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Memo

To	Mathieu Gallant PEng, Behzad Soltani, PEng (Agnico Eagle)	**Client**	Agnico Eagle Mines Limited
From	Peter Luedke, PEng (SRK)	**Project**	CAPR003128
Copy	Mark Sumka, MASc, PEng (SRK) John Kurylo, MSc, PEng (SRK)		
		Date	April 17, 2026
Subject	Doris Airstrip Extension – Surface Water Transfer Point - Design Overview for Notice of Construction		

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1 Introduction

SRK Consulting (Canada) Inc. was retained by Agnico Eagle Mines Limited (Agnico Eagle) to develop a detailed earthworks design for the Doris Airstrip Extension from 1524 meters (5000 feet) to 1829 meters (6000 feet). Included in the design is a surface water management sump which is designed to manage surface water runoff on the east side of the airstrip, where ponding against the airstrip typically occurs following periods of high runoff rates, and could result in permafrost degradation below the airstrip.

This document provides a design summary of the additional surface water management features proposed to improve the operational ability to dewater ponded runoff along the east side of the airstrip. The airstrip extension design will be reported on separately.

Agnico Eagle personnel contributed to sections of the memorandum to include site environmental and operational considerations, schedules and equipment availability.

2 Project Purpose

Agnico Eagle intends to construct an extended airstrip to allow Boeing 737-200 planes with increased weight which will improve logistics on site. As part of the airstrip extension, Agnico Eagle will also undertake surface water management improvements to limit ponding on the east side of the airstrip which has historically occurred seasonally during spring freshet. Ponding at the airstrip is expected to lead to increased flow through the airstrip, warming of the foundation, and ground ice thaw below the airstrip, which could cause increased settlement, maintenance, and potentially formation of thermokarst sinkholes.

Initial airstrip designs included a culvert running through the airstrip, however due to the length, grade and challenges with maintaining the culvert in an ice-free state, it was not installed. In order to better

manage the surface water run-off which ponds along the airstrip each spring, a rock clad sump (pumping intake location) is proposed to enhance dewatering of the typical ponded area.

In accordance with the approved design, water management infrastructure will be managed as per the Doris-Madrid Water Management Plan and Water Licence 2AM-DOH1335.

3 Existing Design Documents:

- Hope Bay Airstrip Expansion and Bypass Road Design Brief – Issued August 2011
- Hope Bay Airstrip Extension (6000 feet) IFP Set – Issued June 2022
- Hope Bay Airstrip Hope Bay Airstrip IFC Revision 0 – Issued October 2024.

4 Design Basis

4.1 Design Criteria

The design criteria for the airstrip expansion is provided for context:

- Extension of the current airstrip to a total threshold length from 1524 meters (5000 feet) to 1829 meters (6000 feet)
- The current width of the airstrip (40 m) will be maintained.
- Overall airstrip profile will follow the existing airstrip grade, and the extension grade following previously approved IFC drawings which comply with Transport Canada Aerodrome Standards and Recommended Practices (Transport Canada) and has been previously reviewed by potential flight operators.

The design criteria for the airstrip surface water transfer point includes:

- Construction of a defined low point and pumping location improve operation of dewatering on the east side of the airstrip;
- Limit permafrost thaw depth due to ponding to within the vicinity of the pumping location by placing 1.0 meters of thermal cladding on the excavated slopes;
- Limit slopes to a maximum slope of 2H:1V and limit height to avoid retrogressive thaw slumps or slope instability;
- Construct a discharge splash pad in an area that will naturally drain away from the airstrip or any other critical infrastructure;
- Install a pumping pad above the typical flooded water level to facilitate pumping operations.
- Consider inflow design flood volumes to determine the maximum flooding elevation which could flood this area. For design, the water is considered non-contact water and as such a containment is not required.

4.2 Design Flood

The surface water transfer point will be constructed to improve the operation of dewatering which forms seasonally to the east side of the airstrip. The airstrip creates the ponded area and the catchment area of the transfer point is large and requires consideration based on the Agnico Eagle Design Standards (2021) and SRK analysis (2022a, 2023, 2024a), including:

- A 100-year 24-hour rainfall depth, adjusted to RCP4.5 2050s, of 62.3 mm, and distributed using an alternating block storm hyetograph (Millar 2017).
  - Note, SRK updated the climate change assessment in 2024 to include the most up-to-date climate change scenarios. The 100-year 24-hour rainfall depth for two moderate range climate change scenarios SSP2-4.5 and SSP3-7.0 are 58.5 mm and 61.1 mm in the 2060s, respectively (SRK 2024b).
- An average year (i.e., 2.33-year return period) 30-day snowmelt volume of 163 mm.
- No time of concentration, per Agnico Eagle Design Standards (2021).
- A runoff coefficient of 1.0 (i.e., no infiltration), per Agnico Eagle Design Standards (2021).

The catchment of this transfer point is 75 ha and as such the potential inflow design flood (IDF) to this area is 169,000 m3. Based on the topography, only up to 8,000 m3 could be ponded in this location before water would flow overland toward the north and at this water level a 1.0 meter freeboard to the airstrip crest would be maintained.

The updated hydrological design basis is provided in Table 4-1.

Table 4-1: Airstrip Non-contact Water Transfer Point Hydrological Parameters.

Item	Airstrip Transfer Point
Upstream Catchment (ha)	75
Time of Concentration (min)	0
Runoff Coefficient	1
100-year 24-hour Rainfall (mm)	62.3
30-day Snowmelt (mm)	163
Design Flood Volume (m^3)	169,000

Sources:~NACAPR003566/Internal/Airstrip/ CAPR003566_Hydrological_Assessment_Update_AirstripRev00.xlsx

Due to the substantial portion of the design volume being associated with snowmelt and considering the typical snow melt duration of 15 to 30 days, larger magnitude rainfall events during freshet will be managed through active pumping and otherwise flow to the north along the airstrip shoulder.

It is expected that with active water management, the area can remain in a dewatered state except immediately following periods of high runoff rates, such as freshet or significant rainfall events which exceed the pumping capacity during the event.

5 Construction Materials

All construction materials will be sourced from quarry materials that have been assessed and classified as geochemically suitable for construction in accordance with the Hope Bay Quarry Management and Monitoring Plan (AEM 2026a). All construction materials must also meet the Technical Specifications (SRK 2022b). All rock construction materials shall be inspected and tested as per the established quarry rock management and testing plans on site.

Table 5-1: Material Take Off

Use	Material	Quantity[(1)]	Unit
Airstrip Expansion	Run Of Quarry	40,100	m^3
	Select Grade Material (50 mm minus)	1,900	m^3
	Surface Grade Material (20 mm minus)	1,900	m^3
Bypass Road	Run Of Quarry	21,800	m^3
	Surfacing	1,300	m^3
Access Road	Run Of Quarry	10,400	m^3
	Surfacing	700	m^3
Surface Water Transfer Point	Overburden Excavation	80	m^3
	Non-woven Geotextile	160	m^2
	Riprap	70	m^3
Thermal Monitoring	Vertical Ground Temperature Cables	3	ea
	Affinity Dataloggers	3	ea
	Conduit and Warning Tape	70	m

Source: https://srk.sharepoint.com/:x:/s/FS208/EbBWaE7VgnFEuo8lAJd-zRQBCG14YpEKt3dmX3WGmkXXag?e=GRxwwk

Notes:

[1] All quantities provided are neat line design volumes and do not include any considerations for bulking factors, overlap, waste or contingency.

6 Construction Considerations

The proposed construction of the Airstrip Expansion Surface Water Transfer Point will include the following key construction considerations:

- All construction will be in accordance with the Hope Bay Earthworks and Geotechnical Engineering Technical Specifications (SRK 2022b), to be updated prior to construction as required.
- The surface water transfer point should be constructed while the permafrost active layer is frozen and prior to freshet, in order to limit constructability challenges.
- The pipe discharge splash pad should be field-fit in the vicinity shown on the drawings and ideally be located on or near a bedrock outcrop to limit the potential for thermal erosion or gullying.
- All pipelines and utilities shall be located and flagged prior to the start of construction in the area.

- Exposed or disturbed permafrost overburden remaining after construction shall be minimized and covered by a minimum of 0.5 m of ROQ fill (thermal protection) to the extent of tundra disturbance. Maintenance will be completed as necessary following construction.
- Construction traffic shall be maintained within the ultimate construction footprint of the proposed works, so as to minimize disturbance to the tundra.
- All surface runoff for the duration of construction will be managed according to water license 2AM-DOH1335 Part D, Item 9.

7 Quality Control and Quality Assurance

Quality Control (QC) and Quality Assurance (QA) shall be conducted in accordance with the Technical Specifications. Important considerations are listed below:

- Ensure all approvals are in place prior to commencing construction. Agnico Eagle Environment and Permitting team to be consulted for approval.
- A representative of the design engineer (in this case SRK) should be on site to monitor construction and ensure the design is adhered to or approve field design changes. Depending on construction schedule and Agnico Eagle's capacity on site to provide internal construction QA, SRK may reduce the monitoring to select inspection(s) of the project at critical stages or once complete.
- Complete surveys of the area are required at key stages including:
  - The existing ground where materials are expected to be placed, with an adequate buffer to ensure that any overbuilt areas are covered.
  - Each interface / surface of material placement prior to a change in material type
  - The final as-built condition including earthworks and liner placement.
- Quarry and construction rock monitoring program and the quarry management plan will be implemented.
- A set of construction record drawings shall be produced, accompanied by a summary memorandum.

8 Environmental and Monitoring Considerations

The existing road and airstrip immediately downstream of the construction area will provide substantial erosion and sediment management for most of the construction area. No additional erosion control measures are expected to be required.

Additional requirements include:

- Best practices for construction and erosion control measures will be implemented and license requirements for construction will be adhered to.

- For the first year, periodic inspections will be completed prior to and during freshet and following any notable rain events.
- All surface runoff for the duration of construction will be sampled according to Water Licence 2AM-DOH1335 Part D, Item 9.
- Water collected in the surface water transfer point will be sampled, as required, to confirm suitability for discharge. Water exceeding applicable discharge limits will be managed in accordance with the Water Management Plan (AEM 2026b).

9 Construction Equipment

The planned construction equipment list is expected to include, but may not be limited to:

- CAT 740/745 haul trucks
- CAT 345/350 Excavator to assist with construction of the structure
- CAT 988 Loader to load construction materials at the source

10 Construction Timeline

Key construction milestones are listed below:

- Construction is planned to commence in Q2 2026
  - Surface water transfer point construction is expected to take approximately one week.
  - Construction would ideally be completed during the winter to ensure the key trench and rock fill start at cold temperatures.
  - Construction should be complete prior to Freshet, before the end of May 2026

Closure

If you have any questions or concerns regarding the design summary or notice of construction, please contact SRK.

Regards,
SRK Consulting (Canada) Inc.

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LICENSEE
2026-04-17
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Signature
Date 2026-04-17
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Mark Sumka, MASc, PEng
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Attachments:

Attachment 1 Drawings

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Attachment 1 Drawings