

Figure 2. Plot of vertical gravity gradient response against wavelength showing signals for selected orebodies. Also shown are lines corresponding to systems with different noise levels.

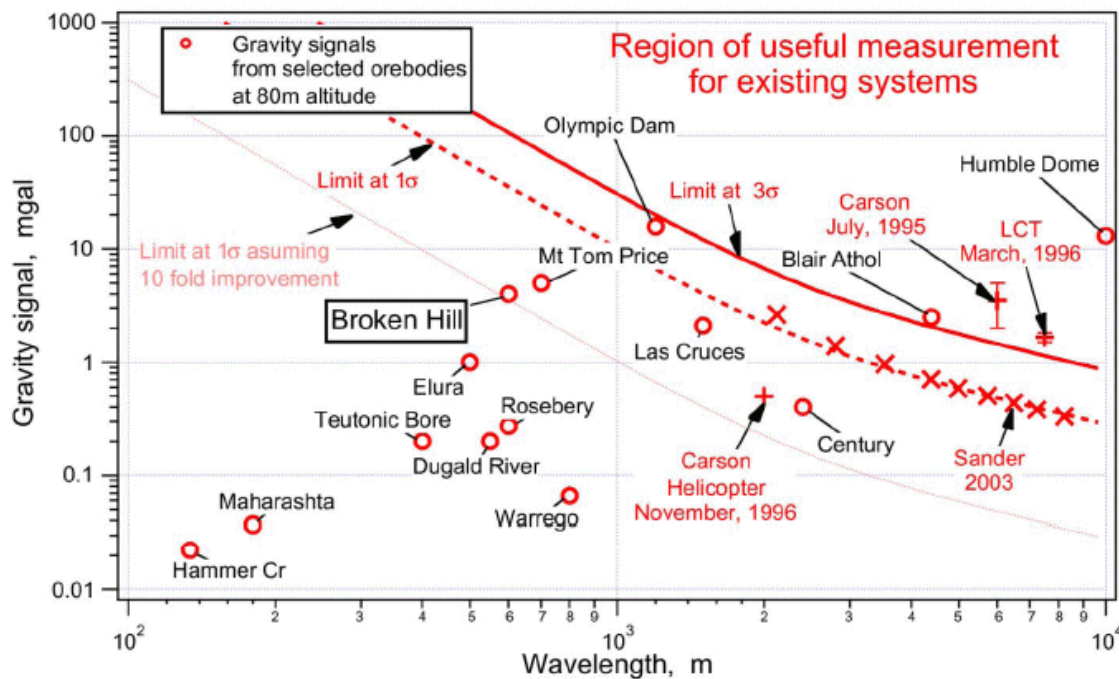


Figure 1. Plot of vertical gravity response against wavelength showing signals for selected orebodies. The noise levels for various airborne systems are shown (i.e., Carson helicopter system in November 1996, Carson fixed-wing system in July 1995, LCT fixed-wing system in March 1996, Sander fixed-wing system in 2003). Also shown are lines corresponding to GPS-related acceleration noise ("Limit at 1σ ", "Limit at 3σ ", and "Limit at 1σ assuming 10-fold improvement").