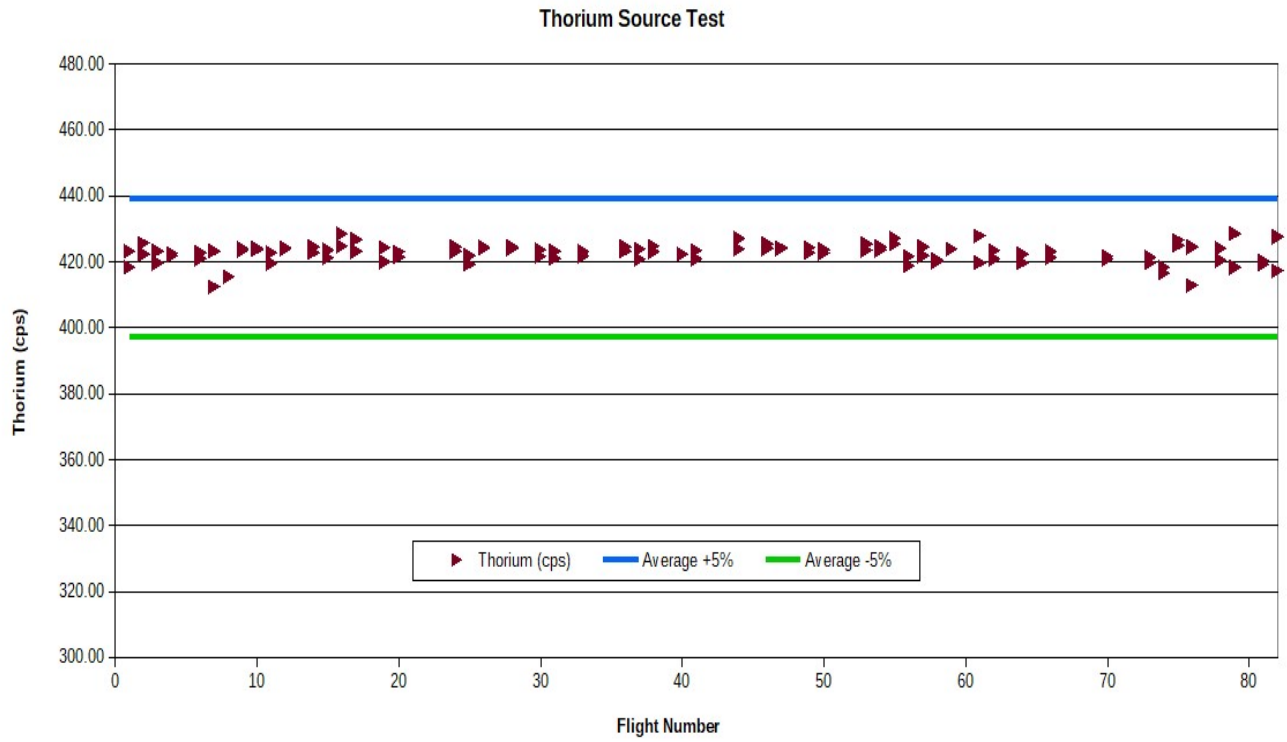


Figure 9: Thorium Source Test

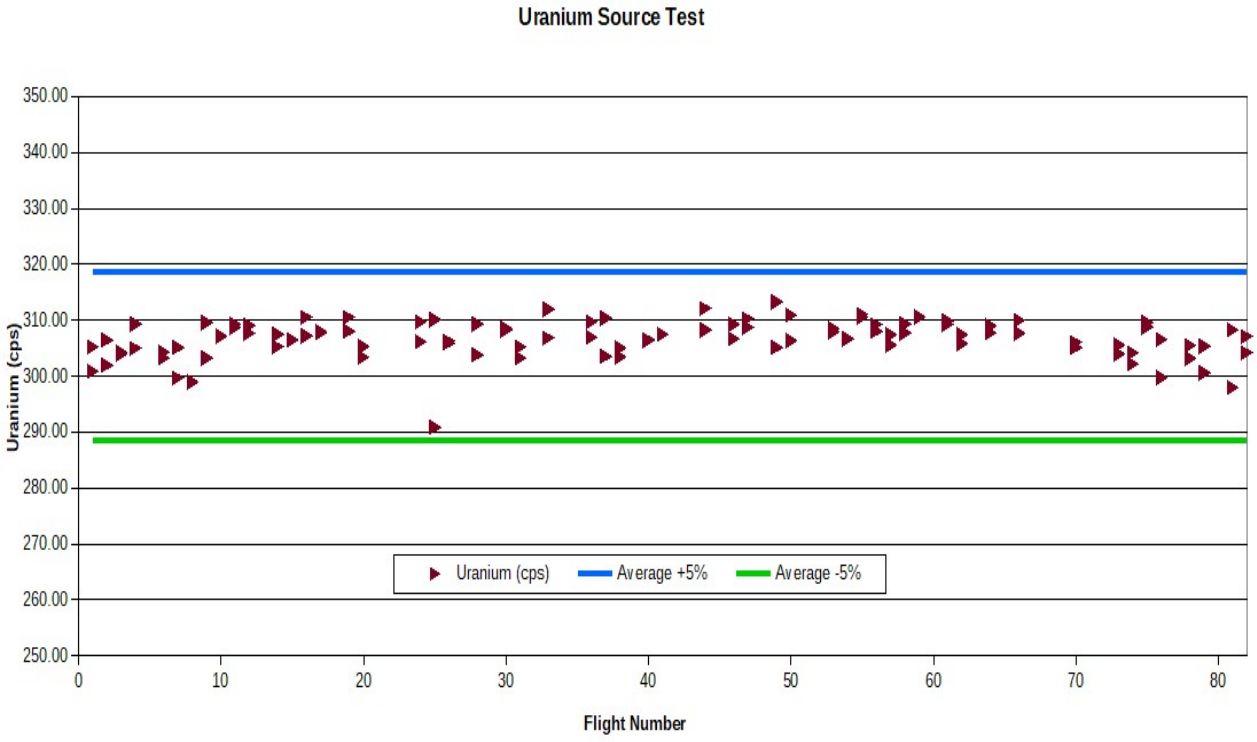


Figure 10: Uranium Source Test

Frequency-Domain Electromagnetic System Tests

EM System Orthogonality

Prior to each flight, the phase shift between the in-phase and quadrature parts of the EM response is verified and adjusted if required. For each frequency, two pulses of constant amplitude are artificially generated, the first being perfectly in-phase with the primary field, and the second being phase shifted by 90 degrees. Therefore, when the phase orthogonality is properly adjusted, no quadrature response should be observed during the first pulse, and no in-phase response should be observed during the second. This test is usually performed at 300 m or more above the ground to avoid any EM response from the ground and to minimize cultural interference. In addition the compensation of the primary field is also verified. The primary field enables EM data to be recorded with reference to an arbitrary zero-level low enough to ensure that the full range of the receiving device can be utilized. The orthogonality check is also performed following the flight, while ferrying back to the base. An example of the orthogonality check is shown in *Figure 11*.

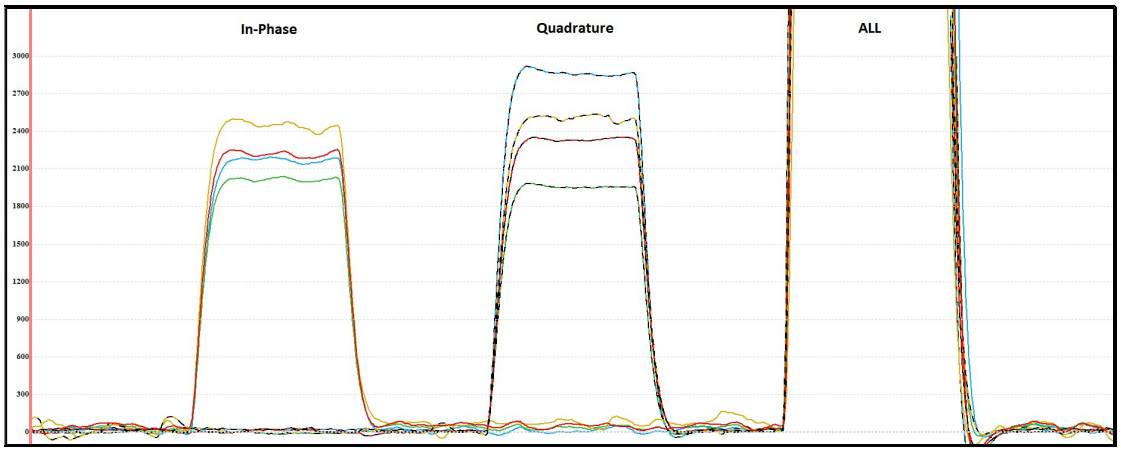


Figure 11: Orthogonality check for the four frequencies

Each pulse represents the in-phase and quadrature response for each of the four frequencies, followed by a single large pulse for all frequencies. For the first two pulses, a well-adjusted system will only show a response in the single channel expected, as illustrated here.

EM Over-Seawater Calibration

The frequency domain electromagnetic system was calibrated following procedures described by Hautaniemi et al (2005). For surveys previous to 2018, a test site was chosen over Donegal Bay, in an area where water conductivity and temperature have been measured several times over the years, at every meter from surface to sea floor, by the Irish Marine Institute. The water depth reaches over 60 m, ensuring that the bottom sediments do not contribute to the EM response. Conductivity data from two different stations taken at three different years were analyzed, and proved conductivity profiles to be essentially consistent at the two stations and therefore can be assumed to be constant between them. The calibration line location (in red) and the two sampling stations (CE10003_056 and CE10003_057) are shown in *Figure 12*. This 4.5 km long calibration line was flown at several heights.

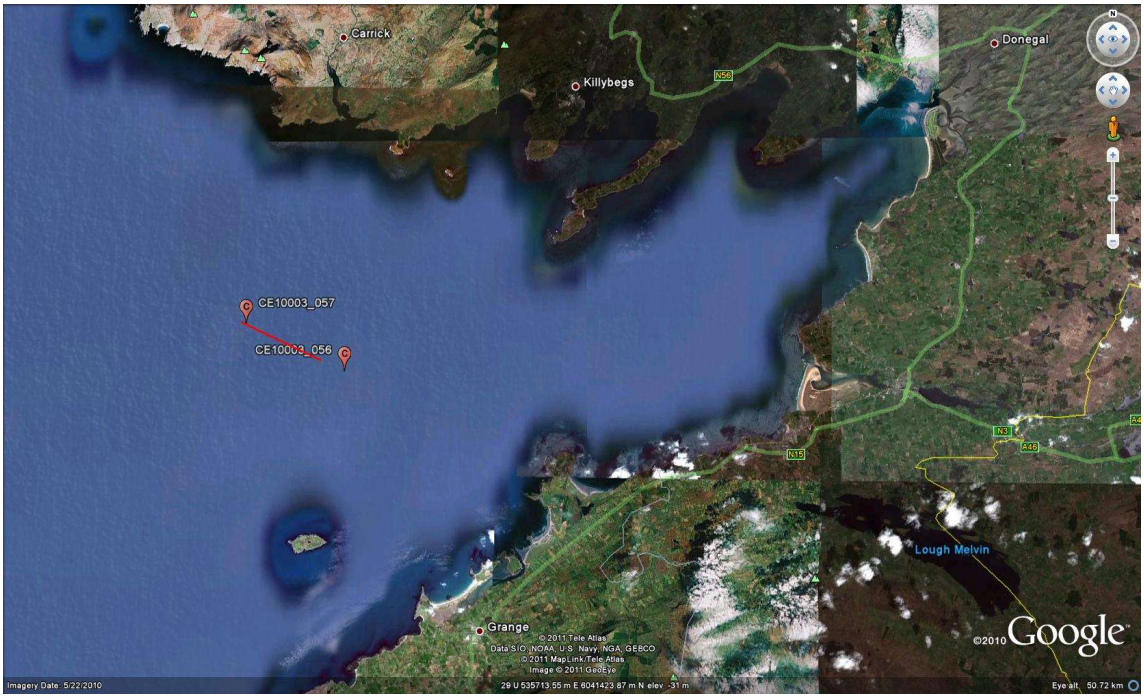


Figure 12: Seawater test line location (red line)

The conductivity data was analyzed to estimate the conductivity variation with depth.

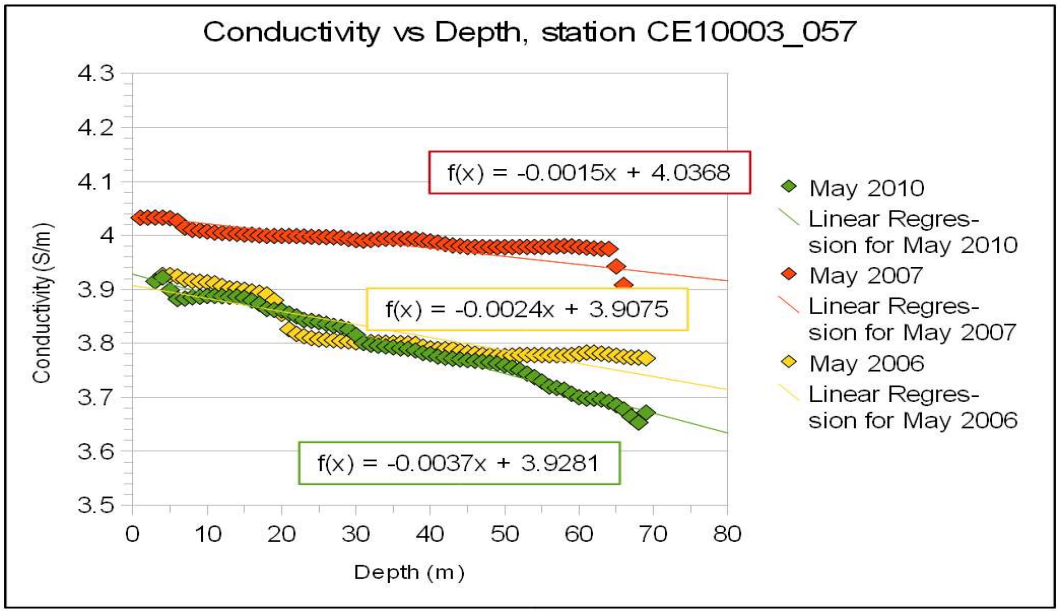


Figure 13: Conductivity variation with depth

As well, the conductivity change with respect to temperature was analyzed over three different years.

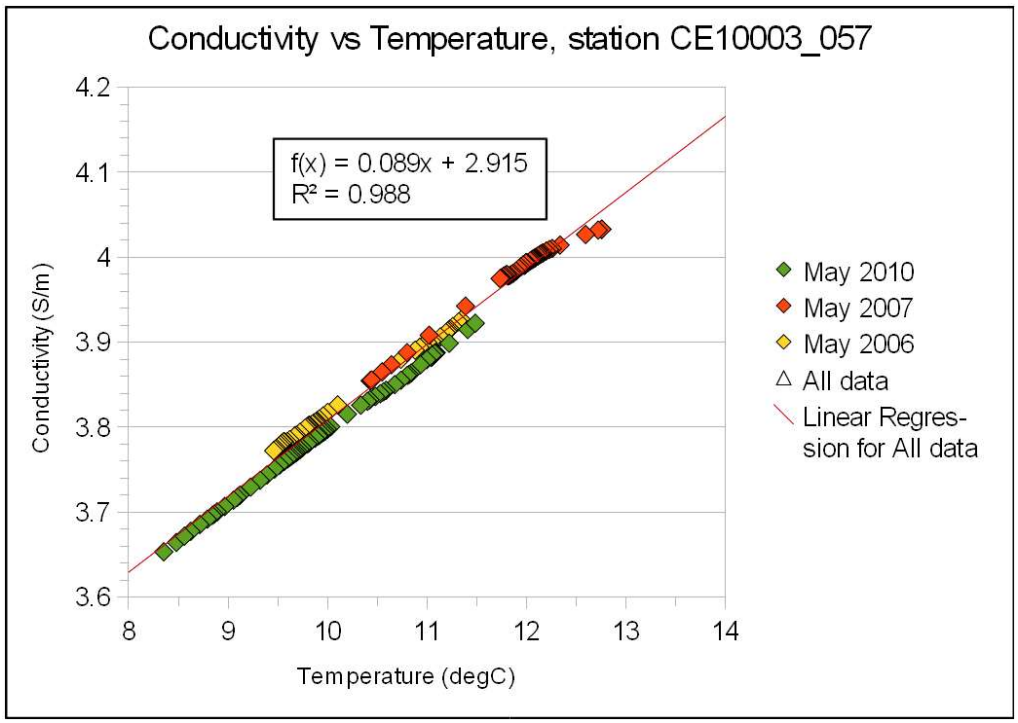


Figure 14: Conductivity variation with temperature

For the 2018 project, a new test site was selected just south of Waterford due to its proximity to this project (see *Figure 15*). Sea-surface salinity at the Waterford site, as provided by the Irish Marine Atlas, is within 0.1g/l of the Donegal site (as measured in April, 2017), hence this new test site will have very similar resistivity and thermal characteristics to the Donegal Bay location outlined above. The Waterford test line includes an on-land portion to replace the "Bundoran" test line, as well as an over-sea-water portion for the EM calibration test line. The central test line is simply extended over sea water and flown at multiple altitudes. The land and shallow portions of the test line are omitted when tabulating the calibration test results. The yellow box in the figure outlines the data used in the over sea water test portion. The skin depth of the high-frequency data is less than a half the water depth so the sea-floor bottom has no impact and the homogenous half space model is valid. The water depth in the seawater test portion is greater than 22.5m, for which typical sea-floor bottom resistivity of 1.0 ohm-m would make less than 0.1% difference in the low-frequency in-phase amplitude, relative to deeper water.

Figure 15: Waterford land/seawater test line location (red line, deep sea section indicated by Yellow box)

Surface water temperature measured on the same day the calibration flight took place (11.396 ºC, measured at buoy M5 on April 22nd, 2019 as published by the Irish Marine Institute) enabled the estimation of the water conductivity close to surface ([0.089 S/m ºC * 11.396 ºC] + 2.915 S/m = 3.929 S/m). Based on the average conductivity decrease with depth observed over the three years in Donegal Bay, it was possible to estimate the water conductivity at a depth of 30m ([-0.0025 S/m2 * 30 m] + 3.929 S/m = 3.854 S/m), and the average conductivity between the surface and a depth of 30 m at the calibration site (3.892 S/m). Slight changes in conductivity below 30m are negligible. This conductivity was used to create a single layer model (half-space), which was employed to calculate the EM response for each component of each frequency, for the range of altitudes covered during the calibration flight. The calculation was performed with the software Airbeo, developed by AMIRA. The results are shown in the following figure.

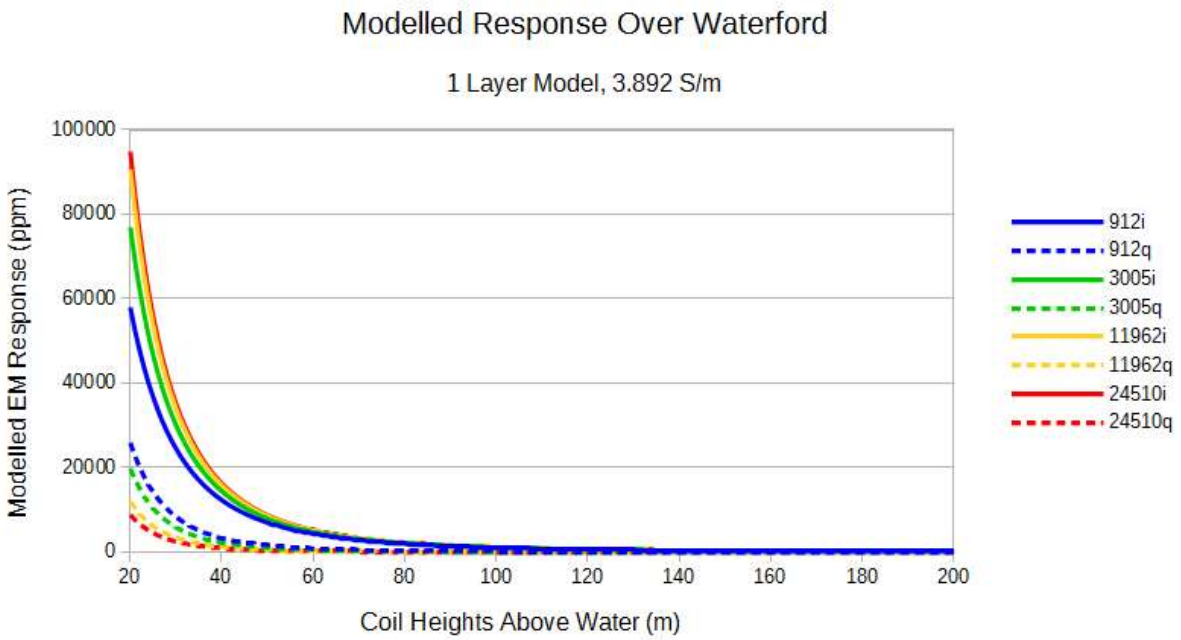


Figure 16: Modelled EM response vs. Coil height above water over Donegal Bay

This shows how sensitive the EM response is with respect to separation distance between the system and the water. It is therefore important to use accurate clearance information to perform the calibration. The radar altimeter was properly calibrated over Lac Deschênes in Ottawa, Canada. Moreover, the altimeter data was corrected for the distance between the radar system and the EM coils. Given the wide footprint of the radar, the use of the strongest return when recording altitude, and the relatively low flying altitude, attitude corrections were deemed negligible. The EM data was also corrected for lag effects.

The receiver measured voltage (V units) recorded along the calibration line were plotted against the theoretical secondary to primary field coupling ratio (ppm units), and the calibration coefficients (ppm/V units) were obtained through a linear regression. In order to ensure that the measured in-phase data used for the calibration is indeed entirely in-phase, the in-phase/quadrature orthogonality was verified before and after the calibration flight. This particular post-flight orthogonality test result is shown in the following image.

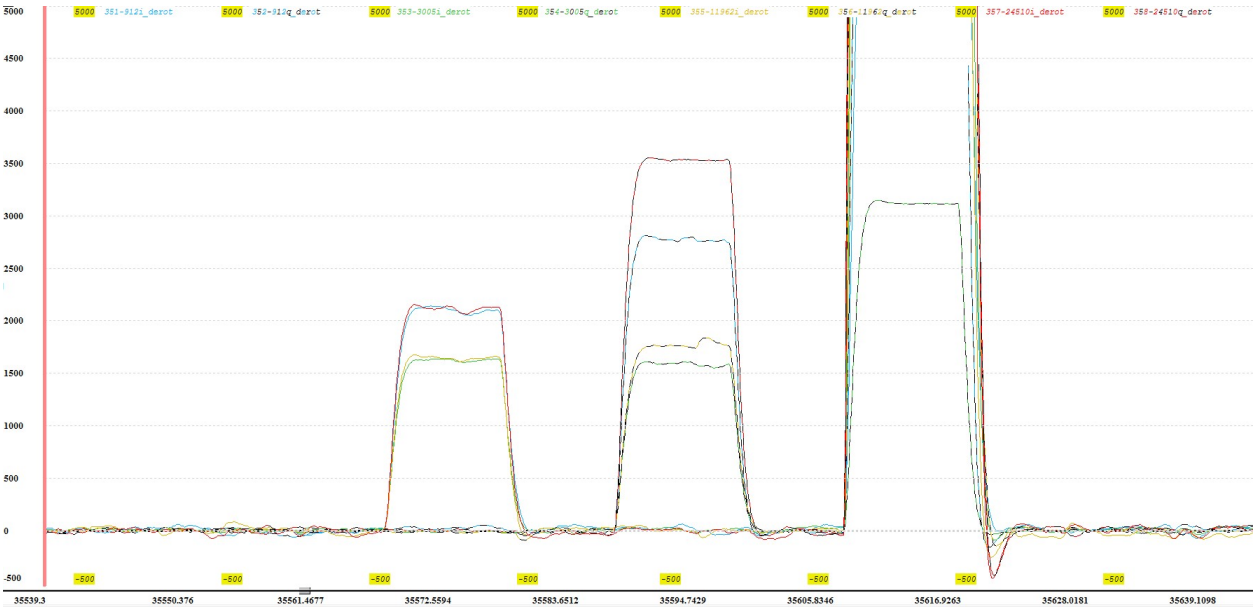


Figure 17: Post flight orthogonality check from the FEM calibration test flight

The coefficients obtained for each frequency are outlined in the following table. These coefficients are used for all flights on the A6 Block. The plots showing the fit obtained for the in-phase response at each frequency are presented in the following figures (note that the quadrature signal is not used due to its very low amplitude over sea water).

Table 13: Calculated conductivity coefficients for each frequency (ppm/volt)

Frequency	912 Hz	3005 Hz	11962 Hz	24510 Hz
Coefficient	6200	6358	6074	7465

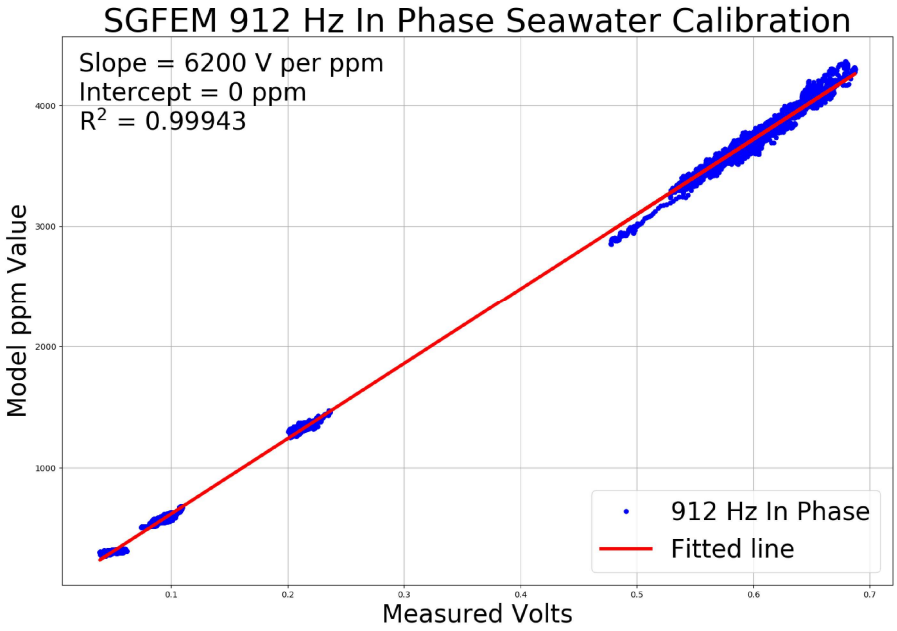


Figure 18: SGFEM 912 Hz In Phase Seawater Calibration

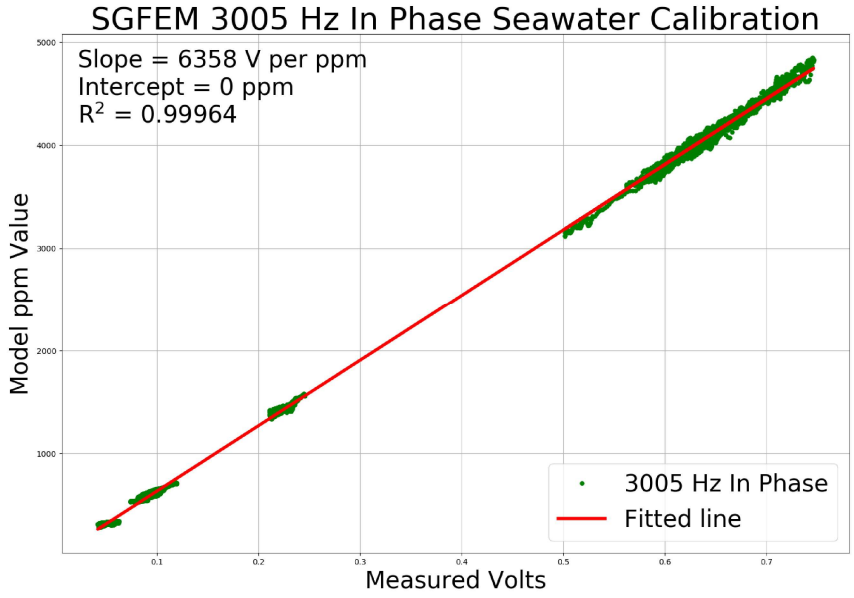


Figure 19: SGFEM 3005 Hz In Phase Seawater Calibration

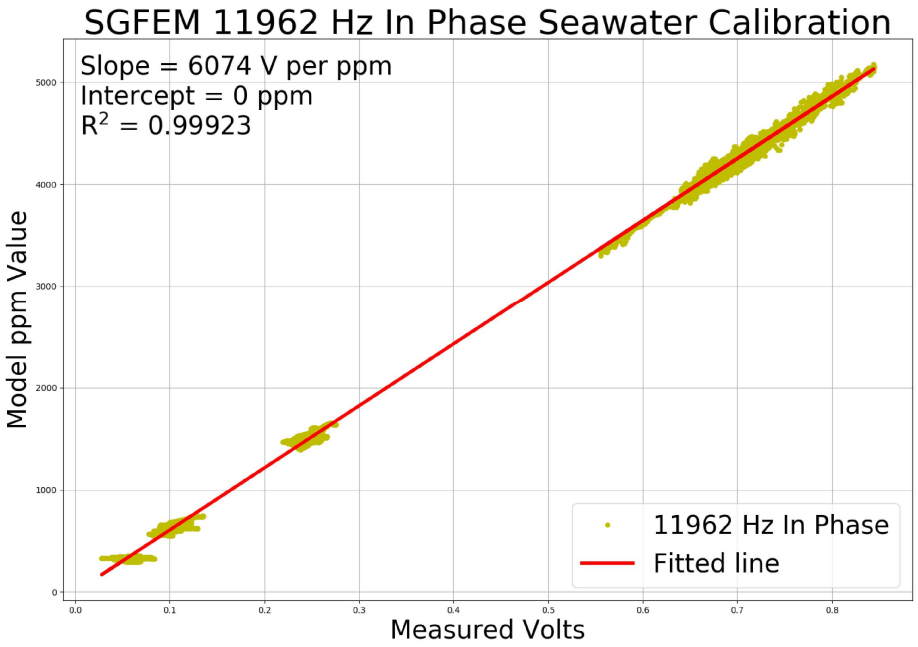


Figure 20: SGFEM 11962 Hz In Phase Seawater Calibration

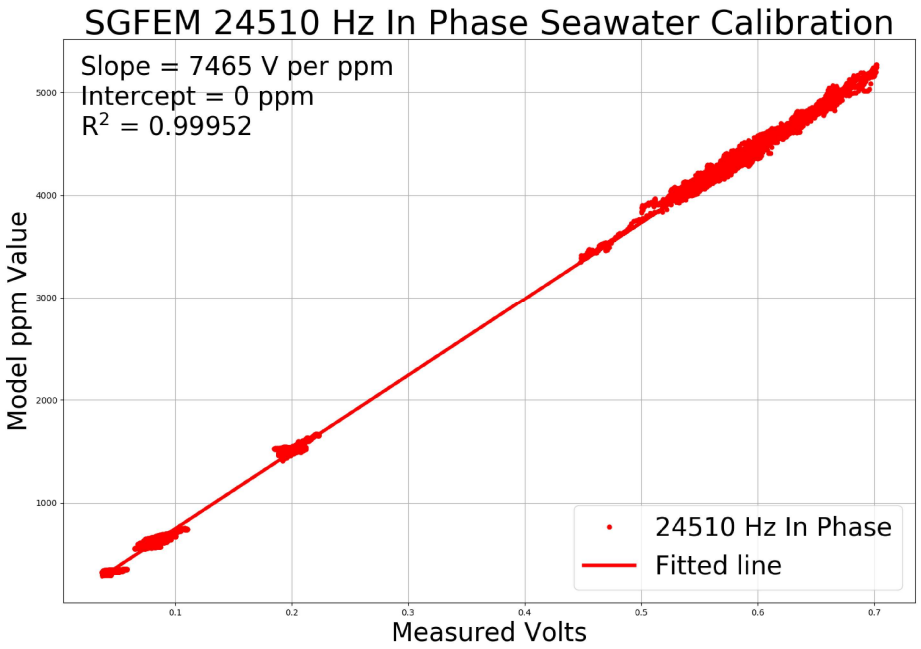


Figure 21: SGFEM 24510 Hz In Phase Seawater Calibration

EM Instrumentation Lag

The lag in the EM data is a function of two components, a static lag due to signal processing and a speed-dependent dynamic lag due to the physical offset of the EM coils and the GPS antenna. The static lag is known to be *0.70 s* from the filters applied during signal processing. The dynamic lag is equal to the offset of the coils and GPS reference point along the long axis of the aircraft, known to be 2.888 m, divided by the flying speed. For a speed of 60 m/s the dynamic lag will average 0.048 s, for a total lag of 0.748 s.

EM Transmitter Noise

The effect of the FEM transmitter on the magnetic response was verified for the tail and wing sensors, while flying at high altitude (about 10,000 ft.). This was done by turning the EM transmitter OFF, then back ON. *Figure 20* and *Figure 21* show that the EM transmitter induces no effect on the magnetic signal from either sensor.

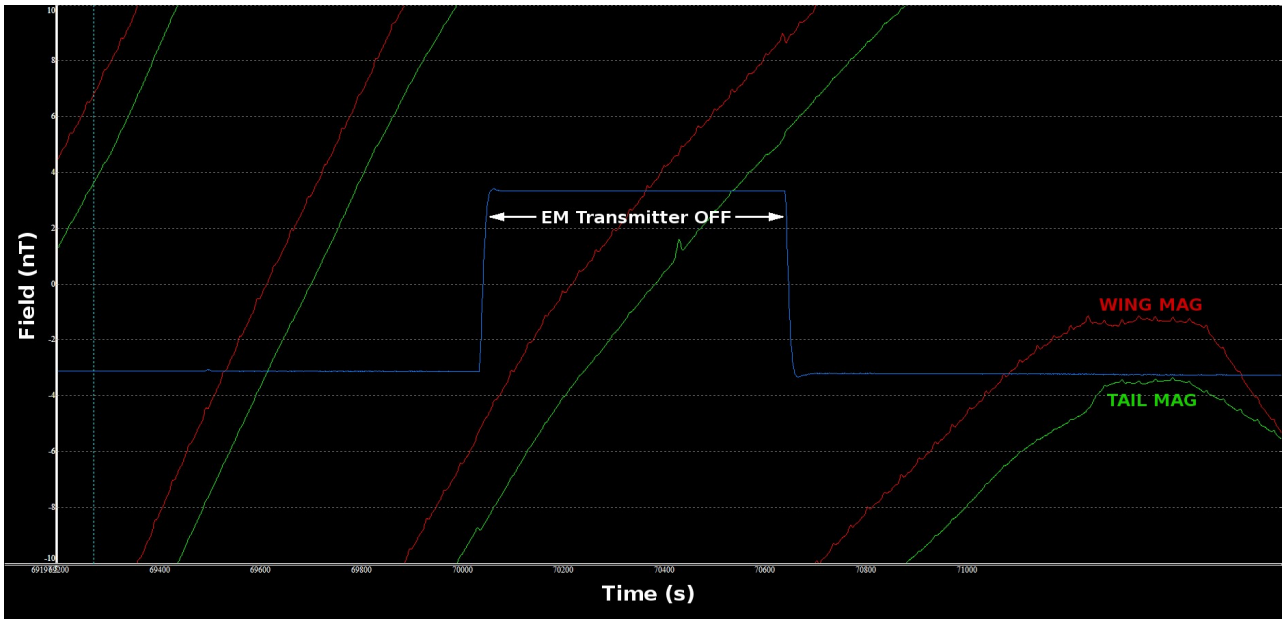


Figure 22: EM transmitter noise test, showing tail and wing magnetic sensor traces.

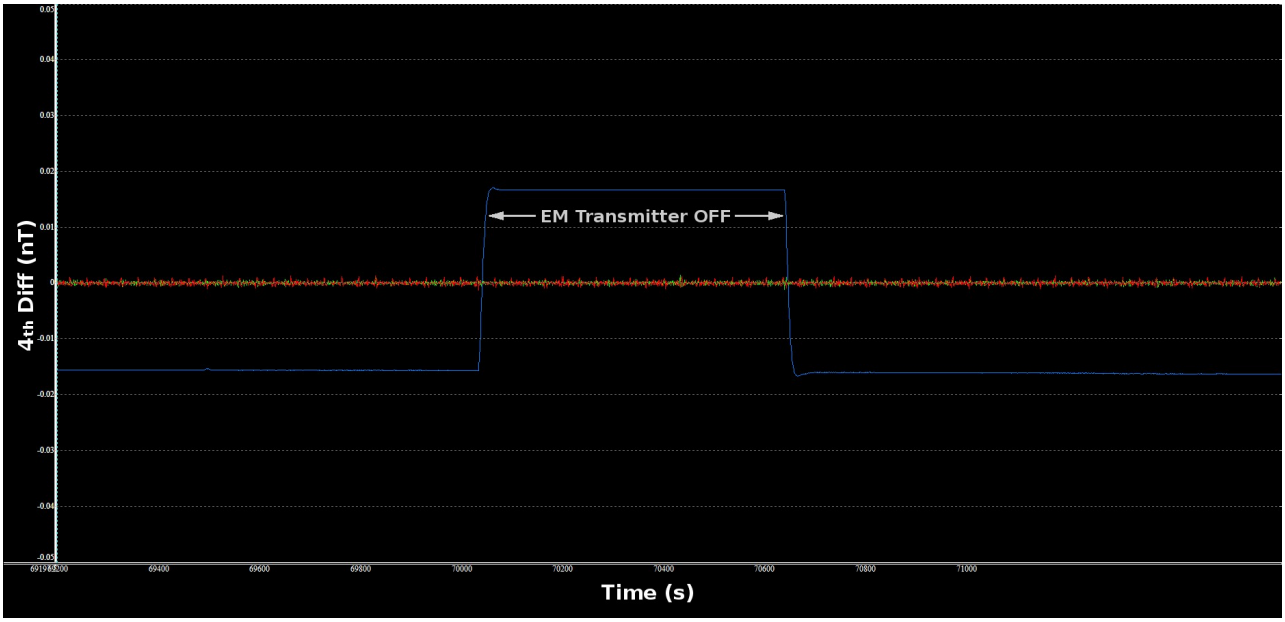


Figure 23: EM transmitter noise test, showing the 4th difference of the tail and wing magnetic sensor traces.

8. FIELD OPERATIONS

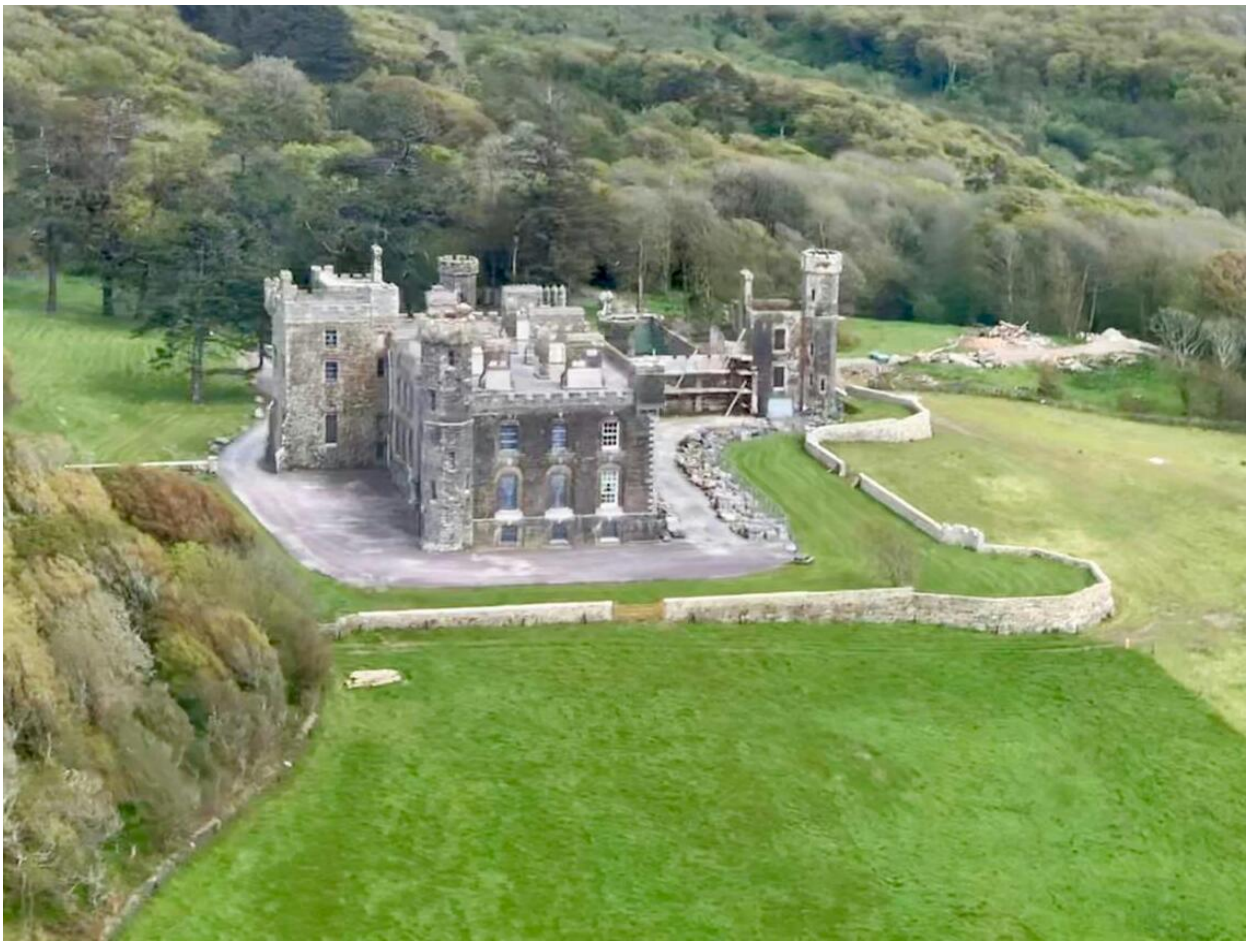
Flight operations for this project were performed from Kerry Airport. The Block A6 required 31 production flights, from August 25, 2018 to June 15, 2019 during which data for both A5 Block and A6 Block were acquired. Weekly reports are provided in *Appendix VI*.

Reference Stations

Two reference stations were installed for this project. GND1 was located in the backyard of the crew lodging in Fenit, Co.Kerry. GND2 was setup at the Kerry airport located east off the hangar and north of the taxi way.

The positions of the two reference station GPS antennas were calculated using Precise Point Positioning (PPP)

Corrections using the algorithm developed by NRCAN, that has been incorporated in to SGL's suite of software (http://webapp.geod.nrcan.gc.ca/geod/tooloutils/ppp.php).



Picture 3: View of castle Freke, County Cork as seen from the survey aircraft in the A6 Block

The position of the GPS antennas of the reference stations after differential correction is shown in *Table 14.*

Table 14: GPS Reference Station Location in the WGS-84 datum

Station	Latitude	Longitude	Elevation
GND1	N 52:16:46.9371	W 9:52:01.8250	68.9789 m
GND2	N 52:11:02.7622	W 9:31:38.9490	87.4163 m

Lists of the lines as acquired for each data set are provided in *Appendix III*. Due to re-flights for specific data issues, the lines selected for each data type (FEM, magnetic, spectrometer) are not identical.

Operational Issues

Due to a delayed commencement of operations, the survey could not be completed in 2018 as originally planned. Because of the poor Winter weather conditions, survey operations were suspended on December 21st 2019, during which time the aircraft was moved to Sligo to undergo scheduled maintenance. The aircraft returned to Kerry on February 14th 2019 and operations recommenced on February 23rd 2019 after a period of poor weather. The aircraft was also grounded for maintenance from May 28th to May 30th 2019.

The weather provided the main challenge for airborne operations throughout acquisition in the A6 Block. Rain, poor visibility and windy days caused various delays and flight cancellations.

On August 29th 2018 the survey flight was diverted to Shannon airport due to a burning smell detected in the cabin. The cause was determined to a fuel gauge that failed during flight. The aircraft was moved back to Kerry when it was deemed safe to do so and gauge was replaced.

Re-flights are listed in *Appendix VII*.

Field Personnel

The technical personnel of SGL that participated in field operations are given in *Table 15*.

Table 15: Field Personnel

Field Personnel	Name	Dates on Field
Operations Manager	Kevin Charles	n/a
Field Crew Chief	Alison McCleary	July 8, 2018 – June 15, 2019
Data Processor	Diana Kuiper	August 23, 2018 – October 23, 2018
Data Processor	Ania Smetny-Sowa	October 20 – December 21, 2018 , June 4 – June 15, 2019
Data Processor	Keith Wells	February 16, 2019 – March 21, 2019
Technician	Craig McMahon	July 19, 2018 – August 30, 2018
Technician	Scott Hames	September 11 – October 7, 2018, February 5 – 15, 2019, April 16 – April 26, 2019
Lead Pilot	Steve Gebhardt	July 13, 2018 – June 15, 2019
Pilot	Charles Dicks	August 23 – December 3, 2018 , May 2 – June 13, 2019
Pilot	Steven Hyde	October 12, 2018 – October 26, 2018
Pilot	Jean Deschenes	November 26 - December 8, 2018 , April 5 – May 4, 2019 , June 13 – June 15, 2019
Pilot	George Sakgaev	February 9, 2019 – April 8,2019
Pilot	André Lafontaine	August 3 - 27, 2018, December 7 – 23, 2018
AME	Darren McBeth	August 5 - 10, 2018, September 13 – 24, 2018
AME	Allan Ott	July 18 - August 11, 2018, August 26 – October 6, 2018
AME	Dave Money	August 14, 2018 – August 29, 2018
AME	John Burnham	October 8 – December 21, 2018 , June 5 – June 15, 2019
AME	Dwayne Bailey	February 12, 2019 – April 8, 2019
AME	Nathan Shirey	April 9, 2019 – May 4, 2019
AME	Mike Devenny	May 4, 2019 – May 30, 2019
DOM	Ray Molland	May 28, 2019 – May 30, 2019
AME Specialist	Mario Guèvremont	May 28, 2019 – May 30, 2019

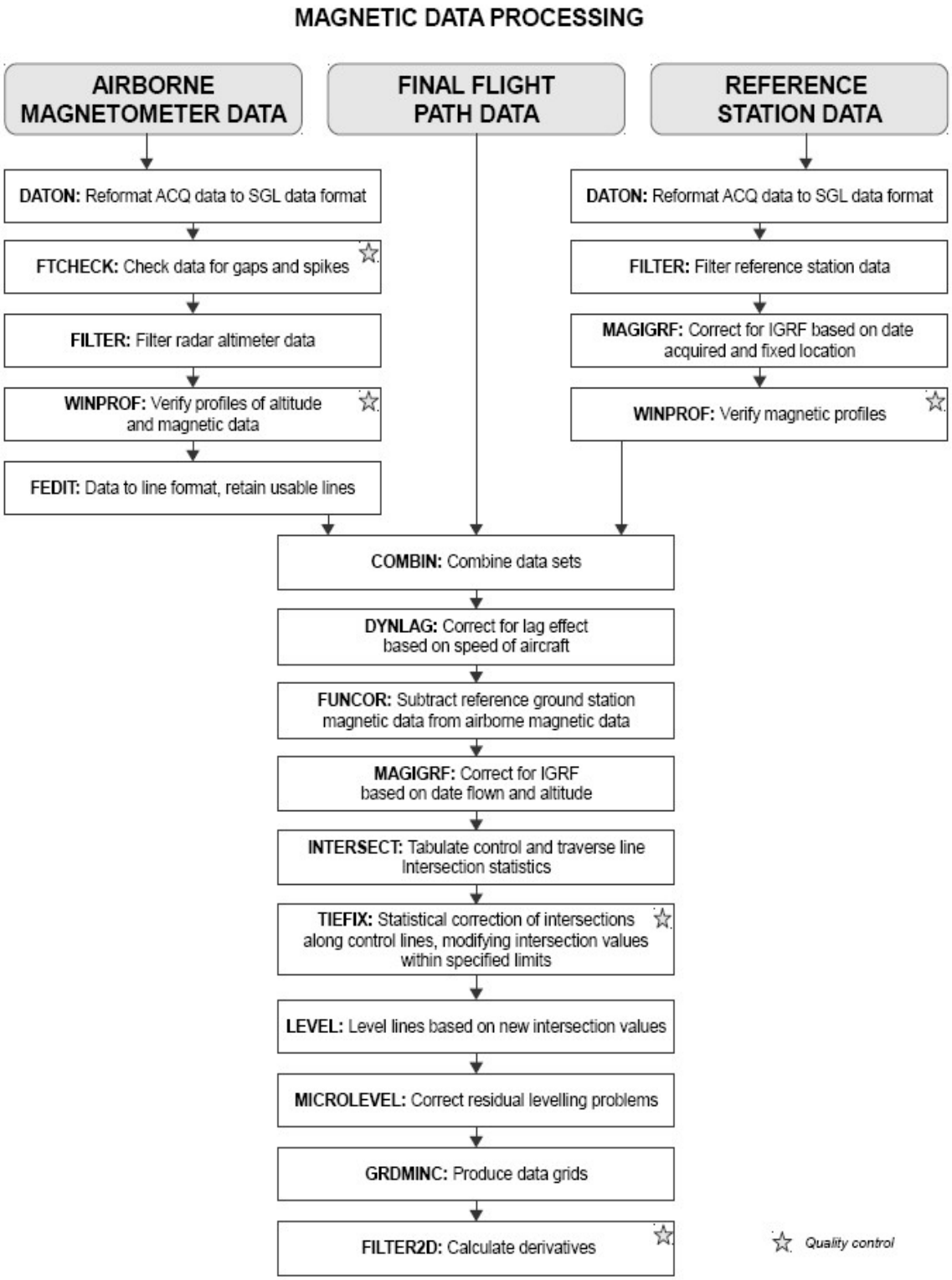


Figure 24: Magnetic data processing flow chart

9. DIGITAL DATA COMPILATION

Preliminary processing for on-site quality control was performed in the field as each flight was completed. This included verifying the data on the computer screen, profiling all of the data channels, and creating preliminary data grids.

Magnetometer Data

A magnetic data flowchart is presented in *Figure 24*. All final magnetic data is from the magnetometer housed in the tail stinger at the rear of the aircraft. The airborne magnetometer data were recorded at 160 Hz, and down sampled to 10 Hz for processing. All magnetic data were plotted and checked for any spikes or noise. A dynamic lag correction averaging 0.18 s depending on the instantaneous velocity of the aircraft was applied to each data point. The aircraft speed dependent dynamic lag was calculated using SGL's Dynlag software.

The ground based reference magnetometer data were inspected for cultural interference and edited where necessary. All reference station magnetometer data were filtered using a 369-point low pass filter (see *Appendix VIII*) to remove any high frequency signal, but retain the low frequency diurnal variations.

A correction for the International Geomagnetic Reference Field (IGRF) year 2015 model, was extrapolated for all ground magnetometer data using the fixed ground station location and the recorded date for each flight. The mean residual values of the reference stations calculated to be 74.752 nT for GND1 and 232.945 nT for GND2 were subtracted from the ground station data to remove any bias from the local anomalous field. Ground station GND1 was often not used for diurnal corrections as it was generally more noisy than GND2. Further small adjustments were applied to the secondary station to remove the average bias between the two reference stations. The different values reflect small changes to the position of the magnetometer. Diurnal variations in the airborne magnetometer data were removed by subtracting the corrected reference station data. GND2 was used for all flights except for the lines listed in *Appendix IX* that used GND1.

The airborne magnetometer data were corrected for the IGRF using the location, altitude, and date of each point. IGRF values were calculated using the year 2015 IGRF model. The altitude data used for the IGRF corrections are DGPS heights above the GRS-80 ellipsoid.

Height Correction

The survey was flown in radar guidance mode in order to stay as close to the target survey altitude of 60 m as much as possible. This approach was adopted in order to optimize the acquisition of frequency-domain electromagnetic (FEM) data which is known to drop off in signal strength rapidly. Little reliable FEM data is acquired a heights of 200 to 250 m above ground depending on the signal frequency and the conductivity of the ground, and the lower the survey is flown, the higher the signal to noise ratio for all frequencies.

By adopting a flying strategy optimized for FEM data, drape flying was not possible, resulting in survey lines flown at different altitudes in adjacent lines and at intersections between traverse and control lines. Inevitably this results in differences in the spectral content of airborne magnetic data where the survey height above ground was inconsistent. At low altitudes, even relatively small differences in altitude may result in significant changes in spectral content of the magnetic data. Amplitude of magnetic signal drops off with height at an exponential rate proportional to the frequency of the signal, so that high frequency signal in particular changes rapidly with small changes in altitude close to the ground. Correcting for such changes using traditional levelling methods can be challenging since there is no way to properly extrapolate

corrections from miss-ties at intersections due to altitude differences. Therefore, there is an advantage to correcting the airborne data for height variation before attempting levelling.

In order to correct magnetic data for altitude variation, we first need to define a consistent surface that will be used as a reference height. This can be a surface of constant height with respect to the ellipsoid or a "virtual" drape surface. The drape surface approach has the advantage of retaining as much of the recorded signal content as possible whilst achieving consistency of height at intersections and smoothly varying heights between adjacent lines. The reference drape surface was made based on a grid of the height of the survey lines as actually flown. At intersections where traverse and control lines cross, the higher of the two is used. The resultant surface is then converted to a smooth drape using a climb rate of 500 feet/nMile. This ensures that the reference surface is always at or slightly higher than the altitude as flown so that all corrections for height can be achieved using a stable upward continuation operation.

To determine the height corrections, magnetic data is upwardly continued by a range of distances up to the maximum separation between the survey altitude as flown and the reference surface.
A profile based method was used because high frequency cultural effects in this survey block were not well sampled in the cross line direction. The height correction is then applied to the unlevelled data, and final levelling is then performed.

Levelling

Intersections between control and traverse lines were determined by a program which extracts the magnetic, altitude, and x and y values of the traverse and control lines at each intersection point. Each control line was adjusted by a constant value to minimize the intersection differences, calculated as follows:

$\Sigma |i - a|$ summed over all traverse lines
where, i = (individual intersection difference)
a = (average intersection difference for that traverse line)

Adjusted control lines were further corrected locally to minimize any residual differences. Traverse line levelling was carried out by a program that interpolates and extrapolates levelling values for each point based on the two closest levelling values. After traverse lines have been levelled, the control lines are matched to them. This ensures that all intersections tie perfectly and permits the use of all data in the final products.

CLEVEL provides a curved correction using a function similar to spline interpolation. A third degree polynomial is used to interpolate between two intersections and the two values and two derivatives are chosen to determine the polynomial. CLEVEL is an improved method as it allows intersection points to be preserved with no mismatch and interpolation is smooth with the first derivative continuously approaching the same value from both sides of the intersection points.

The levelling procedure was verified through inspection of magnetic anomaly and vertical derivative grids, plotting profiles of corrections along lines, and examining levelling statistics to check for steep correction gradients.

Micro-Levelling

Micro-levelling was applied to remove any residual diurnal and/or height related artifacts from the data. This was achieved by using directional filters to identify and remove artifacts that are long wavelength parallel to survey lines and short wavelength perpendicular to survey lines. A limit of

+/-1.8 nT was set for micro-levelling corrections. An additional strong micro-level correction was applied to selected areas where high gradients combine with large height differences to cause strong local artifacts.

Selective Filtering

Some short sections of survey lines displayed high frequency, low amplitude noise that did not correlate with adjacent lines. These lines were filtered on the time series data with a low pass filter with 0% pass at 5 seconds and 100% pass at 7 seconds. A full list of lines filtered, and for what portion of the line the filter was applied, can be found in *Appendix XII*.

Gridding

The grid of the magnetic anomaly was made using a minimum curvature algorithm to create a two-dimensional grid equally sampled in the x and y directions. The algorithm produces a smooth grid by iteratively solving a set of difference equations minimizing the total second horizontal derivative while attempting to honour the input data (Briggs, I.C, 1974, Geophysics, v 39, no. 1). The final grids of the magnetic data were created with 50 m grid cell size appropriate for survey lines spaced at 200 m.

Magnetometer Power Line Monitor

For the surveys conducted in 2018 campaign, a new magnetometer power line monitor data channel is included that is derived from the 160Hz magnetic data. This new channel is derived from a frequency-domain band pass filter centered on 3 samples (0.01875 s). This step extracts the 50Hz power line signal that is observed in the magnetometer while suppressing all other signal. The absolute value is taken from the output of the band pass filter and is passed through a median slope time-domain filter with a window of 8 samples (0.05 s) effectively measuring the size of the noise envelope. The magnetometer power line monitor channel is not as susceptible to interference from spurious sources such as radio transmitters and is also able to detect power lines with less current. The magnetometer power line monitor data channel is included with the frequency-domain electromagnetic data.

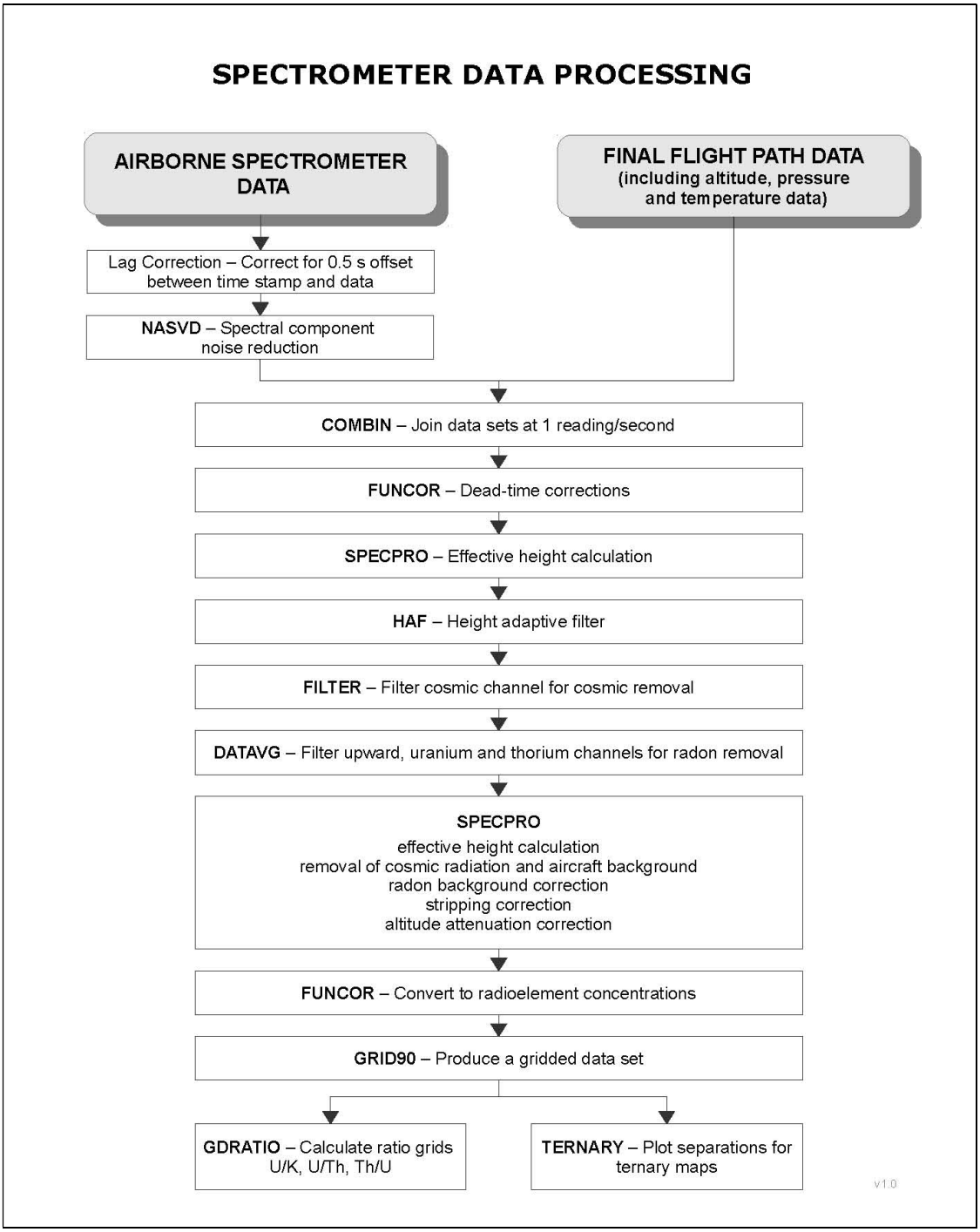


Figure 25: Spectrometer data processing flowchart

Spectrometer Data

A spectrometer data compilation flowchart is presented in *Figure 25*.

A 0.5 second shift was applied to all data to correct for the time delay between detection and recording of the airborne data. The data were recorded at 1 Hz in asynchronous mode, and subsequently interpolated to 1 Hz synchronous data on the exact second.

Spectral Component Analysis

Raw 1024 channel spectrometer data were analyzed using noise adjusted singular value decomposition (NASVD; J. Hovgaard and R L. Grasty paper 98; Geophysics and Geochemistry at the Millennium, Proceedings of the 4th Decennial International Conference on Mineral Exploration, 1997). Normalization with respect to the count rate is achieved by dividing each measured spectrum by the standard deviation of the best fit of the mean spectra, i.e. component zero. The NASVD method determines the components in order of significance with respect to the amount of variance in the data they describe. Each component is a spectrum with 1024 channels. In theory, there are as many components as there are channels. Variation in the signal is accounted for by the low order components, and variation due to noise is accounted for by the higher order components. Spectra are reconstructed from the low order signal only components, and the count rates in the standard windows are recalculated.

A relatively large number of components were retained for this project. Components up to number 34, but excluding 26, 27, 29, 30, 31, 32 and 33 were used (*See Appendix X*). Unusually, some low number components appear to have little signal, particularly 3, 5 and 7, but if omitted artifacts occur offshore. Therefore it appears that the highly bi-model nature of the signal between offshore and onshore is the cause of the unusual pattern of components, such that low signal components from offshore data are more significant than would normally be the case since much of the survey was flown offshore.

Standard Corrections

Spectrometer data were corrected as documented in the Geological Survey of Canada Open File No. 109 and the IAEA report "Airborne gamma-ray spectrometer surveying; Technical Report Series No. 323 (International Atomic Energy Agency, Vienna). The gamma-ray spectroscopy processing parameters are shown in *Table 16*. Parameters are adjusted during processing through analysis of the corrections applied, and therefore may differ from those determined from calibration test flight data

Table 16: Spectrometer processing parameters

Spectrometer Processing Parameters		
Window	Cosmic Stripping Ratio (b)	Aircraft Background (a)
Total	1.3500	15.0000
Potassium	0.0720	20.2299
Uranium	0.0392	0.0000
Thorium	0.0500	0.1000
Upward	0.0067	0.0500
Radon Component	a	b
Total (I_r)	16.000	0.0000
Potassium (K_r)	0.7500	0.0000
Thorium (T_r)	0.0600	0.0000
Up (u_r)	0.2250	0.0000
Ground Component	a_1	a_2
Up (u_g)	0.03518	0.020512
Stripping Ratios	Contribution on the Ground	Effective Height Adjustment (m^{-1})
α	0.2790	0.00049
β	0.4178	0.00065
γ	0.7660	0.00069
a	0.0455	
b	0.0000	
g	0.0045	
Attenuation Coefficients (m^{-1})		
Total	-0.006849	
Potassium	-0.008500	
Uranium	-0.007337	
Thorium	-0.006500	
Sensitivities		
Potassium	228.9322 cps/%	
Uranium	23.7863 cps/eU ppm	
Thorium	12.3100 cps/eTh ppm	

Before gridding, the following corrections were applied to the spectrometer data in the order shown:

Calculation of effective height above ground level (AGL)

Clearances obtained by the subtracting the SRTM measurements from the aircraft DGPS altitude in conjunction with barometric altitudes were used to calculate the effective height. A frequency-domain filter was used to filter the 10 Hz barometric altimeter data and temperature data. The former was then converted to equivalent pressure and used with the filtered temperature to convert the clearance data to effective height at standard pressure and temperature (STP) as follows:

$$h_e = h \times \frac{273.15}{T + 273.15} \times \frac{P}{101.325}$$

where, h_e = the effective height
h = the clearance above ground in metres
T = the air temperature in degrees Celsius and
P = the barometric pressure in millibars.

Height adaptive filter

Adaptive filters were applied between 250 m and 350 effective height to improve the signal-to-noise ratio for Potassium, Thorium, Uranium and Total Count. A moving average filter is applied to data and the degree of filtering applied increases gradually up to 350 up to a maximum of a 9 point running average. Data collected at a terrain clearance greater than 500 m are often considered unreliable due to the low count rates and consequent low signal to noise ratio, but the maximum effective height for this survey was 375 m so the issue does not arise.

Removal of cosmic radiation and aircraft background radiation

A 67-point low pass filter (see *Appendix VII*) is applied to 1 Hz cosmic data to reduce statistical noise. Cosmic radiation and aircraft background radiation are removed from each spectral window using the cosmic coefficients and aircraft background values determined from test flight data using the following equation:

$$N = a + bC$$

where, N = the combined cosmic and aircraft background in each spectral window,
a = the aircraft background in the window,
b = the cosmic stripping factor for the window, and
C = the cosmic channel count.

Radon background corrections

A 199-point running average filter is applied to 1 Hz downward uranium, downward thorium and upward uranium count data for the purposes of the radon correction only.

The radon component in the uranium window is calculated using the radon coefficients determined from the survey data using the following equation:

$$U_r = \frac{u - a_1 U - a_2 T + a_2 b_T - b_u}{a_u - a_1 - a_2 a_T}$$

where, U_r = the radon background measured in the downward uranium window,
u = the filtered observed count in the upward uranium window,
U = the filtered observed count in the downward uranium window,
T = the filtered observed count in the downward thorium window,
a_1 and a_2 = the ground component coefficients,
a_u and b_u = the radon coefficients for uranium,
a_T and b_T = the radon coefficients for thorium.

The radon counts in the uranium upward window and the potassium, thorium and total count downward windows are calculated from U_r using the following equations:

$$u_r = a_u U_r + b_u$$
$$K_r = a_K U_r + b_K$$
$$T_r = a_T U_r + b_T$$
$$I_r = a_I U_r + b_I$$

Where u_r is the radon component in the upward uranium window, K_r, U_r, T_r and I_r are the radon components in the various windows of the downward detectors, and a and b are the radon calibration coefficients.

Stripping

The stripping ratios for the spectrometer system are determined experimentally. The stripped count rates for the potassium, uranium and thorium downward windows are calculated using the following equations:

$$N_K = \frac{n_{Th}(\alpha\gamma - \beta) + n_U(\alpha\beta - \gamma) + n_K(1 - a\alpha)}{A}$$
$$N_U = \frac{n_{Th}(g\beta - \alpha) + n_U(1 - b\beta) + n_K(b\alpha - g)}{A}$$
$$N_{Th} = \frac{n_{Th}(1 - g\gamma) + n_U(b\gamma - a) + n_K(ag - b)}{A}$$

where A has the value:

$$A = 1 - g\gamma - a(\alpha - g\beta) - b(\beta - \alpha\gamma)$$

and where,

n_K, n_U and n_{Th} = the unstripped potassium, uranium and thorium downward windows counts,
N_K, N_U and N_{Th} = the stripped potassium, uranium and thorium downward windows counts,
α, β, and γ = the forward stripping ratios, and
a, b and g = the reverse stripping ratios.

α, β, and γ are adjusted for effective height (as calculated above) by standard factors given in *Table 16* Spectrometer Processing Parameters.

Altitude attenuation correction

This correction normalizes the data to a constant terrain clearance of 60 m above ground level (AGL) at standard temperature and pressure (STP). Attenuation coefficients for each of the downward windows were determined from test flights. The measured count rate is related to the actual count rate at the nominal survey altitude by the equation:

$$N_s = N_m\left(e^{\mu(h_o - h)}\right)$$

where, N_s = *the count rate normalized to the nominal survey altitude,* h_o,
N_m = *the background corrected, stripped count rate at effective height* h,
μ = *the attenuation coefficient for that window,*
h_o = *the nominal survey altitude, and*
h = *the effective height.*

The effective height was determined in step 2.

Correction for the effects of residual radon

Background adjustments were applied to portions of lines to account for residual impact of radon. Before micro-levelling, parts of some lines were adjusted by shifting the data to account for inconsistencies from line to line in the Uranium only. See *Appendix XI* for a list of factors applied.

Micro-Levelling

Micro-levelling was applied to remove any residual artifacts probably due to radon from the total counts and uranium concentration. This was achieved by using directional filters to identify and remove artifacts that are long wavelength parallel to survey lines and short wavelength perpendicular to survey lines. A limit of +/-50 counts/s and +/- 0.1 ppm was set for micro-levelling corrections of total counts and uranium concentrations, respectively.

Conversion to radio element concentration

Sensitivities are determined experimentally from the test flight data. The spectrometer system employed was identical to that used for A2 Block that is immediately to the north of A5 Block. Derivation of the sensitivities used for the system is described earlier in this report in the section *Spectrometer System Tests: System Sensitivity*. The A2 and A5 Blocks were planned with an overlap of approximately 1 km along most of their boundary.

Analysis of data in the overlap area was used to determine scaling coefficients that allowed the corrected data to match across block boundaries. These scaling factors are given in *Table 17*. The transition between the adjacent A2 and A5 Blocks is not apparent when these values are employed, inferring that they are reasonable. Since the A6 Block was flown simultaneously with the A5 Block, the same scaling factors are applied.

Table 17: Scaling factors applied to A6 data

Total counts	Potassium	Uranium	Thorium
0.92	1.35	0.82	1.20

The units of the count rates in each spectral window are converted to "apparent radio element concentrations" using the following equation:

$$C = \frac{N}{S}$$

where, C = *the concentration of the element(s)*

N = *the count rate for the window after correction for dead-time, background, stripping and attenuation*

S = *the broad source sensitivity for the window*

Potassium concentration is expressed as a percentage and equivalent uranium and thorium as parts per million of the accepted standards. Uranium and thorium are described as "equivalent" since their presence is inferred from gamma-ray radiation from daughter elements (^{214}Bi for uranium, ^{208}Tl for thorium).

Data gridding

The grids of gamma-ray data were made using a minimum curvature algorithm to create a two-dimensional grid equally sampled in the x and y directions. The algorithm produces a smooth grid by iteratively solving a set of difference equations minimizing the total second horizontal derivative while attempting to honour the input data (Briggs, I.C, 1974, Geophysics, v 39, no. 1). The final grids of the gamma-ray data were created with 50 m grid cell size appropriate for survey lines spaced at 200 m. Data within cells are averaged prior to applying the minimum curvature algorithm.

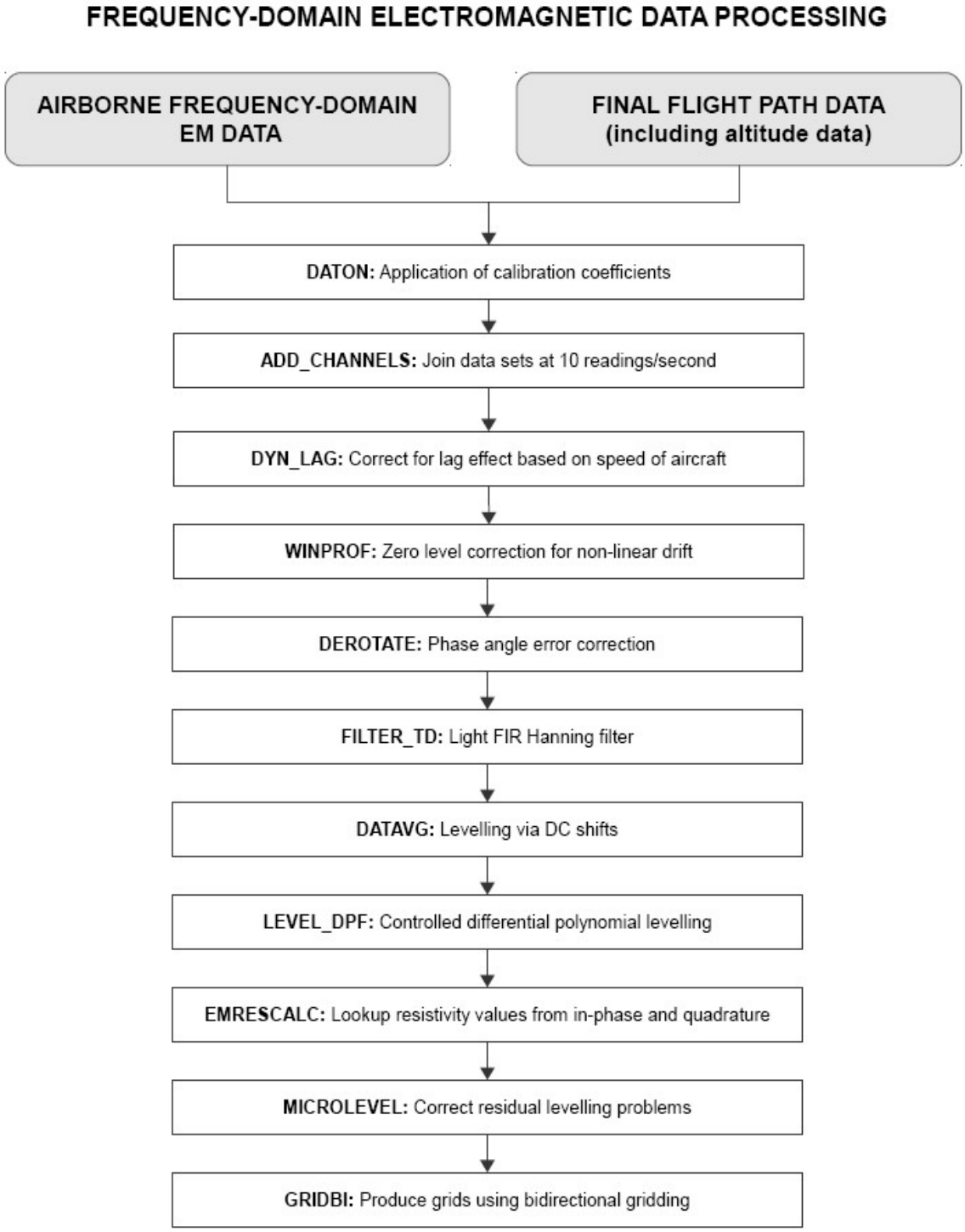


Figure 26: Frequency Domain Electromagnetic Data Processing Flowchart

Frequency-Domain Electromagnetic Data

A flowchart showing all the data processing steps can be found in *Figure 24.*

The airborne electromagnetic data were recorded in volts at 40 Hz, and down sampled to 10 Hz for processing. The data were recorded at four frequencies (912 Hz, 3005 Hz, 11962 Hz and 24510 Hz) each with two components, in-phase with the source pulse and out of phase "quadrature" each expressed as volts. The data were visually inspected for spikes and noise. Identification of cultural interference is assisted by the Power Line Monitor, and radio calls are detected and recorded in a flag channel that is 1 when a call is made, and 0 otherwise.

Conversion to PPM

Data in volts are converted to parts per million (ppm) of the source signal using the calibration coefficients described in the section "EM Over Seawater Calibration" earlier in this report (see *Table 14*). The sea water calibration assumes a homogeneous half space which allows modelling in ppm, which when compared to the measured voltages allows calibration coefficients to be determined.

Lag

A +0.70 s static lag correction due to signal processing was applied to each data point. In addition a variable lag correction is applied that is a function of speed and the physical offset between the GPS antenna on the aircraft cabin and the electromagnetic pods as measured along the long axis of the aircraft, known to be -8.433 m. Therefore, the total lag applied is equal to (0.70 - (8.433/v)) s where v is the instantaneous velocity of the aircraft in m/s. The aircraft speed dependent lag is calculated using SGL's Dynlag software.

Interactive Single Flight, Zero Level Correction For Non-Linear Drift

The zero level of the system can drift, possibly due to variations in the temperature of the air outside and inside the aircraft, and of the instrument components. To correct for drift, SGL uses a method similar to that described by Leväniemi et. al (2009, Journal of Applied Geophysics, 67, 219-233). The data is often zero when the survey aircraft is more than 250 m above ground, and we can use these regions to define a curve of corrections which brings the data to the correct level on a flight by flight basis. The start and end of the correction curve for each flight are set to coincide with the zero level calibration pulse procedure which is performed at approximately 350 m above ground before and after flying the survey lines. Intermediate points during production were determined when the aircraft ascended to flying heights of over 120m to 250 m above ground, particularly when flying over obstacles or ferrying between sections of the survey block. The EM response data at the start, end and intermediate points are shifted until they are zero. Shifts between the known zero points are interpolated using an akima spline to define the full correction curve in between. A separate correction curve is required for the in-phase and quadrature data of each frequency and is subtracted from the observed data. The drift curve is centred on the noise envelope of the data, which varies between frequencies (see below), therefore when the base level is near zero some negative data will occur.

Derotation

The pre and post flight phase orthogonality test is used to verify that the in-phase and quadrature data are at 90° to each other (see "EM Source Orthogonality" earlier in this report). If an in-phase response is detected in the quadrature signal for any frequency, or vice versa, for a given flight, a derotation correction is applied on a flight by flight basis, linearly interpolated between

the pre- and post-flight calibration. The following formulae are applied to each component and frequency as necessary:

$$I' = I \cos \theta_i + Q \sin \theta_i$$

$$Q' = Q \cos \theta_q - I \sin \theta_q$$

where:

I = Observed in-phase signal,
I' = Derotated in-phase signal,
Q = Observed quadrature signal,
Q' = Derotated quadrature signal,
and
θ_i, θ_q = angle of rotation from orthogonality.

θ_i, and θ_q are determined experimentally until the rotation effect is removed from the orthogonality test data. The average of the rotations applied to the in-phase data was -1.3° with a standard deviation of 4.6°. The average of the rotations applied to the quadrature data was -1.0° with a standard deviation of 2.8°. The largest rotations were applied to the 25 kHz data.

Filtering

A 1 second (10 sample) Hanning FIR low pass filter is applied to each component and frequency of EM signal to reduce the high-frequency (out of the earth signal range) noise envelope.

Levelling

Data from each flight is split into lines for the purpose of levelling. Averages of parts of each line that correspond to areas of low resistivity are calculated by line in order to determine zero order ("D.C. shift") correction to each survey line. Subtracting the DC shift brings each line to a level with neighbouring lines. The entire data set is then re-corrected by adding back the overall average D.C. shift previously applied. Following the zero order corrections, differential polynomial levelling following the method of Beiki et al. (2010, Geophysics, Vol. 75, No. 1, L13-L23) is used as an additional set of corrections. The algorithm is based on polynomial fitting of data points in 1D and 2D sliding windows. The levelling error is taken as the difference between 1D and 2D polynomial fitted data at the centre of the windows. Polynomials of order 1 were used along with a search radius of 600 metres for all components, and the long wavelength (>200s) correction for the line is applied to bring each line to the same zero base level. Manual adjustments to the line-by-line levelling are applied to render correctly levelled apparent resistivity.

Conversion to Resistivity

High-range resistivity results are comprised of the results of two resistivity algorithms: a pseudo-layer resistivity for areas of strong signal (i.e. low resistivity) (Fraser, 1978), and an amplitude-altitude algorithm for areas of low signal (i.e. high resistivity).

The pseudo-layer resistivity algorithm uses an interpolation of an in-phase/quadrature nomogram (created at 22 intervals per decade of resistivity) to find the apparent resistivity and apparent height of the sensor above ground (see *Figures 27-30*). As shown by Fraser, the pseudo-layer algorithm measures more accurately the resistivity of the thickest layers of the geology, typically the bedrock under the overburden.

Since the pseudo-layer algorithm resistivity is primarily dependent on the ratio of in-phase and quadrature, and the in-phase is low signal over resistive ground, the pseudo-layer algorithm may become unstable when there is still good signal in quadrature. At this point we substitute an amplitude-altitude algorithm, since the total amplitude of the signal is still above noise. The draw-back of the amplitude altitude algorithm, and the reason that it is not used everywhere, is that the amplitude of the EM signal is dominated by the near-surface geology, so the maximum depth of sensitivity is less than the pseudo-layer algorithm. Therefore the two methods are each used when they are most appropriate and the combined result of both methods is termed "extended range apparent resistivity". A gradual transition from the pseudo-layer derived resistivity to the amplitude-altitude method is employed if either the in-phase signal drops below 100ppm or the amplitude ($\sqrt{(\text{in-phase}^2 + \text{quadrature}^2)}$) drops below 141 ppm.

The combined extended range apparent resistivity algorithm provides the highest range of apparent resistivity measurements available from any airborne EM system, including the highest accuracy for bedrock resistivity in areas of moderate to high conductivity, and extended range of resistivity over resistive geology.

The resultant minimum and maximum values for each frequency range from a low of 0.1 ohm-m to a value in ohm-m approximately equal to the frequency of the signal, summarized as follows:

Frequency (Hz)	912	3005	11962	24510
Minimum (ohm-m)	0.1	0.1	0.1	0.1
Maximum (ohm-m)	912	3005	11962	24510

Values that fall outside these ranges are considered invalid, and are nulled.

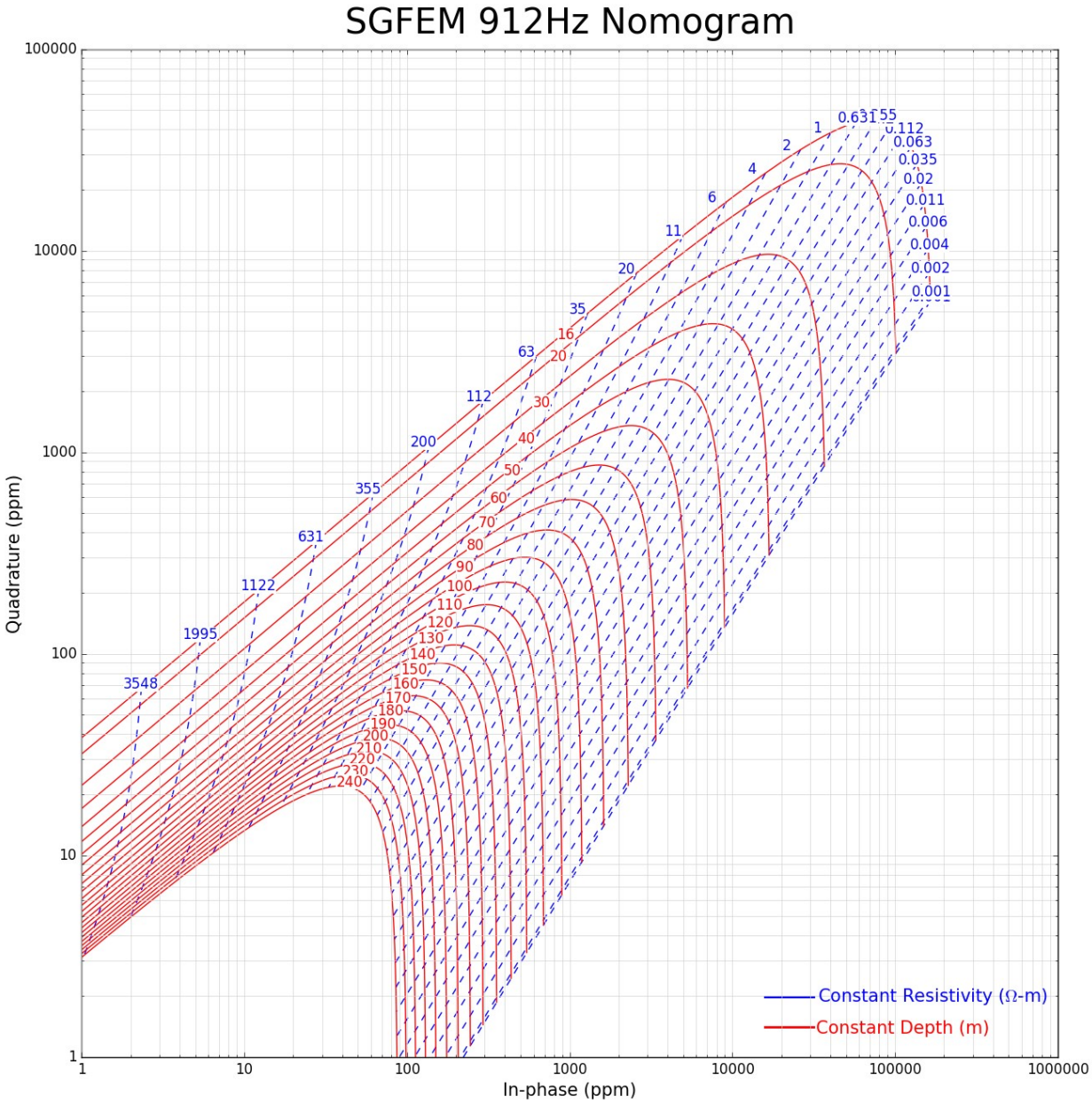


Figure 27: SGFEM 912Hz Nomogram

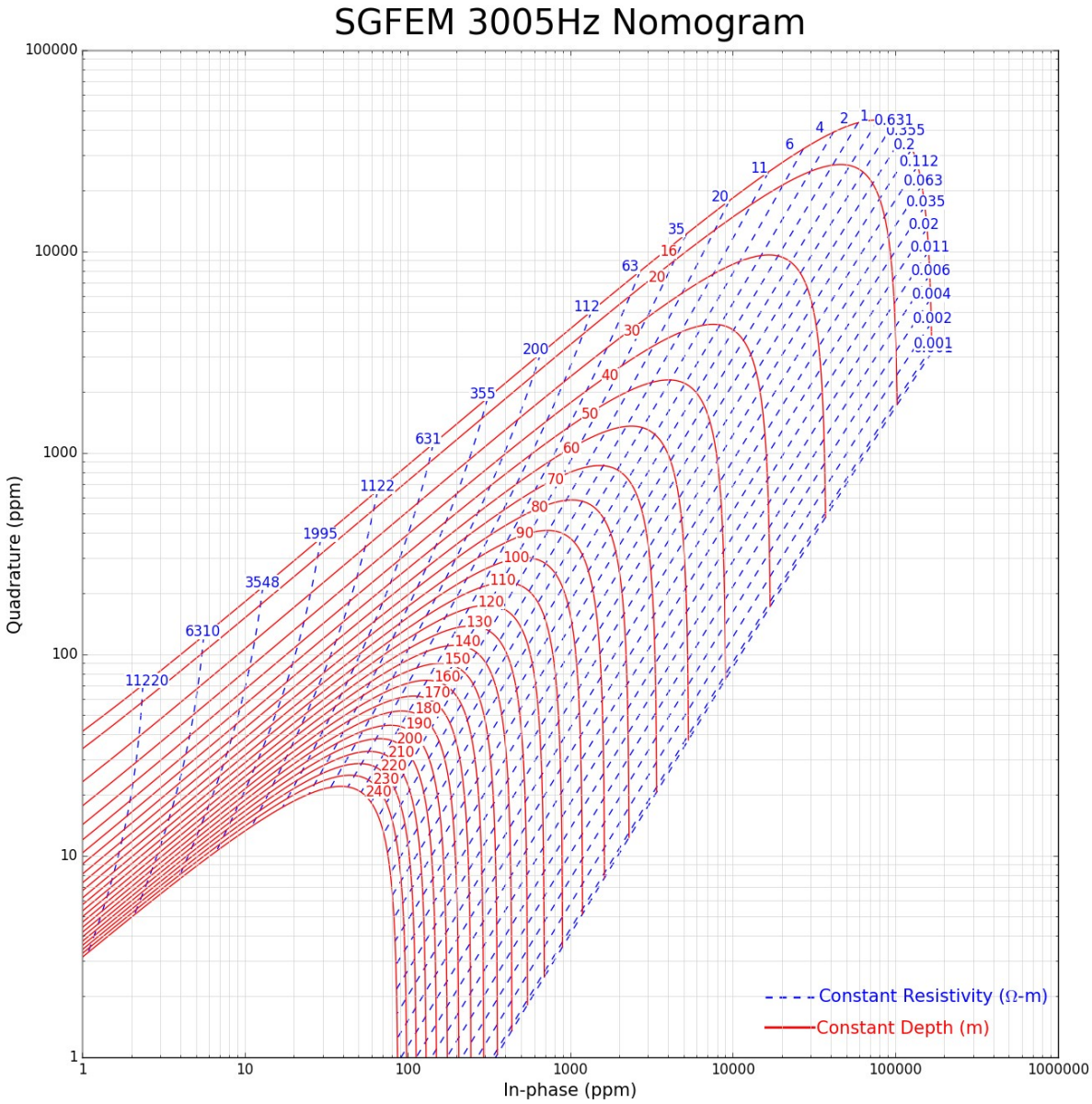


Figure 28: SGFEM 3005Hz Nomogram

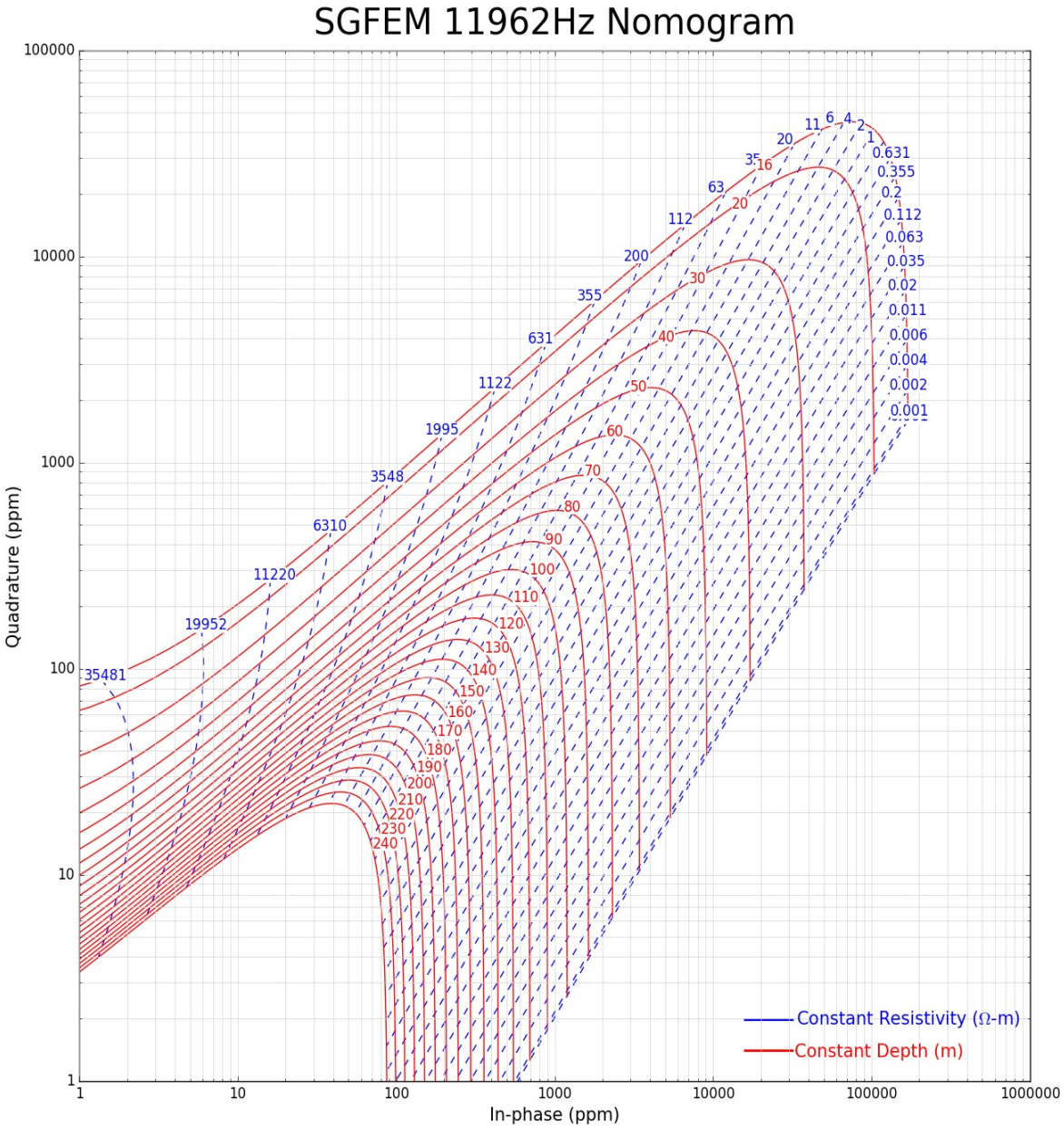


Figure 29: SGFEM 11962Hz Nomogram

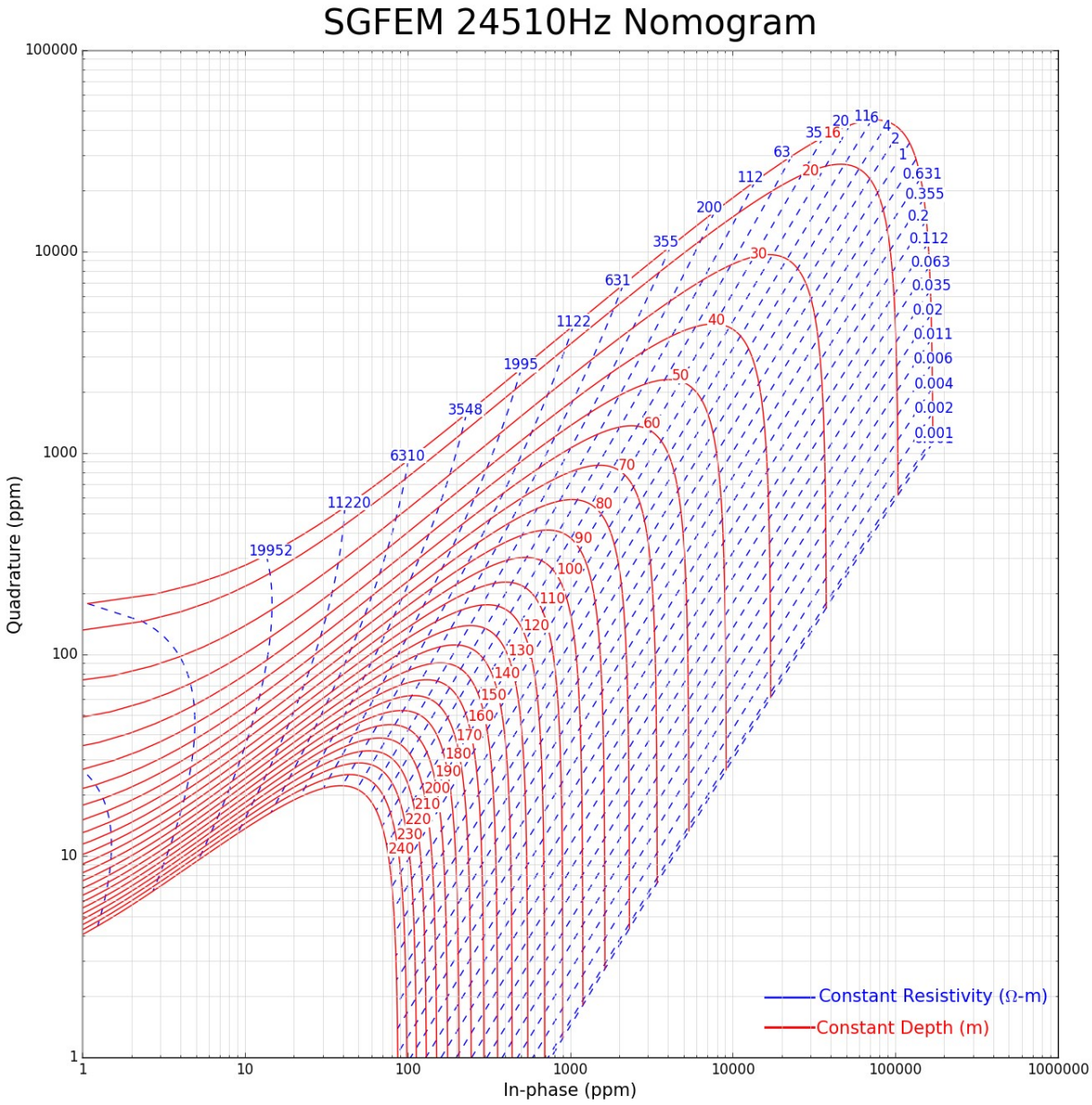


Figure 30: SGFEM 24510Hz Nomogram

Micro-levelling

For the purpose of micro-levelling, the log value of each resistivity is calculated. This approach is preferred because small changes in low resistivity values are as measurable and significant as large changes in large resistivity values. Micro-levelling was applied using the log grids to remove residual levelling errors from the gridded log of resistivity data. This was achieved by using a combined directional cosine filter and high pass Butterworth filter to identify and remove artifacts that are long wavelength parallel to survey lines and short wavelengths perpendicular to survey lines. A limit of +/-0.1 log (ohm-m) was set for all micro-levelling corrections. The cut-off wavelength of the directional Butterworth filter was chosen to be 800 metres for each frequency and component. The micro-levelling corrections are converted back to ohm-m and applied to the resistivity data.

Gridding

All grids were made using a bi-directional Akima spline gridding routine which is appropriate for the high range of EM data. The final grids of the electromagnetic data were created with 50 m grid cell size appropriate for survey lines spaced at 200 m.

Conductivity Depth Images

The Conductivity Depth Image (CDI) used here is a type of apparent resistivity section first defined by Sengpiel (1988, Geophysical Prospecting v.36 p.446-459) then refined in Sengpiel and Siemon (1998, Exploration Geophysics v.9 p.133-141). The conductivity depth section is created by assigning "a centroid depth z* to the half-space resistivity ρa" (Sengpiel and Siemon, 1998).

The centroid depth $z^*p = Da - h0 + pa/2$

where:

Da is the apparent height above ground in m (see above),
h0 is the measured height above ground in m (eg. from laser or radar altimeter),
and
pa is the skin depth = 503 √(resistivity (ohm-m)/frequency (Hz)).

At SGL we do not use the apparent depth term (Da – h0) in calculation of the centroid depth because in conditions where the measured altitude is affected by tree cover this will add an artificial error to the centroid depth. Also in conditions of near-surface conductivity the resultant negative apparent depth (Da – h0) is not directly equivalent to the depth to the top of the layer. Therefore in our calculations, the centroid depth is simply equal to the skin depth divided by two as defined above.

A series of profiles are created for each resistivity and centroid depth along each survey line. In cases where the profiles cross, preference is given to the shallower profile derived from the higher frequency which is considered to be more reliable. The resistivity is then linearly interpolated in the vertical direction between the profiles and the lowest resistivity profile value is projected for an additional depth equal to 25% of the depth of the lowest profile to create the full CDI.

Depth Slices

The final step is to extract resistivity at specific depths from the CDIs of each survey line and grid them using a bi-directional Akima spline gridding algorithm to provide maps of resistivity at specific depths, or so called "depth slices". Depth slices at 10m, 30m, 60m and 100m below the surface have been generated. The gridded data is micro-levelled to produce an even grid without line related artifacts.

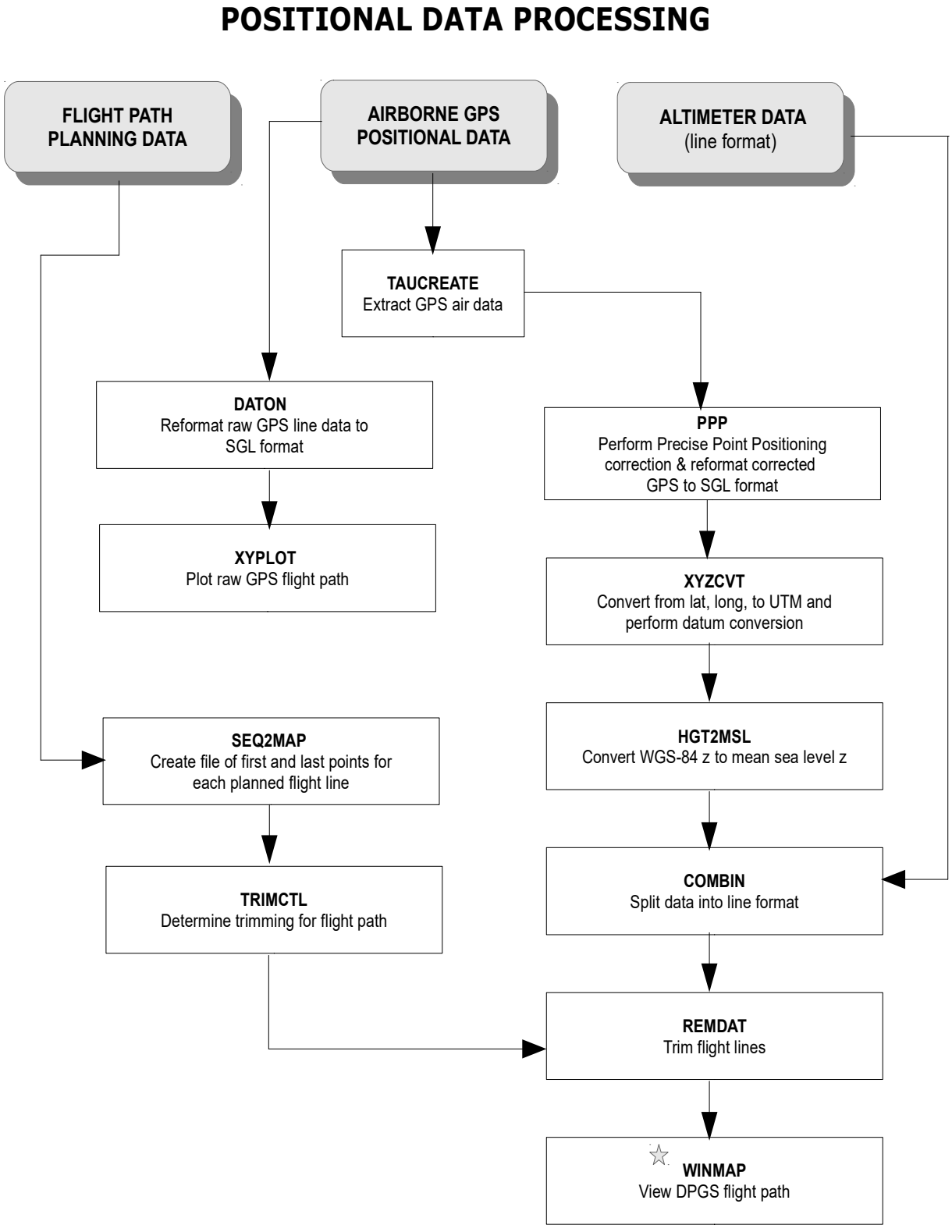


Figure 31: Positional data processing flowchart

Positional Data

A positional data flowchart is presented in *Figure 31*. A number of programs were executed for the compilation of navigation data in order to reformat and recalculate positions in differential mode. SGL's GPS data processing package, GPSoft, was used to calculate DGPS positions from raw 10 Hz range data obtained from the moving (airborne) and stationary (ground) receivers using combinations of L1 and L2 phase signal.

Accurate locations of the GPS antenna on the aircraft were determined through Precise Point Positioning (PPP) differential corrections using the algorithm developed by the National Research Council of Canada (NRCAN) (http://webapp.geod.nrcan.gc.ca/geod/tools-outils/ppp.php) adapted to run under SGL's suite of software. This technique provides a final receiver location with an accuracy of better than 5 cm.

Positional data (x, y, z) were recorded and all data processing was performed in the WGS-84 datum. Please see *Table 19* for ellipsoid parameters. Positions were calculated and delivered in the WGS-84 datum, UTM projection zone UTM29N. The delivered data are provided with x, y locations converted to the Irish National Grid (IRENET95 Datum, Irish Transverse Mercator projection). See *Tables 18* and *19* for the ellipsoid parameters and the datum conversion parameters, and *Table 21* for the projection parameters.

Table 18: Ellipsoid parameters for WGS-84

Ellipsoid	WGS-84
Semi-major axis	6378137.0
1/flattening	298.257223563

Table 19: Ellipsoid parameters for IRENET95

Ellipsoid	GRS-80
Semi-major axis	6378137.0
1/flattening	298.257222101

Table 20: Datum conversion parameters from IRENET95 to WGS-84

x shift (m)	0
y shift (m)	0
z shift (m)	0
x rotation (rad)	0
y rotation (rad)	0
z rotation (rad)	0

Table 21: Irish Transverse Mercator projection Parameters

Central meridian	8° West
Latitude of origin	53.5° North
False northing (m)	750,000
False easting (m)	600,000
Scale factor	0.999820

Elevation data were recorded relative to the GRS-80 ellipsoid and transformed to mean sea level (MSL) using the Earth Gravitational Model 2008 (EGM2008).

Laser Altimeter Data

The laser altimeter was modified to record terrain clearances at 20 Hz, with a maximum recorded clearance of 338 m. Laser data was corrected for attitude using pitch, roll and azimuth data recorded by the Sandel attitude and heading reference system SG102 unit. A "laser clearance" value was derived based on a combination of laser data as the primary altimeter, replaced by Collins radar altimeter data up to 600 m above ground and then by a height above ground value determined by subtracting SRTM data from the GPS altitude when there were gaps in the laser recording.

Digital Elevation Models (DEMs) with respect to Mean Sea Level (MSL) were derived from a combination of the laser clearance and the GPS altitude. The DEMs were set to zero over the sea. This zero correction was also applied to the delivered laser clearance channel. The DEM provided as a channel and as a grid is the version derived from the combination of laser clearance and GPS altitude.

10. FINAL PRODUCTS

Magnetic Line Data Format

A listing of the data channels delivered in ASCII format with a sampling rate of 10 Hz can be found in *Table 22*.

Table 22: Magnetic line data channels and format

Name	Units	Field Length	Null	Description
LINE	-	8	-	Line Number - LLLL.SR (L=line, S=segment, R=reflight)
FLT	-	5	-	Flight Number
DATE	-	10	-	Date YYYYMMDD
DAY	-	5	-	Day of year
TIME	sec	10	-	Fiducial Seconds
LAT	degree	13	*	Latitude, WGS-84
LONG	degree	13	*	Longitude, WGS-84
ITM-X	m	11	*	X coordinate, IRENET95 ITM
ITM-Y	m	11	*	Y coordinate, IRENET95 ITM
UTM-X	m	11	*	X coordinate, WGS-84 UTM 29N
UTM-Y	m	12	*	Y coordinate, WGS-84 UTM 29N
UTM-Z	m	10	*	GPS Elevation above WGS-84 Ellipsoid
MSLHGT	m	10	*	GPS Elevation above Mean Sea Level
GCLEAR	m	10	*	Clearance above Terrain from GPS
LASER	m	10	*	Laser Altimeter
DEM	m	10	*	DEM from Laser & GPS with respect to Mean Sea Level
DICOR	nT	11	*	Diurnal Magnetic Field from reference station
IGRF	nT	11	*	IGRF Correction
MAG-uncomp	nT	11	*	Uncompensated Airborne Magnetic Field
MAG-comp	nT	11	*	Compensated Airborne Magnetic Field
MAG-Lag	nT	11	*	Tail Lag Corrected Airborne Magnetic Field
MAG-DC	nT	11	*	Diurnally Corrected Airborne Magnetic Field
MAG-IGRF	nT	11	*	IGRF Corrected Airborne Magnetic Field
MAG-LEV	nT	11	*	Levelled Airborne Magnetic Field
MAG-MIC	nT	11	*	Microlevelled Airborne Magnetic Field

Radiometric Line Data Format

A listing of the data channels delivered in ASCII format with a sampling rate of 1 Hz can be found in *Table 23*.

Table 23: Radiometric line data channels and format

Title	Size	Units	Null	Description
LINE	08	-	-	Line number - LLLL.SR (L=line, S=segment, R=reflight)
FLT	06	-	-	Flight Number
DATE	10	-	-	Date YYYYMMDD
DAY	05	-	-	Day of year
TIME	10	sec	-	Fiducial Seconds
LAT	13	degree	*	Latitude, WGS-84
LONG	13	degree	*	Longitude, WGS-84
ITM-X	11	m	*	X coordinate, IRENET95 ITM
ITM-Y	11	m	*	Y coordinate, IRENET95 ITM
UTM-X	11	m	*	X coordinate, WGS-84 UTM 29N
UTM-Y	12	m	*	Y coordinate, WGS-84 UTM 29N
UTM-Z	10	m	*	GPS Elevation above WGS-84 Ellipsoid
MSLHGT	10	m	*	GPS Elevation above Mean Sea Level
GCLEAR	10	m	*	Clearance above Terrain from GPS
LASER	10	m	*	Laser Altimeter
LCLEAR	10	m	*	Clearance above Terrain from Laser and GPS
DEM	10	m	*	DEM from Laser & GPS with respect to Mean Sea Level
TEMP	11	degree C	*	Temperature
BARO	11	m	*	Barometric Pressure Altitude
E_HGT	11	m	*	Effective Height at Standard Temperature and Pressure
R_LIVE	08	msec	*	Gamma-ray spectrometer live time
R_COS	10	counts/s	*	Recorded Cosmic Count
R_UPU	10	counts/s	*	Recorded Up-Looking Uranium Count
R_TOT	10	counts/s	*	Recorded Total Count, de-lagged
R_POT	10	counts/s	*	Recorded Potassium Count, de-lagged
R_URA	10	counts/s	*	Recorded Uranium Count, de-lagged
R_THO	10	counts/s	*	Recorded Thorium Count, de-lagged
C_TOT_M	10	counts/s	*	Corrected Total Count, de-lagged, micro-levelled

Title	Size	Units	Null	Description
C_POT	10	%	*	Corrected Potassium Concentration, de-lagged
C_URA_M	10	ppm	*	Corrected Uranium Concentration, de-lagged, micro-levelled
C_THO	10	ppm	*	Corrected Thorium Concentration, de-lagged
C_TOT_ML	10	counts/s	*	Corrected Total Count, de-lagged, micro-levelled and minimum limited to 0
C_POT_L	10	%	*	Corrected Potassium Concentration, de-lagged and minimum limited to 0
C_URA_ML	10	ppm	*	Corrected Uranium Concentration, de-lagged, micro-levelled and minimum limited to 0
C_THO_L	10	ppm	*	Corrected Thorium Concentration, de-lagged and minimum limited to 0
E_DOSE	10	nGy/hr	*	Air absorbed dose rate
RUT	10	ppm/ppm	*	Uranium / Thorium Ratio
RUK	10	ppm/%	*	Uranium / Potassium Ratio
RTK	10	ppm/%	*	Thorium / Potassium Ratio

Frequency-Domain Electromagnetic Line Data Format

A listing of the data channels delivered in ASCII format with a sampling rate of 10 Hz can be found in *Table 24*.

Table 24: F.E.M. line data channels and format

Title	Size	Units	Null	Description
LINE	08	-	-	Line number - LLLL.SR (L=line, S=segment, R=reflight)
FLT	05	-	-	Flight number
DATE	10	-	-	Date YYYYMMDD
DAY	05	-	-	Day of year
TIME	10	sec	-	Fiducial seconds
LAT	13	degree	*	Latitude, WGS-84
LONG	13	degree	*	Longitude, WGS-84
ITM-X	11	m	*	X coordinate, IRENET95 ITM
ITM-Y	11	m	*	Y coordinate, IRENET95 ITM
UTM-X	11	m	*	X coordinate, WGS-84 UTM 29N
UTM-Y	12	m	*	Y coordinate, WGS-84 UTM 29N
UTM-Z	10	m	*	GPS Elevation above WGS-84 Ellipsoid

Title	Size	Units	Null	Description
MSLHGT	10	m	*	GPS Elevation above Mean Sea Level
CLEARANCE	13	m	*	Clearance above Terrain from Laser
DEM	07	m	*	DEM for Laser with respect to Mean Sea Level
TEMP	08	degree C	*	Temperature
P09ppm	09	ppm	*	In-phase 912 Hz
Q09ppm	09	ppm	*	Quadrature 912 Hz
P3ppm	09	ppm	*	In-phase 3005 Hz
Q3ppm	09	ppm	*	Quadrature 3005 Hz
P12ppm	09	ppm	*	In-phase 11962 Hz
Q12ppm	09	ppm	*	Quadrature 11962 Hz
P25ppm	09	ppm	*	In-phase 24510 Hz
Q25ppm	09	ppm	*	Quadrature 24510 Hz
P09filt	09	ppm	*	Filtered in-phase 912 Hz
Q09filt	09	ppm	*	Filtered quadrature 912 Hz
P3filt	09	ppm	*	Filtered in-phase 3005 Hz
Q3filt	09	ppm	*	Filtered quadrature 3005 Hz
P12filt	09	ppm	*	Filtered in-phase 11962 Hz
Q12filt	09	ppm	*	Filtered quadrature 11962 Hz
P25filt	09	ppm	*	Filtered in-phase 24510 Hz
Q25filt	09	ppm	*	Filtered quadrature 24510 Hz
P09lev	09	ppm	*	Levelled and filtered in-phase 912 Hz
Q09lev	09	ppm	*	Levelled and filtered quadrature 912 Hz
P3lev	09	ppm	*	Levelled and filtered in-phase 3005 Hz
Q3lev	09	ppm	*	Levelled and filtered quadrature 3005 Hz
P12lev	09	ppm	*	Levelled and filtered in-phase 11962 Hz
Q12lev	09	ppm	*	Levelled and filtered quadrature 11962 Hz
P25lev	09	ppm	*	Levelled and filtered in-phase 24510 Hz
Q25lev	09	ppm	*	Levelled and filtered quadrature 24510 Hz
Radio_Flag	11	-	*	Radio call flag
PLM_nT	11	nT	*	Power line monitor
ExtendedRes09	18	ohm-m	*	Extended range resistivity, half-space model, 912 Hz

Title	Size	Units	Null	Description
ExtendedRes3	18	ohm-m	*	Extended range resistivity, half-space model, 3005 Hz
ExtendedRes12	18	ohm-m	*	Extended range resistivity, half-space model, 11962 Hz
ExtendedRes25	18	ohm-m	*	Extended range resistivity, half-space model, 24510 Hz
ExtendedRes09_GRID	20	ohm-m	*	Microlevelled extended range resistivity, half-space model, 912 Hz, for gridding, nulled >120 m
ExtendedRes3_GRID	20	ohm-m	*	Microlevelled extended range resistivity, half-space model, 3005 Hz, for gridding, nulled >120 m
ExtendedRes12_GRID	20	ohm-m	*	Microlevelled extended range resistivity, half-space model, 11962 Hz, for gridding, nulled >120 m
ExtendedRes25_GRID	20	ohm-m	*	Microlevelled extended range resistivity, half-space model, 24510 Hz, for gridding, nulled >120 m
ExtendedDepth09	17	m	*	Extended range centroid depth 912 Hz
ExtendedDepth3	17	m	*	Extended range centroid depth 3005 Hz
ExtendedDepth12	17	m	*	Extended range centroid depth 11962 Hz
ExtendedDepth25	17	m	*	Extended range centroid depth 24510 Hz
ExtendedResSlice10	21	ohm-m	*	Extended range resistivity depth slice at 10 m
ExtendedResSlice30	21	ohm-m	*	Extended range resistivity depth slice at 30 m
ExtendedResSlice60	21	ohm-m	*	Extended range resistivity depth slice at 60 m
ExtendedResSlice100	21	ohm-m	*	Extended range resistivity depth slice at 100 m
ExtendedResSlice10_GRID	25	ohm-m	*	Microlevelled extended range resistivity depth slice at 10 m, for gridding, nulled >120 m
ExtendedResSlice30_GRID	25	ohm-m	*	Microlevelled extended range resistivity depth slice at 30 m, for gridding, nulled >120 m
ExtendedResSlice60_GRID	25	ohm-m	*	Microlevelled extended range resistivity depth slice at 60 m, for gridding, nulled >120 m
ExtendedResSlice100_GRID	25	ohm-m	*	Microlevelled extended range resistivity depth slice at 100 m, for gridding, nulled >120 m

Full Spectrum Spectrometer Line Data Format

A listing of the data channels delivered in ASCII format with a sampling rate of 1 Hz can be found in *Table 25*.

File Names: 1024DOWN-A6.xyz, 1024UP-A6.xyz

Table 22: Full spectrum spectrometer line data channels and format

Column	Title	Size	Units	Null	Description
01	TIME	9	s	-	Fiducial Seconds
02	LIVE	6	msec	-	Live time
03	S:1	6	counts	-	Spectrometer channel 1
04	S:2	6	counts	-	Spectrometer channel 2
.	.	.		.	.
.	.	.	.	.	.
.	.	.	.	.	.
1026	S:1024	6	counts	-	Spectrometer channel 1024

Digital Grids

The following are provided as digital grids:

Formats:	ASCII (.XYZ), Geosoft Binary (.GRD), Grid Exchange (.GXF)
Grid Cell Size:	50 m
Datum:	IRENET95
Projection:	Irish Transverse Mercator (ITM)

Table 23: Delivered digital grids

Grid File Name	Units	Description
AMF	nT	Magnetic Anomaly
FVM	nT/m	First Vertical Derivative of Magnetic Anomaly
TER	m	Digital Elevation Model from Clearance
TOT	counts/sec	Total counts
POT	%	Potassium
THO	ppm	Equivalent Thorium
URA	ppm	Equivalent Uranium
P09	ppm	In-phase, 912 Hz, levelled
Q09	ppm	Quadrature, 912 Hz, levelled
P3	ppm	In-phase, 3005 Hz, levelled
Q3	ppm	Quadrature, 3005 Hz, levelled
P12	ppm	In-phase, 11962 Hz, levelled
Q12	ppm	Quadrature, 11962 Hz, levelled

Grid File Name	Units	Description
P25	ppm	In-phase, 24510 Hz, levelled
Q25	ppm	Quadrature, 24510 Hz, levelled
ExtendedRes09	ohm-m	Microlevelled extended range resistivity, half-space model, 912 Hz, nulled >120 m
ExtendedRes3	ohm-m	Microlevelled extended range resistivity, half-space model, 3005 Hz, nulled >120 m
ExtendedRes12	ohm-m	Microlevelled extended range resistivity, half-space model, 11962 Hz, nulled >120 m
ExtendedRes25	ohm-m	Microlevelled extended range resistivity, half-space model, 24510 Hz, nulled >120 m
ExtendedResSlice10	ohm-m	Microlevelled extended range resistivity depth slice at 10m, nulled >120 m
ExtendedResSlice30	ohm-m	Microlevelled extended range resistivity depth slice at 30m, nulled >120 m
ExtendedResSlice60	ohm-m	Microlevelled extended range resistivity depth slice at 60m, nulled >120 m
ExtendedResSlice100	ohm-m	Microlevelled extended range resistivity depth slice at 100m, nulled >120 m

Digital Video

Please see *Appendix XIII* for Digital Video Inventory.

SGL

Appendix I

COMPANY PROFILE

ABOUT US

Sander Geophysics Limited (SGL) provides worldwide airborne geophysical surveys for petroleum and mineral exploration, and geological and environmental mapping. Services offered include high resolution airborne gravity, magnetic, electromagnetic, and radiometric surveys, using fixed-wing aircraft and helicopters.

SGL head office in Ottawa, Canada

Dr. George W. Sander (1924-2008) founded SGL in 1956 to provide ground geophysical surveys. The first airborne surveys were performed as early as 1958, and by 1967 airborne geophysical surveys were the company's main focus. Operations have expanded steadily since SGL was founded 60 years ago. The company is led by co-Presidents Luise Sander and Stephan Sander.

WORLDWIDE OPERATIONS

SGL's head office and aircraft maintenance hangar are located at the International Airport in Ottawa, Canada. Sander Geophysics has operated on every continent including Antarctica, over diverse conditions ranging from the tropics to deserts, mountains and offshore.

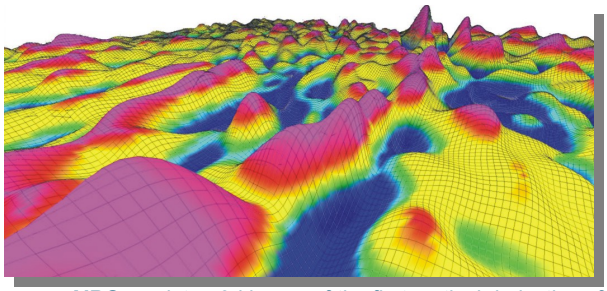
Facilities at the head office include a state of the art data processing department with an integrated digital cartographic department and a fully equipped electronics workshop for research, development and production of geophysical instruments. A Transport Canada Approved Maintenance Organization (AMO) for fixed-wing aircraft and helicopters allows most aircraft maintenance and modifications to be performed in-house.

SERVICES

AIRBORNE SURVEYS

- **Gravity (AIRGrav)**
- **Magnetic Total Field**
- **Magnetic Gradient**
- **Electromagnetic**
- **Gamma-ray Spectrometer**
- **Scanning LiDAR**

SGL offers gravity surveys with **AIRGrav** (Airborne Inertially Referenced Gravimeter), which was designed specifically for the unique characteristics of the airborne environment and is the highest resolution airborne gravimeter available. **AIRGrav** can be flown in an efficient survey aircraft during normal daytime conditions and is routinely flown in combination with magnetometer systems in SGL's airplanes and helicopters.



***AIRGrav** data: 3d image of the first vertical derivative of terrain corrected Bouguer gravity*

DATA PROCESSING

Immediate data processing is part of SGL's standard quality control procedure, and provides clients with rapid results for evaluation while a survey is in progress. Sander Geophysics offers a full range of data enhancement programs and integrated interpretation services by experienced geoscientists. Available products in digital and/or hard copy include:

- **Contour, colour or shaded relief maps of any parameter or combination of parameters**
- **NASVD processed gamma-ray spectrometer data**

- **Filtered line or grid products such as vertical or horizontal gradients, frequency slices, high/low-pass or band-pass filtered, amplitude of the analytic signal, reduction to the pole, upward or downward continuation**
- **Computed depth to basement**
- **Calculated digital terrain models**
- **Two- or three-dimensional modelling**
- **Cultural editing**
- **Complete geophysical interpretative reports**

ENVIRONMENTAL MONITORING

The company also provides environmental monitoring services using gamma-ray spectrometers and specialized processing to detect and quantify natural and anthropogenic radiation.

HEALTH & SAFETY

Sander Geophysics is a founding and active executive member of the International Airborne Geophysics Safety Association (IAGSA), which promotes the safe operation of helicopters and fixed-wing aircraft on airborne geophysical surveys.

SGL has developed and implemented a Safety Management System (SMS) and comprehensive Health, Safety and Environment (HSE) policies that govern all aspects of company operations. Safety initiatives include:

- **Project-specific Aviation Risk Analysis (ARA) and Personnel Risk Analysis (PRA) for all surveys**
- **Real-time satellite tracking of SGL aircraft**
- **HSE and first aid training for all field personnel**
- **Low-level flight and aircraft simulator training for pilots**
- **Advanced safety training appropriate to the survey location, such as water-egress, wilderness survival, etc.**

SGL's excellent safety record reflects the quality and experience of its survey crews. This, combined with management's ongoing commitment to safety, helps to ensure that Sander Geophysics is a safe and reliable choice for airborne geophysical surveys.

PERSONNEL

Sander Geophysics has over 160 experienced permanent employees, including geophysicists, software and hardware engineers, aircraft maintenance engineers and pilots.

AIRCRAFT

SGL owns and operates thirteen aircraft, including eight Cessna Grand Caravans and a Twin Otter all equipped for geophysical surveys.

The Grand Caravans have been modified to allow the installation of a tri-axial magnetic gradiometer system. The company's fleet also includes a de Havilland DHC-6 Twin Otter for airborne magnetic, gravity, radiometric and frequency-domain EM surveys, and two AS350 B3 helicopters equipped for gravity, magnetic and radiometric surveys. Extensive modifications have been made to all of the survey aircraft to accommodate geophysical instruments and to reduce the aircraft's magnetic field. Typical Figures of Merit (FOM) for Sander Geophysics' fixed-wing aircraft are less than 1 nT. The company's aircraft are flown and maintained by licensed and experienced permanent employees of Sander Geophysics.

SGL aircraft

RESEARCH & DEVELOPMENT

Nearly one-third of the company's resources are devoted to developing new and more efficient instrumentation for airborne geophysical surveying, and to further refine its full suite of software for geophysical data processing.

SGL

Appendix II

PLANNED SURVEY LINES – Tellus A6 Block, Republic of Ireland
DATUM WGS-84

SEGMENT	START		END		LENGTH	
NO	LAT	LONG	LAT	LONG	NM	KM
C0601.0	N51:24.57	W009:32.06	N51:35.44	W008:30.60	39.90	73.90
C0602.0	N51:25.60	W009:32.54	N51:36.48	W008:31.06	39.90	73.90
C0603.0	N51:26.64	W009:33.03	N51:37.52	W008:31.52	39.90	73.90
C0604.0	N51:27.68	W009:33.51	N51:38.56	W008:31.98	39.90	73.90
C0605.0	N51:25.80	W009:49.90	N51:39.60	W008:32.45	50.27	93.10
C0606.0	N51:26.83	W009:50.39	N51:40.64	W008:32.91	50.27	93.10
C0607.0	N51:27.87	W009:50.88	N51:41.68	W008:33.37	50.27	93.10
C0608.0	N51:28.90	W009:51.37	N51:42.72	W008:33.83	50.27	93.10
C0609.0	N51:29.94	W009:51.86	N51:43.76	W008:34.30	50.27	93.10
C0610.0	N51:30.97	W009:52.35	N51:44.80	W008:34.76	50.27	93.10
C0611.0	N51:32.01	W009:52.84	N51:44.59	W008:42.43	45.63	84.50
C0612.0	N51:33.04	W009:53.33	N51:45.63	W008:42.89	45.63	84.50
C0613.0	N51:34.07	W009:53.82	N51:46.67	W008:43.36	45.63	84.50
C0614.0	N51:35.11	W009:54.31	N51:47.71	W008:43.83	45.63	84.50
C0615.0	N51:36.14	W009:54.81	N51:48.75	W008:44.29	45.63	84.50
C0616.0	N51:41.86	W009:29.67	N51:46.75	W009:02.19	17.76	32.90
C0617.0	N51:42.89	W009:30.15	N51:47.79	W009:02.66	17.76	32.90
C0618.0	N51:43.93	W009:30.63	N51:48.83	W009:03.14	17.76	32.90
C0619.0	N51:44.96	W009:31.12	N51:49.87	W009:03.61	17.76	32.90
T6001.0	N51:25.74	W009:49.74	N51:36.24	W009:54.72	10.96	20.30
T6002.0	N51:25.77	W009:49.57	N51:36.27	W009:54.55	10.96	20.30
T6003.0	N51:25.80	W009:49.41	N51:36.31	W009:54.39	10.96	20.30
T6004.0	N51:25.83	W009:49.24	N51:36.34	W009:54.22	10.96	20.30
T6005.0	N51:25.86	W009:49.08	N51:36.37	W009:54.05	10.96	20.30
T6006.0	N51:25.90	W009:48.91	N51:36.40	W009:53.89	10.96	20.30
T6007.0	N51:25.93	W009:48.75	N51:36.43	W009:53.72	10.96	20.30
T6008.0	N51:25.96	W009:48.58	N51:36.46	W009:53.56	10.96	20.30
T6009.0	N51:25.99	W009:48.42	N51:36.49	W009:53.39	10.96	20.30
T6010.0	N51:26.02	W009:48.25	N51:36.52	W009:53.22	10.96	20.30
T6011.0	N51:26.05	W009:48.08	N51:36.55	W009:53.06	10.96	20.30
T6012.0	N51:26.08	W009:47.92	N51:36.58	W009:52.89	10.96	20.30
T6013.0	N51:26.11	W009:47.75	N51:36.61	W009:52.73	10.96	20.30
T6014.0	N51:26.14	W009:47.59	N51:36.64	W009:52.56	10.96	20.30
T6015.0	N51:26.17	W009:47.42	N51:36.67	W009:52.39	10.96	20.30
T6016.0	N51:26.20	W009:47.26	N51:36.70	W009:52.23	10.96	20.30
T6017.0	N51:26.23	W009:47.09	N51:36.73	W009:52.06	10.96	20.30
T6018.0	N51:26.26	W009:46.92	N51:36.76	W009:51.89	10.96	20.30
T6019.0	N51:26.29	W009:46.76	N51:36.80	W009:51.73	10.96	20.30
T6020.0	N51:26.32	W009:46.59	N51:36.83	W009:51.56	10.96	20.30
T6021.0	N51:26.35	W009:46.43	N51:36.86	W009:51.40	10.96	20.30
T6022.0	N51:26.38	W009:46.26	N51:36.89	W009:51.23	10.96	20.30
T6023.0	N51:26.41	W009:46.10	N51:36.92	W009:51.06	10.96	20.30
T6024.0	N51:26.44	W009:45.93	N51:36.95	W009:50.90	10.96	20.30
T6025.0	N51:26.47	W009:45.77	N51:36.98	W009:50.73	10.96	20.30
T6026.0	N51:26.50	W009:45.60	N51:37.01	W009:50.57	10.96	20.30
T6027.0	N51:26.54	W009:45.43	N51:37.04	W009:50.40	10.96	20.30
T6028.0	N51:26.57	W009:45.27	N51:37.07	W009:50.23	10.96	20.30
T6029.0	N51:26.60	W009:45.10	N51:37.10	W009:50.07	10.96	20.30
T6030.0	N51:26.63	W009:44.94	N51:37.13	W009:49.90	10.96	20.30
T6031.0	N51:26.66	W009:44.77	N51:37.16	W009:49.73	10.96	20.30
T6032.0	N51:26.69	W009:44.61	N51:37.19	W009:49.57	10.96	20.30
T6033.0	N51:26.72	W009:44.44	N51:37.22	W009:49.40	10.96	20.30
T6034.0	N51:26.75	W009:44.27	N51:37.25	W009:49.24	10.96	20.30
T6035.0	N51:26.78	W009:44.11	N51:37.28	W009:49.07	10.96	20.30
T6036.0	N51:26.81	W009:43.94	N51:37.31	W009:48.90	10.96	20.30
T6037.0	N51:26.84	W009:43.78	N51:37.35	W009:48.74	10.96	20.30
T6038.0	N51:26.87	W009:43.61	N51:37.38	W009:48.57	10.96	20.30
T6039.0	N51:26.90	W009:43.45	N51:37.41	W009:48.40	10.96	20.30
T6040.0	N51:26.93	W009:43.28	N51:37.44	W009:48.24	10.96	20.30
T6041.0	N51:26.96	W009:43.12	N51:37.47	W009:48.07	10.96	20.30
T6042.0	N51:26.99	W009:42.95	N51:37.50	W009:47.91	10.96	20.30
T6043.0	N51:27.02	W009:42.78	N51:37.53	W009:47.74	10.96	20.30
T6044.0	N51:27.05	W009:42.62	N51:37.56	W009:47.57	10.96	20.30
T6045.0	N51:27.08	W009:42.45	N51:37.59	W009:47.41	10.96	20.30
T6046.0	N51:27.11	W009:42.29	N51:37.62	W009:47.24	10.96	20.30

PLANNED SURVEY LINES – Tellus A6 Block, Republic of Ireland
DATUM WGS-84

SEGMENT	START		END		LENGTH	
NO	LAT	LONG	LAT	LONG	NM	KM
T6047.0	N51:27.14	W009:42.12	N51:37.65	W009:47.07	10.96	20.30
T6048.0	N51:27.17	W009:41.96	N51:37.68	W009:46.91	10.96	20.30
T6049.0	N51:27.20	W009:41.79	N51:37.71	W009:46.74	10.96	20.30
T6050.0	N51:27.23	W009:41.62	N51:37.74	W009:46.58	10.96	20.30
T6051.0	N51:27.26	W009:41.46	N51:37.77	W009:46.41	10.96	20.30
T6052.0	N51:27.30	W009:41.29	N51:37.80	W009:46.24	10.96	20.30
T6053.0	N51:27.33	W009:41.13	N51:37.83	W009:46.08	10.96	20.30
T6054.0	N51:27.36	W009:40.96	N51:37.86	W009:45.91	10.96	20.30
T6055.0	N51:27.39	W009:40.80	N51:37.89	W009:45.74	10.96	20.30
T6056.0	N51:27.42	W009:40.63	N51:37.92	W009:45.58	10.96	20.30
T6057.0	N51:27.45	W009:40.46	N51:37.96	W009:45.41	10.96	20.30
T6058.0	N51:27.48	W009:40.30	N51:37.99	W009:45.24	10.96	20.30
T6059.0	N51:27.51	W009:40.13	N51:38.02	W009:45.08	10.96	20.30
T6060.0	N51:27.54	W009:39.97	N51:38.05	W009:44.91	10.96	20.30
T6061.0	N51:27.57	W009:39.80	N51:38.08	W009:44.75	10.96	20.30
T6062.0	N51:27.60	W009:39.63	N51:38.11	W009:44.58	10.96	20.30
T6063.0	N51:27.63	W009:39.47	N51:38.14	W009:44.41	10.96	20.30
T6064.0	N51:27.66	W009:39.30	N51:38.17	W009:44.25	10.96	20.30
T6065.0	N51:27.69	W009:39.14	N51:38.20	W009:44.08	10.96	20.30
T6066.0	N51:27.72	W009:38.97	N51:38.23	W009:43.91	10.96	20.30
T6067.0	N51:27.75	W009:38.81	N51:38.26	W009:43.75	10.96	20.30
T6068.0	N51:27.78	W009:38.64	N51:38.29	W009:43.58	10.96	20.30
T6069.0	N51:27.81	W009:38.47	N51:38.32	W009:43.41	10.96	20.30
T6070.0	N51:27.84	W009:38.31	N51:38.35	W009:43.25	10.96	20.30
T6071.0	N51:27.87	W009:38.14	N51:38.38	W009:43.08	10.96	20.30
T6072.0	N51:27.90	W009:37.98	N51:38.41	W009:42.92	10.96	20.30
T6073.0	N51:27.93	W009:37.81	N51:38.44	W009:42.75	10.96	20.30
T6074.0	N51:27.96	W009:37.65	N51:38.47	W009:42.58	10.96	20.30
T6075.0	N51:27.99	W009:37.48	N51:38.50	W009:42.42	10.96	20.30
T6076.0	N51:28.02	W009:37.31	N51:38.53	W009:42.25	10.96	20.30
T6077.0	N51:28.05	W009:37.15	N51:38.56	W009:42.08	10.96	20.30
T6078.0	N51:28.08	W009:36.98	N51:38.59	W009:41.92	10.96	20.30
T6079.0	N51:28.11	W009:36.82	N51:38.62	W009:41.75	10.96	20.30
T6080.0	N51:28.14	W009:36.65	N51:38.65	W009:41.58	10.96	20.30
T6081.0	N51:28.17	W009:36.48	N51:38.68	W009:41.42	10.96	20.30
T6082.0	N51:28.20	W009:36.32	N51:38.72	W009:41.25	10.96	20.30
T6083.0	N51:28.23	W009:36.15	N51:38.75	W009:41.09	10.96	20.30
T6084.0	N51:28.26	W009:35.99	N51:38.78	W009:40.92	10.96	20.30
T6085.0	N51:28.29	W009:35.82	N51:38.81	W009:40.75	10.96	20.30
T6086.0	N51:28.33	W009:35.66	N51:38.84	W009:40.59	10.96	20.30
T6087.0	N51:28.36	W009:35.49	N51:38.87	W009:40.42	10.96	20.30
T6088.0	N51:28.39	W009:35.32	N51:38.90	W009:40.25	10.96	20.30
T6089.0	N51:28.42	W009:35.16	N51:38.93	W009:40.09	10.96	20.30
T6090.0	N51:28.45	W009:34.99	N51:38.96	W009:39.92	10.96	20.30
T6091.0	N51:28.48	W009:34.83	N51:38.99	W009:39.75	10.96	20.30
T6092.0	N51:28.51	W009:34.66	N51:39.02	W009:39.59	10.96	20.30
T6093.0	N51:28.54	W009:34.49	N51:39.05	W009:39.42	10.96	20.30
T6094.0	N51:28.57	W009:34.33	N51:39.08	W009:39.25	10.96	20.30
T6095.0	N51:28.60	W009:34.16	N51:39.11	W009:39.09	10.96	20.30
T6096.0	N51:28.63	W009:34.00	N51:39.14	W009:38.92	10.96	20.30
T6097.0	N51:24.51	W009:31.90	N51:39.17	W009:38.75	15.28	28.30
T6098.0	N51:24.54	W009:31.73	N51:39.20	W009:38.59	15.28	28.30
T6099.0	N51:24.57	W009:31.57	N51:39.23	W009:38.42	15.28	28.30
T6100.0	N51:24.60	W009:31.40	N51:39.26	W009:38.26	15.28	28.30
T6101.0	N51:24.63	W009:31.24	N51:39.29	W009:38.09	15.28	28.30
T6102.0	N51:24.66	W009:31.07	N51:39.32	W009:37.92	15.28	28.30
T6103.0	N51:24.69	W009:30.91	N51:39.35	W009:37.76	15.28	28.30
T6104.0	N51:24.72	W009:30.74	N51:39.38	W009:37.59	15.28	28.30
T6105.0	N51:24.75	W009:30.58	N51:39.41	W009:37.42	15.28	28.30
T6106.0	N51:24.78	W009:30.41	N51:39.44	W009:37.26	15.28	28.30
T6107.0	N51:24.81	W009:30.24	N51:39.47	W009:37.09	15.28	28.30
T6108.0	N51:24.84	W009:30.08	N51:39.50	W009:36.92	15.28	28.30
T6109.0	N51:24.87	W009:29.91	N51:39.53	W009:36.76	15.28	28.30
T6110.0	N51:24.90	W009:29.75	N51:39.56	W009:36.59	15.28	28.30
T6111.0	N51:24.93	W009:29.58	N51:39.59	W009:36.42	15.28	28.30

PLANNED SURVEY LINES – Tellus A6 Block, Republic of Ireland
DATUM WGS-84

SEGMENT	START		END		LENGTH	
NO	LAT	LONG	LAT	LONG	NM	KM
T6112.0	N51:24.96	W009:29.42	N51:39.62	W009:36.26	15.28	28.30
T6113.0	N51:24.99	W009:29.25	N51:39.65	W009:36.09	15.28	28.30
T6114.0	N51:25.02	W009:29.08	N51:39.68	W009:35.92	15.28	28.30
T6115.0	N51:25.05	W009:28.92	N51:39.71	W009:35.76	15.28	28.30
T6116.0	N51:25.08	W009:28.75	N51:39.74	W009:35.59	15.28	28.30
T6117.0	N51:25.12	W009:28.59	N51:39.78	W009:35.42	15.28	28.30
T6118.0	N51:25.15	W009:28.42	N51:39.81	W009:35.26	15.28	28.30
T6119.0	N51:25.18	W009:28.26	N51:39.84	W009:35.09	15.28	28.30
T6120.0	N51:25.21	W009:28.09	N51:39.87	W009:34.92	15.28	28.30
T6121.0	N51:25.24	W009:27.92	N51:39.90	W009:34.76	15.28	28.30
T6122.0	N51:25.27	W009:27.76	N51:39.93	W009:34.59	15.28	28.30
T6123.0	N51:25.30	W009:27.59	N51:39.96	W009:34.43	15.28	28.30
T6124.0	N51:25.33	W009:27.43	N51:39.99	W009:34.26	15.28	28.30
T6125.0	N51:25.36	W009:27.26	N51:40.02	W009:34.09	15.28	28.30
T6126.0	N51:25.39	W009:27.09	N51:40.05	W009:33.93	15.28	28.30
T6127.0	N51:25.42	W009:26.93	N51:40.08	W009:33.76	15.28	28.30
T6128.0	N51:25.45	W009:26.76	N51:40.11	W009:33.59	15.28	28.30
T6129.0	N51:25.48	W009:26.60	N51:40.14	W009:33.43	15.28	28.30
T6130.0	N51:25.51	W009:26.43	N51:40.17	W009:33.26	15.28	28.30
T6131.0	N51:25.54	W009:26.27	N51:40.20	W009:33.09	15.28	28.30
T6132.0	N51:25.57	W009:26.10	N51:40.23	W009:32.93	15.28	28.30
T6133.0	N51:25.60	W009:25.93	N51:40.26	W009:32.76	15.28	28.30
T6134.0	N51:25.63	W009:25.77	N51:40.29	W009:32.59	15.28	28.30
T6135.0	N51:25.66	W009:25.60	N51:40.32	W009:32.43	15.28	28.30
T6136.0	N51:25.69	W009:25.44	N51:40.35	W009:32.26	15.28	28.30
T6137.0	N51:25.72	W009:25.27	N51:40.38	W009:32.09	15.28	28.30
T6138.0	N51:25.75	W009:25.11	N51:40.41	W009:31.93	15.28	28.30
T6139.0	N51:25.78	W009:24.94	N51:40.44	W009:31.76	15.28	28.30
T6140.0	N51:25.81	W009:24.77	N51:40.47	W009:31.59	15.28	28.30
T6141.0	N51:25.84	W009:24.61	N51:40.50	W009:31.43	15.28	28.30
T6142.0	N51:25.87	W009:24.44	N51:40.53	W009:31.26	15.28	28.30
T6143.0	N51:25.90	W009:24.28	N51:40.56	W009:31.09	15.28	28.30
T6144.0	N51:25.93	W009:24.11	N51:40.59	W009:30.93	15.28	28.30
T6145.0	N51:25.95	W009:23.94	N51:40.62	W009:30.76	15.28	28.30
T6146.0	N51:25.98	W009:23.78	N51:40.65	W009:30.59	15.28	28.30
T6147.0	N51:26.01	W009:23.61	N51:40.68	W009:30.43	15.28	28.30
T6148.0	N51:26.04	W009:23.45	N51:40.71	W009:30.26	15.28	28.30
T6149.0	N51:26.07	W009:23.28	N51:40.74	W009:30.09	15.28	28.30
T6150.0	N51:26.10	W009:23.12	N51:40.77	W009:29.93	15.28	28.30
T6151.0	N51:26.13	W009:22.95	N51:40.80	W009:29.76	15.28	28.30
T6152.0	N51:26.16	W009:22.78	N51:40.83	W009:29.59	15.28	28.30
T6153.0	N51:26.19	W009:22.62	N51:40.86	W009:29.43	15.28	28.30
T6154.0	N51:26.22	W009:22.45	N51:40.89	W009:29.26	15.28	28.30
T6155.0	N51:26.25	W009:22.29	N51:45.07	W009:31.03	19.60	36.30
T6156.0	N51:26.28	W009:22.12	N51:45.10	W009:30.86	19.60	36.30
T6157.0	N51:26.31	W009:21.95	N51:45.13	W009:30.70	19.60	36.30
T6158.0	N51:26.34	W009:21.79	N51:45.16	W009:30.53	19.60	36.30
T6159.0	N51:26.37	W009:21.62	N51:45.19	W009:30.36	19.60	36.30
T6160.0	N51:26.40	W009:21.46	N51:45.22	W009:30.20	19.60	36.30
T6161.0	N51:26.43	W009:21.29	N51:45.25	W009:30.03	19.60	36.30
T6162.0	N51:26.46	W009:21.12	N51:45.28	W009:29.86	19.60	36.30
T6163.0	N51:26.49	W009:20.96	N51:45.31	W009:29.69	19.60	36.30
T6164.0	N51:26.52	W009:20.79	N51:45.34	W009:29.53	19.60	36.30
T6165.0	N51:26.55	W009:20.63	N51:45.37	W009:29.36	19.60	36.30
T6166.0	N51:26.58	W009:20.46	N51:45.40	W009:29.19	19.60	36.30
T6167.0	N51:26.61	W009:20.29	N51:45.43	W009:29.03	19.60	36.30
T6168.0	N51:26.64	W009:20.13	N51:45.46	W009:28.86	19.60	36.30
T6169.0	N51:26.67	W009:19.96	N51:45.49	W009:28.69	19.60	36.30
T6170.0	N51:26.70	W009:19.80	N51:45.52	W009:28.53	19.60	36.30
T6171.0	N51:26.73	W009:19.63	N51:45.55	W009:28.36	19.60	36.30
T6172.0	N51:26.76	W009:19.47	N51:45.58	W009:28.19	19.60	36.30
T6173.0	N51:26.79	W009:19.30	N51:45.61	W009:28.03	19.60	36.30
T6174.0	N51:26.82	W009:19.13	N51:45.64	W009:27.86	19.60	36.30
T6175.0	N51:26.85	W009:18.97	N51:45.67	W009:27.69	19.60	36.30
T6176.0	N51:26.88	W009:18.80	N51:45.70	W009:27.52	19.60	36.30

PLANNED SURVEY LINES – Tellus A6 Block, Republic of Ireland
DATUM WGS-84

SEGMENT	START		END		LENGTH	
NO	LAT	LONG	LAT	LONG	NM	KM
T6177.0	N51:26.91	W009:18.64	N51:45.73	W009:27.36	19.60	36.30
T6178.0	N51:26.94	W009:18.47	N51:45.76	W009:27.19	19.60	36.30
T6179.0	N51:26.97	W009:18.30	N51:45.79	W009:27.02	19.60	36.30
T6180.0	N51:27.00	W009:18.14	N51:45.82	W009:26.86	19.60	36.30
T6181.0	N51:27.03	W009:17.97	N51:45.85	W009:26.69	19.60	36.30
T6182.0	N51:27.06	W009:17.81	N51:45.88	W009:26.52	19.60	36.30
T6183.0	N51:27.09	W009:17.64	N51:45.91	W009:26.35	19.60	36.30
T6184.0	N51:27.12	W009:17.47	N51:45.94	W009:26.19	19.60	36.30
T6185.0	N51:27.15	W009:17.31	N51:45.97	W009:26.02	19.60	36.30
T6186.0	N51:27.18	W009:17.14	N51:46.00	W009:25.85	19.60	36.30
T6187.0	N51:27.21	W009:16.98	N51:46.03	W009:25.69	19.60	36.30
T6188.0	N51:27.24	W009:16.81	N51:46.06	W009:25.52	19.60	36.30
T6189.0	N51:27.27	W009:16.64	N51:46.09	W009:25.35	19.60	36.30
T6190.0	N51:27.30	W009:16.48	N51:46.12	W009:25.19	19.60	36.30
T6191.0	N51:27.33	W009:16.31	N51:46.15	W009:25.02	19.60	36.30
T6192.0	N51:27.36	W009:16.15	N51:46.18	W009:24.85	19.60	36.30
T6193.0	N51:27.39	W009:15.98	N51:46.21	W009:24.68	19.60	36.30
T6194.0	N51:27.42	W009:15.81	N51:46.24	W009:24.52	19.60	36.30
T6195.0	N51:27.45	W009:15.65	N51:46.27	W009:24.35	19.60	36.30
T6196.0	N51:27.48	W009:15.48	N51:46.30	W009:24.18	19.60	36.30
T6197.0	N51:27.51	W009:15.32	N51:46.33	W009:24.02	19.60	36.30
T6198.0	N51:27.54	W009:15.15	N51:46.36	W009:23.85	19.60	36.30
T6199.0	N51:27.57	W009:14.98	N51:46.39	W009:23.68	19.60	36.30
T6200.0	N51:27.60	W009:14.82	N51:46.42	W009:23.51	19.60	36.30
T6201.0	N51:27.63	W009:14.65	N51:46.45	W009:23.35	19.60	36.30
T6202.0	N51:27.66	W009:14.49	N51:46.48	W009:23.18	19.60	36.30
T6203.0	N51:27.69	W009:14.32	N51:46.51	W009:23.01	19.60	36.30
T6204.0	N51:27.71	W009:14.15	N51:46.54	W009:22.85	19.60	36.30
T6205.0	N51:27.74	W009:13.99	N51:46.57	W009:22.68	19.60	36.30
T6206.0	N51:27.77	W009:13.82	N51:46.60	W009:22.51	19.60	36.30
T6207.0	N51:27.80	W009:13.66	N51:46.63	W009:22.35	19.60	36.30
T6208.0	N51:27.83	W009:13.49	N51:46.66	W009:22.18	19.60	36.30
T6209.0	N51:27.86	W009:13.32	N51:46.69	W009:22.01	19.60	36.30
T6210.0	N51:27.89	W009:13.16	N51:46.72	W009:21.84	19.60	36.30
T6211.0	N51:27.92	W009:12.99	N51:46.75	W009:21.68	19.60	36.30
T6212.0	N51:27.95	W009:12.82	N51:46.78	W009:21.51	19.60	36.30
T6213.0	N51:27.98	W009:12.66	N51:46.80	W009:21.34	19.60	36.30
T6214.0	N51:28.01	W009:12.49	N51:46.83	W009:21.18	19.60	36.30
T6215.0	N51:28.04	W009:12.33	N51:46.86	W009:21.01	19.60	36.30
T6216.0	N51:28.07	W009:12.16	N51:46.89	W009:20.84	19.60	36.30
T6217.0	N51:28.10	W009:11.99	N51:46.92	W009:20.67	19.60	36.30
T6218.0	N51:28.13	W009:11.83	N51:46.95	W009:20.51	19.60	36.30
T6219.0	N51:28.16	W009:11.66	N51:46.98	W009:20.34	19.60	36.30
T6220.0	N51:28.19	W009:11.50	N51:47.01	W009:20.17	19.60	36.30
T6221.0	N51:28.22	W009:11.33	N51:47.04	W009:20.01	19.60	36.30
T6222.0	N51:28.25	W009:11.16	N51:47.07	W009:19.84	19.60	36.30
T6223.0	N51:28.28	W009:11.00	N51:47.10	W009:19.67	19.60	36.30
T6224.0	N51:28.31	W009:10.83	N51:47.13	W009:19.50	19.60	36.30
T6225.0	N51:28.34	W009:10.67	N51:47.16	W009:19.34	19.60	36.30
T6226.0	N51:28.37	W009:10.50	N51:47.19	W009:19.17	19.60	36.30
T6227.0	N51:28.40	W009:10.33	N51:47.22	W009:19.00	19.60	36.30
T6228.0	N51:28.43	W009:10.17	N51:47.25	W009:18.83	19.60	36.30
T6229.0	N51:28.46	W009:10.00	N51:47.28	W009:18.67	19.60	36.30
T6230.0	N51:28.49	W009:09.83	N51:47.31	W009:18.50	19.60	36.30
T6231.0	N51:28.52	W009:09.67	N51:47.34	W009:18.33	19.60	36.30
T6232.0	N51:28.55	W009:09.50	N51:47.37	W009:18.17	19.60	36.30
T6233.0	N51:28.57	W009:09.34	N51:47.40	W009:18.00	19.60	36.30
T6234.0	N51:28.60	W009:09.17	N51:47.43	W009:17.83	19.60	36.30
T6235.0	N51:28.63	W009:09.00	N51:47.46	W009:17.66	19.60	36.30
T6236.0	N51:28.66	W009:08.84	N51:47.49	W009:17.50	19.60	36.30
T6237.0	N51:28.69	W009:08.67	N51:47.52	W009:17.33	19.60	36.30
T6238.0	N51:28.72	W009:08.51	N51:47.55	W009:17.16	19.60	36.30
T6239.0	N51:28.75	W009:08.34	N51:47.58	W009:17.00	19.60	36.30
T6240.0	N51:28.78	W009:08.17	N51:47.61	W009:16.83	19.60	36.30
T6241.0	N51:28.81	W009:08.01	N51:47.64	W009:16.66	19.60	36.30

PLANNED SURVEY LINES – Tellus A6 Block, Republic of Ireland
DATUM WGS-84

SEGMENT	START		END		LENGTH	
NO	LAT	LONG	LAT	LONG	NM	KM
T6242.0	N51:28.84	W009:07.84	N51:47.67	W009:16.49	19.60	36.30
T6243.0	N51:28.87	W009:07.67	N51:47.70	W009:16.33	19.60	36.30
T6244.0	N51:28.90	W009:07.51	N51:47.73	W009:16.16	19.60	36.30
T6245.0	N51:28.93	W009:07.34	N51:47.76	W009:15.99	19.60	36.30
T6246.0	N51:28.96	W009:07.18	N51:47.79	W009:15.82	19.60	36.30
T6247.0	N51:28.99	W009:07.01	N51:47.82	W009:15.66	19.60	36.30
T6248.0	N51:29.02	W009:06.84	N51:47.85	W009:15.49	19.60	36.30
T6249.0	N51:29.05	W009:06.68	N51:47.88	W009:15.32	19.60	36.30
T6250.0	N51:29.08	W009:06.51	N51:47.91	W009:15.16	19.60	36.30
T6251.0	N51:29.11	W009:06.34	N51:47.94	W009:14.99	19.60	36.30
T6252.0	N51:29.14	W009:06.18	N51:47.97	W009:14.82	19.60	36.30
T6253.0	N51:29.17	W009:06.01	N51:48.00	W009:14.65	19.60	36.30
T6254.0	N51:29.20	W009:05.85	N51:48.03	W009:14.49	19.60	36.30
T6255.0	N51:29.23	W009:05.68	N51:48.06	W009:14.32	19.60	36.30
T6256.0	N51:29.25	W009:05.51	N51:48.09	W009:14.15	19.60	36.30
T6257.0	N51:29.28	W009:05.35	N51:48.12	W009:13.98	19.60	36.30
T6258.0	N51:29.31	W009:05.18	N51:48.15	W009:13.82	19.60	36.30
T6259.0	N51:29.34	W009:05.01	N51:48.18	W009:13.65	19.60	36.30
T6260.0	N51:29.37	W009:04.85	N51:48.21	W009:13.48	19.60	36.30
T6261.0	N51:29.40	W009:04.68	N51:48.23	W009:13.32	19.60	36.30
T6262.0	N51:29.43	W009:04.52	N51:48.26	W009:13.15	19.60	36.30
T6263.0	N51:29.46	W009:04.35	N51:48.29	W009:12.98	19.60	36.30
T6264.0	N51:29.49	W009:04.18	N51:48.32	W009:12.81	19.60	36.30
T6265.0	N51:29.52	W009:04.02	N51:48.35	W009:12.65	19.60	36.30
T6266.0	N51:29.55	W009:03.85	N51:48.38	W009:12.48	19.60	36.30
T6267.0	N51:29.58	W009:03.68	N51:48.41	W009:12.31	19.60	36.30
T6268.0	N51:29.61	W009:03.52	N51:48.44	W009:12.14	19.60	36.30
T6269.0	N51:29.64	W009:03.35	N51:48.47	W009:11.98	19.60	36.30
T6270.0	N51:29.67	W009:03.19	N51:48.50	W009:11.81	19.60	36.30
T6271.0	N51:29.70	W009:03.02	N51:48.53	W009:11.64	19.60	36.30
T6272.0	N51:29.73	W009:02.85	N51:48.56	W009:11.47	19.60	36.30
T6273.0	N51:29.76	W009:02.69	N51:48.59	W009:11.31	19.60	36.30
T6274.0	N51:29.79	W009:02.52	N51:48.62	W009:11.14	19.60	36.30
T6275.0	N51:29.81	W009:02.35	N51:48.65	W009:10.97	19.60	36.30
T6276.0	N51:29.84	W009:02.19	N51:48.68	W009:10.81	19.60	36.30
T6277.0	N51:29.87	W009:02.02	N51:48.71	W009:10.64	19.60	36.30
T6278.0	N51:29.90	W009:01.86	N51:48.74	W009:10.47	19.60	36.30
T6279.0	N51:29.93	W009:01.69	N51:48.77	W009:10.30	19.60	36.30
T6280.0	N51:29.96	W009:01.52	N51:48.80	W009:10.14	19.60	36.30
T6281.0	N51:29.99	W009:01.36	N51:48.83	W009:09.97	19.60	36.30
T6282.0	N51:30.02	W009:01.19	N51:48.86	W009:09.80	19.60	36.30
T6283.0	N51:30.05	W009:01.02	N51:48.89	W009:09.63	19.60	36.30
T6284.0	N51:30.08	W009:00.86	N51:48.92	W009:09.47	19.60	36.30
T6285.0	N51:30.11	W009:00.69	N51:48.95	W009:09.30	19.60	36.30
T6286.0	N51:30.14	W009:00.52	N51:48.98	W009:09.13	19.60	36.30
T6287.0	N51:30.17	W009:00.36	N51:49.01	W009:08.96	19.60	36.30
T6288.0	N51:30.20	W009:00.19	N51:49.03	W009:08.80	19.60	36.30
T6289.0	N51:30.23	W009:00.03	N51:49.06	W009:08.63	19.60	36.30
T6290.0	N51:30.26	W008:59.86	N51:49.09	W009:08.46	19.60	36.30
T6291.0	N51:30.29	W008:59.69	N51:49.12	W009:08.29	19.60	36.30
T6292.0	N51:30.31	W008:59.53	N51:49.15	W009:08.13	19.60	36.30
T6293.0	N51:30.34	W008:59.36	N51:49.18	W009:07.96	19.60	36.30
T6294.0	N51:30.37	W008:59.19	N51:49.21	W009:07.79	19.60	36.30
T6295.0	N51:30.40	W008:59.03	N51:49.24	W009:07.62	19.60	36.30
T6296.0	N51:30.43	W008:58.86	N51:49.27	W009:07.46	19.60	36.30
T6297.0	N51:30.46	W008:58.69	N51:49.30	W009:07.29	19.60	36.30
T6298.0	N51:30.49	W008:58.53	N51:49.33	W009:07.12	19.60	36.30
T6299.0	N51:30.52	W008:58.36	N51:49.36	W009:06.95	19.60	36.30
T6300.0	N51:30.55	W008:58.20	N51:49.39	W009:06.79	19.60	36.30
T6301.0	N51:30.58	W008:58.03	N51:49.42	W009:06.62	19.60	36.30
T6302.0	N51:30.61	W008:57.86	N51:49.45	W009:06.45	19.60	36.30
T6303.0	N51:30.64	W008:57.70	N51:49.48	W009:06.28	19.60	36.30
T6304.0	N51:30.67	W008:57.53	N51:49.51	W009:06.12	19.60	36.30
T6305.0	N51:30.70	W008:57.36	N51:49.54	W009:05.95	19.60	36.30
T6306.0	N51:30.73	W008:57.20	N51:49.57	W009:05.78	19.60	36.30

PLANNED SURVEY LINES – Tellus A6 Block, Republic of Ireland
DATUM WGS-84

SEGMENT	START		END		LENGTH	
NO	LAT	LONG	LAT	LONG	NM	KM
T6307.0	N51:30.75	W008:57.03	N51:49.60	W009:05.61	19.60	36.30
T6308.0	N51:30.78	W008:56.86	N51:49.63	W009:05.45	19.60	36.30
T6309.0	N51:30.81	W008:56.70	N51:49.66	W009:05.28	19.60	36.30
T6310.0	N51:30.84	W008:56.53	N51:49.68	W009:05.11	19.60	36.30
T6311.0	N51:30.87	W008:56.36	N51:49.71	W009:04.94	19.60	36.30
T6312.0	N51:30.90	W008:56.20	N51:49.74	W009:04.78	19.60	36.30
T6313.0	N51:30.93	W008:56.03	N51:49.77	W009:04.61	19.60	36.30
T6314.0	N51:30.96	W008:55.87	N51:49.80	W009:04.44	19.60	36.30
T6315.0	N51:30.99	W008:55.70	N51:49.83	W009:04.27	19.60	36.30
T6316.0	N51:31.02	W008:55.53	N51:49.86	W009:04.11	19.60	36.30
T6317.0	N51:31.05	W008:55.37	N51:49.89	W009:03.94	19.60	36.30
T6318.0	N51:31.08	W008:55.20	N51:49.92	W009:03.77	19.60	36.30
T6319.0	N51:31.11	W008:55.03	N51:45.80	W009:01.71	15.28	28.30
T6320.0	N51:31.14	W008:54.87	N51:45.83	W009:01.54	15.28	28.30
T6321.0	N51:31.16	W008:54.70	N51:45.86	W009:01.37	15.28	28.30
T6322.0	N51:31.19	W008:54.53	N51:45.89	W009:01.20	15.28	28.30
T6323.0	N51:31.22	W008:54.37	N51:45.92	W009:01.04	15.28	28.30
T6324.0	N51:31.25	W008:54.20	N51:45.95	W009:00.87	15.28	28.30
T6325.0	N51:31.28	W008:54.03	N51:45.97	W009:00.70	15.28	28.30
T6326.0	N51:31.31	W008:53.87	N51:46.00	W009:00.53	15.28	28.30
T6327.0	N51:31.34	W008:53.70	N51:46.03	W009:00.37	15.28	28.30
T6328.0	N51:31.37	W008:53.53	N51:46.06	W009:00.20	15.28	28.30
T6329.0	N51:31.40	W008:53.37	N51:46.09	W009:00.03	15.28	28.30
T6330.0	N51:31.43	W008:53.20	N51:46.12	W008:59.86	15.28	28.30
T6331.0	N51:31.46	W008:53.04	N51:46.15	W008:59.70	15.28	28.30
T6332.0	N51:31.49	W008:52.87	N51:46.18	W008:59.53	15.28	28.30
T6333.0	N51:31.52	W008:52.70	N51:46.21	W008:59.36	15.28	28.30
T6334.0	N51:31.54	W008:52.54	N51:46.24	W008:59.20	15.28	28.30
T6335.0	N51:31.57	W008:52.37	N51:46.27	W008:59.03	15.28	28.30
T6336.0	N51:31.60	W008:52.20	N51:46.30	W008:58.86	15.28	28.30
T6337.0	N51:31.63	W008:52.04	N51:46.33	W008:58.69	15.28	28.30
T6338.0	N51:31.66	W008:51.87	N51:46.36	W008:58.53	15.28	28.30
T6339.0	N51:31.69	W008:51.70	N51:46.39	W008:58.36	15.28	28.30
T6340.0	N51:31.72	W008:51.54	N51:46.42	W008:58.19	15.28	28.30
T6341.0	N51:31.75	W008:51.37	N51:46.44	W008:58.02	15.28	28.30
T6342.0	N51:31.78	W008:51.20	N51:46.47	W008:57.86	15.28	28.30
T6343.0	N51:31.81	W008:51.04	N51:46.50	W008:57.69	15.28	28.30
T6344.0	N51:31.84	W008:50.87	N51:46.53	W008:57.52	15.28	28.30
T6345.0	N51:31.87	W008:50.70	N51:46.56	W008:57.35	15.28	28.30
T6346.0	N51:31.89	W008:50.54	N51:46.59	W008:57.19	15.28	28.30
T6347.0	N51:31.92	W008:50.37	N51:46.62	W008:57.02	15.28	28.30
T6348.0	N51:31.95	W008:50.20	N51:46.65	W008:56.85	15.28	28.30
T6349.0	N51:31.98	W008:50.04	N51:46.68	W008:56.68	15.28	28.30
T6350.0	N51:32.01	W008:49.87	N51:46.71	W008:56.52	15.28	28.30
T6351.0	N51:32.04	W008:49.70	N51:46.74	W008:56.35	15.28	28.30
T6352.0	N51:32.07	W008:49.54	N51:46.77	W008:56.18	15.28	28.30
T6353.0	N51:32.10	W008:49.37	N51:46.80	W008:56.02	15.28	28.30
T6354.0	N51:32.13	W008:49.20	N51:46.83	W008:55.85	15.28	28.30
T6355.0	N51:32.16	W008:49.04	N51:46.85	W008:55.68	15.28	28.30
T6356.0	N51:32.19	W008:48.87	N51:46.88	W008:55.51	15.28	28.30
T6357.0	N51:32.21	W008:48.70	N51:46.91	W008:55.35	15.28	28.30
T6358.0	N51:32.24	W008:48.54	N51:46.94	W008:55.18	15.28	28.30
T6359.0	N51:32.27	W008:48.37	N51:46.97	W008:55.01	15.28	28.30
T6360.0	N51:32.30	W008:48.20	N51:47.00	W008:54.84	15.28	28.30
T6361.0	N51:32.33	W008:48.04	N51:47.03	W008:54.68	15.28	28.30
T6362.0	N51:32.36	W008:47.87	N51:47.06	W008:54.51	15.28	28.30
T6363.0	N51:32.39	W008:47.71	N51:47.09	W008:54.34	15.28	28.30
T6364.0	N51:32.42	W008:47.54	N51:47.12	W008:54.17	15.28	28.30
T6365.0	N51:32.45	W008:47.37	N51:47.15	W008:54.01	15.28	28.30
T6366.0	N51:32.48	W008:47.21	N51:47.18	W008:53.84	15.28	28.30
T6367.0	N51:32.51	W008:47.04	N51:47.21	W008:53.67	15.28	28.30
T6368.0	N51:32.53	W008:46.87	N51:47.23	W008:53.50	15.28	28.30
T6369.0	N51:32.56	W008:46.71	N51:47.26	W008:53.34	15.28	28.30
T6370.0	N51:32.59	W008:46.54	N51:47.29	W008:53.17	15.28	28.30
T6371.0	N51:32.62	W008:46.37	N51:47.32	W008:53.00	15.28	28.30

PLANNED SURVEY LINES – Tellus A6 Block, Republic of Ireland
DATUM WGS-84

SEGMENT	START		END		LENGTH	
NO	LAT	LONG	LAT	LONG	NM	KM
T6372.0	N51:32.65	W008:46.21	N51:47.35	W008:52.83	15.28	28.30
T6373.0	N51:32.68	W008:46.04	N51:47.38	W008:52.67	15.28	28.30
T6374.0	N51:32.71	W008:45.87	N51:47.41	W008:52.50	15.28	28.30
T6375.0	N51:32.74	W008:45.71	N51:47.44	W008:52.33	15.28	28.30
T6376.0	N51:32.77	W008:45.54	N51:47.47	W008:52.16	15.28	28.30
T6377.0	N51:32.80	W008:45.37	N51:47.50	W008:52.00	15.28	28.30
T6378.0	N51:32.83	W008:45.21	N51:47.53	W008:51.83	15.28	28.30
T6379.0	N51:32.85	W008:45.04	N51:47.56	W008:51.66	15.28	28.30
T6380.0	N51:32.88	W008:44.87	N51:47.59	W008:51.49	15.28	28.30
T6381.0	N51:32.91	W008:44.71	N51:47.61	W008:51.33	15.28	28.30
T6382.0	N51:32.94	W008:44.54	N51:47.64	W008:51.16	15.28	28.30
T6383.0	N51:32.97	W008:44.37	N51:47.67	W008:50.99	15.28	28.30
T6384.0	N51:33.00	W008:44.21	N51:47.70	W008:50.82	15.28	28.30
T6385.0	N51:33.03	W008:44.04	N51:47.73	W008:50.66	15.28	28.30
T6386.0	N51:33.06	W008:43.87	N51:47.76	W008:50.49	15.28	28.30
T6387.0	N51:33.09	W008:43.71	N51:47.79	W008:50.32	15.28	28.30
T6388.0	N51:33.12	W008:43.54	N51:47.82	W008:50.15	15.28	28.30
T6389.0	N51:33.14	W008:43.37	N51:47.85	W008:49.99	15.28	28.30
T6390.0	N51:33.17	W008:43.20	N51:47.88	W008:49.82	15.28	28.30
T6391.0	N51:33.20	W008:43.04	N51:47.91	W008:49.65	15.28	28.30
T6392.0	N51:33.23	W008:42.87	N51:47.94	W008:49.48	15.28	28.30
T6393.0	N51:33.26	W008:42.70	N51:47.96	W008:49.32	15.28	28.30
T6394.0	N51:33.29	W008:42.54	N51:47.99	W008:49.15	15.28	28.30
T6395.0	N51:33.32	W008:42.37	N51:48.02	W008:48.98	15.28	28.30
T6396.0	N51:33.35	W008:42.20	N51:48.05	W008:48.81	15.28	28.30
T6397.0	N51:33.38	W008:42.04	N51:48.08	W008:48.65	15.28	28.30
T6398.0	N51:33.41	W008:41.87	N51:48.11	W008:48.48	15.28	28.30
T6399.0	N51:33.43	W008:41.70	N51:48.14	W008:48.31	15.28	28.30
T6400.0	N51:33.46	W008:41.54	N51:48.17	W008:48.14	15.28	28.30
T6401.0	N51:33.49	W008:41.37	N51:48.20	W008:47.98	15.28	28.30
T6402.0	N51:33.52	W008:41.20	N51:48.23	W008:47.81	15.28	28.30
T6403.0	N51:33.55	W008:41.04	N51:48.26	W008:47.64	15.28	28.30
T6404.0	N51:33.58	W008:40.87	N51:48.28	W008:47.47	15.28	28.30
T6405.0	N51:33.61	W008:40.70	N51:48.31	W008:47.30	15.28	28.30
T6406.0	N51:33.64	W008:40.54	N51:48.34	W008:47.14	15.28	28.30
T6407.0	N51:33.67	W008:40.37	N51:48.37	W008:46.97	15.28	28.30
T6408.0	N51:33.69	W008:40.20	N51:48.40	W008:46.80	15.28	28.30
T6409.0	N51:33.72	W008:40.04	N51:48.43	W008:46.63	15.28	28.30
T6410.0	N51:33.75	W008:39.87	N51:48.46	W008:46.47	15.28	28.30
T6411.0	N51:33.78	W008:39.70	N51:48.49	W008:46.30	15.28	28.30
T6412.0	N51:33.81	W008:39.54	N51:48.52	W008:46.13	15.28	28.30
T6413.0	N51:33.84	W008:39.37	N51:48.55	W008:45.96	15.28	28.30
T6414.0	N51:33.87	W008:39.20	N51:48.57	W008:45.80	15.28	28.30
T6415.0	N51:33.90	W008:39.04	N51:48.60	W008:45.63	15.28	28.30
T6416.0	N51:33.93	W008:38.87	N51:48.63	W008:45.46	15.28	28.30
T6417.0	N51:33.95	W008:38.70	N51:48.66	W008:45.29	15.28	28.30
T6418.0	N51:33.98	W008:38.54	N51:48.69	W008:45.13	15.28	28.30
T6419.0	N51:34.01	W008:38.37	N51:48.72	W008:44.96	15.28	28.30
T6420.0	N51:34.04	W008:38.20	N51:48.75	W008:44.79	15.28	28.30
T6421.0	N51:34.07	W008:38.04	N51:48.78	W008:44.62	15.28	28.30
T6422.0	N51:34.10	W008:37.87	N51:48.81	W008:44.45	15.28	28.30
T6423.0	N51:34.13	W008:37.70	N51:43.64	W008:41.95	09.88	18.30
T6424.0	N51:34.16	W008:37.53	N51:43.67	W008:41.78	09.88	18.30
T6425.0	N51:34.19	W008:37.37	N51:43.70	W008:41.62	09.88	18.30
T6426.0	N51:34.21	W008:37.20	N51:43.73	W008:41.45	09.88	18.30
T6427.0	N51:34.24	W008:37.03	N51:43.76	W008:41.28	09.88	18.30
T6428.0	N51:34.27	W008:36.87	N51:43.78	W008:41.12	09.88	18.30
T6429.0	N51:34.30	W008:36.70	N51:43.81	W008:40.95	09.88	18.30
T6430.0	N51:34.33	W008:36.53	N51:43.84	W008:40.78	09.88	18.30
T6431.0	N51:34.36	W008:36.37	N51:43.87	W008:40.61	09.88	18.30
T6432.0	N51:34.39	W008:36.20	N51:43.90	W008:40.45	09.88	18.30
T6433.0	N51:34.42	W008:36.03	N51:43.93	W008:40.28	09.88	18.30
T6434.0	N51:34.44	W008:35.87	N51:43.96	W008:40.11	09.88	18.30
T6435.0	N51:34.47	W008:35.70	N51:43.99	W008:39.94	09.88	18.30
T6436.0	N51:34.50	W008:35.53	N51:44.02	W008:39.78	09.88	18.30

PLANNED SURVEY LINES – Tellus A6 Block, Republic of Ireland
DATUM WGS-84

SEGMENT	START		END		LENGTH	
NO	LAT	LONG	LAT	LONG	NM	KM
T6437.0	N51:34.53	W008:35.37	N51:44.04	W008:39.61	09.88	18.30
T6438.0	N51:34.56	W008:35.20	N51:44.07	W008:39.44	09.88	18.30
T6439.0	N51:34.59	W008:35.03	N51:44.10	W008:39.27	09.88	18.30
T6440.0	N51:34.62	W008:34.86	N51:44.13	W008:39.11	09.88	18.30
T6441.0	N51:34.65	W008:34.70	N51:44.16	W008:38.94	09.88	18.30
T6442.0	N51:34.68	W008:34.53	N51:44.19	W008:38.77	09.88	18.30
T6443.0	N51:34.70	W008:34.36	N51:44.22	W008:38.60	09.88	18.30
T6444.0	N51:34.73	W008:34.20	N51:44.25	W008:38.44	09.88	18.30
T6445.0	N51:34.76	W008:34.03	N51:44.28	W008:38.27	09.88	18.30
T6446.0	N51:34.79	W008:33.86	N51:44.30	W008:38.10	09.88	18.30
T6447.0	N51:34.82	W008:33.70	N51:44.33	W008:37.93	09.88	18.30
T6448.0	N51:34.85	W008:33.53	N51:44.36	W008:37.77	09.88	18.30
T6449.0	N51:34.88	W008:33.36	N51:44.39	W008:37.60	09.88	18.30
T6450.0	N51:34.91	W008:33.20	N51:44.42	W008:37.43	09.88	18.30
T6451.0	N51:34.93	W008:33.03	N51:44.45	W008:37.26	09.88	18.30
T6452.0	N51:34.96	W008:32.86	N51:44.48	W008:37.10	09.88	18.30
T6453.0	N51:34.99	W008:32.69	N51:44.51	W008:36.93	09.88	18.30
T6454.0	N51:35.02	W008:32.53	N51:44.54	W008:36.76	09.88	18.30
T6455.0	N51:35.05	W008:32.36	N51:44.56	W008:36.59	09.88	18.30
T6456.0	N51:35.08	W008:32.19	N51:44.59	W008:36.43	09.88	18.30
T6457.0	N51:35.11	W008:32.03	N51:44.62	W008:36.26	09.88	18.30
T6458.0	N51:35.13	W008:31.86	N51:44.65	W008:36.09	09.88	18.30
T6459.0	N51:35.16	W008:31.69	N51:44.68	W008:35.92	09.88	18.30
T6460.0	N51:35.19	W008:31.53	N51:44.71	W008:35.76	09.88	18.30
T6461.0	N51:35.22	W008:31.36	N51:44.74	W008:35.59	09.88	18.30
T6462.0	N51:35.25	W008:31.19	N51:44.77	W008:35.42	09.88	18.30
T6463.0	N51:35.28	W008:31.03	N51:44.79	W008:35.25	09.88	18.30
T6464.0	N51:35.31	W008:30.86	N51:44.82	W008:35.09	09.88	18.30
T6465.0	N51:35.34	W008:30.69	N51:44.85	W008:34.92	09.88	18.30

Total control line length = 760.42 nautical miles
= 1408.30 kilometers.

Total traverse line length = 167.12 nautical miles
= 13273.50 kilometers.

Total length of all lines = 27.54 nautical miles
= 14681.80 kilometers.

SGL

Appendix III

FEM FLOWN LINES – Tellus A6 Block
IRENET95, Irish Transverse Mercator

LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6001.00	57967.60	58306.10	540781.80	521176.80	467568.00	472822.50	33	287	2018
6002.00	58457.40	58741.00	521240.00	540850.00	473018.30	467754.70	33	287	2018
6003.00	58906.10	59257.60	540886.30	521275.50	467952.60	473213.90	33	287	2018
6004.00	59386.80	59686.50	521346.80	540956.60	473399.60	468143.70	33	287	2018
6005.00	59888.40	60244.60	540989.20	521381.50	468339.20	473599.10	33	287	2018
6006.00	60380.50	60688.10	521451.80	541062.80	473788.40	468528.70	33	287	2018
6007.00	60912.10	61254.60	541096.90	521487.50	468722.70	473989.20	33	287	2018
6008.00	61416.30	61735.70	521551.40	541165.00	474171.80	468912.50	33	287	2018
6009.00	61914.60	62255.70	541201.60	521589.20	469110.00	474370.90	33	287	2018
6010.00	62398.50	62689.60	521659.60	541268.60	474561.30	469300.40	33	287	2018
6011.00	62889.60	63231.60	541302.80	521688.40	469498.60	474757.40	33	287	2018
6012.00	63382.40	63670.40	521763.80	541371.10	474947.50	469685.90	33	287	2018
6013.00	37282.20	37611.70	541406.10	521796.80	469884.50	475144.70	38	291	2018
6014.00	37816.50	38156.80	521862.00	541476.10	475326.50	470075.70	38	291	2018
6015.00	38348.70	38667.40	541507.30	521900.40	470278.40	475534.80	38	291	2018
6016.00	38821.90	39140.20	521964.70	541576.10	475720.70	470456.50	38	291	2018
6017.00	39305.30	39657.10	541615.20	522000.90	470654.60	475916.10	38	291	2018
6018.01	37662.60	37976.10	541664.20	522058.80	470851.40	476108.70	116	161	2019
6019.01	38182.40	38513.50	522124.10	541734.30	476294.80	471034.10	116	161	2019
6020.00	40827.60	41140.10	522176.20	541786.90	476494.50	471231.70	38	291	2018
6021.00	41345.50	41694.30	541822.30	522212.40	471429.90	476694.10	38	291	2018
6022.00	41874.10	42200.60	522280.60	541890.50	476878.60	471618.60	38	291	2018
6023.00	42386.50	42729.00	541919.80	522314.80	471815.90	477080.80	38	291	2018
6024.00	42870.00	43188.30	522383.50	541992.50	477267.30	472007.80	38	291	2018
6025.00	43391.00	43738.50	542028.20	522418.70	472203.10	477458.00	38	291	2018
6026.00	43860.30	44191.80	522489.70	542098.00	477652.70	472392.20	38	291	2018
6027.00	44350.80	44677.00	542134.50	522520.60	472592.80	477851.70	38	291	2018
6028.01	38644.30	38955.60	542180.80	522572.00	472780.00	478042.40	116	161	2019
6029.00	45309.90	45658.50	542235.90	522623.50	472974.50	478237.10	38	291	2018
6030.00	60516.80	60835.10	522698.20	542305.10	478424.00	473164.60	36	288	2018
6031.00	59998.70	60348.00	542338.60	522730.20	473361.40	478623.30	36	288	2018
6032.00	59498.90	59787.40	522794.80	542405.60	478810.80	473547.70	36	288	2018
6033.00	59046.90	59370.10	542445.40	522836.60	473748.70	479007.80	36	288	2018
6034.00	58557.00	58873.30	522899.80	542507.20	479199.80	473934.80	36	288	2018
6035.00	58022.10	58383.00	542544.70	522934.50	474135.70	479397.90	36	288	2018
6036.00	57499.90	57795.40	523009.10	542613.80	479583.20	474320.90	36	288	2018
6037.00	57014.80	57355.80	542647.00	523042.00	474522.40	479782.80	36	288	2018
6038.00	35321.70	35644.50	542703.00	523093.30	474716.30	479974.80	47	305	2018
6039.00	35792.40	36127.00	523160.90	542768.50	480164.70	474904.20	47	305	2018
6040.00	36299.30	36629.70	542804.60	523198.10	475100.00	480362.10	47	305	2018
6041.00	36789.10	37120.10	523263.90	542872.20	480553.70	475289.20	47	305	2018
6042.00	37305.50	37631.30	542907.50	523302.00	475494.30	480748.70	47	305	2018
6043.00	37781.50	38115.30	523368.90	542975.60	480937.70	475676.60	47	305	2018

FEM FLOWN LINES – Tellus A6 Block
IRENET95, Irish Transverse Mercator

LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6044.00	38261.20	38585.90	543013.40	523402.30	475871.90	481133.60	47	305	2018
6045.01	39079.50	39410.80	523473.30	543081.30	481322.90	476060.90	116	161	2019
6046.00	39321.30	39646.70	543113.80	523505.50	476262.40	481519.70	47	305	2018
6047.00	39791.70	40116.60	523574.70	543183.40	481716.70	476446.50	47	305	2018
6048.00	45786.50	46109.10	523625.90	543236.20	481907.10	476649.80	38	291	2018
6049.00	46265.50	46605.50	543268.50	523661.40	476841.80	482105.40	38	291	2018
6050.00	46737.30	47043.80	523731.30	543336.70	482290.60	477034.10	38	291	2018
6051.00	47227.00	47580.50	543376.00	523763.90	477229.80	482485.40	38	291	2018
6052.00	47718.80	48039.00	523835.00	543446.80	482675.90	477416.20	38	291	2018
6053.00	48188.60	48537.50	543478.30	523872.90	477613.60	482878.50	38	291	2018
6054.00	48653.20	48956.00	523938.90	543546.80	483060.30	477801.00	38	291	2018
6055.00	54823.20	55171.60	543585.30	523976.90	478000.80	483261.30	38	291	2018
6056.00	55314.30	55639.50	524038.40	543650.60	483447.80	478187.90	38	291	2018
6057.00	55780.40	56125.30	543686.60	524075.00	478387.00	483646.70	38	291	2018
6058.00	56262.60	56573.90	524144.00	543751.80	483834.10	478576.50	38	291	2018
6059.00	56752.60	57114.90	543791.20	524181.30	478772.90	484034.40	38	291	2018
6060.00	57250.90	57575.10	524247.10	543857.30	484220.40	478958.40	38	291	2018
6061.00	57713.60	58052.80	543891.10	524281.80	479155.70	484418.80	38	291	2018
6062.00	58975.70	59336.50	543947.40	524338.10	479354.50	484607.20	38	291	2018
6063.00	58185.50	58484.50	524403.30	544017.10	484802.90	479541.50	38	291	2018
6064.00	59490.90	59820.40	524452.90	544063.90	484991.50	479732.50	38	291	2018
6065.00	59952.50	60287.30	544099.50	524492.20	479932.60	485193.50	38	291	2018
6066.00	60430.50	60740.50	524559.00	544165.40	485382.80	480123.60	38	291	2018
6067.00	60879.80	61232.10	544201.20	524596.40	480314.40	485581.70	38	291	2018
6068.00	61364.00	61702.70	524662.30	544270.60	485767.30	480509.90	38	291	2018
6069.00	58699.70	59057.00	524716.60	544328.40	485958.60	480703.90	41	295	2018
6070.00	58185.80	58519.10	544358.10	524751.40	480897.60	486155.90	41	295	2018
6071.00	57679.40	58039.40	524815.40	544429.20	486347.50	481086.70	41	295	2018
6072.00	57186.50	57517.10	544465.90	524852.50	481288.20	486548.90	41	295	2018
6073.00	56635.00	56996.60	524924.90	544533.10	486736.80	481472.70	41	295	2018
6074.00	56155.90	56481.50	544568.50	524958.50	481669.30	486931.60	41	295	2018
6075.00	55636.90	55998.70	525027.80	544638.00	487118.50	481864.90	41	295	2018
6076.00	55124.30	55462.70	544674.70	525059.60	482065.20	487317.30	41	295	2018
6077.00	54580.10	54936.90	525131.30	544738.70	487510.30	482249.00	41	295	2018
6078.00	54102.90	54436.90	544776.50	525167.70	482444.80	487704.00	41	295	2018
6079.00	53602.60	53951.60	525233.80	544843.50	487891.90	482635.60	41	295	2018
6080.00	53079.20	53412.40	544877.90	525270.20	482833.50	488089.10	41	295	2018
6081.00	52557.80	52909.80	525334.90	544948.50	488279.80	483023.20	41	295	2018
6082.00	52065.50	52386.70	544981.60	525375.50	483215.20	488476.70	41	295	2018
6083.00	51567.00	51930.10	525438.40	545053.20	488663.20	483408.50	41	295	2018
6084.00	51040.20	51382.70	545086.50	525477.30	483605.40	488863.10	41	295	2018
6085.00	50515.90	50868.30	525548.20	545157.80	489049.70	483797.50	41	295	2018
6086.00	50026.10	50343.10	545190.30	525581.30	483991.40	489251.00	41	295	2018

FEM FLOWN LINES – Tellus A6 Block
IRENET95, Irish Transverse Mercator

LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6087.00	49507.70	49852.80	525650.50	545258.40	489440.00	484181.20	41	295	2018
6088.00	49008.40	49340.10	545291.20	525685.80	484371.90	489634.80	41	295	2018
6089.00	42819.10	43166.90	525750.70	545360.50	489826.70	484567.20	41	295	2018
6090.00	42302.00	42635.80	545393.90	525786.40	484765.40	490028.90	41	295	2018
6091.00	41772.60	42114.10	525859.70	545468.70	490216.40	484953.90	41	295	2018
6092.00	41294.60	41635.50	545498.00	525893.40	485144.40	490412.10	41	295	2018
6093.00	40612.60	40952.60	525960.10	545564.80	490597.30	485338.30	41	295	2018
6094.00	40105.70	40451.30	545598.90	525992.00	485530.90	490795.30	41	295	2018
6095.00	39592.00	39931.40	526066.00	545674.00	490989.00	485729.40	41	295	2018
6096.00	39108.10	39454.10	545709.90	526099.80	485921.60	491183.70	41	295	2018
6097.00	29870.50	30309.20	545759.00	518419.10	486114.60	493448.60	4	237	2018
6098.00	30473.00	30929.10	518493.10	545823.80	493639.30	486303.10	4	237	2018
6099.01	42140.90	42622.20	545861.10	518521.70	486500.20	493832.20	95	120	2019
6100.00	31711.60	32160.40	518596.40	545927.90	494018.60	486690.30	4	237	2018
6101.00	32304.10	32772.20	545967.20	518630.30	486893.40	494222.40	4	237	2018
6102.00	32927.70	33384.10	518695.30	546035.00	494411.40	487081.30	4	237	2018
6103.00	33529.80	34009.00	546070.10	518733.20	487271.30	494606.20	4	237	2018
6104.00	34178.20	34640.90	518801.80	546138.00	494799.50	487464.00	4	237	2018
6105.00	34794.20	35265.10	546178.10	518833.80	487657.10	494993.50	4	237	2018
6106.00	35417.10	35886.40	518905.70	546240.60	495180.90	487851.30	4	237	2018
6107.01	42721.50	43212.90	518955.60	546296.20	495371.70	488047.60	95	120	2019
6108.00	36652.70	37118.30	519006.10	546347.90	495567.20	488240.90	4	237	2018
6109.01	43350.00	43819.30	546382.40	519041.70	488432.30	495768.20	95	120	2019
6110.00	37857.40	38321.30	519112.30	546448.80	495952.10	488626.80	4	237	2018
6111.01	43957.40	44439.70	519163.70	546500.10	496155.40	488818.50	95	120	2019
6112.00	39075.10	39545.60	519218.50	546551.40	496339.80	489010.70	4	237	2018
6113.01	44677.80	45158.50	546587.40	519254.70	489203.40	496541.40	95	120	2019
6114.02	45316.60	45787.70	519320.90	546660.00	496729.60	489397.70	95	120	2019
6115.02	45947.00	46412.30	546690.40	519357.40	489589.80	496926.60	95	120	2019
6116.01	46567.10	47034.00	519422.40	546760.80	497114.30	489785.20	95	120	2019
6117.01	47181.70	47658.00	546796.50	519458.90	489980.30	497314.70	95	120	2019
6118.01	47783.00	48250.90	519525.00	546865.40	497499.90	490175.50	95	120	2019
6119.00	49232.80	49747.90	546895.10	519557.50	490358.80	497695.80	4	237	2018
6120.01	48409.70	48869.80	546950.30	519614.80	490555.60	497892.00	95	120	2019
6121.00	50494.20	50999.20	547005.10	519668.10	490749.30	498085.50	4	237	2018
6122.00	51131.20	51582.50	519733.70	547070.90	498278.50	490939.80	4	237	2018
6123.01	49042.30	49484.70	519788.70	547125.90	498468.60	491137.40	95	120	2019
6124.00	52372.20	52805.40	519837.80	547174.00	498664.40	491337.00	4	237	2018
6125.01	49839.50	50306.70	547212.00	519870.40	491527.70	498857.80	95	120	2019
6126.01	43761.50	44196.70	547265.40	519925.50	491721.30	499055.70	111	148	2019
6127.01	50440.60	50889.40	519995.10	547331.00	499243.40	491904.90	95	120	2019
6128.01	51046.00	51503.10	547365.80	520028.60	492104.90	499439.80	95	120	2019
6129.01	51644.90	52101.30	520095.10	547432.70	499629.50	492300.80	95	120	2019

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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6130.00	56144.90	56576.90	520149.90	547483.00	499827.80	492487.30	4	237	2018
6131.00	34753.00	35225.50	547521.00	520181.90	492688.10	500023.10	33	287	2018
6132.00	35450.40	35900.90	520255.40	547588.20	500210.50	492874.40	33	287	2018
6133.00	36062.90	36530.60	547625.30	520288.50	493080.10	500404.90	33	287	2018
6134.00	36700.00	37157.00	520359.50	547695.00	500598.00	493262.90	33	287	2018
6135.00	37304.70	37779.50	547729.20	520395.90	493450.10	500795.60	33	287	2018
6136.00	37987.90	38443.70	520459.10	547794.60	500981.00	493649.50	33	287	2018
6137.00	38625.40	39104.30	547832.60	520497.80	493845.50	501180.50	33	287	2018
6138.00	39267.40	39700.40	520563.00	547898.60	501367.10	494035.00	33	287	2018
6139.00	39845.20	40322.50	547939.00	520600.70	494230.20	501563.60	33	287	2018
6140.00	40487.00	40943.40	520663.60	548006.30	501754.20	494424.10	33	287	2018
6141.00	41111.10	41596.00	548039.50	520700.20	494617.70	501952.30	33	287	2018
6142.00	41756.20	42198.10	520770.60	548106.40	502139.90	494805.30	33	287	2018
6143.00	42360.10	42855.80	548142.00	520807.20	495007.80	502336.10	33	287	2018
6144.00	43018.40	43475.00	520874.80	548214.10	502527.80	495195.20	33	287	2018
6145.00	43653.50	44155.10	548248.60	520912.60	495396.60	502725.60	33	287	2018
6146.00	44301.80	44755.30	520976.60	548316.30	502910.10	495581.30	33	287	2018
6147.00	44941.10	45414.60	548347.20	521016.60	495775.30	503115.40	33	287	2018
6148.00	45580.10	46021.60	521083.60	548420.20	503302.40	495964.80	33	287	2018
6149.00	53675.00	54165.20	548453.20	521118.50	496169.60	503497.80	33	287	2018
6150.00	54402.00	54842.90	521187.60	548524.90	503690.10	496348.40	33	287	2018
6151.00	55058.90	55563.80	548557.90	521223.00	496551.00	503886.90	33	287	2018
6152.00	55706.10	56140.10	521288.30	548628.30	504069.40	496741.50	33	287	2018
6153.00	56312.70	56811.80	548659.40	521325.20	496930.50	504267.70	33	287	2018
6154.00	56977.00	57421.60	521394.70	548728.80	504464.40	497131.20	33	287	2018
6155.00	31219.30	31797.40	556491.10	521429.60	495248.10	504656.20	41	295	2018
6156.00	32001.70	32622.10	521493.70	556562.50	504845.40	495443.30	41	295	2018
6157.00	32788.60	33369.00	556606.60	521529.10	495675.00	505041.80	41	295	2018
6158.00	33507.90	34118.50	521597.50	556665.20	505231.20	495827.30	41	295	2018
6159.00	34312.80	34883.10	556700.60	521633.50	496020.90	505426.60	41	295	2018
6160.00	35090.40	35689.60	521703.50	556772.60	505615.60	496214.80	41	295	2018
6161.00	35839.30	36422.10	556804.00	521739.40	496410.50	505812.10	41	295	2018
6162.00	36561.90	37187.00	521804.20	556874.60	506003.30	496606.20	41	295	2018
6163.00	37372.60	37971.20	556907.00	521841.20	496792.00	506206.50	41	295	2018
6164.00	38192.40	38793.40	521910.50	556978.00	506387.00	496988.00	41	295	2018
6165.00	40572.90	41147.00	557016.30	521949.50	497179.40	506590.50	47	305	2018
6166.02	34796.60	35345.30	557066.20	522001.40	497377.00	506793.90	101	129	2019
6167.00	42822.80	43408.20	522066.60	557135.10	506975.00	497567.00	47	305	2018
6168.00	43540.60	44099.50	557169.30	522103.40	497765.90	507172.20	47	305	2018
6169.00	44248.10	44842.60	522171.70	557239.10	507356.90	497958.60	47	305	2018
6170.00	44965.60	45527.80	557271.10	522202.60	498148.30	507558.90	47	305	2018
6171.00	45660.00	46247.40	522269.30	557339.20	507743.60	498341.90	47	305	2018
6172.01	42917.70	43515.40	522324.30	557392.00	507938.50	498527.90	111	148	2019

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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6173.02	43878.90	44462.40	522375.10	557443.30	508125.20	498724.70	117	165	2019
6174.02	44603.50	45170.70	557466.60	522411.80	498880.50	508325.50	117	165	2019
6175.01	40731.50	41274.50	557535.30	522465.00	499117.00	508525.50	111	148	2019
6176.01	39967.30	40577.10	522534.10	557603.50	508714.50	499310.90	111	148	2019
6177.01	39259.10	39818.90	557637.00	522568.90	499502.70	508908.60	111	148	2019
6178.01	38536.40	39127.90	522639.30	557706.40	509096.30	499690.30	111	148	2019
6179.01	37804.70	38357.00	557740.60	522670.50	499889.40	509294.80	111	148	2019
6180.00	37706.80	38261.70	557791.50	522723.70	500081.20	509491.90	84	95	2019
6181.00	38415.40	38984.10	522788.00	557861.30	509678.20	500273.40	84	95	2019
6182.00	39111.20	39673.80	557895.90	522829.60	500460.80	509877.20	84	95	2019
6183.00	39814.20	40371.40	522895.70	557960.60	510060.10	500656.20	84	95	2019
6184.01	40712.40	41314.00	557999.20	522931.40	500859.10	510263.80	98	125	2019
6185.00	41213.90	41775.90	523001.80	558066.70	510442.80	501046.20	84	95	2019
6186.01	37659.10	38257.80	558105.10	523038.20	501243.70	510649.70	98	125	2019
6187.00	38425.80	39018.40	523104.00	558173.60	510831.10	501436.00	98	125	2019
6188.00	39223.80	39812.50	558206.60	523142.90	501631.00	511037.40	98	125	2019
6189.00	39987.70	40552.20	523207.40	558277.10	511217.00	501818.60	98	125	2019
6190.01	41441.70	42018.60	523259.00	558328.30	511417.20	502014.70	98	125	2019
6191.00	48410.90	49034.50	523310.00	558377.70	511606.40	502205.30	97	123	2019
6192.00	37264.40	37851.40	523351.80	558428.30	511749.80	502391.90	96	121	2019
6193.02	44435.60	45011.40	523414.30	558482.70	511998.40	502589.60	111	148	2019
6194.00	47752.90	48296.70	558520.60	523451.00	502788.00	512189.70	97	123	2019
6195.00	46983.80	47597.40	523521.90	558584.90	512384.30	502975.70	97	123	2019
6196.00	46294.80	46856.00	558623.30	523552.10	503173.00	512583.10	97	123	2019
6197.00	45526.60	46144.60	523622.80	558691.10	512769.60	503366.40	97	123	2019
6198.00	44835.20	45388.70	558725.10	523659.40	503566.10	512971.10	97	123	2019
6199.00	44115.20	44720.50	523725.30	558796.10	513149.70	503754.20	97	123	2019
6200.00	43423.00	43983.30	558828.30	523763.10	503944.60	513352.80	97	123	2019
6201.00	42632.70	43238.80	523831.20	558899.80	513541.10	504135.10	97	123	2019
6202.00	41912.20	42462.10	558927.80	523864.60	504333.60	513743.20	97	123	2019
6203.00	45327.70	45914.90	523930.50	558998.40	513929.80	504520.60	117	165	2019
6204.00	46168.50	46769.20	559034.20	523966.00	504717.40	514126.10	117	165	2019
6205.00	48123.40	48671.70	524037.20	559102.50	514317.10	504904.70	103	131	2019
6206.00	47036.40	47605.70	559140.70	524071.90	505108.60	514511.00	103	131	2019
6207.00	46280.10	46862.70	524143.90	559205.70	514705.10	505286.30	103	131	2019
6208.00	46927.40	47531.50	524191.70	559260.00	514895.10	505495.80	117	165	2019
6209.00	47629.80	48253.30	559297.40	524226.20	505696.40	515090.30	117	165	2019
6210.00	45557.50	46150.60	559345.60	524277.50	505877.90	515285.00	103	131	2019
6211.00	44883.50	45436.70	524347.40	559411.10	515476.40	506067.60	103	131	2019
6212.00	44186.50	44737.50	559450.00	524381.50	506264.80	515672.70	103	131	2019
6213.00	43451.00	44057.40	524456.70	559520.90	515862.60	506453.30	103	131	2019
6214.00	42721.90	43313.60	559553.80	524489.20	506657.90	516053.90	103	131	2019
6215.00	42031.80	42593.10	524555.80	559626.30	516250.60	506847.70	103	131	2019

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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6216.00	41325.40	41867.70	559659.60	524591.60	507033.90	516446.30	103	131	2019
6217.00	40538.00	41179.40	524657.50	559720.90	516634.50	507218.60	103	131	2019
6218.00	39824.20	40407.30	559761.80	524695.50	507423.70	516833.10	103	131	2019
6219.00	39105.40	39678.30	524765.40	559828.50	517022.20	507618.30	103	131	2019
6220.00	38412.60	38938.50	559863.20	524799.70	507812.40	517214.40	103	131	2019
6221.00	37634.40	38271.80	524868.10	559936.40	517413.50	508004.80	103	131	2019
6222.00	35480.70	35996.80	559966.40	524899.70	508203.30	517602.10	103	131	2019
6223.00	36194.10	36794.40	524968.50	560035.90	517795.60	508390.90	103	131	2019
6224.00	36925.70	37483.60	560067.70	525006.80	508584.20	517990.40	103	131	2019
6225.00	35993.30	36553.10	560124.40	525057.60	508777.00	518182.40	108	140	2019
6226.00	36719.70	37285.00	525123.30	560191.90	518374.90	508965.80	108	140	2019
6227.00	37404.10	37992.20	560226.10	525164.50	509161.40	518573.10	108	140	2019
6228.00	38151.30	38712.00	525227.70	560296.50	518756.20	509361.40	108	140	2019
6229.00	38885.70	39455.80	560332.80	525263.90	509546.80	518959.20	108	140	2019
6230.00	39634.10	40184.90	525334.40	560396.60	519144.90	509740.70	108	140	2019
6231.00	40357.30	40929.10	560437.80	525368.10	509939.60	519341.00	108	140	2019
6232.00	41076.20	41639.90	525439.80	560502.30	519531.60	510128.50	108	140	2019
6233.00	41791.50	42371.00	560539.00	525471.60	510325.00	519734.70	108	140	2019
6234.00	42525.00	43070.50	525543.30	560608.40	519919.50	510513.50	108	140	2019
6235.00	43216.50	43801.20	560639.20	525579.20	510709.80	520117.30	108	140	2019
6236.00	43958.30	44492.30	525643.30	560709.90	520304.30	510899.40	108	140	2019
6237.00	44664.80	45223.20	560748.70	525677.40	511100.60	520505.60	108	140	2019
6238.00	45364.20	45884.30	525745.60	560814.80	520692.70	511282.90	108	140	2019
6239.00	46030.10	46607.10	560848.00	525782.30	511489.90	520890.80	108	140	2019
6240.00	46748.80	47289.30	525851.70	560916.20	521076.40	511673.10	108	140	2019
6241.00	47443.50	48017.40	560951.80	525887.90	511875.30	521275.30	108	140	2019
6242.00	48567.20	49101.90	525957.40	561017.60	521463.10	512059.20	108	140	2019
6243.00	45230.30	45819.50	561057.20	525988.90	512249.80	521661.80	111	148	2019
6244.00	45940.20	46529.60	526055.30	561121.80	521845.40	512440.10	111	148	2019
6245.00	46683.70	47222.70	561161.60	526095.10	512645.50	522046.00	111	148	2019
6246.01	32974.60	33578.00	561217.60	526145.90	512867.20	522237.60	118	166	2019
6247.01	33720.90	34298.00	526214.40	561282.50	522426.20	513024.00	118	166	2019
6248.01	34447.10	35050.40	561315.90	526251.10	513218.90	522630.40	118	166	2019
6249.01	35202.00	35769.90	526318.10	561383.80	522813.30	513416.00	118	166	2019
6250.00	35362.50	35966.20	561416.60	526352.00	513599.30	523012.30	104	132	2019
6251.00	36130.20	36681.00	526420.40	561484.10	523199.30	513797.40	104	132	2019
6252.00	36829.00	37459.10	561522.00	526455.50	513999.20	523400.90	104	132	2019
6253.00	37615.10	38155.00	526529.30	561590.00	523590.70	514188.40	104	132	2019
6254.00	38337.20	38949.00	561627.00	526561.60	514384.10	523786.70	104	132	2019
6255.00	39098.30	39624.90	526631.10	561691.60	523972.70	514571.30	104	132	2019
6256.00	42279.30	42886.30	561729.80	526665.50	514768.20	524174.70	98	125	2019
6257.00	43041.00	43641.40	526732.60	561797.10	524361.60	514962.40	98	125	2019
6258.00	43800.10	44400.70	561836.00	526772.40	515153.00	524558.60	98	125	2019

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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6259.00	44533.90	45110.40	526844.80	561905.80	524767.30	515355.60	98	125	2019
6260.00	45278.10	45890.00	561936.50	526872.60	515543.20	524946.70	98	125	2019
6261.00	46041.40	46615.90	526938.60	562006.50	525133.20	515729.40	98	125	2019
6262.00	46776.00	47414.20	562040.80	526973.80	515929.40	525333.00	98	125	2019
6263.00	48027.60	48587.00	527041.70	562107.40	525522.00	516111.10	98	125	2019
6264.00	48752.20	49360.40	562143.50	527080.50	516313.90	525723.00	98	125	2019
6265.00	49497.70	50051.80	527148.00	562212.30	525906.50	516504.00	98	125	2019
6266.00	43435.60	44033.70	527196.70	562262.70	526093.70	516693.60	101	129	2019
6267.02	35917.60	36516.90	562300.70	527236.80	516894.10	526293.30	118	166	2019
6268.00	44889.90	45477.30	527303.50	562367.30	526486.60	517082.50	101	129	2019
6269.00	45605.30	46165.00	562400.40	527338.50	517282.00	526684.40	101	129	2019
6270.00	46312.30	46896.70	527402.90	562470.80	526867.90	517468.20	101	129	2019
6271.00	47051.70	47586.40	562505.70	527436.40	517665.30	527066.20	101	129	2019
6272.00	47734.80	48299.40	527508.20	562578.30	527262.30	517857.30	101	129	2019
6273.00	58623.70	59216.50	562612.00	527544.40	518050.80	527455.40	102	130	2019
6274.00	59378.40	59952.60	527614.90	562681.00	527647.60	518244.20	102	130	2019
6275.00	39810.90	40472.90	562713.50	527648.90	518429.00	527842.60	104	132	2019
6276.00	40609.80	41142.30	527716.70	562787.00	528031.60	518638.70	104	132	2019
6277.00	41291.00	41914.20	562817.90	527750.60	518827.30	528227.10	104	132	2019
6278.00	42060.70	42585.90	527821.90	562889.60	528417.80	519017.50	104	132	2019
6279.00	42770.10	43441.70	562921.40	527859.50	519201.20	528612.20	104	132	2019
6280.00	43574.70	44117.70	527926.90	562987.80	528796.50	519401.30	104	132	2019
6281.00	44290.00	44907.90	563024.60	527959.40	519604.00	529004.90	104	132	2019
6282.00	45068.50	45599.90	528030.50	563089.70	529192.90	519784.10	104	132	2019
6283.00	45766.30	46389.60	563128.10	528061.40	519980.90	529391.80	104	132	2019
6284.00	46525.80	47052.70	528135.30	563199.40	529600.00	520173.80	104	132	2019
6285.00	47233.40	47860.70	563233.40	528166.90	520374.20	529780.80	104	132	2019
6286.00	47991.50	48521.50	528235.00	563298.20	529963.20	520559.80	104	132	2019
6287.00	48661.00	49246.60	528284.80	563352.20	530158.50	520760.20	117	165	2019
6288.00	50258.20	50846.20	528337.50	563404.00	530352.50	520948.90	94	118	2019
6289.00	49479.50	50121.70	563441.20	528375.50	521144.20	530543.30	94	118	2019
6290.00	52012.10	52575.50	528442.00	563508.90	530745.10	521333.50	91	113	2019
6291.00	48768.60	49360.10	528499.40	563559.30	530940.30	521523.50	94	118	2019
6292.00	48012.10	48631.80	563599.40	528527.00	521733.60	531130.50	94	118	2019
6293.00	47247.70	47834.40	528602.00	563665.00	531321.60	521912.20	94	118	2019
6294.00	46511.50	47115.50	563700.20	528637.50	522114.60	531514.20	94	118	2019
6295.00	51240.80	51891.90	563754.20	528683.90	522306.40	531706.30	91	113	2019
6296.00	50517.00	51086.60	528751.30	563820.30	531899.20	522493.00	91	113	2019
6297.00	49747.50	50403.00	563857.20	528788.60	522690.50	532093.40	91	113	2019
6298.00	49025.20	49604.20	528860.60	563919.70	532284.50	522870.70	91	113	2019
6299.00	48239.30	48896.40	563962.70	528895.50	523074.50	532481.00	91	113	2019
6300.00	35158.10	35801.80	564008.90	528947.70	523272.70	532687.70	88	109	2019
6301.00	50991.70	51625.20	564062.60	528994.80	523467.60	532867.40	94	118	2019

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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6302.00	51759.50	52370.50	529062.80	564127.30	533056.80	523650.90	94	118	2019
6303.00	52501.50	53142.20	564164.40	529101.60	523852.20	533257.00	94	118	2019
6304.01	48472.10	49052.80	529169.20	564233.10	533447.20	524040.80	107	139	2019
6305.00	48684.70	49231.80	529217.50	564286.50	533637.80	524231.30	99	126	2019
6306.00	47509.20	48115.80	564322.30	529260.10	524433.40	533838.90	99	126	2019
6307.00	46824.90	47365.40	529324.40	564388.30	534030.30	524616.60	99	126	2019
6308.00	46095.60	46686.90	564427.90	529363.90	524815.60	534224.00	99	126	2019
6309.00	45368.60	45931.60	529427.70	564490.50	534411.70	525006.30	99	126	2019
6310.00	44571.30	45203.20	564532.10	529464.10	525200.20	534607.60	99	126	2019
6311.00	43879.30	44441.20	529530.00	564600.00	534791.40	525397.60	99	126	2019
6312.00	43143.50	43738.60	564635.20	529570.40	525594.70	534996.30	99	126	2019
6313.00	42390.30	42956.00	529635.80	564700.30	535182.70	525772.60	99	126	2019
6314.00	41624.60	42240.60	564737.70	529671.80	525987.10	535381.70	99	126	2019
6315.00	40916.40	41477.40	529740.60	564803.30	535568.40	526168.40	99	126	2019
6316.00	36828.20	37383.30	529792.20	564855.00	535761.00	526357.10	99	126	2019
6317.00	37600.60	38174.00	564892.00	529824.60	526556.20	535961.30	99	126	2019
6318.00	38318.90	38872.60	529896.70	564962.90	536150.60	526742.10	99	126	2019
6319.00	39076.70	39547.10	557267.60	529931.60	529021.50	536346.10	99	126	2019
6320.00	39719.80	40137.90	530000.50	557336.40	536534.00	529204.70	99	126	2019
6321.00	40298.10	40780.70	557371.50	530037.50	529403.50	536735.60	99	126	2019
6322.00	53292.80	53736.20	530103.00	557436.90	536923.10	529587.50	94	118	2019
6323.00	53862.40	54353.80	557474.00	530137.30	529788.30	537121.90	94	118	2019
6324.00	54486.20	54951.40	530207.40	557539.60	537307.50	529977.60	94	118	2019
6325.00	55083.30	55578.40	557577.10	530241.40	530169.10	537505.80	94	118	2019
6326.00	55694.40	56138.80	530308.30	557644.20	537694.50	530357.80	94	118	2019
6327.00	56261.40	56759.30	557679.80	530340.20	530557.40	537888.20	94	118	2019
6328.00	56884.30	57348.20	530413.30	557747.40	538078.60	530751.50	94	118	2019
6329.01	38997.50	39456.00	530468.20	557797.80	538276.80	530942.20	96	121	2019
6330.00	39589.10	40062.50	557835.50	530500.50	531139.30	538472.80	96	121	2019
6331.00	40215.10	40683.70	530567.70	557903.40	538651.00	531323.70	96	121	2019
6332.00	40819.20	41289.60	557938.80	530602.10	531528.80	538858.20	96	121	2019
6333.00	41425.40	41882.10	530674.60	558008.00	539048.70	531715.00	96	121	2019
6334.00	42013.10	42476.00	558043.30	530705.30	531912.50	539246.50	96	121	2019
6335.00	42657.40	43118.50	530775.80	558112.90	539431.30	532105.40	96	121	2019
6336.00	43249.10	43694.10	558147.30	530814.80	532303.20	539628.20	96	121	2019
6337.00	43850.60	44325.50	530877.60	558211.60	539819.80	532484.90	96	121	2019
6338.00	44441.20	44903.70	558251.10	530914.80	532684.80	540012.40	96	121	2019
6339.00	45054.60	45516.80	530980.90	558318.60	540200.60	532869.40	96	121	2019
6340.00	45663.80	46114.60	558354.40	531016.30	533074.90	540400.00	96	121	2019
6341.00	46255.90	46744.80	531087.20	558422.30	540589.10	533258.40	96	121	2019
6342.00	46877.80	47338.80	558460.40	531119.50	533462.60	540788.80	96	121	2019
6343.00	47494.80	47963.00	531188.00	558528.70	540977.50	533646.00	96	121	2019
6344.00	48112.30	48583.00	558565.40	531221.30	533860.60	541174.60	96	121	2019

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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6345.00	48738.60	49221.90	531292.20	558626.30	541364.00	534032.00	96	121	2019
6346.00	40907.50	41415.10	531347.60	558682.20	541560.50	534230.80	97	123	2019
6347.00	40330.80	40766.90	558715.60	531382.30	534427.90	541759.90	97	123	2019
6348.00	39708.60	40197.00	531449.90	558786.80	541942.20	534611.10	97	123	2019
6349.00	39150.50	39578.90	558820.80	531486.90	534818.20	542146.00	97	123	2019
6350.00	36286.10	36644.40	537441.80	558891.00	540754.80	535004.20	88	109	2019
6350.01	59758.80	59856.30	531556.60	537535.50	542335.20	540729.70	88	109	2019
6351.00	36853.90	37347.60	558923.30	531590.20	535199.60	542530.20	88	109	2019
6352.00	37481.10	37951.50	531653.60	558989.50	542719.40	535384.30	88	109	2019
6353.00	38066.90	38565.20	559025.20	531692.90	535584.00	542918.20	88	109	2019
6354.00	38682.20	39136.40	531760.50	559095.80	543107.70	535776.70	88	109	2019
6355.00	39257.00	39747.40	559129.30	531793.70	535969.70	543302.60	88	109	2019
6356.00	39875.30	40340.80	531866.70	559202.60	543487.60	536160.30	88	109	2019
6357.00	40466.00	40955.70	559233.10	531899.00	536355.90	543688.60	88	109	2019
6358.00	41070.00	41531.20	531969.40	559303.00	543877.60	536544.50	88	109	2019
6359.00	41661.30	42143.40	559341.50	532004.60	536745.60	544071.50	88	109	2019
6360.00	42274.60	42741.90	532072.40	559409.60	544266.40	536934.60	88	109	2019
6361.00	42885.40	43366.90	559443.50	532107.80	537129.90	544461.20	88	109	2019
6362.00	43507.00	43979.70	532177.10	559513.30	544652.70	537319.30	88	109	2019
6363.00	44115.50	44602.60	559548.10	532214.90	537519.00	544848.30	88	109	2019
6364.00	44740.40	45197.40	532277.10	559615.80	545037.70	537699.20	88	109	2019
6365.00	50465.60	50960.40	559649.80	532317.70	537905.00	545235.00	88	109	2019
6366.00	51112.60	51582.20	532384.30	559717.30	545425.60	538094.60	88	109	2019
6367.00	51711.70	52213.30	559755.60	532420.00	538286.90	545618.10	88	109	2019
6368.00	52345.20	52808.30	532477.20	559819.30	545777.30	538480.70	88	109	2019
6369.00	52953.70	53428.00	559857.00	532519.50	538674.30	546005.40	88	109	2019
6370.00	53587.80	54046.90	532589.00	559923.20	546197.40	538866.10	88	109	2019
6371.00	54196.40	54672.80	559958.50	532624.60	539063.60	546395.90	88	109	2019
6372.00	54807.50	55265.50	532695.20	560034.40	546582.70	539254.90	88	109	2019
6373.00	55409.60	55906.70	560064.70	532725.40	539446.50	546780.70	88	109	2019
6374.00	56056.00	56527.10	532799.00	560136.80	546971.20	539644.50	88	109	2019
6375.00	56670.80	57151.50	560167.90	532835.00	539832.40	547168.50	88	109	2019
6376.00	57272.20	57728.10	532901.70	560234.80	547358.70	540026.50	88	109	2019
6377.00	57871.50	58352.20	560272.00	532937.30	540218.60	547553.40	88	109	2019
6378.00	58500.60	58975.90	533003.80	560338.10	547742.00	540416.50	88	109	2019
6379.00	59136.30	59621.40	560373.40	533037.70	540603.00	547943.60	88	109	2019
6380.00	36058.30	36503.20	560427.90	533091.00	540803.00	548138.20	106	137	2019
6381.00	47663.00	48100.70	560479.40	533141.00	540996.10	548325.80	107	139	2019
6382.00	49182.20	49594.50	533209.10	560545.90	548516.40	541188.10	105	135	2019
6383.00	45561.70	46046.20	560585.10	533247.20	541383.20	548714.80	105	135	2019
6384.00	44980.20	45389.40	533315.10	560646.60	548908.10	541565.40	105	135	2019
6385.00	44369.40	44850.90	560688.40	533353.20	541769.70	549104.40	105	135	2019
6386.00	43801.60	44212.10	533417.10	560756.30	549289.70	541961.20	105	135	2019

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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6387.00	43193.50	43656.20	560791.90	533456.50	542158.70	549490.90	105	135	2019
6388.00	42606.90	43022.20	533528.20	560862.80	549692.00	542339.10	105	135	2019
6389.00	41986.60	42480.60	560897.80	533562.70	542540.00	549875.40	105	135	2019
6390.00	41406.80	41818.60	533623.80	560960.50	550057.70	542726.40	105	135	2019
6391.00	40795.30	41269.40	561000.20	533662.50	542925.80	550258.60	105	135	2019
6392.00	40209.60	40629.40	533731.70	561064.80	550449.60	543112.00	105	135	2019
6393.00	39575.00	40070.80	561105.50	533766.60	543317.20	550648.20	105	135	2019
6394.00	39011.90	39426.50	533834.80	561169.90	550839.40	543502.60	105	135	2019
6395.00	38426.10	38867.80	561204.70	533870.30	543705.50	551030.00	105	135	2019
6396.00	37825.70	38251.70	533936.70	561268.70	551220.90	543880.80	105	135	2019
6397.00	37212.60	37699.40	561308.60	533973.40	544088.90	551420.50	105	135	2019
6398.00	36611.40	37022.10	534042.50	561374.40	551603.90	544275.10	105	135	2019
6399.00	36019.60	36474.90	561410.70	534077.30	544477.40	551806.60	105	135	2019
6400.00	35754.10	36168.40	561461.90	534125.90	544663.80	551997.80	107	139	2019
6401.00	36339.10	36811.00	534194.50	561530.10	552185.10	544855.90	107	139	2019
6402.00	36948.70	37355.10	561568.80	534234.00	545048.00	552382.70	107	139	2019
6403.00	37513.10	38004.00	534302.80	561636.30	552571.90	545245.70	107	139	2019
6404.00	38148.60	38559.80	561674.90	534334.80	545439.70	552770.60	107	139	2019
6405.00	38707.20	39193.80	534403.50	561741.00	552959.90	545623.40	107	139	2019
6406.00	39323.90	39733.60	561773.60	534442.10	545820.70	553154.10	107	139	2019
6407.00	39873.90	40369.70	534508.90	561846.50	553347.20	546013.80	107	139	2019
6408.00	40519.70	40940.10	561879.50	534544.20	546212.70	553542.50	107	139	2019
6409.00	41106.20	41583.60	534613.90	561945.90	553735.30	546407.70	107	139	2019
6410.00	41732.90	42154.40	561982.50	534649.80	546595.60	553925.60	107	139	2019
6411.00	42311.80	42763.30	534714.50	562048.40	554119.40	546789.90	107	139	2019
6412.00	42897.20	43315.00	562087.10	534753.10	546983.20	554318.20	107	139	2019
6413.00	43491.90	43949.30	534815.90	562150.30	554505.70	547172.60	107	139	2019
6414.00	44090.30	44518.80	562188.80	534853.60	547368.80	554702.80	107	139	2019
6415.00	44671.50	45132.30	534921.50	562259.20	554893.60	547560.60	107	139	2019
6416.00	35724.40	36187.70	562295.00	534956.80	547759.60	555088.00	109	141	2019
6417.00	36353.30	36794.70	535025.90	562360.90	555275.70	547947.60	109	141	2019
6418.00	36937.00	37416.10	562397.90	535062.50	548146.00	555474.50	109	141	2019
6419.00	45267.80	45708.10	562452.30	535110.50	548337.90	555667.20	107	139	2019
6420.00	45869.30	46318.80	535182.40	562517.40	555861.20	548525.80	107	139	2019
6421.00	46453.70	46884.90	562554.00	535214.80	548731.20	556054.50	107	139	2019
6422.00	47036.70	47472.20	535285.60	562617.60	556247.00	548909.00	107	139	2019
6423.00	43604.50	43913.30	552994.80	535322.70	551701.80	556438.10	109	141	2019
6424.00	44055.30	44331.30	535387.10	553062.50	556628.80	551890.20	109	141	2019
6425.00	44472.70	44762.10	553095.80	535421.50	552084.80	556823.70	109	141	2019
6426.00	44927.30	45191.70	535494.30	553164.50	557019.70	552275.60	109	141	2019
6427.00	45361.00	45643.90	553198.70	535526.50	552471.00	557212.10	109	141	2019
6428.00	45808.10	46081.70	535595.80	553268.40	557403.20	552662.30	109	141	2019
6429.00	46199.80	46504.50	553304.50	535629.70	552861.10	557594.70	109	141	2019

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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6430.00	46649.40	46927.70	535695.00	553371.50	557788.00	553045.60	109	141	2019
6431.00	47098.50	47394.50	553404.60	535736.30	553241.40	557983.40	109	141	2019
6432.00	47530.60	47805.10	535802.70	553475.10	558176.80	553434.80	109	141	2019
6433.00	42353.80	42658.50	553513.30	535835.60	553637.80	558373.50	110	142	2019
6434.00	42830.10	43104.50	535907.80	553577.80	558565.60	553822.90	110	142	2019
6435.00	43255.40	43563.00	553618.60	535941.30	554018.10	558759.20	110	142	2019
6436.00	43719.10	43986.20	536008.30	553681.90	558949.10	554208.80	110	142	2019
6437.00	44124.00	44440.50	553721.00	536048.80	554404.00	559145.00	110	142	2019
6438.00	44581.20	44862.40	536112.40	553789.60	559332.00	554599.10	110	142	2019
6439.00	45029.10	45350.00	553822.70	536147.60	554798.20	559530.50	110	142	2019
6440.00	45493.60	45770.80	536219.00	553892.70	559716.10	554983.90	110	142	2019
6441.00	45926.10	46240.80	553924.20	536251.10	555179.40	559917.70	110	142	2019
6442.00	46393.80	46657.10	536318.80	553992.10	560111.50	555369.50	110	142	2019
6443.00	46800.40	47103.50	554029.60	536358.50	555565.40	560304.20	110	142	2019
6444.00	47249.20	47519.90	536423.70	554100.40	560495.80	555755.80	110	142	2019
6445.00	37281.30	37561.60	554137.10	536465.10	555951.40	560693.90	114	157	2019
6446.00	37735.90	37996.50	536532.00	554204.30	560878.90	556144.10	114	157	2019
6447.00	38155.10	38455.50	554238.30	536563.80	556332.90	561074.60	114	157	2019
6448.00	38612.20	38891.00	536635.00	554308.20	561267.70	556529.00	114	157	2019
6449.00	39012.50	39321.10	554338.60	536671.30	556724.50	561464.60	114	157	2019
6450.00	39468.70	39751.70	536734.60	554407.60	561658.00	556913.80	114	157	2019
6451.00	39877.70	40182.10	554448.00	536768.30	557113.00	561853.20	114	157	2019
6452.00	40315.00	40595.30	536838.50	554510.40	562039.20	557295.50	114	157	2019
6453.00	40745.60	41030.80	554548.30	536874.50	557504.50	562237.20	114	157	2019
6454.02	41501.20	41770.00	554598.80	536926.10	557691.40	562432.70	116	161	2019
6455.01	41922.90	42246.80	536993.60	554667.50	562621.20	557882.10	116	161	2019
6456.00	42390.30	42658.00	554707.70	537034.40	558074.40	562817.60	116	161	2019
6457.00	42822.20	43139.10	537098.00	554771.00	563007.10	558264.60	116	161	2019
6458.00	43309.10	43571.50	554808.70	537132.60	558464.50	563204.40	116	161	2019
6459.00	43738.20	44032.30	537205.20	554874.70	563393.40	558654.70	116	161	2019
6460.00	44204.20	44475.50	554914.60	537237.10	558852.50	563590.30	116	161	2019
6461.00	44632.20	44919.00	537309.70	554982.90	563782.30	559042.30	116	161	2019
6462.00	45058.30	45323.30	555013.40	537343.90	559236.50	563976.70	116	161	2019
6463.00	45434.00	45737.40	537409.50	555082.70	564167.60	559423.70	116	161	2019
6464.00	45895.40	46161.40	555122.10	537447.50	559620.60	564363.00	116	161	2019
6465.00	46322.30	46606.90	537515.80	555188.30	564551.60	559817.00	116	161	2019
0601.00	46396.40	47507.40	537672.30	518531.30	564655.80	493263.10	105	135	2019
0602.00	41030.60	42081.70	520467.40	539622.20	492761.30	564145.00	117	165	2019
0603.00	47629.30	48842.00	522399.50	541548.20	492242.00	563628.60	105	135	2019
0604.00	42187.90	43508.30	543482.50	524330.40	563093.90	491706.40	117	165	2019
0605.00	35938.00	37359.30	545415.60	521286.20	562576.20	472635.10	110	142	2019
0606.00	37452.50	38945.90	523215.70	547348.30	472135.20	562075.10	110	142	2019
0607.00	39804.60	41278.40	525144.40	549282.60	471618.40	561557.50	116	161	2019

FEM FLOWN LINES – Tellus A6 Block
IRENET95, Irish Transverse Mercator

LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
0608.00	46733.70	47327.00	551207.40	540841.30	561027.60	522383.80	116	161	2019
0608.01	39680.00	40590.50	540870.50	527082.70	522478.70	471077.50	117	165	2019
0609.00	39087.20	40536.30	553145.00	529018.60	560504.60	470562.00	110	142	2019
0610.00	40665.00	42143.80	530948.10	555081.80	470058.10	560002.70	110	142	2019
0611.00	37807.70	39137.00	554779.30	532881.50	551160.30	469526.40	109	141	2019
0612.00	39224.50	40502.80	534814.10	556714.20	469026.10	550657.80	109	141	2019
0613.00	40605.80	41970.60	558642.10	536746.80	550122.40	468487.90	109	141	2019
0614.00	42073.70	43370.10	538667.30	560582.70	467988.50	549619.60	109	141	2019
0615.00	47986.00	49311.10	562502.00	540613.10	549088.40	467446.80	109	141	2019
0616.00	59373.60	59915.50	550526.90	559051.60	496708.90	528488.70	41	295	2018
0617.00	41194.30	41761.90	560981.50	552462.90	527953.20	496171.20	95	120	2019
0618.00	40589.00	41088.70	554394.00	562914.60	495671.80	527451.60	95	120	2019
0619.00	39879.80	40465.10	564845.40	556321.40	526920.60	495136.40	95	120	2019

MAGNETIC FLOWN LINES – Tellus A6 Block
IRENET95, Irish Transverse Mercator

LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6001.00	57967.30	58306.20	540799.70	521170.90	467563.20	472824.10	33	287	2018
6002.00	58457.20	58741.10	521226.60	540856.90	473021.90	467752.80	33	287	2018
6003.00	58905.80	59257.60	540904.90	521275.50	467947.50	473213.90	33	287	2018
6004.00	59386.50	59686.50	521325.70	540956.60	473405.10	468143.70	33	287	2018
6005.00	59888.10	60244.60	541007.20	521381.50	468334.10	473599.10	33	287	2018
6006.00	60380.20	60688.10	521431.10	541062.80	473794.00	468528.70	33	287	2018
6007.00	60911.80	61254.70	541114.50	521481.90	468717.90	473990.70	33	287	2018
6008.00	61416.00	61735.70	521533.40	541165.00	474176.80	468912.50	33	287	2018
6009.00	61914.30	62255.70	541218.00	521589.20	469105.70	474370.90	33	287	2018
6010.00	62398.20	62689.60	521638.50	541268.60	474566.90	469300.40	33	287	2018
6011.00	62889.30	63231.60	541319.30	521688.40	469494.40	474757.40	33	287	2018
6012.00	63382.10	63670.40	521742.90	541371.10	474952.70	469685.90	33	287	2018
6013.00	37281.90	37611.70	541424.30	521796.80	469879.70	475144.70	38	291	2018
6014.00	37816.20	38156.80	521843.90	541476.10	475331.30	470075.70	38	291	2018
6015.00	38348.40	38667.40	541527.70	521900.40	470273.10	475534.80	38	291	2018
6016.00	38821.70	39140.30	521951.90	541581.60	475724.20	470454.90	38	291	2018
6017.00	39305.00	39657.10	541633.80	522000.90	470649.80	475916.10	38	291	2018
6018.01	37662.30	37976.20	541685.30	522052.00	470845.80	476110.50	116	161	2019
6019.01	38182.10	38513.50	522107.50	541734.30	476299.40	471034.10	116	161	2019
6020.00	40827.30	41140.10	522157.30	541786.90	476499.30	471231.70	38	291	2018
6021.00	41345.20	41694.40	541839.80	522206.60	471425.30	476695.70	38	291	2018
6022.00	41873.80	42200.60	522263.00	541890.50	476883.10	471618.60	38	291	2018
6023.00	42386.20	42729.00	541938.70	522314.80	471810.90	477080.80	38	291	2018
6024.00	42869.70	43188.30	522363.00	541992.50	477272.80	472007.80	38	291	2018
6025.00	43390.70	43738.50	542047.00	522418.70	472197.90	477458.00	38	291	2018
6026.00	43859.90	44191.80	522466.60	542098.00	477658.90	472392.20	38	291	2018
6027.00	44350.60	44677.00	542147.70	522520.60	472589.20	477851.70	38	291	2018
6028.01	38644.00	38955.60	542201.90	522572.00	472774.10	478042.40	116	161	2019
6029.00	45309.60	45658.50	542252.50	522623.50	472970.10	478237.10	38	291	2018
6030.00	60516.40	60835.10	522674.20	542305.10	478430.20	473164.60	36	288	2018
6031.00	59998.40	60348.10	542356.20	522724.80	473356.60	478624.70	36	288	2018
6032.00	59498.70	59787.40	522780.60	542405.60	478814.50	473547.70	36	288	2018
6033.00	59046.60	59370.20	542463.60	522830.60	473744.10	479009.40	36	288	2018
6034.00	58556.70	58873.40	522880.80	542513.20	479205.10	473933.30	36	288	2018
6035.00	58021.80	58383.00	542561.70	522934.50	474130.90	479397.90	36	288	2018
6036.00	57499.60	57795.40	522987.90	542613.80	479588.90	474320.90	36	288	2018
6037.00	57014.40	57355.90	542670.80	523036.20	474516.00	479784.40	36	288	2018
6038.00	35321.50	35644.50	542716.80	523093.30	474712.60	479974.80	47	305	2018
6039.00	35792.10	36127.10	523141.50	542774.30	480169.90	474902.60	47	305	2018
6040.00	36299.00	36629.80	542822.50	523191.70	475095.20	480363.70	47	305	2018
6041.00	36788.80	37120.20	523245.10	542878.20	480558.90	475287.70	47	305	2018
6042.00	37305.20	37631.40	542926.70	523295.10	475489.30	480750.40	47	305	2018
6043.00	37781.20	38115.40	523351.20	542981.40	480942.80	475675.10	47	305	2018

MAGNETIC FLOWN LINES – Tellus A6 Block
IRENET95, Irish Transverse Mercator

LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6044.00	38260.90	38585.90	543032.20	523402.30	475867.40	481133.60	47	305	2018
6045.01	39079.20	39410.80	523454.80	543081.30	481327.70	476060.90	116	161	2019
6046.00	39321.00	39646.70	543133.40	523505.50	476257.30	481519.70	47	305	2018
6047.00	39791.40	40116.60	523556.80	543183.40	481722.00	476446.50	47	305	2018
6048.00	45786.20	46109.10	523607.50	543236.20	481912.10	476649.80	38	291	2018
6049.00	46265.20	46605.50	543288.00	523661.40	476836.50	482105.40	38	291	2018
6050.00	46737.00	47043.90	523710.60	543343.10	482296.40	477032.30	38	291	2018
6051.00	47226.70	47580.50	543392.80	523763.90	477224.80	482485.40	38	291	2018
6052.00	47718.50	48039.00	523817.20	543446.80	482680.40	477416.20	38	291	2018
6053.00	48188.30	48537.60	543496.20	523867.20	477608.40	482880.10	38	291	2018
6054.00	48652.90	48956.00	523918.40	543546.80	483065.30	477801.00	38	291	2018
6055.00	54822.90	55171.70	543601.90	523971.40	477996.30	483262.70	38	291	2018
6056.00	55314.00	55639.50	524020.50	543650.60	483452.40	478187.90	38	291	2018
6057.00	55780.10	56125.30	543704.00	524075.00	478382.30	483646.70	38	291	2018
6058.00	56262.30	56574.00	524124.50	543758.30	483839.30	478574.70	38	291	2018
6059.00	56752.30	57114.90	543808.00	524181.30	478768.60	484034.40	38	291	2018
6060.00	57250.60	57575.10	524228.90	543857.30	484225.70	478958.40	38	291	2018
6061.00	57713.30	58052.80	543909.50	524281.80	479151.00	484418.80	38	291	2018
6062.00	58975.40	59336.60	543963.60	524332.50	479350.20	484608.80	38	291	2018
6063.00	58185.30	58484.50	524389.50	544017.10	484806.60	479541.50	38	291	2018
6064.00	59490.70	59820.50	524440.50	544069.70	484994.60	479730.90	38	291	2018
6065.00	59952.20	60287.30	544117.40	524492.20	479928.30	485193.50	38	291	2018
6066.00	60430.20	60740.60	524539.60	544171.70	485388.00	480121.90	38	291	2018
6067.00	60879.40	61232.20	544224.00	524590.70	480308.10	485583.10	38	291	2018
6068.00	61363.70	61702.80	524645.50	544276.60	485771.50	480508.30	38	291	2018
6069.00	58699.30	59057.00	524694.40	544328.40	485964.20	480703.90	41	295	2018
6070.00	58185.50	58519.10	544377.30	524751.40	480892.50	486155.90	41	295	2018
6071.00	57679.10	58039.40	524799.00	544429.20	486352.00	481086.70	41	295	2018
6072.00	57186.20	57517.10	544484.60	524852.50	481283.20	486548.90	41	295	2018
6073.00	56634.60	56996.60	524903.10	544533.10	486742.90	481472.70	41	295	2018
6074.00	56155.60	56481.50	544587.20	524958.50	481664.10	486931.60	41	295	2018
6075.00	55636.50	55998.70	525006.80	544638.00	487124.40	481864.90	41	295	2018
6076.00	55124.00	55462.70	544691.60	525059.60	482060.30	487317.30	41	295	2018
6077.00	54579.80	54936.90	525114.80	544738.70	487514.40	482249.00	41	295	2018
6078.00	54102.60	54437.00	544793.60	525161.80	482440.30	487705.60	41	295	2018
6079.00	53602.30	53951.60	525217.00	544843.50	487896.30	482635.60	41	295	2018
6080.00	53078.90	53412.40	544895.40	525270.20	482828.90	488089.10	41	295	2018
6081.00	52557.50	52909.80	525318.00	544948.50	488284.50	483023.20	41	295	2018
6082.00	52065.20	52386.80	545000.90	525369.30	483210.30	488478.30	41	295	2018
6083.00	51566.70	51930.10	525422.30	545053.20	488667.60	483408.50	41	295	2018
6084.00	51039.90	51382.70	545103.60	525477.30	483600.80	488863.10	41	295	2018
6085.00	50515.50	50868.30	525525.50	545157.80	489055.80	483797.50	41	295	2018
6086.00	50025.80	50343.10	545208.30	525581.30	483986.60	489251.00	41	295	2018

MAGNETIC FLOWN LINES – Tellus A6 Block
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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6087.00	49507.30	49852.80	525629.40	545258.40	489446.30	484181.20	41	295	2018
6088.00	49008.00	49340.20	545314.10	525679.90	484365.70	489636.30	41	295	2018
6089.00	42818.80	43166.90	525733.50	545360.50	489831.60	484567.20	41	295	2018
6090.00	42301.60	42635.80	545417.10	525786.40	484759.40	490028.90	41	295	2018
6091.00	41772.20	42114.10	525836.30	545468.70	490222.60	484953.90	41	295	2018
6092.00	41294.20	41635.60	545520.50	525887.80	485138.90	490413.60	41	295	2018
6093.00	40612.30	40952.70	525942.70	545571.10	490602.40	485336.60	41	295	2018
6094.00	40105.30	40451.30	545622.10	525992.00	485524.40	490795.30	41	295	2018
6095.00	39591.60	39931.40	526043.30	545674.00	490995.10	485729.40	41	295	2018
6096.00	39107.80	39454.10	545725.40	526099.80	485916.80	491183.70	41	295	2018
6097.00	29870.20	30309.20	545777.50	518419.10	486109.40	493448.60	4	237	2018
6098.00	30472.70	30929.20	518473.80	545829.80	493644.50	486301.60	4	237	2018
6099.00	31086.10	31544.40	545878.90	518522.20	486495.80	493836.00	4	237	2018
6100.00	31711.30	32160.50	518575.90	545933.90	494024.20	486688.60	4	237	2018
6101.00	32303.80	32772.30	545984.30	518624.30	486889.10	494224.00	4	237	2018
6102.00	32927.40	33384.10	518676.10	546035.00	494416.40	487081.30	4	237	2018
6103.00	33529.50	34009.00	546088.00	518733.20	487266.70	494606.20	4	237	2018
6104.00	34177.90	34640.90	518784.60	546138.00	494804.30	487464.00	4	237	2018
6105.00	34794.00	35265.10	546190.60	518833.80	487653.80	494993.50	4	237	2018
6106.00	35416.80	35886.50	518887.60	546246.50	495185.80	487849.80	4	237	2018
6107.01	42721.20	43212.90	518938.50	546296.20	495378.40	488047.60	95	120	2019
6108.00	36652.40	37118.30	518988.50	546347.90	495571.70	488240.90	4	237	2018
6109.01	43349.70	43819.30	546399.70	519041.70	488427.90	495768.20	95	120	2019
6110.00	37857.10	38321.40	519094.00	546454.10	495957.10	488625.30	4	237	2018
6111.00	38450.90	38928.10	546500.80	519144.60	488813.20	496156.80	4	237	2018
6112.00	39074.70	39545.70	519195.70	546557.30	496345.90	489009.20	4	237	2018
6113.01	44677.40	45158.60	546609.00	519249.20	489197.50	496542.80	95	120	2019
6114.01	31690.20	32139.60	546658.10	519304.00	489397.30	496731.80	6	240	2018
6115.01	32285.50	32714.00	519350.20	546711.90	496927.00	489590.70	6	240	2018
6116.00	47386.60	47829.40	519406.50	546765.10	497118.00	489782.50	4	237	2018
6117.00	47990.30	48475.60	546813.30	519456.00	489974.90	497313.10	4	237	2018
6118.01	47782.80	48250.90	519511.60	546865.40	497503.40	490175.50	95	120	2019
6119.00	49232.40	49747.90	546916.20	519557.50	490353.30	497695.80	4	237	2018
6120.01	48409.30	48869.80	546972.70	519614.80	490549.80	497892.00	95	120	2019
6121.00	50493.90	50999.30	547021.80	519662.50	490745.10	498087.00	4	237	2018
6122.00	51130.90	51582.50	519714.10	547070.90	498283.90	490939.80	4	237	2018
6123.01	49041.90	49484.70	519764.40	547125.90	498474.50	491137.40	95	120	2019
6124.00	52371.90	52805.40	519817.80	547174.00	498669.90	491337.00	4	237	2018
6125.01	49839.20	50306.70	547231.00	519870.40	491522.40	498857.80	95	120	2019
6126.01	43761.30	44196.70	547278.60	519925.50	491717.90	499055.70	111	148	2019
6127.01	50440.30	50889.40	519975.60	547331.00	499248.60	491904.90	95	120	2019
6128.00	54892.90	55344.20	520024.00	547382.70	499439.70	492090.70	4	237	2018
6129.01	51644.60	52101.40	520076.80	547439.00	499634.50	492299.00	95	120	2019

MAGNETIC FLOWN LINES – Tellus A6 Block
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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6130.00	56144.60	56577.00	520130.20	547489.20	499833.40	492485.70	4	237	2018
6131.00	34752.70	35225.50	547539.60	520181.90	492683.20	500023.10	33	287	2018
6132.00	35450.10	35901.00	520236.80	547594.60	500215.30	492872.70	33	287	2018
6133.00	36062.60	36530.60	547644.30	520288.50	493075.00	500404.90	33	287	2018
6134.00	36699.60	37157.00	520335.40	547695.00	500604.80	493262.90	33	287	2018
6135.00	37304.40	37779.60	547747.20	520390.10	493445.20	500797.20	33	287	2018
6136.00	37987.60	38443.80	520440.90	547800.60	500986.10	493647.80	33	287	2018
6137.00	38625.10	39104.40	547850.60	520492.40	493840.70	501182.00	33	287	2018
6138.00	39267.10	39700.50	520544.30	547904.50	501372.10	494033.40	33	287	2018
6139.00	39845.00	40322.60	547952.00	520595.10	494226.90	501565.20	33	287	2018
6140.00	40486.80	40943.40	520651.70	548006.30	501757.50	494424.10	33	287	2018
6141.00	41110.80	41596.00	548057.90	520700.20	494612.70	501952.30	33	287	2018
6142.00	41755.90	42198.20	520752.10	548112.50	502144.80	494803.50	33	287	2018
6143.00	42359.80	42855.90	548159.90	520801.80	495003.10	502337.50	33	287	2018
6144.00	43018.10	43475.00	520856.10	548214.10	502533.10	495195.20	33	287	2018
6145.00	43653.20	44155.20	548266.30	520907.00	495391.80	502727.20	33	287	2018
6146.00	44301.50	44755.30	520957.70	548316.30	502915.10	495581.30	33	287	2018
6147.00	44940.70	45414.70	548372.90	521011.00	495769.00	503117.00	33	287	2018
6148.00	45579.80	46021.60	521065.20	548420.20	503307.10	495964.80	33	287	2018
6149.00	53674.60	54165.30	548475.40	521113.00	496164.10	503499.20	33	287	2018
6150.00	54401.70	54842.90	521169.40	548524.90	503694.90	496348.40	33	287	2018
6151.00	55058.60	55563.90	548575.00	521217.50	496546.30	503888.30	33	287	2018
6152.00	55705.80	56140.10	521268.90	548628.30	504074.30	496741.50	33	287	2018
6153.00	56312.30	56811.80	548681.60	521325.20	496924.60	504267.70	33	287	2018
6154.00	56976.70	57421.70	521376.90	548735.00	504469.10	497129.60	33	287	2018
6155.00	31219.00	31797.50	556511.70	521423.90	495242.90	504657.80	41	295	2018
6156.00	32001.40	32622.20	521477.00	556568.20	504849.80	495441.80	41	295	2018
6157.00	32788.50	33369.00	556613.50	521529.10	495673.40	505041.80	41	295	2018
6158.00	33507.60	34118.60	521580.10	556670.60	505235.90	495825.90	41	295	2018
6159.00	34312.50	34883.10	556719.60	521633.50	496016.50	505426.60	41	295	2018
6160.00	35090.10	35689.60	521685.90	556772.60	505620.00	496214.80	41	295	2018
6161.00	35839.00	36422.10	556823.30	521739.40	496404.80	505812.10	41	295	2018
6162.00	36561.60	37187.00	521787.10	556874.60	506007.90	496606.20	41	295	2018
6163.00	37372.30	37971.20	556925.60	521841.20	496787.30	506206.50	41	295	2018
6164.00	38192.10	38793.40	521893.60	556978.00	506391.50	496988.00	41	295	2018
6165.00	40572.60	41147.10	557035.10	521943.20	497174.20	506592.20	47	305	2018
6166.02	34796.40	35345.40	557080.00	521995.00	497373.30	506795.60	101	129	2019
6167.00	42822.50	43408.20	522046.60	557135.10	506980.50	497567.00	47	305	2018
6168.00	43540.30	44099.50	557190.00	522103.40	497760.40	507172.20	47	305	2018
6169.00	44247.80	44842.60	522154.40	557239.10	507361.60	497958.60	47	305	2018
6170.00	44965.30	45527.80	557291.50	522202.60	498141.10	507558.90	47	305	2018
6171.00	45659.80	46247.50	522256.60	557344.20	507746.80	498340.50	47	305	2018
6172.01	42917.40	43515.50	522306.50	557397.40	507943.10	498526.50	111	148	2019

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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6173.02	43878.60	44462.50	522357.30	557448.70	508129.90	498723.30	117	165	2019
6174.02	44603.00	45170.70	557501.80	522411.80	498869.40	508325.50	117	165	2019
6175.01	40731.30	41274.50	557549.60	522465.00	499113.50	508525.50	111	148	2019
6176.01	39967.00	40577.10	522516.70	557603.50	508719.40	499310.90	111	148	2019
6177.01	39258.90	39818.90	557650.70	522568.90	499498.80	508908.60	111	148	2019
6178.01	38536.10	39127.90	522619.90	557706.40	509101.60	499690.30	111	148	2019
6179.00	40721.90	41248.00	557753.70	522668.00	499875.80	509295.00	101	129	2019
6180.00	37706.50	38261.70	557811.90	522723.70	500075.70	509491.90	84	95	2019
6181.00	38415.20	38984.10	522775.20	557861.30	509681.70	500273.40	84	95	2019
6182.00	39111.00	39673.90	557909.30	522823.20	500456.40	509879.00	84	95	2019
6183.00	39813.90	40371.50	522876.10	557966.40	510065.40	500654.50	84	95	2019
6184.00	40486.30	41055.70	558015.20	522931.30	500854.70	510258.60	84	95	2019
6185.00	41213.60	41775.90	522982.30	558066.70	510448.60	501046.20	84	95	2019
6186.00	41893.70	42451.70	558119.70	523033.10	501244.70	510652.50	84	95	2019
6187.00	38425.50	39018.40	523084.70	558173.60	510836.20	501436.00	98	125	2019
6188.00	39223.60	39812.60	558220.30	523137.30	501627.30	511039.00	98	125	2019
6189.00	39987.40	40552.20	523187.50	558277.10	511222.50	501818.60	98	125	2019
6190.01	41441.40	42018.60	523240.10	558328.30	511422.10	502014.70	98	125	2019
6191.00	48410.60	49034.60	523292.30	558382.90	511611.80	502204.30	97	123	2019
6192.00	37264.30	37851.50	523344.60	558433.90	511751.30	502390.20	96	121	2019
6193.00	37988.00	38548.10	558485.30	523398.80	502574.90	512000.20	96	121	2019
6194.00	47752.70	48296.80	558534.50	523445.00	502784.50	512191.30	97	123	2019
6195.00	46983.50	47597.40	523503.00	558584.90	512389.30	502975.70	97	123	2019
6196.00	46294.60	46856.00	558636.20	523552.10	503169.60	512583.10	97	123	2019
6197.00	45526.30	46144.60	523604.20	558691.10	512774.60	503366.40	97	123	2019
6198.00	44834.90	45388.80	558745.50	523653.60	503559.50	512972.70	97	123	2019
6199.00	44114.90	44720.50	523705.80	558796.10	513155.00	503754.20	97	123	2019
6200.00	43422.70	43983.40	558849.40	523757.10	503938.70	513354.40	97	123	2019
6201.00	42632.40	43238.80	523811.80	558899.80	513546.30	504135.10	97	123	2019
6202.00	41911.90	42462.10	558949.10	523864.60	504328.20	513743.20	97	123	2019
6203.00	45327.40	45915.00	523912.00	559003.70	513935.10	504519.10	117	165	2019
6204.00	46168.20	46769.20	559052.30	523966.00	504712.20	514126.10	117	165	2019
6205.00	48123.10	48671.70	524016.40	559102.50	514322.60	504904.70	103	131	2019
6206.00	47036.20	47605.70	559154.80	524071.90	505104.80	514511.00	103	131	2019
6207.00	46279.80	46862.80	524124.70	559211.50	514710.50	505284.70	103	131	2019
6208.00	46927.10	47531.50	524173.20	559260.00	514900.10	505495.80	117	165	2019
6209.00	47629.60	48253.30	559309.90	524226.20	505692.70	515090.30	117	165	2019
6210.00	45557.20	46150.60	559365.30	524277.50	505870.00	515285.00	103	131	2019
6211.00	44883.20	45436.80	524327.00	559417.40	515481.80	506065.90	103	131	2019
6212.00	44186.30	44737.50	559464.10	524381.50	506260.70	515672.70	103	131	2019
6213.00	43450.60	44057.40	524431.80	559520.90	515869.30	506453.30	103	131	2019
6214.00	42721.60	43313.70	559573.10	524483.70	506653.70	516055.40	103	131	2019
6215.00	42031.50	42593.00	524535.80	559620.80	516255.80	506849.20	103	131	2019

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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6216.00	41325.20	41867.70	559672.40	524591.60	507030.50	516446.30	103	131	2019
6217.00	40537.70	41179.50	524638.90	559726.50	516639.90	507217.10	103	131	2019
6218.00	39823.90	40407.40	559779.50	524690.10	507419.00	516834.60	103	131	2019
6219.00	39105.10	39678.30	524745.20	559828.50	517028.00	507618.30	103	131	2019
6220.00	38412.30	38938.60	559884.80	524793.30	507807.00	517216.20	103	131	2019
6221.00	37634.10	38271.80	524850.50	559936.40	517418.30	508004.80	103	131	2019
6222.00	35480.40	35996.80	559987.30	524899.70	508197.80	517602.10	103	131	2019
6223.00	36193.80	36794.50	524950.40	560040.90	517800.50	508389.70	103	131	2019
6224.00	36925.40	37483.70	560087.80	525000.60	508578.80	517992.10	103	131	2019
6225.00	35993.00	36553.10	560141.40	525057.60	508772.50	518182.40	108	140	2019
6226.00	36719.40	37285.00	525105.00	560191.90	518379.70	508965.80	108	140	2019
6227.00	37403.80	37992.30	560244.30	525158.80	509156.50	518574.70	108	140	2019
6228.00	38151.00	38712.00	525208.20	560296.50	518761.40	509361.40	108	140	2019
6229.00	38885.50	39455.80	560346.40	525263.90	509543.00	518959.20	108	140	2019
6230.00	39633.80	40185.00	525315.10	560403.30	519150.20	509738.70	108	140	2019
6231.00	40357.10	40929.10	560450.10	525368.10	509936.10	519341.00	108	140	2019
6232.00	41075.90	41639.90	525420.60	560502.30	519537.10	510128.50	108	140	2019
6233.00	41791.20	42371.00	560558.80	525471.60	510319.80	519734.70	108	140	2019
6234.00	42524.70	43070.50	525523.90	560608.40	519924.90	510513.50	108	140	2019
6235.00	43216.20	43801.30	560658.40	525573.30	510705.40	520118.90	108	140	2019
6236.00	43958.00	44492.30	525623.80	560709.90	520309.50	510899.40	108	140	2019
6237.00	44664.60	45223.20	560762.40	525677.40	511097.10	520505.60	108	140	2019
6238.00	45363.90	45884.30	525725.70	560814.80	520698.20	511282.90	108	140	2019
6239.00	46029.80	46607.10	560867.20	525782.30	511485.20	520890.80	108	140	2019
6240.00	46748.50	47289.30	525831.30	560916.20	521081.60	511673.10	108	140	2019
6241.00	47443.20	48017.50	560970.90	525881.90	511870.00	521276.80	108	140	2019
6242.00	48566.90	49102.00	525937.10	561024.20	521468.60	512057.50	108	140	2019
6243.00	45230.00	45819.50	561075.70	525988.90	512244.00	521661.80	111	148	2019
6244.00	45940.00	46529.70	526043.00	561127.90	521847.80	512438.50	111	148	2019
6245.00	46683.50	47222.70	561174.90	526095.10	512642.30	522046.00	111	148	2019
6246.00	47391.70	47943.10	526141.40	561230.80	522246.00	512830.40	111	148	2019
6247.00	48104.30	48658.20	561281.80	526192.20	513014.90	522432.60	111	148	2019
6248.01	34446.80	35050.50	561333.60	526245.40	513214.10	522631.90	118	166	2019
6249.01	35201.70	35769.90	526299.00	561383.80	522818.20	513416.00	118	166	2019
6250.00	35362.20	35966.20	561434.30	526352.00	513594.60	523012.30	104	132	2019
6251.00	36129.90	36681.10	526400.50	561491.00	523204.50	513795.50	104	132	2019
6252.00	36828.70	37459.10	561538.60	526455.50	513993.80	523400.90	104	132	2019
6253.00	37614.80	38155.00	526509.70	561590.00	523596.00	514188.40	104	132	2019
6254.00	38336.90	38949.10	561645.40	526556.20	514379.20	523788.10	104	132	2019
6255.00	39098.00	39625.00	526610.60	561698.70	523977.90	514569.50	104	132	2019
6256.00	42279.00	42886.40	561748.80	526660.30	514763.30	524176.20	98	125	2019
6257.00	43040.70	43641.50	526714.40	561803.30	524366.40	514960.60	98	125	2019
6258.00	43799.80	44400.80	561854.20	526766.90	515148.70	524560.20	98	125	2019

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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6259.00	44533.50	45110.40	526818.90	561905.80	524774.40	515355.60	98	125	2019
6260.00	45277.80	45890.10	561955.30	526866.80	515537.90	524948.10	98	125	2019
6261.00	46041.20	46615.90	526925.00	562006.50	525136.60	515729.40	98	125	2019
6262.00	46775.70	47414.20	562058.30	526973.80	515924.80	525333.00	98	125	2019
6263.00	48027.40	48587.10	527028.60	562113.40	525526.20	516109.50	98	125	2019
6264.00	48751.90	49360.50	562162.70	527074.90	516308.30	525724.50	98	125	2019
6265.00	49497.40	50051.80	527127.70	562212.30	525911.90	516504.00	98	125	2019
6266.00	43435.30	44033.80	527178.30	562268.70	526098.40	516691.80	101	129	2019
6267.02	35917.30	36517.00	562318.70	527231.10	516889.60	526294.80	118	166	2019
6268.00	44889.60	45477.40	527283.80	562372.70	526491.60	517081.00	101	129	2019
6269.00	45605.00	46165.10	562420.80	527332.80	517276.50	526685.90	101	129	2019
6270.00	46312.10	46896.70	527389.60	562470.80	526871.20	517468.20	101	129	2019
6271.00	47051.40	47586.40	562526.90	527436.40	517659.30	527066.20	101	129	2019
6272.00	47734.50	48299.40	527488.80	562578.30	527267.50	517857.30	101	129	2019
6273.00	58623.40	59216.50	562629.20	527544.40	518046.30	527455.40	102	130	2019
6274.00	59378.10	59952.60	527595.90	562681.00	527652.60	518244.20	102	130	2019
6275.00	39810.50	40472.90	562734.30	527648.90	518423.90	527842.60	104	132	2019
6276.00	40609.50	41142.30	527697.30	562787.00	528036.60	518638.70	104	132	2019
6277.00	41290.60	41914.20	562839.80	527750.60	518821.10	528227.10	104	132	2019
6278.00	42060.50	42585.90	527807.30	562889.60	528421.70	519017.50	104	132	2019
6279.00	42769.70	43441.80	562939.60	527854.10	519196.80	528613.50	104	132	2019
6280.00	43574.40	44117.80	527907.20	562994.90	528801.20	519399.30	104	132	2019
6281.00	44289.70	44907.90	563041.70	527959.40	519599.20	529004.90	104	132	2019
6282.00	45068.20	45600.00	528010.10	563097.20	529198.40	519781.90	104	132	2019
6283.00	45766.00	46389.60	563145.00	528061.40	519976.70	529391.80	104	132	2019
6284.00	46525.50	47052.70	528115.20	563199.40	529602.50	520173.80	104	132	2019
6285.00	47233.10	47860.70	563249.00	528166.90	520370.00	529780.80	104	132	2019
6286.00	47991.20	48521.60	528214.00	563305.50	529969.00	520557.90	104	132	2019
6287.00	48660.80	49246.60	528272.30	563352.20	530162.00	520760.20	117	165	2019
6288.00	50257.90	50846.30	528319.60	563409.90	530357.10	520947.10	94	118	2019
6289.00	49479.20	50121.70	563458.30	528375.50	521139.60	530543.30	94	118	2019
6290.00	52011.80	52575.50	528422.10	563508.90	530749.80	521333.50	91	113	2019
6291.00	48768.20	49360.10	528473.60	563559.30	530947.50	521523.50	94	118	2019
6292.00	48011.90	48631.80	563610.70	528527.00	521730.90	531130.50	94	118	2019
6293.00	47247.30	47834.40	528578.10	563665.00	531327.80	521912.20	94	118	2019
6294.00	46511.20	47115.60	563717.90	528631.70	522109.80	531515.80	94	118	2019
6295.00	51240.50	51891.90	563769.90	528683.90	522301.80	531706.30	91	113	2019
6296.00	50516.80	51086.60	528738.10	563820.30	531902.30	522493.00	91	113	2019
6297.00	49747.20	50403.00	563873.10	528788.60	522686.40	532093.40	91	113	2019
6298.00	49024.90	49604.30	528842.00	563926.60	532289.20	522868.90	91	113	2019
6299.00	48239.00	48896.50	563977.70	528889.80	523070.60	532482.50	91	113	2019
6300.00	35157.70	35800.80	564030.00	529003.90	523267.10	532671.40	88	109	2019
6301.00	50991.40	51625.20	564079.20	528994.80	523463.30	532867.40	94	118	2019

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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6302.00	51759.20	52370.60	529045.10	564132.80	533061.20	523649.30	94	118	2019
6303.00	52501.10	53142.30	564183.80	529096.00	523846.70	533258.50	94	118	2019
6304.01	48471.80	49052.90	529150.70	564238.70	533452.30	524039.40	107	139	2019
6305.00	48684.50	49231.80	529204.10	564286.50	533641.50	524231.30	99	126	2019
6306.00	47508.90	48115.90	564339.30	529254.50	524429.30	533840.30	99	126	2019
6307.00	46824.60	47365.40	529303.40	564388.30	534036.20	524616.60	99	126	2019
6308.00	46095.30	46687.00	564444.50	529358.20	524811.10	534225.60	99	126	2019
6309.00	45368.30	45931.70	529409.80	564496.90	534416.60	525004.60	99	126	2019
6310.00	44571.00	45203.30	564549.50	529458.30	525195.50	534609.20	99	126	2019
6311.00	43879.10	44441.20	529516.70	564600.00	534794.70	525397.60	99	126	2019
6312.00	43143.20	43738.70	564653.20	529564.50	525589.90	534998.10	99	126	2019
6313.00	42390.00	42956.00	529617.00	564700.30	535187.90	525772.60	99	126	2019
6314.00	41624.30	42240.70	564755.50	529666.10	525984.30	535383.20	99	126	2019
6315.00	40916.10	41477.40	529721.90	564803.30	535573.20	526168.40	99	126	2019
6316.00	36827.90	37383.30	529773.10	564855.00	535766.10	526357.10	99	126	2019
6317.00	37600.30	38174.00	564910.20	529824.60	526551.60	535961.30	99	126	2019
6318.00	38318.60	38872.60	529877.00	564962.90	536156.00	526742.10	99	126	2019
6319.00	39076.40	39547.20	557285.50	529926.00	529016.70	536347.60	99	126	2019
6320.00	39719.50	40137.90	529980.50	557336.40	536539.50	529204.70	99	126	2019
6321.00	40297.80	40780.80	557389.70	530032.10	529398.50	536737.10	99	126	2019
6322.00	53292.50	53736.20	530083.50	557436.90	536928.70	529587.50	94	118	2019
6323.00	53862.10	54353.80	557490.20	530137.30	529784.00	537121.90	94	118	2019
6324.00	54485.90	54951.50	530188.30	557545.10	537312.50	529976.00	94	118	2019
6325.00	55082.90	55578.50	557597.50	530236.00	530163.90	537507.30	94	118	2019
6326.00	55694.10	56138.80	530289.30	557644.20	537699.60	530357.80	94	118	2019
6327.00	56261.00	56759.30	557701.40	530340.20	530551.40	537888.20	94	118	2019
6328.00	56884.00	57348.30	530394.20	557753.50	538083.50	530749.80	94	118	2019
6329.01	38997.10	39456.10	530444.80	557803.40	538283.30	530940.80	96	121	2019
6330.00	39588.80	40062.50	557853.90	530500.50	531134.40	538472.80	96	121	2019
6331.00	40214.80	40683.70	530549.70	557903.40	538656.20	531323.70	96	121	2019
6332.00	40818.90	41289.60	557956.80	530602.10	531523.90	538858.20	96	121	2019
6333.00	41425.10	41882.10	530655.30	558008.00	539053.70	531715.00	96	121	2019
6334.00	42012.80	42476.00	558062.00	530705.30	531907.60	539246.50	96	121	2019
6335.00	42657.10	43118.50	530757.50	558112.90	539436.20	532105.40	96	121	2019
6336.00	43248.80	43694.20	558166.90	530809.10	532298.10	539629.70	96	121	2019
6337.00	43850.30	44325.60	530859.20	558217.10	539824.50	532483.30	96	121	2019
6338.00	44440.90	44903.70	558270.00	530914.80	532679.50	540012.40	96	121	2019
6339.00	45054.30	45516.80	530962.70	558318.60	540205.70	532869.40	96	121	2019
6340.00	45663.50	46114.60	558375.10	531016.30	533069.40	540400.00	96	121	2019
6341.00	46255.60	46744.80	531069.70	558422.30	540593.60	533258.40	96	121	2019
6342.00	46877.60	47338.80	558472.60	531119.50	533459.80	540788.80	96	121	2019
6343.00	47494.50	47963.00	531169.40	558528.70	540983.00	533646.00	96	121	2019
6344.00	48112.10	48583.00	558578.50	531221.30	533856.50	541174.60	96	121	2019

MAGNETIC FLOWN LINES – Tellus A6 Block
IRENET95, Irish Transverse Mercator

LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6345.00	48738.30	49222.00	531273.30	558631.70	541369.00	534030.70	96	121	2019
6346.00	40907.10	41415.10	531325.30	558682.20	541566.50	534230.80	97	123	2019
6347.00	40330.50	40767.00	558735.70	531376.00	534422.70	541761.60	97	123	2019
6348.00	39708.30	40197.00	531432.20	558786.80	541946.80	534611.10	97	123	2019
6349.00	39150.20	39579.00	558842.00	531480.80	534811.70	542147.60	97	123	2019
6350.00	36286.00	36644.40	537435.30	558891.00	540756.60	535004.20	88	109	2019
6350.01	59758.40	59856.20	531531.70	537529.40	542341.60	540731.20	88	109	2019
6351.00	36853.60	37347.70	558940.70	531584.50	535194.10	542531.60	88	109	2019
6352.00	37480.90	37951.60	531641.00	558995.30	542722.90	535382.90	88	109	2019
6353.00	38066.50	38565.30	559048.60	531687.30	535577.60	542919.50	88	109	2019
6354.00	38681.90	39136.40	531741.30	559095.80	543113.20	535776.70	88	109	2019
6355.00	39256.70	39747.40	559146.90	531793.70	535965.20	543302.60	88	109	2019
6356.00	39874.90	40340.80	531842.50	559202.60	543494.60	536160.30	88	109	2019
6357.00	40465.60	40955.70	559254.80	531899.00	536349.90	543688.60	88	109	2019
6358.00	41069.70	41531.20	531950.50	559303.00	543882.60	536544.50	88	109	2019
6359.00	41661.00	42143.50	559357.40	531998.80	536741.30	544073.20	88	109	2019
6360.00	42274.30	42741.90	532054.90	559409.60	544270.80	536934.60	88	109	2019
6361.00	42885.10	43367.00	559460.70	532102.30	537126.60	544462.70	88	109	2019
6362.00	43506.70	43979.70	532158.70	559513.30	544657.70	537319.30	88	109	2019
6363.00	44115.30	44602.70	559561.10	532208.90	537515.40	544849.90	88	109	2019
6364.00	44740.10	45197.40	532259.10	559615.80	545042.60	537699.20	88	109	2019
6365.00	50465.30	50960.50	559668.10	532312.10	537899.80	545236.60	88	109	2019
6366.00	51112.20	51582.20	532361.60	559717.30	545431.50	538094.60	88	109	2019
6367.00	51711.40	52213.40	559772.80	532414.00	538282.70	545619.70	88	109	2019
6368.00	52345.10	52808.40	532470.70	559825.40	545778.20	538479.10	88	109	2019
6369.00	52953.40	53428.00	559874.60	532519.50	538669.70	546005.40	88	109	2019
6370.00	53587.50	54047.00	532571.50	559929.40	546202.00	538864.30	88	109	2019
6371.00	54196.00	54672.80	559980.80	532624.60	539057.60	546395.90	88	109	2019
6372.00	54807.20	55265.40	532676.70	560028.30	546587.40	539256.60	88	109	2019
6373.00	55409.30	55906.70	560081.00	532725.40	539442.20	546780.70	88	109	2019
6374.00	56055.60	56527.10	532775.50	560136.80	546977.50	539644.50	88	109	2019
6375.00	56670.50	57151.60	560185.40	532829.30	539827.90	547170.20	88	109	2019
6376.00	57271.90	57728.20	532882.60	560240.80	547363.50	540024.90	88	109	2019
6377.00	57871.20	58352.30	560288.70	532931.50	540214.30	547554.90	88	109	2019
6378.00	58500.30	58976.00	532985.70	560344.20	547747.00	540414.80	88	109	2019
6379.00	59135.90	59621.40	560394.70	533037.70	540597.30	547943.60	88	109	2019
6380.00	36058.00	36503.20	560445.20	533091.00	540798.20	548138.20	106	137	2019
6381.00	47662.70	48100.70	560498.90	533141.00	540991.00	548325.80	107	139	2019
6382.00	49182.00	49594.50	533195.40	560545.90	548519.80	541188.10	105	135	2019
6383.00	45561.40	46046.30	560601.80	533241.80	541378.70	548716.40	105	135	2019
6384.00	44979.90	45389.50	533294.00	560653.50	548914.00	541563.40	105	135	2019
6385.00	44369.10	44851.00	560704.90	533347.80	541764.80	549105.90	105	135	2019
6386.00	43801.40	44212.10	533403.40	560756.30	549293.50	541961.20	105	135	2019

MAGNETIC FLOWN LINES – Tellus A6 Block
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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6387.00	43193.20	43656.30	560808.30	533450.30	542154.00	549492.60	105	135	2019
6388.00	42606.60	43022.20	533507.60	560862.80	549695.80	542339.10	105	135	2019
6389.00	41986.30	42480.70	560912.70	533557.30	542536.10	549876.90	105	135	2019
6390.00	41406.60	41818.60	533609.70	560960.50	550061.90	542726.40	105	135	2019
6391.00	40795.00	41269.50	561017.20	533657.00	542921.50	550260.10	105	135	2019
6392.00	40209.30	40629.40	533709.70	561064.80	550455.10	543112.00	105	135	2019
6393.00	39574.70	40070.90	561121.70	533761.00	543312.00	550649.80	105	135	2019
6394.00	39011.60	39426.50	533814.20	561169.90	550844.60	543502.60	105	135	2019
6395.00	38425.80	38867.90	561222.90	533864.50	543700.80	551031.60	105	135	2019
6396.00	37825.40	38251.80	533916.80	561274.90	551226.00	543879.20	105	135	2019
6397.00	37212.30	37699.40	561326.00	533973.40	544083.90	551420.50	105	135	2019
6398.00	36611.10	37022.20	534021.90	561380.90	551609.30	544273.40	105	135	2019
6399.00	36019.30	36474.90	561429.40	534077.30	544472.20	551806.60	105	135	2019
6400.00	35753.80	36168.40	561483.70	534125.90	544658.00	551997.80	107	139	2019
6401.00	36338.80	36811.10	534176.10	561535.70	552190.00	544854.40	107	139	2019
6402.00	36948.50	37355.20	561583.40	534227.50	545043.90	552384.50	107	139	2019
6403.00	37512.70	38004.00	534280.10	561636.30	552578.10	545245.70	107	139	2019
6404.00	38148.40	38559.80	561689.30	534334.80	545436.00	552770.60	107	139	2019
6405.00	38706.90	39193.80	534384.20	561741.00	552965.30	545623.40	107	139	2019
6406.00	39323.60	39733.70	561794.80	534435.90	545814.70	553155.80	107	139	2019
6407.00	39873.60	40369.70	534491.40	561846.50	553352.00	546013.80	107	139	2019
6408.00	40519.50	40940.10	561892.90	534544.20	546208.90	553542.50	107	139	2019
6409.00	41105.90	41583.60	534595.10	561945.90	553740.30	546407.70	107	139	2019
6410.00	41732.70	42154.50	561996.60	534643.50	546591.60	553927.40	107	139	2019
6411.00	42311.50	42763.40	534695.60	562054.30	554124.20	546788.30	107	139	2019
6412.00	42897.00	43315.10	562101.10	534746.50	546979.50	554320.00	107	139	2019
6413.00	43491.70	43949.40	534802.70	562156.30	554509.30	547171.00	107	139	2019
6414.00	44090.00	44518.80	562209.30	534853.60	547363.60	554702.80	107	139	2019
6415.00	44671.20	45132.30	534901.80	562259.20	554898.60	547560.60	107	139	2019
6416.00	35724.10	36187.70	562314.10	534956.80	547754.40	555088.00	109	141	2019
6417.00	36353.00	36794.70	535007.10	562360.90	555280.80	547947.60	109	141	2019
6418.00	36936.70	37416.20	562415.80	535056.80	548141.10	555476.10	109	141	2019
6419.00	45267.60	45708.10	562466.00	535110.50	548334.60	555667.20	107	139	2019
6420.00	45869.00	46318.80	535163.50	562517.40	555866.30	548525.80	107	139	2019
6421.00	46453.50	46884.90	562567.80	535214.80	548727.70	556054.50	107	139	2019
6422.00	47036.40	47472.30	535265.20	562623.60	556252.00	548907.30	107	139	2019
6423.00	43604.20	43913.40	553011.10	535316.80	551697.10	556439.60	109	141	2019
6424.00	44055.00	44331.30	535368.00	553062.50	556633.70	551890.20	109	141	2019
6425.00	44472.30	44762.10	553118.40	535421.50	552079.10	556823.70	109	141	2019
6426.00	44927.00	45191.70	535474.00	553164.50	557025.10	552275.60	109	141	2019
6427.00	45360.60	45643.90	553222.60	535526.50	552464.70	557212.10	109	141	2019
6428.00	45807.80	46081.70	535576.00	553268.40	557408.60	552662.30	109	141	2019
6429.00	46199.50	46504.50	553322.20	535629.70	552856.30	557594.70	109	141	2019

MAGNETIC FLOWN LINES – Tellus A6 Block
IRENET95, Irish Transverse Mercator

LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6430.00	46649.20	46927.80	535682.70	553377.80	557791.20	553043.90	109	141	2019
6431.00	47098.10	47394.60	553428.70	535730.20	553234.60	557985.00	109	141	2019
6432.00	47530.30	47805.20	535783.50	553482.00	558182.10	553432.90	109	141	2019
6433.00	42353.50	42658.50	553531.80	535835.60	553632.70	558373.50	110	142	2019
6434.00	42829.80	43104.60	535887.40	553584.30	558571.20	553821.20	110	142	2019
6435.00	43255.10	43563.00	553636.60	535941.30	554013.00	558759.20	110	142	2019
6436.00	43718.90	43986.30	535994.60	553688.20	558952.80	554207.00	110	142	2019
6437.00	44123.70	44440.60	553738.30	536043.20	554398.70	559146.50	110	142	2019
6438.00	44580.90	44862.40	536093.20	553789.60	559337.20	554599.10	110	142	2019
6439.00	45028.80	45350.00	553839.30	536147.60	554793.40	559530.50	110	142	2019
6440.00	45493.30	45770.80	536199.70	553892.70	559722.40	554983.90	110	142	2019
6441.00	45925.70	46240.80	553946.20	536251.10	555173.70	559917.70	110	142	2019
6442.00	46393.60	46657.20	536304.40	553998.30	560115.30	555367.70	110	142	2019
6443.00	46800.00	47103.60	554051.70	536352.70	555559.20	560305.60	110	142	2019
6444.00	47249.00	47519.90	536410.00	554100.40	560499.40	555755.80	110	142	2019
6445.00	37281.10	37561.70	554151.30	536459.10	555947.80	560695.50	114	157	2019
6446.00	37735.60	37996.50	536511.00	554204.30	560884.20	556144.10	114	157	2019
6447.00	38154.80	38455.50	554257.00	536563.80	556328.20	561074.60	114	157	2019
6448.00	38611.90	38891.00	536615.00	554308.20	561273.20	556529.00	114	157	2019
6449.00	39012.20	39321.20	554358.00	536665.80	556718.90	561466.10	114	157	2019
6450.00	39468.40	39751.80	536715.70	554413.70	561663.30	556912.20	114	157	2019
6451.00	39877.50	40182.10	554461.50	536768.30	557108.80	561853.20	114	157	2019
6452.00	40314.70	40595.40	536818.60	554516.60	562044.80	557293.90	114	157	2019
6453.00	40745.30	41030.80	554567.80	536874.50	557499.90	562237.20	114	157	2019
6454.02	41500.90	41770.00	554619.20	536926.10	557685.70	562432.70	116	161	2019
6455.01	41922.60	42246.90	536976.30	554672.90	562625.50	557880.70	116	161	2019
6456.00	42390.10	42658.10	554720.50	537028.10	558071.00	562819.20	116	161	2019
6457.00	42821.90	43139.20	537081.40	554776.20	563011.50	558263.20	116	161	2019
6458.00	43308.90	43571.50	554822.80	537132.60	558460.60	563204.40	116	161	2019
6459.00	43737.90	44032.40	537185.70	554880.60	563398.70	558653.10	116	161	2019
6460.00	44204.00	44475.50	554928.60	537237.10	558848.90	563590.30	116	161	2019
6461.00	44631.90	44919.00	537290.20	554982.90	563787.60	559042.30	116	161	2019
6462.00	45058.00	45323.40	555033.60	537337.30	559230.90	563978.50	116	161	2019
6463.00	45433.70	45737.50	537390.60	555087.70	564172.80	559422.30	116	161	2019
6464.00	45895.20	46161.50	555136.40	537441.60	559616.80	564364.70	116	161	2019
6465.00	46322.00	46606.90	537495.70	555188.30	564557.00	559817.00	116	161	2019
601.00	46396.20	47507.50	537675.50	518529.60	564670.10	493256.70	105	135	2019
602.00	41030.30	42081.80	520462.00	539624.00	492740.90	564152.00	117	165	2019
603.00	47628.90	48842.10	522393.30	541549.90	492219.80	563635.10	105	135	2019
604.00	42187.50	43508.40	543489.00	524329.00	563113.60	491700.90	117	165	2019
605.00	35937.70	37359.30	545420.40	521286.20	562593.60	472635.10	110	142	2019
606.00	37452.20	38945.90	523211.10	547348.30	472116.00	562075.10	110	142	2019
607.00	39804.30	41278.40	525138.50	549282.60	471598.20	561557.50	116	161	2019

MAGNETIC FLOWN LINES – Tellus A6 Block
IRENET95, Irish Transverse Mercator

LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
608.00	46733.50	47248.10	551210.70	542251.90	561040.90	527609.40	116	161	2019
608.01	39590.70	40590.50	542272.00	527082.70	527698.80	471077.50	117	165	2019
609.00	39086.90	40536.30	553150.30	529018.60	560522.90	470562.00	110	142	2019
610.00	40664.70	42143.80	530942.80	555081.80	470039.20	560002.70	110	142	2019
611.00	37807.40	39137.10	554784.30	532879.70	551178.10	469519.90	109	141	2019
612.00	39224.10	40502.80	534807.50	556714.20	469002.70	550657.80	109	141	2019
613.00	40605.50	41970.60	558646.70	536746.80	550140.50	468487.90	109	141	2019
614.00	42073.30	43370.20	538660.40	560584.50	467965.20	549626.10	109	141	2019
615.00	47985.70	49311.10	562507.00	540613.10	549107.20	467446.80	109	141	2019
616.00	59373.30	59915.60	550522.10	559053.20	496690.90	528494.90	41	295	2018
617.00	41194.00	41761.90	560985.20	552462.90	527972.30	496171.20	95	120	2019
618.00	40588.70	41088.70	554389.30	562914.60	495652.00	527451.60	95	120	2019
619.00	39879.50	40465.10	564849.80	556321.40	526937.10	495136.40	95	120	2019

SPECTROMETER FLOWN LINES - Tellus A6 Block
IRENET95, Irish Transverse Mercator

LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6001.00	57967.50	58305.50	540787.80	521212.00	467566.40	472813.40	33	287	2018
6002.00	58457.50	58740.50	521246.70	540815.40	473016.50	467763.90	33	287	2018
6003.00	58906.50	59257.50	540861.50	521281.00	467959.30	473212.40	33	287	2018
6004.00	59386.50	59686.50	521325.70	540956.60	473405.10	468143.80	33	287	2018
6005.00	59888.50	60244.50	540983.20	521386.90	468340.90	473597.60	33	287	2018
6006.00	60380.50	60687.50	521451.70	541025.40	473788.30	468538.90	33	287	2018
6007.00	60912.50	61254.50	541073.30	521493.00	468729.00	473987.70	33	287	2018
6008.00	61416.50	61735.50	521563.40	541152.90	474168.50	468915.80	33	287	2018
6009.00	61914.50	62255.50	541207.00	521600.70	469108.50	474367.70	33	287	2018
6010.00	62398.50	62689.50	521659.60	541262.20	474561.30	469302.00	33	287	2018
6011.00	62889.50	63231.50	541308.20	521694.10	469497.10	474755.80	33	287	2018
6012.00	63382.50	63670.50	521770.80	541377.80	474945.70	469684.10	33	287	2018
6013.00	37282.50	37611.50	541387.80	521808.40	469889.20	475141.40	38	291	2018
6014.00	37816.50	38156.50	521862.00	541459.70	475326.60	470080.20	38	291	2018
6015.00	38348.50	38667.50	541520.90	521893.80	470274.80	475536.50	38	291	2018
6016.00	38822.50	39139.50	522003.40	541537.80	475710.10	470467.40	38	291	2018
6017.00	39305.50	39656.50	541602.70	522033.80	470657.80	475906.70	38	291	2018
6018.00	39825.50	40172.50	522067.00	541658.00	476105.50	470861.40	38	291	2018
6019.00	40343.50	40676.50	541690.90	522151.00	471050.60	476291.90	38	291	2018
6020.00	40827.50	41139.50	522169.90	541749.30	476496.10	471241.30	38	291	2018
6021.00	41345.50	41693.50	541822.30	522259.10	471429.90	476681.20	38	291	2018
6022.00	41874.50	42200.50	522304.10	541884.60	476872.50	471620.10	38	291	2018
6023.00	42386.50	42728.50	541919.80	522343.50	471815.90	477073.00	38	291	2018
6024.00	42870.50	43187.50	522417.60	541944.60	477258.30	472021.50	38	291	2018
6025.00	43391.50	43738.50	541996.90	522418.70	472211.60	477458.00	38	291	2018
6026.00	43860.50	44191.50	522501.20	542080.70	477649.70	472397.10	38	291	2018
6027.00	44350.50	44676.50	542154.20	522552.20	472587.40	477843.30	38	291	2018
6028.01	38644.50	38955.50	542166.70	522578.60	472783.90	478040.70	116	161	2019
6029.00	45309.50	45658.50	542257.90	522623.50	472968.70	478237.10	38	291	2018
6030.00	60516.50	60834.50	522680.20	542270.10	478428.70	473174.40	36	288	2018
6031.00	59998.50	60347.50	542350.30	522757.30	473358.20	478616.30	36	288	2018
6032.00	59499.50	59787.50	522837.40	542411.90	478799.40	473546.10	36	288	2018
6033.00	59047.50	59369.50	542409.00	522872.90	473758.10	478998.40	36	288	2018
6034.00	58557.50	58873.50	522931.60	542519.20	479190.80	473931.90	36	288	2018
6035.00	58022.50	58382.50	542522.00	522962.10	474142.10	479390.60	36	288	2018
6036.00	57499.50	57795.50	522980.90	542620.40	479590.90	474319.40	36	288	2018
6037.00	57014.50	57355.50	542664.80	523059.60	474517.60	479778.00	36	288	2018
6038.00	35321.50	35644.50	542716.90	523093.30	474712.60	479974.70	47	305	2018
6039.00	35792.50	36126.50	523167.30	542739.20	480162.90	474912.20	47	305	2018
6040.00	36299.50	36629.50	542792.70	523210.80	475103.20	480358.70	47	305	2018
6041.00	36789.50	37119.50	523289.00	542836.30	480546.90	475298.70	47	305	2018
6042.00	37305.50	37630.50	542907.60	523357.00	475494.30	480735.00	47	305	2018
6043.00	37781.50	38114.50	523368.90	542929.20	480937.70	475688.20	47	305	2018

SPECTROMETER FLOWN LINES - Tellus A6 Block
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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6044.00	38261.50	38585.50	542994.70	523427.40	475876.60	481126.50	47	305	2018
6045.00	38826.50	39162.50	523449.10	543072.70	481333.50	476064.30	47	305	2018
6046.00	39321.50	39646.50	543100.70	523517.50	476265.70	481516.40	47	305	2018
6047.00	39791.50	40116.50	523562.70	543177.40	481720.20	476448.10	47	305	2018
6048.00	45786.50	46108.50	523625.90	543201.10	481907.10	476658.70	38	291	2018
6049.00	46265.50	46605.50	543268.50	523661.40	476841.80	482105.40	38	291	2018
6050.00	46737.50	47043.50	523745.10	543317.40	482286.70	477039.30	38	291	2018
6051.00	47227.50	47580.50	543348.00	523763.90	477238.10	482485.40	38	291	2018
6052.00	47718.50	48038.50	523817.20	543416.40	482680.40	477424.60	38	291	2018
6053.00	48188.50	48537.50	543484.30	523872.80	477611.90	482878.40	38	291	2018
6054.00	48653.50	48955.50	523959.30	543513.70	483055.30	477809.60	38	291	2018
6055.00	54823.50	55171.50	543568.70	523982.40	478005.30	483259.80	38	291	2018
6056.00	55314.50	55639.50	524050.50	543650.60	483444.70	478187.90	38	291	2018
6057.00	55780.50	56124.50	543680.80	524120.20	478388.50	483634.60	38	291	2018
6058.00	56262.50	56573.50	524137.50	543725.50	483835.90	478583.90	38	291	2018
6059.00	56752.50	57114.50	543796.80	524203.80	478771.50	484028.50	38	291	2018
6060.00	57250.50	57574.50	524222.90	543820.10	484227.50	478968.50	38	291	2018
6061.00	57713.50	58052.50	543897.20	524299.00	479154.10	484414.40	38	291	2018
6062.00	58975.50	59336.50	543958.20	524338.10	479351.60	484607.20	38	291	2018
6063.00	58185.50	58484.50	524403.30	544017.10	484802.80	479541.50	38	291	2018
6064.00	59491.50	59820.50	524490.30	544069.70	484982.00	479730.90	38	291	2018
6065.00	59952.50	60286.50	544099.50	524538.60	479932.60	485180.80	38	291	2018
6066.00	60430.50	60740.50	524559.00	544165.40	485382.80	480123.60	38	291	2018
6067.00	60879.50	61231.50	544218.30	524630.80	480309.70	485573.00	38	291	2018
6068.00	61364.50	61702.50	524690.50	544258.70	485760.40	480513.00	38	291	2018
6069.00	58699.50	59056.50	524705.50	544300.80	485961.40	480711.50	41	295	2018
6070.00	58185.50	58518.50	544377.30	524787.70	480892.50	486146.60	41	295	2018
6071.00	57679.50	58039.50	524820.90	544434.50	486346.00	481085.30	41	295	2018
6072.00	57186.50	57516.50	544465.90	524889.50	481288.30	486539.00	41	295	2018
6073.00	56634.50	56996.50	524897.60	544527.70	486744.40	481474.10	41	295	2018
6074.00	56155.50	56481.50	544593.40	524958.50	481662.30	486931.50	41	295	2018
6075.00	55636.50	55998.50	525006.80	544626.50	487124.40	481868.20	41	295	2018
6076.00	55124.50	55462.50	544663.30	525071.30	482068.40	487314.30	41	295	2018
6077.00	54580.50	54936.50	525153.30	544715.30	487504.80	482255.40	41	295	2018
6078.00	54102.50	54436.50	544799.40	525191.30	482438.70	487697.60	41	295	2018
6079.00	53602.50	53951.50	525228.20	544837.70	487893.40	482637.30	41	295	2018
6080.00	53079.50	53412.50	544860.50	525264.30	482838.20	488090.60	41	295	2018
6081.00	52557.50	52909.50	525318.00	544932.40	488284.50	483027.60	41	295	2018
6082.00	52065.50	52386.50	544981.70	525387.90	483215.20	488473.60	41	295	2018
6083.00	51567.50	51929.50	525465.10	545020.30	488656.10	483417.50	41	295	2018
6084.00	51040.50	51382.50	545069.30	525488.60	483610.00	488859.90	41	295	2018
6085.00	50515.50	50867.50	525525.50	545110.40	489055.80	483810.30	41	295	2018
6086.00	50026.50	50342.50	545166.30	525619.60	483997.60	489240.50	41	295	2018

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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6087.00	49507.50	49852.50	525639.90	545240.70	489443.20	484186.10	41	295	2018
6088.00	49008.50	49339.50	545285.50	525720.80	484373.50	489625.80	41	295	2018
6089.00	42819.50	43166.50	525773.60	545336.20	489820.20	484573.60	41	295	2018
6090.00	42301.50	42635.50	545422.90	525804.30	484757.90	490024.40	41	295	2018
6091.00	41772.50	42113.50	525853.90	545434.10	490218.00	484963.90	41	295	2018
6092.00	41294.50	41635.50	545503.60	525893.40	485143.10	490412.00	41	295	2018
6093.00	40612.50	40952.50	525954.30	545558.60	490599.00	485339.90	41	295	2018
6094.00	40105.50	40450.50	545610.50	526036.00	485527.70	490784.10	41	295	2018
6095.00	39591.50	39931.50	526037.60	545679.40	490996.70	485728.00	41	295	2018
6096.00	39108.50	39453.50	545689.30	526133.10	485927.90	491174.90	41	295	2018
6097.00	29870.50	30308.50	545759.10	518460.50	486114.60	493437.40	4	237	2018
6098.00	30473.50	30928.50	518525.20	545788.20	493630.70	486312.50	4	237	2018
6099.00	31086.50	31544.50	545853.80	518516.20	486502.60	493837.50	4	237	2018
6100.00	31711.50	32160.50	518589.60	545934.00	494020.50	486688.60	4	237	2018
6101.00	32304.50	32771.50	545944.50	518672.60	486899.00	494211.10	4	237	2018
6102.00	32927.50	33383.50	518682.40	546000.80	494414.70	487090.30	4	237	2018
6103.00	33529.50	34008.50	546088.00	518763.70	487266.70	494597.90	4	237	2018
6104.00	34178.50	34640.50	518819.00	546114.20	494794.70	487470.40	4	237	2018
6105.00	34794.50	35264.50	546159.40	518869.70	487662.10	494984.20	4	237	2018
6106.00	35417.50	35886.50	518929.90	546246.60	495174.30	487849.70	4	237	2018
6107.00	36033.50	36516.50	546245.50	518963.90	488052.00	495380.60	4	237	2018
6108.00	36652.50	37117.50	518994.40	546303.30	495570.10	488253.30	4	237	2018
6109.00	37242.50	37725.50	546377.70	519077.80	488431.00	495754.30	4	237	2018
6110.00	37857.50	38321.50	519118.40	546459.50	495950.50	488623.90	4	237	2018
6111.00	38451.50	38927.50	546463.30	519181.40	488822.30	496146.20	4	237	2018
6112.00	39075.50	39545.50	519241.20	546545.50	496333.70	489012.20	4	237	2018
6113.00	45506.50	46014.50	546603.00	519292.30	489207.80	496532.60	4	237	2018
6114.00	46149.50	46610.50	519300.80	546628.40	496738.40	489407.80	4	237	2018
6115.00	46762.50	47246.50	546691.40	519375.90	489588.50	496913.70	4	237	2018
6116.00	47386.50	47829.50	519400.10	546771.60	497119.50	489780.70	4	237	2018
6117.00	47990.50	48475.50	546801.90	519461.60	489978.00	497311.60	4	237	2018
6118.00	48628.50	49075.50	519533.70	546863.40	497500.50	490171.00	4	237	2018
6119.00	49232.50	49747.50	546911.00	519578.80	490354.70	497690.00	4	237	2018
6120.00	49882.50	50340.50	519637.10	546932.00	497887.30	490567.30	4	237	2018
6121.00	50494.50	50998.50	546988.20	519707.80	490753.50	498075.10	4	237	2018
6122.00	51131.50	51582.50	519753.30	547070.90	498273.10	490939.90	4	237	2018
6123.00	51725.50	52210.50	547109.20	519791.20	491134.70	498468.20	4	237	2018
6124.00	52372.50	52805.50	519857.80	547180.50	498659.00	491335.10	4	237	2018
6125.00	52952.50	53447.50	547211.60	519915.60	491523.30	498846.30	4	237	2018
6126.00	53585.50	54027.50	519935.90	547264.60	499054.60	491719.30	4	237	2018
6127.00	54195.50	54720.50	547321.10	519971.10	491905.00	499250.20	4	237	2018
6128.00	54893.50	55343.50	520060.00	547337.90	499429.90	492102.30	4	237	2018
6129.00	55478.50	56006.50	547419.90	520098.80	492289.00	499629.00	4	237	2018

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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6130.00	56144.50	56576.50	520123.60	547458.20	499835.30	492493.90	4	237	2018
6131.00	34753.50	35225.50	547490.10	520181.90	492696.30	500023.10	33	287	2018
6132.00	35450.50	35900.50	520261.60	547562.60	500208.90	492881.10	33	287	2018
6133.00	36062.50	36530.50	547650.60	520294.20	493073.20	500403.40	33	287	2018
6134.00	36700.50	37156.50	520389.70	547666.00	500589.60	493271.30	33	287	2018
6135.00	37304.50	37779.50	547741.20	520395.90	493446.80	500795.50	33	287	2018
6136.00	37987.50	38443.50	520434.90	547782.70	500987.80	493652.70	33	287	2018
6137.00	38625.50	39104.50	547826.60	520486.90	493847.20	501183.50	33	287	2018
6138.00	39267.50	39700.50	520569.30	547904.60	501365.40	494033.40	33	287	2018
6139.00	39845.50	40322.50	547919.30	520600.70	494235.10	501563.60	33	287	2018
6140.00	40487.50	40943.50	520693.30	548012.00	501746.10	494422.40	33	287	2018
6141.00	41111.50	41595.50	548014.90	520727.10	494624.30	501944.90	33	287	2018
6142.00	41756.50	42197.50	520789.10	548069.20	502135.10	494816.00	33	287	2018
6143.00	42360.50	42855.50	548118.20	520823.50	495014.00	502331.90	33	287	2018
6144.00	43018.50	43474.50	520881.00	548185.80	502526.10	495202.30	33	287	2018
6145.00	43653.50	44154.50	548248.70	520945.90	495396.50	502716.30	33	287	2018
6146.00	44301.50	44754.50	520957.60	548266.50	502915.10	495595.50	33	287	2018
6147.00	44941.50	45414.50	548321.60	521022.30	495781.60	503113.80	33	287	2018
6148.00	45580.50	46021.50	521108.00	548413.70	503296.20	495966.60	33	287	2018
6149.00	53674.50	54164.50	548480.90	521156.40	496162.80	503487.40	33	287	2018
6150.00	54402.50	54842.50	521217.80	548500.50	503682.00	496354.60	33	287	2018
6151.00	55058.50	55563.50	548580.70	521239.30	496544.70	503882.80	33	287	2018
6152.00	55706.50	56139.50	521314.10	548592.50	504062.70	496751.60	33	287	2018
6153.00	56312.50	56811.50	548670.50	521342.10	496927.60	504263.10	33	287	2018
6154.00	56977.50	57421.50	521424.30	548722.60	504456.50	497132.70	33	287	2018
6155.00	31219.50	31797.50	556477.50	521423.90	495251.60	504657.80	41	295	2018
6156.00	32001.50	32621.50	521482.60	556528.60	504848.30	495452.10	41	295	2018
6157.00	32788.50	33368.50	556613.50	521557.90	495673.30	505033.90	41	295	2018
6158.00	33507.50	34118.50	521574.20	556665.20	505237.50	495827.30	41	295	2018
6159.00	34312.50	34882.50	556719.60	521669.50	496016.40	505416.40	41	295	2018
6160.00	35090.50	35689.50	521709.40	556767.00	505614.20	496216.50	41	295	2018
6161.00	35839.50	36421.50	556791.10	521774.70	496414.20	505803.20	41	295	2018
6162.00	36562.50	37186.50	521838.50	556844.50	505994.30	496614.10	41	295	2018
6163.00	37372.50	37970.50	556913.20	521883.70	496790.40	506194.90	41	295	2018
6164.00	38192.50	38793.50	521916.10	556983.70	506385.50	496986.40	41	295	2018
6165.00	40573.50	41146.50	556978.60	521981.20	497189.90	506581.80	47	305	2018
6166.02	34796.50	35345.50	557073.10	521988.70	497375.20	506797.30	101	129	2019
6167.00	42822.50	43407.50	522046.60	557100.80	506980.50	497575.90	47	305	2018
6168.00	43540.50	44099.50	557176.10	522103.40	497764.00	507172.20	47	305	2018
6169.00	44248.50	44842.50	522194.80	557233.50	507350.70	497960.20	47	305	2018
6170.00	44965.50	45527.50	557277.80	522220.10	498145.80	507553.80	47	305	2018
6171.00	45660.50	46247.50	522301.20	557344.20	507735.60	498340.40	47	305	2018
6172.00	35491.50	36093.50	522325.50	557381.30	507935.40	498538.30	101	129	2019

SPECTROMETER FLOWN LINES – Tellus A6 Block
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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6173.00	36237.50	36791.50	557417.50	522408.50	498740.40	508122.20	101	129	2019
6174.00	36942.50	37545.50	522457.40	557466.00	508315.60	498929.50	101	129	2019
6175.00	37740.50	38289.50	557529.00	522455.20	499117.90	508525.50	101	129	2019
6176.00	38465.50	39074.50	522517.00	557572.20	508713.50	499309.40	101	129	2019
6177.00	39222.50	39790.50	557650.30	522577.70	499499.10	508900.80	101	129	2019
6178.00	39943.50	40551.50	522611.80	557702.60	509106.70	499699.10	101	129	2019
6179.00	40722.50	41247.50	557710.00	522699.60	499889.80	509286.60	101	129	2019
6180.00	37706.50	38261.50	557811.90	522735.70	500075.70	509488.50	84	95	2019
6181.00	38415.50	38983.50	522794.50	557825.70	509676.50	500282.10	84	95	2019
6182.00	39111.50	39673.50	557875.60	522848.70	500467.20	509871.90	84	95	2019
6183.00	39814.50	40371.50	522915.20	557966.40	510054.90	500654.50	84	95	2019
6184.01	40712.50	41313.50	557992.80	522959.30	500860.80	510256.30	98	125	2019
6185.01	60463.50	61079.50	523014.90	558074.90	510447.00	501042.00	88	109	2019
6186.01	37659.50	38257.50	558078.40	523055.30	501250.70	510645.20	98	125	2019
6187.00	38425.50	39018.50	523084.70	558178.50	510836.20	501434.70	98	125	2019
6188.00	39223.50	39812.50	558227.10	523142.90	501625.30	511037.40	98	125	2019
6189.00	39987.50	40551.50	523194.10	558236.80	511220.70	501829.40	98	125	2019
6190.00	41970.50	42504.50	558279.30	523266.00	502011.50	511418.40	47	305	2018
6191.00	48410.50	49034.50	523286.40	558377.70	511613.70	502205.40	97	123	2019
6192.00	37264.50	37851.50	523359.10	558433.90	511748.50	502390.00	96	121	2019
6193.00	37988.50	38547.50	558451.10	523434.30	502589.30	511990.30	96	121	2019
6194.00	47753.50	48296.50	558478.70	523463.00	502798.30	512186.70	97	123	2019
6195.00	46983.50	47597.50	523503.00	558591.00	512389.30	502974.10	97	123	2019
6196.00	46294.50	46855.50	558642.60	523580.70	503167.90	512575.30	97	123	2019
6197.00	45526.50	46144.50	523616.60	558685.80	512771.20	503367.50	97	123	2019
6198.00	44835.50	45388.50	558704.60	523670.80	503572.50	512968.00	97	123	2019
6199.00	44115.50	44720.50	523744.80	558796.20	513144.70	503754.30	97	123	2019
6200.00	43423.50	43983.50	558793.20	523751.10	503954.10	513356.00	97	123	2019
6201.00	42632.50	43238.50	523818.30	558880.60	513544.50	504140.80	97	123	2019
6202.00	41912.50	42461.50	558906.60	523897.90	504339.10	513734.80	97	123	2019
6203.00	45327.50	45914.50	523918.20	558977.50	513933.40	504526.50	117	165	2019
6204.00	46168.50	46768.50	559034.20	524007.20	504717.40	514115.10	117	165	2019
6205.00	48123.50	48671.50	524044.10	559089.10	514315.20	504908.30	103	131	2019
6206.00	47036.50	47605.50	559133.60	524083.80	505110.50	514508.10	103	131	2019
6207.00	46280.50	46862.50	524169.60	559194.00	514697.90	505289.30	103	131	2019
6208.00	46927.50	47531.50	524197.90	559260.00	514893.50	505495.90	117	165	2019
6209.00	47629.50	48252.50	559316.20	524268.10	505690.60	515079.30	117	165	2019
6210.00	45557.50	46150.50	559345.50	524283.30	505877.70	515283.40	103	131	2019
6211.00	44883.50	45436.50	524347.40	559398.40	515476.40	506070.90	103	131	2019
6212.00	44186.50	44737.50	559450.00	524381.50	506264.80	515672.70	103	131	2019
6213.00	43450.50	44057.50	524425.60	559526.00	515871.00	506452.00	103	131	2019
6214.00	42721.50	43313.50	559579.60	524494.70	506652.30	516052.50	103	131	2019
6215.00	42031.50	42592.50	524535.80	559592.80	516255.80	506856.40	103	131	2019

SPECTROMETER FLOWN LINES – Tellus A6 Block
IRENET95, Irish Transverse Mercator

LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6216.00	41325.50	41867.50	559653.20	524604.20	507035.70	516443.00	103	131	2019
6217.00	40538.50	41179.50	524688.50	559726.60	516625.70	507217.10	103	131	2019
6218.00	39824.50	40407.50	559744.10	524684.70	507428.50	516836.00	103	131	2019
6219.00	39105.50	39677.50	524772.20	559783.00	517020.30	507630.00	103	131	2019
6220.00	38412.50	38938.50	559870.40	524799.80	507810.70	517214.40	103	131	2019
6221.00	37634.50	38271.50	524874.00	559919.80	517411.90	508009.20	103	131	2019
6222.00	35480.50	35996.50	559980.30	524918.50	508199.50	517597.40	103	131	2019
6223.00	36194.50	36794.50	524992.70	560040.80	517789.10	508389.60	103	131	2019
6224.00	36925.50	37483.50	560081.10	525013.10	508580.60	517988.70	103	131	2019
6225.00	35993.50	36552.50	560113.00	525093.60	508780.00	518172.80	108	140	2019
6226.00	36719.50	37284.50	525111.00	560160.10	518378.10	508974.70	108	140	2019
6227.00	37404.50	37991.50	560201.80	525204.20	509168.10	518562.00	108	140	2019
6228.00	38151.50	38711.50	525240.80	560264.30	518752.70	509367.20	108	140	2019
6229.00	38885.50	39455.50	560346.40	525280.90	509543.00	518954.60	108	140	2019
6230.00	39634.50	40184.50	525359.90	560370.00	519137.90	509748.20	108	140	2019
6231.00	40357.50	40928.50	560425.50	525402.30	509943.10	519332.30	108	140	2019
6232.00	41076.50	41639.50	525459.00	560479.00	519526.10	510134.60	108	140	2019
6233.00	41791.50	42370.50	560539.00	525501.00	510325.00	519727.10	108	140	2019
6234.00	42525.50	43070.50	525575.50	560608.30	519910.40	510513.50	108	140	2019
6235.00	43216.50	43800.50	560639.20	525620.40	510709.80	520106.10	108	140	2019
6236.00	43958.50	44491.50	525656.20	560659.10	520300.80	510912.00	108	140	2019
6237.00	44664.50	45222.50	560769.30	525720.50	511095.40	520494.60	108	140	2019
6238.00	45364.50	45883.50	525765.50	560760.70	520687.20	511297.50	108	140	2019
6239.00	46030.50	46606.50	560822.40	525817.60	511496.10	520881.10	108	140	2019
6240.00	46748.50	47288.50	525831.30	560863.60	521081.60	511687.70	108	140	2019
6241.00	47443.50	48017.50	560951.80	525881.90	511875.30	521276.80	108	140	2019
6242.00	48567.50	49101.50	525977.80	560991.00	521457.60	512066.20	108	140	2019
6243.00	45230.50	45819.50	561044.90	525988.90	512253.80	521661.80	111	148	2019
6244.00	45940.50	46529.50	526073.80	561115.60	521841.80	512441.70	111	148	2019
6245.00	46683.50	47222.50	561174.90	526107.80	512642.30	522042.70	111	148	2019
6246.00	47392.50	47942.50	526194.50	561193.70	522231.40	512840.70	111	148	2019
6247.00	48104.50	48657.50	561268.70	526235.80	513018.50	522420.30	111	148	2019
6248.00	48858.50	49448.50	526254.90	561321.40	522630.30	513219.40	111	148	2019
6249.01	35202.50	35769.50	526350.00	561358.50	522805.00	513422.80	118	166	2019
6250.00	35362.50	35965.50	561416.60	526392.90	513599.30	523000.80	104	132	2019
6251.00	36130.50	36680.50	526440.20	561449.90	523194.10	513807.00	104	132	2019
6252.00	36829.50	37458.50	561494.40	526487.20	514007.90	523392.10	104	132	2019
6253.00	37615.50	38154.50	526555.50	561555.00	523583.50	514198.20	104	132	2019
6254.00	38337.50	38948.50	561608.70	526588.20	514389.00	523779.20	104	132	2019
6255.00	39098.50	39624.50	526644.70	561663.20	523969.30	514578.90	104	132	2019
6256.00	42279.50	42886.50	561717.10	526655.00	514771.50	524177.60	98	125	2019
6257.00	43041.50	43641.50	526762.90	561803.30	524353.40	514960.50	98	125	2019
6258.00	43800.50	44400.50	561811.80	526783.40	515158.70	524555.50	98	125	2019

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LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6259.00	44533.50	45110.50	526818.80	561911.60	524774.20	515353.90	98	125	2019
6260.00	45278.50	45889.50	561911.50	526902.00	515550.20	524939.80	98	125	2019
6261.00	46041.50	46615.50	526945.30	561982.40	525131.50	515735.00	98	125	2019
6262.00	46776.50	47413.50	562011.70	527011.80	515937.40	525322.80	98	125	2019
6263.00	48027.50	48586.50	527035.10	562077.50	525523.90	516119.40	98	125	2019
6264.00	48752.50	49360.50	562124.30	527074.90	516319.50	525724.50	98	125	2019
6265.00	49497.50	50051.50	527134.50	562193.00	525910.10	516509.50	98	125	2019
6266.00	43435.50	44033.50	527190.60	562250.80	526095.30	516697.10	101	129	2019
6267.02	35917.50	36516.50	562306.60	527259.30	516892.60	526287.30	118	166	2019
6268.00	44889.50	45477.50	527277.20	562378.20	526493.40	517079.60	101	129	2019
6269.00	45605.50	46164.50	562386.70	527367.20	517285.60	526677.10	101	129	2019
6270.00	46312.50	46896.50	527416.20	562459.50	526864.60	517471.20	101	129	2019
6271.00	47051.50	47585.50	562519.90	527490.90	517661.30	527051.50	101	129	2019
6272.00	47734.50	48299.50	527488.80	562583.70	527267.50	517855.90	101	129	2019
6273.00	58623.50	59216.50	562623.40	527544.40	518047.80	527455.40	102	130	2019
6274.00	59378.50	59952.50	527621.30	562675.70	527645.90	518245.70	102	130	2019
6275.00	39810.50	40472.50	562734.30	527669.60	518423.90	527837.40	104	132	2019
6276.00	40609.50	41141.50	527697.30	562731.90	528036.60	518653.10	104	132	2019
6277.00	41291.50	41913.50	562790.70	527788.80	518834.90	528217.50	104	132	2019
6278.00	42060.50	42585.50	527807.30	562861.10	528421.70	519025.00	104	132	2019
6279.00	42770.50	43441.50	562903.40	527870.10	519205.80	528609.30	104	132	2019
6280.00	43574.50	44117.50	527913.80	562973.50	528799.60	519405.20	104	132	2019
6281.00	44290.50	44907.50	562996.00	527981.60	519611.60	528999.20	104	132	2019
6282.00	45068.50	45599.50	528030.50	563059.70	529192.90	519793.10	104	132	2019
6283.00	45766.50	46389.50	563116.80	528067.10	519983.70	529390.40	104	132	2019
6284.00	46525.50	47052.50	528115.10	563184.60	529602.10	520177.60	104	132	2019
6285.00	47233.50	47860.50	563228.20	528178.40	520375.60	529777.50	104	132	2019
6286.00	47991.50	48521.50	528235.00	563298.20	529963.20	520559.80	104	132	2019
6287.00	48661.50	49246.50	528316.10	563346.00	530149.80	520761.60	117	165	2019
6288.00	50258.50	50845.50	528355.40	563362.30	530348.00	520961.90	94	118	2019
6289.00	49479.50	50121.50	563441.30	528385.90	521144.20	530540.60	94	118	2019
6290.00	52012.50	52575.50	528468.70	563508.90	530738.70	521333.50	91	113	2019
6291.00	48768.50	49359.50	528493.00	563520.70	530942.10	521533.80	94	118	2019
6292.00	48012.50	48631.50	563576.80	528543.90	521738.90	531126.00	94	118	2019
6293.00	47247.50	47834.50	528590.10	563671.60	531324.70	521910.30	94	118	2019
6294.00	46511.50	47115.50	563700.20	528637.50	522114.70	531514.20	94	118	2019
6295.00	51240.50	51891.50	563769.90	528704.60	522301.70	531700.80	91	113	2019
6296.00	50517.50	51086.50	528784.30	563813.20	531891.50	522495.00	91	113	2019
6297.00	49747.50	50402.50	563857.20	528817.40	522690.40	532086.00	91	113	2019
6298.00	49025.50	49603.50	528879.30	563871.90	532279.70	522883.70	91	113	2019
6299.00	48239.50	48896.50	563952.80	528889.80	523077.00	532482.50	91	113	2019
6300.00	35158.50	35800.50	563987.90	529020.70	523278.10	532666.50	88	109	2019
6301.00	50991.50	51624.50	564073.70	529030.30	523464.70	532857.60	94	118	2019

SPECTROMETER FLOWN LINES – Tellus A6 Block
IRENET95, Irish Transverse Mercator

LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6302.00	51759.50	52370.50	529062.80	564127.30	533056.80	523651.00	94	118	2019
6303.00	52501.50	53141.50	564164.40	529141.00	523852.10	533246.10	94	118	2019
6304.00	42344.50	42901.50	564242.00	529189.50	524031.50	533438.70	101	129	2019
6305.00	48684.50	49231.50	529204.10	564268.70	533641.50	524236.20	99	126	2019
6306.00	47509.50	48115.50	564305.20	529276.80	524437.50	533834.60	99	126	2019
6307.00	46825.50	47365.50	529366.50	564394.90	534018.70	524614.70	99	126	2019
6308.00	46095.50	46686.50	564433.40	529386.40	524814.10	534217.60	99	126	2019
6309.00	45368.50	45931.50	529421.70	564484.00	534413.30	525008.10	99	126	2019
6310.00	44571.50	45202.50	564520.50	529504.00	525203.30	534596.10	99	126	2019
6311.00	43879.50	44440.50	529543.30	564554.80	534788.10	525409.70	99	126	2019
6312.00	43143.50	43738.50	564635.20	529576.30	525594.70	534994.60	99	126	2019
6313.00	42390.50	42955.50	529648.20	564666.10	535179.30	525781.70	99	126	2019
6314.00	41624.50	42240.50	564743.60	529677.50	525986.30	535380.20	99	126	2019
6315.00	40916.50	41477.50	529746.80	564809.60	535566.80	526166.70	99	126	2019
6316.00	36828.50	37382.50	529811.20	564801.00	535755.80	526372.30	99	126	2019
6317.00	37600.50	38173.50	564898.00	529854.70	526554.60	535953.20	99	126	2019
6318.00	38318.50	38872.50	529870.40	564956.40	536157.80	526743.80	99	126	2019
6319.00	39076.50	39546.50	557279.50	529965.00	529018.30	536337.30	99	126	2019
6320.00	39719.50	40137.50	529980.50	557310.50	536539.50	529212.00	99	126	2019
6321.00	40298.50	40780.50	557347.30	530048.20	529410.10	536732.60	99	126	2019
6322.00	53292.50	53735.50	530083.50	557394.30	536928.70	529599.30	94	118	2019
6323.00	53862.50	54353.50	557468.60	530153.50	529789.70	537117.60	94	118	2019
6324.00	54486.50	54951.50	530226.50	557545.10	537302.50	529976.00	94	118	2019
6325.00	55083.50	55578.50	557567.10	530236.00	530171.80	537507.30	94	118	2019
6326.00	55694.50	56138.50	530314.60	557626.70	537692.70	530362.60	94	118	2019
6327.00	56261.50	56758.50	557674.50	530384.40	530558.90	537876.40	94	118	2019
6328.00	56884.50	57347.50	530426.00	557704.80	538075.30	530763.00	94	118	2019
6329.01	38997.50	39455.50	530468.20	557770.10	538276.80	530949.40	96	121	2019
6330.00	39589.50	40062.50	557811.10	530500.50	531145.90	538472.80	96	121	2019
6331.00	40215.50	40683.50	530591.80	557892.20	538644.20	531327.00	96	121	2019
6332.00	40819.50	41289.50	557920.70	530607.70	531533.70	538856.70	96	121	2019
6333.00	41425.50	41881.50	530681.00	557973.70	539047.00	531724.10	96	121	2019
6334.00	42013.50	42475.50	558018.40	530736.30	531918.90	539237.70	96	121	2019
6335.00	42657.50	43118.50	530781.90	558113.00	539429.70	532105.40	96	121	2019
6336.00	43249.50	43693.50	558121.20	530849.00	532310.00	539619.10	96	121	2019
6337.00	43850.50	44325.50	530871.40	558211.60	539821.30	532484.90	96	121	2019
6338.00	44441.50	44903.50	558232.30	530926.10	532690.20	540009.30	96	121	2019
6339.00	45054.50	45516.50	530974.80	558301.00	540202.30	532874.20	96	121	2019
6340.00	45663.50	46114.50	558375.10	531022.10	533069.40	540398.50	96	121	2019
6341.00	46255.50	46744.50	531063.90	558404.10	540595.20	533263.20	96	121	2019
6342.00	46877.50	47338.50	558478.70	531136.30	533458.50	540784.40	96	121	2019
6343.00	47494.50	47962.50	531169.40	558499.60	540983.00	533653.80	96	121	2019
6344.00	48112.50	48582.50	558552.30	531249.70	533864.40	541167.40	96	121	2019

SPECTROMETER FLOWN LINES - Tellus A6 Block
IRENET95, Irish Transverse Mercator

LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6345.00	48738.50	49221.50	531285.90	558604.90	541365.70	534037.80	96	121	2019
6346.00	40907.50	41414.50	531347.60	558651.70	541560.40	534238.50	97	123	2019
6347.00	40330.50	40766.50	558735.70	531407.60	534422.70	541753.30	97	123	2019
6348.00	39708.50	40196.50	531444.00	558759.20	541943.80	534618.60	97	123	2019
6349.00	39150.50	39578.50	558820.80	531511.30	534818.10	542139.60	97	123	2019
6350.00	36286.50	36644.50	537467.50	558896.60	540747.80	535002.70	88	109	2019
6350.01	59758.50	59855.50	531537.90	537486.70	542340.00	540741.80	88	109	2019
6351.00	36853.50	37347.50	558946.40	531595.90	535192.20	542528.80	88	109	2019
6352.00	37481.50	37951.50	531678.70	558989.50	542712.60	535384.40	88	109	2019
6353.00	38066.50	38564.50	559048.60	531731.90	535577.60	542908.70	88	109	2019
6354.00	38682.50	39136.50	531779.60	559101.80	543102.30	535775.10	88	109	2019
6355.00	39257.50	39747.50	559099.90	531788.20	535977.40	543304.00	88	109	2019
6356.00	39875.50	40340.50	531878.90	559185.10	543484.10	536165.10	88	109	2019
6357.00	40465.50	40955.50	559260.30	531910.20	536348.40	543685.40	88	109	2019
6358.00	41070.50	41530.50	532000.70	559258.90	543869.40	536556.40	88	109	2019
6359.00	41661.50	42143.50	559330.90	531998.80	536748.40	544073.20	88	109	2019
6360.00	42274.50	42741.50	532066.60	559387.30	544267.80	536940.50	88	109	2019
6361.00	42885.50	43366.50	559437.80	532129.60	537131.00	544455.30	88	109	2019
6362.00	43507.50	43979.50	532207.80	559501.50	544644.40	537322.40	88	109	2019
6363.00	44115.50	44602.50	559548.10	532220.80	537519.00	544846.70	88	109	2019
6364.00	44740.50	45197.50	532283.10	559621.50	545036.00	537697.60	88	109	2019
6365.00	50465.50	50960.50	559655.90	532312.10	537903.20	545236.60	88	109	2019
6366.00	51112.50	51581.50	532378.60	559674.60	545427.10	538106.60	88	109	2019
6367.00	51711.50	52212.50	559767.10	532468.10	538284.10	545604.90	88	109	2019
6368.00	52345.50	52808.50	532496.50	559831.50	545774.40	538477.50	88	109	2019
6369.00	52953.50	53427.50	559868.80	532548.50	538671.20	545997.60	88	109	2019
6370.00	53587.50	54046.50	532571.50	559898.70	546202.00	538873.00	88	109	2019
6371.00	54196.50	54672.50	559953.00	532642.00	539065.10	546391.30	88	109	2019
6372.00	54807.50	55265.50	532695.20	560034.40	546582.70	539254.90	88	109	2019
6373.00	55409.50	55906.50	560070.20	532736.90	539445.00	546777.40	88	109	2019
6374.00	56056.50	56526.50	532828.40	560100.40	546963.30	539654.00	88	109	2019
6375.00	56670.50	57151.50	560185.40	532835.00	539827.80	547168.50	88	109	2019
6376.00	57272.50	57727.50	532920.80	560198.70	547353.80	540036.10	88	109	2019
6377.00	57871.50	58351.50	560272.00	532977.90	540218.70	547543.00	88	109	2019
6378.00	58500.50	58975.50	532997.80	560313.70	547743.70	540423.20	88	109	2019
6379.00	59136.50	59621.50	560362.70	533031.90	540605.80	547945.20	88	109	2019
6380.00	36058.50	36502.50	560416.40	533133.70	540806.30	548126.10	106	137	2019
6381.00	47663.50	48100.50	560447.10	533152.40	541004.70	548322.80	107	139	2019
6382.00	49182.50	49594.50	533229.70	560546.00	548511.20	541188.10	105	135	2019
6383.00	45561.50	46045.50	560596.20	533285.10	541380.20	548703.80	105	135	2019
6384.00	44980.50	45389.50	533336.20	560653.50	548902.30	541563.40	105	135	2019
6385.00	44369.50	44850.50	560682.90	533374.90	541771.30	549098.40	105	135	2019
6386.00	43801.50	44211.50	533410.30	560714.50	549291.60	541972.30	105	135	2019

SPECTROMETER FLOWN LINES - Tellus A6 Block
IRENET95, Irish Transverse Mercator

LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6387.00	43193.50	43655.50	560791.80	533499.80	542158.60	549479.10	105	135	2019
6388.00	42606.50	43021.50	533500.70	560816.70	549697.20	542349.70	105	135	2019
6389.00	41986.50	42480.50	560902.80	533568.10	542538.80	549873.90	105	135	2019
6390.00	41406.50	41818.50	533602.60	560954.10	550064.00	542728.20	105	135	2019
6391.00	40795.50	41269.50	560988.80	533657.00	542928.70	550260.10	105	135	2019
6392.00	40209.50	40629.50	533724.30	561070.90	550451.40	543110.30	105	135	2019
6393.00	39575.50	40070.50	561078.20	533783.40	543325.80	550643.50	105	135	2019
6394.00	39011.50	39426.50	533807.40	561169.90	550846.40	543502.70	105	135	2019
6395.00	38426.50	38867.50	561180.40	533887.50	543711.80	551025.40	105	135	2019
6396.00	37825.50	38251.50	533923.50	561256.10	551224.30	543884.10	105	135	2019
6397.00	37212.50	37699.50	561314.40	533967.80	544087.30	551421.90	105	135	2019
6398.00	36611.50	37021.50	534049.30	561335.30	551602.10	544285.60	105	135	2019
6399.00	36019.50	36474.50	561416.90	534100.30	544475.60	551800.30	105	135	2019
6400.00	35754.50	36168.50	561433.00	534119.40	544671.40	551999.60	107	139	2019
6401.00	36339.50	36810.50	534219.00	561502.30	552178.50	544863.40	107	139	2019
6402.00	36948.50	37354.50	561583.40	534273.00	545043.90	552372.00	107	139	2019
6403.00	37513.50	38003.50	534325.50	561607.80	552565.70	545253.40	107	139	2019
6404.00	38148.50	38559.50	561682.10	534354.40	545437.90	552765.50	107	139	2019
6405.00	38707.50	39193.50	534422.70	561724.90	552954.60	545627.60	107	139	2019
6406.00	39323.50	39733.50	561801.90	534448.40	545812.70	553152.50	107	139	2019
6407.00	39873.50	40369.50	534485.50	561836.00	553353.50	546016.50	107	139	2019
6408.00	40519.50	40939.50	561892.90	534582.40	546208.90	553532.10	107	139	2019
6409.00	41106.50	41583.50	534632.70	561940.20	553730.20	546409.20	107	139	2019
6410.00	41733.50	42154.50	561940.40	534643.50	546607.40	553927.40	107	139	2019
6411.00	42311.50	42763.50	534695.60	562060.20	554124.20	546786.70	107	139	2019
6412.00	42897.50	43314.50	562066.00	534786.40	546988.70	554309.10	107	139	2019
6413.00	43492.50	43949.50	534855.30	562162.30	554495.20	547169.40	107	139	2019
6414.00	44090.50	44518.50	562175.30	534870.60	547372.20	554697.90	107	139	2019
6415.00	44671.50	45131.50	534921.50	562213.30	554893.60	547572.60	107	139	2019
6416.00	35724.50	36187.50	562288.70	534968.90	547761.40	555084.70	109	141	2019
6417.00	36353.50	36794.50	535038.40	562348.10	555272.40	547951.00	109	141	2019
6418.00	36937.50	37415.50	562368.30	535096.50	548154.10	555465.10	109	141	2019
6419.00	45267.50	45707.50	562472.90	535145.80	548333.00	555658.20	107	139	2019
6420.00	45869.50	46318.50	535194.90	562499.80	555857.80	548530.80	107	139	2019
6421.00	46453.50	46884.50	562567.90	535238.90	548727.70	556047.90	107	139	2019
6422.00	47036.50	47471.50	535272.00	562575.10	556250.30	548920.60	107	139	2019
6423.00	43604.50	43913.50	552994.80	535311.00	551701.70	556441.20	109	141	2019
6424.00	44055.50	44330.50	535399.80	553010.80	556625.60	551904.10	109	141	2019
6425.00	44472.50	44761.50	553107.10	535459.30	552081.90	556813.70	109	141	2019
6426.00	44927.50	45191.50	535507.90	553150.80	557016.10	552279.20	109	141	2019
6427.00	45360.50	45643.50	553228.70	535552.80	552463.10	557205.20	109	141	2019
6428.00	45808.50	46081.50	535622.40	553254.90	557396.10	552665.90	109	141	2019
6429.00	46199.50	46504.50	553322.20	535629.70	552856.30	557594.70	109	141	2019

SPECTROMETER FLOWN LINES - Tellus A6 Block
IRENET95, Irish Transverse Mercator

LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
6430.00	46649.50	46927.50	535701.20	553358.80	557786.40	553049.20	109	141	2019
6431.00	47098.50	47394.50	553404.70	535736.30	553241.40	557983.40	109	141	2019
6432.00	47530.50	47804.50	535796.30	553434.10	558178.60	553446.10	109	141	2019
6433.00	42353.50	42658.50	553531.80	535835.60	553632.70	558373.50	110	142	2019
6434.00	42830.50	43104.50	535934.90	553577.90	558558.20	553822.90	110	142	2019
6435.00	43255.50	43562.50	553612.60	535968.60	554019.80	558751.30	110	142	2019
6436.00	43719.50	43985.50	536035.70	553638.40	558941.70	554221.30	110	142	2019
6437.00	44124.50	44440.50	553692.00	536048.80	554412.90	559145.00	110	142	2019
6438.00	44581.50	44862.50	536131.50	553795.70	559326.90	554597.40	110	142	2019
6439.00	45029.50	45349.50	553800.50	536174.30	554804.30	559523.10	110	142	2019
6440.00	45493.50	45770.50	536212.60	553873.70	559718.40	554988.70	110	142	2019
6441.00	45926.50	46240.50	553902.20	536268.20	555185.10	559913.20	110	142	2019
6442.00	46393.50	46656.50	536297.20	553954.90	560117.30	555379.60	110	142	2019
6443.00	46800.50	47103.50	554024.10	536358.50	555566.90	560304.20	110	142	2019
6444.00	47249.50	47519.50	536444.40	554075.90	560490.40	555762.10	110	142	2019
6445.00	37281.50	37561.50	554122.90	536471.10	555955.10	560692.20	114	157	2019
6446.00	37735.50	37996.50	536503.90	554204.20	560886.10	556144.00	114	157	2019
6447.00	38155.50	38455.50	554213.60	536563.80	556339.40	561074.60	114	157	2019
6448.00	38612.50	38890.50	536655.10	554275.40	561262.20	556538.20	114	157	2019
6449.00	39012.50	39320.50	554338.60	536704.00	556724.40	561455.90	114	157	2019
6450.00	39468.50	39751.50	536722.00	554395.40	561661.50	556917.10	114	157	2019
6451.00	39877.50	40181.50	554461.50	536802.90	557108.80	561844.10	114	157	2019
6452.00	40315.50	40595.50	536871.60	554522.90	562030.00	557292.30	114	157	2019
6453.00	40745.50	41030.50	554554.80	536893.00	557503.00	562232.40	114	157	2019
6454.02	41501.50	41769.50	554578.50	536957.30	557697.20	562424.20	116	161	2019
6455.01	41922.50	42246.50	536970.60	554651.50	562626.90	557886.20	116	161	2019
6456.00	42390.50	42657.50	554695.00	537065.80	558077.90	562809.20	116	161	2019
6457.00	42822.50	43138.50	537114.60	554739.50	563002.70	558272.40	116	161	2019
6458.00	43309.50	43571.50	554780.40	537132.70	558472.10	563204.40	116	161	2019
6459.00	43738.50	44032.50	537224.70	554886.40	563388.10	558651.40	116	161	2019
6460.00	44204.50	44475.50	554893.80	537237.10	558857.90	563590.30	116	161	2019
6461.00	44632.50	44918.50	537329.20	554951.80	563777.00	559051.20	116	161	2019
6462.00	45058.50	45323.50	554999.90	537330.70	559240.20	563980.30	116	161	2019
6463.00	45434.50	45737.50	537440.90	555087.70	564158.80	559422.30	116	161	2019
6464.00	45895.50	46161.50	555115.00	537441.50	559622.50	564364.60	116	161	2019
6465.00	46322.50	46606.50	537529.10	555166.50	564548.00	559822.90	116	161	2019
601.00	46396.50	47507.50	537670.70	518529.60	564648.60	493256.70	105	135	2019
602.00	41030.50	42081.50	520465.60	539618.40	492754.50	564130.80	117	165	2019
603.00	47629.50	48841.50	522402.60	541539.60	492253.00	563596.40	105	135	2019
604.00	42187.50	43508.50	543489.10	524327.60	563113.60	491695.30	117	165	2019
605.00	35938.50	37358.50	545407.40	521299.30	562547.00	472683.70	110	142	2019
606.00	37452.50	38945.50	523215.70	547342.00	472135.20	562051.20	110	142	2019
607.00	39804.50	41278.50	525142.40	549284.30	471611.60	561564.00	116	161	2019

SPECTROMETER FLOWN LINES – Tellus A6 Block
IRENET95, Irish Transverse Mercator

LINE	START	END	MIN X	MAX X	MIN Y	MAX Y	FLIGHT	DAY	YEAR
608.00	46733.50	47247.50	551210.70	542262.70	561040.90	527648.90	116	161	2019
608.01	39591.50	40590.50	542259.90	527082.80	527655.20	471077.50	117	165	2019
609.00	39087.50	40535.50	553139.60	529031.70	560486.30	470611.60	110	142	2019
610.00	40665.50	42143.50	530956.80	555076.80	470089.60	559984.00	110	142	2019
611.00	37807.50	39136.50	554782.60	532890.50	551172.20	469558.90	109	141	2019
612.00	39224.50	40502.50	534814.10	556708.90	469026.10	550638.90	109	141	2019
613.00	40605.50	41970.50	558646.70	536748.30	550140.50	468493.50	109	141	2019
614.00	42073.50	43369.50	538663.80	560571.90	467976.90	549580.50	109	141	2019
615.00	47986.50	49310.50	562493.50	540623.10	549057.10	467484.20	109	141	2019
616.00	59373.50	59915.50	550525.30	559051.50	496702.90	528488.60	41	295	2018
617.00	41194.50	41761.50	560979.00	552469.90	527940.60	496194.00	95	120	2019
618.00	40589.50	41088.50	554401.60	562911.30	495704.90	527439.20	95	120	2019
619.00	39879.50	40464.50	564849.80	556331.20	526937.10	495171.40	95	120	2019

Appendix IV

Equipment List

PART	Serial No.	Description	Manufacturer
Aircraft C-GSGF	DHC-6-642	Twin Otter Series 300, DE HAVILLAND	DE HAVILLAND
Laser Profilometer	9994938	LD90-3300VHS-FLP 11-28VDC laser rangefinder. 1-400m capability	Riegl
RadarTranceiver	4403206	TRA-3000	FreeFlight Systems
Collins Radar Altimeter	7497	860F-1 Radio Altimeter 0-2500ft	Collins
Barometric Sensor	1347373	HONEYWELL MODEL TJE Absolute Pressure Sensor	HONEYWELL
Data Acquisition Computer	CDAC-13	CPCI Data Acquisition computer	SGL
GPS Receiver	DAB06340038	OEMV-3, 72-ch, L1/L2	Novatel
Spectrometer detector 5-Pack	5444	RSX-5	Radiation Solutions Inc
Electromagnetics System	SG-FEM	SGL 4 frequency vertically mounted EM system (912 3005 11962 24510)	SGL
Spectrometer detector 5-Pack	5557	RSX-5	Radiation Solutions Inc
Spectrometer detector 5-Pack	5558	RSX-5	Radiation Solutions Inc
Spectrometer detector 5-Pack	5632	RSX-5	Radiation Solutions Inc
Magnetometer Sensor	75368-C1576	model G-822A, Sensor S/N C1576	Geometrics
Fluxgate Magnetometer	487	TFM100G2-1E	Billingsley Aerospace and Deence
SGRef Station	M-SGREF-62	CPCI ground station - 28Vdc input	SGL
GPS Receiver	DAB13020013	OEMV-3, 72-ch, L1/L2	Novatel
GPS Antenna	NZT07260011	Model 702L,L1/L2 Kinematic GPS Ant.	Novatel
Magnetometer Sensor	75215-C377	model G-822A, Sensor S/N C377	Geometrics
SGRef Station	M-SGREF-59	CPCI ground station - 28Vdc input	SGL
GPS Receiver	DAB14070001	OEMV-3, 72-ch, L1/L2	Novatel
GPS Antenna	NZT07260023	Model 702,L1/L2 Kinematic GPS Ant.	Novatel
Magnetometer Sensor	75409-C3235	model G-822A, Sensor S/N C3235	Geometrics

SGL

Appendix V

GEOPHYSICAL SURVEY AIRCRAFT

de Havilland DHC-6 Twin Otter

Registration	C-GSGF
Serial #	642

The de Havilland DHC-6 Twin Otter is an all metal, high wing, twin-engine, short takeoff and landing (STOL) aircraft. The Twin Otter is powered by two Pratt & Whitney Canada PT6A-27 engines. These engines drive a constant speed, fully feathering, reversible propeller. The PT6 turbine engines provide ample power for climbing over steep terrain, working at altitudes up to 7,000 m and can withstand frequent rapid power changes. The aircraft is highly maneuverable, rugged in design and can be flown at speeds from 80 to 160 knots. The low stall speeds and abundant available power make the Twin Otter a safe and effective aircraft for surveys requiring drape flying over rough topography, low air speeds or flights at high altitude. The aircraft has fixed gear, extendable flaps and manually adjustable trim tabs on the primary controls for the roll and pitch axes and full rudder trim for the yaw axis. The aircraft is equipped with full de-icing equipment and sufficient avionics for instrument flying including a flight control system. Supplementary fuel can be added for transoceanic flight. The Twin Otter is certified for IFR flights in known icing conditions.

GEOPHYSICAL SURVEYING

The SGL Twin Otter is fully equipped for airborne magnetic, gravity, radiometric and frequency-domain EM surveys. EM fields are measured with the SGL frequency-domain EM system (**SGFEM**). The four-frequency EM transmitter is located in the right wingtip EM pod, and the receiver is located in the left wingtip EM pod. The magnetic field is measured by one sensor mounted in a stinger that is rigidly attached to the tail of the aircraft, and a second sensor can be mounted in the left wingtip EM pod. Gravity surveys are performed using SGL's state-of-the-art **AIRGrav** system. The Twin Otter can carry up to 63 litres of detector crystals for gamma-ray spectrometer surveys.

DE HAVILLAND DHC-6 TWIN OTTER SPECIFICATIONS

Crew Capacity:
- 2 pilots, 1 operator (optional)

Fuselage:
- semi-monocoque

Wings:
- strut braced, high wing
- outboard ailerons and trim tab, full span flaps

Tail:
- conventional stabilizers
- elevator and rudder with trim tabs

Power Plant:
- Pratt & Whitney Canada PT6A-27, 680 shp, free-turbine gas engine, overhaul 3,600 hours
- three-blade, fully-feathering, constant-speed, reversible propeller, overhaul 3,000 hours or 5 years

Systems:
- dual flight controls with IFR instruments and avionics
- 2-axis autopilot
- full airframe and propeller de-icing

Dimensions:

Wing span	65 ft	19.8 m
Exterior length	51 ft 9 in	15.8 m
Exterior height	19 ft 6 in	5.94 m
Interior usable length	18 ft 5 in	5.61 m
Interior usable width	4 ft 4 in	1.32 m
Interior height	4 ft 11 in	1.5 m
Usable fuel capacity	385 US gal	1,455 l

Weights:

Empty	8,100 lb	3,674 kg
Maximum take-off	12,500 lb	5,670 kg

Performance (2,000 ft ASL, standard day, maximum take-off weight, 1,900 rpm, 1,375 ft-lb tq):

Range, maximum range power (plus reserve)	920 nm	1,704 km
Cruise speed at maximum range power	170 kt	315 km/h
Fuel flow at maximum range power	50 US gal/h	189 l/h
Stall airspeed, landing configuration	58 kt	107 km/h
Service ceiling	25,000 ft	7,620 m
Minimum required runway length	2,500 ft	762 m
Rate of climb	1,600 ft/min	488 m/min
Maximum sustained climb gradient	650 ft/nm	107 m/km

Type of Aviation Fuel: Jet A, A-1, B, JP-1, 4, 5, 8

Maximum Endurance: 8 hours plus 1 hour reserve at maximum range power

GEOPHYSICAL CAPABILITIES

SGFEM, frequency-domain EM

AIRGrav, SGL airborne gravimeter

Magnetic total field

Horizontal magnetic gradient

Gamma-ray spectrometer, up to 63 litres (3,840 in^3) of detector crystals

SGMethane, methane gas sensing

Additional Features:
- Tail stinger 6.8 m long and 22 cm in diameter, capable of housing a 1 kg sensor
- HF radio
- Video camera mount with 23 cm diameter glass covered opening in the belly of the aircraft
- Two instrument racks, standard 48 cm (19 in) width
- Radar altimeter, 0-750 m
- Electrical power capacity, 28 VDC at 200 amp
- Static inverters, 115 VAC - 400 Hz, 110 VAC - 60 Hz
- GPS receiver and antenna

Appendix VI

SANDER GEOPHYSICS AIRBORNE GEOPHYSICAL SURVEY

260 Hunt Club Road, Ottawa, ON K1V 1C1 Canada Tel: +1 613-521-9626 Fax: +1 613-521-0215 www.sgl.com

SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)			**Total km Flown to Date**		
Total Remaining (km)	25572.0	14682.0	**km Reflown This Week**		
Percent Complete (%)			**Flight Time This Week (h)**		
Prod km/Day This Week			**Prod km/Flt Hour This Week**		

WEEKLY PRODUCTION									
Week 1		**Flight No.**	**Flight Time**	**No. of Lines Flown**	**No. Reflight Lines Flown**	**Production (km)**		**Reflown (km)**	
						A5	**A6**	**A5**	**A6**
TOTALS									
6-Aug	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast with showers		**Remarks**	Mobilization continues. Configuration of aircraft from ferry mode to survey mode commences.					
Geomag	quiet								
7-Aug	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast with showers		**Remarks**	Mobilization continues. Configuration of aircraft from ferry mode to survey mode continues.					
Geomag	quiet								
8-Aug	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast with showers		**Remarks**	Mobilization continues. Configuration of aircraft from ferry mode to survey mode completed.					
Geomag	quiet								
9-Aug	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Partly sunny with showers		**Remarks**	Mobilization continues. Calibration of FEM system underway. Entire crew attends safety meeting.					
Geomag	quiet								
10-Aug	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Sunny and warm.		**Remarks**	Mobilization continues. Calibration of FEM system continues. Darren returns to Ottawa.					
Geomag	quiet								
11-Aug	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast with showers		**Remarks**	Mobilization continues. Calibration of FEM system completed. Test flight cancelled due to weather. Allan returns to Canada.					
Geomag	quiet								
12-Aug	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast with showers		**Remarks**	Mobilization continues. Test flight cancelled due to weather.					
Geomag	quiet								
Comments	Mobilization continues. Aircraft reconfiguration from ferry mode to survey mode completed. FEM calibrations completed. Test flight waiting for weather to improve.								

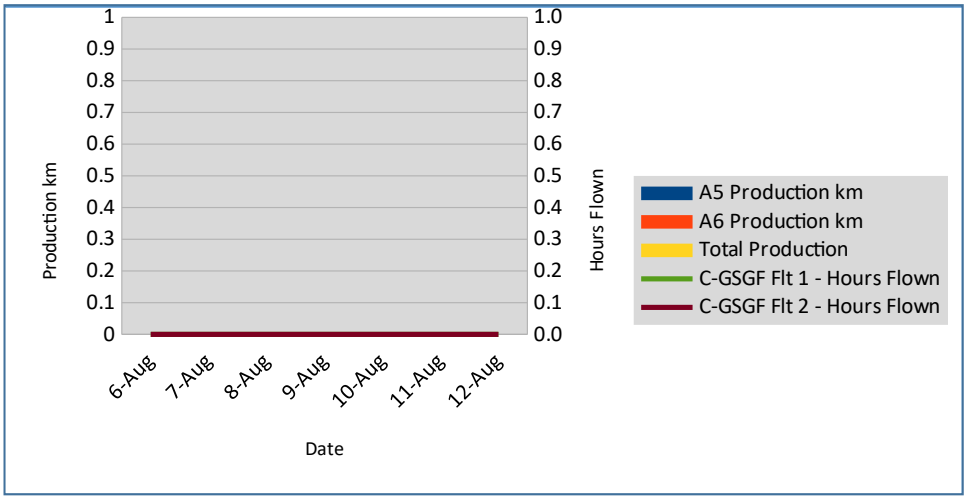
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	36
Allan Ott	AME		11-Aug-18	ON SITE	6	25
Craig McMahon	Technician			ON SITE	7	25
Steve Gebhardt	Lead Pilot			ON SITE	7	31
Andre Lafontaine	Pilot			ON SITE	7	10
Darren McBeth	AME		10-Aug-18	ON SITE	5	6
Dave Money	AME					
Charles Dicks	Pilot					
Diana Kuiper	Geophysicist					

HSE Statistics	This Week	Project Totals
SGL Person Hours	292.5	997.5
Inductions		6
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		
Lost Time Injuries (LTI)		
Safety Meetings	1	1
GSI PR Complaints		

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



SANDER GEOPHYSICS AIRBORNE GEOPHYSICAL SURVEY

260 Hunt Club Road, Ottawa, ON K1V 1C1 Canada Tel: +1 613-521-9626 Fax: +1 613-521-0215 www.sgl.com

SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

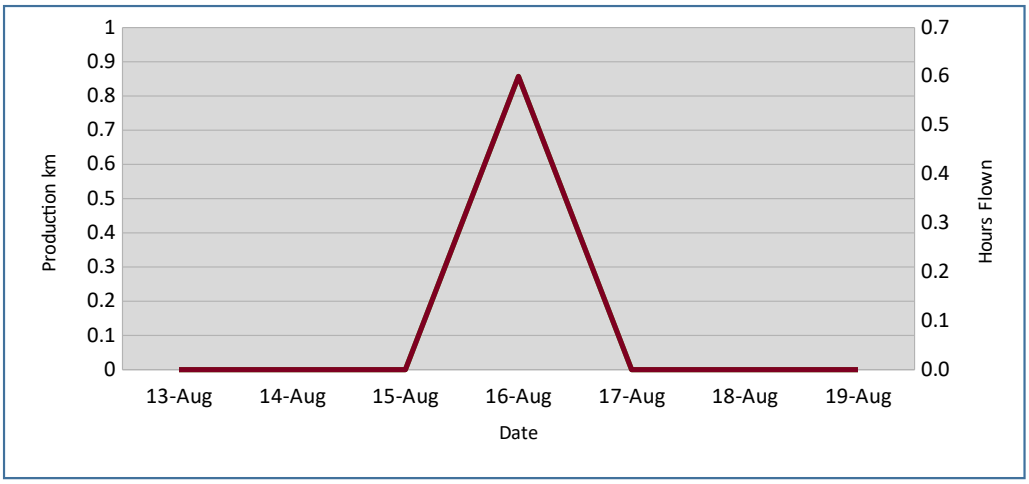
SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)			**Total km Flown to Date**		
Total Remaining (km)	25572.0	14682.0	**km Reflown This Week**		
Percent Complete (%)			**Flight Time This Week (h)**	1.2	
Prod km/Day This Week			**Prod km/Flt Hour This Week**		

WEEKLY PRODUCTION									
Week 2		**Flight No.**	**Flight Time**	**No. of Lines Flown**	**No. Reflight Lines Flown**	**Production (km)**		**Reflown (km)**	
						A5	**A6**	**A5**	**A6**
TOTALS			**1.2**						
13-Aug	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Thick mountain fog		**Remarks**	Mobilization continues. Test flight cancelled due to weather. Jim Hodgson, from GSI, visits crew and Kerry airport base.					
Geomag	quiet								
14-Aug	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Thick mountain fog		**Remarks**	Mobilization continues. Test flight cancelled due to weather. Dave Money arrives in Kerry.					
Geomag	quiet								
15-Aug	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Thick mountain fog		**Remarks**	Mobilization continues. Test flight cancelled due to weather.					
Geomag	quiet								
16-Aug	**Thursday**		**1.2**						
	C-GSGF Flt 1	9001	0.6						
	C-GSGF Flt 2	9002	0.6						
Weather	Overcast with sunny spells and showers.		**Remarks**	Mobilization continues. Test flight aborted due to technical issue with FEM system. Second test flight confirms all systems working.					
Geomag	quiet								
17-Aug	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast and very windy.		**Remarks**	Mobilization continues. Test flight cancelled due to weather.					
Geomag	quiet								
18-Aug	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast and very windy, tropical storm overnight.		**Remarks**	Mobilization continues. Test flight cancelled due to weather.					
Geomag	quiet								
19-Aug	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy fog all day. Windy.		**Remarks**	Mobilization continues. Test flight cancelled due to weather.					
Geomag	quiet								
Comments	Weather continues to hamper flights. Two short test flights at airport to test functionality of all systems. Mobilization continues.								

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	43
Allan Ott	AME					25
Craig McMahon	Technician			ON SITE	7	32
Steve Gebhardt	Lead Pilot			ON SITE	7	38
Andre Lafontaine	Pilot			ON SITE	7	17
Darren McBeth	AME					6
Dave Money	AME	14-Aug-18		ON SITE	6	6
Charles Dicks	Pilot					
Diana Kuiper	Geophysicist					
Allan Ott	AME					
Scott Hames	Technician					
Darren McBeth	AME					
John Burnham	AME					
Steven Hyde	Pilot					
Ania Smetny-Sowa	Geophysicist					

HSE Statistics	This Week	Project Totals
SGL Person Hours	255	1252.5
Inductions	1	7
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		
Lost Time Injuries (LTI)		
Safety Meetings		1
GSI PR Complaints		

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)	1052.1	962.2	**Total km Flown to Date**	1052.1	962.2
Total Remaining (km)	24519.9	13719.8	**km Reflown This Week**		
Percent Complete (%)	4.1	6.6	**Flight Time This Week (h)**	18.0	
Prod km/Day This Week	150.3	137.5	**Prod km/Flt Hour This Week**	111.9	

WEEKLY PRODUCTION

Week 3		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**18.0**	**63.0**		**1052.1**	**962.2**		
20-Aug	**Monday**		**0.7**						
	C-GSGF Flt 1	9003	0.7						
	C-GSGF Flt 2								
Weather	Overcast.		**Remarks**	Mobilization continues. Test flight aborted due to low lying fog in mountains, no access to either block.					
Geomag	quiet								
21-Aug	**Tuesday**		**2.8**	**6.0**		**266.2**			
	C-GSGF Flt 1	1	2.8	6.0		266.2			
	C-GSGF Flt 2								
Weather	Cloudy with sun, windy.		**Remarks**	Mobilization completed. First flight in A5 block, no access to A6 block due to fog.					
Geomag	quiet								
22-Aug	**Wednesday**		**3.1**	**10.0**		**469.1**			
	C-GSGF Flt 1	2	3.1	10.0		469.1			
	C-GSGF Flt 2								
Weather	Fog in am, cloudy with sun pm.		**Remarks**	Flight delayed due to weather. Flight short due to airport closing at 8 pm.					
Geomag	quiet								
23-Aug	**Thursday**		**3.9**	**13.0**		**316.8**			
	C-GSGF Flt 1	3	3.9	13.0		316.8			
	C-GSGF Flt 2								
Weather	Very windy, cloudy.		**Remarks**	Flight delayed due to weather.					
Geomag	quiet								
24-Aug	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, windy, heavy rain.		**Remarks**	No flight due to weather. Diana Kuiper, geophysicist, and Charles Dicks, pilot, arrive from Canada.					
Geomag	quiet								
25-Aug	**Saturday**		**7.5**	**34.0**			**962.2**		
	C-GSGF Flt 1	4	3.5	16.0			452.8		
	C-GSGF Flt 2	5	4.0	18.0			509.4		
Weather	Clear and calm.		**Remarks**	An excellent day, two full flights.					
Geomag	quiet								
26-Aug	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy rain, strong winds.		**Remarks**	No flight due to weather. Allan Ott returns to Kerry.					
Geomag	quiet								
Comments	What a great start to the production of the project.								

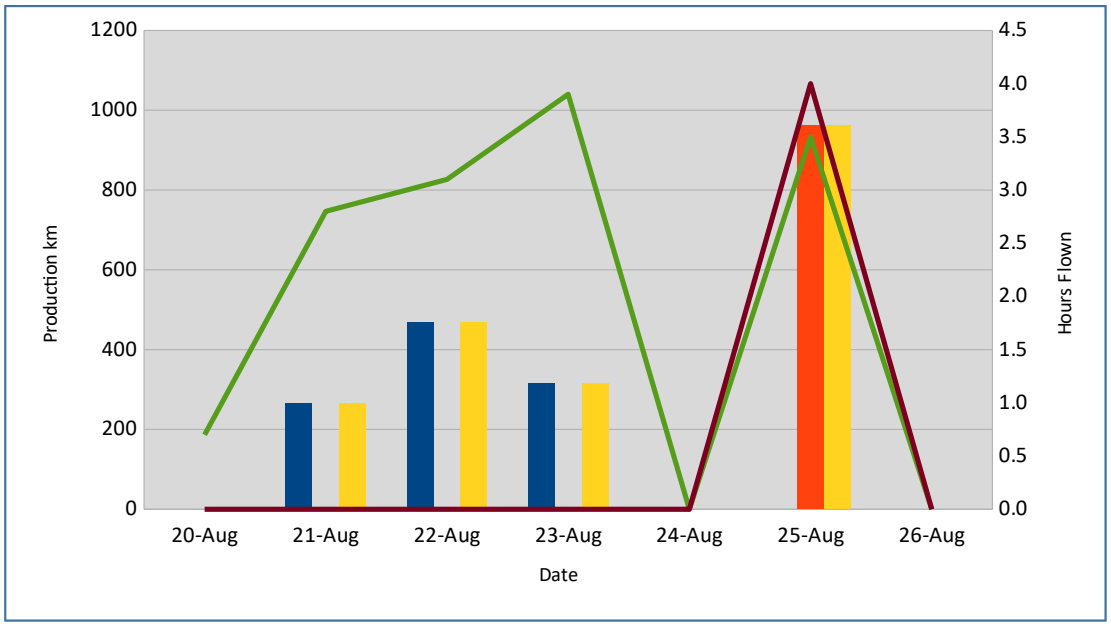
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	50
Allan Ott	AME					25
Craig McMahon	Technician			ON SITE	7	39
Steve Gebhardt	Lead Pilot			ON SITE	7	45
Andre Lafontaine	Pilot			ON SITE	7	24
Darren McBeth	AME					6
Dave Money	AME			ON SITE	7	13
Charles Dicks	Pilot	23-Aug-18		ON SITE	4	4
Diana Kuiper	Geophysicist	23-Aug-18		ON SITE	4	4
Allan Ott	AME	26-Aug-18		ON SITE	1	1
Scott Hames	Technician					
Darren McBeth	AME					
John Burnham	AME					
Steven Hyde	Pilot					
Ania Smetny-Sowa	Geophysicist					

HSE Statistics	This Week	Project Totals
SGL Person Hours	330	1582.5
Inductions	2	9
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		
Lost Time Injuries (LTI)		
Safety Meetings		1
GSI PR Complaints		

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)	912.8		**Total km Flown to Date**	1964.9	962.2
Total Remaining (km)	23607.1	13719.8	**km Reflown This Week**		56.6
Percent Complete (%)	7.7	6.6	**Flight Time This Week (h)**	10.4	
Prod km/Day This Week	130.4		**Prod km/Flt Hour This Week**	87.8	

WEEKLY PRODUCTION

Week 4		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**10.4**	**27.0**	**2.0**	**912.8**			**56.6**
27-Aug	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy rain and very windy.		**Remarks**	No flight due to weather. Andre departs project.					
Geomag	quiet								
28-Aug	**Tuesday**		**7.5**	**19.0**	**2.0**	**723.5**			**56.6**
	C-GSGF Flt 1	6	4.5	7.0	2.0	431.9			56.6
	C-GSGF Flt 2	7	3.0	12.0		291.6			
Weather	Overcast and windy, rain in pm.		**Remarks**	Two flights, second flight aborted due to rain.					
Geomag	quiet								
29-Aug	**Wednesday**		**2.3**	**8.0**		**189.3**			
	C-GSGF Flt 1	8	2.3	8.0		189.3			
	C-GSGF Flt 2								
Weather	Partly cloudy.		**Remarks**	Flight delayed due to calibrations. Flight aborted due to instrument malfunction, flight diverted to Shannon Airport. Dave departs project.					
Geomag	quiet								
30-Aug	**Thursday**		**0.6**						
	C-GSGF Flt 1	ferry	0.6						
	C-GSGF Flt 2								
Weather	Partly cloudy.		**Remarks**	Aircraft maintenance completed in Shannon. Aircraft ferried back to Kerry Airport. Craig departs project. Aircraft part shipped to Ireland.					
Geomag	quiet								
31-Aug	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Partly cloudy, showers, windy.		**Remarks**	Production put on hold while crew awaits aircraft part. Second aircraft part shipped to Ireland.					
Geomag	quiet								
1-Sep	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Fog, partly sunny, very warm.		**Remarks**	Waiting for aircraft part.					
Geomag	quiet								
2-Sep	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, rain, fog.		**Remarks**	Aircraft part arrives in Dublin, clears customs and is delivered to Kerry. Installed, aircraft ready for surveying.					
Geomag	quiet								
Comments	Production started off well this week. Incident with aircraft on Wednesday halts progress. By end of day Sunday aircraft serviceable again, ready for production on Monday. Weather is very promising this coming week.								

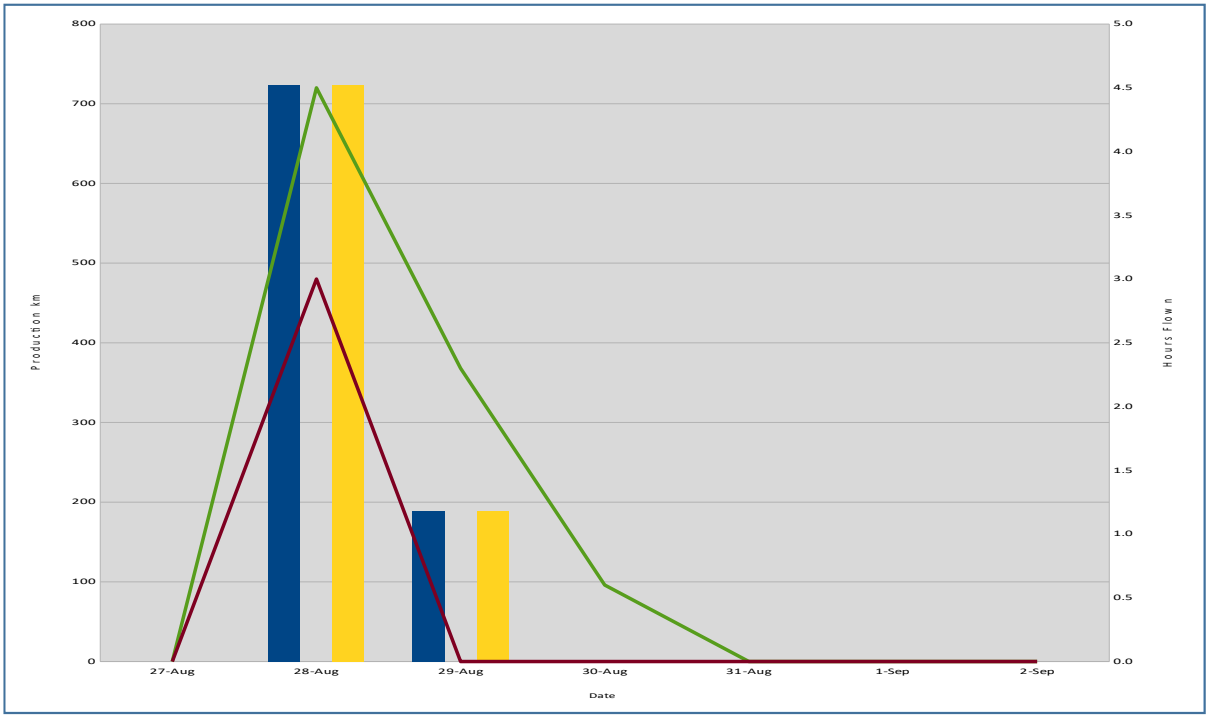
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	57
Allan Ott	AME					25
Craig McMahon	Technician		30-Aug-18	ON SITE	4	43
Steve Gebhardt	Lead Pilot			ON SITE	7	52
Andre Lafontaine	Pilot		27-Aug-18	ON SITE	1	25
Darren McBeth	AME					6
Dave Money	AME		29-Aug-18	ON SITE	3	16
Charles Dicks	Pilot			ON SITE	7	11
Diana Kuiper	Geophysicist			ON SITE	7	11
Allan Ott	AME			ON SITE	7	8
Scott Hames	Technician					
Darren McBeth	AME					
John Burnham	AME					
Steven Hyde	Pilot					
Ania Smetny-Sowa	Geophysicist					

HSE Statistics	This Week	Project Totals
SGL Person Hours	322.5	1905
Inductions		9
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		
Lost Time Injuries (LTI)		
Safety Meetings		1
GSI PR Complaints		

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)	2189.8		**Total km Flown to Date**	4154.7	962.2
Total Remaining (km)	21417.3	13719.8	**km Reflown This Week**		
Percent Complete (%)	16.2	6.6	**Flight Time This Week (h)**	20.6	
Prod km/Day This Week	312.8		**Prod km/Flt Hour This Week**	106.3	

WEEKLY PRODUCTION

Week 5		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**20.6**	**80.0**		**2189.8**			
3-Sep	**Monday**		**4.4**	**22.0**		**494.7**			
	C-GSGF Flt 1	9	4.4	22.0		494.7			
	C-GSGF Flt 2								
Weather	Sunny and warm.		**Remarks**	Full production flight.					
Geomag	quiet								
4-Sep	**Tuesday**		**9.1**	**40.0**		**964.3**			
	C-GSGF Flt 1	10	4.5	18.0		396.5			
	C-GSGF Flt 2	11	4.6	22.0		567.8			
Weather	Overcast with sunny periods.		**Remarks**	Two full flights. After second flight a maintenance issue with the aircraft became apparent.					
Geomag	micropulsations								
5-Sep	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, fog, mist, rain.		**Remarks**	Aircraft fuel leak being investigated.					
Geomag	quiet								
6-Sep	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Rain all day.		**Remarks**	Maintenance on aircraft completed.					
Geomag	quiet								
7-Sep	**Friday**		**5.0**	**14.0**		**568.4**			
	C-GSGF Flt 1	12	1.0						
	C-GSGF Flt 2	13	4.0	14.0		568.4			
Weather	Overcast with fog and mist.		**Remarks**	Leak test passes. First flight aborted due to weather. Full flight follows. Fuel leak resurfaces. Further maintenance required.					
Geomag	unsettled								
8-Sep	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, fog, mist, rain.		**Remarks**	Maintenance on aircraft completed.					
Geomag	unsettled								
9-Sep	**Sunday**		**2.1**	**4.0**		**162.4**			
	C-GSGF Flt 1	14	2.1	4.0		162.4			
	C-GSGF Flt 2								
Weather	Overcast, rain showers, gale.		**Remarks**	Flight aborted due to weather.					
Geomag									
Comments	An average week of production. Maintenance of aircraft and weather slowed production.								

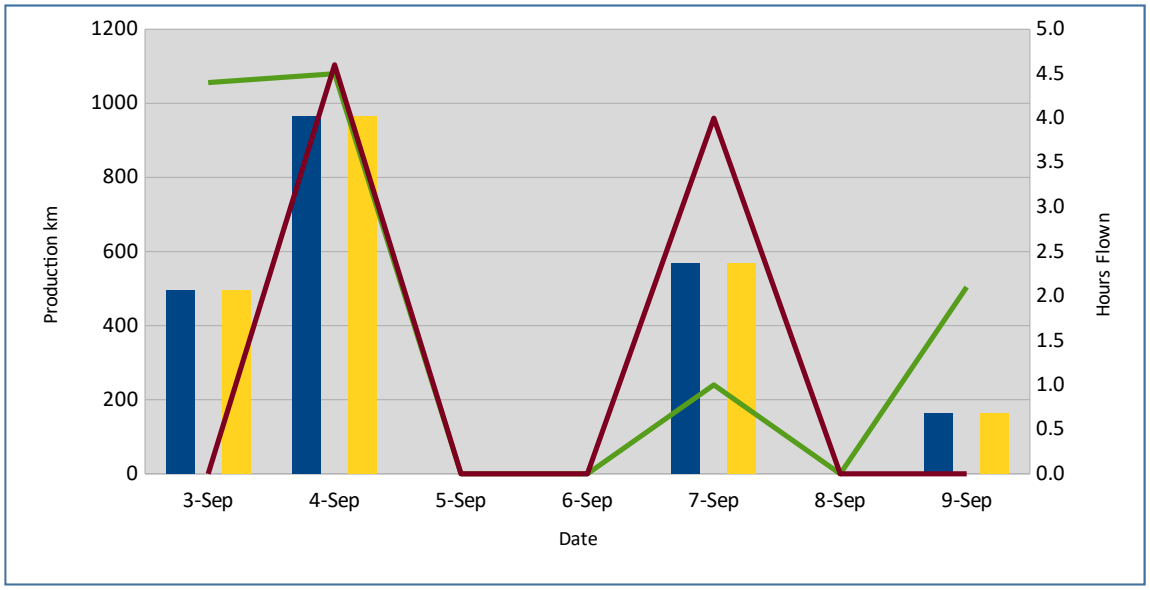
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	64
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	59
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot			ON SITE	7	18
Diana Kuiper	Geophysicist			ON SITE	7	18
Allan Ott	AME			ON SITE	7	15
Scott Hames	Technician					
Darren McBeth	AME					
John Burnham	AME					
Steven Hyde	Pilot					
Ania Smetny-Sowa	Geophysicist					

HSE Statistics	This Week	Project Totals
SGL Person Hours	262.5	2167.5
Inductions		9
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		
Lost Time Injuries (LTI)		
Safety Meetings		1
GSI PR Complaints		

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)	1278.4		**Total km Flown to Date**	5433.1	962.2
Total Remaining (km)	20138.9	13719.8	**km Reflown This Week**	68.6	
Percent Complete (%)	21.2	6.6	**Flight Time This Week (h)**	12.6	
Prod km/Day This Week	182.6		**Prod km/Flt Hour This Week**	101.5	

WEEKLY PRODUCTION

Week 6		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**12.6**	**26.0**	**0.9**	**1278.4**		**68.6**	
10-Sep	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Wind, rain, fog, mist, gale.		**Remarks**	No flight due to weather.					
Geomag	unsettled								
11-Sep	**Tuesday**		**4.2**	**14.0**		**568.4**			
	C-GSGF Flt 1	15	4.2	14.0		568.4			
	C-GSGF Flt 2								
Weather	Overcast, mist, rain		**Remarks**	Full flight completed. Fuel leak resurfaces. Further maintenance required. Scott Hames, technician, arrives in Kerry.					
Geomag	unsettled								
12-Sep	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, windy.		**Remarks**	Maintenance on aircraft. Entire crew attends safety meeting.					
Geomag	unsettled								
13-Sep	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, windy.		**Remarks**	Maintenance on aircraft. Darren, AME, arrives in Kerry.					
Geomag	unsettled								
14-Sep	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast		**Remarks**	Maintenance on aircraft completed.					
Geomag	unsettled								
15-Sep	**Saturday**		**2.6**	**4.9**		**149.8**			
	C-GSGF Flt 1	16	2.6	4.9		149.8			
	C-GSGF Flt 2								
Weather	Overcast, gale overnight		**Remarks**	Leak test passes. Flight aborted due to weather.					
Geomag	unsettled								
16-Sep	**Sunday**		**5.8**	**7.1**	**0.9**	**560.2**		**68.6**	
	C-GSGF Flt 1	17	1.5						
	C-GSGF Flt 2	18	4.3	7.1	0.9	560.2		68.6	
Weather	Partly sunny.		**Remarks**	First flight aborted due to technical problems with FEM system and weather in block. Full production flight in afternoon.					
Geomag	unsettled								
Comments	Aircraft maintenance completed and ready for production. Flights over weekend but weather continues to be an issue with low cloud cover in A5 block and fog in A6 block.								

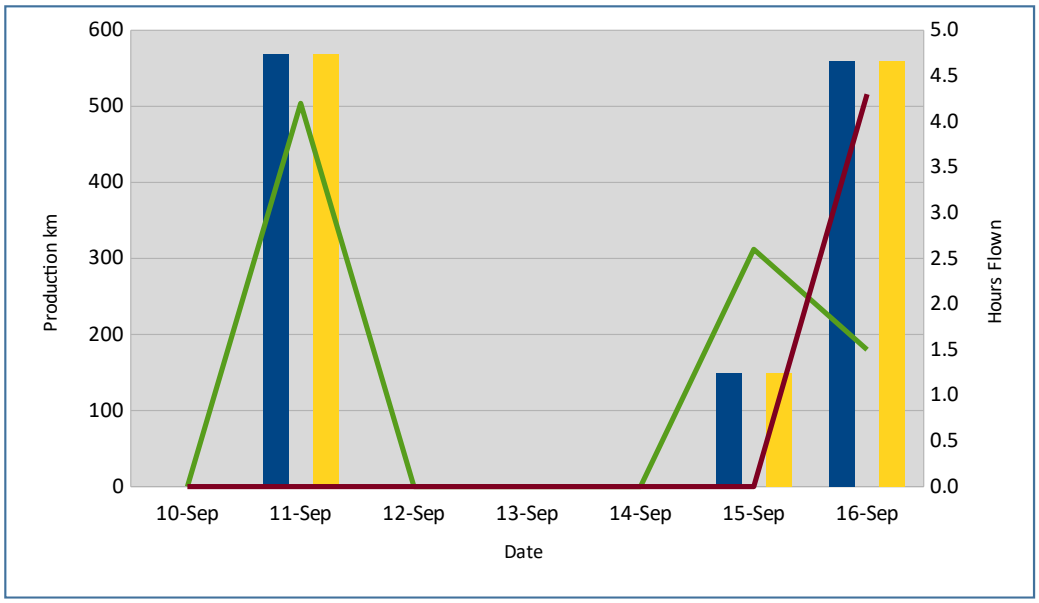
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	71
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	66
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot			ON SITE	7	25
Diana Kuiper	Geophysicist			ON SITE	7	25
Allan Ott	AME			ON SITE	7	22
Scott Hames	Technician	11-Sep-18		ON SITE	6	6
Darren McBeth	AME	13-Sep-18		ON SITE	4	4
John Burnham	AME					
Steven Hyde	Pilot					
Ania Smetny-Sowa	Geophysicist					

HSE Statistics	This Week	Project Totals
SGL Person Hours	337.5	2505
Inductions	1	10
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		
Lost Time Injuries (LTI)		
Safety Meetings	1	2
GSI PR Complaints	1	1

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



SANDER GEOPHYSICS AIRBORNE GEOPHYSICAL SURVEY

260 Hunt Club Road, Ottawa, ON K1V 1C1 Canada Tel: +1 613-521-9626 Fax: +1 613-521-0215 www.sgl.com

SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)	536.2		**Total km Flown to Date**	5969.3	962.2
Total Remaining (km)	19602.7	13719.8	**km Reflown This Week**		
Percent Complete (%)	23.3	6.6	**Flight Time This Week (h)**	4.6	
Prod km/Day This Week	76.6		**Prod km/Flt Hour This Week**	116.6	

WEEKLY PRODUCTION

Week 7		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**4.6**	**7.0**		**536.2**			
17-Sep	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Storm Helene – strong wind, rain.		**Remarks**	No flight due to weather.					
Geomag	unsettled								
18-Sep	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale		**Remarks**	No flight due to weather.					
Geomag	unsettled								
19-Sep	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Storm Ali – severe winds		**Remarks**	No flight due to weather.					
Geomag	unsettled								
20-Sep	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy rain all day.		**Remarks**	No flight due to weather.					
Geomag	unsettled								
21-Sep	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Strong winds all day		**Remarks**	No flight due to weather.					
Geomag	unsettled								
22-Sep	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Rain all day, heavy at times.		**Remarks**	Flight attempted late in day. Mechanical problem with aircraft cancelled flight. Aircraft maintenance completed.					
Geomag	unsettled								
23-Sep	**Sunday**		**4.6**	**7.0**		**536.2**			
	C-GSGF Flt 1	19	4.6	7.0		536.2			
	C-GSGF Flt 2								
Weather	Fog in am, windy, overcast.		**Remarks**	Full production flight. Too windy for a second one.					
Geomag	unsettled								
Comments	Two major storms swept Ireland this week making it a non productive week. Sunday cleared enough for a flight which was a relief.								

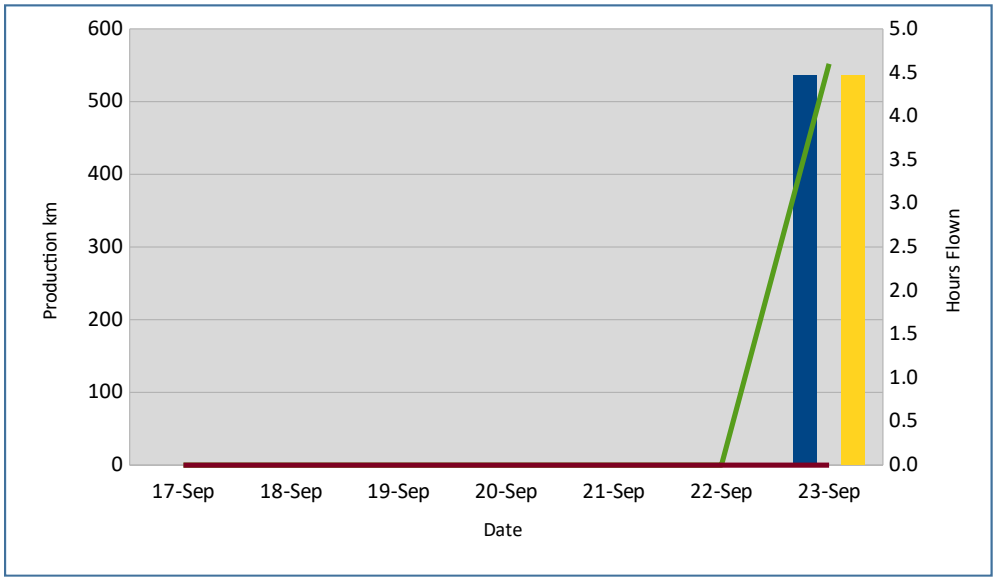
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	78
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	73
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot			ON SITE	7	32
Diana Kuiper	Geophysicist			ON SITE	7	32
Allan Ott	AME					22
Scott Hames	Technician			ON SITE	7	13
Darren McBeth	AME			ON SITE	7	11
John Burnham	AME					
Steven Hyde	Pilot					
Ania Smetny-Sowa	Geophysicist					

HSE Statistics	This Week	Project Totals
SGL Person Hours	315	2820
Inductions		10
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		
Lost Time Injuries (LTI)		
Safety Meetings		2
GSI PR Complaints		1

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)	3386.9		**Total km Flown to Date**	9356.2	962.2
Total Remaining (km)	16215.8	13719.8	**km Reflown This Week**		
Percent Complete (%)	36.6	6.6	**Flight Time This Week (h)**	26.9	
Prod km/Day This Week	483.8		**Prod km/Flt Hour This Week**	125.9	

WEEKLY PRODUCTION

Week 8		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**26.9**	**46.0**		**3386.9**			
24-Sep	**Monday**		**7.9**	**16.0**		**1045.7**			
	C-GSGF Flt 1	20	4.4	10.0		586.1			
	C-GSGF Flt 2	21	3.5	6.0		459.6			
Weather	Sunny, warm, calm.		**Remarks**	Two full production flights. Second flight shortened due to daylight hours.					
Geomag	micropulsations								
25-Sep	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale		**Remarks**	No flight due to weather.					
Geomag	micropulsations								
26-Sep	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale		**Remarks**	No flight due to weather.					
Geomag	micropulsations								
27-Sep	**Thursday**		**2.4**						
	C-GSGF Flt 1	22	1.0						
	C-GSGF Flt 2	23	1.4						
Weather	Sunny, thick fog in blocks.		**Remarks**	Two attempts at production, flights aborted due to fog.					
Geomag	micropulsations								
28-Sep	**Friday**		**8.3**	**14.0**		**1091.4**			
	C-GSGF Flt 1	24	4.1	6.0		460.8			
	C-GSGF Flt 2	25	4.2	8.0		630.6			
Weather	Sunny and brisk		**Remarks**	Two full production flights.					
Geomag	micropulsations								
29-Sep	**Saturday**		**8.3**	**16.0**		**1249.8**			
	C-GSGF Flt 1	26	4.1	8.0		628.8			
	C-GSGF Flt 2	27	4.2	8.0		621.0			
Weather	Sunny, cold...becomes overcast.		**Remarks**	Two full production flights.					
Geomag	quiet								
30-Sep	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, mist, very windy.		**Remarks**	Pilot rest day.					
Geomag	quiet								
Comments	Most productive week of 2018.								

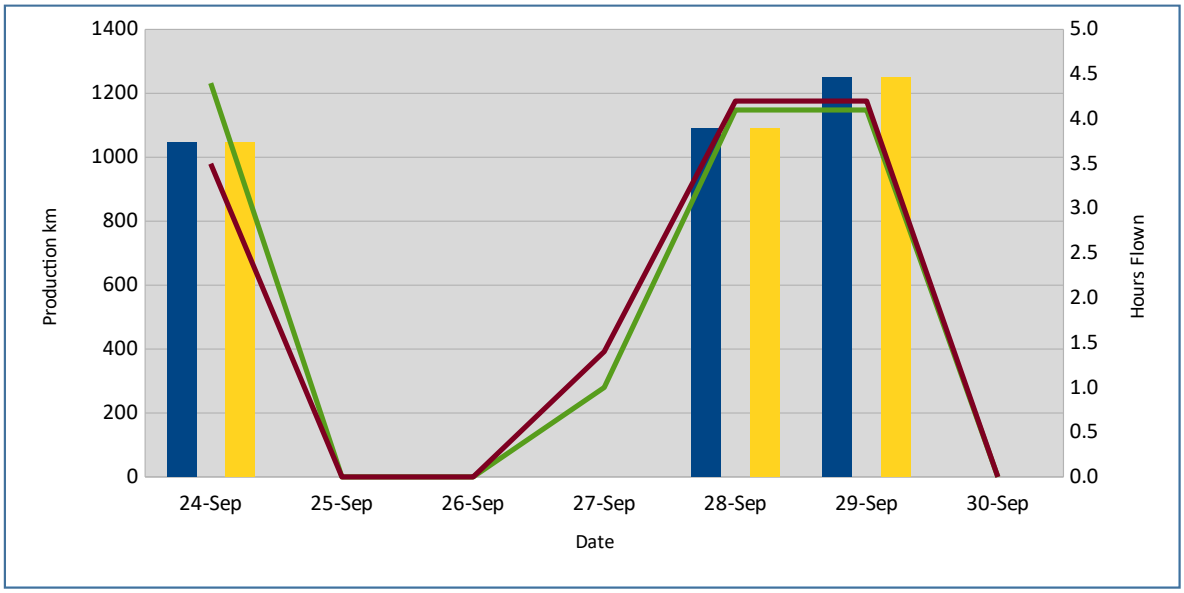
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	85
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	80
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot			ON SITE	7	39
Diana Kuiper	Geophysicist			ON SITE	7	39
Allan Ott	AME			ON SITE	7	29
Scott Hames	Technician			ON SITE	7	20
Darren McBeth	AME		24-Sep-18	ON SITE	1	12
John Burnham	AME					
Steven Hyde	Pilot					
Ania Smetny-Sowa	Geophysicist					

HSE Statistics	This Week	Project Totals
SGL Person Hours	322.5	3142.5
Inductions		10
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		
Lost Time Injuries (LTI)		
Safety Meetings		2
GSI PR Complaints		1

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)	3136.6		**Total km Flown to Date**	12492.8	962.2
Total Remaining (km)	13079.2	13719.8	**km Reflown This Week**		
Percent Complete (%)	48.9	6.6	**Flight Time This Week (h)**	21.4	
Prod km/Day This Week	448.1		**Prod km/Flt Hour This Week**	146.6	

WEEKLY PRODUCTION

Week 9		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**21.4**	**45.0**		**3136.6**			
1-Oct	**Monday**		**8.6**	**18.0**		**1245.3**			
	C-GSGF Flt 1	28	4.4	10.0		600.5			
	C-GSGF Flt 2	29	4.2	8.0		644.8			
Weather	Overcast and windy.		**Remarks**	Two full production flights.					
Geomag	unsettled								
2-Oct	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, low ceilings, fog.		**Remarks**	No flight due to weather.					
Geomag	unsettled								
3-Oct	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, low ceilings, fog.		**Remarks**	No flight due to weather.					
Geomag	unsettled								
4-Oct	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, fog, heavy rain in pm.		**Remarks**	No flight due to weather.					
Geomag	unsettled								
5-Oct	**Friday**		**4.2**	**8.0**		**634.0**			
	C-GSGF Flt 1	30	4.2	8.0		634.0			
	C-GSGF Flt 2								
Weather	Overcast, fog, rain.		**Remarks**	Full flight in afternoon.					
Geomag	unsettled								
6-Oct	**Saturday**		**8.6**	**19.0**		**1257.3**			
	C-GSGF Flt 1	31	4.2	8.0		630.9			
	C-GSGF Flt 2	32	4.4	11.0		626.4			
Weather	Sunny, bright skies. Rain in A6.		**Remarks**	Two full production flights.					
Geomag	unsettled								
7-Oct	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast and windy.		**Remarks**	No flight due to weather. Scott departs for Ottawa.					
Geomag	unsettled								
Comments	Another above average week of production.								

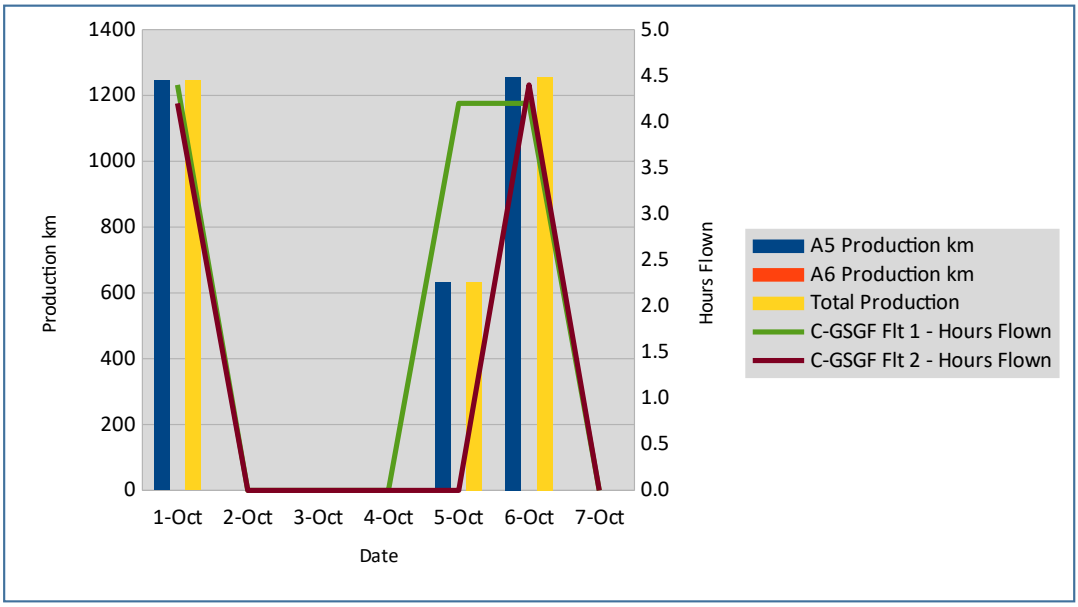
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	92
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	87
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot			ON SITE	7	46
Diana Kuiper	Geophysicist			ON SITE	7	46
Allan Ott	AME			ON SITE	7	36
Scott Hames	Technician		7-Oct-18	ON SITE	7	27
Darren McBeth	AME					12
John Burnham	AME					
Steven Hyde	Pilot					
Ania Smetny-Sowa	Geophysicist					

HSE Statistics	This Week	Project Totals
SGL Person Hours	315	3457.5
Inductions		10
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		
Lost Time Injuries (LTI)		
Safety Meetings		2
GSI PR Complaints		1

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)		922.8	**Total km Flown to Date**	12492.8	1885.0
Total Remaining (km)	13079.2	12797.0	**km Reflown This Week**		
Percent Complete (%)	48.9	12.8	**Flight Time This Week (h)**	8.3	
Prod km/Day This Week		131.8	**Prod km/Flt Hour This Week**	111.2	

WEEKLY PRODUCTION

Week 10		**Flight No.**	**Flight Time**	**No. of Lines Flown**	**No. Reflight Lines Flown**	**Production (km)**		**Reflown (km)**	
						A5	**A6**	**A5**	**A6**
TOTALS			**8.3**	**36.0**			**922.8**		
8-Oct	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale		**Remarks**	No flight due to weather. Allan, AME, departs and John, AME, arrives Kerry.					
Geomag	unsettled								
9-Oct	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Strong gale		**Remarks**	No flight due to weather.					
Geomag	unsettled								
10-Oct	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Strong gale		**Remarks**	No flight due to weather.					
Geomag	unsettled								
11-Oct	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Strong gale		**Remarks**	No flight due to weather.					
Geomag	unsettled								
12-Oct	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Storm Callum – violent winds		**Remarks**	No flight due to weather. Steven Hyde, pilot, arrives in Kerry.					
Geomag	unsettled								
13-Oct	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	heavy rain all day – flooding		**Remarks**	No flight due to weather. Safety meeting, all crew present.					
Geomag	unsettled								
14-Oct	**Sunday**		**8.3**	**36.0**			**922.8**		
	C-GSGF Flt 1	33	4.7	18.0			509.4		
	C-GSGF Flt 2	34	3.6	18.0			413.4		
Weather	Clear, sunny, calm – frost		**Remarks**	Two full production flights.					
Geomag	unsettled								
Comments	Strong winds hampered the project this week. A very productive day on Sunday.								

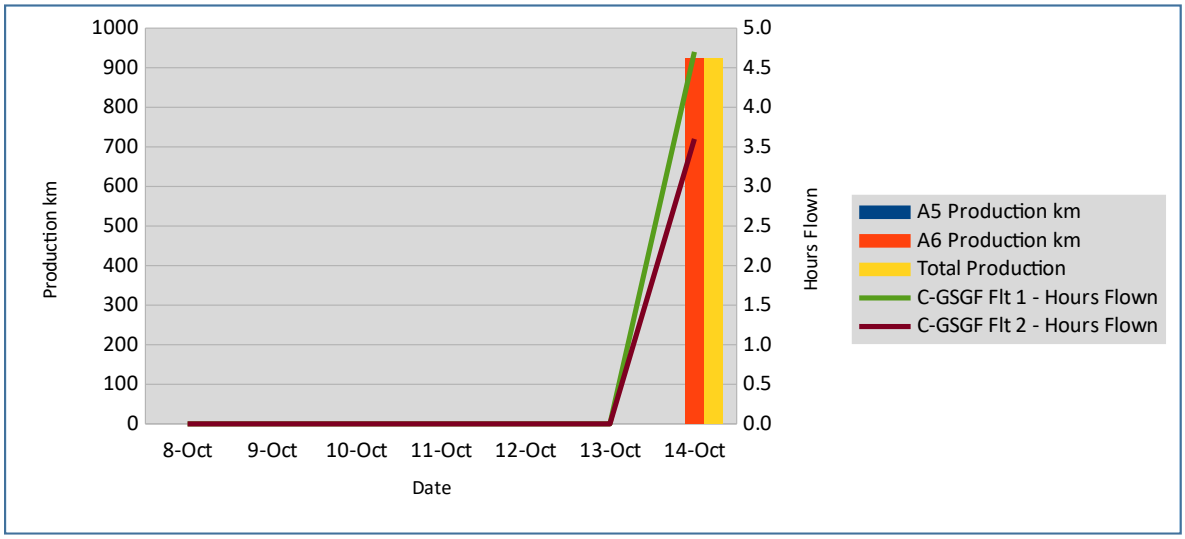
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	99
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	94
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot			ON SITE	7	53
Diana Kuiper	Geophysicist			ON SITE	7	53
Allan Ott	AME		8-Oct-18	ON SITE	1	37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME	8-Oct-18		ON SITE	7	7
Steven Hyde	Pilot	12-Oct-18		ON SITE	3	3
Ania Smetny-Sowa	Geophysicist					

HSE Statistics	This Week	Project Totals
SGL Person Hours	292.5	3750
Inductions	2	12
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		
Lost Time Injuries (LTI)		
Safety Meetings	1	3
GSI PR Complaints		1

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)	984.9	933.8	**Total km Flown to Date**	13477.7	2818.8
Total Remaining (km)	12094.3	11863.2	**km Reflown This Week**	77.4	
Percent Complete (%)	52.7	19.2	**Flight Time This Week (h)**	22.3	
Prod km/Day This Week	140.7	133.4	**Prod km/Flt Hour This Week**	86.0	

WEEKLY PRODUCTION

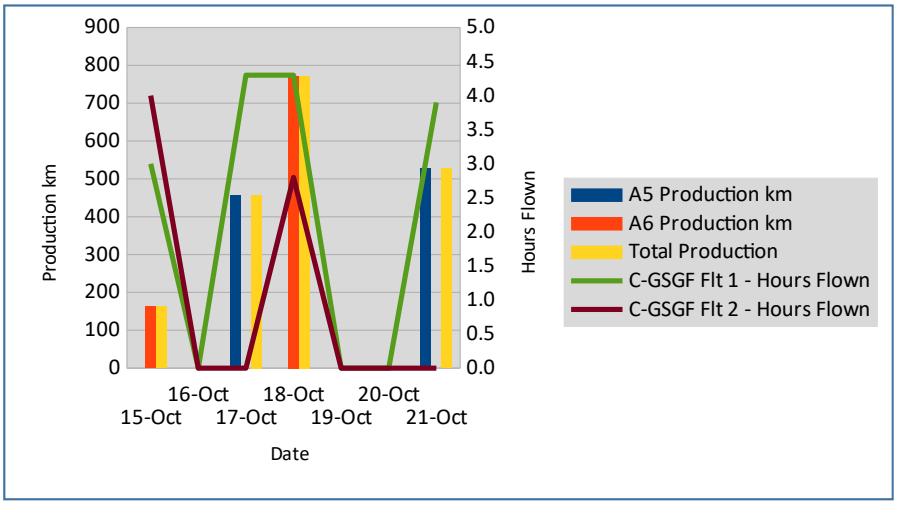
Week 11		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**22.3**	**72.0**	**1.0**	**984.9**	**933.8**	**77.4**	
15-Oct	**Monday**		**7.0**	**8.0**			**162.4**		
	C-GSGF Flt 1	35	3.0						
	C-GSGF Flt 2	36	4.0	8.0			162.4		
Weather	Clear, sunny, calm – frost		**Remarks**	Training flight in am. Magnetic compensation calibration, cosmic and heading tests completed in pm, with small amount of production.					
Geomag	unsettled								
16-Oct	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, rain, wind		**Remarks**	No flight due to weather.					
Geomag	quiet								
17-Oct	**Wednesday**		**4.3**	**13.0**	**1.0**	**457.1**		**77.4**	
	C-GSGF Flt 1	37	4.3	13.0	1.0	457.1		77.4	
	C-GSGF Flt 2								
Weather	Overcast, rain, mist		**Remarks**	Flight delayed due to weather. Full production flight completed.					
Geomag	micropulsations								
18-Oct	**Thursday**		**7.1**	**38.0**			**771.4**		
	C-GSGF Flt 1	38	4.3	24.0			487.2		
	C-GSGF Flt 2	39	2.8	14.0			284.2		
Weather	Overcast becomes clear – frost		**Remarks**	Two full production flights. First flight delayed due to heavy frost, second flight as long as daylight allowed.					
Geomag	micropulsations								
19-Oct	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Fog, mist, overcast.		**Remarks**	No flight due to weather.					
Geomag	quiet								
20-Oct	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Fog, mist, overcast.		**Remarks**	No flight due to weather. Ania, geophysicist, arrives in Kerry.					
Geomag	quiet								
21-Oct	**Sunday**		**3.9**	**13.0**		**527.8**			
	C-GSGF Flt 1	40	3.9	13.0		527.8			
	C-GSGF Flt 2								
Weather	Fog, mist, overcast, partly sunny.		**Remarks**	Flight delayed due to weather. Full production flight completed.					
Geomag	quiet								
Comments	An average week of production. Great production in A6 block, making excellent progress. Flying 4/7 days is very good for Ireland in October.								

Signed Alison McCleary Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	106
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	101
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot			ON SITE	7	60
Diana Kuiper	Geophysicist			ON SITE	7	60
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME			ON SITE	7	14
Steven Hyde	Pilot			ON SITE	7	10
Ania Smetny-Sowa	Geophysicist	20-Oct-18		ON SITE	2	2

HSE Statistics	This Week	Project Totals
SGL Person Hours	330	4080
Inductions	1	13
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		
Lost Time Injuries (LTI)		
Safety Meetings		3
GSI PR Complaints		1

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



SANDER GEOPHYSICS AIRBORNE GEOPHYSICAL SURVEY

260 Hunt Club Road, Ottawa, ON K1V 1C1 Canada Tel: +1 613-521-9626 Fax: +1 613-521-0215 www.sgl.com

SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)	1197.7	964.3	**Total km Flown to Date**	14675.4	3783.1
Total Remaining (km)	10896.6	10898.9	**km Reflown This Week**		
Percent Complete (%)	57.4	25.8	**Flight Time This Week (h)**	18.8	
Prod km/Day This Week	171.1	137.8	**Prod km/Flt Hour This Week**	115.0	

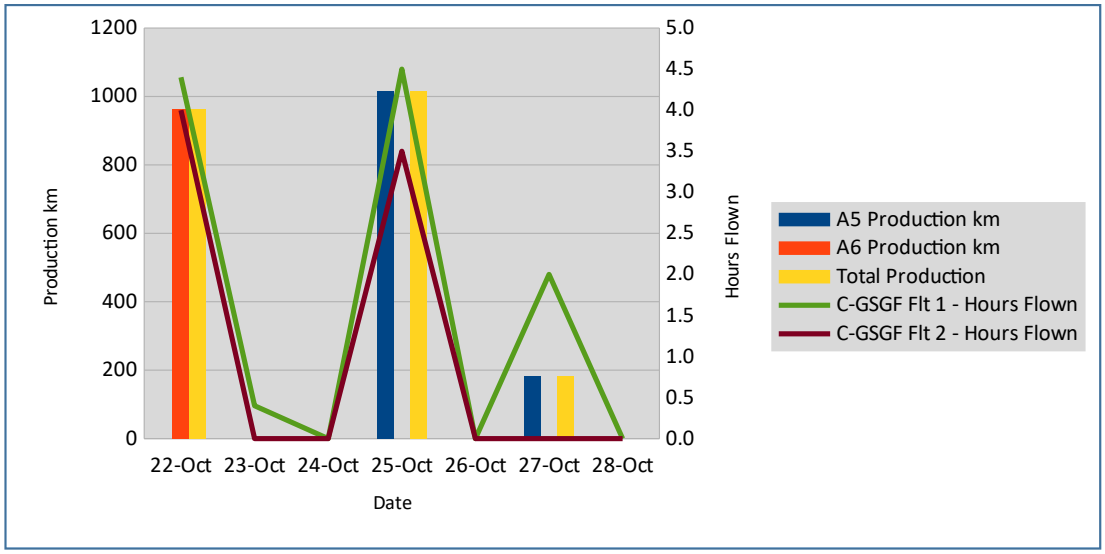
WEEKLY PRODUCTION

Week 12		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**18.8**	**68.5**		**1197.7**	**964.3**		
22-Oct	**Monday**		**8.4**	**39.0**			**964.3**		
	C-GSGF Flt 1	41	4.4	18.0			525.4		
	C-GSGF Flt 2	42	4.0	21.0			438.9		
Weather	Clear and calm, mostly sunny.		**Remarks**	Two full production flights.					
Geomag	quiet								
23-Oct	**Tuesday**		**0.4**						
	C-GSGF Flt 1	43	0.4						
	C-GSGF Flt 2								
Weather	Overcast, low cloud, hazy.		**Remarks**	Flight attempted but weather not good enough to get to either block.					
Geomag	quiet								
24-Oct	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, low cloud, hazy.		**Remarks**	No flight due to weather.					
Geomag	quiet								
25-Oct	**Thursday**		**8.0**	**25.0**		**1015.0**			
	C-GSGF Flt 1	44	4.5	15.0		609.0			
	C-GSGF Flt 2	45	3.5	10.0		406.0			
Weather	Overcast, partly cloudy.		**Remarks**	Two full production flights.					
Geomag	micropulsations								
26-Oct	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale – strong winds, hail, rain		**Remarks**	No flight due to weather. Steven Hyde returns to Canada.					
Geomag	micropulsations								
27-Oct	**Saturday**		**2.0**	**4.5**		**182.7**			
	C-GSGF Flt 1	46	2.0	4.5		182.7			
	C-GSGF Flt 2								
Weather	Overcast, heavy rain showers, windy		**Remarks**	Flight aborted due to weather.					
Geomag	micropulsations								
28-Oct	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Sunny and calm.		**Remarks**	Half the crew sick will stomach bug. Unfortunately no flying.					
Geomag	quiet								
Comments	Average week. Two very productive days. Good progress for the last week in October.								

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	113
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	108
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot			ON SITE	7	67
Diana Kuiper	Geophysicist		23-Oct-18	ON SITE	2	62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME			ON SITE	7	21
Steven Hyde	Pilot		26-Oct-18	ON SITE	5	15
Ania Smetny-Sowa	Geophysicist			ON SITE	7	9

HSE Statistics	This Week	Project Totals
SGL Person Hours	315	4395
Inductions		13
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		
Lost Time Injuries (LTI)		
Safety Meetings		3
GSI PR Complaints		1

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)	1360.1	493.4	**Total km Flown to Date**	16035.5	4276.5
Total Remaining (km)	9536.5	10405.5	**km Reflown This Week**	20.3	
Percent Complete (%)	62.7	29.1	**Flight Time This Week (h)**	15.1	
Prod km/Day This Week	194.3	70.5	**Prod km/Flt Hour This Week**	122.7	

WEEKLY PRODUCTION

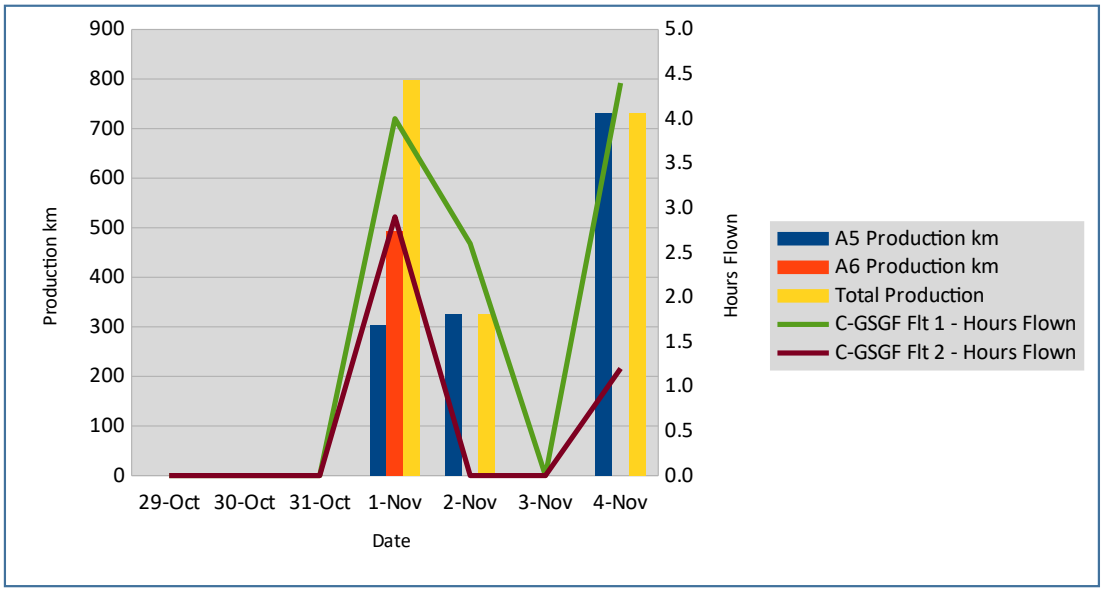
Week 13		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**15.1**	**51.5**	**0.5**	**1360.1**	**493.4**	**20.3**	
29-Oct	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Rain all day		**Remarks**	No flight due to weather.					
Geomag	quiet								
30-Oct	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy rain showers all day		**Remarks**	No flight due to weather.					
Geomag	quiet								
31-Oct	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Rain and overcast.		**Remarks**	No flight due to weather.					
Geomag	quiet								
1-Nov	**Thursday**		**6.9**	**25.5**	**0.5**	**304.5**	**493.4**	**20.3**	
	C-GSGF Flt 1	47	4.0	18.0			493.4		
	C-GSGF Flt 2	48	2.9	7.5	0.5	304.5		20.3	
Weather	Partly sunny, heavy rain – frost		**Remarks**	Two production flights utilizing all daylight hours.					
Geomag	unsettled								
2-Nov	**Friday**		**2.6**	**8.0**		**324.8**			
	C-GSGF Flt 1	49	2.6	8.0		324.8			
	C-GSGF Flt 2								
Weather	Sunny and calm in am, gale		**Remarks**	Flight aborted due to weather. Hurricane Oscar passes between Ireland and Iceland today and Saturday, strong winds, heavy rain.					
Geomag	quiet								
3-Nov	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale		**Remarks**	No flight due to weather.					
Geomag	micropulsations								
4-Nov	**Sunday**		**5.6**	**18.0**		**730.8**			
	C-GSGF Flt 1	50	4.4	16.0		649.6			
	C-GSGF Flt 2	51	1.2	2.0		81.2			
Weather	Windy, partly sunny, rain showers.		**Remarks**	Full production flight, second flight aborted due to weather.					
Geomag	micropulsations								
Comments	Another average week. Flight on Sunday was our most production single flight in 2018.								

Signed Alison McCleary Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	120
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	115
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot			ON SITE	7	74
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME			ON SITE	7	28
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist			ON SITE	7	16

HSE Statistics	This Week	Project Totals
SGL Person Hours	262.5	4657.5
Inductions		13
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		
Lost Time Injuries (LTI)		
Safety Meetings		3
GSI PR Complaints		1

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)	649.6		**Total km Flown to Date**	16685.1	4276.5
Total Remaining (km)	8886.9	10405.5	**km Reflown This Week**		
Percent Complete (%)	65.2	29.1	**Flight Time This Week (h)**	4.8	
Prod km/Day This Week	92.8		**Prod km/Flt Hour This Week**	135.3	

WEEKLY PRODUCTION

Week 14		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**4.8**	**16.0**		**649.6**			
5-Nov	**Monday**		**0.4**						
	C-GSGF Flt 1	52	0.4						
	C-GSGF Flt 2								
Weather	Overcast, low cloud in blocks.		**Remarks**	Flight aborted due to weather.					
Geomag	unsettled								
6-Nov	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale		**Remarks**	No flight due to weather.					
Geomag	unsettled								
7-Nov	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy rain and strong winds.		**Remarks**	No flight due to weather.					
Geomag	unsettled								
8-Nov	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy rain and strong winds.		**Remarks**	No flight due to weather.					
Geomag	unsettled								
9-Nov	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale		**Remarks**	No flight due to weather.					
Geomag	unsettled								
10-Nov	**Saturday**		**4.4**	**16.0**		**649.6**			
	C-GSGF Flt 1	53	4.4	16.0		649.6			
	C-GSGF Flt 2								
Weather	Partly sunny with showers.		**Remarks**	Full production flight.					
Geomag	active								
11-Nov	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, heavy rain, windy.		**Remarks**	No flight due to weather.					
Geomag	unsettled								
Comments	A quieter than normal week, with lots of autumn weather.								

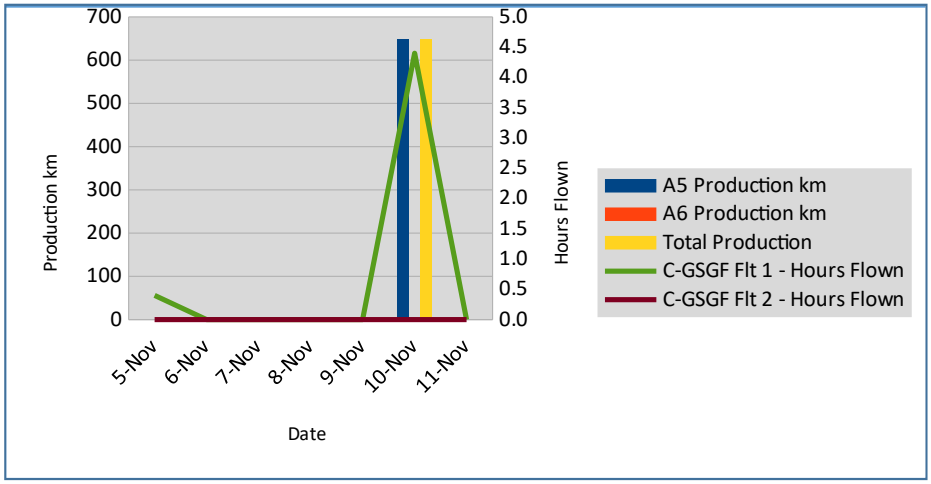
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	127
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	122
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot			ON SITE	7	81
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME			ON SITE	7	35
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist			ON SITE	7	23

HSE Statistics	This Week	Project Totals
SGL Person Hours	262.5	4920
Inductions		13
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		
Lost Time Injuries (LTI)		
Safety Meetings		3
GSI PR Complaints		1

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)	1015.0		**Total km Flown to Date**	17700.1	4276.5
Total Remaining (km)	7871.9	10405.5	**km Reflown This Week**		
Percent Complete (%)	69.2	29.1	**Flight Time This Week (h)**	7.2	
Prod km/Day This Week	145.0		**Prod km/Flt Hour This Week**	141.0	

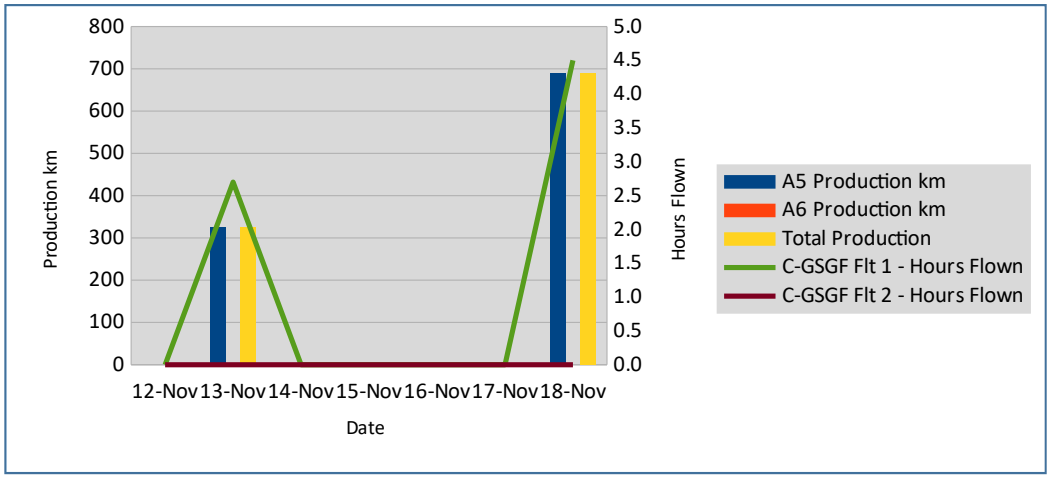
WEEKLY PRODUCTION

Week 15		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**7.2**	**25.0**		**1015.0**			
12-Nov	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy rain showers all day.		**Remarks**	No flight due to weather.					
Geomag	unsettled								
13-Nov	**Tuesday**		**2.7**	**8.0**		**324.8**			
	C-GSGF Flt 1	54	2.7	8.0		324.8			
	C-GSGF Flt 2								
Weather	Overcast, heavy rain in afternoon		**Remarks**	Production flight aborted due to weather.					
Geomag	micropulsations								
14-Nov	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy rain all day.		**Remarks**	No flight due to weather. Safety meeting, all crew present.					
Geomag	quiet								
15-Nov	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Rain continues most of the day.		**Remarks**	No flight due to weather.					
Geomag	quiet								
16-Nov	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, low cloud cover.		**Remarks**	No flight due to weather.					
Geomag	quiet								
17-Nov	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, low cloud cover.		**Remarks**	No flight due to weather.					
Geomag	quiet								
18-Nov	**Sunday**		**4.5**	**17.0**		**690.2**			
	C-GSGF Flt 1	55	4.5	17.0		690.2			
	C-GSGF Flt 2								
Weather	Overcast becomes partly cloudy. Windy day.		**Remarks**	Full production flight completed after winds calm, a bit.					
Geomag	quiet								
Comments	A quiet week that ended off strong.								

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	134
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	129
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot			ON SITE	7	88
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME			ON SITE	7	42
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist			ON SITE	7	30

HSE Statistics	This Week	Project Totals
SGL Person Hours	262.5	5182.5
Inductions		13
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		
Lost Time Injuries (LTI)		
Safety Meetings	1	4
GSI PR Complaints		1

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)	1624.0		**Total km Flown to Date**	19324.1	4276.5
Total Remaining (km)	6247.9	10405.5	**km Reflown This Week**		
Percent Complete (%)	75.6	29.1	**Flight Time This Week (h)**	15.6	
Prod km/Day This Week	232.0		**Prod km/Flt Hour This Week**	104.1	

WEEKLY PRODUCTION

Week 16		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**15.6**	**40.0**		**1624.0**			
19-Nov	**Monday**		**4.4**	**16.0**		**649.6**			
	C-GSGF Flt 1	56	4.4	16.0		649.6			
	C-GSGF Flt 2								
Weather	Clear and windy, overcast in pm		**Remarks**	Full production flight. Second flight cancelled due to weather.					
Geomag	micropulsations								
20-Nov	**Tuesday**		**3.8**	**14.0**		**568.4**			
	C-GSGF Flt 1	57	3.8	14.0		568.4			
	C-GSGF Flt 2								
Weather	Overcast w/sunny periods – frost		**Remarks**	Full production flight, aborted due to weather. Take off delayed due to frost.					
Geomag	quiet								
21-Nov	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast and misty.		**Remarks**	No flight due to weather.					
Geomag	quiet								
22-Nov	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast with low clouds.		**Remarks**	No flight due to weather.					
Geomag	quiet								
23-Nov	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast with low clouds.		**Remarks**	No flight due to weather.					
Geomag	quiet								
24-Nov	**Saturday**		**3.2**	**10.0**		**406.0**			
	C-GSGF Flt 1	58	3.2	10.0		406.0			
	C-GSGF Flt 2								
Weather	Overcast and hazy.		**Remarks**	Flight delayed due to poor visibility. Full production flight with limited daylight hours.					
Geomag	unsettled								
25-Nov	**Sunday**		**4.2**						
	C-GSGF Flt 1	59	3.0						
	C-GSGF Flt 2	60	1.2						
Weather	Clear and hazy, windy – frost		**Remarks**	Donegal Bay test completed. Bundoran test attempted but too windy.					
Geomag	unsettled								
Comments	An average week, flying 4 days in a the week is an achievement in November.								

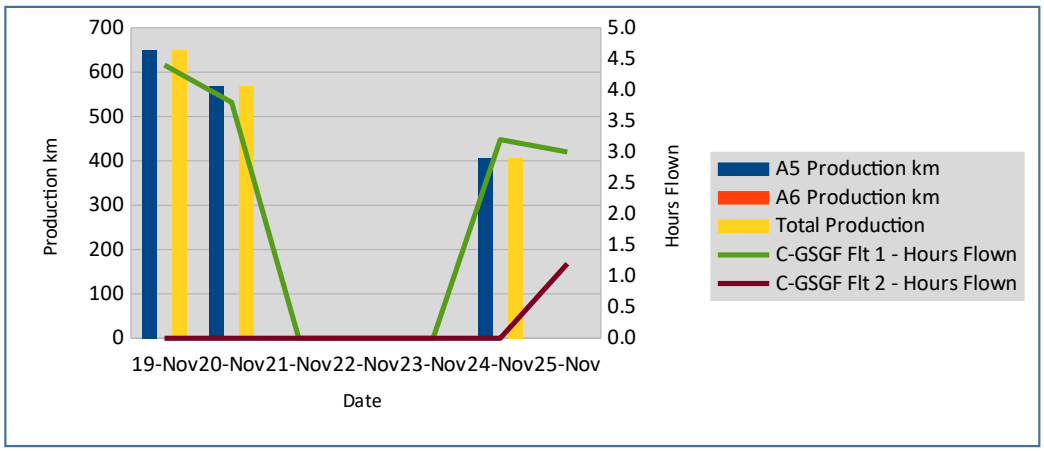
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	141
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	136
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot			ON SITE	7	95
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME			ON SITE	7	49
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist			ON SITE	7	37
Jean Deschenes	Pilot					

HSE Statistics	This Week	Project Totals
SGL Person Hours	262.5	5445
Inductions		13
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		
Lost Time Injuries (LTI)		
Safety Meetings		4
GSI PR Complaints		1

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



SANDER GEOPHYSICS AIRBORNE GEOPHYSICAL SURVEY

260 Hunt Club Road, Ottawa, ON K1V 1C1 Canada Tel: +1 613-521-9626 Fax: +1 613-521-0215 www.sgl.com

SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)	609.0		**Total km Flown to Date**	19933.1	4276.5
Total Remaining (km)	5638.9	10405.5	**km Reflown This Week**		
Percent Complete (%)	77.9	29.1	**Flight Time This Week (h)**	4.5	
Prod km/Day This Week	87.0		**Prod km/Flt Hour This Week**	135.3	

WEEKLY PRODUCTION

Week 17		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**4.5**	**15.0**		**609.0**			
26-Nov	**Monday**		**4.5**	**15.0**		**609.0**			
	C-GSGF Flt 1	61	4.5	15.0		609.0			
	C-GSGF Flt 2								
Weather	Overcast.		**Remarks**	Full production flight. Jean, pilot, arrives in Kerry for flight training.					
Geomag	micropulsations								
27-Nov	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy rain, gale.		**Remarks**	Pilot rest day.					
Geomag									
28-Nov	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Storm Diana – wind and rain		**Remarks**	No flight due to weather.					
Geomag	quiet								
29-Nov	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy rain showers all day		**Remarks**	No flight due to weather.					
Geomag	quiet								
30-Nov	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast and windy		**Remarks**	No flight due to weather and ill pilot.					
Geomag	quiet								
1-Dec	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, low cloud cover, windy		**Remarks**	No flight due to weather.					
Geomag	quiet								
2-Dec	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, rain, windy		**Remarks**	No flight due to weather.					
Geomag	quiet								
Comments	A poor weather week.								

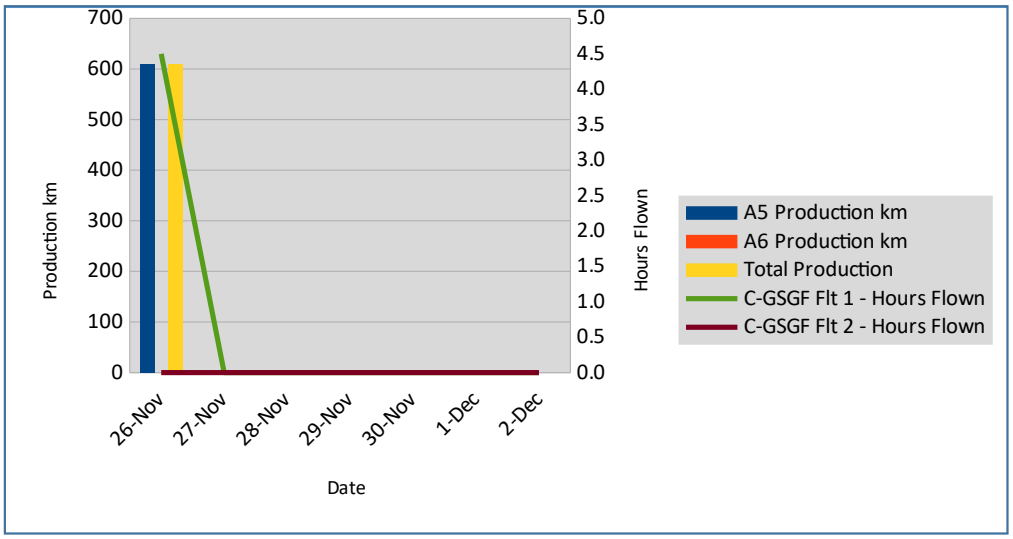
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	148
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	143
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot			ON SITE	7	102
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME			ON SITE	7	56
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist			ON SITE	7	44
Jean Deschenes	Pilot	26-Nov-18		ON SITE	7	7

HSE Statistics	This Week	Project Totals
SGL Person Hours	315	5760
Inductions	1	14
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		
Lost Time Injuries (LTI)		
Safety Meetings		4
GSI PR Complaints	1	2

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)	527.8		**Total km Flown to Date**	20460.9	4276.5
Total Remaining (km)	5111.1	10405.5	**km Reflown This Week**	34.6	
Percent Complete (%)	80.0	29.1	**Flight Time This Week (h)**	6.5	
Prod km/Day This Week	75.4		**Prod km/Flt Hour This Week**	81.2	

WEEKLY PRODUCTION

Week 18		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**6.5**	**13.0**	**0.9**	**527.8**		**34.6**	
3-Dec	**Monday**		**4.0**	**6.0**		**243.6**			
	C-GSGF Flt 1	62	2.5	6.0		243.6			
	C-GSGF Flt 2	63	1.5						
Weather	Partly sunny.		**Remarks**	Flight training completed.					
Geomag	quiet								
4-Dec	**Tuesday**		**2.5**	**7.0**	**0.9**	**284.2**		**34.6**	
	C-GSGF Flt 1	64	2.5	7.0	0.9	284.2		34.6	
	C-GSGF Flt 2								
Weather	Overcast, heavy rain.		**Remarks**	Production flight aborted due to weather.					
Geomag	quiet								
5-Dec	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Fog, mist, overcast.		**Remarks**	No flight due to weather.					
Geomag	quiet								
6-Dec	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Windy, overcast.		**Remarks**	No flight due to weather.					
Geomag	quiet								
7-Dec	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale, w/hail, thunder, strong wind		**Remarks**	No flight due to weather. Andre arrives in Kerry.					
Geomag	quiet								
8-Dec	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale continues		**Remarks**	No flight due to weather.					
Geomag	quiet								
9-Dec	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Strong winds, partly cloudy.		**Remarks**	No flight due to weather.					
Geomag	quiet								
Comments	Weather slowed production down considerably.								

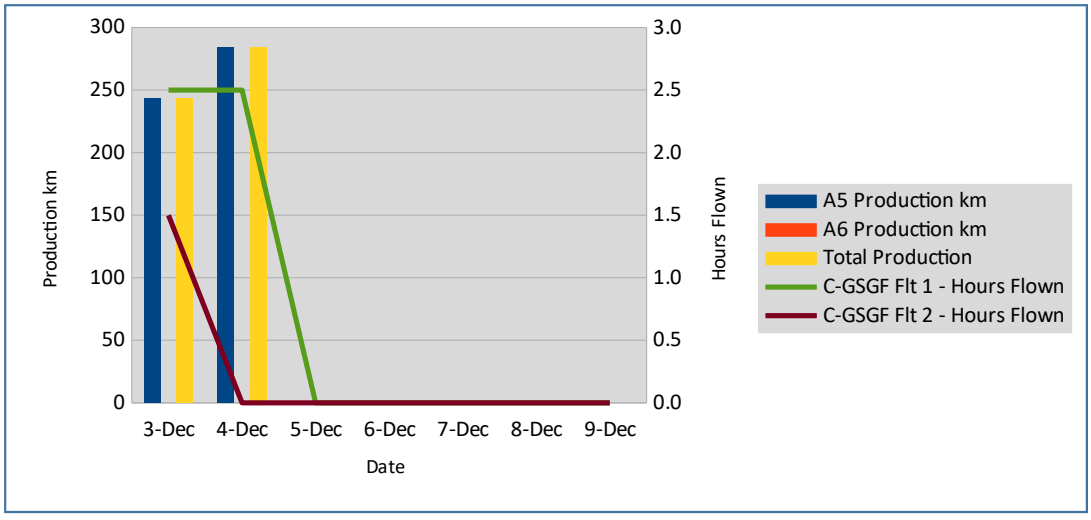
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	155
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	150
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot		3-Dec-18	ON SITE	1	103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME			ON SITE	7	63
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist			ON SITE	7	51
Jean Deschenes	Pilot		8-Dec-18	ON SITE	6	13
Andre Lafontaine	Pilot	7-Dec-18		ON SITE	3	3

HSE Statistics	This Week	Project Totals
SGL Person Hours	285	6045
Inductions		14
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)	1	1
Lost Time Injuries (LTI)		
Safety Meetings		4
GSI PR Complaints		2

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)	245.7		**Total km Flown to Date**	20706.6	4276.5
Total Remaining (km)	4865.4	10405.5	**km Reflown This Week**	12.3	
Percent Complete (%)	81.0	29.1	**Flight Time This Week (h)**	3.4	
Prod km/Day This Week	35.1		**Prod km/Flt Hour This Week**	72.3	

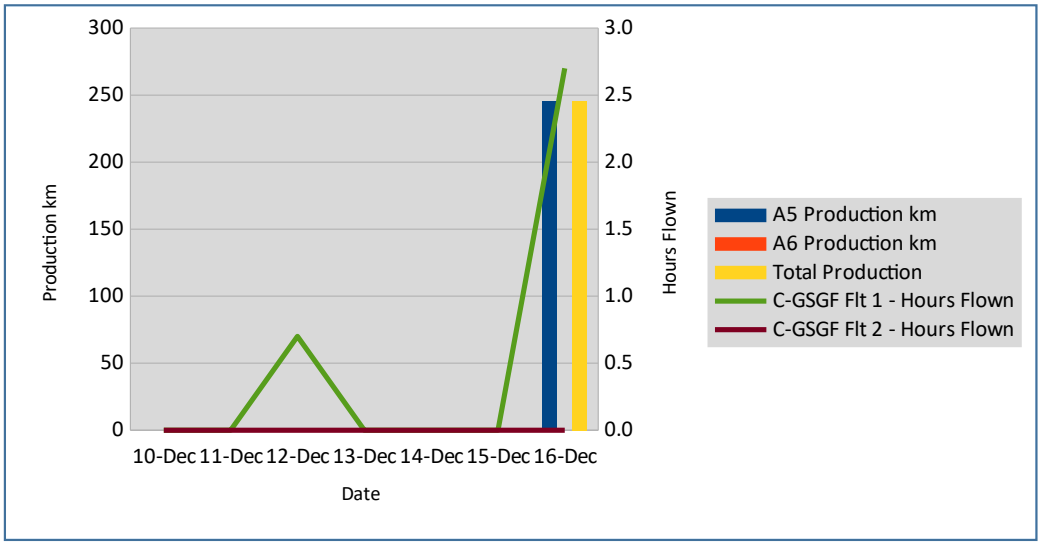
WEEKLY PRODUCTION

Week 19		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**3.4**	**5.0**	**0.3**	**245.7**		**12.3**	
10-Dec	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast		**Remarks**	Flight attempted but aborted prior to takeoff. Poor visibility.					
Geomag	quiet								
11-Dec	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, heavy rain showers		**Remarks**	No flight due to weather.					
Geomag	quiet								
12-Dec	**Wednesday**		**0.7**						
	C-GSGF Flt 1	65	0.7						
	C-GSGF Flt 2								
Weather	Strong gale with wind and rain		**Remarks**	No flight due to weather.					
Geomag	quiet								
13-Dec	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale continues, overcast		**Remarks**	No flight due to weather.					
Geomag	quiet								
14-Dec	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, fog, strong winds		**Remarks**	No flight due to weather, poor visibility.					
Geomag	quiet								
15-Dec	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Storm Deidre, violet wind, heavy rain with flooding.		**Remarks**	No flight due to weather.					
Geomag	quiet								
16-Dec	**Sunday**		**2.7**	**5.0**	**0.3**	**245.7**		**12.3**	
	C-GSGF Flt 1	66	2.7	5.0	0.3	245.7		12.3	
	C-GSGF Flt 2								
Weather	Rain showers, partly cloudy.		**Remarks**	Flight aborted due to weather.					
Geomag	quiet								
Comments	Our slowest week due to weather.								

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	162
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	157
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME			ON SITE	7	70
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist			ON SITE	7	58
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot			ON SITE	7	10

HSE Statistics	This Week	Project Totals
SGL Person Hours	262.5	6307.5
Inductions		14
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		4
GSI PR Complaints		2

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)			**Total km Flown to Date**	20706.6	4276.5
Total Remaining (km)	4865.4	10405.5	**km Reflown This Week**		
Percent Complete (%)	81.0	29.1	**Flight Time This Week (h)**	1.1	
Prod km/Day This Week			**Prod km/Flt Hour This Week**		

WEEKLY PRODUCTION

Week 20		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**1.1**						
17-Dec	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale		**Remarks**	No flight due to weather					
Geomag	quiet								
18-Dec	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy rain, overcast, strong wind		**Remarks**	No flight due to weather					
Geomag	quiet								
19-Dec	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy rain and overcast		**Remarks**	No flight due to weather					
Geomag	quiet								
20-Dec	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast with rain showers		**Remarks**	No production flight due to weather. Considered Bundoran and Donegal tests, with ferry to Sligo but not possible due to weather.					
Geomag	quiet								
21-Dec	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast with rain showers		**Remarks**	Ferry to Sligo not possible due to weather. John and Ania go home for Christmas..					
Geomag	quiet								
22-Dec	**Saturday**		**1.1**						
	C-GSGF Flt 1	67	1.1						
	C-GSGF Flt 2								
Weather	Overcast, partly sunny		**Remarks**	Aircraft ferried to Sligo for maintenance. Survey flying will recommence beginning of February.					
Geomag	quiet								
23-Dec	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy fog and rain		**Remarks**	Andre goes home for Christmas.					
Geomag	quiet								
Comments	No production this week. The aircraft has been moved to Sligo for Christmas and will remain there for maintenance in January. Survey will recommence upon completion of maintenance in the beginning of February.								

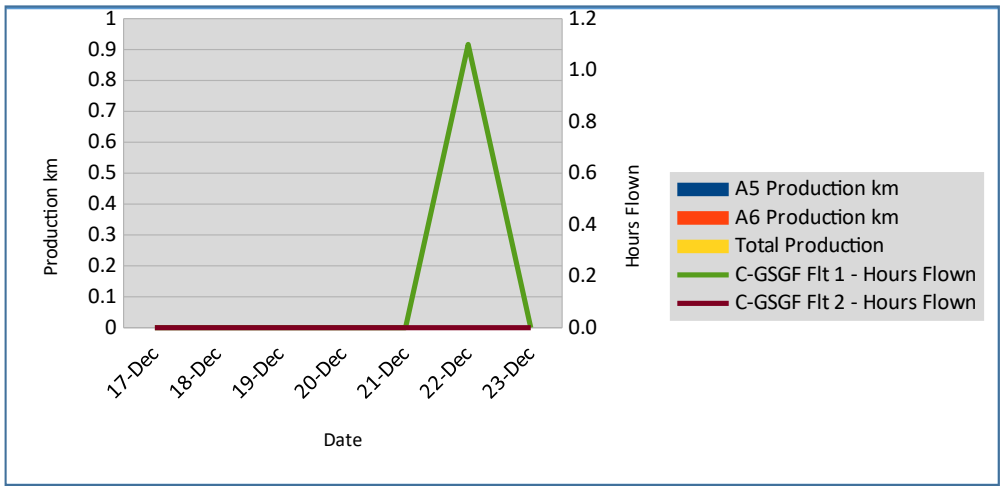
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	169
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	164
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME		21-Dec-18	ON SITE	5	75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist		21-Dec-18	ON SITE	5	63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot		23-Dec-18	ON SITE	7	17

HSE Statistics	This Week	Project Totals
SGL Person Hours	232.5	6540
Inductions		14
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		4
GSI PR Complaints		2

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)			**Total km Flown to Date**	20706.6	4276.5
Total Remaining (km)	4865.4	10405.5	**km Reflown This Week**		
Percent Complete (%)	81.0	29.1	**Flight Time This Week (h)**		
Prod km/Day This Week			**Prod km/Flt Hour This Week**		

WEEKLY PRODUCTION									
Week 21		**Flight No.**	**Flight Time**	**No. of Lines Flown**	**No. Reflight Lines Flown**	**Production (km)**		**Reflown (km)**	
						A5	**A6**	**A5**	**A6**
TOTALS									
24-Dec	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	Christmas Break					
Geomag									
25-Dec	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	Christmas Break					
Geomag									
26-Dec	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	Christmas Break					
Geomag									
27-Dec	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	Christmas Break					
Geomag									
28-Dec	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	Christmas Break					
Geomag									
29-Dec	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	Christmas Break					
Geomag									
30-Dec	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	Christmas Break					
Geomag									
Comments	Christmas Break								

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE		176
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE		171
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					
George Sakgaev	Pilot					
Dwayne Bailey	AME					
Keith Wells	Geophysicist					

HSE Statistics	This Week	Project Totals
SGL Person Hours		6540
Inductions		14
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		4
GSI PR Complaints		2

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN

SANDER GEOPHYSICS AIRBORNE GEOPHYSICAL SURVEY

260 Hunt Club Road, Ottawa, ON K1V 1C1 Canada Tel: +1 613-521-9626 Fax: +1 613-521-0215 www.sgl.com

SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)			**Total km Flown to Date**	20706.6	4276.5
Total Remaining (km)	4865.4	10405.5	**km Reflown This Week**		
Percent Complete (%)	81.0	29.1	**Flight Time This Week (h)**		
Prod km/Day This Week			**Prod km/Flt Hour This Week**		

WEEKLY PRODUCTION									
Week 22		**Flight No.**	**Flight Time**	**No. of Lines Flown**	**No. Reflight Lines Flown**	**Production (km)**		**Reflown (km)**	
						A5	**A6**	**A5**	**A6**
TOTALS									
31-Dec	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	Christmas Break					
Geomag									
1-Jan	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	Christmas Break					
Geomag									
2-Jan	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	Gerry arrives in Sligo					
Geomag									
3-Jan	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	Maintenance on SGF commences. Mike, Nathan and Emmett arrive in Sligo.					
Geomag									
4-Jan	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
5-Jan	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
6-Jan	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
Comments	Maintenance on SGF commences								

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE		183
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE		178
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					
George Sakgaev	Pilot					
Dwayne Bailey	AME					
Keith Wells	Geophysicist					

HSE Statistics	This Week	Project Totals
SGL Person Hours		6540
Inductions		14
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		4
GSI PR Complaints		2

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN

SANDER GEOPHYSICS AIRBORNE GEOPHYSICAL SURVEY

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SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)			**Total km Flown to Date**	20706.6	4276.5
Total Remaining (km)	4865.4	10405.5	**km Reflown This Week**		
Percent Complete (%)	81.0	29.1	**Flight Time This Week (h)**		
Prod km/Day This Week			**Prod km/Flt Hour This Week**		

WEEKLY PRODUCTION									
Week 23		**Flight No.**	**Flight Time**	**No. of Lines Flown**	**No. Reflight Lines Flown**	**Production (km)**		**Reflown (km)**	
						A5	**A6**	**A5**	**A6**
TOTALS									
7-Jan	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
8-Jan	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
9-Jan	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
10-Jan	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
11-Jan	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
12-Jan	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
13-Jan	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
Comments	Maintenance on SGF continues								

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE		190
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE		185
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					
George Sakgaev	Pilot					
Dwayne Bailey	AME					
Keith Wells	Geophysicist					

HSE Statistics	This Week	Project Totals
SGL Person Hours		6540
Inductions		14
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		4
GSI PR Complaints		2

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN

SANDER GEOPHYSICS AIRBORNE GEOPHYSICAL SURVEY

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SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)			**Total km Flown to Date**	20706.6	4276.5
Total Remaining (km)	4865.4	10405.5	**km Reflown This Week**		
Percent Complete (%)	81.0	29.1	**Flight Time This Week (h)**		
Prod km/Day This Week			**Prod km/Flt Hour This Week**		

WEEKLY PRODUCTION									
Week 24		**Flight No.**	**Flight Time**	**No. of Lines Flown**	**No. Reflight Lines Flown**	**Production (km)**		**Reflown (km)**	
						A5	**A6**	**A5**	**A6**
TOTALS									
14-Jan	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
15-Jan	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
16-Jan	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
17-Jan	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
18-Jan	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
19-Jan	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
20-Jan	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
Comments	Maintenance on SGF continues								

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE		197
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE		192
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					
George Sakgaev	Pilot					
Dwayne Bailey	AME					
Keith Wells	Geophysicist					

HSE Statistics	This Week	Project Totals
SGL Person Hours		6540
Inductions		14
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		4
GSI PR Complaints		2

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN

SANDER GEOPHYSICS AIRBORNE GEOPHYSICAL SURVEY

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SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)			**Total km Flown to Date**	20706.6	4276.5
Total Remaining (km)	4865.4	10405.5	**km Reflown This Week**		
Percent Complete (%)	81.0	29.1	**Flight Time This Week (h)**		
Prod km/Day This Week			**Prod km/Flt Hour This Week**		

WEEKLY PRODUCTION									
Week 25		**Flight No.**	**Flight Time**	**No. of Lines Flown**	**No. Reflight Lines Flown**	**Production (km)**		**Reflown (km)**	
						A5	**A6**	**A5**	**A6**
TOTALS									
21-Jan	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
22-Jan	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues. Emmett departs Sligo.					
Geomag									
23-Jan	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
24-Jan	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
25-Jan	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues. Nathan departs Sligo.					
Geomag									
26-Jan	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
27-Jan	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
Comments	Maintenance on SGF continues								

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE		204
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE		199
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					
George Sakgaev	Pilot					
Dwayne Bailey	AME					
Keith Wells	Geophysicist					

HSE Statistics	This Week	Project Totals
SGL Person Hours		6540
Inductions		14
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		4
GSI PR Complaints		2

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN

SANDER GEOPHYSICS AIRBORNE GEOPHYSICAL SURVEY

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SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)			**Total km Flown to Date**	20706.6	4276.5
Total Remaining (km)	4865.4	10405.5	**km Reflown This Week**		
Percent Complete (%)	81.0	29.1	**Flight Time This Week (h)**		
Prod km/Day This Week			**Prod km/Flt Hour This Week**		

WEEKLY PRODUCTION									
Week 26		**Flight No.**	**Flight Time**	**No. of Lines Flown**	**No. Reflight Lines Flown**	**Production (km)**		**Reflown (km)**	
						A5	**A6**	**A5**	**A6**
TOTALS									
28-Jan	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
29-Jan	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
30-Jan	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
31-Jan	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
1-Feb	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues. Mike departs Sligo.					
Geomag									
2-Feb	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
3-Feb	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
Comments	Maintenance on SGF continues								

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE		211
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE		206
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					
George Sakgaev	Pilot					
Dwayne Bailey	AME					
Keith Wells	Geophysicist					

HSE Statistics	This Week	Project Totals
SGL Person Hours		6540
Inductions		14
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		4
GSI PR Complaints		2

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN

SANDER GEOPHYSICS AIRBORNE GEOPHYSICAL SURVEY

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SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

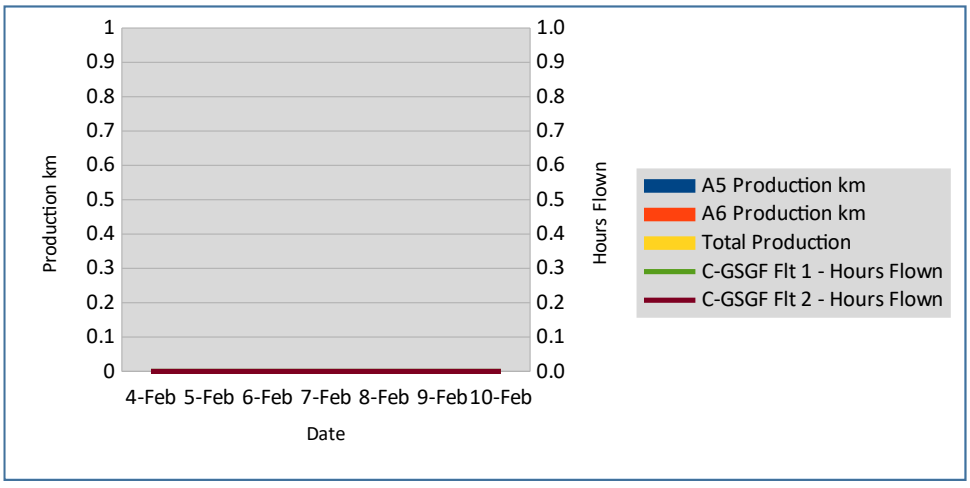
SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)			**Total km Flown to Date**	20706.6	4276.5
Total Remaining (km)	4865.4	10405.5	**km Reflown This Week**		
Percent Complete (%)	81.0	29.1	**Flight Time This Week (h)**		
Prod km/Day This Week			**Prod km/Flt Hour This Week**		

WEEKLY PRODUCTION									
Week 27		**Flight No.**	**Flight Time**	**No. of Lines Flown**	**No. Reflight Lines Flown**	**Production (km)**		**Reflown (km)**	
						A5	**A6**	**A5**	**A6**
TOTALS									
4-Feb	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues					
Geomag									
5-Feb	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	SGF maintenance continues. Scott arrives in Sligo.					
Geomag									
6-Feb	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale		**Remarks**	Weather prohibits pod installation. Alison and Steve drive to Sligo.					
Geomag									
7-Feb	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Calmer but storm continues		**Remarks**	Pod installation completed.					
Geomag									
8-Feb	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Storm Erik – violent winds		**Remarks**	FEM system started up and ground data recorded.					
Geomag									
9-Feb	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale		**Remarks**	Alison returns to Kerry. George arrives in Sligo.					
Geomag									
10-Feb	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale		**Remarks**	Flight test planned but cancelled due to due to weather.					
Geomag									
Comments	Crew begins to arrive in Sligo for FEM system startup and test flights.								

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	218
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	213
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician	5-Feb-19		ON SITE	6	6
George Sakgaev	Pilot	9-Feb-19		ON SITE	2	2
Dwayne Bailey	AME					
Keith Wells	Geophysicist					

HSE Statistics	This Week	Project Totals
SGL Person Hours	165	6705
Inductions	1	15
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		4
GSI PR Complaints		2

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



SANDER GEOPHYSICS AIRBORNE GEOPHYSICAL SURVEY

260 Hunt Club Road, Ottawa, ON K1V 1C1 Canada Tel: +1 613-521-9626 Fax: +1 613-521-0215 www.sgl.com

SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)			**Total km Flown to Date**	20706.6	4276.5
Total Remaining (km)	4865.4	10405.5	**km Reflown This Week**		
Percent Complete (%)	81.0	29.1	**Flight Time This Week (h)**	3.3	
Prod km/Day This Week			**Prod km/Flt Hour This Week**		

WEEKLY PRODUCTION

Week 28		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**3.3**						
11-Feb	**Monday**		**1.7**						
	C-GSGF Flt 1	68	1.7						
	C-GSGF Flt 2								
Weather	Clear and calm		**Remarks**	Bundoran test flight completed. Data approved by head office.					
Geomag	quiet								
12-Feb	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale		**Remarks**	Ferry to Kerry planned but cancelled due to weather. Further FEM ground calibrations completed.					
Geomag	quiet								
13-Feb	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale		**Remarks**	Ferry to Kerry planned but cancelled due to weather. Scott drives to Sligo.					
Geomag	quiet								
14-Feb	**Thursday**		**1.6**						
	C-GSGF Flt 1	69	1.6						
	C-GSGF Flt 2								
Weather	Overcast and windy		**Remarks**	Ferry from Sligo to Kerry completed. Geo systems powered up and further FEM ground calibrations completed.					
Geomag	quiet								
15-Feb	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale		**Remarks**	First production flight of 2019 planned but cancelled due to weather. Scott returns to Canada.					
Geomag	quiet								
16-Feb	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale and rain		**Remarks**	First production flight of 2019 planned but cancelled due to weather. Keith, geophysicist, arrives in Kerry.					
Geomag	quiet								
17-Feb	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale and heavy rain showers		**Remarks**	First production flight of 2019 planned but cancelled due to weather. Safety meeting, all crew present.					
Geomag	quiet								
Comments	Full crew now in Kerry. Bundoran test flight completed. Aircraft maintenance signed off and SGF returns to Kerry airport. Plane ready for first survey flight of 2019. Weather including strong winds and rain prohibit start of production.								

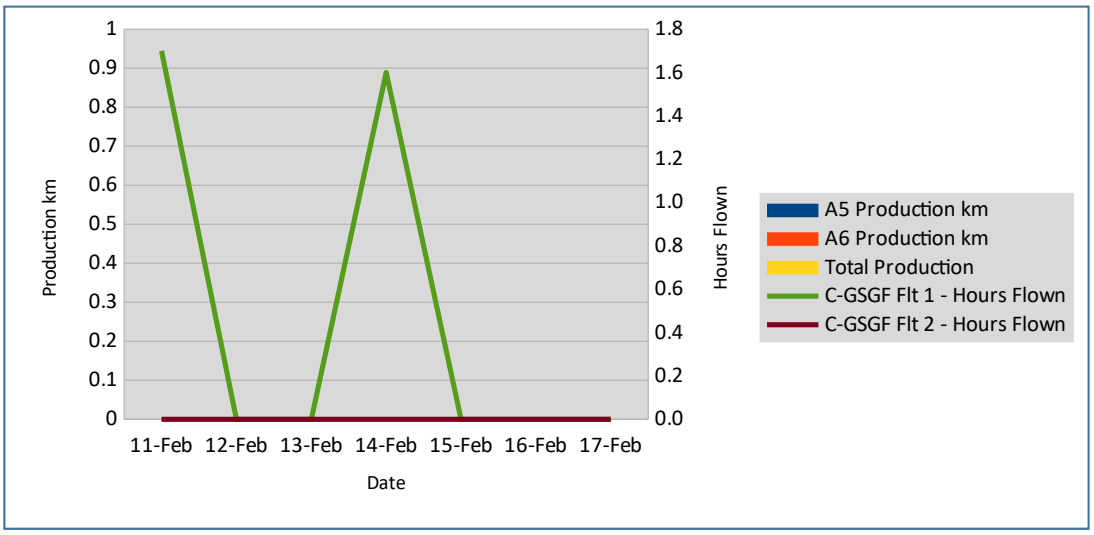
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	225
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	220
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician		15-Feb-19	ON SITE	5	11
George Sakgaev	Pilot			ON SITE	7	9
Dwayne Bailey	AME	12-Feb-19		ON SITE	6	6
Keith Wells	Geophysicist	16-Feb-19		ON SITE	2	2

HSE Statistics	This Week	Project Totals
SGL Person Hours	255	6960
Inductions	2	17
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings	1	5
GSI PR Complaints		2

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)	326.9		**Total km Flown to Date**	21033.5	4276.5
Total Remaining (km)	4538.5	10405.5	**km Reflown This Week**	50.7	
Percent Complete (%)	82.3	29.1	**Flight Time This Week (h)**	3.5	
Prod km/Day This Week	46.7		**Prod km/Flt Hour This Week**	93.4	

WEEKLY PRODUCTION

Week 29		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**3.5**	**7.0**	**1.4**	**326.9**		**50.7**	
18-Feb	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale		**Remarks**	First production flight of 2019 planned but cancelled due to weather.					
Geomag	quiet								
19-Feb	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale, heavy rain all day		**Remarks**	First production flight of 2019 planned but cancelled due to weather.					
Geomag	quiet								
20-Feb	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale, rain showers and mist		**Remarks**	First production flight of 2019 planned but cancelled due to weather.					
Geomag	quiet								
21-Feb	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale		**Remarks**	First production flight of 2019 planned but cancelled due to weather.					
Geomag	quiet								
22-Feb	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Severe gale with flooding		**Remarks**	First production flight of 2019 planned but cancelled due to weather.					
Geomag	quiet								
23-Feb	**Saturday**		**3.5**	**7.0**	**1.4**	**326.9**		**50.7**	
	C-GSGF Flt 1	70	3.5	7.0	1.4	326.9		50.7	
	C-GSGF Flt 2								
Weather	Strong winds diminish, blue sky		**Remarks**	First production flight of 2019 completed. Flight delayed due to strong winds and shortened due to available daylight.					
Geomag	quiet								
24-Feb	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, windy		**Remarks**	No flight due to weather					
Geomag	quiet								
Comments	The start of production in 2019 continued to be hampered by strong winds, which have been blowing daily most of February. We got a break on the 23rd and our first production flight of 2019 has been completed.								

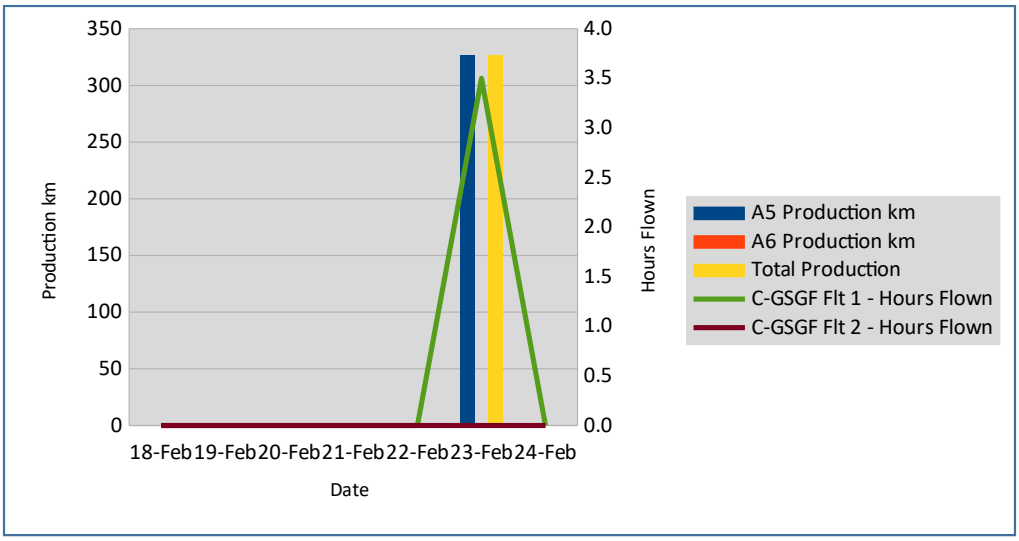
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	232
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	227
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					11
George Sakgaev	Pilot			ON SITE	7	16
Dwayne Bailey	AME			ON SITE	7	13
Keith Wells	Geophysicist			ON SITE	7	9

HSE Statistics	This Week	Project Totals
SGL Person Hours	262.5	7222.5
Inductions		17
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		5
GSI PR Complaints		2

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)			**Total km Flown to Date**	21033.5	4276.5
Total Remaining (km)	4538.5	10405.5	**km Reflown This Week**		
Percent Complete (%)	82.3	29.1	**Flight Time This Week (h)**	4.6	
Prod km/Day This Week			**Prod km/Flt Hour This Week**		

WEEKLY PRODUCTION

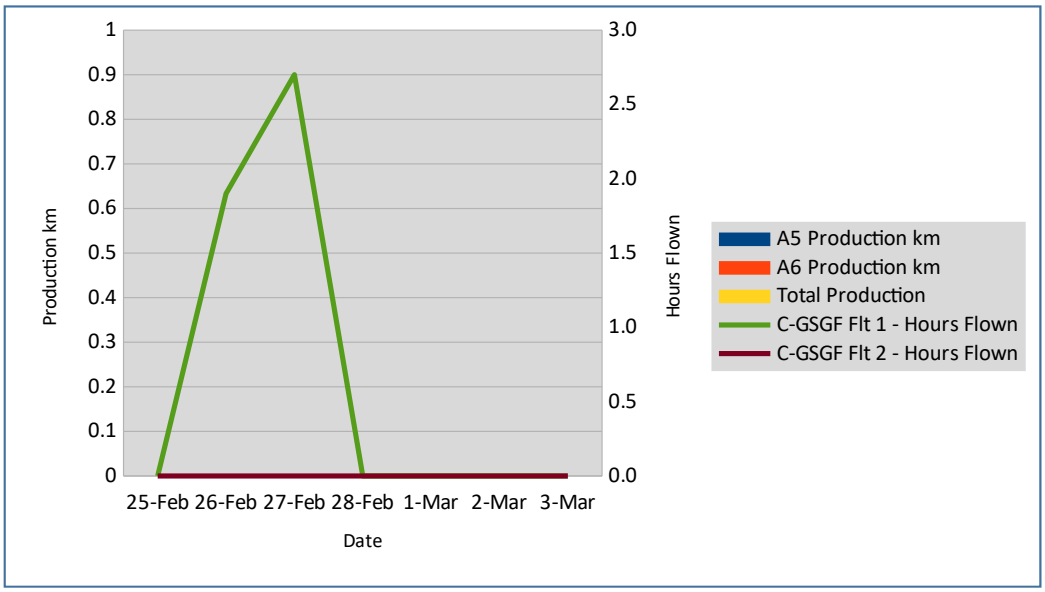
Week 30		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**4.6**						
25-Feb	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	clear, warm, windy, fog inland		**Remarks**	No flight due to weather					
Geomag	quiet								
26-Feb	**Tuesday**		**1.9**						
	C-GSGF Flt 1	71	1.9						
	C-GSGF Flt 2								
Weather	clear, warm, windy, fog inland		**Remarks**	Production not possible due to fog. Magnetic compensation calibration completed prior to flight being aborted.					
Geomag	quiet								
27-Feb	**Wednesday**		**2.7**						
	C-GSGF Flt 1	72	2.7						
	C-GSGF Flt 2								
Weather	clear, warm, windy, fog inland		**Remarks**	Flight training completed. Production flight cancelled due to thick fog in both blocks.					
Geomag	quiet								
28-Feb	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, rain, mist, fog.		**Remarks**	No flight due to weather					
Geomag	quiet								
1-Mar	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, rain, mist, fog.		**Remarks**	No flight due to weather					
Geomag	quiet								
2-Mar	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale – strong winds all day		**Remarks**	No flight due to weather					
Geomag	quiet								
3-Mar	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Storm Freya – heavy rain, snow		**Remarks**	No flight due to weather					
Geomag	quiet								
Comments	The warmest weather Ireland has seen in over 100 years at the beginning of the week created heavy fog which hampered any production. Gale and storm at the end of the week bringing temperatures near to zero.								

Signed Alison McCleary Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	239
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	234
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					11
George Sakgaev	Pilot			ON SITE	7	23
Dwayne Bailey	AME			ON SITE	7	20
Keith Wells	Geophysicist			ON SITE	7	16

HSE Statistics	This Week	Project Totals
SGL Person Hours	262.5	7485
Inductions		17
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		5
GSI PR Complaints		2

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)	81.2		**Total km Flown to Date**	21114.7	4276.5
Total Remaining (km)	4457.3	10405.5	**km Reflown This Week**		
Percent Complete (%)	82.6	29.1	**Flight Time This Week (h)**	1.3	
Prod km/Day This Week	11.6		**Prod km/Flt Hour This Week**	62.5	

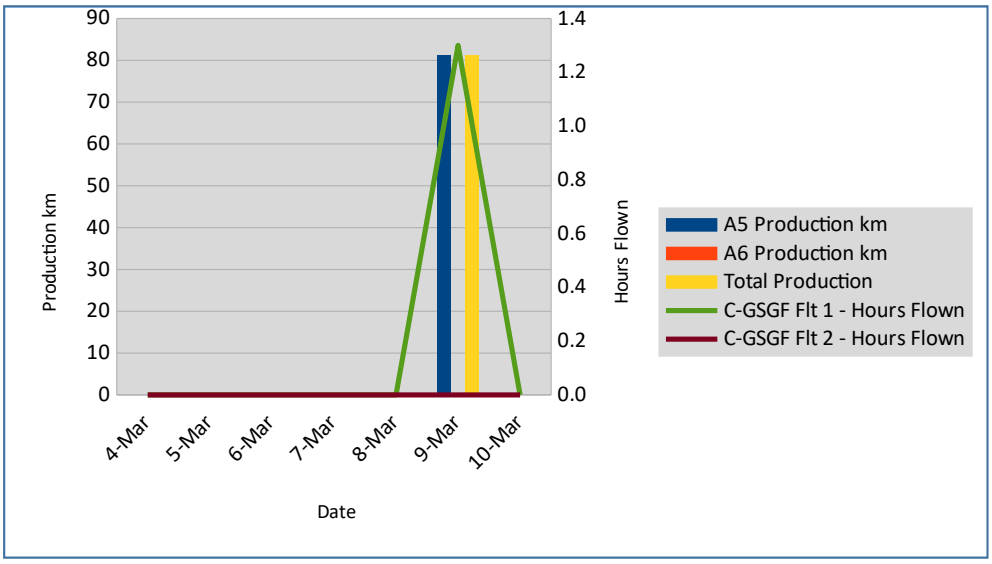
WEEKLY PRODUCTION

Week 31		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**1.3**	**2.0**		**81.2**			
4-Mar	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Windy with rain showers		**Remarks**	No flight due to weather.					
Geomag	quiet								
5-Mar	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Very windy, rain in afternoon		**Remarks**	No flight due to weather.					
Geomag	quiet								
6-Mar	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Rain in morning, very windy		**Remarks**	No flight due to weather.					
Geomag	quiet								
7-Mar	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Very windy, clear		**Remarks**	No flight due to weather.					
Geomag	quiet								
8-Mar	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Windy with rain showers in am		**Remarks**	No flight due to weather.					
Geomag	quiet								
9-Mar	**Saturday**		**1.3**	**2.0**		**81.2**			
	C-GSGF Flt 1	73	1.3	2.0		81.2			
	C-GSGF Flt 2								
Weather	Windy and overcast		**Remarks**	Flight delayed, and then aborted, due to weather.					
Geomag	quiet								
10-Mar	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale – extremely windy with regular hail/sleet showers		**Remarks**	No flight due to weather.					
Geomag	quiet								
Comments	The weather continues to hamper production.								

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	246
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	241
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					11
George Sakgaev	Pilot			ON SITE	7	30
Dwayne Bailey	AME			ON SITE	7	27
Keith Wells	Geophysicist			ON SITE	7	23

HSE Statistics	This Week	Project Totals
SGL Person Hours	262.5	7747.5
Inductions		17
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		5
GSI PR Complaints		2

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)	406.0		**Total km Flown to Date**	21520.7	4276.5
Total Remaining (km)	4051.3	10405.5	**km Reflown This Week**		
Percent Complete (%)	84.2	29.1	**Flight Time This Week (h)**	3.2	
Prod km/Day This Week	58.0		**Prod km/Flt Hour This Week**	126.9	

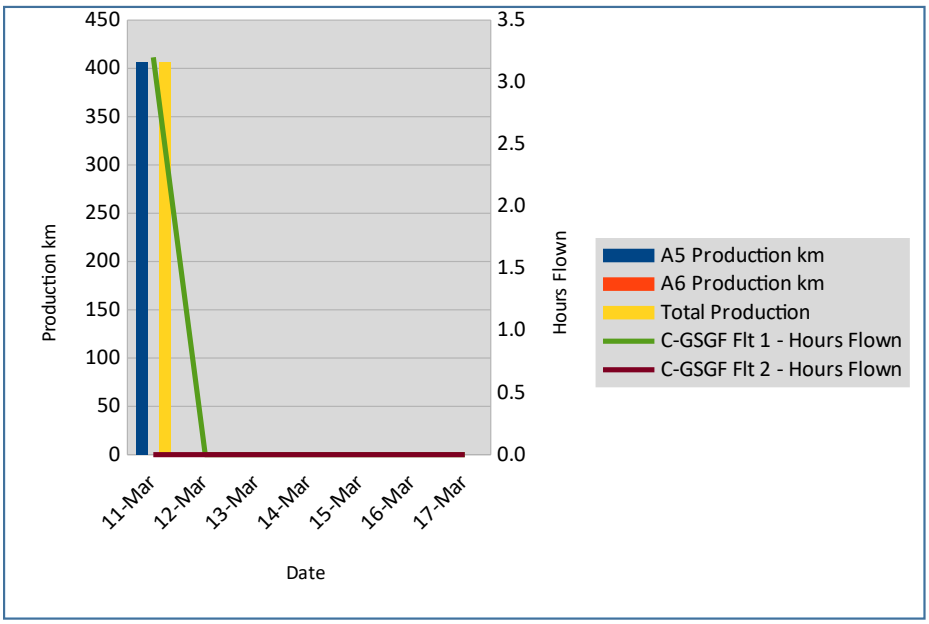
WEEKLY PRODUCTION

Week 32		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**3.2**	**10.0**		**406.0**			
11-Mar	**Monday**		**3.2**	**10.0**		**406.0**			
	C-GSGF Flt 1	74	3.2	10.0		406.0			
	C-GSGF Flt 2								
Weather	Overcast, rain showers, strong winds in pm		**Remarks**	Production flight aborted due to strong winds and rain.					
Geomag	micropulsations								
12-Mar	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Storm Gareth – very strong winds		**Remarks**	No flight due to weather.					
Geomag	micropulsations								
13-Mar	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Very strong winds continue		**Remarks**	No flight due to weather.					
Geomag	unsettled								
14-Mar	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Strong winds continue		**Remarks**	No flight due to weather.					
Geomag	unsettled								
15-Mar	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy rain all day		**Remarks**	No flight due to weather.					
Geomag	unsettled								
16-Mar	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Strong winds, rain, poor visibility		**Remarks**	No flight due to weather.					
Geomag	unsettled								
17-Mar	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, strong winds		**Remarks**	No flight due to weather.					
Geomag	unsettled								
Comments	Another week of poor weather. Short weather window on Monday allowed for partial production flight.								

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	253
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	248
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					11
George Sakgaev	Pilot			ON SITE	7	37
Dwayne Bailey	AME			ON SITE	7	34
Keith Wells	Geophysicist			ON SITE	7	30

HSE Statistics	This Week	Project Totals
SGL Person Hours	262.5	8010
Inductions		17
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		5
GSI PR Complaints		2

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



SANDER GEOPHYSICS AIRBORNE GEOPHYSICAL SURVEY

260 Hunt Club Road, Ottawa, ON K1V 1C1 Canada Tel: +1 613-521-9626 Fax: +1 613-521-0215 www.sgl.com

SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)	414.4		**Total km Flown to Date**	21935.1	4276.5
Total Remaining (km)	3636.9	10405.5	**km Reflown This Week**	101.5	
Percent Complete (%)	85.8	29.1	**Flight Time This Week (h)**	4.0	
Prod km/Day This Week	59.2		**Prod km/Flt Hour This Week**	103.6	

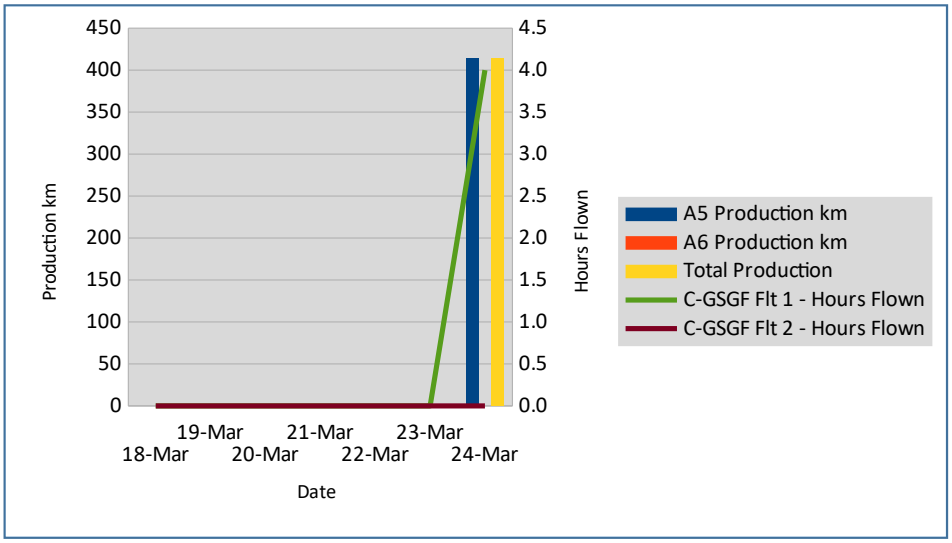
WEEKLY PRODUCTION

Week 33		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**4.0**	**6.0**	**2.5**	**414.4**		**101.5**	
18-Mar	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Windy and overcast.		**Remarks**	No flight due to weather.					
Geomag	quiet								
19-Mar	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Fog and mist, calm.		**Remarks**	No flight due to weather, poor visibility.					
Geomag	quiet								
20-Mar	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Fog and mist, calm.		**Remarks**	No flight due to weather, poor visibility. Safety meeting, all crew present. Welcome spring.					
Geomag	quiet								
21-Mar	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Fog, overcast, mild.		**Remarks**	Flight delayed due to poor visibility. Flight attempted, further delays due to technical geophysical equipment issues. Flight cancelled due to marginal weather. Keith returns to Canada.					
Geomag	quiet								
22-Mar	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Rain, fog, overcast.		**Remarks**	No flight due to weather, poor visibility.					
Geomag	quiet								
23-Mar	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, calm, cool.		**Remarks**	No flight due to ill pilot.					
Geomag	quiet								
24-Mar	**Sunday**		**4.0**	**6.0**	**2.5**	**414.4**		**101.5**	
	C-GSGF Flt 1	75	4.0	6.0	2.5	414.4		101.5	
	C-GSGF Flt 2								
Weather	Overcast, calm, cool.		**Remarks**	Full production flight.					
Geomag	quiet								
Comments	Another poor week of weather in Ireland. Started to show improvements by the weekend, forecast is very promising for the coming week.								

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	260
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	255
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					11
George Sakgaev	Pilot			ON SITE	7	44
Dwayne Bailey	AME			ON SITE	7	41
Keith Wells	Geophysicist		21-Mar-19	ON SITE	4	34

HSE Statistics	This Week	Project Totals
SGL Person Hours	240	8250
Inductions		17
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings	1	6
GSI PR Complaints	1	3

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)	3636.9		**Total km Flown to Date**	25572.0	4276.5
Total Remaining (km)		10405.5	**km Reflown This Week**	76.6	
Percent Complete (%)	100.0	29.1	**Flight Time This Week (h)**	27.0	
Prod km/Day This Week	519.6		**Prod km/Flt Hour This Week**	134.7	

WEEKLY PRODUCTION

Week 34		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**27.0**	**78.0**	**1.0**	**3636.9**		**76.6**	
25-Mar	**Monday**		**7.4**	**20.0**		**1025.5**			
	C-GSGF Flt 1	76	4.0	9.0		578.9			
	C-GSGF Flt 2	77	3.4	11.0		446.6			
Weather	Partial cloud, warm, calm.		**Remarks**	Two full production flights.					
Geomag	micropulsations								
26-Mar	**Tuesday**		**4.2**	**15.0**		**609.0**			
	C-GSGF Flt 1	78	4.2	15.0		609.0			
	C-GSGF Flt 2								
Weather	Clear, warm, calm...ocean fog.		**Remarks**	Flight delayed due to fog over Shannon River and airport. Full production flight.					
Geomag	quiet								
27-Mar	**Wednesday**		**5.7**	**11.0**	**1.0**	**702.8**		**76.6**	
	C-GSGF Flt 1	79	3.7	9.0		536.2			
	C-GSGF Flt 2	80	2.0	2.0	1.0	166.6		76.6	
Weather	Clear, warm, calm.		**Remarks**	Two production flights.					
Geomag	quiet								
28-Mar	**Thursday**		**4.5**	**17.0**		**690.2**			
	C-GSGF Flt 1	81	4.5	17.0		690.2			
	C-GSGF Flt 2								
Weather	clear, warm, breezy...ocean fog.		**Remarks**	Flight delayed due to fog. Full production flight.					
Geomag	unsettled								
29-Mar	**Friday**		**4.0**	**15.0**		**609.4**			
	C-GSGF Flt 1	82	4.0	15.0		609.4			
	C-GSGF Flt 2								
Weather	Clear, warm, calm...ocean fog.		**Remarks**	Full production flight. A5 block now complete.					
Geomag	micropulsations								
30-Mar	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, cool, light winds.		**Remarks**	Pilot rest day.					
Geomag	quiet								
31-Mar	**Sunday**		**1.2**						
	C-GSGF Flt 1	83	1.2						
	C-GSGF Flt 2								
Weather	Overcast, warm, calm.		**Remarks**	Training flight only, including ground training.					
Geomag	quiet								
Comments	The most productive week for the Tellus 2018 blocks. A5 block complete, well done everyone.								

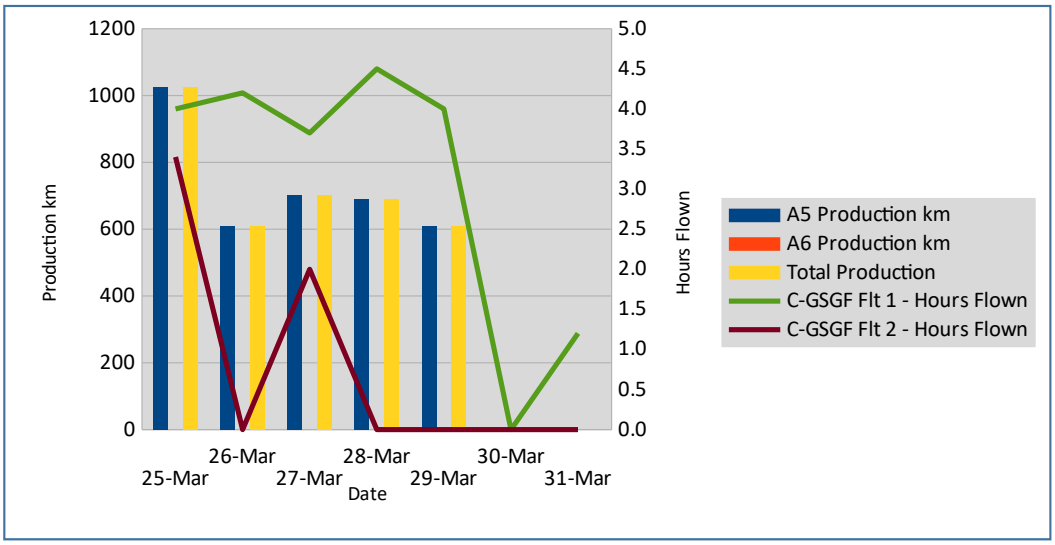
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	267
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	262
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					11
George Sakgaev	Pilot			ON SITE	7	51
Dwayne Bailey	AME			ON SITE	7	48
Keith Wells	Geophysicist					34

HSE Statistics	This Week	Project Totals
SGL Person Hours	210	8460
Inductions		17
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		6
GSI PR Complaints	1	4

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)		254.1	**Total km Flown to Date**	25572.0	4530.6
Total Remaining (km)		10151.4	**km Reflown This Week**		
Percent Complete (%)	100.0	30.9	**Flight Time This Week (h)**	4.0	
Prod km/Day This Week		36.3	**Prod km/Flt Hour This Week**	63.5	

WEEKLY PRODUCTION

Week 35		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**4.0**	**7.0**			**254.1**		
1-Apr	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, cool, windy, mist.		**Remarks**	No flight due to weather.					
Geomag	quiet								
2-Apr	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale, strong winds, hail, rain.		**Remarks**	No flight due to weather.					
Geomag	quiet								
3-Apr	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, strong winds.		**Remarks**	No flight due to weather.					
Geomag	quiet								
4-Apr	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, fog, rain, hail, calm.		**Remarks**	No flight due to weather.					
Geomag	quiet								
5-Apr	**Friday**		**2.7**	**7.0**			**254.1**		
	C-GSGF Flt 1	84	2.7	7.0			254.1		
	C-GSGF Flt 2								
Weather	Partly cloudy, calm, frost in am.		**Remarks**	Production flight aborted due to weather. Jean, pilot, arrives in Kerry.					
Geomag	micropulsations								
6-Apr	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, fog, mist, rain showers.		**Remarks**	No flight due to weather.					
Geomag	unsettled								
7-Apr	**Sunday**		**1.3**						
	C-GSGF Flt 1	85	1.3						
	C-GSGF Flt 2								
Weather	Fog, overcast, ocean fog.		**Remarks**	Flight attempted but aborted due to thick fog, no production.					
Geomag	unsettled								
Comments	Weather returned to normal this week. Spring must be almost here, hoping it settles soon. Two attempts to get to Waterford test line made, both aborted due to weather.								

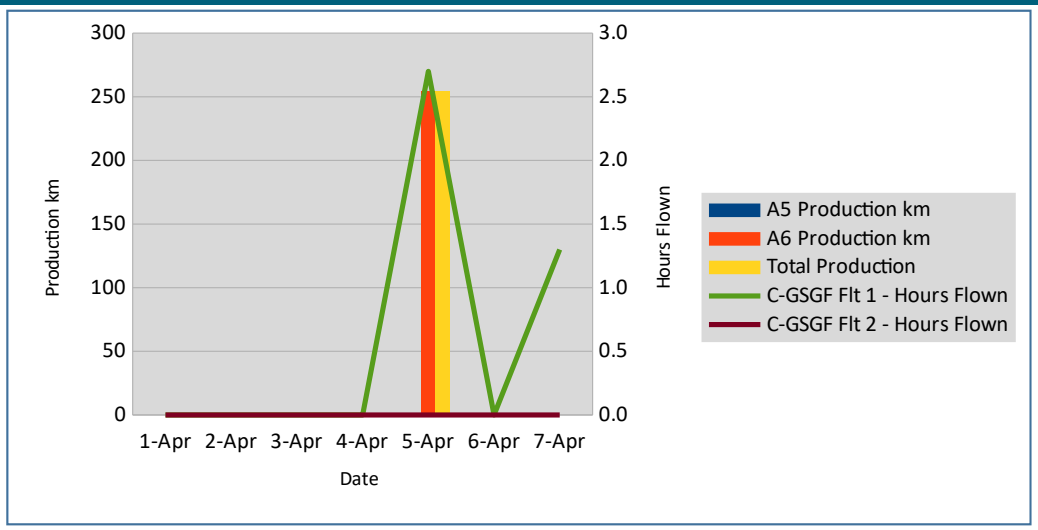
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	274
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	269
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					11
George Sakgaev	Pilot			ON SITE	7	58
Dwayne Bailey	AME			ON SITE	7	55
Keith Wells	Geophysicist					34
Jean Deschenes	Pilot	5-Apr-19		ON SITE	3	3
Nathan Shirey	AME					

HSE Statistics	This Week	Project Totals
SGL Person Hours	232.5	8692.5
Inductions		17
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		6
GSI PR Complaints		4

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)			**Total km Flown to Date**	25572.0	4530.6
Total Remaining (km)		10151.4	**km Reflown This Week**		
Percent Complete (%)	100.0	30.9	**Flight Time This Week (h)**	1.2	
Prod km/Day This Week			**Prod km/Flt Hour This Week**		

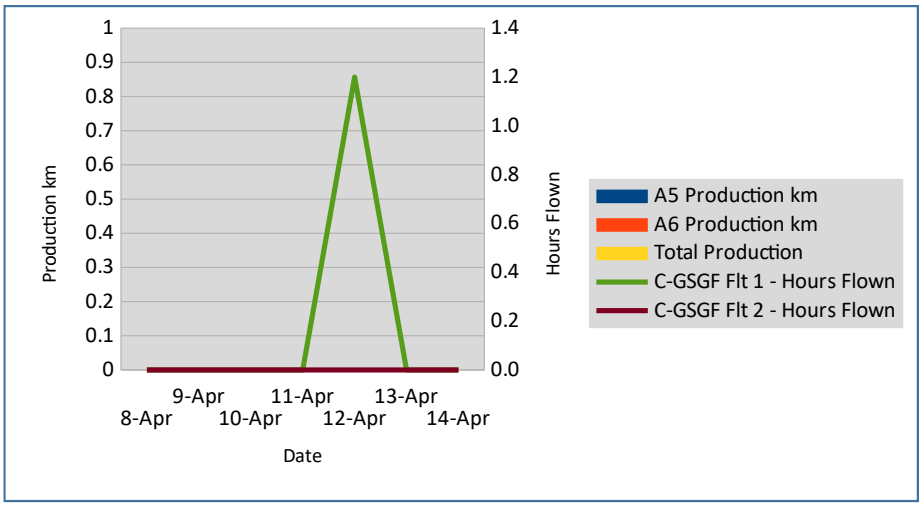
WEEKLY PRODUCTION

Week 36		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**1.2**						
8-Apr	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, fog, mist.		**Remarks**	No flight due to poor visibility. George and Dwayne depart Ireland.					
Geomag	quiet								
9-Apr	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, fog, mist.		**Remarks**	No flight due to poor visibility. Maintenance on geophysical survey equipment. Nathan, AME, arrives in Kerry.					
Geomag	quiet								
10-Apr	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, fog, mist.		**Remarks**	No flight due to poor visibility. Maintenance on geophysical survey equipment.					
Geomag	quiet								
11-Apr	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, fog, mist.		**Remarks**	No flight due to poor visibility. Maintenance on geophysical survey equipment.					
Geomag	quiet								
12-Apr	**Friday**		**1.2**						
	C-GSGF Flt 1	86	1.2						
	C-GSGF Flt 2								
Weather	Partly sunny, windy.		**Remarks**	Calibration flight for FEM system completed.					
Geomag	quiet								
13-Apr	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale, very strong winds, heavy rain.		**Remarks**	Further maintenance required on FEM system. Technician will be here on Tuesday. Weather not conducive for production. Safety meeting, all crew present.					
Geomag	quiet								
14-Apr	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale continues, wind and rain.		**Remarks**	Weather continues to be miserable. Status orange weather alert issued. Waiting for a technician.					
Geomag	quiet								
Comments	Weather turned from poor visibility to strong gale with status orange weather alert. Weather forecast to clear mid week. Geophysical survey equipment maintenance underway. Scott, technician, arrives on Tuesday for further assistance.								

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	281
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	276
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					11
George Sakgaev	Pilot		8-Apr-19	ON SITE	1	59
Dwayne Bailey	AME		8-Apr-19	ON SITE	1	56
Keith Wells	Geophysicist					34
Jean Deschenes	Pilot			ON SITE	7	10
Nathan Shirey	AME	9-Apr-19		ON SITE	6	6

HSE Statistics	This Week	Project Totals
SGL Person Hours	217.5	8910
Inductions	1	18
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings	1	7
GSI PR Complaints		4

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)		885.3	**Total km Flown to Date**	25572.0	5415.9
Total Remaining (km)		9266.1	**km Reflown This Week**		36.3
Percent Complete (%)	100.0	36.9	**Flight Time This Week (h)**	8.7	
Prod km/Day This Week		126.5	**Prod km/Flt Hour This Week**	101.8	

WEEKLY PRODUCTION

Week 37		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**8.7**	**31.0**	**1.0**		**885.3**		**36.3**
15-Apr	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	overcast, fog		**Remarks**	Waiting for a technician. Weather not conducive for production.					
Geomag	quiet								
16-Apr	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	partly sunny, windy		**Remarks**	Scott, technician, arrives.					
Geomag	quiet								
17-Apr	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	overcast, fog, strong winds		**Remarks**	FEM maintenance complete. Weather not conducive for production.					
Geomag	quiet								
18-Apr	**Thursday**		**1.1**						
	C-GSGF Flt 1	87	1.1						
	C-GSGF Flt 2								
Weather	sunny, hazy, windy		**Remarks**	Calibration flight for FEM system completed.					
Geomag	quiet								
19-Apr	**Friday**		**7.6**	**31.0**	**1.0**		**885.3**		**36.3**
	C-GSGF Flt 1	88	3.8	16.0			460.8		
	C-GSGF Flt 2	89	3.8	15.0	1.0		424.5		36.3
Weather	sunny, hazy, calm, very warm		**Remarks**	Two full production flights.					
Geomag	unsettled								
20-Apr	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy fog, overcast, warm		**Remarks**	No flight due to weather, poor visibility. Further FEM maintenance completed.					
Geomag	unsettled								
21-Apr	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy fog, mist, rain, warm		**Remarks**	No flight due to weather, poor visibility.					
Geomag	unsettled								
Comments	FEM maintenance completed. Fog over weekend disrupted production.								

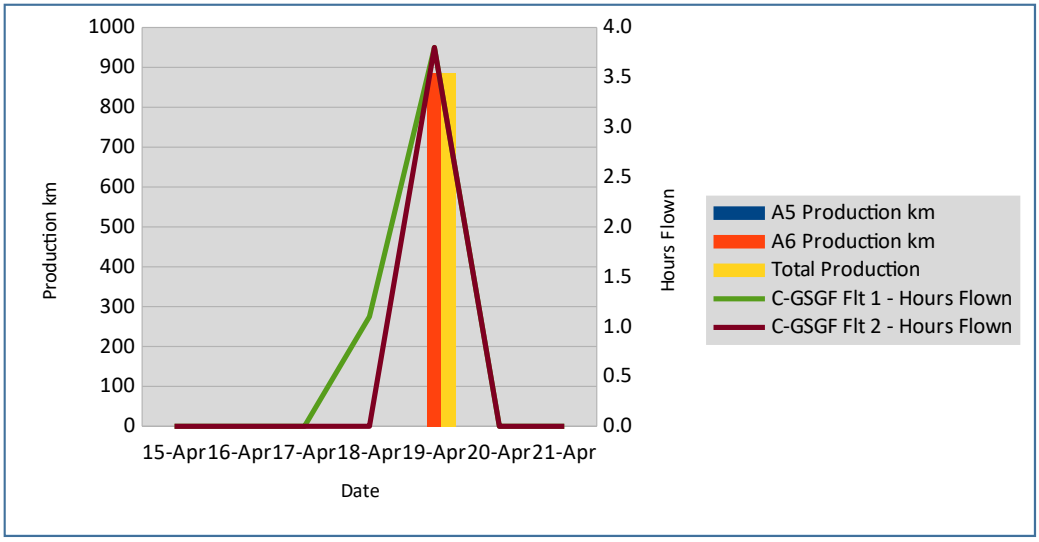
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	288
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	283
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					11
George Sakgaev	Pilot					59
Dwayne Bailey	AME					56
Keith Wells	Geophysicist					34
Jean Deschenes	Pilot			ON SITE	7	17
Nathan Shirey	AME			ON SITE	7	13
Scott Hames	Technician	16-Apr-19		ON SITE	6	6

HSE Statistics	This Week	Project Totals
SGL Person Hours	255	9165
Inductions		18
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		7
GSI PR Complaints		4

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



SANDER GEOPHYSICS AIRBORNE GEOPHYSICAL SURVEY

260 Hunt Club Road, Ottawa, ON K1V 1C1 Canada Tel: +1 613-521-9626 Fax: +1 613-521-0215 www.sgl.com

SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)		764.7	**Total km Flown to Date**	25572.0	6180.6
Total Remaining (km)		8501.4	**km Reflown This Week**		
Percent Complete (%)	100.0	42.1	**Flight Time This Week (h)**	11.8	
Prod km/Day This Week		109.2	**Prod km/Flt Hour This Week**	64.8	

WEEKLY PRODUCTION

Week 38		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**11.8**	**22.8**			**764.7**		
22-Apr	**Monday**		**2.8**						
	C-GSGF Flt 1	90	2.8						
	C-GSGF Flt 2								
Weather	Sunny, windy		**Remarks**	Waterford test line completed. Too windy for production.					
Geomag	unsettled								
23-Apr	**Tuesday**		**1.7**	**6.0**			**217.8**		
	C-GSGF Flt 1	91	1.7	6.0			217.8		
	C-GSGF Flt 2								
Weather	Fog, mist, overcast		**Remarks**	Flight delayed due to weather. Flight aborted due to poor visibility.					
Geomag	unsettled								
24-Apr	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Fog, mist, overcast		**Remarks**	No flight due to weather.					
Geomag	quiet								
25-Apr	**Thursday**		**2.9**						
	C-GSGF Flt 1	92	1.7						
	C-GSGF Flt 2	93	1.2						
Weather	Partly sunny, rain showers, windy		**Remarks**	Two flights, both aborted due to technical difficulties.					
Geomag	quiet								
26-Apr	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Storm Hannah, violent winds.		**Remarks**	No flight due to weather.					
Geomag	quiet								
27-Apr	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Gale continues, strong winds		**Remarks**	No flight due to weather.					
Geomag	quiet								
28-Apr	**Sunday**		**4.4**	**16.8**			**546.9**		
	C-GSGF Flt 1	94	4.4	16.8			546.9		
	C-GSGF Flt 2								
Weather	Fog, overcast, windy		**Remarks**	Fog in the morning. Full production flight in the afternoon.					
Geomag	micropulsations								
Comments	Waterford test line completed. Poor visibility and Storm Hannah affected production.								

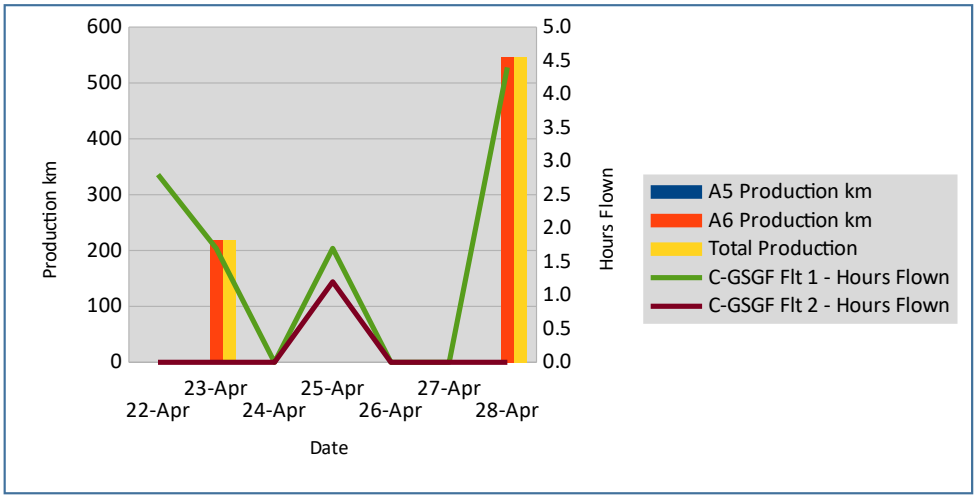
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	295
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	290
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					11
George Sakgaev	Pilot					59
Dwayne Bailey	AME					56
Keith Wells	Geophysicist					34
Jean Deschenes	Pilot			ON SITE	7	24
Nathan Shirey	AME			ON SITE	7	20
Scott Hames	Technician		26-Apr-19	ON SITE	5	11
Charles Dicks	Pilot					
Mike Devenny	AME					

HSE Statistics	This Week	Project Totals
SGL Person Hours	247.5	9412.5
Inductions		18
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		7
GSI PR Complaints	1	5

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)		1578.4	**Total km Flown to Date**	25572.0	7759.0
Total Remaining (km)		6923.0	**km Reflown This Week**		583.8
Percent Complete (%)	100.0	52.8	**Flight Time This Week (h)**	17.9	
Prod km/Day This Week		225.5	**Prod km/Flt Hour This Week**	88.2	

WEEKLY PRODUCTION

Week 39		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**17.9**	**48.2**	**19.8**		**1578.4**		**583.8**
29-Apr	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, mist, fog.		**Remarks**	No flight due to weather.					
Geomag	quiet								
30-Apr	**Tuesday**		**4.5**	**3.0**	**16.0**		**98.7**		**452.8**
	C-GSGF Flt 1	95	4.5	3.0	16.0		98.7		452.8
	C-GSGF Flt 2								
Weather	Partly sunny, calm.		**Remarks**	Flight delayed for fog. Full production flight.					
Geomag	quiet								
1-May	**Wednesday**		**4.5**	**18.2**	**0.8**		**531.6**		**22.1**
	C-GSGF Flt 1	96	4.5	18.2	0.8		531.6		22.1
	C-GSGF Flt 2								
Weather	Overcast, rain showers, mist		**Remarks**	Full production flight.					
Geomag	micropulsations								
2-May	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Rain all day, misty		**Remarks**	No flight due to weather.					
Geomag	micropulsations								
3-May	**Friday**		**4.4**	**14.0**			**476.2**		
	C-GSGF Flt 1	97	4.4	14.0			476.2		
	C-GSGF Flt 2								
Weather	Overcast, partly sunny		**Remarks**	Full production flight.					
Geomag	micropulsations								
4-May	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Sunny and calm		**Remarks**	No flight - aircraft requires maintenance.					
Geomag	micropulsations								
5-May	**Sunday**		**4.5**	**13.0**	**3.0**		**471.9**		**108.9**
	C-GSGF Flt 1	98	4.5	13.0	3.0		471.9		108.9
	C-GSGF Flt 2								
Weather	Sunny and calm		**Remarks**	Full production flight.					
Geomag	micropulsations								
Comments	A busy week. Best week of production in A6 block to date. The weather is starting to be more summer like.								

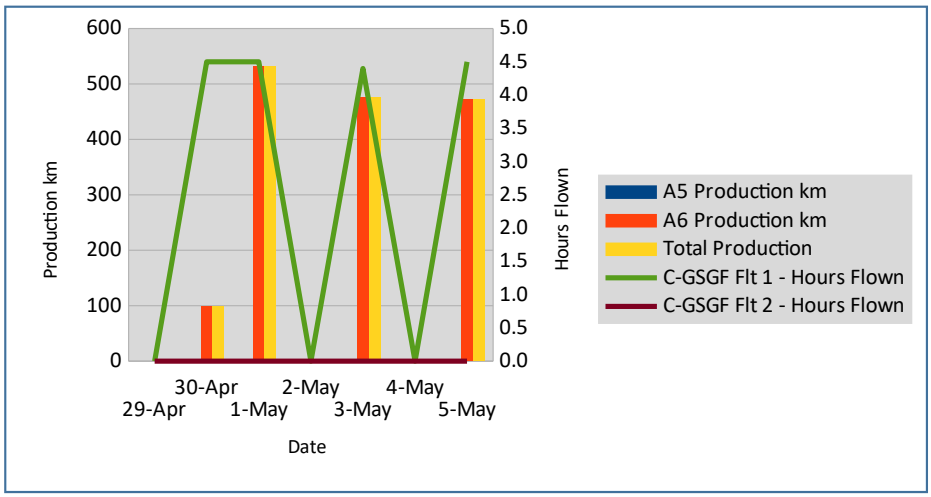
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	302
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	297
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					11
George Sakgaev	Pilot					59
Dwayne Bailey	AME					56
Keith Wells	Geophysicist					34
Jean Deschenes	Pilot		4-May-19	ON SITE	6	30
Nathan Shirey	AME		4-May-19	ON SITE	6	26
Scott Hames	Technician					11
Charles Dicks	Pilot	2-May-19		ON SITE	4	4
Mike Devenny	AME	4-May-19		ON SITE	2	2
Ray Molland	DOM					

HSE Statistics	This Week	Project Totals
SGL Person Hours	240	9652.5
Inductions	1	19
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		7
GSI PR Complaints		5

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)		2553.3	**Total km Flown to Date**	25572.0	10312.3
Total Remaining (km)		4369.7	**km Reflown This Week**		72.6
Percent Complete (%)	100.0	70.2	**Flight Time This Week (h)**	19.8	
Prod km/Day This Week		364.8	**Prod km/Flt Hour This Week**	129.0	

WEEKLY PRODUCTION

Week 40		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**19.8**	**69.0**	**2.0**		**2553.3**		**72.6**
6-May	**Monday**		**4.6**	**17.0**			**593.1**		
	C-GSGF Flt 1	99	4.6	17.0			593.1		
	C-GSGF Flt 2								
Weather	Overcast, partly sunny, calm		**Remarks**	Full production flight.					
Geomag	micropulsations								
7-May	**Tuesday**		**0.6**						
	C-GSGF Flt 1	100	0.6						
	C-GSGF Flt 2								
Weather	Overcast, windy, rain showers		**Remarks**	No production flight due to weather. Short FEM calibration flight was completed.					
Geomag	micropulsations								
8-May	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, heavy rain showers		**Remarks**	No flight due to weather.					
Geomag	micropulsations								
9-May	**Thursday**		**4.5**	**16.0**	**2.0**		**580.8**		**72.6**
	C-GSGF Flt 1	101	4.5	16.0	2.0		580.8		72.6
	C-GSGF Flt 2								
Weather	Partly sunny and calm		**Remarks**	Full production flight.					
Geomag	micropulsations								
10-May	**Friday**		**1.3**	**2.0**			**72.6**		
	C-GSGF Flt 1	102	1.3	2.0			72.6		
	C-GSGF Flt 2								
Weather	Partly sunny and calm		**Remarks**	Geophysical system maintenance in the morning. A short flight was completed to confirm everything is in working order.					
Geomag	quiet								
11-May	**Saturday**		**4.4**	**16.0**			**653.4**		
	C-GSGF Flt 1	103	4.4	16.0			653.4		
	C-GSGF Flt 2								
Weather	Sunny and calm		**Remarks**	Full production flight.					
Geomag	unsettled								
12-May	**Sunday**		**4.4**	**18.0**			**653.4**		
	C-GSGF Flt 1	104	4.4	18.0			653.4		
	C-GSGF Flt 2								
Weather	Sunny and windy		**Remarks**	Full production flight.					
Geomag	micropulsations								
Comments	The fourth most productive week for Tellus 2018. Weather is meant to continue to be sunny.								

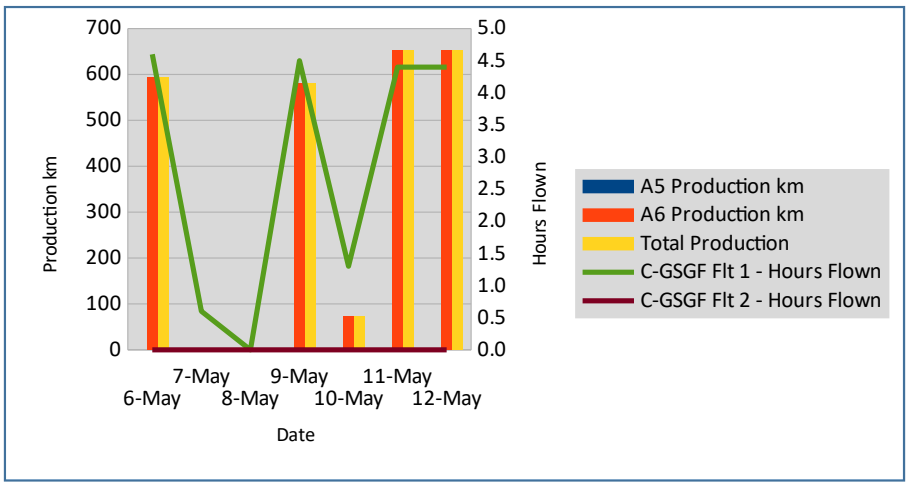
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	309
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	304
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					11
George Sakgaev	Pilot					59
Dwayne Bailey	AME					56
Keith Wells	Geophysicist					34
Jean Deschenes	Pilot					30
Nathan Shirey	AME					26
Scott Hames	Technician					11
Charles Dicks	Pilot			ON SITE	7	11
Mike Devenny	AME			ON SITE	7	9
Ray Molland	DOM					

HSE Statistics	This Week	Project Totals
SGL Person Hours	210	9862.5
Inductions		19
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		7
GSI PR Complaints	1	6

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)		1279.8	**Total km Flown to Date**	25572.0	11592.1
Total Remaining (km)		3089.9	**km Reflown This Week**		36.3
Percent Complete (%)	100.0	79.0	**Flight Time This Week (h)**	10.1	
Prod km/Day This Week		182.8	**Prod km/Flt Hour This Week**	126.7	

WEEKLY PRODUCTION

Week 41		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**10.1**	**42.0**	**1.0**		**1279.8**		**36.3**
13-May	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Sunny, windy, warm		**Remarks**	No flight due to weather.					
Geomag	micropulsations								
14-May	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Sunny, windy, warm		**Remarks**	No flight due to weather.					
Geomag	micropulsations								
15-May	**Wednesday**		**4.6**	**20.0**			**657.2**		
	C-GSGF Flt 1	105	4.6	20.0			657.2		
	C-GSGF Flt 2								
Weather	Overcast, windy, warm, hazy		**Remarks**	Full production flight.					
Geomag	micropulsations								
16-May	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, rain showers, misty		**Remarks**	No flight due to weather.					
Geomag	micropulsations								
17-May	**Friday**		**1.0**	**1.0**			**28.3**		
	C-GSGF Flt 1	106	1.0	1.0			28.3		
	C-GSGF Flt 2								
Weather	Overcast, ocean fog, misty		**Remarks**	Flight aborted due to poor visibility.					
Geomag	micropulsations								
18-May	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, rain showers, misty		**Remarks**	Pilot rest day.					
Geomag	micropulsations								
19-May	**Sunday**		**4.5**	**21.0**	**1.0**		**594.3**		**36.3**
	C-GSGF Flt 1	107	4.5	21.0	1.0		594.3		36.3
	C-GSGF Flt 2								
Weather	Partly sunny, windy		**Remarks**	Full production flight.					
Geomag	micropulsations								
Comments	Production slower this week but still great progress. A6 almost completed.								

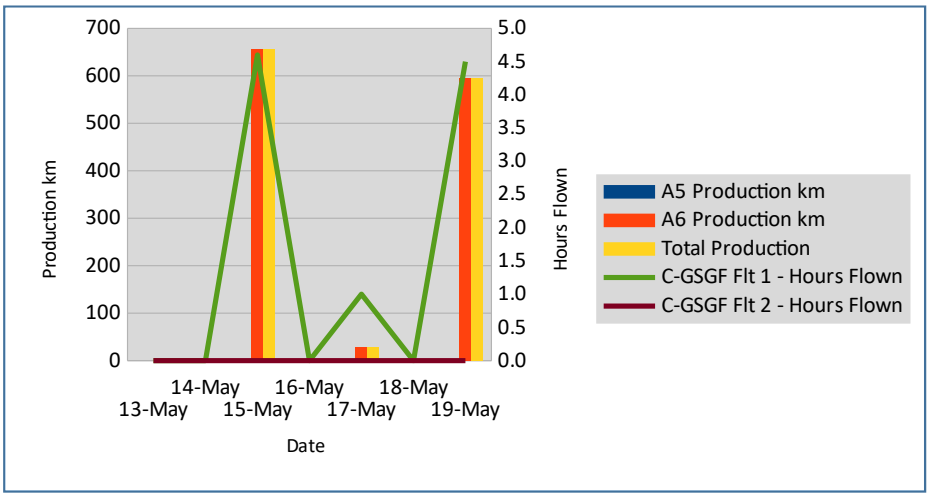
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	316
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	311
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					11
George Sakgaev	Pilot					59
Dwayne Bailey	AME					56
Keith Wells	Geophysicist					34
Jean Deschenes	Pilot					30
Nathan Shirey	AME					26
Scott Hames	Technician					11
Charles Dicks	Pilot			ON SITE	7	18
Mike Devenny	AME			ON SITE	7	16
Ray Molland	DOM					

HSE Statistics	This Week	Project Totals
SGL Person Hours	210	10072.5
Inductions		19
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		7
GSI PR Complaints		6

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



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SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)		1935.8	**Total km Flown to Date**	25572.0	13527.9
Total Remaining (km)		1154.1	**km Reflown This Week**		
Percent Complete (%)	100.0	92.1	**Flight Time This Week (h)**	13.4	
Prod km/Day This Week		276.5	**Prod km/Flt Hour This Week**	144.5	

WEEKLY PRODUCTION

Week 42		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**13.4**	**52.0**			**1935.8**		
20-May	**Monday**		**4.5**	**18.0**			**653.4**		
	C-GSGF Flt 1	108	4.5	18.0			653.4		
	C-GSGF Flt 2								
Weather	Partly sunny, warm		**Remarks**	Full production flight.					
Geomag	micropulsations								
21-May	**Tuesday**		**4.6**	**18.0**			**690.4**		
	C-GSGF Flt 1	109	4.6	18.0			690.4		
	C-GSGF Flt 2								
Weather	Sunny, warm, calm		**Remarks**	Full production flight.					
Geomag	micropulsations								
22-May	**Wednesday**		**4.3**	**16.0**			**592.0**		
	C-GSGF Flt 1	110	4.3	16.0			592.0		
	C-GSGF Flt 2								
Weather	Partly sunny, warm		**Remarks**	Full production flight. Aircraft maintenance commences post flight.					
Geomag	unsettled								
23-May	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, misty, warm		**Remarks**	No flight, aircraft maintenance completed.					
Geomag	unsettled								
24-May	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Rain, mist, overcast		**Remarks**	No flight due to weather.					
Geomag	unsettled								
25-May	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Rain, mist, overcast		**Remarks**	No flight due to weather. Alison and Steve drive to Newcastle Airport and Waterford Airport to determine next base location.					
Geomag	unsettled								
26-May	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, mist, windy		**Remarks**	No flight due to weather. Alison and Steve return from base location trip.					
Geomag	unsettled								
Comments	This week started out great, but aircraft maintenance followed by poor weather slowed production. Further aircraft maintenance is scheduled for May 29 – 30.								

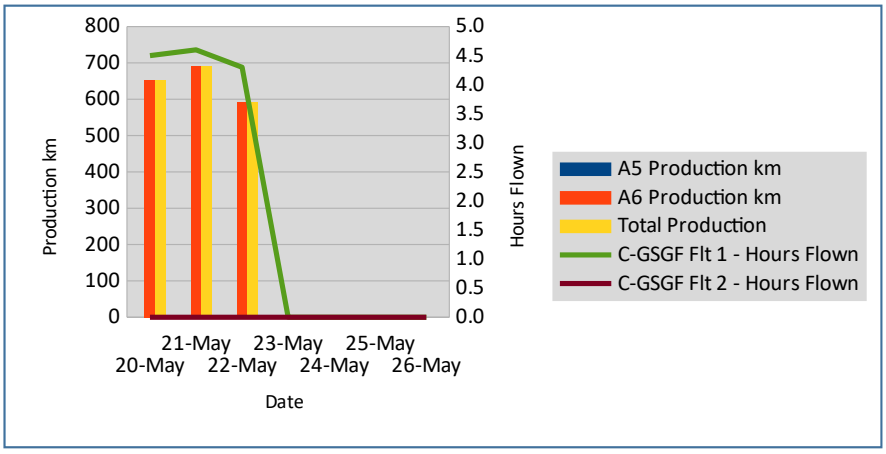
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	323
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	318
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					11
George Sakgaev	Pilot					59
Dwayne Bailey	AME					56
Keith Wells	Geophysicist					34
Jean Deschenes	Pilot					30
Nathan Shirey	AME					26
Scott Hames	Technician					11
Charles Dicks	Pilot			ON SITE	7	25
Mike Devenny	AME			ON SITE	7	23
Ray Molland	DOM					
Mario Guevremont	AME specialist					

HSE Statistics	This Week	Project Totals
SGL Person Hours	210	10282.5
Inductions		19
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		7
GSI PR Complaints		6

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



SANDER GEOPHYSICS AIRBORNE GEOPHYSICAL SURVEY

260 Hunt Club Road, Ottawa, ON K1V 1C1 Canada Tel: +1 613-521-9626 Fax: +1 613-521-0215 www.sgl.com

SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)		251.1	**Total km Flown to Date**	25572.0	13779.0
Total Remaining (km)		903.0	**km Reflown This Week**		391.3
Percent Complete (%)	100.0	93.8	**Flight Time This Week (h)**	7.2	
Prod km/Day This Week		35.9	**Prod km/Flt Hour This Week**	34.9	

WEEKLY PRODUCTION

Week 43		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**7.2**	**7.0**	**11.0**		**251.1**		**391.3**
27-May	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, rain, windy		**Remarks**	No flight due to weather. Safety meeting, all crew present.					
Geomag	quiet								
28-May	**Tuesday**		**5.6**	**7.0**	**11.0**		**251.1**		**391.3**
	C-GSGF Flt 1	111	4.4	7.0	11.0		251.1		391.3
	C-GSGF Flt 2	112	1.2						
Weather	Overcast, rain showers		**Remarks**	Full production flight. Aircraft ferried to Weston Airport for maintenance in a hangar.					
Geomag	quiet								
29-May	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy rain, fog, overcast		**Remarks**	Maintenance on aircraft completed.					
Geomag	quiet								
30-May	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Rain, mist, fog, overcast, windy		**Remarks**	Ferry of aircraft from Weston back to Kerry delayed due to weather.					
Geomag	quiet								
31-May	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Thick fog, overcast, rain, wind		**Remarks**	Ferry of aircraft from Weston back to Kerry delayed due to weather.					
Geomag	quiet								
1-Jun	**Saturday**		**1.6**						
	C-GSGF Flt 1	113	1.6						
	C-GSGF Flt 2								
Weather	Continued fog, overcast, wind		**Remarks**	Aircraft returned to Kerry. Ready for production to continue.					
Geomag	quiet								
2-Jun	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Strong gale, overcast		**Remarks**	No flight due to weather.					
Geomag	quiet								
Comments	Maintenance carried out on aircraft in a hangar at Weston Airport. Production hampered by poor weather including a strong gale and heavy fog.								

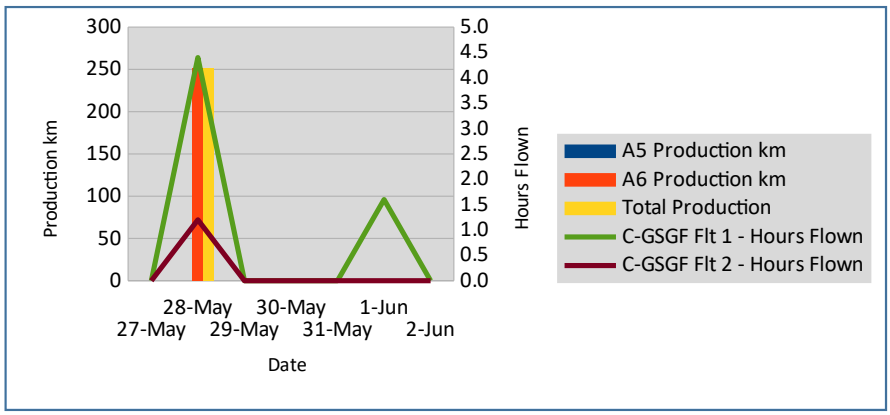
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	330
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	325
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					11
George Sakgaev	Pilot					59
Dwayne Bailey	AME					56
Keith Wells	Geophysicist					34
Jean Deschenes	Pilot					30
Nathan Shirey	AME					26
Scott Hames	Technician					11
Charles Dicks	Pilot			ON SITE	7	32
Mike Devenny	AME		30-May-19	ON SITE	4	27
Ray Molland	DOM	28-May-19	30-May-19	ON SITE	3	3
Mario Guevremont	AME specialist	28-May-19	30-May-19	ON SITE	3	3
Ania Smetny-Sowa	Geophysicist					
John Burnham	AME					

HSE Statistics	This Week	Project Totals
SGL Person Hours	232.5	10515
Inductions	2	21
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings	1	8
GSI PR Complaints		6

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



SANDER GEOPHYSICS AIRBORNE GEOPHYSICAL SURVEY

260 Hunt Club Road, Ottawa, ON K1V 1C1 Canada Tel: +1 613-521-9626 Fax: +1 613-521-0215 www.sgl.com

SURVEY DETAILS			
Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY					
	A5	**A6**		**A5**	**A6**
Production This Week (km)		201.3	**Total km Flown to Date**	25572.0	13980.3
Total Remaining (km)		701.7	**km Reflown This Week**		12.2
Percent Complete (%)	100.0	95.2	**Flight Time This Week (h)**	3.7	
Prod km/Day This Week		28.8	**Prod km/Flt Hour This Week**	54.4	

WEEKLY PRODUCTION									
Week 44		**Flight No.**	**Flight Time**	**No. of Lines Flown**	**No. Reflight Lines Flown**	**Production (km)**		**Reflown (km)**	
						A5	**A6**	**A5**	**A6**
TOTALS			**3.7**	**11.0**	**0.7**		**201.3**		**12.2**
3-Jun	**Monday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, windy, rain showers		**Remarks**	No flight due to weather.					
Geomag	quiet								
4-Jun	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, windy, rain showers		**Remarks**	No flight due to weather.					
Geomag	quiet								
5-Jun	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, heavy rain showers		**Remarks**	No flight due to weather.					
Geomag	quiet								
6-Jun	**Thursday**		**2.2**	**9.7**			**176.9**		
	C-GSGF Flt 1	114	2.2	9.7			176.9		
	C-GSGF Flt 2								
Weather	Partly sunny, rain showers		**Remarks**	Flight aborted due to rain.					
Geomag	micropulsations								
7-Jun	**Friday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, fog, mist, rain, windy		**Remarks**	No flight due to weather.					
Geomag	micropulsations								
8-Jun	**Saturday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Rain in am, strong winds in pm		**Remarks**	No flight due to weather.					
Geomag	quiet								
9-Jun	**Sunday**		**1.5**	**1.3**	**0.7**		**24.4**		**12.2**
	C-GSGF Flt 1	115	1.5	1.3	0.7		24.4		12.2
	C-GSGF Flt 2								
Weather	Heavy rain showers, partly sunny		**Remarks**	Flight aborted due to rain.					
Geomag	quiet								
Comments	"The weather this week hasn't been particularly kind..." as reported by local weather office. This resulted in a slow production week and A6 still almost complete.								

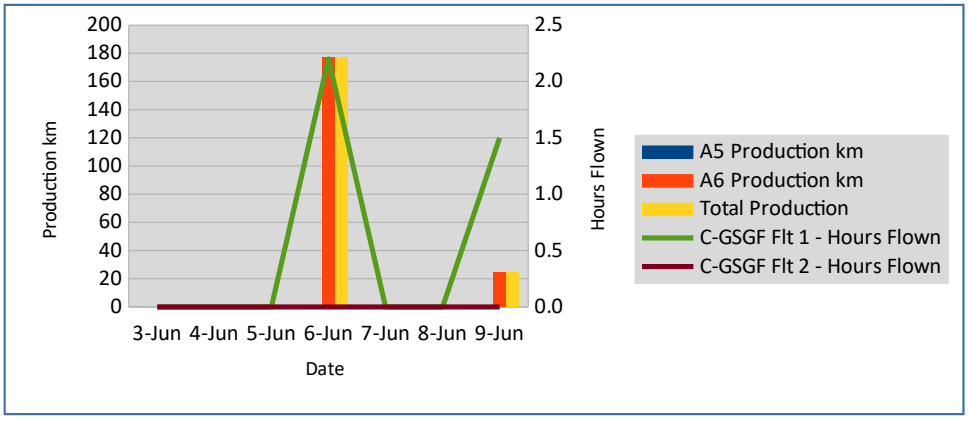
Signed Alison McCleary

Enter 1 to right when week is complete 1

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	337
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	332
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					11
George Sakgaev	Pilot					59
Dwayne Bailey	AME					56
Keith Wells	Geophysicist					34
Jean Deschenes	Pilot					30
Nathan Shirey	AME					26
Scott Hames	Technician					11
Charles Dicks	Pilot			ON SITE	7	39
Mike Devenny	AME					27
Ray Molland	DOM					3
Mario Guevremont	AME specialist					3
Ania Smetny-Sowa	Geophysicist	4-Jun-19		ON SITE	6	6
John Burnham	AME	5-Jun-19		ON SITE	5	5

HSE Statistics	This Week	Project Totals
SGL Person Hours	240	10755
Inductions		21
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		8
GSI PR Complaints		6

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



SANDER GEOPHYSICS AIRBORNE GEOPHYSICAL SURVEY

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SURVEY DETAILS

Survey Name	Tellus	**Client Name**	Geological Survey of Ireland
Survey Location	Kerry, Ireland	**Contact Name**	Jim Hodgson
Project Code	GSI___18.IRL	**Contact Phone**	+353 1678 2742
Total km	40254	**Client Address**	Beggar's Bush, Haddington Road, Dublin 4, Ireland
Line Spacing	200 m by 2000 m		
Survey Type	MAG/SPEC/FEM	**Email**	jim.hodgson@gsi.ie / tellus@gsi.ie

SURVEY PRODUCTION SUMMARY

	A5	A6		A5	A6
Production This Week (km)		701.7	**Total km Flown to Date**	25572.0	14682.0
Total Remaining (km)			**km Reflown This Week**		371.9
Percent Complete (%)	100.0	100.0	**Flight Time This Week (h)**	11.8	
Prod km/Day This Week		100.2	**Prod km/Flt Hour This Week**	59.5	

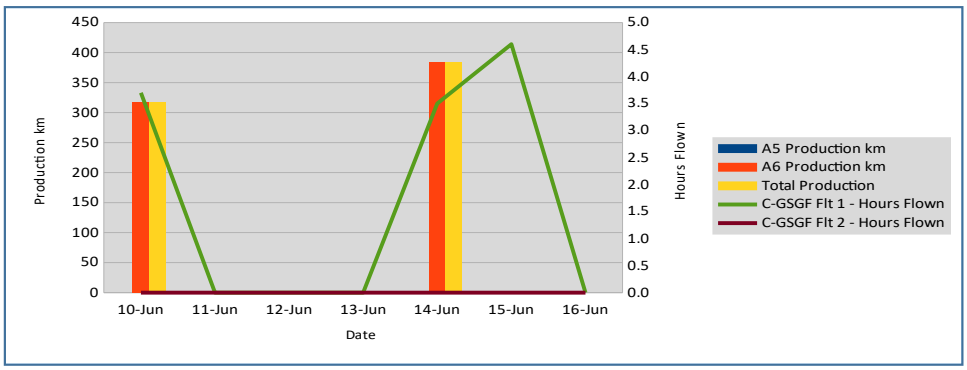
WEEKLY PRODUCTION

Week 45		Flight No.	Flight Time	No. of Lines Flown	No. Reflight Lines Flown	Production (km)		Reflown (km)	
						A5	A6	A5	A6
TOTALS			**11.8**	**19.0**	**14.0**		**701.7**		**371.9**
10-Jun	**Monday**		**3.7**	**11.4**	**6.0**		**317.2**		**117.8**
	C-GSGF Flt 1	116	3.7	11.4	6.0		317.2		117.8
	C-GSGF Flt 2								
Weather	Partly sunny, heavy rain showers		**Remarks**	Flight aborted due to rain.					
Geomag	quiet								
11-Jun	**Tuesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Overcast, gale with strong winds		**Remarks**	No flight due to weather.					
Geomag	quiet								
12-Jun	**Wednesday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Heavy rains showers, strong wind		**Remarks**	No flight due to weather.					
Geomag	quiet								
13-Jun	**Thursday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather	Fog, mist, overcast		**Remarks**	No flight due to weather.					
Geomag	quiet								
14-Jun	**Friday**		**3.5**	**7.6**	**3.0**		**384.5**		**72.6**
	C-GSGF Flt 1	117	3.5	7.6	3.0		384.5		72.6
	C-GSGF Flt 2								
Weather	Partly sunny, rain showers		**Remarks**	Flight aborted due to rain. Only reflights remain to complete A6.					
Geomag									
15-Jun	**Saturday**		**4.6**		**5.0**				**181.5**
	C-GSGF Flt 1	118	4.6		5.0				181.5
	C-GSGF Flt 2								
Weather			**Remarks**	Reflights completed, A6 block now complete. Production in A7 block commences.					
Geomag									
16-Jun	**Sunday**								
	C-GSGF Flt 1								
	C-GSGF Flt 2								
Weather			**Remarks**	See Week 1 Tellus 2019 A7 Block.pdf.					
Geomag									
Comments	A6 block completed. This marks the end of Tellus 2018. Well done to all involved and thank you.								

PERSONNEL ON SITE THIS WEEK						
Name	**Position**	**Arrival This Week**	**Departure This Week**	**On Site?**	**No. of Days On Site This Week**	**No. of Days on Site To Date**
Alison McCleary	Crew Chief			ON SITE	7	344
Allan Ott	AME					25
Craig McMahon	Technician					43
Steve Gebhardt	Lead Pilot			ON SITE	7	339
Andre Lafontaine	Pilot					25
Darren McBeth	AME					6
Dave Money	AME					16
Charles Dicks	Pilot					103
Diana Kuiper	Geophysicist					62
Allan Ott	AME					37
Scott Hames	Technician					27
Darren McBeth	AME					12
John Burnham	AME					75
Steven Hyde	Pilot					15
Ania Smetny-Sowa	Geophysicist					63
Jean Deschenes	Pilot					13
Andre Lafontaine	Pilot					17
Scott Hames	Technician					11
George Sakgaev	Pilot					59
Dwayne Bailey	AME					56
Keith Wells	Geophysicist					34
Jean Deschenes	Pilot					30
Nathan Shirey	AME					26
Scott Hames	Technician					11
Charles Dicks	Pilot		13-Jun-19	ON SITE	4	43
Mike Devenny	AME					27
Ray Molland	DOM					3
Mario Guevremont	AME specialist					3
Ania Smetny-Sowa	Geophysicist			ON SITE	7	13
John Burnham	AME			ON SITE	7	12
Jean Deschenes	Pilot	13-Jun-19		ON SITE	4	4

HSE Statistics	This Week	Project Totals
SGL Person Hours	270	11025
Inductions		21
Near Miss		
First Aid Case (FAC)		
Medical Treatment Case (MTC)		1
Restricted Work Case (RWC)		1
Lost Time Injuries (LTI)		
Safety Meetings		8
GSI PR Complaints		6

WEEKLY PRODUCTION KILOMETRES AND HOURS FLOWN



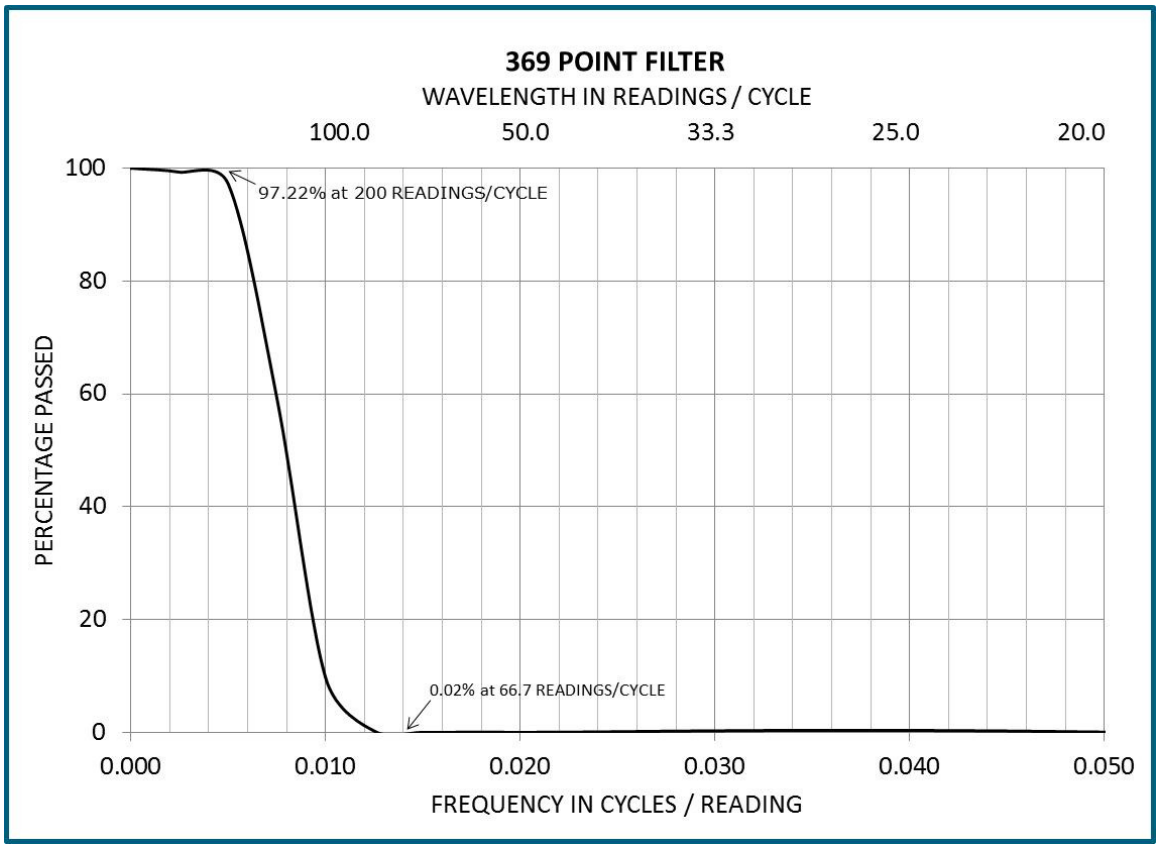
Appendix VII

Line No.	Flight	Re-flight Line No.	Re-flight Flight No.	Reason for Re-flight
6018.00	38	6018.01	116	Frequency Domain Data
6019.00	38	6019.01	116	Frequency Domain Data
6028.00	38	6028.01	116	Frequency Domain Data
6045.00	47	6045.01	116	Frequency Domain Data
6099.00	4	6099.01	95	Frequency Domain Data
6107.00	4	6107.01	95	Frequency Domain Data
6109.00	4	6109.01	95	Frequency Domain Data
6111.00	4	6111.01	95	Frequency Domain Data
6113.00	5	6113.01	95	Frequency Domain Data
6114.00	5	6114.01	6	Frequency Domain Data
6114.01	6	6114.02	95	Frequency Domain Data
6115.00	5	6115.01	6	Frequency Domain Data
6115.01	6	6115.02	95	Frequency Domain Data
6116.00	5	6116.01	95	Frequency Domain Data
6117.00	5	6117.01	95	Frequency Domain Data
6118.00	5	6118.01	95	Frequency Domain Data
6120.00	5	6120.01	95	Frequency Domain Data
6123.00	5	6123001	95	Frequency Domain Data
6125.00	5	6125.01	95	Frequency Domain Data
6126.00	5	6126.01	111	Frequency Domain Data
6127.00	5	6127.01	95	Frequency Domain Data
6128.00	5	6128.01	95	Frequency Domain Data
6129.00	5	6129.01	95	Frequency Domain Data
6166.01	47	6166.02	101	Frequency Domain Data
6166.02	101	n/a	n/a	Frequency Domain Data
6172.00	101	6172.01	111	Frequency Domain Data
6173.00	101	6173.01	111	Frequency Domain Data
6173.01	111	6173.02	117	Frequency Domain Data
6174.00	101	6174.01	111	Frequency Domain Data
6174.01	111	6174.02	117	Frequency Domain Data
6175.00	101	6175.01	111	Frequency Domain Data
6176.00	101	6176.01	111	Frequency Domain Data
6177.00	101	6177.01	111	Frequency Domain Data
6178.00	101	6178.01	111	Frequency Domain Data
6179.00	101	6179.01	111	Frequency Domain Data
6184.00	84	6184.01	98	Spectrometer Data
6185.00	84	6185.01	89	Spectrometer Data
6186.00	84	6186.01	98	Frequency Domain Data
6190.00	47	6190.01	98	Frequency Domain Data
6193.00	96	6193.01	101	Frequency Domain Data
6193.01	101	6193.02	111	Frequency Domain Data
6246.00	111	6246.01	118	Frequency Domain Data
6247.00	111	6247.01	118	Frequency Domain Data
6248.00	111	6248.01	118	Frequency Domain Data

Line No.	Flight	Re-flight Line No.	Re-flight Flight No.	Reason for Re-flight
6249.00	111	6249.01	118	Frequency Domain Data
6267.00	101	6267.01	111	Frequency Domain Data
6267.01	111	6267.02	118	Frequency Domain Data
6304.00	101	6304.01	107	Frequency Domain Data
6454.01	115	6454.02	116	Frequency Domain Data
6455.00	115	6455.01	116	Frequency Domain Data

SGL

Appendix VIII


369 POINT FILTER
WAVELENGTH IN READINGS / CYCLE
100.0
50.0
33.3
25.0
20.0
100
80
60
40
20
0
PERCENTAGE PASSED
97.22% at 200 READINGS/CYCLE
0.02% at 66.7 READINGS/CYCLE
0.000
0.010
0.020
0.030
0.040
0.050
FREQUENCY IN CYCLES / READING

SGL

Appendix IX

GROUND STATION SELECTION – Tellus A6 Block

LINE NUMBER	REFERENCE NUMBER
6001.00	2
6002.00	2
6003.00	2
6004.00	2
6005.00	2
6006.00	2
6007.00	2
6008.00	2
6009.00	2
6010.00	1
6011.00	2
6012.00	2
6013.00	2
6014.00	2
6015.00	2
6016.00	2
6017.00	2
6018.00	2
6018.01	2
6019.00	2
6019.01	2
6020.00	2
6021.00	2
6022.00	2
6023.00	2
6024.00	2
6025.00	2
6026.00	2
6027.00	2
6028.00	2
6028.01	2
6029.00	2
6030.00	2
6031.00	2
6032.00	2
6033.00	2
6034.00	2
6035.00	2
6036.00	2
6037.00	2
6038.00	2
6039.00	2
6040.00	2
6041.00	2
6042.00	2
6043.00	2
6044.00	2
6045.00	2
6045.01	2
6046.00	1
6047.00	2
6048.00	2
6049.00	2
6050.00	2
6051.00	2
6052.00	2
6053.00	2
6054.00	2
6055.00	2

LINE NUMBER	REFERENCE NUMBER
6056.00	2
6057.00	2
6058.00	2
6059.00	2
6060.00	2
6061.00	2
6062.00	2
6063.00	2
6064.00	2
6065.00	2
6066.00	2
6067.00	2
6068.00	2
6069.00	2
6070.00	2
6071.00	2
6072.00	2
6073.00	2
6074.00	2
6075.00	2
6076.00	2
6077.00	2
6078.00	2
6079.00	2
6080.00	2
6081.00	2
6082.00	2
6083.00	2
6084.00	2
6085.00	2
6086.00	1
6087.00	2
6088.00	2
6089.00	2
6090.00	2
6091.00	2
6092.00	2
6093.00	2
6094.00	2
6095.00	2
6096.00	2
6097.00	2
6098.00	2
6099.00	2
6099.01	2
6100.00	2
6101.00	2
6102.00	2
6103.00	2
6104.00	2
6105.00	2
6106.00	2
6107.00	2
6107.01	2
6108.00	2
6109.00	2
6109.01	1
6110.00	2
6111.00	2

LINE NUMBER	REFERENCE NUMBER
6111.01	1
6112.00	2
6113.00	2
6113.01	1
6114.00	2
6114.01	2
6114.02	1
6115.00	2
6115.01	2
6115.02	1
6116.00	2
6116.01	1
6117.00	2
6117.01	1
6118.00	2
6118.01	1
6119.00	2
6120.00	2
6120.01	2
6121.00	2
6122.00	2
6123.00	2
6123.01	1
6124.00	2
6125.00	2
6125.01	2
6126.00	2
6126.01	2
6127.00	2
6127.01	2
6128.00	2
6128.01	2
6129.00	2
6129.01	1
6130.00	2
6131.00	2
6132.00	2
6133.00	2
6134.00	2
6135.00	2
6136.00	2
6137.00	1
6138.00	2
6139.00	2
6140.00	2
6141.00	2
6142.00	2
6143.00	2
6144.00	2
6145.00	2
6146.00	2
6147.00	2
6148.00	2
6149.00	2
6150.00	2
6151.00	2
6152.00	2
6153.00	2
6154.00	2

LINE NUMBER	REFERENCE NUMBER
6155.00	2
6156.00	2
6157.00	2
6158.00	1
6159.00	1
6160.00	2
6161.00	1
6162.00	2
6163.00	2
6164.00	2
6165.00	2
6166.00	1
6166.01	2
6166.02	2
6167.00	2
6168.00	1
6169.00	1
6170.00	2
6171.00	2
6172.00	2
6172.01	2
6173.00	2
6173.01	2
6173.02	2
6174.00	2
6174.01	2
6174.02	2
6175.00	2
6175.01	2
6176.00	2
6176.01	2
6177.00	2
6177.01	1
6178.00	2
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6179.00	2
6179.01	2
6180.00	1
6181.00	2
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6188.00	2
6189.00	2
6190.00	2
6190.01	2
6191.00	2
6192.00	2
6193.00	2
6193.01	2
6193.02	2
6194.00	2
6195.00	2

LINE NUMBER	REFERENCE NUMBER
6196.00	2
6197.00	2
6198.00	2
6199.00	2
6200.00	2
6201.00	2
6202.00	2
6203.00	2
6204.00	2
6205.00	2
6206.00	2
6207.00	2
6208.00	2
6209.00	2
6210.00	2
6211.00	2
6212.00	2
6213.00	2
6214.00	2
6215.00	2
6216.00	2
6217.00	2
6218.00	2
6219.00	2
6220.00	2
6221.00	2
6222.00	1
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6224.00	2
6225.00	2
6226.00	2
6227.00	2
6228.00	2
6229.00	2
6230.00	2
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6232.00	2
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6239.00	2
6240.00	2
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6242.00	2
6243.00	2
6244.00	2
6245.00	2
6246.00	2
6246.01	1
6247.00	1
6247.01	2
6248.00	1
6248.01	2
6249.00	2
6249.01	2
6250.00	1

LINE NUMBER	REFERENCE NUMBER
6251.00	2
6252.00	2
6253.00	2
6254.00	2
6255.00	2
6256.00	2
6257.00	2
6258.00	2
6259.00	2
6260.00	2
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6263.00	2
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6265.00	1
6266.00	2
6267.00	2
6267.01	2
6267.02	2
6268.00	2
6269.00	2
6270.00	2
6271.00	2
6272.00	2
6273.00	2
6274.00	1
6275.00	1
6276.00	2
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6280.00	2
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6296.00	2
6297.00	2
6298.00	2
6299.00	2
6300.00	1
6301.00	2
6302.00	2
6303.00	2
6304.00	2
6304.01	1
6305.00	2
6306.00	2

LINE NUMBER	REFERENCE NUMBER
6307.00	2
6308.00	1
6309.00	2
6310.00	2
6311.00	2
6312.00	2
6313.00	2
6314.00	2
6315.00	2
6316.00	2
6317.00	2
6318.00	2
6319.00	2
6320.00	2
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6323.00	2
6324.00	2
6325.00	2
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6328.00	2
6329.00	2
6329.01	2
6330.00	2
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6350.00	2
6350.01	2
6351.00	2
6352.00	2
6353.00	2
6354.00	2
6355.00	2
6356.00	1
6357.00	2
6358.00	2
6359.00	2
6360.00	2
6361.00	2
6362.00	2
6363.00	2

LINE NUMBER	REFERENCE NUMBER
6364.00	2
6365.00	1
6366.00	2
6367.00	2
6368.00	2
6369.00	2
6370.00	2
6371.00	2
6372.00	2
6373.00	1
6374.00	2
6375.00	2
6376.00	1
6377.00	2
6378.00	2
6379.00	2
6380.00	2
6381.00	2
6382.00	2
6383.00	2
6384.00	2
6385.00	2
6386.00	1
6387.00	2
6388.00	1
6389.00	2
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6392.00	1
6393.00	2
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6396.00	2
6397.00	2
6398.00	2
6399.00	2
6400.00	2
6401.00	2
6402.00	2
6403.00	2
6404.00	2
6405.00	2
6406.00	2
6407.00	2
6408.00	2
6409.00	2
6410.00	2
6411.00	2
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6413.00	2
6414.00	1
6415.00	2
6416.00	2
6417.00	2
6418.00	2
6419.00	2
6420.00	2
6421.00	1
6422.00	2

LINE NUMBER	REFERENCE NUMBER
6423.00	2
6424.00	2
6425.00	2
6426.00	2
6427.00	2
6428.00	2
6429.00	2
6430.00	2
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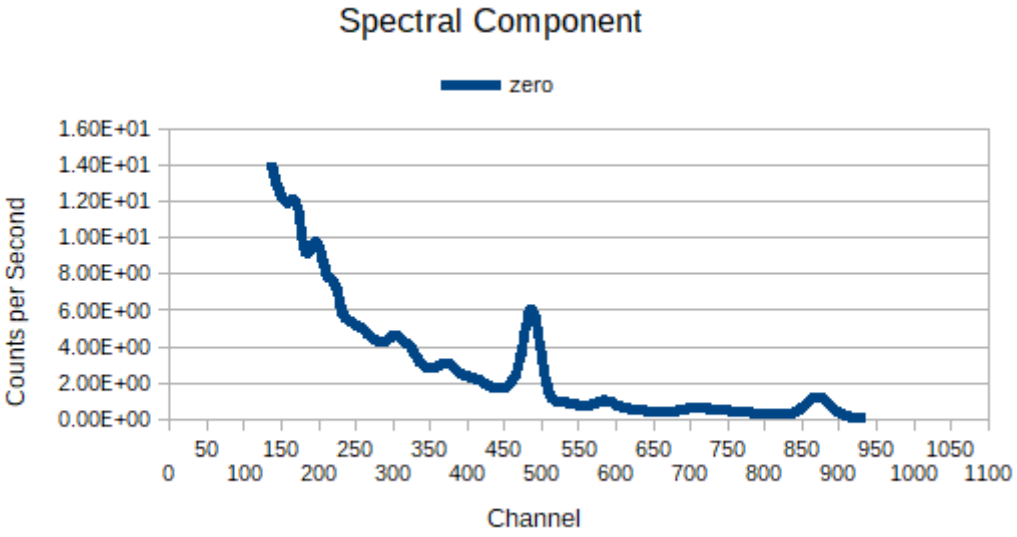
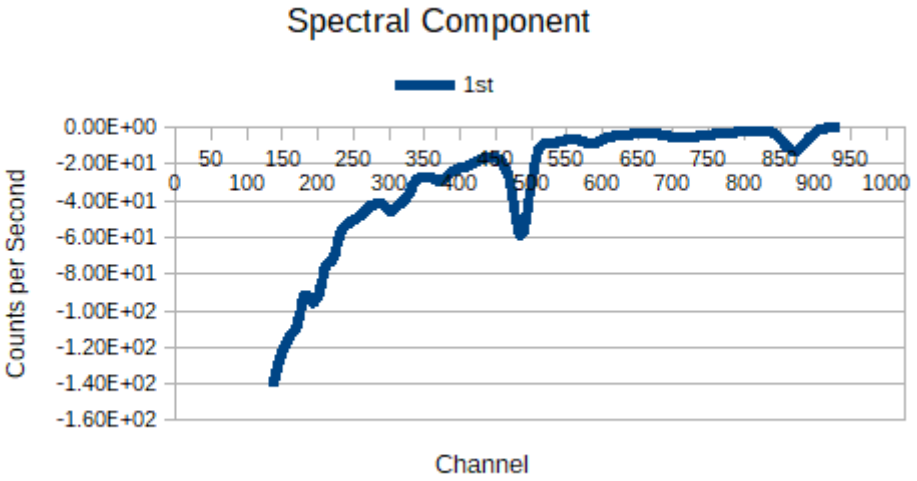
6465.00	2
8047.00	2
601.00	2
602.00	2
603.00	2
604.00	2
605.00	2
606.00	2
607.00	2
608.00	2
608.01	1
609.00	2
610.00	2
611.00	2
612.00	2
613.00	2

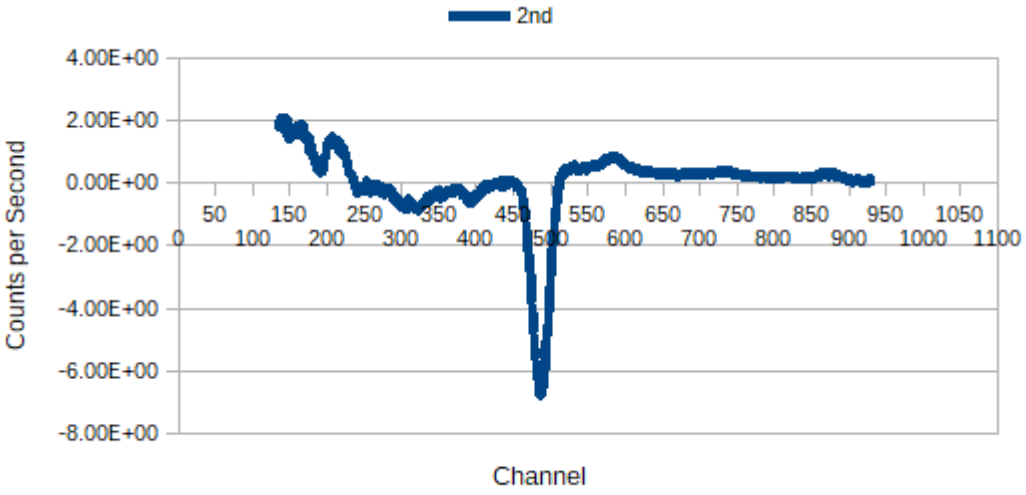
GROUND STATION SELECTION – Tellus A6 Block

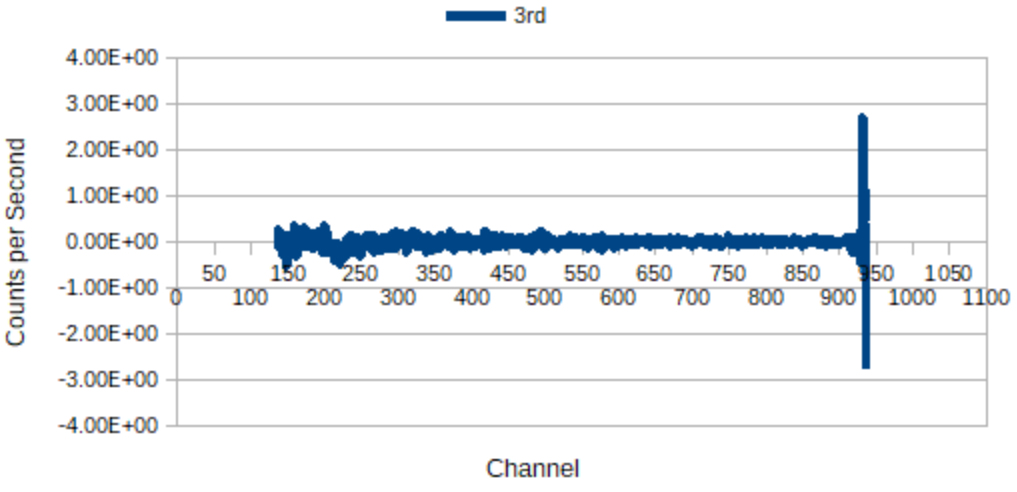
LINE NUMBER	REFERENCE NUMBER
614.00	2
615.00	2
616.00	2
617.00	2
618.00	1
619.00	2

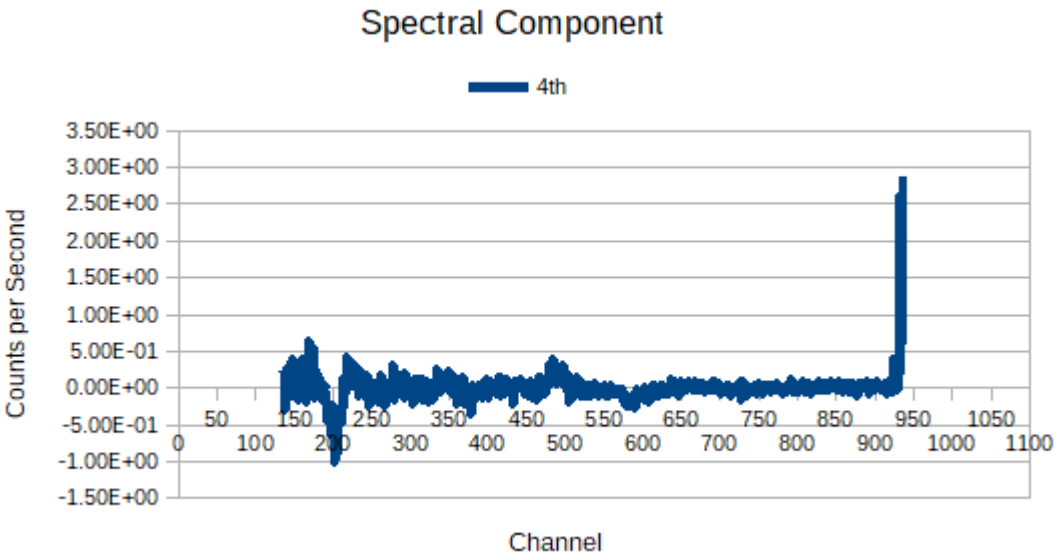
Appendix X

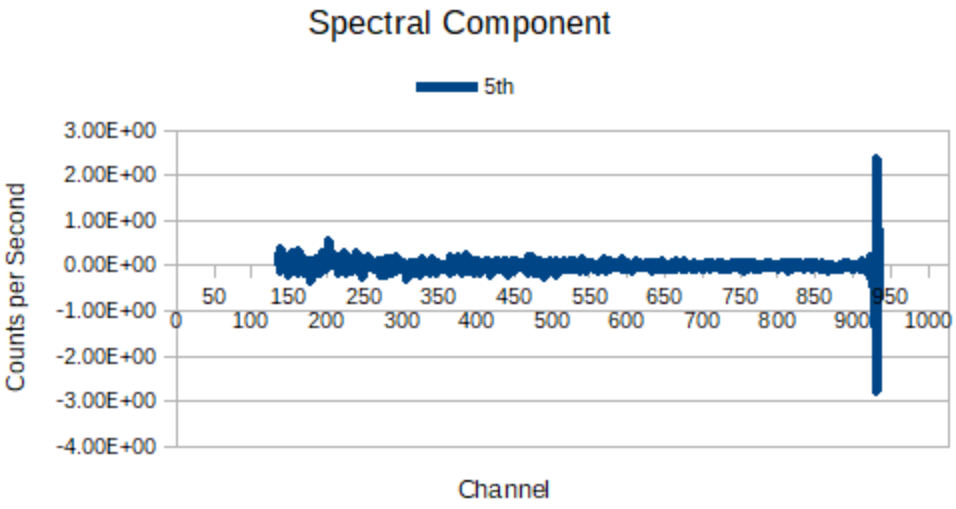

Spectral Component
zero
1.60E+01
1.40E+01
1.20E+01
1.00E+01
8.00E+00
6.00E+00
4.00E+00
2.00E+00
0.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

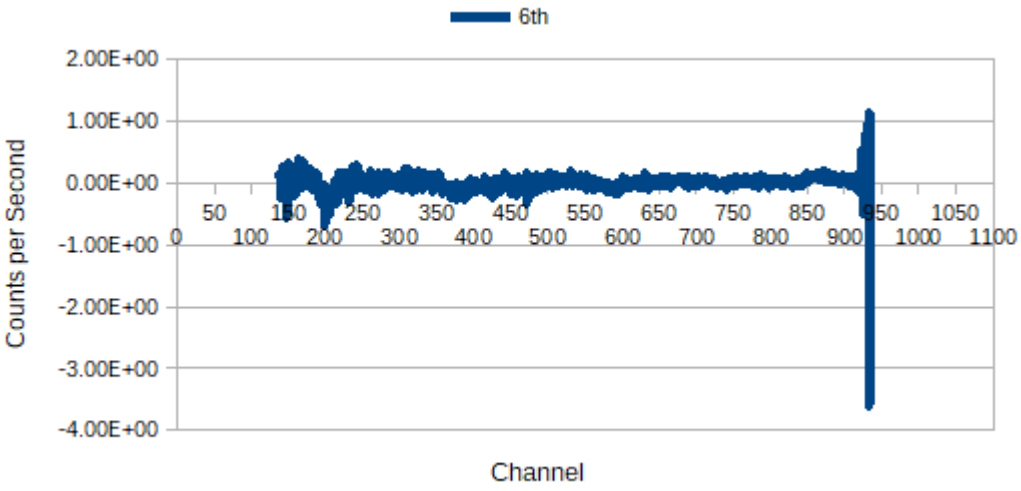

Spectral Component
1st
0.00E+00
-2.00E+01
-4.00E+01
-6.00E+01
-8.00E+01
-1.00E+02
-1.20E+02
-1.40E+02
-1.60E+02
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
Channel

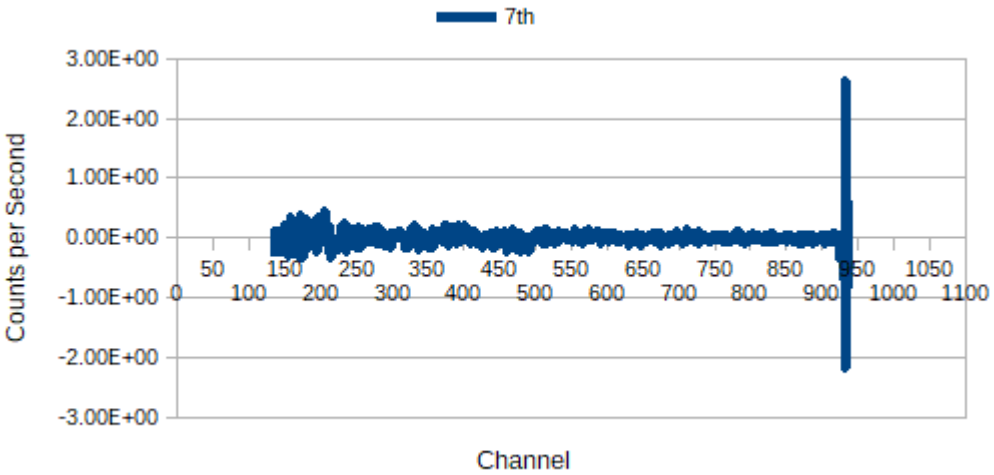

2nd
4.00E+00
2.00E+00
0.00E+00
-2.00E+00
-4.00E+00
-6.00E+00
-8.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

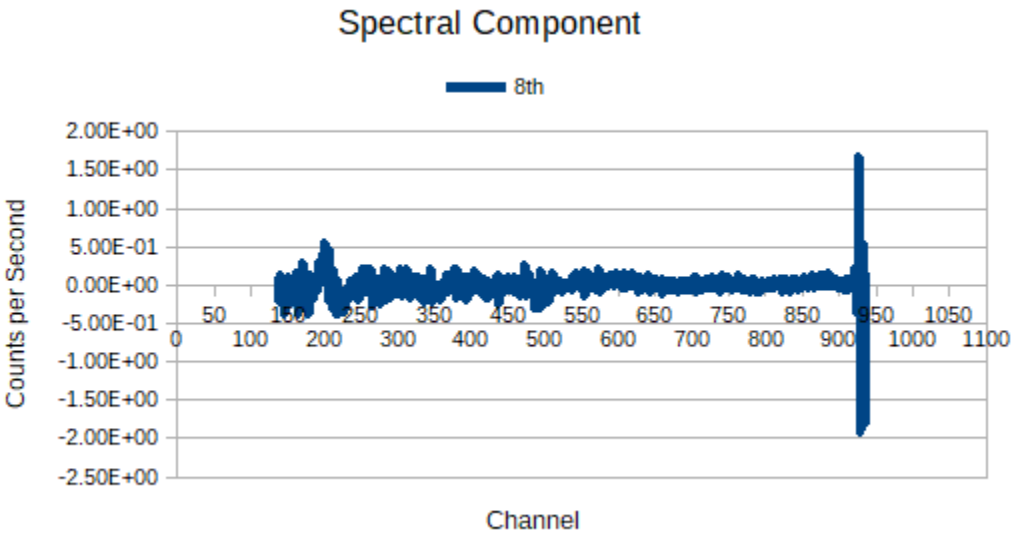

3rd
4.00E+00
3.00E+00
2.00E+00
1.00E+00
0.00E+00
-1.00E+00
-2.00E+00
-3.00E+00
-4.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

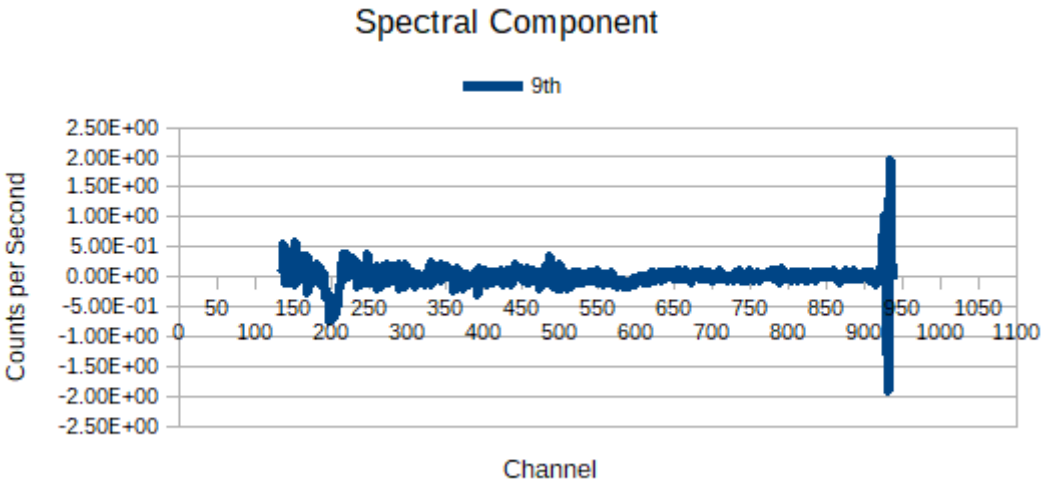

Spectral Component
4th
3.50E+00
3.00E+00
2.50E+00
2.00E+00
1.50E+00
1.00E+00
5.00E-01
0.00E+00
-5.00E-01
-1.00E+00
-1.50E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

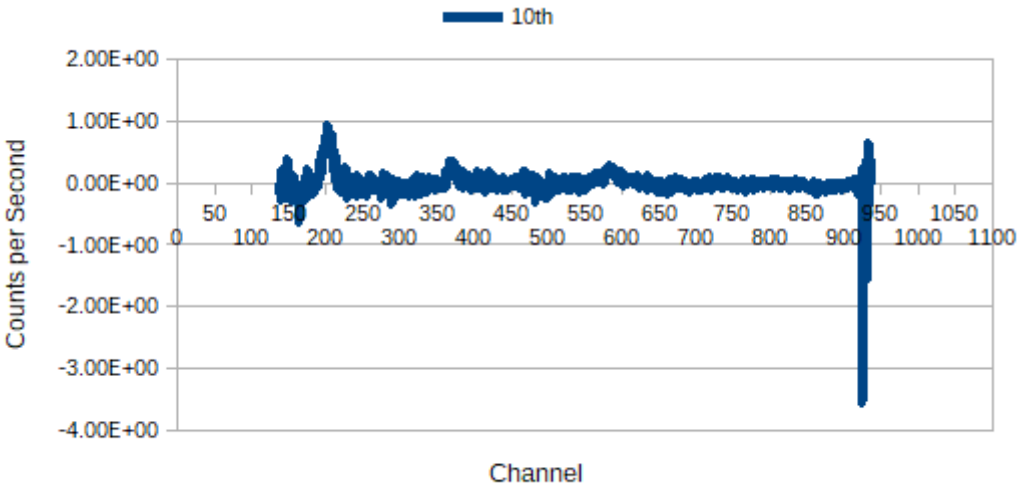

Spectral Component
5th
3.00E+00
2.00E+00
1.00E+00
0.00E+00
-1.00E+00
-2.00E+00
-3.00E+00
-4.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
Channel

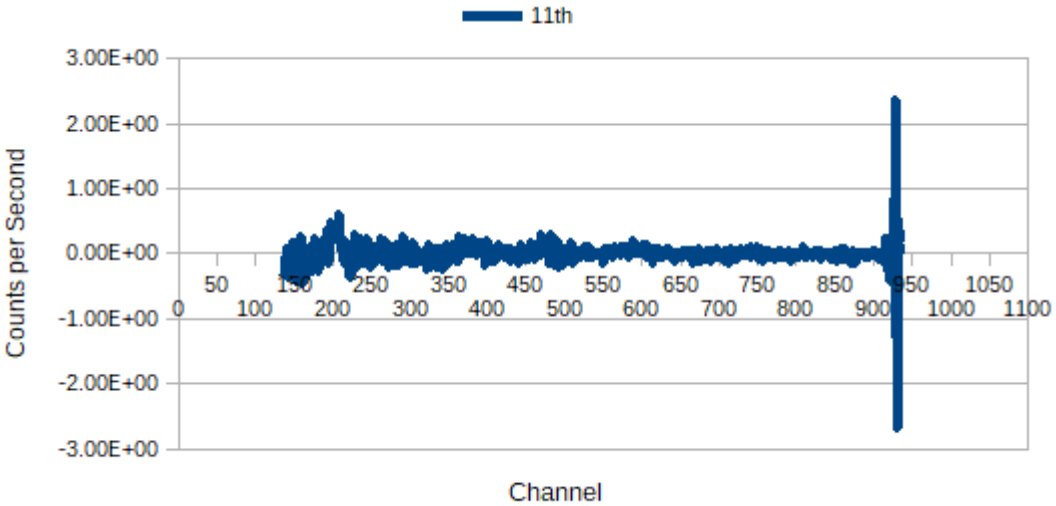

6th
2.00E+00
1.00E+00
0.00E+00
-1.00E+00
-2.00E+00
-3.00E+00
-4.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

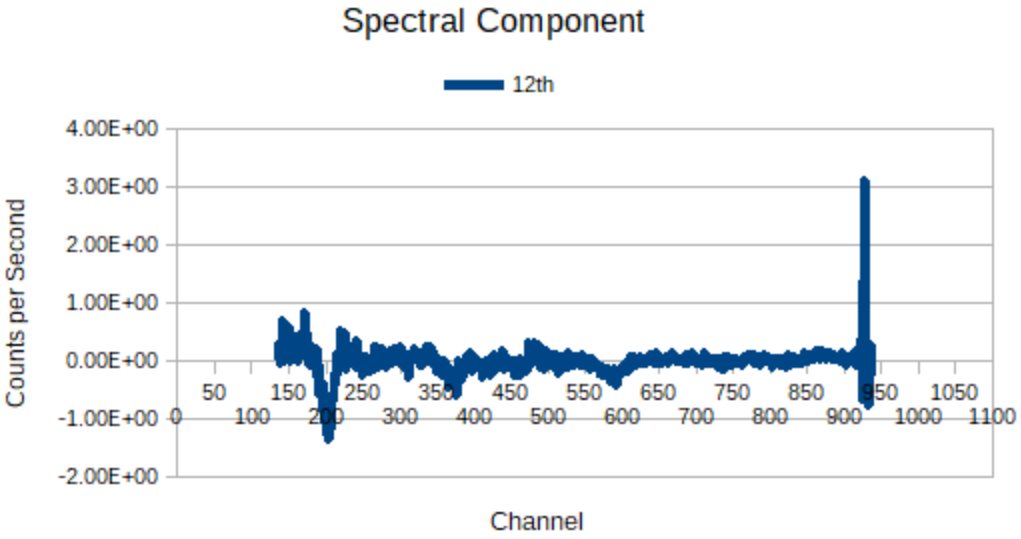

7th
3.00E+00
2.00E+00
1.00E+00
0.00E+00
-1.00E+00
-2.00E+00
-3.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

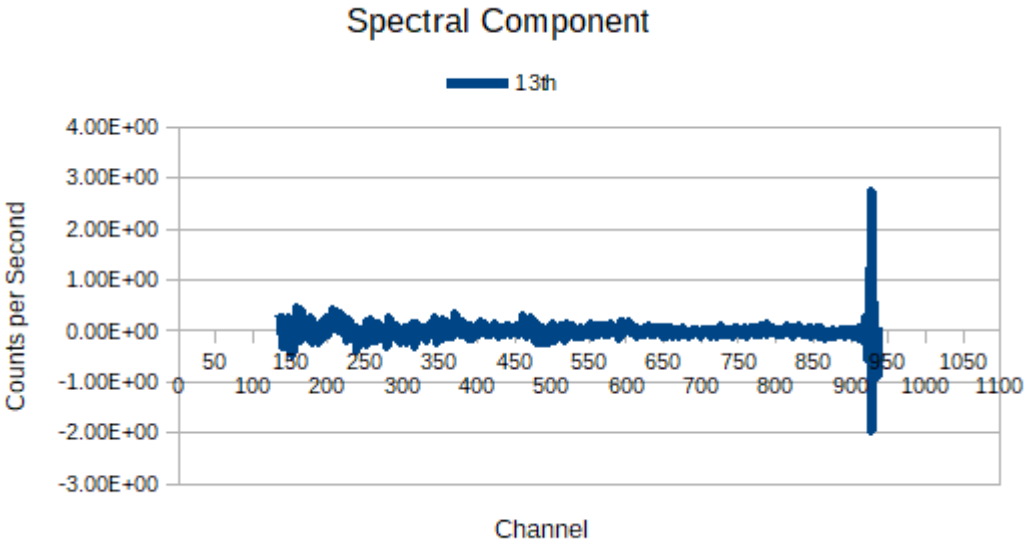

Spectral Component
8th
2.00E+00
1.50E+00
1.00E+00
5.00E-01
0.00E+00
-5.00E-01
-1.00E+00
-1.50E+00
-2.00E+00
-2.50E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

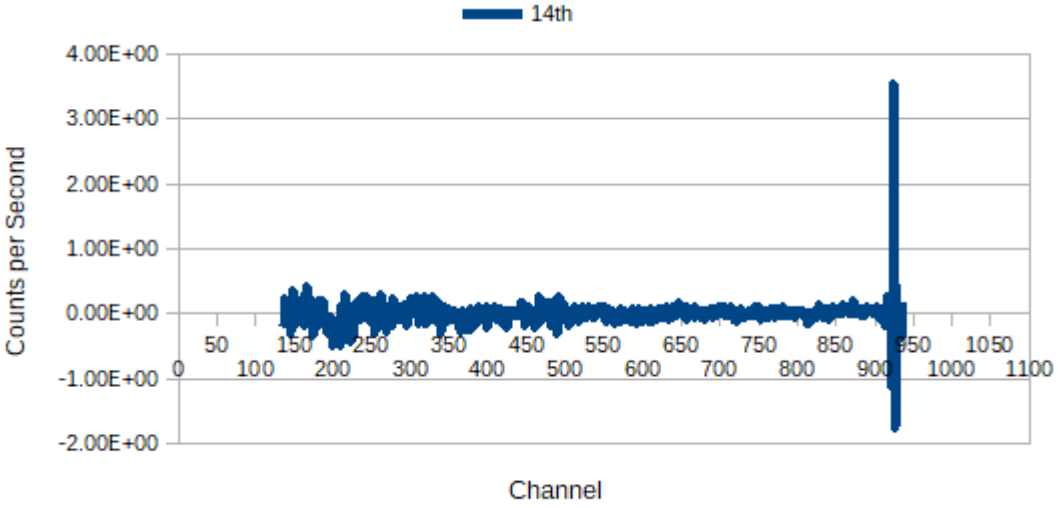

Spectral Component
9th
2.50E+00
2.00E+00
1.50E+00
1.00E+00
5.00E-01
0.00E+00
-5.00E-01
-1.00E+00
-1.50E+00
-2.00E+00
-2.50E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

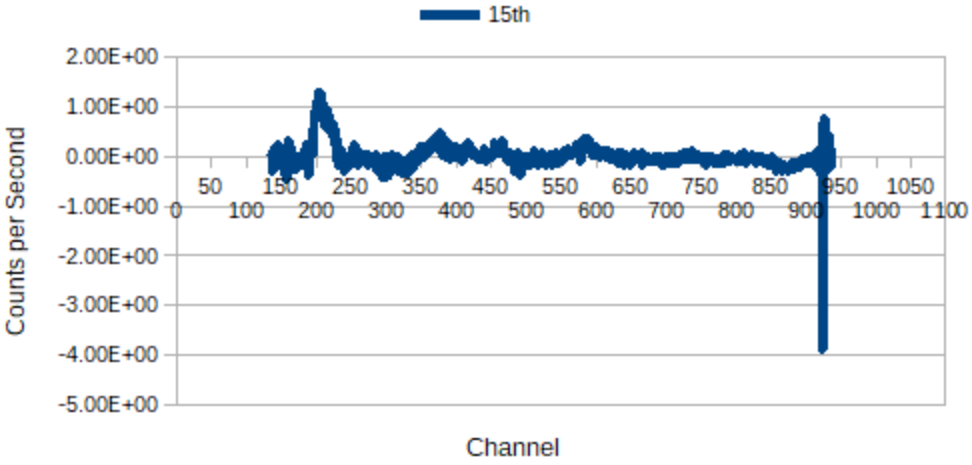

10th
2.00E+00
1.00E+00
0.00E+00
-1.00E+00
-2.00E+00
-3.00E+00
-4.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

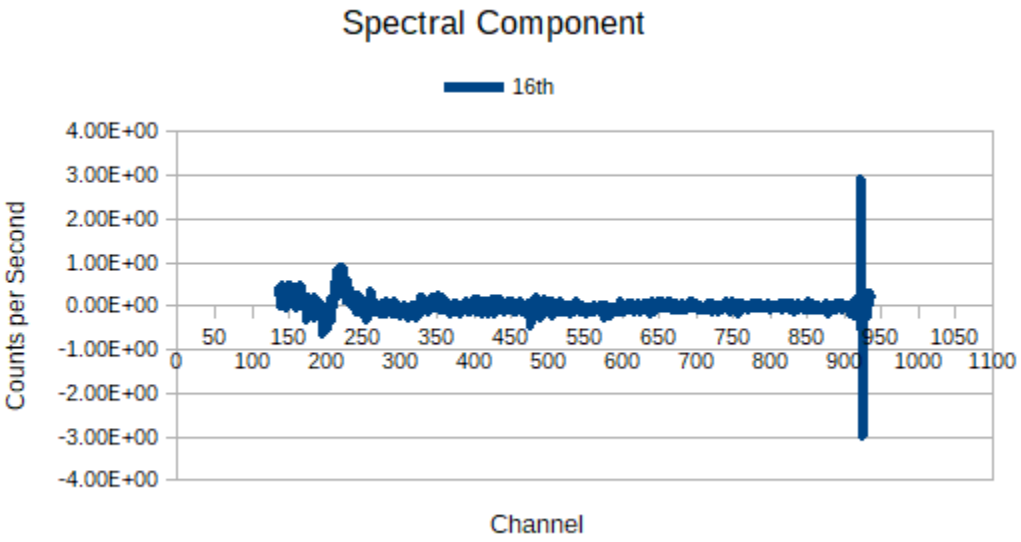

11th
3.00E+00
2.00E+00
1.00E+00
0.00E+00
-1.00E+00
-2.00E+00
-3.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

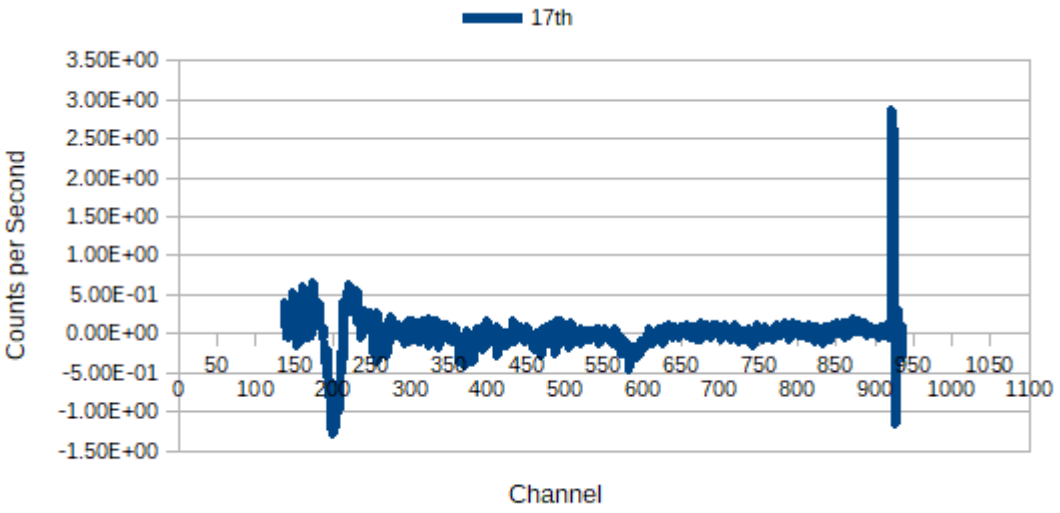

Spectral Component
12th
4.00E+00
3.00E+00
2.00E+00
1.00E+00
0.00E+00
-1.00E+00
-2.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

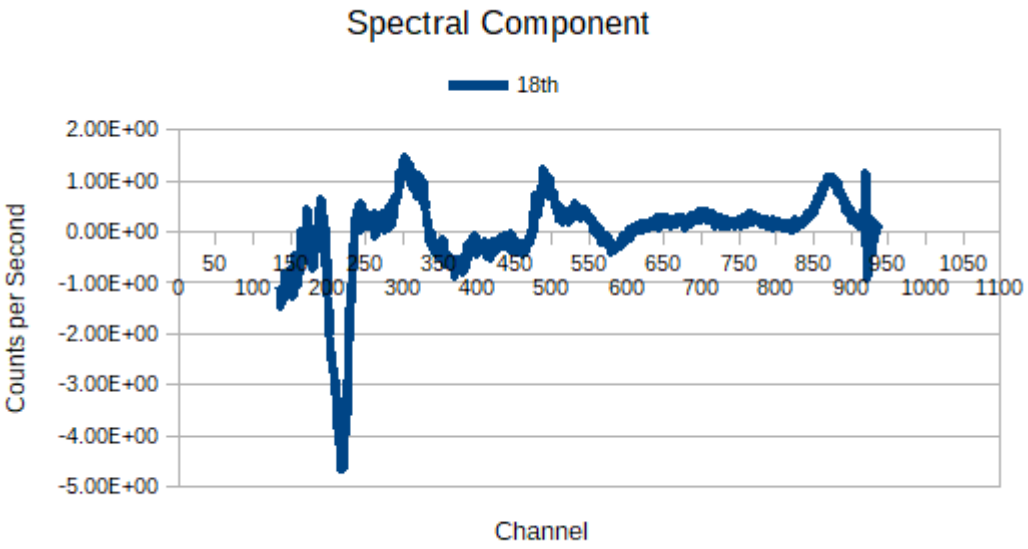

Spectral Component
13th
4.00E+00
3.00E+00
2.00E+00
1.00E+00
0.00E+00
-1.00E+00
-2.00E+00
-3.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

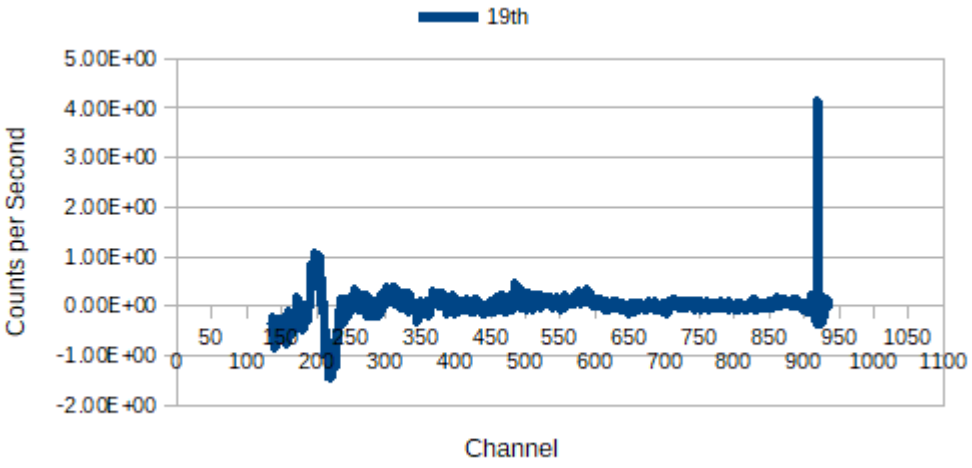

14th
4.00E+00
3.00E+00
2.00E+00
1.00E+00
0.00E+00
-1.00E+00
-2.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

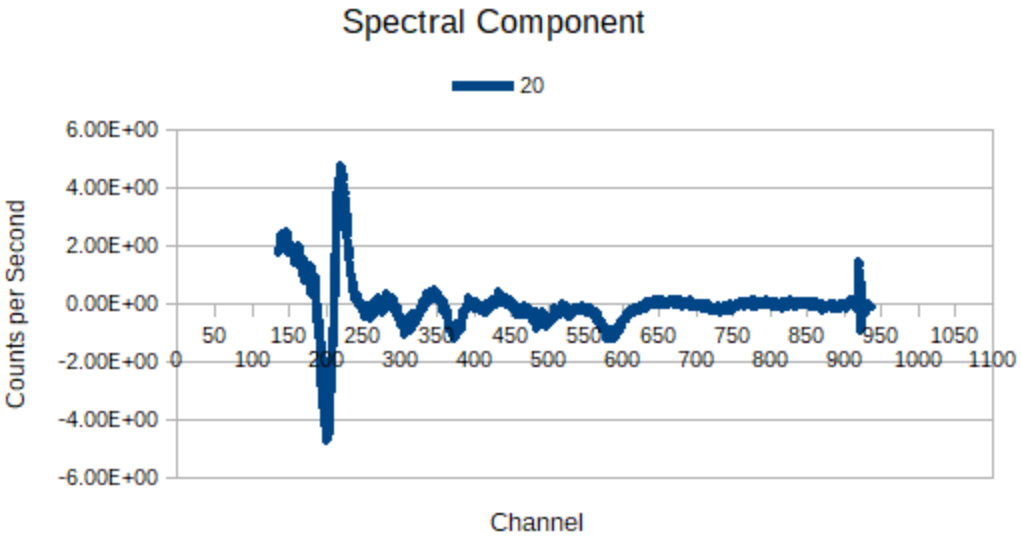

15th
2.00E+00
1.00E+00
0.00E+00
-1.00E+00
-2.00E+00
-3.00E+00
-4.00E+00
-5.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

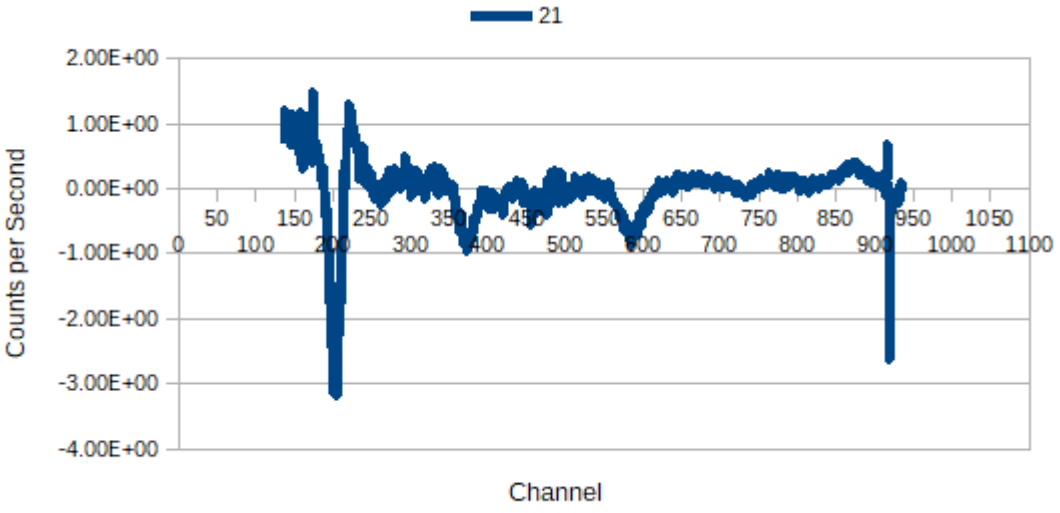

Spectral Component
16th
4.00E+00
3.00E+00
2.00E+00
1.00E+00
0.00E+00
-1.00E+00
-2.00E+00
-3.00E+00
-4.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

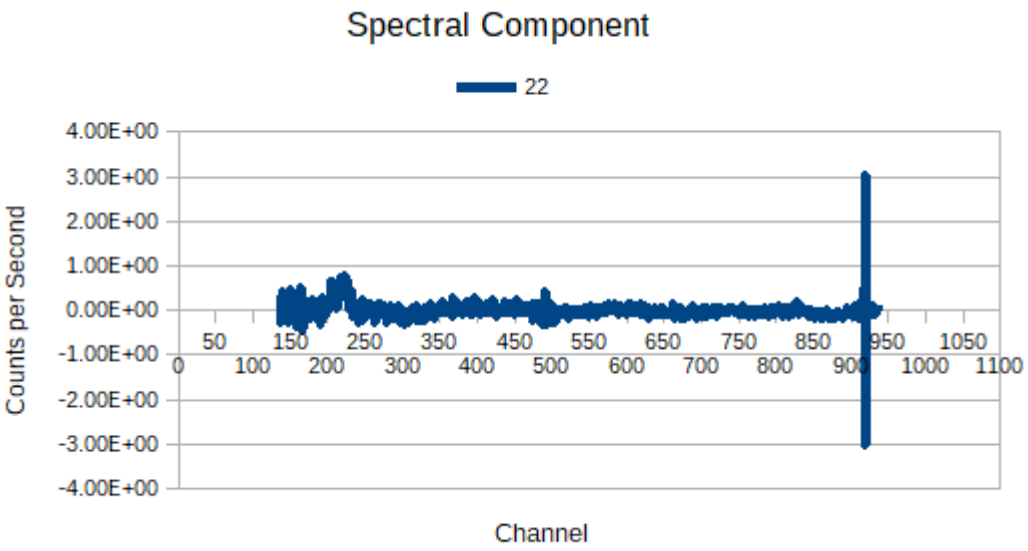

17th
3.50E+00
3.00E+00
2.50E+00
2.00E+00
1.50E+00
1.00E+00
5.00E-01
0.00E+00
-5.00E-01
-1.00E+00
-1.50E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

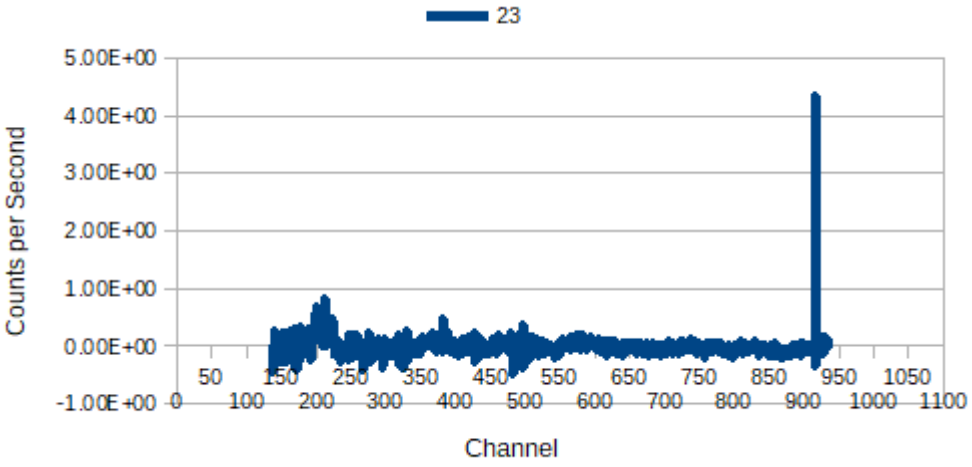

Spectral Component
18th
2.00E+00
1.00E+00
0.00E+00
-1.00E+00
-2.00E+00
-3.00E+00
-4.00E+00
-5.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

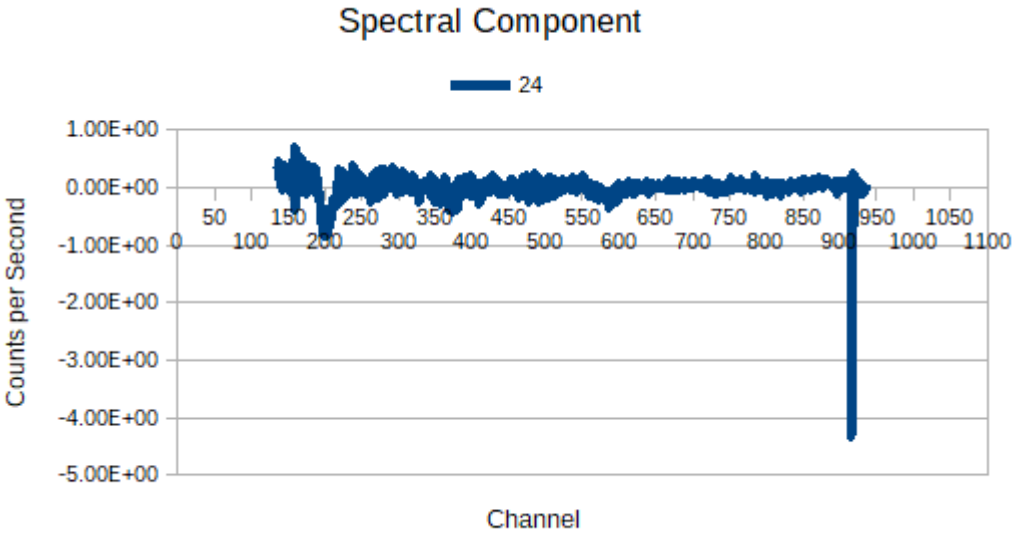

19th
5.00E+00
4.00E+00
3.00E+00
2.00E+00
1.00E+00
0.00E+00
-1.00E+00
-2.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

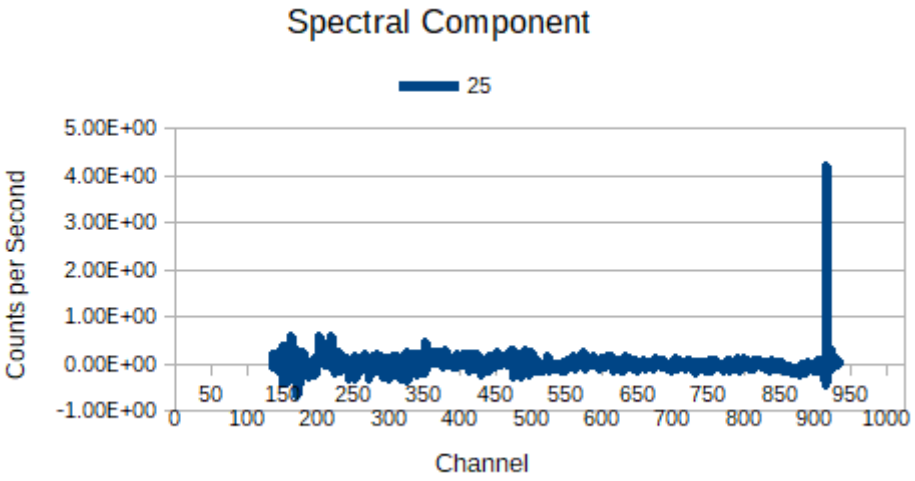

Spectral Component
20
6.00E+00
4.00E+00
2.00E+00
0.00E+00
-2.00E+00
-4.00E+00
-6.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

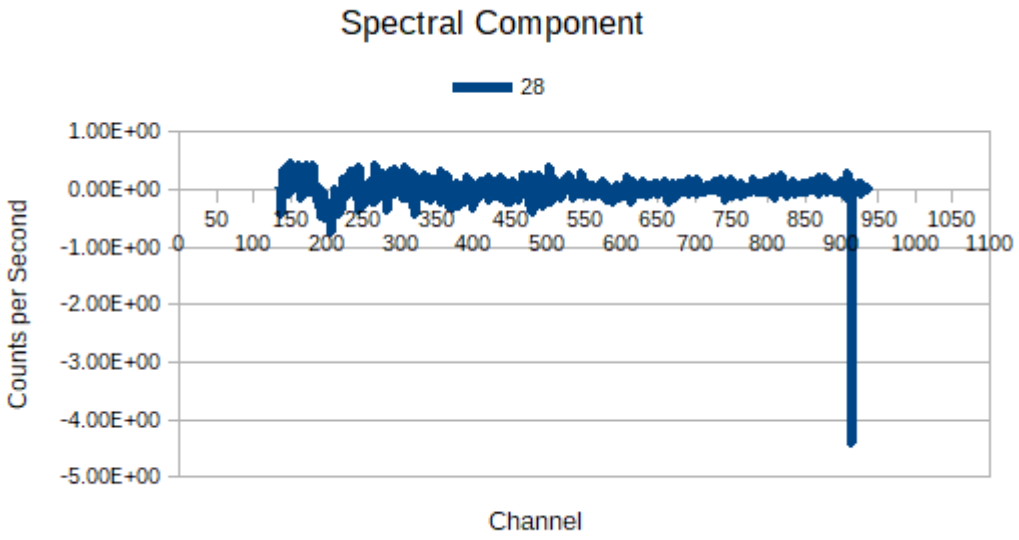

21
2.00E+00
1.00E+00
0.00E+00
-1.00E+00
-2.00E+00
-3.00E+00
-4.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

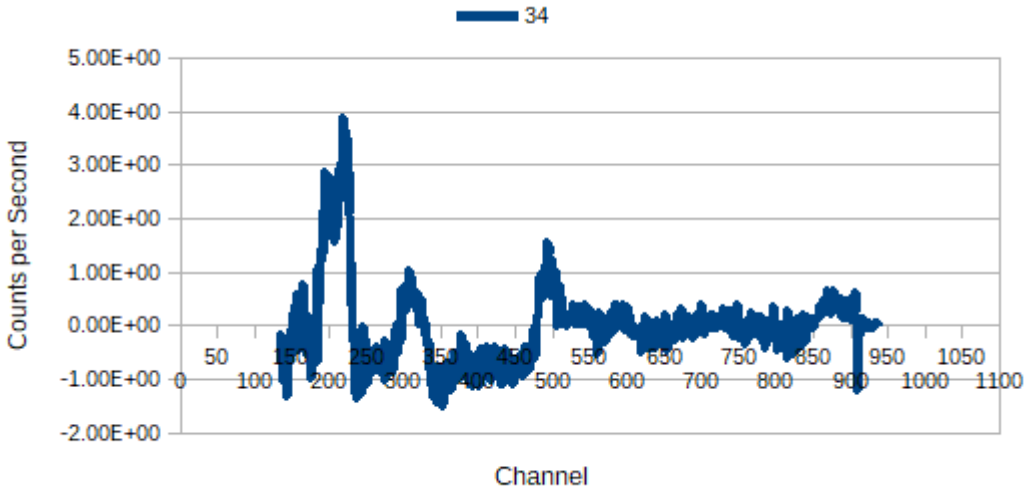

Spectral Component
22
4.00E+00
3.00E+00
2.00E+00
1.00E+00
0.00E+00
-1.00E+00
-2.00E+00
-3.00E+00
-4.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel


23
5.00E+00
4.00E+00
3.00E+00
2.00E+00
1.00E+00
0.00E+00
-1.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel


Spectral Component
24
1.00E+00
0.00E+00
-1.00E+00
-2.00E+00
-3.00E+00
-4.00E+00
-5.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel


Spectral Component
25
5.00E+00
4.00E+00
3.00E+00
2.00E+00
1.00E+00
0.00E+00
-1.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
Channel


Spectral Component
28
1.00E+00
0.00E+00
-1.00E+00
-2.00E+00
-3.00E+00
-4.00E+00
-5.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel


34
5.00E+00
4.00E+00
3.00E+00
2.00E+00
1.00E+00
0.00E+00
-1.00E+00
-2.00E+00
Counts per Second
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
Channel

SGL

Appendix XI

SPECTROMETER DATA LINE ADJUSTMENTS – Tellus A6 Block

U-Shift counts	LINE Number	Start Time (seconds)	End Time (seconds)
-0.5	6350.0.0	36331.5	36408.5
-0.4	6351.0.0	37097.5	37139.5
-1	6351.0.0	37140.5	37200.5
0.2	6336.0.0	43494.5	43496.5
0.2	6337.0.0	43972.5	44050.5
0.2	6338.0.0	44764.5	44690.5
0.2	6339.0.0	45172.5	45260.5
0.2	6340.0.0	45990.5	45904.5
0.2	6341.0.0	46418.5	46469.5
0.2	6342.0.0	47210.5	47144.5
0.2	6343.0.0	47612.5	47675.5
0.2	6344.0.0	48454.5	48384.5
0.2	6345.0.0	48854.5	48935.5
0.2	6346.0.0	41027.5	41108.5
0.2	6347.0.0	40646.5	40592.5
0.1	6401.0.0	36640.5	36700.5
0.1	6402.0.0	37079.5	37047.5
0.1	6403.0.0	37828.5	37898.5
0.1	6404.0.0	38274.5	38240.5
0.1	6405.0.0	39046.5	39082.5
0.1	6406.0.0	39463.5	39417.5
0.1	6407.0.0	40198.5	40254.5
0.1	6408.0.0	40672.5	40611.5
0.1	6409.0.0	41410.5	41478.5
0.1	6410.0.0	41874.5	41814.5
0.1	6411.0.0	42606.5	42671.5
0.1	6412.0.0	43033.5	42976.5
0.1	6413.0.0	43790.5	43865.5
0.1	6414.0.0	44232.5	44182.5
0.5	6200.0.0	43826.5	43846.5
0.2	6204.0.0	46605.5	46625.5
0.5	6209.0.0	47997.5	48025.5
0.5	6211.0.0	45075.5	45045.5
0.3	6212.0.0	44235.5	44265.5
0.5	6213.0.0	43939.5	43963.5
0.7	6214.0.0	42819.5	42839.5

SGL

Appendix XII

MAGENTIC DATA FILTERED – Tellus A6 Block

LINE Number	Start Time (seconds)	End Time (seconds)
6014.00	38033	38084
6015.00	38412	38462
6017.00	39362	39427
6020.00	41028	41072
6021.00	41388	41471
6042.00	37441	37504
6044.00	38388	38461
6048.00	46018	46065
6049.00	46293	46370
6051.00	47245	47420
6057.00	55859	55874
6069.00	58919	58970
6070.00	58199	58257
6071.00	57893	57953
6072.00	57203	57263
6072.00	57286	57321
6073.00	56843	56910
6074.00	56160	56232
6075.00	55861	55917
6076.00	55207	55300
6077.00	54791	54854
6078.00	54110	54176
6079.00	53751	53869
6080.00	53174	53246
6091.00	41987	42054
6094.00	40169	40229
6095.00	39806	39873
6114.01	31829	31875
6115.01	32462	32528
6116.00	47591	47635
6117.00	48146	48200
6164.00	38592	38638
6171.00	46092	46157
6212.00	44208	44306
6214.00	42795	42861
6216.00	41419	41453
6218.00	39907	39946

Appendix XIII

DIGITAL VIDEO INVENTORY – Tellus A6 Block

FLIGHT LINE	FLIGHT	DATA TIME START	DATA TIME END	VIDEO FILENAME(.avi)
601.00	105	46386.39	47517.47	C0601.0B_0105
602.00	117	41020.52	42091.76	C0602.0F_0117
603.00	105	47619.22	48852.08	C0603.0F_0105
604.00	117	42177.82	43518.39	C0604.0B_0117
605.00	110	35927.93	37369.34	C0605.0B_0110
606.00	110	37442.45	38955.96	C0606.0F_0110
607.00	116	39794.53	41288.44	C0607.0F_0116
608.00	116	46723.70	47347.44	C0608.0B_0116
608.01	117	39560.39	40600.51	C0608.0B_0117
609.00	110	39077.16	40546.39	C0609.0B_0110
610.00	110	40654.98	42153.83	C0610.0F_0110
611.00	109	37797.66	39147.07	C0611.0B_0109
612.00	109	39214.41	40512.83	C0612.0F_0109
613.00	109	40595.74	41980.66	C0613.0B_0109
614.00	109	42063.66	43380.15	C0614.0F_0109
615.00	109	47975.98	49321.10	C0615.0B_0109
616.00	41	59363.53	59925.56	Unavailable
617.00	95	41184.23	41771.92	Unavailable
618.00	95	40578.96	41098.77	Unavailable
619.00	95	39869.80	40475.13	Unavailable
6001.00	33	57957.55	58316.19	T6001.0B_0033
6002.00	33	58447.39	58751.05	T6002.0F_0033
6003.00	33	58896.03	59267.61	T6003.0B_0033
6004.00	33	59376.76	59696.55	T6004.0F_0033
6005.00	33	59878.32	60254.63	T6005.0B_0033
6006.00	33	60370.46	60698.10	T6006.0F_0033
6007.00	33	60902.09	61264.64	T6007.0B_0033
6008.00	33	61406.29	61745.71	T6008.0F_0033
6009.00	33	61904.59	62265.74	T6009.0B_0033
6010.00	33	62388.43	62699.60	T6010.0F_0033
6011.00	33	62879.60	63241.62	T6011.0B_0033
6012.00	33	63372.31	63680.40	Unavailable
6013.00	38	37272.17	37621.74	T6013.0B_0038
6014.00	38	37806.45	38166.81	T6014.0F_0038
6015.00	38	38338.62	38677.45	T6015.0B_0038
6016.00	38	38811.90	39150.26	T6016.0F_0038
6017.00	38	39295.29	39667.12	T6017.0B_0038
6018.00	38	39815.51	40183.03	T6018.0F_0038
6018.01	116	37652.53	37986.18	T6018.0B_0116
6019.00	38	40333.03	40687.22	T6019.0B_0038
6019.01	116	38172.32	38523.51	T6019.0F_0116
6020.00	38	40817.54	41150.12	T6020.0F_0038
6021.00	38	41335.50	41704.34	T6021.0B_0038

DIGITAL VIDEO INVENTORY – Tellus A6 Block

FLIGHT LINE	FLIGHT	DATA TIME START	DATA TIME END	VIDEO FILENAME(.avi)
6022.00	38	41864.01	42210.61	T6022.0F_0038
6023.00	38	42376.41	42739.02	T6023.0B_0038
6024.00	38	42859.96	43198.34	T6024.0F_0038
6025.00	38	43380.96	43748.57	T6025.0B_0038
6026.00	38	43850.22	44201.80	T6026.0F_0038
6027.00	38	44340.80	44687.01	T6027.0B_0038
6028.00	38	44816.71	45133.79	T6028.0F_0038
6028.01	116	38634.24	38965.62	T6028.0B_0116
6029.00	38	45299.87	45668.50	T6029.0B_0038
6030.00	36	60506.71	60845.12	T6030.0F_0036
6031.00	36	59988.65	60358.05	T6031.0B_0036
6032.00	36	59488.90	59797.45	T6032.0F_0036
6033.00	36	59036.90	59380.19	T6033.0B_0036
6034.00	36	58546.97	58883.39	T6034.0F_0036
6035.00	36	58012.02	58393.01	T6035.0B_0036
6036.00	36	57489.81	57805.43	T6036.0F_0036
6037.00	36	57004.72	57365.87	T6037.0B_0036
6038.00	47	35311.69	35654.58	T6038.0B_0047
6039.00	47	35782.36	36137.06	T6039.0F_0047
6040.00	47	36289.26	36639.75	T6040.0B_0047
6041.00	47	36779.07	37130.14	T6041.0F_0047
6042.00	47	37295.43	37641.35	T6042.0B_0047
6043.00	47	37771.44	38125.36	T6043.0F_0047
6044.00	47	38251.19	38595.91	T6044.0B_0047
6045.00	47	38816.85	39172.71	T6045.0F_0047
6045.01	116	39069.41	39420.83	T6045.0F_0116
6046.00	47	39311.22	39656.73	T6046.0B_0047
6047.00	47	39781.70	40126.65	T6047.0F_0047
6048.00	38	45776.49	46119.16	T6048.0F_0038
6049.00	38	46255.43	46615.51	T6049.0B_0038
6050.00	38	46727.24	47053.89	T6050.0F_0038
6051.00	38	47216.95	47590.53	T6051.0B_0038
6052.00	38	47708.75	48049.00	T6052.0F_0038
6053.00	38	48178.53	48547.58	T6053.0B_0038
6054.00	38	48643.15	48966.06	T6054.0F_0038
6055.00	38	54813.19	55181.69	T6055.0B_0038
6056.00	38	55304.30	55649.52	T6056.0F_0038
6057.00	38	55770.38	56135.32	T6057.0B_0038
6058.00	38	56252.58	56583.97	T6058.0F_0038
6059.00	38	56742.60	57124.96	T6059.0B_0038
6060.00	38	57240.90	57585.12	T6060.0F_0038
6061.00	38	57703.53	58062.80	T6061.0B_0038
6062.00	38	58965.69	59346.58	T6062.0B_0038

DIGITAL VIDEO INVENTORY – Tellus A6 Block

FLIGHT LINE	FLIGHT	DATA TIME START	DATA TIME END	VIDEO FILENAME(.avi)
6063.00	38	58175.49	58494.50	T6063.0F_0038
6064.00	38	59480.90	59830.46	T6064.0F_0038
6065.00	38	59942.44	60297.35	T6065.0B_0038
6066.00	38	60420.49	60750.58	T6066.0F_0038
6067.00	38	60869.72	61242.15	T6067.0B_0038
6068.00	38	61353.96	61712.78	Unavailable
6069.00	41	58689.62	59067.00	Unavailable
6070.00	41	58175.73	58529.14	Unavailable
6071.00	41	57669.40	58049.42	Unavailable
6072.00	41	57176.47	57527.10	Unavailable
6073.00	41	56624.93	57006.60	Unavailable
6074.00	41	56145.89	56491.55	Unavailable
6075.00	41	55626.82	56008.72	Unavailable
6076.00	41	55114.28	55472.71	Unavailable
6077.00	41	54570.03	54946.94	Unavailable
6078.00	41	54092.88	54446.98	Unavailable
6079.00	41	53592.55	53961.63	Unavailable
6080.00	41	53069.14	53422.48	Unavailable
6081.00	41	52547.80	52919.85	Unavailable
6082.00	41	52055.46	52396.79	Unavailable
6083.00	41	51556.98	51940.11	Unavailable
6084.00	41	51030.15	51392.76	Unavailable
6085.00	41	50505.81	50878.31	Unavailable
6086.00	41	50016.07	50353.14	Unavailable
6087.00	41	49497.63	49862.84	Unavailable
6088.00	41	48998.38	49350.18	Unavailable
6089.00	41	42809.09	43176.96	Unavailable
6090.00	41	42291.92	42645.81	Unavailable
6091.00	41	41762.52	42124.10	Unavailable
6092.00	41	41284.53	41645.55	Unavailable
6093.00	41	40602.53	40962.69	Unavailable
6094.00	41	40095.61	40461.30	Unavailable
6095.00	41	39581.91	39941.42	Unavailable
6096.00	41	39098.10	39464.16	Unavailable
6097.00	4	29860.45	30319.22	T6097.0B_0004
6098.00	4	30462.92	30939.19	T6098.0F_0004
6099.00	4	31076.32	31554.39	T6099.0B_0004
6099.01	95	42130.82	42632.20	Unavailable
6100.00	4	31701.51	32170.49	T6100.0F_0004
6101.00	4	32294.05	32782.28	T6101.0B_0004
6102.00	4	32917.69	33394.16	T6102.0F_0004
6103.00	4	33519.74	34019.05	T6103.0B_0004
6104.00	4	34168.18	34650.96	T6104.0F_0004

DIGITAL VIDEO INVENTORY – Tellus A6 Block

FLIGHT LINE	FLIGHT	DATA TIME START	DATA TIME END	VIDEO FILENAME(.avi)
6105.00	4	34784.20	35275.11	T6105.0B_0004
6106.00	4	35407.03	35896.48	T6106.0F_0004
6107.00	4	36022.92	36526.93	T6107.0B_0004
6107.01	95	42711.45	43222.93	Unavailable
6108.00	4	36642.68	37128.35	T6108.0F_0004
6109.00	4	37232.40	37736.14	T6109.0B_0004
6109.01	95	43339.96	43829.31	Unavailable
6110.00	4	37847.33	38331.39	T6110.0F_0004
6111.00	4	38441.12	38938.09	T6111.0B_0004
6111.01	95	43947.38	44449.77	Unavailable
6112.00	4	39065.01	39555.69	T6112.0F_0004
6113.00	4	45496.68	46025.28	T6113.0B_0004
6113.01	95	44667.74	45168.58	Unavailable
6114.00	4	46139.76	46621.00	T6114.0F_0004
6114.01	6	31680.45	32149.66	T6114.0B_0006
6114.02	95	45306.55	45797.73	Unavailable
6115.00	4	46752.48	47256.94	T6115.0B_0004
6115.01	6	32275.78	32724.02	T6115.0F_0006
6115.02	95	45936.92	46422.38	Unavailable
6116.00	4	47376.80	47839.37	T6116.0F_0004
6116.01	95	46557.07	47044.08	Unavailable
6117.00	4	47980.59	48485.61	T6117.0B_0004
6117.01	95	47171.69	47668.04	Unavailable
6118.00	4	48618.34	49085.55	T6118.0F_0004
6118.01	95	47772.96	48260.96	Unavailable
6119.00	4	49222.72	49757.90	T6119.0B_0004
6120.00	4	49872.34	50351.16	T6120.0F_0004
6120.01	95	48399.65	48879.87	Unavailable
6121.00	4	50484.18	51009.29	T6121.0B_0004
6122.00	4	51121.16	51592.54	T6122.0F_0004
6123.00	4	51715.50	52220.93	T6123.0B_0004
6123.01	95	49032.21	49494.71	Unavailable
6124.00	4	52362.17	52815.48	T6124.0F_0004
6125.00	4	52942.47	53458.39	T6125.0B_0004
6125.01	95	49829.47	50316.73	Unavailable
6126.00	4	53575.56	54037.76	T6126.0F_0004
6126.01	111	43751.49	44206.75	T6126.0B_0111
6127.00	4	54185.59	54730.44	T6127.0B_0004
6127.01	95	50430.53	50899.42	Unavailable
6128.00	4	54883.18	55354.17	T6128.0F_0004
6128.01	95	51035.97	51513.13	Unavailable
6129.00	4	55468.54	56016.89	T6129.0B_0004
6129.01	95	51634.86	52111.39	Unavailable

DIGITAL VIDEO INVENTORY – Tellus A6 Block

FLIGHT LINE	FLIGHT	DATA TIME START	DATA TIME END	VIDEO FILENAME(.avi)
6130.00	4	56134.84	56586.98	T6130.0F_0004
6131.00	33	34742.95	35235.52	T6131.0B_0033
6132.00	33	35440.31	35910.96	T6132.0F_0033
6133.00	33	36052.85	36540.67	T6133.0B_0033
6134.00	33	36689.93	37167.03	T6134.0F_0033
6135.00	33	37294.70	37789.59	T6135.0B_0033
6136.00	33	37977.87	38453.77	T6136.0F_0033
6137.00	33	38615.37	39114.37	T6137.0B_0033
6138.00	33	39257.37	39710.49	T6138.0F_0033
6139.00	33	39835.20	40332.57	T6139.0B_0033
6140.00	33	40477.00	40953.45	T6140.0F_0033
6141.00	33	41101.07	41606.00	T6141.0B_0033
6142.00	33	41746.16	42208.16	T6142.0F_0033
6143.00	33	42350.02	42865.88	T6143.0B_0033
6144.00	33	43008.37	43485.02	T6144.0F_0033
6145.00	33	43643.44	44165.18	T6145.0B_0033
6146.00	33	44291.78	44765.33	T6146.0F_0033
6147.00	33	44931.01	45424.68	T6147.0B_0033
6148.00	33	45570.02	46031.61	T6148.0F_0033
6149.00	33	53664.91	54175.28	T6149.0B_0033
6150.00	33	54391.94	54852.92	T6150.0F_0033
6151.00	33	55048.84	55573.88	T6151.0B_0033
6152.00	33	55696.05	56150.11	T6152.0F_0033
6153.00	33	56302.66	56821.85	T6153.0B_0033
6154.00	33	56966.95	57431.69	T6154.0F_0033
6155.00	41	31209.23	31807.47	Unavailable
6156.00	41	31991.66	32632.15	Unavailable
6157.00	41	32778.52	33379.03	Unavailable
6158.00	41	33497.86	34128.57	Unavailable
6159.00	41	34302.73	34893.13	Unavailable
6160.00	41	35080.36	35699.62	Unavailable
6161.00	41	35829.24	36432.16	Unavailable
6162.00	41	36551.89	37197.07	Unavailable
6163.00	41	37362.53	37981.20	Unavailable
6164.00	41	38182.33	38803.46	Unavailable
6165.00	47	40562.89	41157.09	T6165.0B_0047
6166.00	47	41302.13	41823.90	T6166.0F_0047
6166.01	47	46359.93	46522.24	T6166.0B_0047_1
6166.02	101	34786.57	35355.34	T6166.0B_0101
6167.00	47	42812.76	43418.22	T6167.0F_0047
6168.00	47	43530.57	44109.58	T6168.0B_0047
6169.00	47	44238.02	44852.62	T6169.0F_0047
6170.00	47	44955.53	45537.80	T6170.0B_0047

DIGITAL VIDEO INVENTORY – Tellus A6 Block

FLIGHT LINE	FLIGHT	DATA TIME START	DATA TIME END	VIDEO FILENAME(.avi)
6171.00	47	45650.00	46257.48	T6171.0F_0047
6172.00	101	35481.45	36103.82	T6172.0F_0101
6172.01	111	42907.67	43525.44	T6172.0F_0111
6173.00	101	36227.29	36802.33	T6173.0B_0101
6173.01	111	42212.72	42774.50	T6173.0B_0111
6173.02	117	43868.86	44472.47	T6173.0F_0117
6174.00	101	36932.00	37556.18	T6174.0F_0101
6174.01	111	41449.28	42074.49	T6174.0F_0111
6174.02	117	44593.44	45180.76	T6174.0B_0117
6175.00	101	37730.43	38299.40	T6175.0B_0101
6175.01	111	40721.50	41284.51	T6175.0B_0111
6176.00	101	38455.72	39085.07	T6176.0F_0101
6176.01	111	39957.26	40587.14	T6176.0F_0111
6177.00	101	39212.66	39800.72	T6177.0B_0101
6177.01	111	39249.07	39828.91	T6177.0B_0111
6178.00	101	39933.89	40561.61	T6178.0F_0101
6178.01	111	38526.36	39137.91	T6178.0F_0111
6179.00	101	40712.10	41257.96	T6179.0B_0101
6179.01	111	37794.66	38367.00	T6179.0B_0111
6180.00	84	37696.78	38271.71	T6180.0B_084
6181.00	84	38405.39	38994.13	T6181.0F_084
6182.00	84	39101.20	39683.88	T6182.0B_084
6183.00	84	39804.12	40381.48	T6183.0F_084
6184.00	84	40476.52	41065.76	T6184.0B_084
6184.01	98	40702.35	41324.03	T6184.0B_0098
6185.00	84	41203.81	41785.95	T6185.0F_084
6185.01	88	60453.19	61089.38	T6185.0F_0088
6186.00	84	41883.88	42461.67	T6186.0B_084
6186.00	98	37649.08	38267.89	T6186.0B_0098
6187.00	98	38415.73	39028.41	T6187.0F_0098
6188.00	98	39213.75	39822.59	T6188.0B_0098
6189.00	98	39977.63	40562.22	T6189.0F_0098
6190.00	47	41960.11	42514.88	T6190.0B_0047
6190.01	98	41431.66	42028.63	T6190.0F_0098
6191.00	97	48400.87	49044.55	Unavailable
6192.00	96	37254.33	37861.46	T6192.0F_0096
6193.00	96	37978.30	38558.14	T6193.0B_0096
6193.01	101	41368.89	41977.36	T6193.0F_0101
6193.02	111	44425.58	45021.44	T6193.0F_0111
6194.00	97	47742.89	48306.77	T6194.0B_0097
6195.00	97	46973.71	47607.46	T6195.0F_0097
6196.00	97	46284.77	46866.01	T6196.0B_0097
6197.00	97	45516.57	46154.67	T6197.0F_0097

DIGITAL VIDEO INVENTORY – Tellus A6 Block

FLIGHT LINE	FLIGHT	DATA TIME START	DATA TIME END	VIDEO FILENAME(.avi)
6198.00	97	44825.14	45398.71	T6198.0B_0097
6199.00	97	44105.14	44730.52	T6199.0F_0097
6200.00	97	43412.97	43993.37	T6200.0B_0097
6201.00	97	42622.64	43241.00	T6201.0F_0097 + T6201.0B_0097
6202.00	97	41902.11	42472.14	T6202.0B_0097
6203.00	117	45317.68	45924.97	T6203.0F_0117
6204.00	117	46158.47	46779.21	T6204.0B_0117
6205.00	103	48113.35	48681.73	T6205.0F_0103
6206.00	103	47026.39	47615.75	T6206.0B_0103
6207.00	103	46270.04	46872.73	T6207.0F_0103
6208.00	117	46917.37	47541.58	T6208.0F_0117
6209.00	117	47619.77	48263.33	T6209.0B_0117
6210.00	103	45547.47	46160.62	T6210.0B_0103
6211.00	103	44873.50	45446.79	T6211.0F_0103
6212.00	103	44176.44	44747.52	T6212.0B_0103
6213.00	103	43440.91	44067.41	T6213.0F_0103
6214.00	103	42711.81	43323.66	T6214.0B_0103
6215.00	103	42021.79	42603.13	T6215.0F_0103
6216.00	103	41315.40	41877.73	T6216.0B_0103
6217.00	103	40528.00	41189.48	T6217.0F_0103
6218.00	103	39814.17	40417.36	T6218.0B_0103
6219.00	103	39095.33	39688.37	T6219.0F_0103
6220.00	103	38402.53	38948.56	T6220.0B_0103
6221.00	103	37624.34	38281.81	T6221.0F_0103
6222.00	103	35470.63	36006.81	T6222.0B_0103
6223.00	103	36184.09	36804.47	T6223.0F_0103
6224.00	103	36915.61	37493.65	T6224.0B_0103
6225.00	108	35983.25	36563.13	T6225.0B_0108
6226.00	108	36709.70	37295.04	T6226.0F_0108
6227.00	108	37394.03	38002.26	T6227.0B_0108
6228.00	108	38141.30	38722.08	T6228.0F_0108
6229.00	108	38875.68	39465.80	T6229.0B_0108
6230.00	108	39624.06	40194.98	T6230.0F_0108
6231.00	108	40347.27	40939.11	T6231.0B_0108
6232.00	108	41066.13	41649.99	T6232.0F_0108
6233.00	108	41781.43	42381.02	T6233.0B_0108
6234.00	108	42514.94	43080.52	T6234.0F_0108
6235.00	108	43206.43	43811.29	T6235.0B_0108
6236.00	108	43948.26	44502.34	T6236.0F_0108
6237.00	108	44654.79	45233.21	T6237.0B_0108
6238.00	108	45354.20	45894.32	T6238.0F_0108
6239.00	108	46020.01	46617.14	T6239.0B_0108

DIGITAL VIDEO INVENTORY – Tellus A6 Block

FLIGHT LINE	FLIGHT	DATA TIME START	DATA TIME END	VIDEO FILENAME(.avi)
6240.00	108	46738.76	47299.36	T6240.0F_0108
6241.00	108	47433.41	48027.45	T6241.0B_0108
6242.00	108	48557.11	49111.99	T6242.0F_0108
6243.00	111	45220.29	45829.50	T6243.0B_0111
6244.00	111	45930.20	46539.67	T6244.0F_0111
6245.00	111	46673.67	47232.75	T6245.0B_0111
6246.00	111	47381.97	47953.10	T6246.0F_0111
6246.01	118	32964.52	33588.05	T6246.0B_1001
6247.00	111	48094.57	48668.17	T6247.0B_0111
6247.01	118	33710.86	34308.02	T6247.0F_1001
6248.00	111	48848.66	49458.72	T6248.0F_0111
6248.01	118	34437.04	35060.45	T6248.0B_1001
6249.00	111	49599.71	50156.72	T6249.0B_0111
6249.01	118	35191.95	35779.98	T6249.0F_1001
6250.00	104	35352.48	35976.24	T6250.0B_0104
6251.00	104	36120.16	36691.07	T6251.0F_0104
6252.00	104	36818.92	37469.12	T6252.0B_0104
6253.00	104	37605.03	38165.08	T6253.0F_0104
6254.00	104	38327.16	38959.05	T6254.0B_0104
6255.00	104	39088.25	39634.99	T6255.0F_0104
6256.00	98	42269.26	42896.37	T6256.0B_0098
6257.00	98	43030.94	43651.48	T6257.0F_0098
6258.00	98	43790.10	44410.79	T6258.0B_0098
6259.00	98	44523.82	45120.47	T6259.0F_0098
6260.00	98	45268.02	45900.03	T6260.0B_0098
6261.00	98	46031.38	46625.92	T6261.0F_0098
6262.00	98	46765.93	47424.21	T6262.0B_0098
6263.00	98	48017.59	48597.06	T6263.0F_0098
6264.00	98	48742.13	49370.44	T6264.0B_0098
6265.00	98	49487.63	50061.87	Unavailable
6266.00	101	43425.59	44043.77	T6266.0F_0101
6267.00	101	44169.48	44740.96	T6267.0B_0101
6267.01	111	50258.19	50851.46	T6267.0F_0111
6267.02	118	35907.54	36526.97	T6267.0B_1001
6268.00	101	44879.88	45487.36	T6268.0F_0101
6269.00	101	45595.21	46175.04	T6269.0B_0101
6270.00	101	46302.30	46906.73	T6270.0F_0101
6271.00	101	47041.64	47596.40	T6271.0B_0101
6272.00	101	47724.77	48309.40	Unavailable
6273.00	102	58613.69	59226.53	T6273.0B_0102
6274.00	102	59368.34	59962.64	Unavailable
6275.00	104	39800.85	40482.92	T6275.0B_0104
6276.00	104	40599.77	41152.33	T6276.0F_0104

DIGITAL VIDEO INVENTORY – Tellus A6 Block

FLIGHT LINE	FLIGHT	DATA TIME START	DATA TIME END	VIDEO FILENAME(.avi)
6277.00	104	41280.92	41924.21	T6277.0B_0104
6278.00	104	42050.67	42595.94	T6278.0F_0104
6279.00	104	42760.06	43451.77	T6279.0B_0104
6280.00	104	43564.62	44127.79	T6280.0F_0104
6281.00	104	44279.91	44917.95	T6281.0B_0104
6282.00	104	45058.42	45609.96	T6282.0F_0104
6283.00	104	45756.25	46399.60	T6283.0B_0104
6284.00	104	46515.77	47062.72	T6284.0F_0104
6285.00	104	47223.36	47870.72	T6285.0B_0104
6286.00	104	47981.47	48531.57	T6286.0F_0104
6287.00	117	48650.99	49256.68	T6287.0F_0117
6288.00	94	50248.16	50856.26	T6288.0F_0094
6289.00	94	49469.48	50131.78	T6289.0B_0094
6290.00	91	52002.08	52585.52	Unavailable
6291.00	94	48758.51	49370.12	T6291.0F_0094
6292.00	94	48002.06	48641.80	T6292.0B_0094
6293.00	94	47237.63	47844.42	T6293.0F_0094
6294.00	94	46501.42	47125.57	T6294.0B_0094
6295.00	91	51230.80	51901.95	T6295.0B_0091
6296.00	91	50507.00	51096.63	T6296.0F_0091
6297.00	91	49737.47	50413.06	T6297.0B_0091
6298.00	91	49015.12	49614.27	T6298.0F_0091
6299.00	91	48229.30	48906.47	T6299.0B_0091
6300.00	88	35148.03	35800.82	T6300.0B_0088
6301.00	94	50981.63	51635.22	T6301.0B_0094
6302.00	94	51749.47	52380.57	T6302.0F_0094
6303.00	94	52491.42	53152.26	T6303.0B_0094
6304.00	101	42334.85	42912.15	T6304.0B_0101
6304.01	107	48462.07	49062.84	Unavailable
6305.00	99	48674.68	49241.84	T6305.0F_0099
6306.00	99	47499.16	48125.89	T6306.0B_0099
6307.00	99	46814.89	47375.44	T6307.0F_0099
6308.00	99	46085.59	46696.99	T6308.0B_0099
6309.00	99	45358.57	45941.69	T6309.0F_0099
6310.00	99	44561.27	45213.22	T6310.0B_0099
6311.00	99	43869.30	44451.26	T6311.0F_0099
6312.00	99	43133.48	43748.68	T6312.0B_0099
6313.00	99	42380.28	42966.03	T6313.0F_0099
6314.00	99	41614.53	42250.64	T6314.0B_0099
6315.00	99	40906.32	41487.47	T6315.0F_0099
6316.00	99	36818.13	37393.36	T6316.0F_0099
6317.00	99	37590.56	38184.03	T6317.0B_0099
6318.00	99	38308.85	38882.60	T6318.0F_0099

DIGITAL VIDEO INVENTORY – Tellus A6 Block

FLIGHT LINE	FLIGHT	DATA TIME START	DATA TIME END	VIDEO FILENAME(.avi)
6319.00	99	39066.66	39557.16	T6319.0B_0099
6320.00	99	39709.73	40147.91	T6320.0F_0099
6321.00	99	40288.06	40790.78	T6321.0B_0099
6322.00	94	53282.76	53746.24	T6322.0F_0094
6323.00	94	53852.37	54363.85	T6323.0B_0094
6324.00	94	54476.14	54961.49	T6324.0F_0094
6325.00	94	55073.27	55588.44	T6325.0B_0094
6326.00	94	55684.38	56148.85	T6326.0F_0094
6327.00	94	56251.36	56769.30	T6327.0B_0094
6328.00	94	56874.25	57358.25	T6328.0F_0094
6329.00	94	57477.33	57913.43	T6329.0B_0094
6329.01	96	38987.41	39466.09	T6329.0F_0096
6330.00	96	39579.04	40072.55	T6330.0B_0096
6331.00	96	40205.02	40693.73	T6331.0F_0096
6332.00	96	40809.13	41299.60	T6332.0B_0096
6333.00	96	41415.33	41892.15	T6333.0F_0096
6334.00	96	42003.07	42486.00	T6334.0B_0096
6335.00	96	42647.36	43128.54	T6335.0F_0096
6336.00	96	43239.07	43704.19	T6336.0B_0096
6337.00	96	43840.58	44335.58	T6337.0F_0096
6338.00	96	44431.14	44913.75	T6338.0B_0096
6339.00	96	45044.60	45526.84	T6339.0F_0096
6340.00	96	45653.74	46124.61	T6340.0B_0096
6341.00	96	46245.85	46754.84	T6341.0F_0096
6342.00	96	46867.73	47348.82	T6342.0B_0096
6343.00	96	47484.77	47973.01	T6343.0F_0096
6344.00	96	48102.24	48593.00	T6344.0B_0096
6345.00	96	48728.55	49231.98	T6345.0F_0096
6346.00	97	40897.44	41425.17	T6346.0F_0097
6347.00	97	40320.72	40776.94	T6347.0B_0097
6348.00	97	39698.52	40207.02	T6348.0F_0097
6349.00	97	39140.42	39588.97	T6349.0B_0097
6350.00	88	36240.47	36654.40	T6350.0F_0088
6350.01	88	59748.72	59888.11	T6350.0F_0088_1
6351.00	88	36843.86	37357.69	T6351.0B_0088
6352.00	88	37471.09	37961.59	T6352.0F_0088
6353.00	88	38056.81	38575.27	T6353.0B_0088
6354.00	88	38672.18	39146.47	T6354.0F_0088
6355.00	88	39246.91	39757.40	T6355.0B_0088
6356.00	88	39865.22	40350.80	T6356.0F_0088
6357.00	88	40455.91	40965.74	T6357.0B_0088
6358.00	88	41059.95	41541.26	T6358.0F_0088
6359.00	88	41651.26	42153.48	T6359.0B_0088

DIGITAL VIDEO INVENTORY – Tellus A6 Block

FLIGHT LINE	FLIGHT	DATA TIME START	DATA TIME END	VIDEO FILENAME(.avi)
6360.00	88	42264.56	42751.92	T6360.0F_0088
6361.00	88	42875.37	43376.97	T6361.0B_0088
6362.00	88	43496.93	43989.71	T6362.0F_0088
6363.00	88	44105.44	44612.68	T6363.0B_0088
6364.00	88	44730.40	45207.43	T6364.0F_0088
6365.00	88	50455.53	50970.48	T6365.0B_0088
6366.00	88	51102.54	51592.27	T6366.0F_0088
6367.00	88	51701.70	52223.38	T6367.0B_0088
6368.00	88	52335.16	52818.39	T6368.0F_0088
6369.00	88	52943.67	53438.03	T6369.0B_0088
6370.00	88	53577.77	54056.97	T6370.0F_0088
6371.00	88	54186.31	54682.84	T6371.0B_0088
6372.00	88	54797.41	55275.50	T6372.0F_0088
6373.00	88	55399.57	55916.71	T6373.0B_0088
6374.00	88	56045.92	56537.13	T6374.0F_0088
6375.00	88	56660.77	57161.57	T6375.0B_0088
6376.00	88	57262.17	57738.19	T6376.0F_0088
6377.00	88	57861.44	58362.28	T6377.0B_0088
6378.00	88	58490.57	58985.99	T6378.0F_0088
6379.00	88	59126.25	59631.40	T6379.0B_0088
6380.00	106	36048.26	36513.20	T6380.0B_0106
6381.00	107	47652.97	48110.72	T6381.0B_0107
6382.00	105	49172.19	49604.56	T6382.0F_0105
6383.00	105	45551.69	46056.26	T6383.0B_0105
6384.00	105	44970.17	45399.48	T6384.0F_0105
6385.00	105	44359.36	44860.98	T6385.0B_0105
6386.00	105	43791.59	44222.12	T6386.0F_0105
6387.00	105	43183.45	43666.25	T6387.0B_0105
6388.00	105	42596.87	43032.20	T6388.0F_0105
6389.00	105	41976.60	42490.69	T6389.0B_0105
6390.00	105	41396.79	41828.68	T6390.0F_0105
6391.00	105	40785.28	41279.43	T6391.0B_0105
6392.00	105	40199.58	40639.47	T6392.0F_0105
6393.00	105	39564.98	40080.83	T6393.0B_0105
6394.00	105	39001.88	39436.55	T6394.0F_0105
6395.00	105	38416.02	38877.85	T6395.0B_0105
6396.00	105	37815.69	38261.78	T6396.0F_0105
6397.00	105	37202.54	37709.42	T6397.0B_0105
6398.00	105	36601.35	37032.17	T6398.0F_0105
6399.00	105	36009.51	36484.95	T6399.0B_0105
6400.00	107	35744.04	36178.41	T6400.0B_0107
6401.00	107	36329.09	36821.07	T6401.0F_0107
6402.00	107	36938.68	37365.16	T6402.0B_0107

DIGITAL VIDEO INVENTORY – Tellus A6 Block

FLIGHT LINE	FLIGHT	DATA TIME START	DATA TIME END	VIDEO FILENAME(.avi)
6403.00	107	37503.02	38014.08	T6403.0F_0107
6404.00	107	38138.60	38569.83	T6404.0B_0107
6405.00	107	38697.17	39203.81	T6405.0F_0107
6406.00	107	39313.85	39743.68	T6406.0B_0107
6407.00	107	39863.86	40379.72	T6407.0F_0107
6408.00	107	40509.65	40950.15	T6408.0B_0107
6409.00	107	41096.14	41593.69	T6409.0F_0107
6410.00	107	41722.84	42164.48	T6410.0B_0107
6411.00	107	42301.77	42773.38	T6411.0F_0107
6412.00	107	42887.18	43325.06	T6412.0B_0107
6413.00	107	43481.90	43959.38	T6413.0F_0107
6414.00	107	44080.26	44528.83	T6414.0B_0107
6415.00	107	44661.48	45142.30	T6415.0F_0107
6416.00	109	35714.35	36197.70	T6416.0B_0109
6417.00	109	36343.26	36804.78	T6417.0F_0109
6418.00	109	36926.94	37426.16	T6418.0B_0109
6419.00	107	45257.80	45718.10	T6419.0B_0107
6420.00	107	45859.26	46328.84	T6420.0F_0107
6421.00	107	46443.65	46894.91	T6421.0B_0107
6422.00	107	47026.66	47482.28	T6422.0F_0107
6423.00	109	43594.44	43923.38	T6423.0B_0109
6424.00	109	44045.27	44341.34	T6424.0F_0109
6425.00	109	44462.61	44772.14	T6425.0B_0109
6426.00	109	44917.23	45201.75	T6426.0F_0109
6427.00	109	45350.95	45653.96	T6427.0B_0109
6428.00	109	45798.05	46091.75	T6428.0F_0109
6429.00	109	46189.76	46514.55	T6429.0B_0109
6430.00	109	46639.39	46937.74	T6430.0F_0109
6431.00	109	47088.42	47404.59	T6431.0B_0109
6432.00	109	47520.56	47815.13	T6432.0F_0109
6433.00	110	42343.77	42668.50	T6433.0B_0110
6434.00	110	42820.06	43114.57	T6434.0F_0110
6435.00	110	43245.40	43573.03	T6435.0B_0110
6436.00	110	43709.09	43996.28	T6436.0F_0110
6437.00	110	44113.99	44450.59	T6437.0B_0110
6438.00	110	44571.16	44872.43	T6438.0F_0110
6439.00	110	45019.01	45360.05	T6439.0B_0110
6440.00	110	45483.51	45780.84	T6440.0F_0110
6441.00	110	45916.01	46250.83	T6441.0B_0110
6442.00	110	46383.80	46667.19	T6442.0F_0110
6443.00	110	46790.33	47113.58	T6443.0B_0110
6444.00	110	47239.17	47529.92	T6444.0F_0110
6445.00	114	37271.29	37571.67	T6445.0B_0112

DIGITAL VIDEO INVENTORY – Tellus A6 Block

FLIGHT LINE	FLIGHT	DATA TIME START	DATA TIME END	VIDEO FILENAME(.avi)
6446.00	114	37725.84	38006.56	T6446.0F_0112
6447.00	114	38145.08	38465.57	T6447.0B_0112
6448.00	114	38602.12	38901.01	T6448.0F_0112
6449.00	114	39002.43	39331.18	T6449.0B_0112
6450.00	114	39458.69	39761.77	T6450.0F_0112
6451.00	114	39867.70	40192.10	T6451.0B_0112
6452.00	114	40304.97	40605.37	T6452.0F_0112
6453.00	114	40735.52	41040.85	T6453.0B_0112
6454.00	114	41182.96	41412.64	T6454.0F_0112
6454.00	115	35106.54	35408.55	T6454.0B_0115
6454.02	116	41491.15	41780.01	T6454.0B_0116
6455.00	115	35587.86	35877.99	Unavailable
6455.01	116	41912.89	42256.87	T6455.0F_0116
6456.00	116	42380.30	42668.08	T6456.0B_0116
6457.00	116	42812.18	43149.17	T6457.0F_0116
6458.00	116	43299.08	43581.53	T6458.0B_0116
6459.00	116	43728.12	44042.39	T6459.0F_0116
6460.00	116	44194.19	44485.51	T6460.0B_0116
6461.00	116	44622.11	44929.02	T6461.0F_0116
6462.00	116	45048.23	45333.35	T6462.0B_0116
6463.00	116	45423.98	45747.48	T6463.0F_0116
6464.00	116	45885.40	46171.46	T6464.0B_0116
6465.00	116	46312.22	46616.95	T6465.0F_0116