4.0 MILNE INLET

4.01 General

There are still changes taking place at Milne Inlet, since our last inspection in July/August of this year.

The sediment ponds at the shore that were under nearing completion are now fully operational with inlet ditching complete.

4.02 Hazardous Waste Storage (MP-HWB-3 and MP-HWB-4)

General Conditions

This particular structure has been constructed as a two-cell structure and is now only used to store a few items.

A new hazardous waste storage facility has now been constructed near the loadout area for storing hazardous waste to be shipped out and is in full operation at this time.

Stability

There is no water ponding in both cells of the original structure. We are advised that water has been pumped from these structures and sand in the structures contains ice.

Our review of the area around the dykes, at the base of the slopes, showed no sign of seepage. The structure is considered stable.

Recommendations

We have no recommendations with respect to the use of these two cells at this time. Prior to our inspection in September, we request that water not be pumped from the structures.

4.03 Fuel Tank Farm

General Conditions

Since both 2012 and 2013 the fuel tank farm has been expanded considerably with the addition of a number of new tanks. No tanks have been added since last season but there is room to place additional tanks.

During the last day of our earlier inspections, a major fuel oil spill took place. The berm around the containment effectively contained the pill. The sumps had not been installed at the time of the spill. These sumps have been installed.

Stability

We have minor water ponding at the low end of the containment confirming the integrity of the liner. This ponding is now in the form of ice in the bottom of the containment.

Recommendations

We have no recommendations with respect to the containment at this time.

4.04 New Effluent Pond (PWSP)

General Conditions

The pond was put into operation in 2014.

The containment pond was operating at approximately sixty-percent of capacity at the time of our inspection.

Stability

We noted no sign of weakness in any of the construction.

Recommendations

We have no recommendations with respect to the use of this structure having no negative comments on the construction of this structure.

4.05 Landfarm Containment

General Conditions

The landfarm containment is complete except for soil cover on the dykes in the area of the sump.

The landfarm was constructed to accommodate approximately 9000 m^3 of oil contaminated soil and seasonal water accumulations.

At the time of our inspection the landfarm was in operation and some sorting of contaminated materials had taken place. Since our last inspection, there is still minor sorting to take place including the removal of some waste and contaminated waste.

There is still some contaminated waste in the landfarm in addition to contaminated soil. No landfarming of treated contaminated soil has taken place.

It appears as though the structure has been constructed in accordance with good construction practice for structures of this type.

Stability

The structure appears stable as constructed.

Recommendations

We recommend that the remaining dyke structure, without protective cover over it, be covered as per the design drawings. This, however, is not an absolute requirement.

4.06 Contaminated Snow Containment

General Conditions

The construction of the contaminated snow containment structure is contiguous with the east end of the landfarm.

It appears as though the structure has been constructed in accordance with good construction practice for structures of this type.

The snow containment facility has a containment volume of 929 m^3 based on estimates of snow volume provided by the owner and only a small percentage of the capacity is utilized.

The structure has been constructed with good quality control.

Stability

The structure appears stable as constructed.

Recommendations

We have no recommendations with respect to this construction at this time. The structure appears as it did in our July/August review.

4.07 Sediment Pond East

General Conditions

The construction of this sedimentation pond for drainage from the east side of the site is complete.

The basin is shaped and the liner has been installed throughout the basin from inlet to the berms on the north side of the basin.

There has been no cover placed over the liner to this point and rip rap has not yet been placed in the outlet weir.

The tears and punctures that were present at the time of our July/August review have yet to be repaired.

Stability

We still have concerns over the stability of the liner and recommend possibly tire ballast over the liner which appears possibly subject to wind damage. This shall provide a function for used tires.

Recommendations

We recommend review of the use of a ballast (possibly tires) on the exposed liner at the dyke to prevent wind uplift.

We further recommend the re-installation of the liner at the westerly Inlet such that the liner is shaped to the profile of the inlet ditch

4.08 Sediment Pond West

General Conditions

The construction of this sedimentation pond for drainage from the west side of the site is nearing completion except for the west end on the south side where the liner must be "tucked" in as set out in our report last year.

The inlet where the water was being conducted under the liner with gravel has been made good.

Stability

We have some concern over the stability of the liner on this pond as we have with the east pond and recommend the further use of tire ballast on the liner.

Recommendations

Complete construction at the inlet structures to ensure contaminated water flows into the containment and not under it. With snow conditions it was difficult to confirm the construction.

4.09 Quarry

General Conditions

The quarry was inactive at the time of our review and most blasted rock had been removed from the quarry site.

It appears that little or no quarrying has taken place since our last visit.

Stability

Rock faces appear stable.

Recommendations

We have no recommendations to be made with respect to the quarry.

4.10 Loading Area Contaminated Storage (Now MP-HWB-1)

General Conditions

This area has been constructed near the loading dock to facilitate assembly of hazardous materials for shipment out. It appears that all material from the temporary hazardous storage containment have now been assembled here.

Most hazardous waste has now been removed from the containment and shipped out.

Construction appears to have taken place in accordance with standardized drawings prepared in the past.

Stability

Construction appears stable.

Recommendations

We have no recommendations with respect to this structure.

4.13 Fueling Facility Containment

General Conditions

A new fueling facility for the fueling of B trains is completed utilizing design drawings prepared by our office.

Work conforms to the design drawing.

A second cell is now to be constructed south of the existing.

4.12 Overview

Work on containment structures is now almost complete and only the hazardous waste cells MP-HWB-3 and 4 require decommissioning.

Respectfully submitted,

Barry H. Martin, P. Eng., MRAIC

Milne Inlet Photos

Hazardous Waste Storage MP-HWB-4

Hazardous Waste Storage MP-HWB-5

Fuel Tank Farm

Milne Inlet Sewage Effluent Pond (PWSP)

Land Farm Containment

Contaminated Snow Containment

Milne Inlet Quarry

Loading Area Contaminated Storage MP-HWB-1

Fuelling Facility Containment

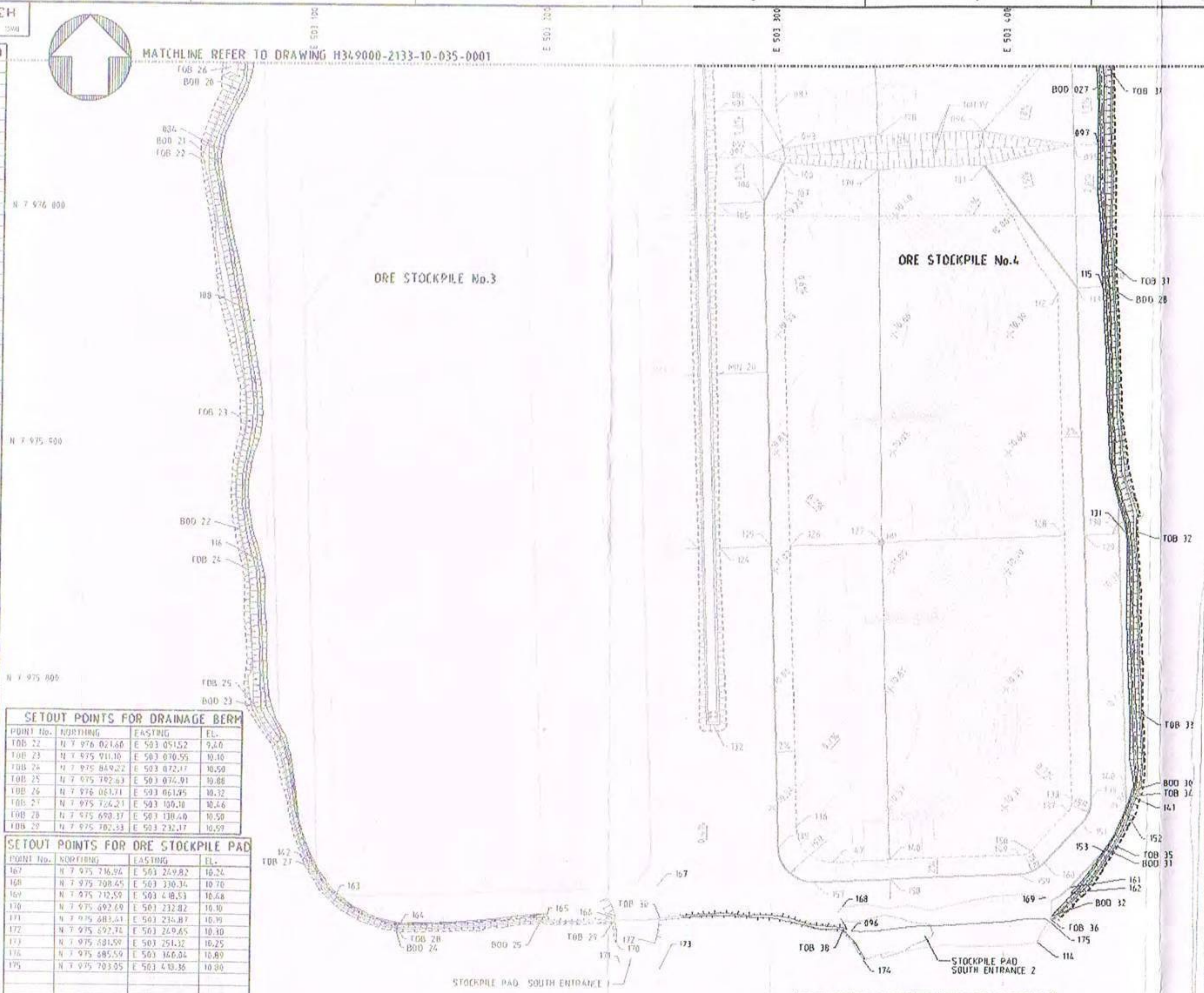
East Drainage Pond

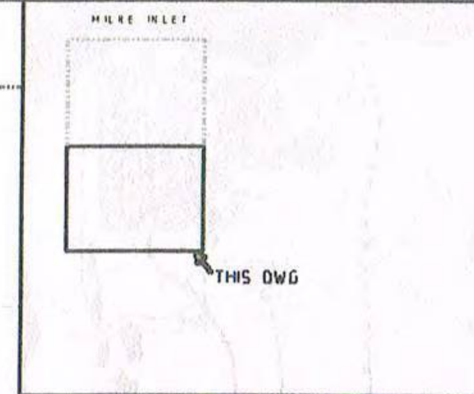
East Drainage Pond. Westerly Inlet

Milne Inlet Drawings

H349000-2133-10-035-0002

DWG. NO.





SETOUT POINTS FOR ORE STOCKPILE PAD

POINT No.	NORTHING	EASTING	EL.
084	N 7 976 025.76	E 503 058.52	9.01
096	N 7 975 698.20	E 503 334.31	11.20
097	N 7 976 038.52	E 503 436.52	9.82
108	N 7 975 959.00	E 503 070.81	9.51
114	N 7 975 693.33	E 503 414.30	10.52
115	N 7 975 970.50	E 503 439.10	10.30
116	N 7 975 852.46	E 503 077.95	9.64
151	N 7 975 865.80	E 503 450.35	10.10
141	N 7 975 755.08	E 503 453.18	10.50
142	N 7 975 723.64	E 503 103.65	9.06
152	N 7 975 768.97	E 503 450.89	10.60
153	N 7 975 731.52	E 503 441.73	10.60
156	N 7 975 713.57	E 503 224.28	9.99
162	N 7 975 716.17	E 503 428.27	10.40
163	N 7 975 712.88	E 503 112.23	9.93
164	N 7 975 700.42	E 503 139.89	10.00
165	N 7 975 706.64	E 503 205.12	10.20
166	N 7 975 761.79	E 503 230.79	10.19

SETOUT POINTS FOR DRAINAGE BERM

POINT No.	NORTHING	EASTING	EL.
TOB 22	N 7 976 021.60	E 503 051.52	9.40
TOB 23	N 7 975 911.10	E 503 070.55	10.10
TOB 24	N 7 975 849.22	E 503 072.17	10.50
TOB 25	N 7 975 792.63	E 503 074.91	10.88
TOB 26	N 7 976 061.71	E 503 061.95	10.32
TOB 27	N 7 975 726.21	E 503 100.10	10.46
TOB 28	N 7 975 690.37	E 503 138.40	10.50
TOB 29	N 7 975 702.53	E 503 232.17	10.59

SETOUT POINTS FOR ORE STOCKPILE PAD

POINT No.	NORTHING	EASTING	EL.
167	N 7 975 716.94	E 503 249.82	10.24
168	N 7 975 708.45	E 503 330.34	10.70
169	N 7 975 712.59	E 503 418.53	10.48
170	N 7 975 692.69	E 503 232.82	10.10
171	N 7 975 683.61	E 503 234.87	10.19
172	N 7 975 692.74	E 503 249.65	10.30
173	N 7 975 681.59	E 503 251.32	10.25
174	N 7 975 685.59	E 503 360.04	10.89
175	N 7 975 703.05	E 503 410.36	10.90

SETOUT POINTS FOR BOTTOM OF DITCH

POINT No.	NORTHING	EASTING	EL.
BOD 20	N 7 976 051.57	E 503 065.67	8.30
BOD 21	N 7 976 020.93	E 503 055.86	8.40
BOD 22	N 7 975 864.98	E 503 072.00	8.80
BOD 23	N 7 975 790.91	E 503 079.79	9.17
BOD 24	N 7 975 699.91	E 503 137.42	9.95
BOD 25	N 7 975 703.99	E 503 201.35	10.20

SETOUT POINTS FOR BOTTOM OF DITCH

POINT No.	NORTHING	EASTING	EL.
BOD 27	N 7 976 056.18	E 503 437.51	9.50
BOD 28	N 7 975 970.55	E 503 441.11	9.73
BOD 29	N 7 975 900.59	E 503 444.39	9.90
BOD 30	N 7 975 757.40	E 503 454.64	10.40
BOD 31	N 7 975 732.12	E 503 443.03	10.52
BOD 32	N 7 975 704.30	E 503 420.35	10.64

SETOUT POINTS FOR DRAINAGE BERM

POINT No.	NORTHING	EASTING	EL.
TOB 30	N 7 975 702.93	E 503 251.66	10.80
TOB 31	N 7 975 979.85	E 503 443.26	10.80
TOB 32	N 7 975 867.04	E 503 453.99	10.90
TOB 33	N 7 975 790.49	E 503 457.05	10.79
TOB 34	N 7 975 755.12	E 503 455.42	10.90
TOB 35	N 7 975 734.09	E 503 446.17	11.00
TOB 36	N 7 975 703.01	E 503 420.23	11.19
TOB 37	N 7 976 061.19	E 503 441.65	11.00
TOB 38	N 7 975 698.80	E 503 331.08	11.30

KEY PLAN

LEGEND

- AS BUILT CONTOUR
- EXISTING WATERBODY
- BAFFINLAND'S COMMERCIAL LEASE ON INUIT OWNED LAND
- PROJECT DEVELOPMENT AREA (PDA)
- FILL SLOPE
- CUT SLOPE
- TOE OF SLOPE
- SLOPE BREAKLINE
- GRADING SLOPE
- CENTERLINE OF SWALE/DITCH
- FG EL. AT 50m x 50m GRID
- HIGH POINT
- AS BUILT POINT NUMBER
- SETOUT POINT NUMBER (NONE AS BUILT)
- UB — UTILITY BERM
- TOB — AS BUILT TOP OF BERM
- BOD — AS BUILT BOTTOM OF DITCH

NOTES:

1. AS BUILT SURVEY DATA PROVIDED BY BAFFINLAND.
2. COORDINATE GRID IS SHOWN IN UTM (NAD83) ZONE 17 AND IS IN METRES.
3. CONTOURS ARE IN METRES. CONTOUR INTERVAL IS 0.5m.
4. ALL DIMENSIONS AND ELEVATIONS SHOWN ARE IN METRES UNLESS NOTED OTHERWISE.

SCALE IN METRES: 0 10 20 30 40 50

3 AS BUILT

REFERENCE DRAWINGS

DRAWING No.	DRAWING TITLE
H349000-3000-10-012-0001	TOTE ROAD - PLAN AND PROFILE
H349000-2000-10-014-0001	MILNE PORT - SITE LAYOUT

REVISIONS

NO.	DESCRIPTION	BY	CHK'D	APP'D	DATE
3	AS BUILT INFORMATION ADDED	AW	MK		2016-09-26
2	LOWERED NORTH SECTION OF PAD BY 0.3m	GJ	JG	JC	2014-08-07
1	EARTHWORKS BOUNDARY AND ELEVATIONS AT SOUTH CHANGED DUE TO CONVEYOR MODIFICATIONS	GJ	TT	SH	2013-11-15

ISSUE AUTHORIZATION

REV.	ISSUE FOR	AUTH.	BY	DATE
3	AS BUILT			2016-09-26
2	CONSTRUCTION	JG	GJ	2014-08-07
1	CONSTRUCTION	SH	GJ	2013-11-15
D	CONSTRUCTION	SH	MM	2013-08-30

HATCH

DESIGNED BY K. FALLAHI DATE 2013-08-23	DRAWN BY M. MCDOUGALD DATE 2013-08-23
CHECKED BY A. MOHEBKHANI DATE 2013-08-30	DISCIP. ENGR S. HASSAN DATE 2013-08-30
PROJ. DES. COORD. T. THERTELL DATE 2013-08-30	PROJ. ENGR. S. PERRY DATE 2013-08-30
PROJ. MGR. J. CLELAND DATE 2013-08-30	

Baffinland

MARY RIVER PROJECT

MILNE PORT
ORE STOCKPILES NO. 3 & 4
EARTHWORKS & DRAINAGE - PLAN

SCALE	DWG. NO.	REV.
1:1000 OR AS NOTED	H349000-2133-10-035-0002	3

ORIGINAL SHEET SIZE: ISO A1 (841 x 594)

$USERNAME$ $DATE$ $FILE$ $TIME$

H349000-2000-00-015-0021

MILNE INLET

AANDC NUNAVUT LEASE 47H/16-1-2

SHIPLOADER

ORE DOCK

ORE STOCKPILE SETTLING PONDS

FUTURE AIRSTRIP

ORE STOCKPILE PAD

ADDITIONAL LAYDOWN AREA

POTABLE WATER SUPPLY

CONVERT EXISTING CONCRETE BATCH PLANT BUILDING TO MAINTENENACE BUILDING

PHILLIPS CREEK

FUTURE POLISHING WASTE STABILIZATION POND

TOTE ROAD

SEALIFT BARGE LANDING AREA

RAMP TO BEACH

FUEL TANK FARM

EFFLUENT DISCHARGE LOCATION
N 7976341
E 503639

HAZARDOUS WASTE BERMS

LAYDOWN AREA

POWER GENERATORS

INCINERATOR HAZARDOUS WASTE BERM

POLISHING WASTE STABILIZATION POND

EXISTING HAZARDOUS WASTE BERM

MATRIX CAMP

LAND FARM

SERVICES AREA PAD
SITE FACILITIES, INCLUDING:

- MAINTENANCE BUILDING
- WELDING SHOP BUILDING
- WORKSHOP OFFICE BUILDING
- TOROMONT MAINTENANCE BUILDING

CAMP INFRASTRUCTURE PAD
SITE FACILITIES, INCLUDING:

- ACCOMMODATION COMPLEX
- EMERGENCY RESPONSE OFFICE
- EMERGENCY RESPONSE GARAGE
- SEWAGE TREATMENT PLANT
- POTABLE WATER TREATMENT PLANT
- WASTE MANAGEMENT FACILITY

ROCK QUARRY N0.1 BOUNDARY

EXTENT OF QUARRY Q1

PERMITTED OPEN BURN PIT AREA

KM2 BORROW AREAS

EXISTING HTO CABIN

MILNE PORT

MINE SITE

KLYP_AN

FOR INFORMATION

NOTES:

1. COORDINATE GRID IS SHOWN IN UTM (NAD83) ZONE 17 AND IS IN METRES.
2. 2016 WORK SHOWN IN RED TEXT.

0 50 100 150 200 250
SCALE IN METRES

LEGEND:

- WATER
- QUARRY
- COMMERCIAL LEASE
- AANDC LEASE 47H/16-1-2
- RIVER/STREAM/DRAINAGE
- ROAD
- PROJECT DEVELOPMENT AREA
- BORROW AREAS

REV.	ISSUE FOR	AUTH. BY	DATE
D	ISSUED FOR USE	M.B.	J.R. 2015-10-15
C	ISSUE FOR USE	S.V.	T.M. 2014-12-10
B	ISSUE FOR USE	C.L.	T.M. 2014-10-31
A	ISSUE FOR USE	C.L.	A.G. 2014-06-19

ISSUE AUTHORIZATION

HATCH

DESIGNED BY: C. LEISTNER DATE 2014-10-20	DRAWN BY: J. BAJAGIC DATE 2014-10-20
CHECKED BY: S. POTTER DATE 2014-10-20	DISCIP. ENGR.: A. GRZEGORCZYK DATE 2014-10-20
PROJ. DES. COORD.: T. THERRELL DATE 2014-10-20	PROJ. ENGR.: J. CLELAND DATE 2014-06-19
PROJ. MGR.: J. CLELAND DATE 2014-06-19	

Baffinland

MARY RIVER PROJECT

MILNE PORT
INFRASTRUCTURE FOOTPRINT
WORK PLAN 2016

SCALE 1:5000 OR AS NOTED

DWG. NO. H349000-2000-00-015-0021

REV. D

H349000-2133-10-035-0001
DWG. NO.

POINTS FOR ORE STOCKPILE PAD

POINT No.	NORTHING	EASTING	EL.
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006	[illegible]	[illegible]	[illegible]
007	[illegible]	[illegible]	[illegible]
008	[illegible]	[illegible]	[illegible]
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018	N 7 976 355.09	E 503 280.05	9.90
019	N 7 976 354.53	E 503 331.05	9.79
020	N 7 976 356.61	E 503 347.90	9.95
021	N 7 976 358.22	E 503 398.59	10.00
022	N 7 976 328.24	E 503 427.18	10.10
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036	[illegible]	[illegible]	[illegible]
037	N 7 976 316.45	E 503 429.53	10.4
038	N 7 976 315.33	E 503 439.37	10.6
039	N 7 976 298.46	E 503 082.21	8.02
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046	N 7 976 240.27	E 503 064.18	8.71
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053	N 7 976 272.60	E 503 426.34	10.49
054	N 7 976 160.59	E 503 067.48	10.20
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070	N 7 976 075.22	E 503 072.60	9.70
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074	[illegible]	[illegible]	[illegible]
075	[illegible]	[illegible]	[illegible]
077	N 7 976 078.03	E 503 435.17	9.90
078	[illegible]	[illegible]	[illegible]
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080	[illegible]	[illegible]	[illegible]
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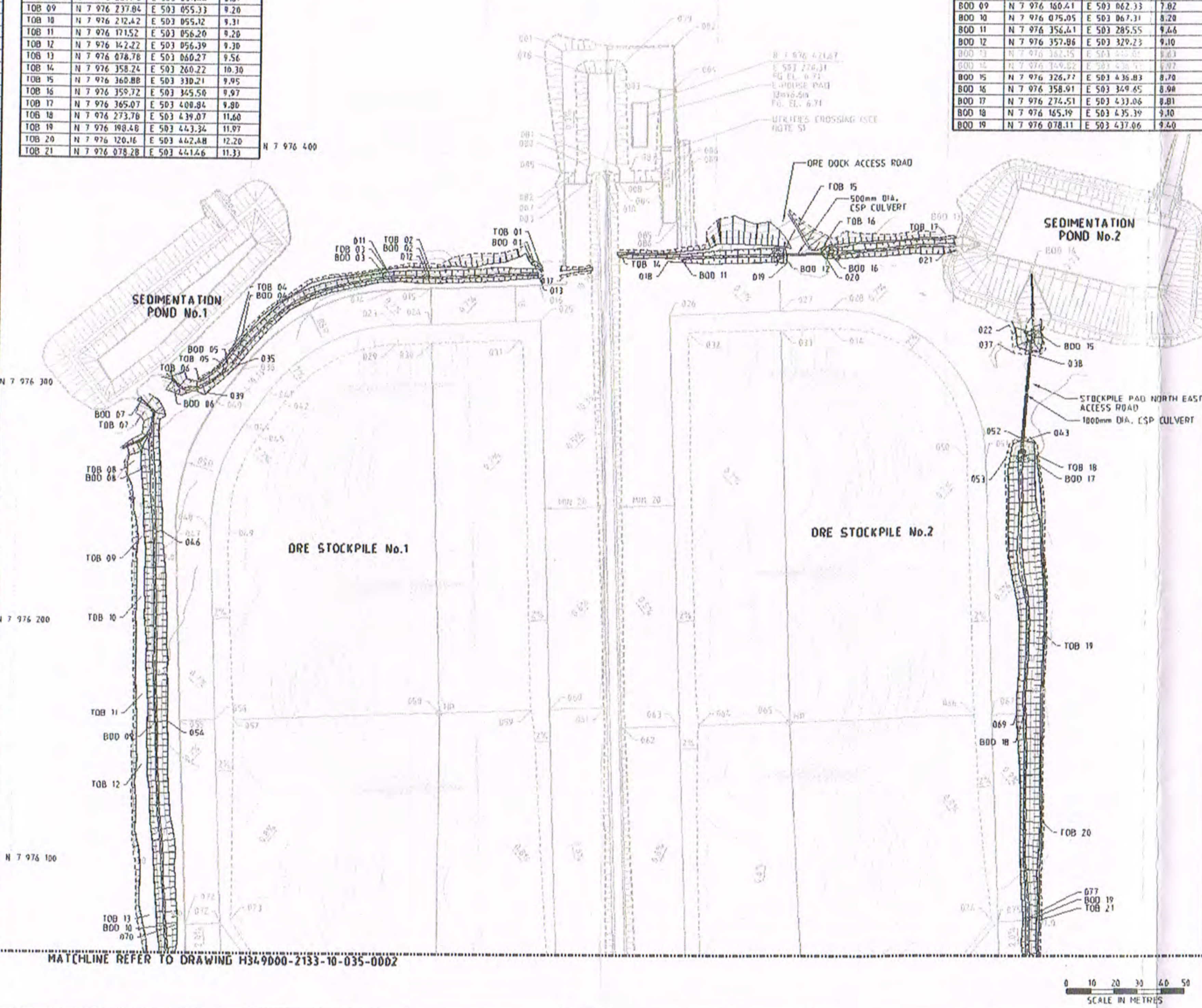
085	[illegible]	[illegible]	[illegible]
086	[illegible]	[illegible]	[illegible]
087	[illegible]	[illegible]	[illegible]

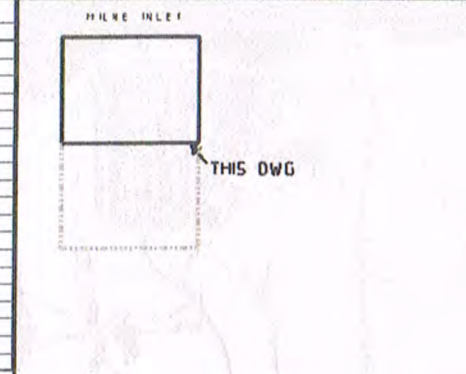
POINTS FOR DRAINAGE BERM

POINT No.	NORTHING	EASTING	EL.
TOB 01	N 7 976 350.70	E 503 225.79	9.70
TOB 02	N 7 976 351.31	E 503 177.58	9.89
TOB 03	N 7 976 350.54	E 503 158.77	9.50
TOB 04	N 7 976 315.95	E 503 093.10	9.30
TOB 05	N 7 976 310.71	E 503 089.01	8.90
TOB 06	N 7 976 303.66	E 503 070.84	8.49
TOB 07	N 7 976 288.78	E 503 054.23	7.77
TOB 08	N 7 976 269.70	E 503 051.44	8.67
TOB 09	N 7 976 237.84	E 503 055.33	9.20
TOB 10	N 7 976 212.42	E 503 055.12	9.31
TOB 11	N 7 976 171.52	E 503 056.20	9.20
TOB 12	N 7 976 142.22	E 503 056.39	9.30
TOB 13	N 7 976 078.78	E 503 060.27	9.56
TOB 14	N 7 976 358.24	E 503 260.22	10.30
TOB 15	N 7 976 360.88	E 503 330.21	9.95
TOB 16	N 7 976 359.72	E 503 345.50	9.97
TOB 17	N 7 976 365.07	E 503 400.84	9.80
TOB 18	N 7 976 273.78	E 503 439.07	11.60
TOB 19	N 7 976 198.48	E 503 443.34	11.97
TOB 20	N 7 976 120.16	E 503 442.48	12.20
TOB 21	N 7 976 078.28	E 503 441.46	11.33

POINTS FOR DRAINAGE DITCH

POINT No.	NORTHING	EASTING	EL.
BOD 01	N 7 976 349.44	E 503 224.15	8.80
BOD 02	N 7 976 347.80	E 503 177.78	8.52
BOD 03	N 7 976 347.60	E 503 159.07	8.40
BOD 04	N 7 976 313.71	E 503 095.32	8.10
BOD 05	N 7 976 309.50	E 503 091.27	8.00
BOD 06	N 7 976 304.36	E 503 067.66	5.27
BOD 07	N 7 976 295.09	E 503 054.39	5.26
BOD 08	N 7 976 268.56	E 503 059.16	7.10
BOD 09	N 7 976 160.41	E 503 062.33	7.82
BOD 10	N 7 976 075.05	E 503 067.31	8.20
BOD 11	N 7 976 356.41	E 503 285.55	9.46
BOD 12	N 7 976 357.86	E 503 329.23	9.10
BOD 13	[illegible]	[illegible]	[illegible]
BOD 14	[illegible]	[illegible]	[illegible]
BOD 15	N 7 976 326.77	E 503 436.83	8.70
BOD 16	N 7 976 358.91	E 503 349.65	8.90
BOD 17	N 7 976 274.51	E 503 433.06	8.81
BOD 18	N 7 976 165.19	E 503 435.39	9.10
BOD 19	N 7 976 078.11	E 503 437.06	9.40





KEY PLAN

LEGEND

- AS BUILT CONTOURS
- EXISTING WATERBODY
- BAFFINLAND'S COMMERCIAL LEASE ON INUIT OWNED LAND
- PROJECT DEVELOPMENT AREA (PDA)
- FILL SLOPE
- CUT SLOPE
- TOE OF SLOPE
- SLOPE BREAKLINE
- GRADING SLOPE
- CENTERLINE OF DITCH
- CULVERT
- FG EL. AT 50m x 50m GRID
- HIGH POINT
- AS BUILT POINT NUMBER
- SETOUT POINT NUMBER (NONE AS BUILT)
- CSP — CORRUGATED STEEL PIPE
- UTILITIES CROSSING (SEE NOTE 7)
- TOB — TOP OF BERM
- BOD — BOTTOM OF DITCH

NOTES:

1. AS BUILT SURVEY DATA PROVIDED BY BAFFINLAND.
2. COORDINATE GRID IS SHOWN IN UTM (NAD83) ZONE 17 AND IS IN METRES.
3. CONTOURS ARE IN METRES. CONTOUR INTERVAL IS 0.5m.
4. ALL DIMENSIONS AND ELEVATIONS SHOWN ARE IN METRES UNLESS NOTED OTHERWISE.
5. FOR SEDIMENTATION PONDS PLAN AND DETAIL REFER TO DRAWING H349000-2345-10- 035-0001.
6. UTILITIES ARE CROSSING ROAD SURFACES UNDERNEATH OF RAMP TO REACH ON TOP OF FINISHED SURFACE ELEVATION (6.7). FOR TYPICAL DETAILS FOR ROAD CROSSING SEE DETAIL 18, DRAWING H349000-1000-10-041-0009

REFERENCE DRAWINGS

DRAWING NO.	DRAWING TITLE
H349000-2345-10-035-0001	MILNE PORT-ORE STOCKPILE SEDIMENTATION PONDS-EARTHWORKS & DRAINAGE
H349000-2000-00-014-0001	MILNE PORT-SITE LAYOUT

REVISIONS

NO.	DESCRIPTION	BY	CHK'D	APP'D	DATE
3	AS BUILT INFOMATION ADDED	AW	MK		2016-08-26
2	LOWERED NORTH SECTION OF PAD BY 0.3m	GJ	JG	JC	2014-08-07
1	EARTHWORKS BOUNDARY AND ELEVATIONS AT NORTH CHANGED DUE TO CONVEYOR MODIFICATIONS	GJ	KF	SH	2013-11-15

ISSUE AUTHORIZATION

REV.	ISSUE FOR	AUTH.	BY	DATE
3	AS BUILT	AW	AW	
2	CONSTRUCTION	JG	GJ	2014-08-07
1	CONSTRUCTION	SH	GJ	2013-11-15
0	CONSTRUCTION	SH	MM	2013-08-30

HATCH

DESIGNED BY: K. FALLAHI, DATE 2013-08-23
DRAWN BY: M. MCDOUGALD, DATE 2013-08-23
CHECKED BY: A. MOHEBKHANI, DATE 2013-08-29
DISCIP. ENGR: S. HASSAN, DATE 2013-08-29
PROJ. DES. COORD.: T. THERTELL, DATE 2013-08-29
PROJ. ENGR.: S. PERRY, DATE 2013-08-29
PROJ. MGR.: J. CLELAND, DATE 2013-08-29

△3 AS BUILT

Baffinland

MARY RIVER PROJECT

MILNE PORT ORE STOCKPILES NO. 1 & 2 EARTHWORKS & DRAINAGE - PLAN

SCALE: 1:1000 OR AS NOTED
DWG. NO.: H349000-2133-10-035-0001
REV.: 3
ORIGINAL SHEET SIZE: ISO A1 (841 x 594)

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