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# Memo

To: Oliver Curran, Vice President Environmental Client:

TMAC Resources Inc.

Affairs

From: Jasur Umarov

Project No: 1CT022.026

Reviewed By: Maritz Rykaart, PhD PEng

Cameron Hore, PEng

Date:

September 18, 2018

Subject:

**Doris North Construction Summary Report** 

### 1 Introduction

This memo provides a summary of formal documentation related to the engineering and construction support of the following three facilities at TMAC Resources Inc's Hope Bay site:

- **Doris North Tailings Catchment Basin**
- Doris North Reagent Pad
- Doris North Airstrip De-icing Apron

SRK Consulting (Canada) Inc. provided Issue for Construction (IFC) drawings. HDPE liner installation was performed by Blomberg Building Group. Earthworks were completed by Nuna Logistics Ltd. and as-built surveys were conducted by Sub-Arctic Surveys Ltd. SRK has produced the as-built drawings based on the survey data provided by Sub-Arctic.

### 2 **Summary of Attachments**

The Blomberg Building Group Projects Reports are provided in Attachment 1 - BBG Project Reports.

Attachment 2 is separated into two sections. Attachment 2.1 contains the Issued for Construction (IFC) drawing sets for each facility and Attachment 2.2 contains the As-built drawings for each facility.

Quality Assurance/Quality Control (QA/QC) Reports, prepared by Blomberg Building Group, are provided in Attachment 3 – QA/QC Reports.

Blomberg Building Group also collected HDPE Seam samples to perform Same Day Peel and Shear Tests. Some of the tests were conducted on site and the reminder were sent to an independent laboratory, TRI/Environmental Inc. (TRI). The results of on site test are summarised with the QA/QC Reports in Attachment 3. The geosynthetic testing results conducted by TRI and

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the corresponding test request forms are found in Attachment 4 - QA/QC Data. These test results are arranged into sub-appendices by the facility location.

The contents of all attachments are summarized in Table 1.

**Table 1: Contents of Attachments** 

Attac	hment	Topic	Contents				
	1	BBG Project Reports	Project Reports organised by facility location				
			Doris North Tailings Catchment Basin				
	2.1	Issued for Construction  Drawings	Doris North Reagent Pad				
0		Diamingo .	Doris North Airstrip De-icing Apron				
2							
	2.2	As-built Drawings					
;	3	QA/QC Reports	QA/QC Reports organised by facility location				
	4.1		Doris North Tailings Catchment Basin QA/QC Data				
4	4.2	QA/QC Data	Doris North Reagent Pad QA/QC Data				
	4.3		Doris North Airstrip De-icing Apron QA/QC Data				

**Disclaimer**—SRK Consulting (Canada) Inc. has prepared this document for TMAC Resources Inc. Any use or decisions by which a third party makes of this document are the responsibility of such third parties. In no circumstance does SRK accept any consequential liability arising from commercial decisions or actions resulting from the use of this report by a third party.

The opinions expressed in this report have been based on the information available to SRK at the time of preparation. SRK has exercised all due care in reviewing information supplied by others for use on this project. Whilst SRK has compared key supplied data with expected values, the accuracy of the results and conclusions from the review are entirely reliant on the accuracy and completeness of the supplied data. SRK does not accept responsibility for any errors or omissions in the supplied information, except to the extent that SRK was hired to verify the data.

Attachment 1 Project Reports



# **Blomberg Building Group**

# **TRL Catch Basin Project Report**

### **Earthworks:**

The foundation for the TLR Catch Basin was prepared for Geosynthetics by Nuna Logistics Ltd. Elevations and parameters were surveyed by Sub-Arctic Surveys Ltd. The same was done for the backfill of the TLR Catch Basin.

### **Base Layer Geotextile:**

Non-woven geotextile was used for the base layer. It was installed in a north-south direction covering the entire TLR Catch Basin footprint.

The first row began on the east side of the apron and each successive piece was laid out with a minimum overlap of 200mm, until the west edge of the reagent pad was reached. Geotextile rolls were rolled out by hand and heat welded with a tiger torch as it was unrolled.

Sandbags were used to hold down the geotextile until the HDPE could be rolled out on top.

The surface of the Geotextile was cleared of all sandbags and debris before the HDPE was rolled out on top.

### **HDPE Liner Installation:**

The HDPE was transported to Hope Bay site by TMac and to the TLR catchment basin by BBG. A visual inspection of the HDPE rolls was conducted before seaming. Rolls with excessive amounts of damage as a resulted of transportation had the effected sections removed before seaming.

HDPE pieces were rolled out to length prior to being transported. Once pieces were at the catchment basin they were rolled out by hand and inspected. Sandbags were used to secure the edges of the HDPE to prevent wind uplift.

The HDPE was placed in a north to south orientation when installed on top of the geomembrane. The HDPE extends a minimum of 2m past the top of the berm in all directions. Before welding, the seams were wiped clean and dry. A total of 3 HDPE seams were welded to cover the footprint of the catch basin.

### **HDPE Seaming and Welding:**

Extrusion welds were carried out over sample cut-outs and all other holes in the HDPE liner. In total, there are 5 extrusion welds on TLR catch basin liner. All welds were carried out in accordance with SRK Consulting's Technical Specification- Revision G on Geosynthetics. All weld test results are documented in the TLR Catch Basin QAQC.

# **HDPE Testing:**

Seam Welds:



Samples were removed, and their locations labelled. From these samples on site destructive tests were performed. There were also samples sent off site for third party destructive testing as well.

Air channel testing was performed on all seams with results documented in the QAQC. Air channel tests were performed in accordance with SRK Consulting's Technical Specification-Revision G on Geosynthetics.

# **Extrusion Welds:**

Non-destructive vacuum testing was performed on all extrusion welds in accordance with SRK Consulting's *Technical Specification- Revision G* on Geosynthetics.

Samples were removed, and their locations labelled, and were sent off site for third party destructive testing.



# **Blomberg Building Group**

# **Doris North Reagent Pad Project Report**

### **Earthworks:**

The foundation for the Doris North Reagent Pad was prepared for Geosynthetics by Nuna Logistics Ltd. Elevations and parameters were surveyed by Sub-Arctic Surveys Ltd. The same was done for the backfill of the Doris North Reagent pad.

### **Base Laver Geotextile:**

Non-woven geotextile was used for the base layer. It was installed in a north-south direction covering the entire reagent pad footprint.

The first row began on the east side of the apron and each successive piece was laid out with a minimum overlap of 200mm, until the west edge of the reagent pad was reached. Geotextile rolls were rolled out by hand and heat welded together with a tiger torch as it was unrolled.

Sandbags were used to hold down the geotextile until the HDPE could be rolled out on top.

The surface of the Geotextile was cleared of all debris before the HDPE was rolled out on top.

### **HDPE Installation:**

The HDPE was transported to Hope Bay site by TMac and to the Doris North Reagent Pad by Nuna Logistics Ltd. A visual inspection of the HDPE rolls was conducted before seaming after each roll had been laid out. Rolls with excessive amounts of damage as a resulted of transportation had the effected layers removed before seaming.

The HDPE was suspended from a spreader bar attached to a telehandler for the unrolling process. This limited the amount of damage that could be caused to the underlying surface.

The HDPE was placed in a north to south orientation when installed on top of the geomembrane. The HDPE extends a minimum of 2000mm across the top of the berm in all directions. Before welding, the seams were wiped clean and dry.

Due to high winds at the time of installation 1500kg cement bags were used to hold down the edges of HDPE to prevent wind uplift. The HDPE in the middle of the Reagent Pad was held down with sand bags to prevent wind from getting underneath and causing wrinkles.

### **HDPE Seaming and Welding:**

A total of 7 HDPE seams were welded to cover the footprint of the reagent pad. Before seaming the HDPE, the area before the wedge welder was wiped dry, and cleaned of all debris.

Extrusion welds were carried out over sample cut-outs and other holes in the HDPE liner. In total, there are 34 extrusion welds on the Doris North Reagent Pad liner. All welds were



carried out in accordance with SRK Consulting's *Technical Specification- Revision G* on Geosynthetics. All weld test results are documented in the Doris North Project QAQC.

## **HDPE Testing:**

### Seam Welds:

Samples were removed, and their locations labelled. From these samples on site destructive tests were performed. There were also samples sent off site for third party destructive testing as well.

Air channel testing was performed on all seams with results documented in the QAQC. Air channel tests were performed in accordance with SRK Consulting's Technical Specification-Revision G on Geosynthetics.

### **Extrusion Welds:**

Non-destructive vacuum testing was performed on all extrusion welds in accordance with SRK Consulting's *Technical Specification- Revision G* on Geosynthetics.

## **Top Layer Geotextile:**

Non-woven geotextile was used for the top-layer. It was installed in a north-south direction covering the entire reagent pad footprint. The first row began on the east side of the apron and each successive piece was overlapped a minimum of 200mm, until the west edge of the reagent pad was reached. All seams were heat bonded together using a tiger torch. The HDPE was swept clear of any debris and inspected for defects/holes prior to being covered by the top-layer of geotextile.

### **Sump Installation:**

Sump was provided by Sandale and approved by SRK before installation. Sumps were installed as per engineered specifications provided.



# **Blomberg Building Group**

### **Airstrip De-icing Apron Containment Liner**

### **Earthworks:**

The foundation for the Airstrip De-icing Apron was prepared for Geosynthetics by Nuna Logistics Ltd. Elevations and parameters were surveyed by Sub-Arctic Surveys Ltd. The same was done for the backfill of the Airstrip De-icing Apron.

### **Snow Removal:**

Due to a delay between final date of earthworks and the start date of Geosynthetics, snow had to be removed from the area. Snow was removed with small pieces of machinery as to not disturb the existing earthworks.

### **Base Layer Geotextile:**

Non-woven geotextile was used for the base layer. It was installed in a north-south direction covering the Airstrip De-icing Apron footprint.

The first row began on the east side of the apron and each successive piece was laid out with a minimum overlap of 200mm, until the west edge of the reagent pad was reached. Geotextile rolls were rolled out by hand and heat welded together with a tiger torch as it was unrolled.

Sandbags were used to hold down the geotextile until the HDPE could be rolled out on top.

The surface of the Geotextile was cleared of all snow build-up and debris before the HDPE was rolled out on top.

### **HDPE Liner Installation:**

The HDPE was transported to Hope Bay site by TMac and to the Airstrip De-icing Apron by Blomberg Building Group Ltd. A visual inspection of the HDPE rolls was conducted before seaming after each roll had been rolled out. Rolls with excessive amounts of damage as a resulted of transportation had the effected sections removed or marked for repair before seaming.

The HDPE was suspended from a reach stacker with the rolling pins inserted for the unrolling process. This limited the amount of damage that could be caused to the underlying surface.

The HDPE was placed in a north to south orientation when installed on top of the geomembrane. The HDPE extends a minimum of 2m across the top of the berm in all directions. Before welding, the seams were wiped clean and dry.

Due to high winds at the time of installation 1500kg cement bags were used to hold down the edges of HDPE to prevent wind uplift. The HDPE in the middle of the Reagent Pad was held down with sand bags to prevent wind from getting underneath and causing wrinkles.



## **HDPE Seaming and Welding:**

A total of 9 seams were welded to cover the entire basin and 2m past the end of the berm. Before seaming the HDPE, the area before the wedge welder was wiped dry, and cleaned of all debris.

Extrusion welds were carried out over sample cut-outs and other holes in the HDPE liner. In total, there are 6 extrusion welds on the De-icing Apron HDPE liner. All welds were carried out in accordance with SRK Consulting's *Technical Specification- Revision G* on Geosynthetics. Locations of welds are available on QAQC.

## **HDPE Testing:**

### Seam Welds:

Samples were removed, and their locations labelled. From these samples on site destructive tests were performed. There were also samples sent off site for third party destructive testing as well. Air channel testing was performed on all seams with results documented in the QAQC. Air channel tests were performed in accordance with SRK Consulting's *Technical Specification- Revision G* on Geosynthetics.

### **Extrusion Welds:**

Non-destructive vacuum testing was performed on all extrusion welds in accordance with SRK Consulting's *Technical Specification- Revision G* on Geosynthetics.

### **Top Layer Geotextile:**

Non-woven geotextile was used for the top-layer. It was installed in a north-south direction covering the entire reagent pad footprint. The first row began on the east side of the apron and each successive piece was overlapped a minimum of 200mm, until the west edge of the reagent pad was reached. All seams were heat bonded together using a tiger torch. The HDPE was swept clear of all snow build up, debris and inspected for defects/holes prior to being covered by the top-layer of geotextile.

### **Sump Installation:**

### Backfill:

The Airstrip De-icing Apron was backfilled as per SRK Consulting's *Technical Specification- Revision G* on Geosynthetics. *Section 6.3.3 Liner Cover* specifications.

Sub Arctic Surveys shot elevations after the transition material was laid down to ensure the grade was still correct and sloping towards the sump.

Attachment 2 Issued Drawings

Attachment 2.1 Drawings Issued for Construction

# Engineering Drawings for the Tailings Catch Basin, Hope Bay Project, Nunavut, Canada

# **ACTIVE DRAWING STATUS**

DWG NUMBER	DRAWING TITLE	REVISION	DATE	STATUS
CB-01	Engineering Drawings for the Tailings Catch Basin, Hope Bay Project, Nunavut, Canada	0	Mar. 21, 2017	Issued for Construction
CB-02	Typical Tailings Catch Basin Layout	0	Mar. 21, 2017	Issued for Construction
CB-03	Typical Tailings Catch Basin Sections	0	Mar. 21, 2017	Issued for Construction



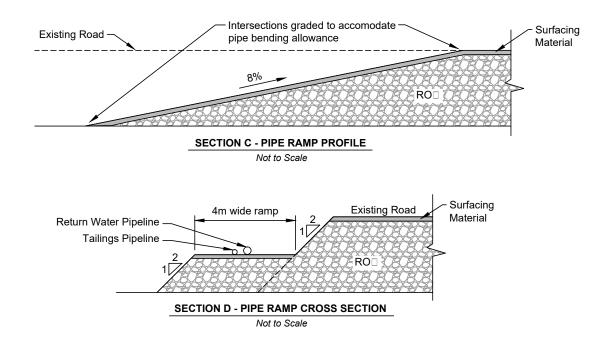


PROJECT NO: 1CT022.020 Re ision 0 March 21, 2017 Drawing CB-01

### NOTES

- 1. All dimensions are in metric units, unless specifically mentioned.
- All drawings are scaled appropriately for D-Si construction drawings. Scales may not be correct if these drawings are reproduced and presented in any other si effective.
- 3. The Contractor and Construction Manager shall familiari e themsel es with all appropriate Licenses and or Permits pertaining to execution of the Works. The Engineer will not be responsible for any infringements.
- The Contractor is to take due care that no wildlife or birds nest are disturbed during construction. The Construction Manager is to be immediately notified if such sites are found.
- 5. The Contractor will employ best practices to identify archaelogical sites, and maintain archaelogical site exclusion boundaries of 30m minimum radius from any of these
- 6. These works must be executed in accordance with the standard TMAC health and safety, and en iromental standards and protocols. It is the Contractors responsibility to familiari ie himself with these documents.
- 7. The final locations of the Tailings Catch Basins will be confirmed by the site engineer.
- 8. Tailings Catch Basins are to be located on the downstream side of the existing road within TIA catchment area.
- The road will be widened at catch basin locations, to pro ide space for the tailings pipeline and traffic protection boulders.
- The final constructed containment □olume of the Tailings Catch Basins will be minimum of 120 m<sup>3</sup> to liner crest ele □ation.
- 11. The Contractor shall be responsible to maintain and clear snow from the roadway with out damaging moing the boulders or the tailings pipeline.
- 12. Snow shall ne er be remo ed from the Tailings Catch Basin to pre ent damaging the geomembrane lining.
- Sur ey to be undertaken at placement of each material layer to enable cerification of layer thicknesses.
- 14. Construction shall be in accordance with the following Technical Specifications: Earthworks and Geotechnical Engineering, Hope Bay pro ect, Nuna ut, Canada, re sion G -Issue for Construction.
- 15. Existing road height □aries. Road ele □ation must be e □ual or greater than catch basin embankments where ⊡ining. Where possible the widened section should finish at the same ele □ation as the existing road. Road must be raised if re □uired.
- 16. Notes in this drawing apply to all other acti e drawings.

DRAWING TITLE



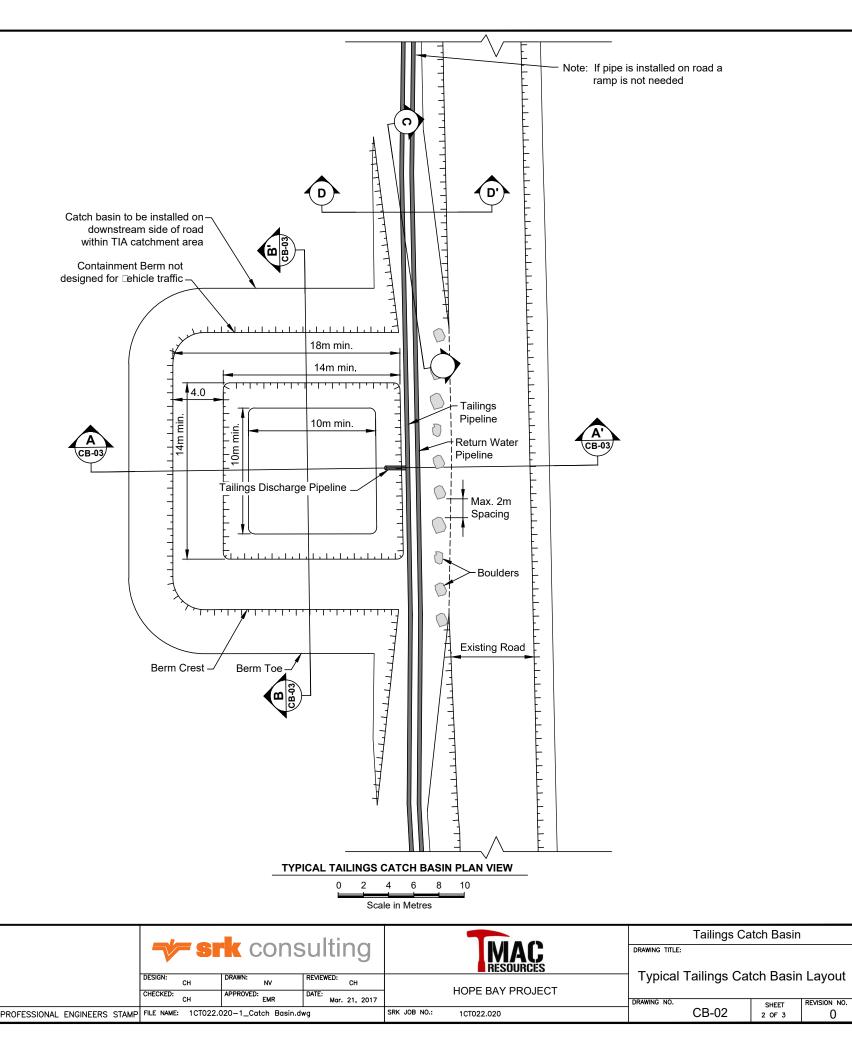
DRAWING TITLE

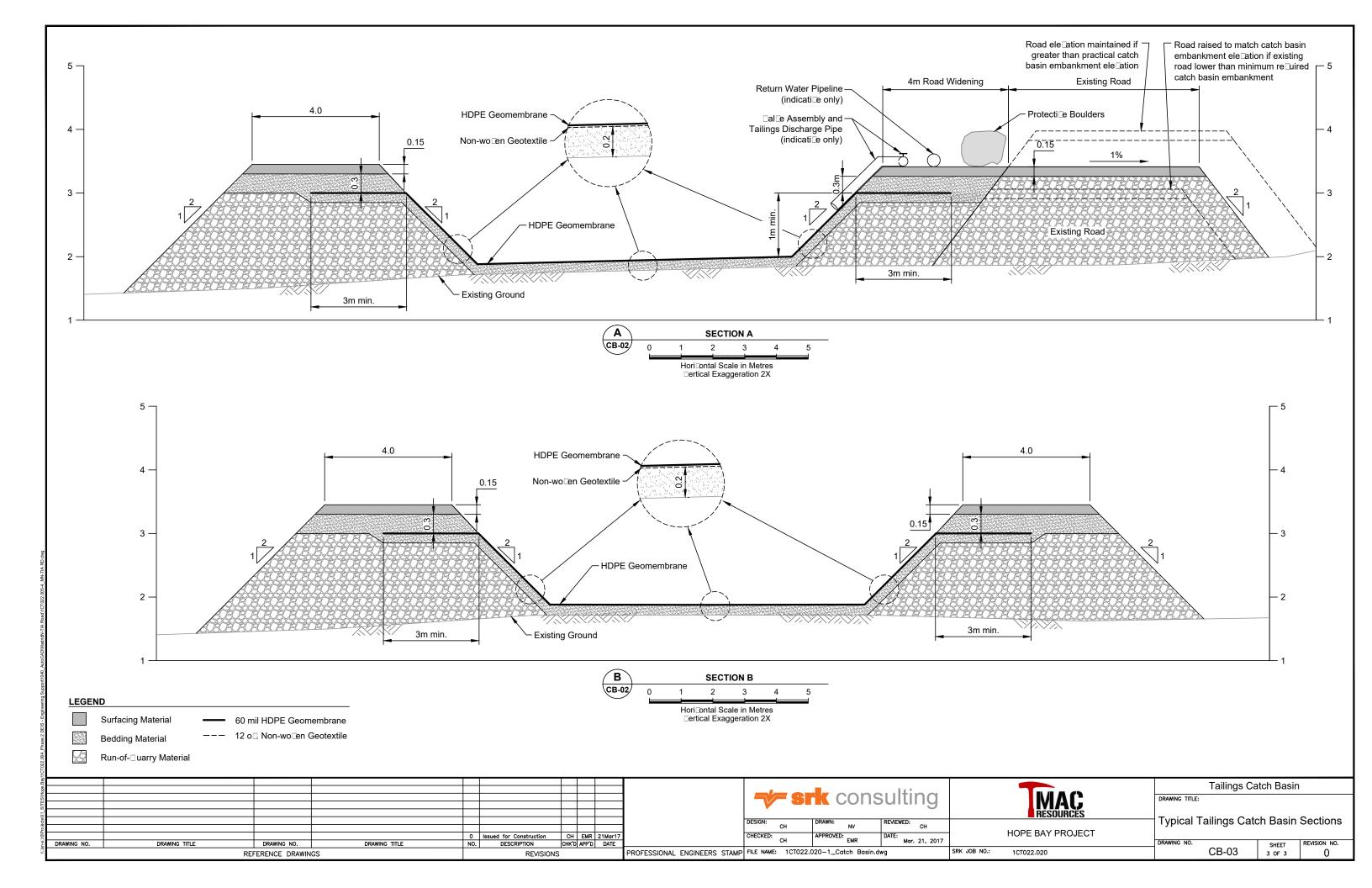
REFERENCE DRAWINGS

0 Issued for Construction
NO. DESCRIPTION

REVISIONS

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# Engineering Drawings for the Doris North Reagent Pad, Doris North Project, Nunavut, Canada

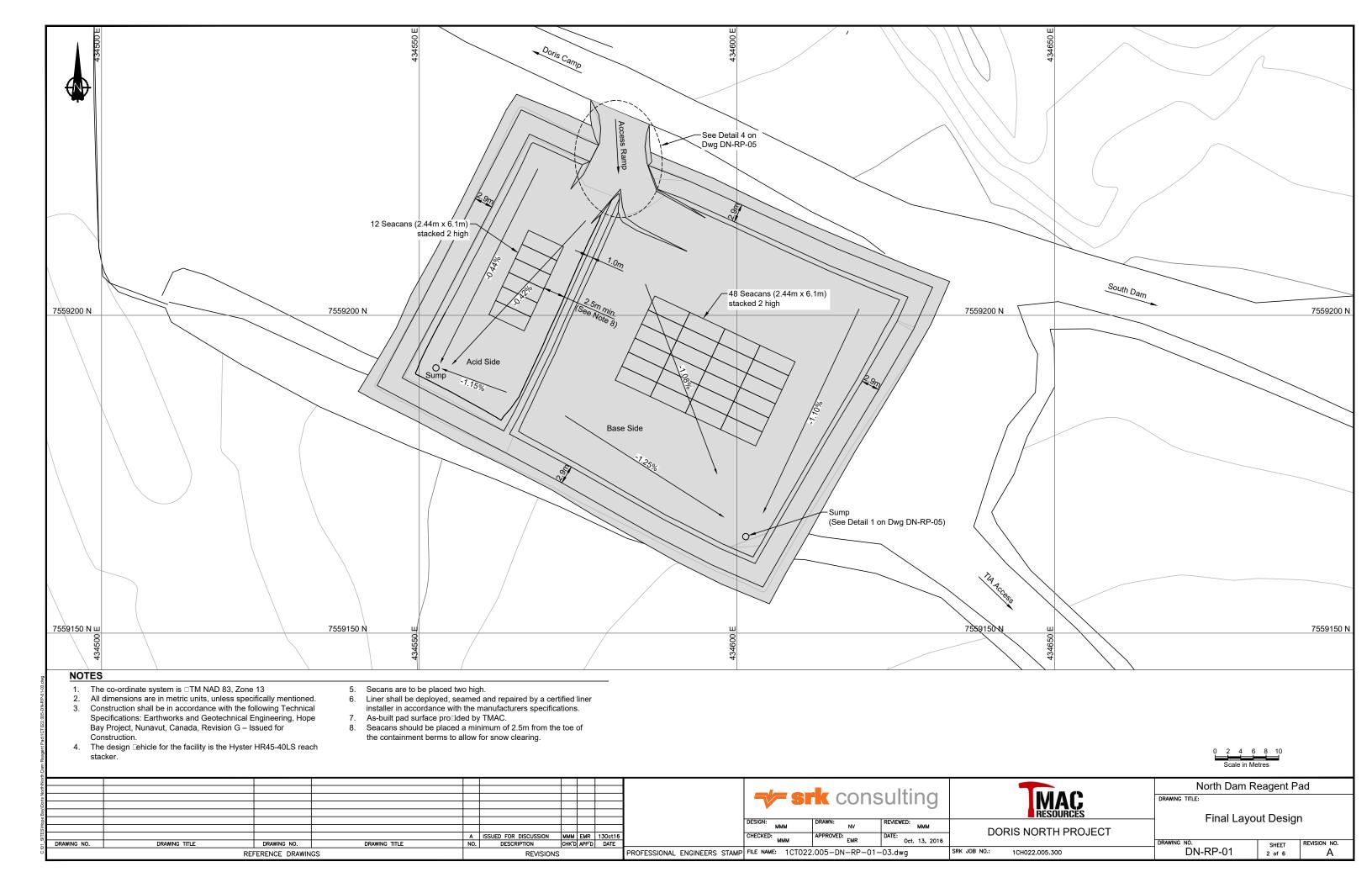
# **ACTIVE DRAWING STATUS**

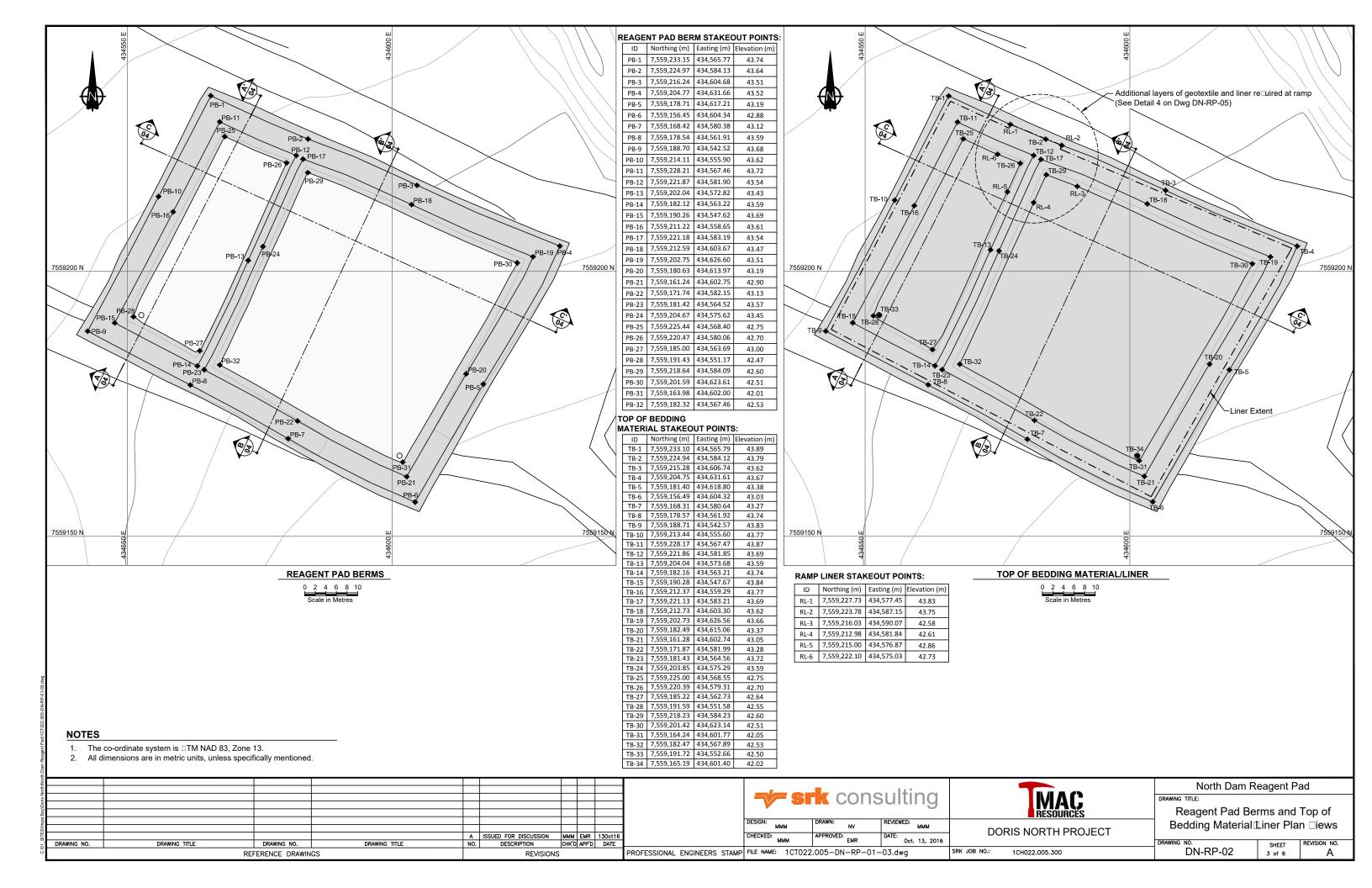
DWG NUMBER	DRAWING TITLE	REVISION	DATE	STATUS	PREVIOUS REVISION HISTORY
DN-RP-00	Engineering Drawings for the Doris North Reagent Pad, Doris North Project, Nunavut, Canada	A	Oct. 13, 2016	Issued for Discussion	
DN-RP-01	Final Layout Design	Α	Oct. 13, 2016	Issued for Discussion	
DN-RP-02	Reagent Pad Berms and Top of Bedding Material/Liner Plan Views	Α	Oct. 13, 2016	Issued for Discussion	
DN-RP-03	Liner Protection Layer and Final Pad Floor Layout	Α	Oct. 13, 2016	Issued for Discussion	
DN-RP-04	Sections	Α	Oct. 13, 2016	Issued for Discussion	
DN-RP-05	Details	Α	Oct. 13, 2016	Issued for Discussion	

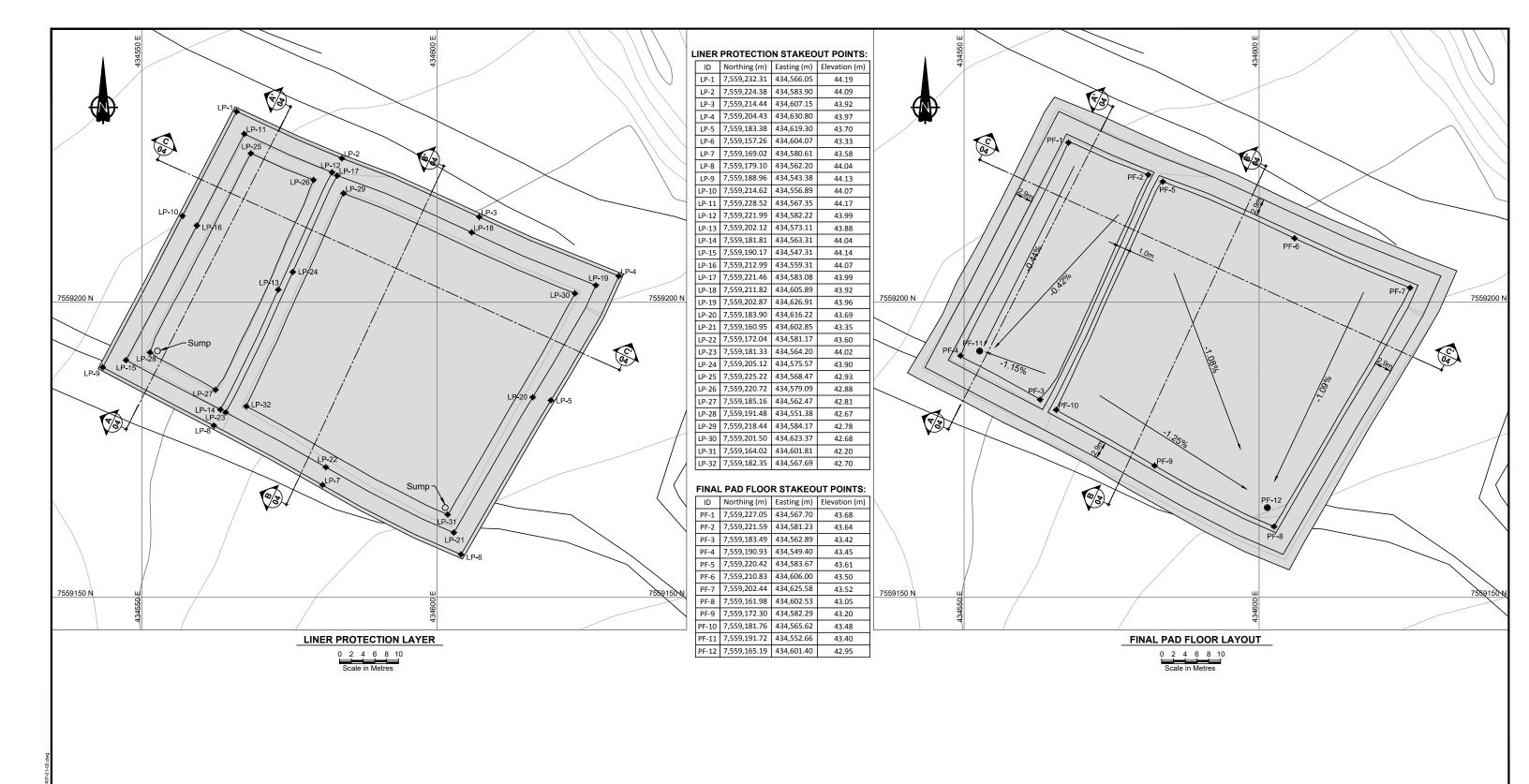




PROJECT NO: 1CT022.005 Re⊡sion A October 13, 2016 Drawing DN-RP-00







### NOTES

- 1. The co-ordinate system is □TM NAD 83, Zone 13.
- 2. All dimensions are in metric units, unless specifically mentioned.

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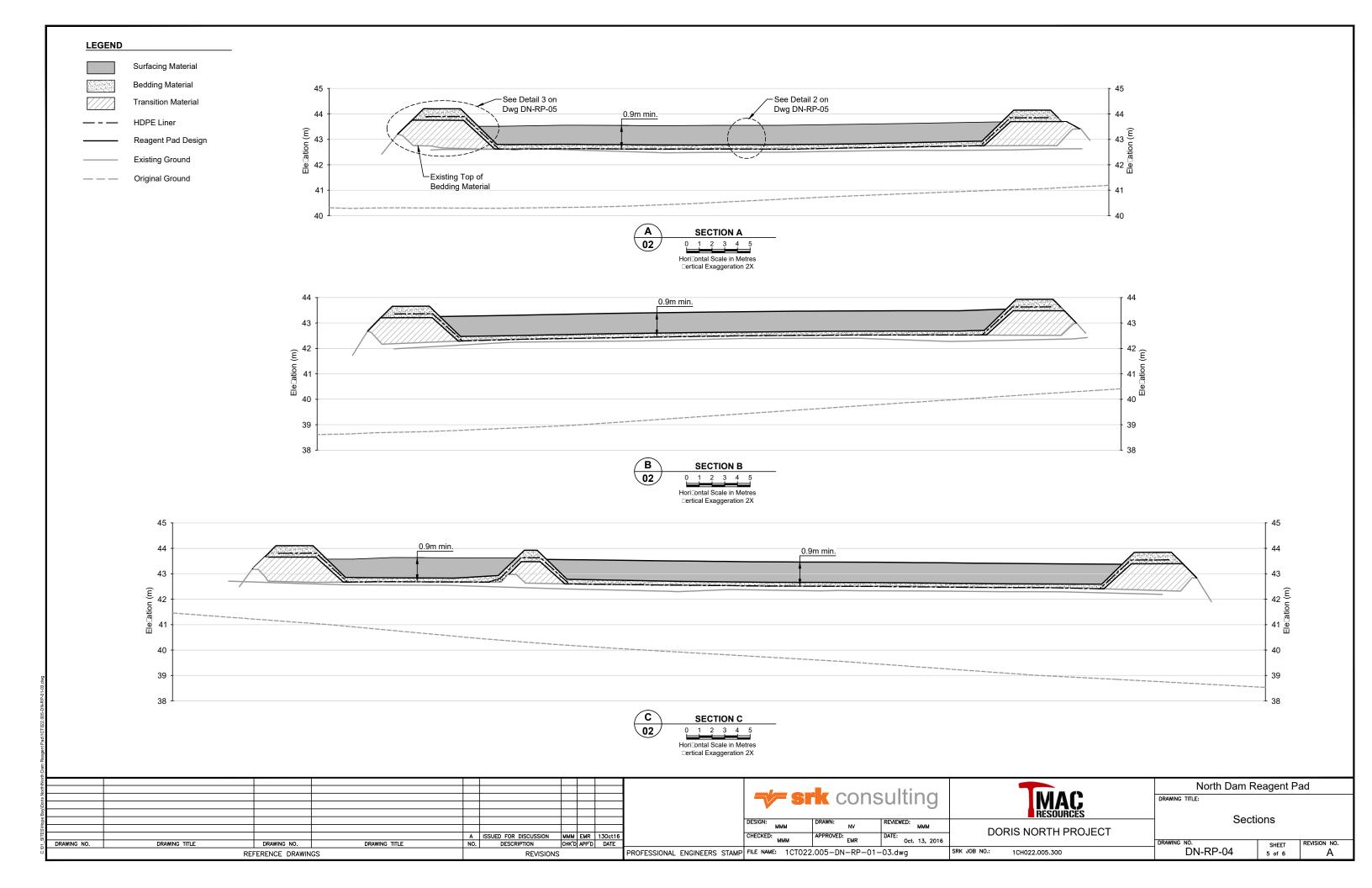
North Dam Reagent Pad

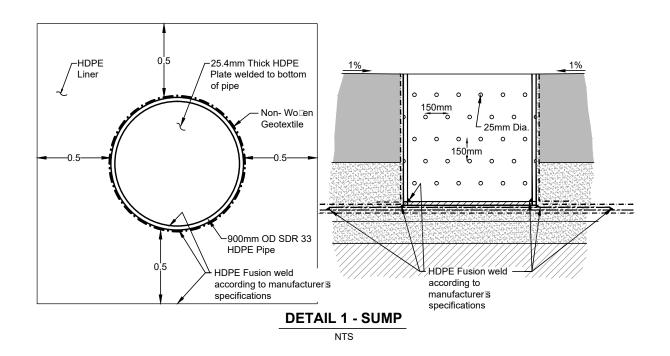
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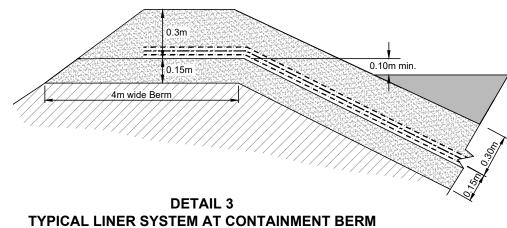
Liner Protection Layer

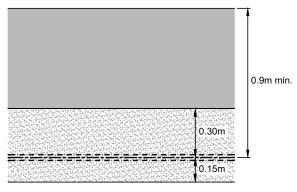
and Final Pad Floor Layout

NG	NO. DN-RP-03	SHEET 2 of 6	REVISION NO.

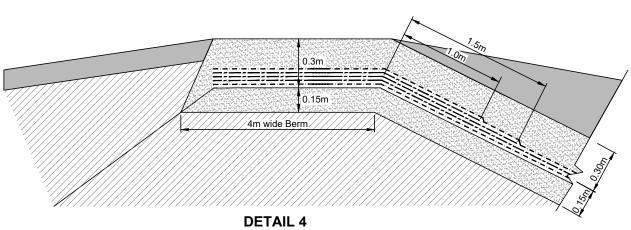








**DETAIL 2** TYPICAL LINER SYSTEM NTS



TYPICAL LINER SYSTEM AT ACCESS RAMP

Surfacing Material Bedding Material Transition Material Run of □uarry Material

LEGEND

Non-wo en Geotextile (385g m²)

60 mil HDPE Liner

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	North Dam Reagent Pad						
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	DRAWING NO.	SHEET	REVIS				
1CH022.005.300	DN-RP-05	6 of 6					

REVISION NO.

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# Engineering Drawings for the Doris North Airstrip Expansion, Doris North Project, Nunavut, Canada

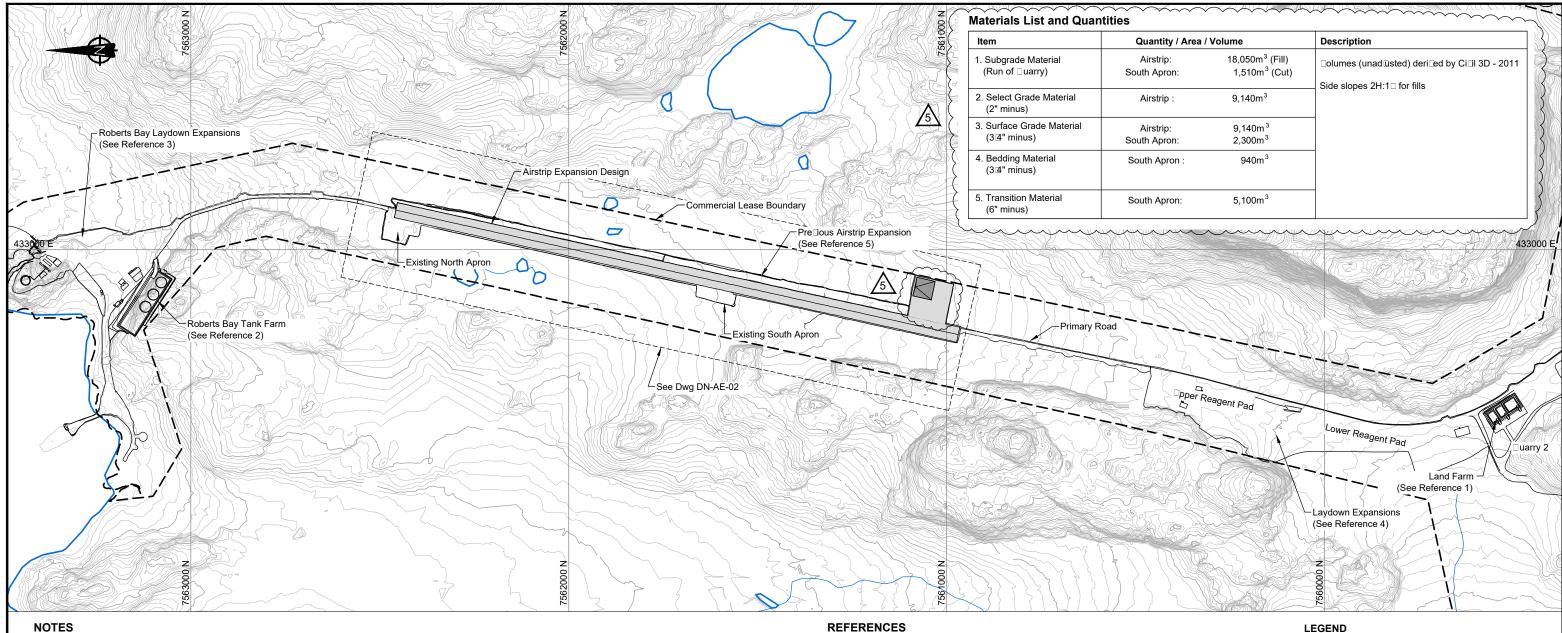
# **ACTIVE DRAWING STATUS**

DWG NUMBER	DRAWING TITLE	REVISION	DATE	STATUS	PREVIOUS REVISION HISTORY					
DN-AE-00	Engineering Drawings for the Doris North Airstrip Expansion, Doris North Project, Nunavut, Canada	5	Oct. 7, 2016	South Apron Updates	Rev. 4, Oct. 4, 2016	Rev. 3, June 24, 2016	Rev. 2, Feb. 10, 2016	Rev. 1, Oct. 22, 2015		
DN-AE-01	General Arrangement	5	Oct. 7, 2016	South Apron Updates	Rev. 4, Oct. 4, 2016	Rev. 3, June 24, 2016	Rev. 2, Feb. 10, 2016	Rev. 1, Oct. 22, 2015		
DN-AE-02	Airstrip Expansion - Plan and Centerline Profile	5	Oct. 7, 2016	South Apron Updates	Rev. 4, Oct. 4, 2016	Rev. 3, June 24, 2016	Rev. 2, Feb. 10, 2016	Rev. 1, Oct. 22, 2015		
DN-AE-03	Airstrip Expansion - Sections	1	Oct. 22, 2015	Runway Crowned	Rev. 0, Oct. 19, 2015	Rev. A, Oct. 14, 2015				
DN-AE-04	Obstacle Limitation Surfaces	3	June 24, 2016	South Apron Addition	Rev. 2, Feb. 10, 2016	Rev. 1, Oct. 22, 2015				
DN-AE-05	Airstrip Expansion South Apron - Plan, Sections and Details	2	Oct. 7, 2016	South Apron Updates	Rev. 1, Oct. 4, 2016	Rev. 0, June 24, 2016				
DN-AE-06	Airstrip Expansion South Apron Stakeout Point Plans	2	Oct. 7, 2016	South Apron Updates	Rev. 1, Oct. 4, 2016	Rev. 0, June 24, 2016				
DN-AE-07	Airstrip Expansion South Apron Final Layout and Stakeout Points	1	Oct. 7, 2016	South Apron Updates	Rev. 0, Oct. 4, 2016					





PROJECT NO: 1CT022.005.300
Re ision 5
October 7, 2016
Drawing DN-AE-00



### **NOTES**

- 1. The designs are based on the contour information shown on these drawings. It is howe er the Contractors responsibility to confirm that the contours are a fair reflection of the ground le⊡els in the ⊡cinity of the works, and to ad ⊡se the Construction Manager and Engineer of any differences.
- 2. The co-ordinate system is □TM NAD 83, Zone 13.
- All dimensions are in metric units, unless specifically mentioned.
- All drawings are scaled appropriately for D-Si e construction drawings. Scales may not be correct if these drawings are reproduced and presented in any other si e format.
- The Engineer will pro ☐de the Construction Manager and Contractor with digital design files for setting out the works.
- The Contractor and Construction Manager shall familiari e themsel es with all appropriate Licenses and or Permits pertaining to execution of the Works. The Engineer will not be responsible for any infringements.
- 7. The Contractor is to take due care that no wildlife or birds nest are disturbed during construction. The Construction Manager is to be immediately notified if such sites are
- The Contractor will employ best practices to identify archaelogical sites, and maintain archaelogical site exclusion boundaries of 30m minimum radius from any of these
- 9. These works must be executed in accordance with the standard TMAC health and safety, and en iromental standards and protocols. It is the Contractors responsibility to familiari e himself with these documents.

- 10. Construction shall be in accordance with the following Technical Specifications: Earthworks and Geotechnical Engineering, Hope Bay pro ect, Nuna Lut, Canada, re Lision G -Issue for Construction.
- 11. The airstrip expansion alignment and dimensions were pro⊡ded by TMAC are as follows
  - The Airstrip will ha e a total length of 5,000 feet (1,524 m) starting at the north end of the existing airstrip.
  - Airstrip will ha e a total width of 131 feet (40 m) with the west shoulder remaining unchanged from the existing airstrip.
  - The Airstrip will ha e a minimum fill thickness of 1 m
  - The Airstrip will not be crowned but will be graded at 2% from east to
  - The Airstrip shoulders will ha e side slopes of 2H:1□
  - The North Apron remains unchanged
  - The Airstrip will be constructed using Run of □uarry as subgrade material, 2 inch (51 mm) minus as Select Grade Material, and 3/4 inch (19 mm) minus as Surfacing Grade Material
- 12. Notes in this drawing apply to all other actice drawings.

### REFERENCES

- SRK Consulting (Canada) Inc., 2012. Engineering Drawings for the Doris North Land Farm, Doris North Proect, Nuna ut, Canada. Re ision AB. As-Built Drawings Prepared for Hope Bay Mining Limited. Pro@ct Number 1CH008.033 058. April 20, 2012
- 2. SRK Consulting (Canada) Inc., 2012. Engineering Drawings for the Roberts Bay Fuel Tank Farm, Doris North Proæct, Nuna ut, Canada. Re ision AB. As-Built Drawings Prepared for Hope Bay Mining Limited. Pro ect Number 1CH008.033. April 18, 2012
- 3. SRK Consulting (Canada) Inc., 2011. Engineering Drawings for the Roberts Bay Laydown Area, Doris North Pro ect, Nuna ut, Canada. Re ision AB. As-Built Drawings Prepared for Hope Bay Mining Limited. Pro ect Number 1CH008.027 033, December 16, 2011
- 4. SRK Consulting (Canada) Inc., 2011. Engineering Drawings for the Laydown Expansions, Doris North Pro ect, Nuna ut, Canada. Re ision AB. As-Built Drawings Prepared for Hope Bay Mining Limited. Prolect Number 1CH008.027, December 16, 2011
- SRK Consulting (Canada) Inc., 2011. Engineering Drawings for the Airstrip Expansion Bypass Road, Doris North Proect, Nuna ut, Canada. Re ision D. Issued for Re iew Drawings Prepared for Hope Bay Mining Limited. Pro ect Number 1CH008.033, July 26, 2011

# Proposed Airstrip Expansion Lease Boundary 0+000 Chainage Existing Roads and Infrastructure Lakes, Ponds or Permanent Water Bodies

50 100 150 200 250

				5	SOUTH APRON UPDATES	ммм	EMR	70ct16
				4	SOUTH APRON UPDATES	ммм	EMR	40ct16
				3	SOUTH APRON ADDITION	KK	EMR	24Jun16
				2	RUNWAY EXTENDED	EMR	EMR	10Feb16
				1	RUNWAY CROWNED	LW	EMR	220ct15
				0	ISSUED FOR CONSTRUCTION	LW	EMR	190ct15
				Α	ISSUED FOR DISCUSSION	LW	EMR	170ct15
DRAWING NO.	DRAWING TITLE	DRAWING NO.	DRAWING TITLE	NO.	DESCRIPTION	CHK'D	APP'D	DATE
		REVISIONS						

	<b>srk</b> consulting			
	DESIGN: TMAC	DRAWN: NV	REVIEWED: EMR	
	CHECKED: EMR	APPROVED: EMR	DATE: Oct. 7, 2016	_ D
PROFESSIONAL ENGINEERS STAMP	FILE NAME: 1CTO22	.005.300_ND-AE-	01-05 Rev5.dwg	SRK JOB NO.:

**DORIS NORTH PROJECT** 

1CH022.005.300

Airstrip Expansion DRAWING TITLE: General Arrangement REVISION NO SHEET DN-AE-01 5

