

DATA ANNOUNCEMENT 2006

Barents Sea Aeromagnetic Survey (BAS-06)



The Geological Survey of Norway (NGU) has carried out an aeromagnetic survey in the southern Barents Sea between 29° and 32°E, and between northern Finnmark and 74° 30' N (Fig. 1). We have flown with a line spacing of 2 km (N-S trending) and 6 km between the tie-lines (E-W trending). A total of 30,000 km was flown during the summer 2006, covering the areas adjoining the disputed zone between Norway and Russia.

NGU carried out aeromagnetic measurements in the

southern Barents Sea in 1970. The first profiles were flown along Decca-lanes with a line spacing of 8-20 km and only a few tie-lines. The new high-resolution survey was extremely useful for interpretation of sub-salt structures, the detection and detailed mapping of faults, fracture systems, local intrusions and salt diapirs.

Integrated interpretation of seismic and potential field data produces a synergy that has been proven wherever these data sets overlap. The proximity of the Norwegian mainland provides an interesting setting for onshore-offshore investigation. The survey shows that a combined effort of aeromagnetic mapping of the southern Barents Sea area with participation from the petroleum industry contributes to improving our geological knowledge of the region.

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Interpretation

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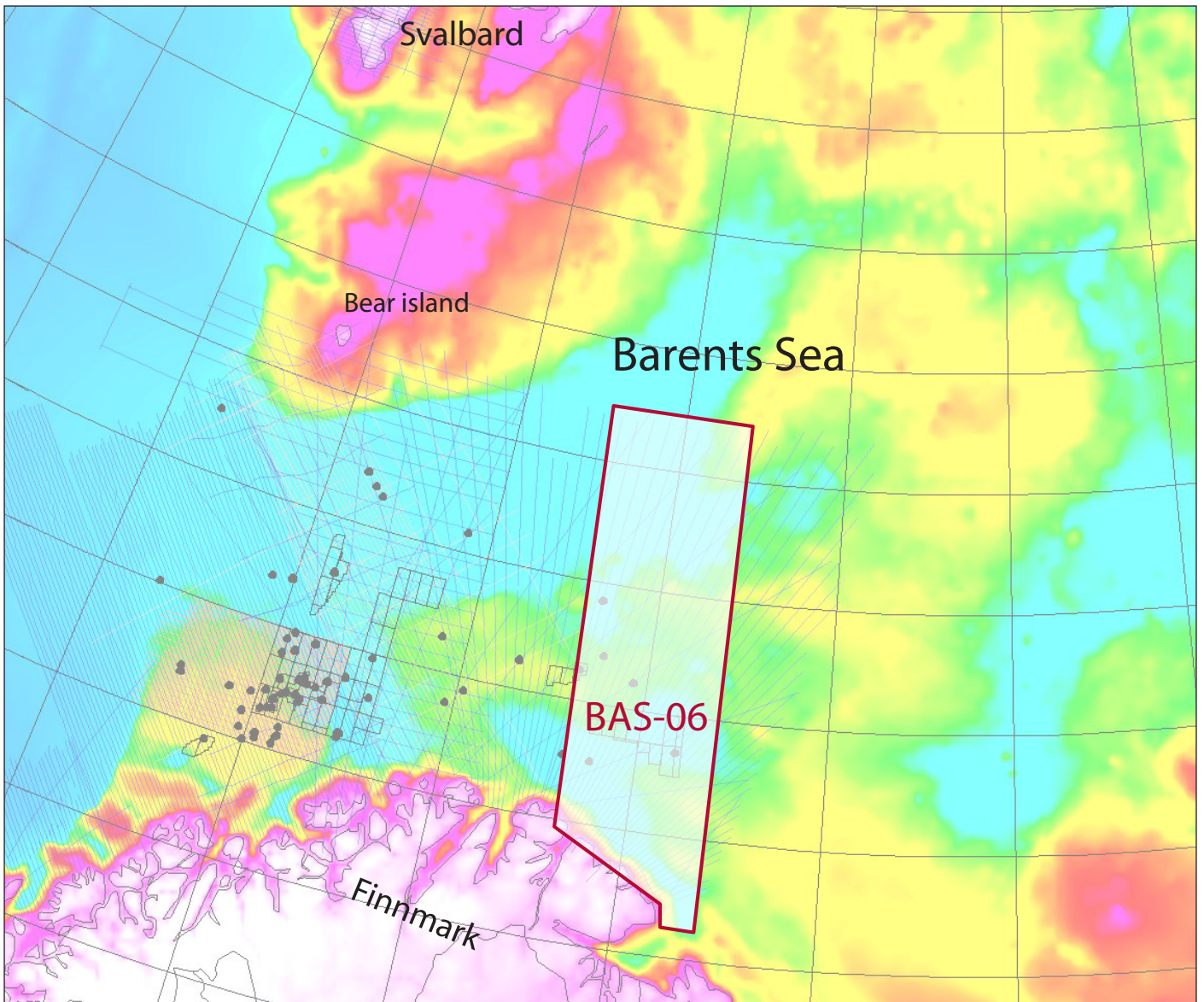
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ORDERING:

Price for late participants: 1.08 million NOK



Outline of the aeromagnetic survey BAS-06 across the Barents Sea.

Deliverables

Maps

- Aeromagnetic total field data-sets
- Depth to magnetic sources
- Free air, Bouguer and isostatic gravity maps
- Filtered magnetic and gravity maps
- Combined interpretation maps
- Gravity and magnetic modelling along key-transsects
- Combined interpretation with seismic data
- Geodynamic and tectonic interpretation

Reports

- Processing report
- Interpretation report

TECHNICAL SPECIFICATIONS

Line/tie-line spacing:	2/6 km
Sensor elevation:	230 m
Area coverage:	45,000 km ²
Total flying distance:	30,000 km
Aeroplane:	Piper Chieftain
Magnetometer:	Scintrex Cesium Vapour MEP410
Noise envelope:	±0.1 nT
Sensor:	CS-2 mounted in towed bird
Navigation:	Real time differential GPS
Navigation accuracy:	< 5 m
Base of operation:	Kirkenes
Base magnetometer:	Scintrex Envi-mag