PIN-B SUBMITTAL: PLAN FOR UPGRADING AND CONSTRUCTING SITE ACCESS ROADS, AIRSTRIP PLAN

May 1, 2009

Airstrip Current Conditions

The site airstrip is approximately 1,000 meters long. The granular materials used to construct the airstrip remain well compacted and there are no significant erosion channels on the airstrip. The presence of ruts, holes and other forms of airstrip deterioration are also limited. There are however small mounds of vegetation that have become established along the surface of the airstrip. Over the years the height of the embankment above the existing ground elevation has also decreased. Aircraft access during the Project will not be an issue, although it will be important to undertake ongoing maintenance activities.

Airstrip Maintenance

The airstrip will be dragged with a tire drag pulled by the motor grader. This will serve to level out and compress the mounds or vegetation and also help re-compact the airstrip. As and if required the motor grader and vibratory compactor will be used to re-level and re-compact the airstrip. The EGT site superintendent will speak routinely with the resupply charter pilots to ensure any issues they may have with the airstrip are addressed immediately.

A windsock supplied by the air charter company will be erected at a location as per their directions.

EGT will ensure that a small stockpile of Type 2 material quarried at Borrow Area 3 will be set aside to fill in any holes or ruts in the airstrip if they develop during airstrip usage throughout the Project. The gravel, if required, will be placed with a wheeled loader and graded and compacted using the motor grader and vibratory compactor. It is anticipated that only small quantities of Type 2 granular material will be required for airstrip maintenance.

Current Road Conditions

Site roads are in generally good condition, although some repairs will be required. Regular grading, and patching of holes and ruts and potential installation of additional culverts may also be required due to the heavy use these roads will get during contract work.

Site Road Repairs

Initial road repairs required on the main road from the airstrip to the Station include placing a culvert and backfilling a washout close to the airstrip, and filling several low spots where bears have been burrowing for ground squirrels. For these and subsequent repairs and maintenance Type 2 gravel will be quarried at Borrow Source 3, loaded with the excavator and hauled with the tandem dump trucks to the low areas. The gravel will be spread with the grader and compacted with the vibratory compactor.

All site roads will be graded to smooth and widen the driving surface to a full single lane at minimum. The main road to the airstrip is narrow. EGT will construct three to four widened two-lane turnout areas where heavy equipment coming in different directions can pass comfortably. These widened areas will be constructed using the equipment and methodology discussed above for the repairs to the low areas of the road.

Small extensions of the existing road system may also be required to access some of the site areas. A short section of access road may need to be constructed into the Non-Hazardous Landfill. A short access road may also need to be constructed from the beach to the Inuit Camp Area. As EGT intends to use the Terex all terrain vehicles and the Delta 2 to access the Inuit Camp Area the amount of access road construction required in this area will be minimal.

The road to the Water Lake water source will be included in the road upgrade work. A turnaround and loading area pad next to the lake will be constructed. The water suction hose will be lead from the loading pad to a float anchored offshore at a distance to be in sufficient water depth so that the suction inlet can be positioned at a good depth half way to the Lake bottom. The intake hose will be fitted with a micro screen to prevent the suction of aquatic fish/creatures.

Site Road Maintenance

Roads will be regularly graded with the motor grader as required and fill materials will be accessed from Borrow Source 3 for any road maintenance. The vibratory compactor will be used as required to maintain compaction on the site roads. It is expected that Site road maintenance will be ongoing throughout the project. Dust control will be achieved by spraying water over a spreader-plate mounted on the Delta 2 or from a plastic 250 gallon tank carried in a pickup.

EGT expects that approximately 1,500 cubic meters of Type 2 quarried from Borrow Source 3 will be required for all road repairs and maintenance during the Project. EGT will ensure that adequate equipment and additional Type 2 gravel piles are available to address any infrastructure problems. Approximately 20 “Swamp” mats will be mobilized to Site to assist with Project work and site access problematic areas such as the Inuit Camp Area.

Although EGT does not expect that any other additional culverts will be required, additional lengths of steel pipe (approximately 600 mm diameter) will be brought to the Site and will be used for culverts if deemed necessary.

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