APPENDIX 5

Hayes Camp Airstrip Geotechnical Inspection Report

December 8, 2014

via email

Mr. Thomas Kabloona
Chairman
Nunavut Water Board
PO Box 119
Gjoa Haven
Nunavut, X0B1J0

RE: Inspection Report follow up – Hayes Camp airstrip geotechnical report

Dear Mr. Kabloona,

North Country Gold Corp. ('NCGC', 'the company') is a Canadian junior exploration company that has been conducting responsible mineral exploration in the Committee Bay area of the Eastern Kitikmeot Region of Nunavut for more than 22 years through a number of commodity cycles. Over this time NCGC has spent more than $100 million on mineral exploration and has successfully identified numerous gold showings across the 300 km long Committee Bay Greenstone Belt including the company's flagship asset, the Three Bluffs gold deposit.

In 2011, NCGC was granted appropriate licences and permits to complete a number of upgrades to its Hayes Camp to improve safety and working conditions, and increase efficiency of ongoing exploration at the Three Bluffs gold deposit. As part of this upgrade program the company initiated construction of a 3000' airstrip on the esker adjacent to Hayes Camp.

In July 2014, NCGC's Hayes Camp and related infrastructure was inspected by an AANDC Water Resources Officer on behalf of the Nunavut Water Board (NWB). The inspector noted a number of concerns with the Hayes Camp airstrip and requested that NCGC have the airstrip inspected by a qualified geotechnical engineer. In response to this request, NCGC engaged SRK Consulting (Canada) Inc. ('SRK') to complete an inspection of the entire Hayes Camp area (including the airstrip) and provide recommendations to address potential issues.

SRK completed an onsite geotechnical inspection in September 2014 and have provided NCGC with a report and recommended remedial actions. SRK's report notes that "there are no critical items of concern; however the elements requiring remedial action should be addressed at the first available opportunity."

SRK's recommended remedial action items are presented in Table 1 attached to this letter. The SRK 2014 Geotechnical Inspection Report is also attached to this letter.

NCGC intends to commence SRK's recommendations during the summer of 2015. This work will focus initially on implementing measures to prevent erosion, sedimentation and reduce further thermal degradation caused by ponding water in accordance with SRK's recommendations. Sand bag filter

dykes located on each side of the airstrip will be removed to enable water to drain and replaced with silt fences. NCGC will also remove built up sediment within sandbag filter dykes systems and install additional silt fences. The outlet from quarry area 1 will also be re-established to enable quarry area 1 to drain into the natural gully (with sandbag filter dikes and silt fences).

NCGC commenced re-grading and packing of the south-eastern side of the airstrip in the summer of 2014 based on SRK's recommendations at the time of the inspection. NCGC proposes to complete further re-grading of the airstrip commencing in 2015 and occurring progressively over a number of seasons using the heavy equipment onsite at Hayes Camp. Re-grading will initially focus on problem areas (i.e. edges of airstrip). Material harvested during this reshaping will be used to fill in high priority areas of subsidence (depressions, troughs etc.). These areas will be filled in 0.3 m lifts and packed with NCGC's 10 T vibratory drum packer per SRK's recommendations. Re-grading, reshaping and establishment of a crown in the centre of the airstrip and appropriate sloping of the apron will occur after areas of subsidence have been addressed.

NCGC anticipates that at a minimum it will complete measures to prevent further erosion, sedimentation and thermal degradation in 2015. Re-grading and shaping of the entire airstrip may occur over subsequent seasons.

NCGC believes that the Committee Bay Project, including the Three Bluffs gold deposit is a high quality asset with excellent potential to be developed into a sustainable mining operation sometime in the near future to the benefit of Nunavut, local communities and all stakeholders. The company remains committed to the maintaining its assets and infrastructure at the Committee Bay Project and minimizing and mitigating any impacts of its exploration activities. NCGC trusts that this proposed action plan is considered satisfactory to the NWB in light of challenging market conditions.

Sincerely,

North Country Gold Corp.

Simeon Robinson
Project Manager
simeonr@northcountrygold.com
Cell: (780) 616 9459

Area	Recommendations	Action Plan
Three Bluffs Airstrip	Allow the north end of the airstrip to continue to revegetate naturally.	Ongoing
	Remove the degraded sandbag filter dykes installed within the drainage ditches along either side of the airstrip and replace them with silt fencing.	Complete during 2015 field season
	Re-grade the edges of the airstrip to allow for a gentle transition from the airstrip to the drainage ditches. Establish a crown along the centre line of the airstrip to reduce the volume of the surface water runoff forming erosion channels.	To be completed progressively over a number of seasons. Initial work to address high priority areas. Harvested material to be used to fill areas of subsidence.
	Backfill and compact the apron to prevent the ponding of water. The backfill material should be sourced from re-grading the edges of the airstrip and should be placed in 0.3 m thick lifts and compacted with the 10T drum compactor. When completing the final grading, grade the apron so that surface water runoff is shed away from the airstrip.	To be completed progressively over a number of seasons. Initial work to address high priority areas. Harvested material to be used to fill areas of subsidence.
	Backfill and compact the depressions and troughs caused by the melted ice wedges within the exposed area south of the apron and along the east side of the airstrip. The backfill material is to be sourced from re-grading the edges of the airstrip and should be placed in 0.3 m thick lifts and compacted with a 10 T drum compactor. When completing final re-grading, ensure the surface runoff is towards the east away from the airstrip.	To be completed progressively over a number of seasons. Initial work to address high priority areas. Harvested material to be used to fill areas of subsidence.
Hayes Camp	The sediment retained by the sandbag filter dykes should be removed to ensure that they remain functional. To improve future functionality of this system, a series of additional silt fences should be installed upstream of the sandbag filter dykes.	Complete during 2015 field season.
Borrow Area #1	Re-establish the outlet to permit surface water runoff to drain naturally from Borrow Area #1 into the gully and into Sandspit Lake.	Complete during 2015 field season.
	The sediment retained by the sandbag filter dykes should be removed to ensure that they remain functional. To improve future functioning of the system, a series of additional silt fencing should be installed upstream of the sandbag filter dykes.	Complete during 2015 field season.
Borrow Area #2	Bring in fill material, sourced from re-grading the Three Bluffs Airstrip, to fill in depressions. The fill should be placed in 0.3 m thick lifts and compacted with a 10T drum compactor. The finished grade should be contoured to promote surface water runoff towards the east, away from the twin otter airstrip.	To be completed progressively over a number of seasons. Initial work to address high priority areas. Harvested material to be used to fill areas of subsidence.
Borrow Area #3	Maintain silt fencing and sandbag filter dykes, on either side of the stream, to prevent any sediment transport into the stream.	This will be maintained on an annual basis.

Table 1 – SRK Recommended Remedial Actions

2014 Geotechnical Inspection
Three Bluffs Gold Project, Nunavut

Prepared for

North Country Gold

Prepared by

SRK Consulting (Canada) Inc.
1CN023.001
November 2014

2014 Geotechnical Inspection Three Bluffs Gold Project, Nunavut

November 2014

Prepared for

North Country Gold
Suite 220 – 9797 45th Avenue
Edmonton, AB T6E 5V8
Canada

Tel: +1.780.437.6624
Web: northcountrygold.com

Prepared by

SRK Consulting (Canada) Inc.
2200–1066 West Hastings Street
Vancouver, BC V6E 3X2
Canada

Tel: +1.604.681.4196
Web: www.srk.com

Project No: 1CN023.001

File Name: NCG_2014GeotInsp_Report_1CN023-001_LW_EMR_20141126

Executive Summary

North Country Gold Corp. and precursor companies have systematically explored the Committee Bay Greenstone Belt since 1992. This 300 km long belt, located within Canada's Nunavut Territory hosts the company's flagship high grade Three Bluffs gold deposit. The Three Bluffs Gold Project is located approximately central within the Committee Bay Greenstone Belt, 270 km northeast of Meadowbank and 100 km northwest of Wager Bay. At this location is the approximately 100-person exploration Hayes Camp, original Twin Otter Airstrip, the Three Bluffs airstrip, and three borrow areas. There is no other surface infrastructure located within the Project area. Access to the regional exploration targets is either by plane or helicopter. Access to the exploration targets, within the Three Bluffs Gold Project, is either by helicopter or by ground transportation during the winter season.

There have been no subsurface geotechnical investigations within the Three Bluffs Project area. Surface geomorphology and permafrost degradation features indicates the Hayes Camp area is located in an area of continuous permafrost with massive ice.

On July 20, 2014, the Hayes Camp was inspected by Aboriginal Affairs and Northern Development Canada. The inspector identified that a geotechnical inspection by a qualified engineer should be carried out for the Three Bluff airstrip and the geotechnical inspection report submitted to the Nunavut Water Board, along with the 2014 Annual Report. SRK Consulting (Canada) Inc. subsequently carried out the geotechnical inspection on September 4 to 7, 2014.

The table below provides a summary of the inspection components and the primary recommendations stemming from the inspection. The recommendations are consistent with the current site use, i.e. being temporarily closed with only minimal seasonal site presence. There are no critical items of concern; however the elements requiring remedial action should be addressed at the first available opportunity.

Summary of the Inspection Items and Associated Recommendations.

Inspection Item	2014 Recommendations
Borrow Area #1	• Re-establish the outlet to permit surface water runoff to drain naturally from Borrow Area #1 into the gully and into Sandspit Lake. • The sediment retained by the sandbag filter dykes should be removed to ensure that they remain functional. To improve future functionality of this system, a series of additional silt fencing should be installed upstream of the sandbag filter dykes.
Borrow Area #2	• Bring in fill material, sourced from regrading the Three Bluffs Airstrip, to fill in the depressions. The fill should be placed in 0.3 m thick lifts and compacted with the 10 T drum compactor. The finished grade should be contoured to promote surface water runoff towards the east, away from the Twin Otter Airstrip.
Borrow Area #3	• Maintain silt fencing and sandbag filter dykes, on either side of the stream, to prevent any sediment transport to the stream.

Inspection Item	2014 Recommendations
Hayes Camp	• The sediment retained by the sandbag filter dykes should be removed to ensure that they remain functional. To improve future functionality of this system, a series of additional silt fencing should be installed upstream of the sandbag filter dykes.
Three Bluff Airstrip	• Allow the north end of the airstrip to continue to revegetate naturally. • Remove the degraded sandbag filter dykes installed within the drainage ditches along either side of the airstrip and replace them with silt fencing. • Regrade the edges of the airstrip to allow for a gentle transition from the airstrip to the drainage ditches. Establish a crown along the center line of the airstrip to reduce the volume of the surface water runoff forming erosion channels. • Backfill and compact the apron to prevent the ponding of water. The backfill material is to be sourced from regarding the edges of the airstrip and should be placed in 0.3 m thick lifts and compacted with the 10 T drum compactor. When completing the final grading, grade the apron so that surface water runoff is shed away from the airstrip. • Backfill and compact the depressions and troughs caused by the melted ice wedges within the exposed area south of the apron and along the east side of the airstrip. The backfill material is to be sourced from regarding the edges of the airstrip and should be placed in 0.3 m thick lifts and compacted with the 10 T drum compactor. When completing the final grading, ensure the surface water runoff is towards the east away from the airstrip.

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1 Introduction

1.1 Background

North Country Gold Corp. (NCG) had an original Twin Otter Airstrip at their Hayes Exploration Camp which is part of the Three Bluffs Gold Project in Nunavut. In 2010 NCG contracted JDS Energy & Mining Inc. to design and construct an expansion to the camp, including an extension of the existing Twin Otter Airstrip (from here on referred to as the Three Bluffs Airstrip) to allow for extended seasonal use of larger aircraft up to and including a fully loaded de Havilland DCH-5 Buffalo. The camp upgrades were completed in 2011 and construction of the Three Bluffs Airstrip expansion started at the same time. The airstrip expansion was however never completed.

The Three Bluffs Airstrip was not optimized in terms of alignment with prevailing wind direction or possibility for future expansion, but was selected based on proximity to the camp and availability to accommodate the required length of airstrip. It was recognized that the Three Bluffs Airstrip will support existing exploration activities until a more permanent exploration camp and an all-weather airstrip can be constructed in the future. Construction of the Three Bluffs Airstrip started in 2011, but was never completed.

1.2 Inspection Requirements

On July 20, 2014, the Hayes Camp was inspected by Aboriginal Affairs and Northern Development Canada. The inspector identified that a geotechnical inspection by a qualified engineer should be carried out of the Three Bluffs Airstrip, with the geotechnical inspection report submitted to the Nunavut Water Board along with the 2014 Annual Report, and a cover letter outlining an implementation plan with timelines to respond to the recommendations made in the geotechnical inspection report (AANDC, 2014).

1.3 Report Structure

Section 2 of this report provides a brief summary of the site history and physical conditions to provide context for the report content. Inspection conditions are described in Section 3 and an overall summary of recommendations is provided in Section 4. All elements of the site discussed in this report are presented in the enclosed figures, which include detailed site photographs.

2 Site Conditions

2.1 Site History

NCG and precursor companies have systematically explored the Committee Bay Greenstone Belt (CBGB) since 1992. This 300 km long belt, located within Canada's Nunavut Territory hosts the company's flagship high grade Three Bluffs gold deposit, five additional gold exploration projects, and more than 50 high grade gold occurrences. Activities along the 250,000 acre land package are centred on the Three Bluffs Gold Project.

2.2 Site Infrastructure

The Three Bluffs Gold Project is located approximately central within the CBGB, 270 km northeast of Meadowbank and 100 km northwest of Wager Bay.

At this location is an approximately 100-person exploration Hayes Camp, original Twin Otter airstrip, the Three Bluffs Airstrip, and three Borrow Areas. There is no other surface infrastructure located within the Project area. Access to the regional exploration targets is either by plane or helicopter. Access to the exploration targets, within the Three Bluffs Gold Project, is either by helicopter or by ground transportation during the winter season.

2.3 Permafrost and Geotechnical Conditions

There have been no subsurface geotechnical investigations within the Three Bluffs Project area. Surface geomorphology and permafrost degradation features indicate the Hayes Camp area is located in an area of continuous permafrost with massive ice.

3 Inspection Conditions

3.1 General

Mr. Lowell Wade, MSc, PEng, a Senior Consultant with SRK, conducted the geotechnical inspection from September 4 to 7, 2014 of the Hayes Camp area. The detailed site inspection was carried out on foot for the physical inspections, followed by a reconnaissance fly-over of the site via helicopter. Mr. Peter Kleespies, MSc, PGeo, Vice President of Exploration and Mr. Simeon Robinson, Project Manager from NCG were on-site and available for questioning, and accompanied Mr. Wade during the inspection.

Mr. Wade had conducted a previous geotechnical inspection of the Three Bluffs Airstrip from September 17 to September 21, 2012 (SRK 2012) and provided design alternatives to complete the unfinished Three Bluffs Airstrip. Since the site visit in 2012, there has been no activity at the Three Bluffs Gold Project.

3.2 Borrow Area #1

Borrow Area #1 is located to the west of the Three Bluffs Airstrip. Granular fill, consisting of sand with trace silts and clays has been excavated from this borrow source for construction of the Hayes Camp Surface Infrastructure and the Three Bluffs Airstrip. Excavation practices resulted in a large bowl shaped depression that permitted ponding water and exposed an ice wedge which runs through the centre of the borrow area. Water from the melting exposed ice wedge was allowed to naturally drain from the borrow area into the gully located to the south of the borrow area. Sandbag filter dykes and silt fencing was constructed within and at the outlet of the gully to prevent suspended sediments from entering Sandspit Lake. The trapped silt has never been removed from behind the filter dykes and the silt fencing prior to freeze-up, so these sediment management structures are not functioning as intended.

Access to Borrow Area #1 was originally over the tundra surface which experienced thermal erosion due to the tundra surface being damaged by vehicles accessing Borrow Area #1. In 2011, this thermal erosion was remediated by backfilling and leveling.

During the 2014 inspection no further melting of the ice wedge within the Borrow Area was observed, suggesting steady state conditions had developed and the Borrow Area #1 Access Road showed no signs of additional thermal erosion. The gully to the ravine remains blocked with fill so there is no natural drainage of this area. The sandbag dykes installed in the ravine have trapped sediment and are causing surface water runoff to flow over these erosion control structures (Figure 3).

Recommendations

- Re-establish the outlet to permit surface water runoff to drain naturally from Borrow Area #1 into the gully and into Sandspit Lake.

- The sediment retained by the sandbag filter dykes should be removed to ensure that they remain functional. To improve future functionality of this system, a series of additional silt fencing should be installed upstream of the sandbag filter dykes.

3.3 Borrow Area #2

Borrow Area #2 is located south of Hayes Camp at the south end of the Three Bluffs Airstrip. This material consists of sand with trace silts and clays, and was used in the construction of the Three Bluffs Airstrip early in the summer of 2011. By mid-summer of 2011, this borrow area was abandoned and regraded. This borrow is in an ice-rich area as evidenced by the presence of frost-wedge polygons. Since its decommissioning there have been signs of ice melting due to the exposure caused by the removal of the tundra vegetation and excavation activities causing ponded water. During the 2014 inspection, there were clear signs of surface settlement as a result of ground ice melting (Figure 4). These areas result in local ponding which further exacerbates the thermal erosion.

Recommendations

- Bring in fill material, sourced from regarding the Three Bluffs Airstrip to fill in the depressions. The fill should be placed in 0.3 m thick lifts and compacted with the 10 T drum compactor. The finished grade should be contoured to promote surface water runoff towards the east, away from the Twin Otter Airstrip.

3.4 Borrow Area #3

Borrow Area #3 is located to the southeast of Hayes Camp across from a small stream which requires a stream crossing to allow for year round access. This borrow source is gravely sand with some trace silts and clays. A small portable crusher was brought to site in an attempt to crush the boulders to produce a well graded 1½" minus material that would be used as construction material.

It was proposed to cross the small stream using a prefabricated bridge from Ruskin Construction which would be placed on rockfill abutments. This bridge was used to move the crusher to Borrow Area #3 during the winter of 2011. The rockfill abutments were never constructed and the prefabricated bridge is located on the tundra south of Borrow Area #2 and west the stream.

An access road has been constructed from the east side of the stream up to the borrow area. To control surface water runoff from the access road, a drainage ditch was excavated along the south side of the road alignment, and the road was graded towards the ditch and away from the stream. Sandbags and silt fencing were placed at the end of the drainage ditch to reduce the flow of water and prevent suspended sediments from entering the stream.

During SRK's 2012 site inspection, small erosion channels across the access road were observed. The silt fences were still in place along with the additional sandbag dykes to prevent any sediment transport to the stream. The 2014 geotechnical inspection did not reveal any change in conditions within Borrow Area #3 (Figure 5).

Recommendations

- Maintain silt fencing and sandbag filter dykes, on either side of the stream, to prevent any sediment transport into the stream.

3.5 Hayes Camp

Hayes Camp has been constructed on a thick sediments which creates a bluff along the east side of Sandspit Lake. At the south end of the camp there is are two large natural gullies. There is also a large natural gully, to the east of the camp (Figure 6).

During the 2012 site inspection, some sandbag filter dykes had been placed across one of the large gullies, at the south end of the camp. The 2014 geotechnical inspection saw additional sandbag filter dykes placed within both gullies to slow the velocity of surface water runoff and to trap the transported sediments.

The large natural gully to the east of the camp area shows minor changes when compared to the 2012 site inspection. The sandbag filter dykes are full of trapped sediments so that surface water runoff passes over the filter dykes.

Recommendations

- The sediment retained by the sandbag filter dykes should be removed to ensure that they remain functional. To improve future functionality of this system, a series of additional silt fencing should be installed upstream of the sandbag filter dykes.

3.6 Three Bluffs Airstrip

To SRK's knowledge there is no design documentation pertaining to the Three Bluffs Airstrip constructed in 2011. By all accounts it appears to have been a simple cut/fill approach. It is SRK's understanding that tundra vegetation was stripped and the grades were attained by either cutting into the permafrost active layer or importing fill from two of the local borrow sites. Fill composed of sand with some gravel and trace slits and clays was compacted with a 10 T drum compactor, haul truck traffic and dozer track packing. No formal quality assurance and quality control program was however followed during construction. The Three Bluffs Airstrip is still used by Twin Otter aircraft and the aircraft charter companies confirm it is safe to use on a yearly basis.

The airstrip is highly erodible and blocks natural drainage causing water to seep into the fill causing thermal erosion. The construction of the airstrip had also caused ice wedges to melt and overlying fill to settle.

During the 2014 geotechnical inspection the sinkholes and depressions, caused by the melting ice wedges along the airstrip shows signs of stabilization, suggesting they are starting to reach equilibrium with the changed ground conditions. The north end of the airstrip shows signs of natural revegetation. There is still significant erosion of the fill along the edges of the airstrip and the sandbag filter dykes installed in 2011 have decayed, and the trapped sediment is causing surface water runoff to bypass these erosion control structures.

During construction activities in 2011, an apron located along the east side of the airstrip was constructed. This open area shows significant thermal erosion due to the ponding of water.

To the south of the apron and along the east side of the Three Bluffs Airstrip, is an exposed area where the natural vegetation has been removed during construction activities. Ice wedges have been exposed and melted ice is causing the overlaying soil to settle. These permafrost degradation features have started to show signs of stabilization suggesting they are starting to reach equilibrium with the changed ground conditions when comparing photographs taken during the 2012 site inspection (Figure 7).

Recommendations

- Allow the north end of the airstrip to continue to revegetate naturally.
- Remove the degraded sandbag filter dykes installed within the drainage ditches along either side of the airstrip and replace them with silt fencing.
- Regrade the edges of the airstrip to allow for a gentle transition from the airstrip to the drainage ditches. Establish a crown along the center line of the airstrip to reduce the volume of the surface water runoff forming erosion channels.
- Backfill and compact the apron to prevent the ponding of water. The backfill material is to be sourced from regarding the edges of the airstrip and should be placed in 0.3 m thick lifts and compacted with the 10 T drum compactor. When completing the final grading, grade the apron so that surface water runoff is shed away from the airstrip.
- Backfill and compact the depressions and troughs caused by the melted ice wedges within the exposed area south of the apron and along the east side of the airstrip. The backfill material is to be sourced from regarding the edges of the airstrip and should be placed in 0.3 m thick lifts and compacted with the 10 T drum compactor. When completing the final grading, ensure the surface water runoff is towards the east away from the airstrip.

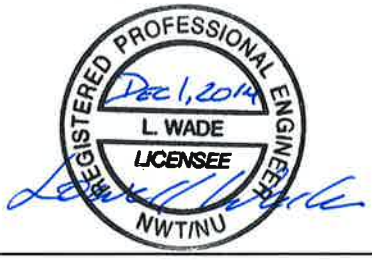
4 Summary of Recommendations

Table 1 provides a summary of the inspection components and the primary recommendations stemming from the inspection. The recommendations are consistent with the current site use, i.e. being temporarily closed with only minimal seasonal site presence. There are no critical items of concern; however, the elements requiring remedial action should be addressed at the first available opportunity.

Table 1. Summary of Inspection Items and Associated Recommendations.

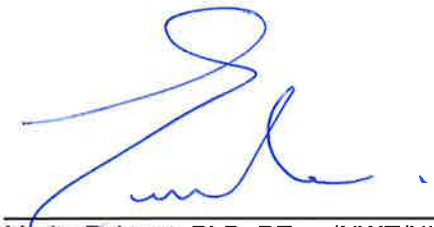
Inspection Item	2014 Recommendations
Borrow Area #1	• Re-establish the outlet to permit surface water runoff to drain naturally from Borrow Area #1 into the gully and into Sandspit Lake. • The sediment retained by the sandbag filter dykes should be removed to ensure that they remain functional. To improve future functionality of this system, a series of additional silt fencing should be installed upstream of the sandbag filter dykes.
Borrow Area #2	• Bring in fill material, sourced from regarding the Three Bluffs Airstrip, to fill in the depressions. The fill should be placed in 0.3 m thick lifts and compacted with the 10 T drum compactor. The finished grade should be contoured to promote surface water runoff towards the east away from the Twin Otter Airstrip.
Borrow Area #3	• Maintain silt fencing and sandbag filter dykes, on either side of the stream, to prevent any sediment transport to the stream.
Hayes Camp	• The sediment retained by the sandbag filter dykes should be removed to ensure that they remain functional. To improve future functionality of this system, a series of additional silt fencing should be installed upstream of the sandbag filter dykes.
Three Bluff Airstrip	• Allow the north end of the airstrip to continue to revegetate naturally. • Remove the degraded sandbag filter dykes installed within the drainage ditches along either side of the airstrip and replace them with silt fencing. • Regrade the edges of the airstrip to allow for a gentle transition from the airstrip to the drainage ditches. Establish a crown along the center line of the airstrip to reduce the volume of the surface water runoff forming erosion channels. • Backfill and compact the apron to prevent the ponding of water. The backfill material is to be sourced from regrading the edges of the airstrip and should be placed in 0.3 m thick lifts and compacted with the 10 T drum compactor. When completing the final grading, grade the apron so that surface water runoff is shed away from the airstrip. • Backfill and compact the depressions and troughs caused by the melted ice wedges within the exposed area south of the apron and along the east side of the airstrip. The backfill material is to be sourced from regarding the edges of the airstrip and should be placed in 0.3 m thick lifts and compacted with the 10 T drum compactor. When completing the final grading, ensure the surface water runoff is towards the east away from the airstrip.

This report, ***2014 Geotechnical Inspection Three Bluffs Gold Project, Nunavut,*** was prepared by SRK Consulting (Canada) Inc.



Lowell Wade, MSc, PEng (NWT/NU)
Senior Consultant

and reviewed by



Maritz Rykaart, PhD, PEng (NWT/NU)
Principal Consultant

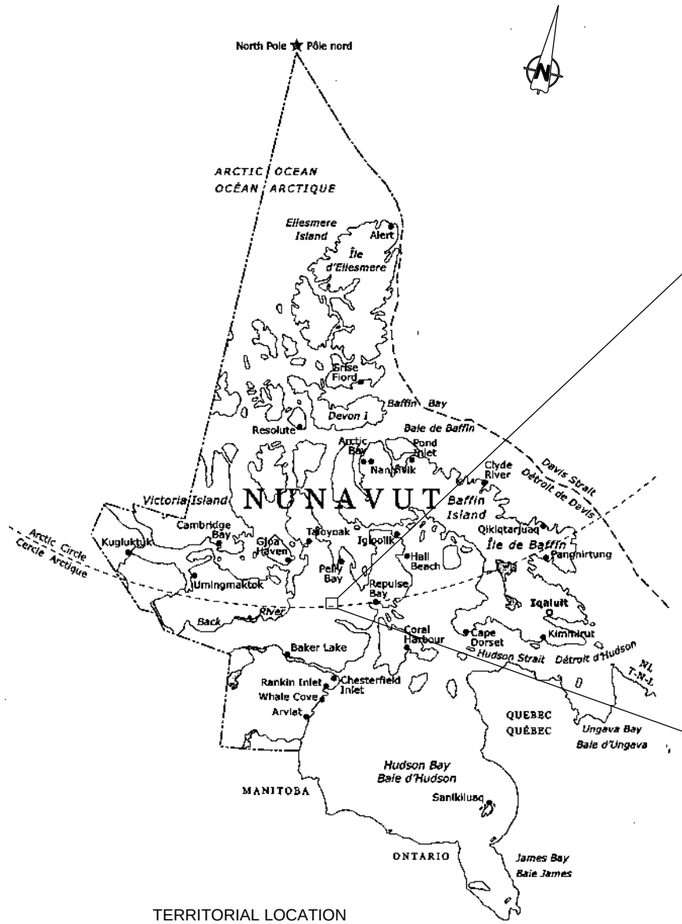
All data used as source material plus the text, tables, figures, and attachments of this document have been reviewed and prepared in accordance with generally accepted professional engineering and environmental practices.

5 References

Aboriginal Affairs and Northern Development Canada, 2014. Water Licence Inspection Form, North Country Gold, Licence N0. 2BE-CRA1015. July 20, 2014.

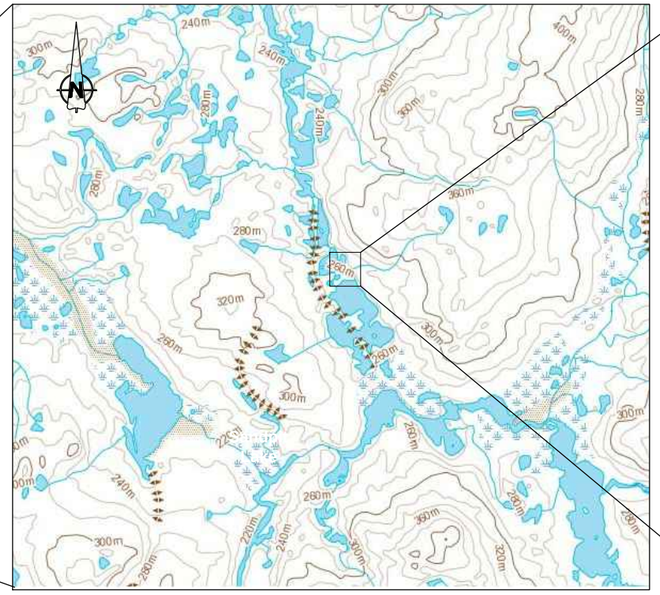
SRK Consulting (Canada) Inc., 2012. North Country Gold: All-Weather Airstrip Design Alternatives. Technical Memorandum Prepared for North Country Gold. Project Number: 1CN023.000. November 20, 2012.

Figures



TERRITORIAL LOCATION

Approx. Scale 0 500 1000 Km



REGIONAL LOCATION

0 1 2 3 4 5

Scale in Kilometers

SITE LOCATION

0 100 200 300 400 500

Scale in Metres

C:\01_SITES\Three Bluffs Gold\1CN023.000-General Site Layout.dwg

srk consulting

SRK JOB NO.: 1CN023.001

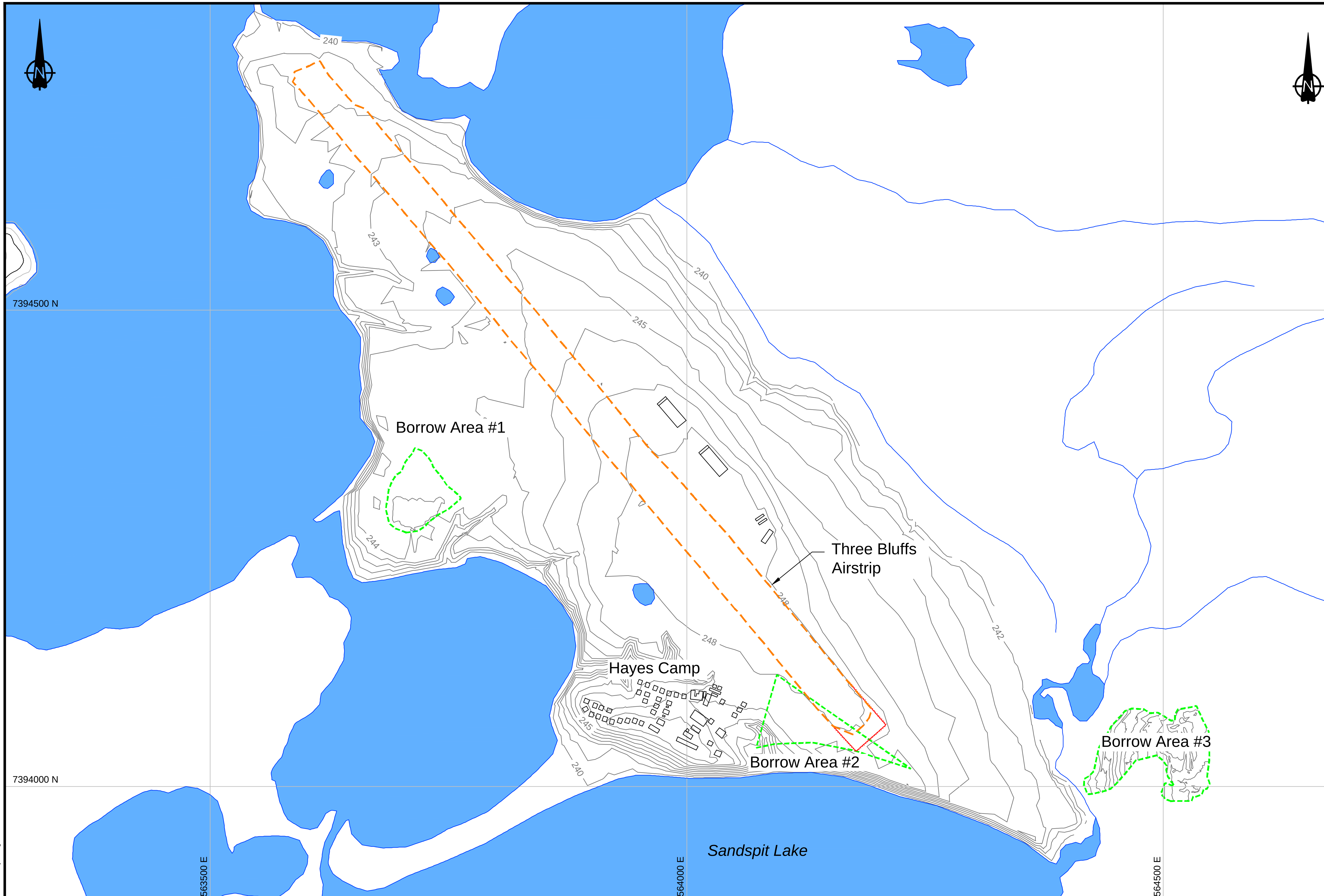
FILE NAME: 1CN023.000–General Site Layout.dwg

North Country Gold

THREE BLUFFS GOLD PROJECT

General Site Layout

DATE:	APPROVED:	FIGURE:
November 2014	LW	1



LEGEND

- Existing Airstrip Outline
- Borrow Source Outline

NOTES

1. Topographic contour data and Ortho photograph for the terrain model were provided by North Country Gold. Contour interval shown is 1m.
2. The co-ordinate system is UTM NAD 83, Zone 15.

srk consulting	North Country Gold	THREE BLUFFS GOLD PROJECT
SRK JOB NO.: 1CN023.001		General Site Layout
FILE NAME: 1CN023.000–General Site Layout.dwg	North Country Gold	DATE: November 2014 / APPROVED: LW / FIGURE: 2

C:\01_SITES\Three Bluffs Gold\1CN023.000-General Site Layout.dwg

Access Road to Borrow Area #1

Melted ice wedge shows signs that steady state conditions may have developed

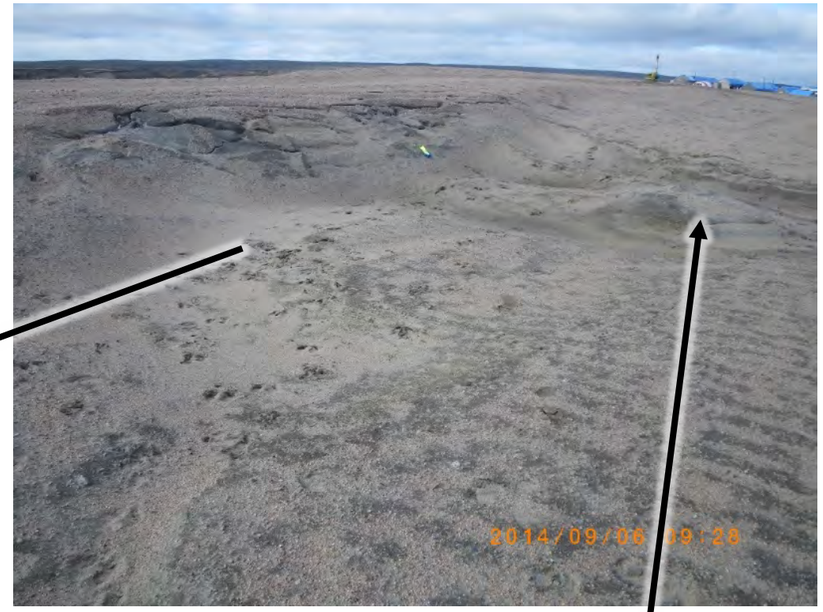
Aerial View of Borrow Area #1

Aerial view of Gully south of Borrow Area #1

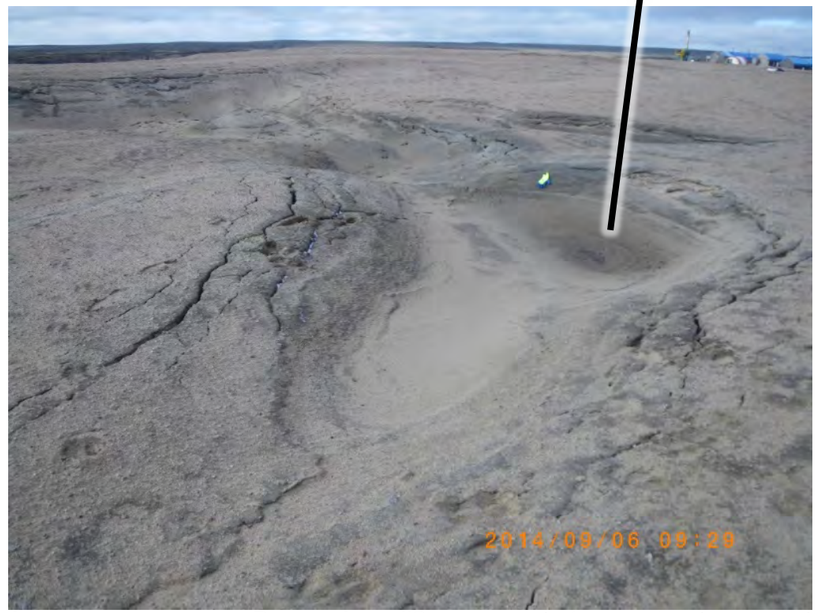
Looking down the Gully from Borrow Area #1

srk consulting	NorthCountryGold	2014 Geotechnical Inspection
		Borrow Area #1
Job No: 1CN023.P01 Filename: ThreeBluffsGold_2014GeotechInspection_1CN023.P03_Figures_1-4_REV01	THREE BLUFF'S GOLD	Date: Sept 2014 / Approved: LW / Figure: **3**

Aerial view of Borrow Area #2 looking west.



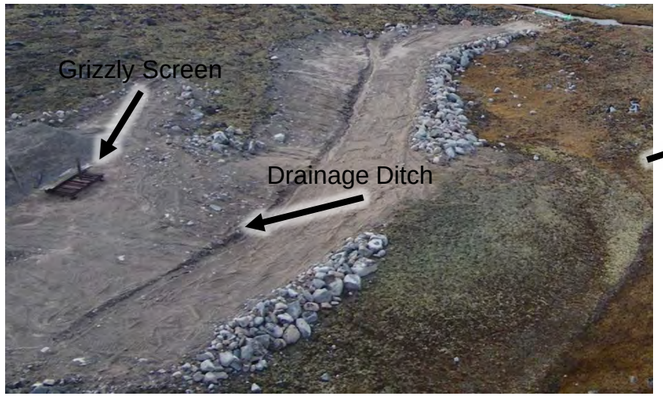
Large depressions at the north end of Borrow Area #2



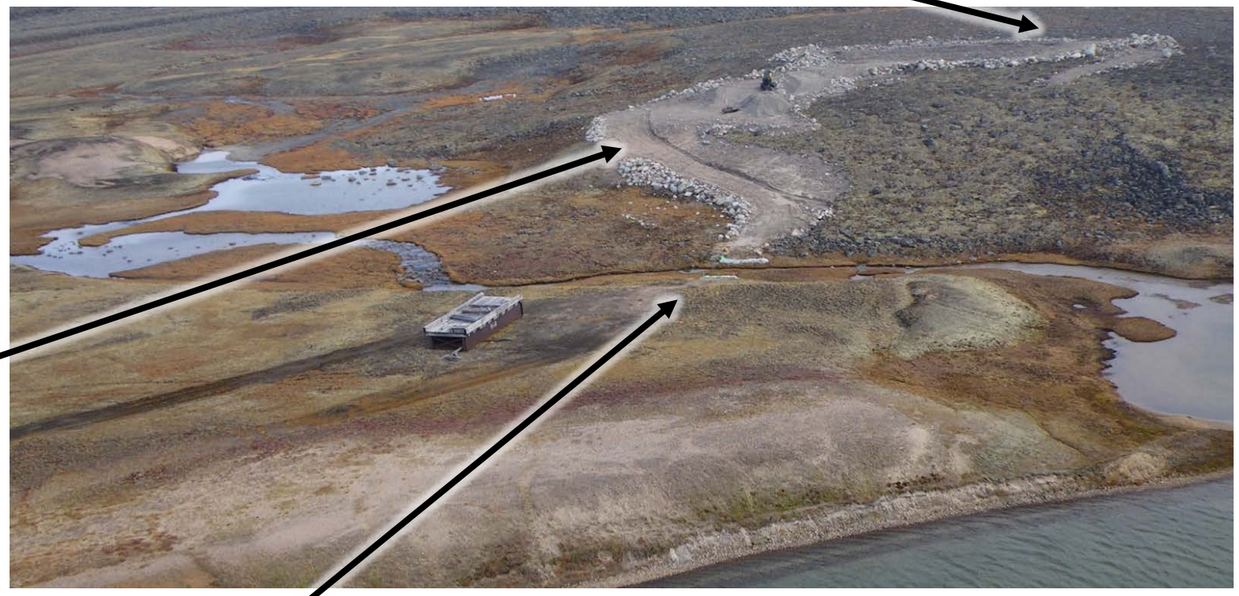
Large depressions in Borrow Area #2 as a result of permafrost degradation due to the removal of tundra vegetation and excavation activities

srk consulting	NorthCountryGold	2014 Geotechnical Inspection
		Borrow Area #2
Job No: 1CN023.P01 Filename: ThreeBluffsGold_2014GeotechInspection_1CN023.P03_Figures_1-4_REV01	THREE BLUFF'S GOLD	Date: Sept 2014 / Approved: LW / Figure: **4**

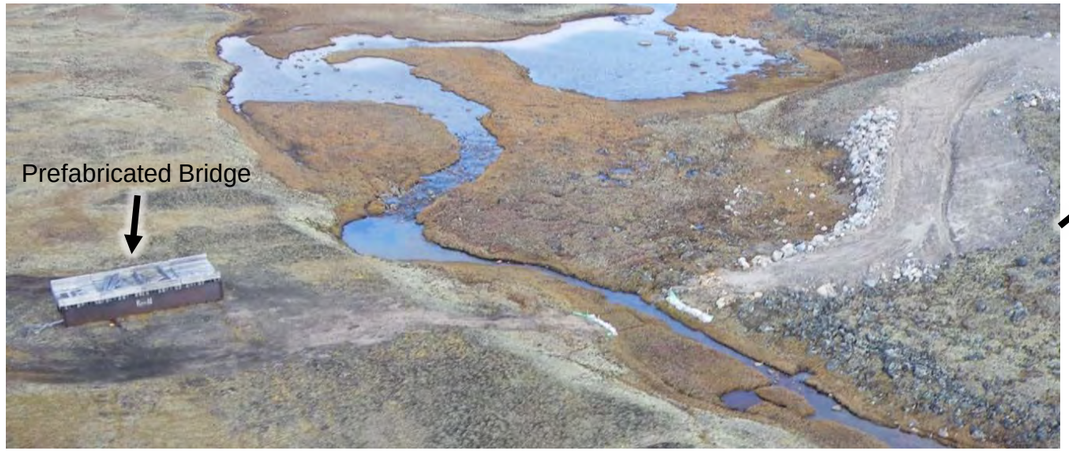
Borrow Area #3 and Crusher



Condition of access road and drainage ditch to Borrow Area #3



Aerial view of Borrow Area #3 looing east



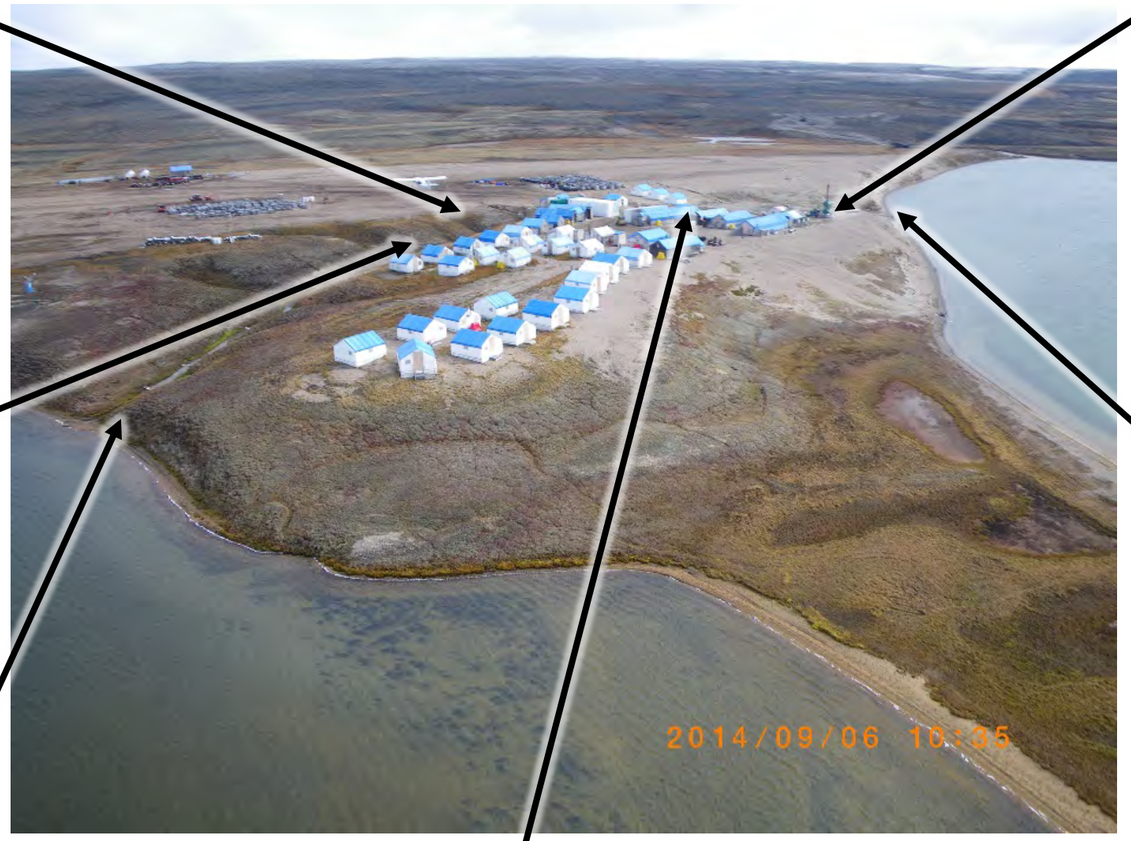
Stream crossing and Access Road to Borrow Area #3

srk consulting	NorthCountryGold	2014 Geotechnical Inspection
Job No:1CN023.P03 Filename: ThreeBluffsGold_2014GeotechInspection_1CN023.P03_Figures_1-4_REV01	THREE BLUFF'S GOLD	**Borrow Area #3**
		Date: 2014/07/16 · Approved: LW · Figure: **5**

Surface water drainage from the Three Bluffs Airstrip east of Hayes Camp into a natural gully east of Hayes Camp

Natural gully along the east side of Hayes Camp. Surface water runoff flowing over the top of these sandbag filter dykes due to the retained sediments

The sediment control structure at the outlet of the natural gulley along the east side of Hayes Camp into Sandspit Lake



Aerial View of Hayes Camp looking southeast

Surface water runoff at the south end of Hayes Camp

New sandbag filter dykes within the natural gullies at the south end of Hayes Camp

The newly installed sediment control structure at the outlet of the natural gulley at the south end of Hayes Camp

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Job No: 1CN023.P03
Filename: ThreeBluffsGold_2014GeotechInspection_1CN023.P03_Figures_1-4_REV01

NorthCountryGold

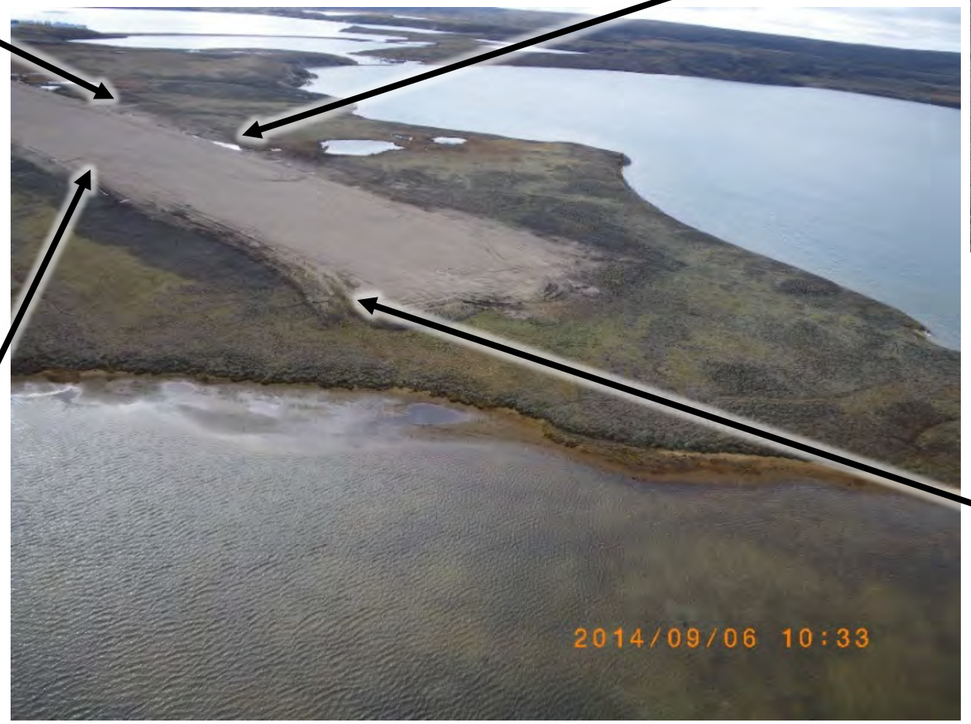
THREE BLUFF'S GOLD

2014 Geotechnical Inspection

Hayes Camp

Date:	Approved:	Figure:
Sept 2014	LW	**6**

Permafrost degradation due to ponded water within the drainage ditch along the west side of the Three Bluffs Airstrip



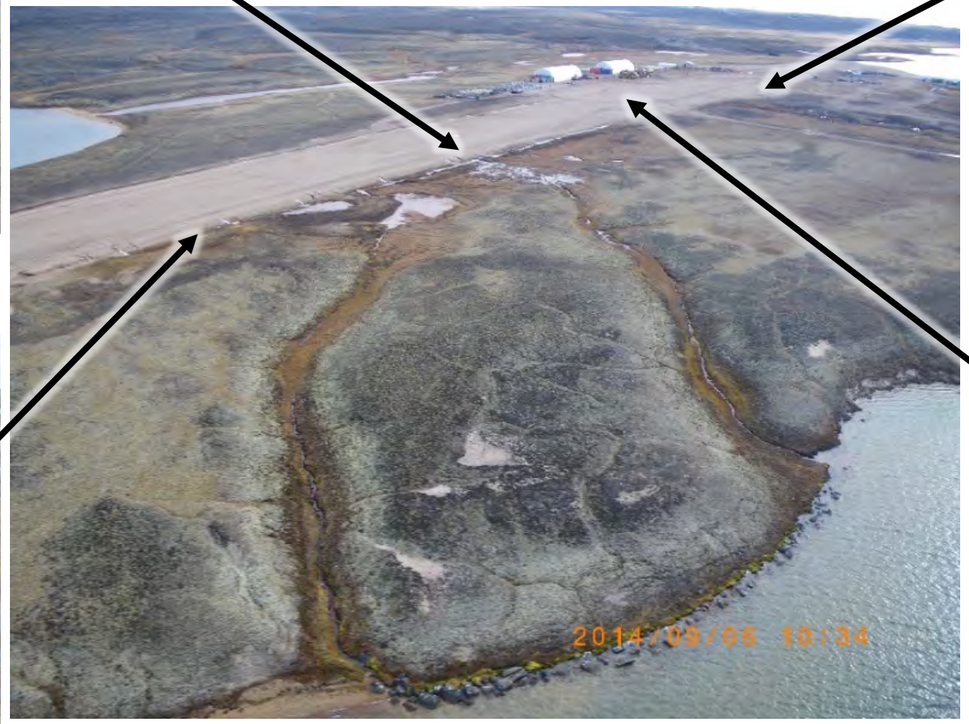
Permafrost degradation due to ponded water within the drainage ditch along the west side of the Three Bluffs Airstrip

Natural revegetation along the Airstrip surface

Natural revegetation at the north end of Three Bluffs Airstrip

srk consulting	NorthCountryGold	2014 Geotechnical Inspection
		North End of Three Bluffs Airstrip
Job No: 1CN023.P03 Filename: ThreeBluffsGold_2014GeotechInspection_1CN023.P03_Figures_1-4_REV01	THREE BLUFF'S GOLD	Date: Sept 2014 / Approved: LW / Figure: 7

Erosion channel at the edge of the runway



General condition of the runway by the apron

Erosion channel at the edge of the runway and permafrost degradation from a tracked vehicle in the background

No further melting of the ice wedge suggests steady state conditions have developed

srk consulting		2014 Geotechnical Inspection
		West Side of Three Bluffs Airstrip
Job No: 1CN023.P03 Filename: ThreeBluffsGold_2014GeotechInspection_1CN023.P03_Figures_1-4_REV01	THREE BLUFF'S GOLD	Date: Sept 2014 / Approved: LW / Figure: **8**

No further melting of the ice wedge suggests steady state conditions have developed

Permafrost degradation within the apron due to ponded water

The sandbag dykes have decayed and are non-functional

Erosion channel and piping at the crest of the runway

Erosion channel connected to a melted ice wedge

srk consulting		2014 Geotechnical Inspection
	NorthCountryGold	**East Side of Three Bluffs Airstrip**
Job No: 1CN023.P03 Filename: ThreeBluffsGold_2014GeotechInspection_1CN023.P03_Figures_1-4_REV01	THREE BLUFF'S GOLD	Date: Sept 2014 / Approved: LW / Figure: **9**