



AGNICO EAGLE

MEADOWBANK DIVISION

Appendix A of the Whale Tail Pit – Haul Road Management Plan: Airstrip Use Management Plan

January 2019

Version 1_NIRB

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DOCUMENT CONTROL

Version	Date	Section	Page	Revision
1_NIRB	January, 2019	All	All	Airstrip Use Management Plan as Supporting Document submitted to the Nunavut Impact Review Board for review and approval as part of Whale Tail Pit – Expansion Project

Plan prepared by:

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SECTION 1 • BACKGROUND

Agnico Eagle is proposing an expansion to the Whale Tail Pit and Haul Road Project (Approved Project), a Meadowbank satellite deposit located on the Amaruq property. As an expansion to the Approved Project (Nunavut Impact Review Board (NIRB) Project Certificate No. 008 and Nunavut Water Board (NWB) Type A Water License 2AM-WTP1826), Agnico Eagle is proposing to expand and extend the Whale Tail Pit operations (the Expansion Project or the Project) to include a larger Whale Tail open pit, development of the IVR open pit, and underground operations while continuing to operate and process ore at the Meadowbank Mine.

To support operations, Agnico Eagle is proposing the use of a 1000 - 1500m section of the Whale Tail Pit Haul Road as an emergency airstrip. This Airstrip Use Management Plan is designed to support haul road traffic management and air traffic in the event which requires safe fixed wing access, transportation or emergency evacuation of personnel from Whale Tail Pit to Meadowbank or elsewhere.

For the purposes of this document, the plan applies to the Whale Tail Pit Haul Road from construction through post-closure. As part of the expansion project, Agnico Eagle is proposing to expand the road from 9.5m to 15m in width to ensure safe passage of haul trucks, with a bypass bay approximately every 400m depending on the topography and safety considerations to accommodate a single oversized vehicle along the approved 64 km alignment of the Haul Road. The routing of the Whale Tail Pit Haul Road is shown on Figure A.1 and the potential location of the emergency airstrip could be between km 53 and km 58 of the road. The final location, length and width will be decided in the detailed design stage.

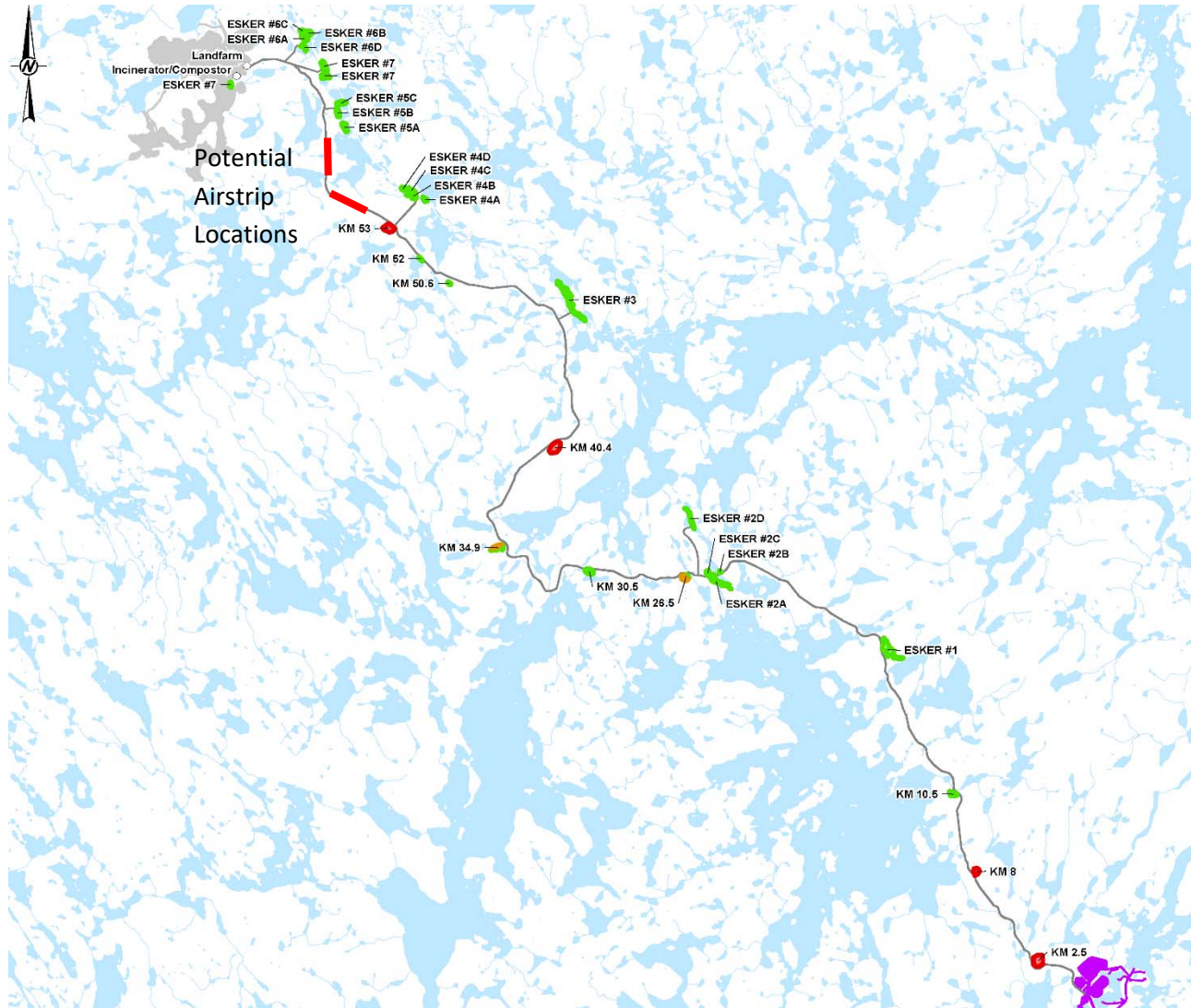


Figure A.1 Whale Tail Pit Haul Road Alignment and Potential Locations of the Emergency Airstrip

SECTION 2 • REGULATORY SETTING

The haul road is largely located on Crown Land administered by Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC) with approximately 38 percent of the road located on Inuit Owned Lands (IOL) administered by the Kivalliq Inuit Association (KIA). Approximately 14 kilometres of the road from its southeast end is located on Inuit Owned Land as is approximately 10 kilometres at its northwest end, where the proposed emergency airstrip is located. In-between IOL is Crown Land.

The Whale Tail Haul Road is expanded under land use permits issued by CIRNAC for Crown Land, and the KIA for IOL. Leases follow the completion of construction and a legal survey of the road right-of-way. The width of the land leases is 30 to 40 m for the length of the road, wide enough to accommodate the expansion of the road to a 15 m road width plus associated bypasses and likely the expansion needs for the airstrip. The final location, length and width of the airstrip will be decided in the detailed design stage.

The road is being constructed, inspected, and maintained by Agnico Eagle. Consequently, Agnico Eagle has sole responsibility for the emergency airstrip and will ensure it meets NAV Canada requirements for safety and best management practices for use by fixed wing aircraft.

SECTION 3 • TRAFFIC MANAGEMENT DURING EMERGENCY AIRSTRIP USE

All ore transportation to the Meadowbank Mill, backhauling of material, and resupply of required fuel, supplies, equipment and workers for the Whale Tail Pit will be transported via the Whale Tail Pit Haul Road. Agnico Eagle will educate all its employees and all its contractor's employees on road safety rules during the safety induction training that occurs before they first drive the road and will include an understanding of the protocols for use of the road as an airstrip. The safety rules¹ developed for the road will apply to Agnico Eagle employees and Agnico Eagle contractor employees. The Whale Tail Pit Haul Road will be closed for public use.

All Agnico Eagle and contractor's vehicles that travel routinely on the road will be equipped with a radio set to the requisite road frequency. Consequently, traffic on the road will always have radio contact with security, and other Agnico Eagle and contractor traffic. These standard communication systems will be used to report the circumstances that may require the use of the road as an emergency airstrip.

When the road is being used for fixed wing access, the road closure procedures outlined in the Road Management Plan and Terrestrial Ecosystem Management Plan will be followed consistent with other standard temporarily closure events (such as an incident, accident or other event requiring mitigation or responses). During the use of the road as an emergency airstrip, trucks will be placed at each end of the airstrip at a safe distance to ensure no collisions occur with road traffic during fixed wing take off and landings. These short-term closures will be required to ensure safety of the road operators and wildlife.

¹ See the Section 9 of the Haul Road Management Plan for complete details on safety measures proposed for the haul road.

SECTION 4 • WILDLIFE MANAGEMENT

Wildlife is expected to occasionally be observed on or immediately next to may interact with the airstrip. Caribou and other wildlife will have the right-of-way at all times. In case of problems (e.g. small herds or aggregations of caribou), the environmental department will be in charge of managing the situation and, with the collaboration of the security department, will advise air traffic control.

The Terrestrial Ecosystem Management Plan has been updated to include adaptive management, mitigation, monitoring, and stakeholder engagement for the protection of wildlife habitat, ungulates, predatory mammals, small mammals and birds during the construction, operation and closure of the Whale Tail Pit Haul Road. The monitoring and management program described in the Terrestrial Ecosystem Management Plan will be implemented on the Whale Tail Pit Haul Road Airstrip, and regularly reviewed and updated per discussions with the Terrestrial Advisory Group which includes representatives from the Government of Nunavut, Kivalliq Inuit Association and the Hunters and Trappers Organization of Baker Lake.

As per the Terrestrial Ecosystem Management Plan, the haul road embankment slopes along the section of the road that will be used as an airstrip will present an inclination of 4 horizontal: 1 vertical in order to facilitate wildlife crossing along the road, as well as for safety purposes.