AVIATION EMERGENCY

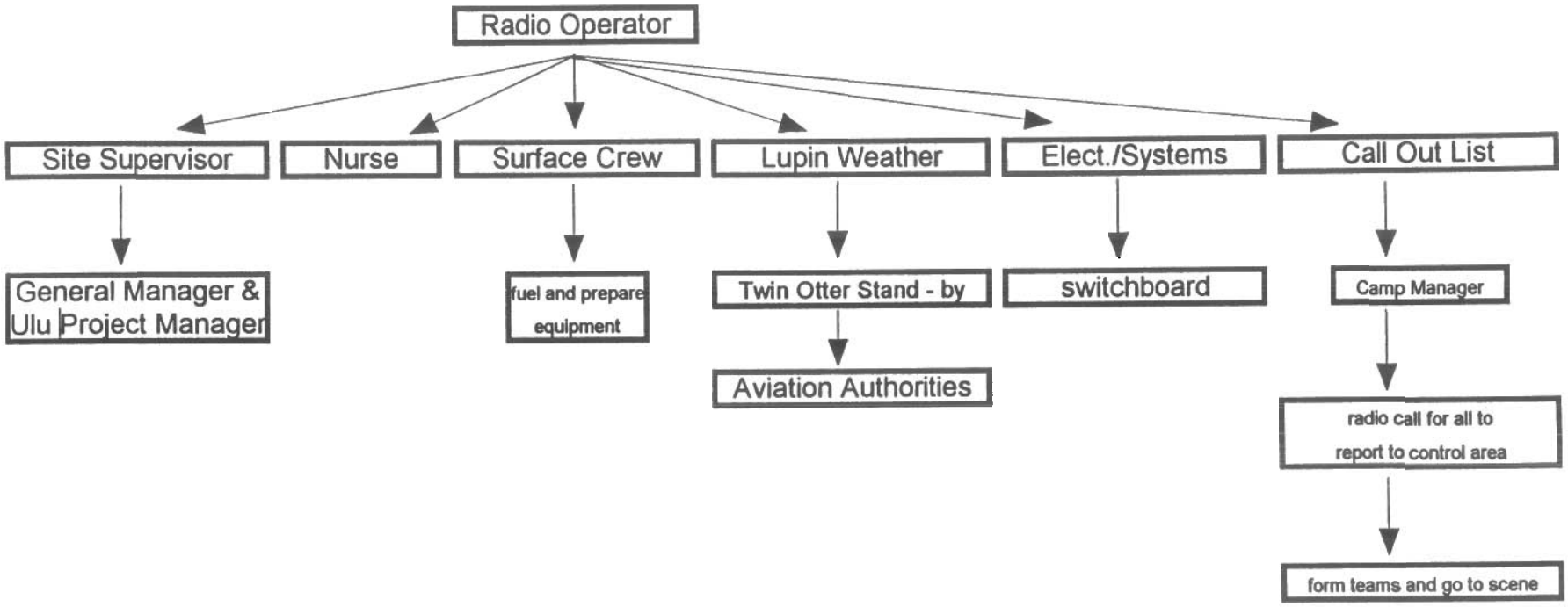
Flying in the north presents many types of hazards including extreme cold temperatures and isolated environments. Appropriate cold weather clothing and gear is mandatory before flying is allowed. Survival gear is carried on the aircraft at all times.

In the event of an aviation accident, resources are limited as ground travel is difficult and in some cases impossible due to the terrain.

Contact with Lupin minesite and other areas would be made to assist as required.

Organization and responsibilities are outlined in this section as well as notification and reporting procedures.

AVIATION EMERGENCY PROCEDURE - ULU



EMERGENCY PROCEDURES - ULU

AVIATION EMERGENCY

If notified of an aviation emergency, the following procedures will be followed:

Radio Operator:

1. Inform the Site Supervisor and Nurse
2. Inform Lupin Weather Station of emergency and have them notify the appropriate departments as per the Aviation Emergency checklist they have (Dept. of Transportation, R.C.M.P., Lupin Nurse, etc.)
3. Radio call to have everyone report to the control center for further instructions
4. Record pertinent information, sequence and timing of events
5. Follow Switchboard Operator checklist

Site Supervisor:

1. Inform Elect./Systems re: Emergency Telephone Block Procedures and designate a radio/switchboard operator
2. Inform Surface Supervisor to have crew fuel and prepare equipment
3. Inform General Manager or manager designate at Lupin
4. Inform Ulu Project Manager
5. Inform Camp Manager - camp manager checklist
6. Designate teams (3-4) and responsibilities and an on-site coordinator

Surface Supervisor:

1. Designate person to fuel and deliver bus to door to transport rescue team
2. Fuel pick-ups and prepare necessary equipment. Have drivers remain with vehicles and wait for instruction
3. If there is not enough surface crew members to fulfill tasks, then Site Supervisor to request help from other departments
4. Deliver other supplies as requested
5. If requested, have gensets prepared to go to the airstrip for lights, etc.

Nurse:

1. As per the Health Services checklist

Camp Manager:

1. As per the Camp Manager checklist

Elect./Systems:

1. Program telephones for emergency service
2. Disconnect short-wave radio and remove room extensions
3. Assist Nurse as required

EMERGENCY PROCEDURES - ULU

AVIATION EMERGENCY HEALTH SERVICES CHECKLIST:

1. Report to Health Services Office _____
2. Radio operator will inform the number of passengers on downed aircraft _____
3. Inform Yellowknife Stanton Hospital @ 403-920-4111 of the situation (if required) _____
4. Inform MacKenzie Regional Health Services, patient referral, and advise of situation _____
5. Prepare to go to site if required _____
6. If the number of casualties is greater than can be accommodated in the infirmary, have Camp Manager prepare beds or move mattresses to control area _____
7. Have necessary medical supplies moved to treatment location _____
8. Request help from other departments as required _____
9. As patient arrive, designate 'first aiders' and helpers to patient. If there are too many patients, key individuals should be given responsibility for a wing of 'first aiders' and patients _____
10. Assign responsible person to monitor the nursing station phone. Instruct that person not to make outside calls unless authorized by Nurse _____
11. Arrange medivac if required _____

SURFACE CREW CHECKLIST

Upon being notified by the Site Supervisor of an emergency situation, the following procedures will be followed:

1. The Surface Supervisor will designate a person to have the bus fueled and readied to transport persons as required
2. All pickups and necessary equipment will be fueled and will standby for further instructions
3. The surface crew will standby to deliver other supplies as required and to assist if needed
4. If requested, prepare emergency genset to be taken to the airstrip for lights etc.

EMERGENCY PROCEDURES - ULU

SWITCHBOARD OPERATOR CHECKLIST:

1. Check with Elect./Systems to verify the telephones have been put on Emergency mode

2. Monitor incoming telephone calls
   - direct calls for the Nursing Station only if related the emergency
   - direct all other calls to the Site Supervisor if related to the emergency

3. Do NOT release any information to outside parties regarding the emergency

4. Record names, phone numbers and times of all incoming calls related to the emergency

5. Record the time the emergency switchboard procedures were canceled (by the Site Supervisor only)

CALL RECORD SHEET: (Use back of sheet if more space is required)

Time:	Caller:	Phone #:	Message:

EMERGENCY PROCEDURES - ULU

TELEPHONE BLOCK PROCEDURE CHECKLIST:

Upon being notified by the Site Supervisor or designate to block the telephones, the following procedures will be followed:

1. All phone extensions from rooms (as per list) and the telephone booth will be disconnected with the telephones being brought to the control area

2. Disconnect the short wave radio

3. If directed, remove lines 2 and 3 (at the control box) so there are no incoming/outgoing lines. Leaving line 1 will allow calls to and from Lupin only

4. Standby to assist as required

5. Do NOT remove the Emergency Block from telephones unless directed by the Site Supervisor or his designate

ULU PHONE EXTENSIONS

21	MAIN DESK
23	SITE SUPERVISOR DESK
25	PHONE BOOTH
26	1ST AID ROOM
27	CAMP SUPERVISOR'S ROOM
28	KITCHEN
29	SITE SUPERVISOR'S ROOM
30	NURSE'S ROOM
31	MAINTENANCE DESK
36	MINE/UNDERGROUND

EMERGENCY PROCEDURES - ULU

CAMP MANAGER CHECKLIST

1. Contact control center to find out the number of persons injured/ill. In consultation with the Nurse - prepare to move mattresses and bedding as directed.

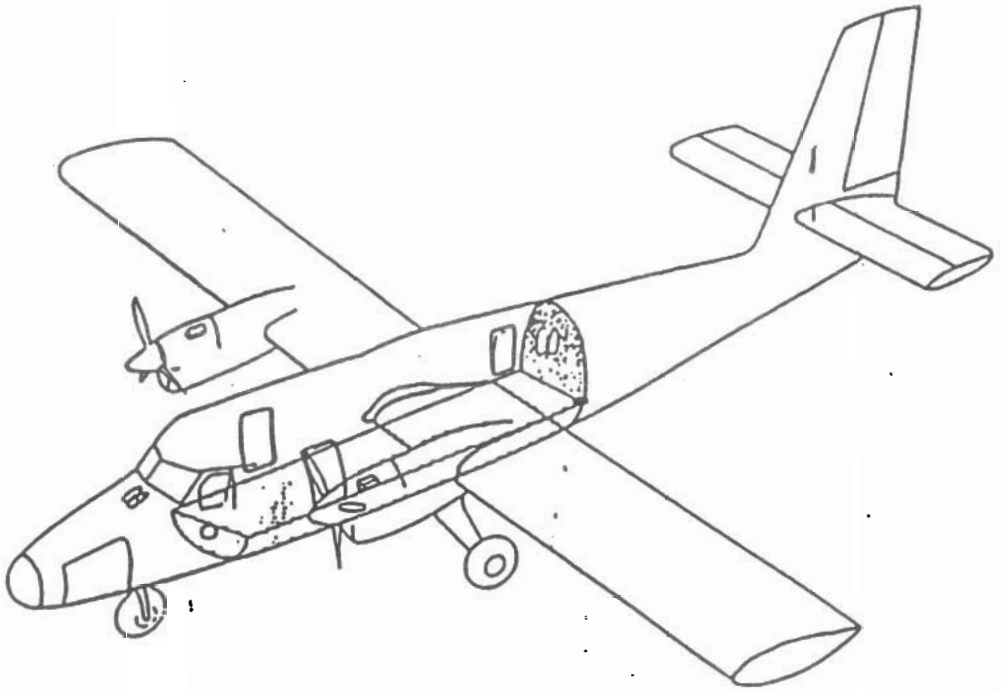
2. Prepare to have coffee, tea, juice and snacks to the control area

3. Post guard to prevent unnecessary people from entering the treatment area

4. Prepare meals as required

5. Assist as required

TWIN OTTER DH-6



EMERGENCY EXITS
FUEL TANKS
OIL TANKS
HYDRAULICS
OXYGEN
BATTERIES

TWIN OTTER DH-6

DE HAVILLAND AIRCRAFT OF CANADA LTD.
Canada

GENERAL CHARACTERISTICS

Crew	-	1 to 2
Passengers	-	20 Max.
Cargo Capacity	-	363 kg
Wing Span	-	19.75 m
Overall Length	-	15.8 m
Fuselage Height	-	2.8 m
Maximum Take-off Mass	-	5 670 kg

FUEL - JP1, JP4, JP5, Turbine Fuel

Total Fuel Capacity	-	1 770 L
Oil Capacity	-	26.5 L
Water-Methanol Capacity (alcohol)	-	5.7 L

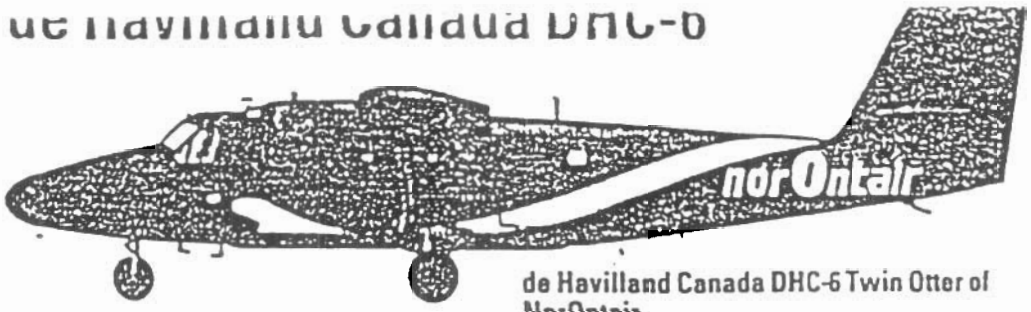
SPECIAL INFORMATION

Take-off Speed	-	167 km/h
Landing Speed	-	138 km/h
Emergency Exits	-	6
Oxygen	-	Yes - optional

GENERAL INFORMATION

This aircraft is an aluminium alloy skinned, low-wing monoplane, powered with two turbo-prop engines. It is equipped with non-retractable tricycle landing gear.

de Havilland Canada DHC-6



de Havilland Canada DHC-6 Twin Otter of NorOntair.

History and Notes

De Havilland Canada announced in 1964 the development of a turboprop-powered STOL civil transport to seat 13 to 18 passengers. Designated DHC-6 Twin Otter, the first was flown on 20 May 1965. A braced high-wing monoplane with fixed tricycle landing gear, the Twin Otter has a wheeled gear installation as standard, with skis or floats optional, and power provided by two Pratt & Whitney PT6A turboprops in wing-mounted nacelles. The first three aircraft had 579-eshp (432-ekW) PT6A-6s, but Twin Otter Series 100 and Twin Otter Series 200 production aircraft have similarly-rated PT6A-20 engines.

Intended for use by commuter or third-level airlines, Twin Otters serve also with many air forces and government agencies. The first Series 100 aircraft entered service in 1966, followed by the Series 200 which has a lengthened nose and extended rear cabin to provide greater baggage capacity. The current Twin Otter Series 300 has more powerful PT6A-27 engines and a 20-seat commuter interior. Six Twin Otter Series 300S aircraft were developed for an experimental service between STOL airports in Montreal and Ottawa, and available for all versions is equipment for freight carrying and water-bombing. In mid-1982 the company announced the introduction of three Twin Otter Series 300M military versions, each with equipment for a specific role. A total of over 800 Twin Otters has been sold to operators in more than 17 countries.

Specification: de Havilland Canada DHC-6 Twin Otter Series 300 (landplane)

Origin: Canada

Type: utility STOL transport

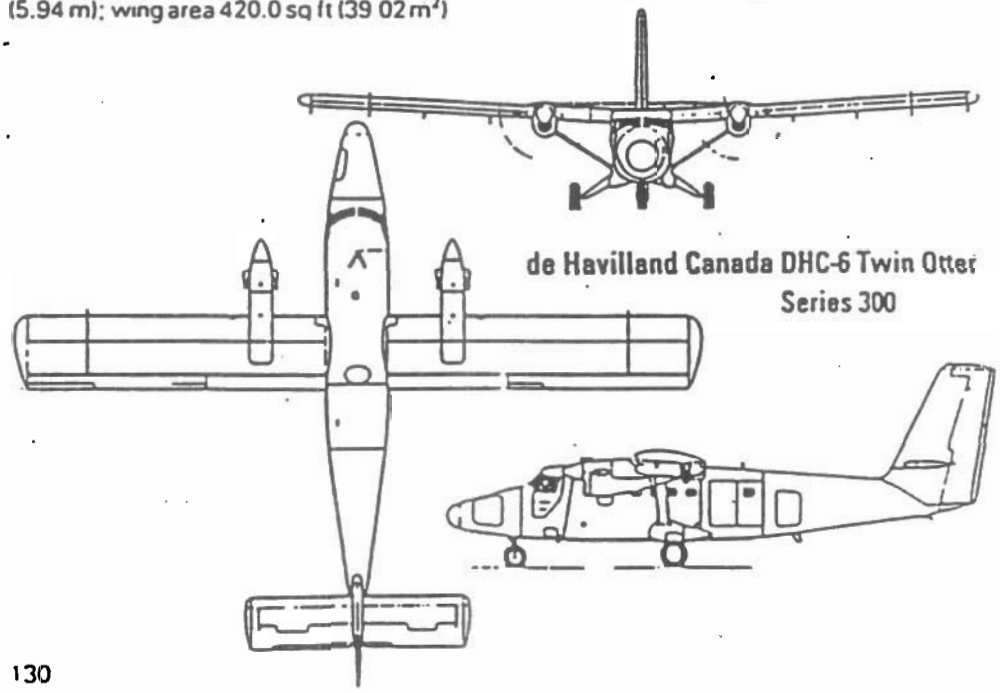
Accommodation: flight crew of 2; up to 20 passengers

Powerplant: two 652-eshp (486-ekW) Pratt & Whitney Aircraft of Canada PT6A-27 turboprops

Performance: maximum cruising speed 210 mph (338 km/h) at 10,000 ft (3050 m); service ceiling 26,700 ft (8140 m); range with 2,500-lb (1134-kg) payload 806 miles (1297 km)

Weights: empty operating 7,415 lb (3363 kg); maximum take-off 12,500 lb (5670 kg)

Dimensions: span 65 ft 0 in (19.81 m); length 51 ft 9 in (15.77 m); height 19 ft 6 in (5.94 m); wing area 420.0 sq ft (39.02 m²)



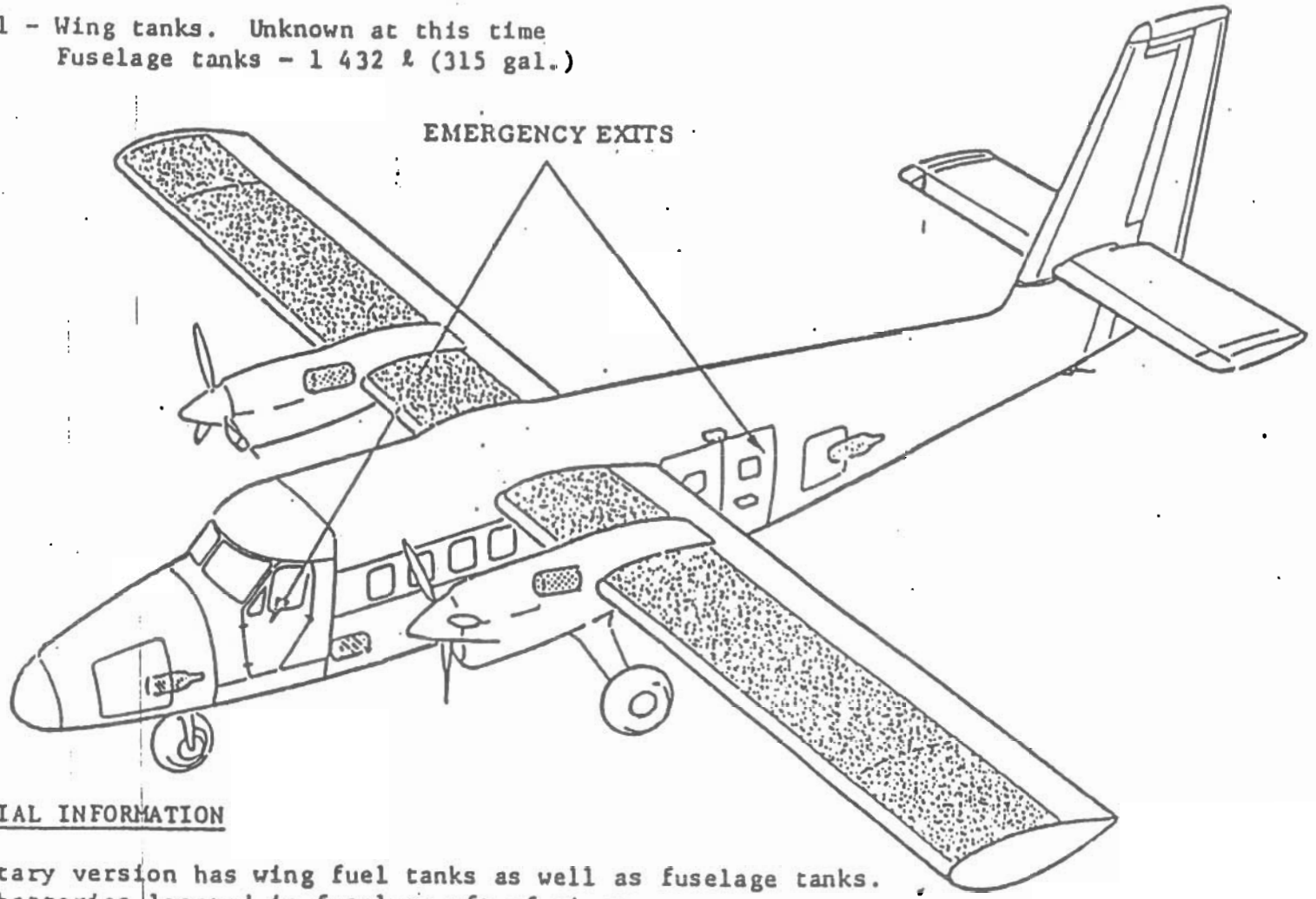
de Havilland Canada DHC-6 Twin Otter Series 300

GENERAL INFORMATION

Crew - 2 Passengers - 20 Span - 19.8 m (65') Length - 15.7 m (52')

Height - 5.6 m (18') Weight - 5 670 kg (12 500 lb.)

Fuel - Wing tanks. Unknown at this time
Fuselage tanks - 1 432 ℓ (315 gal.)



SPECIAL INFORMATION

Military version has wing fuel tanks as well as fuselage tanks.
Two batteries located in fuselage aft of wings.
Fuselage fuel tanks are under-floor.

LOCAL INFORMATION