BLIND CREEK RESOURCES LTD.

ISSUED FOR USE

CONCEPTUAL DESIGN BRIEF AND PLANS FOR A NEW GRANULAR SURFACED AIRSTRIP AT THE BLENDE PROPERTY, YUKON TERRITORY

C31101062

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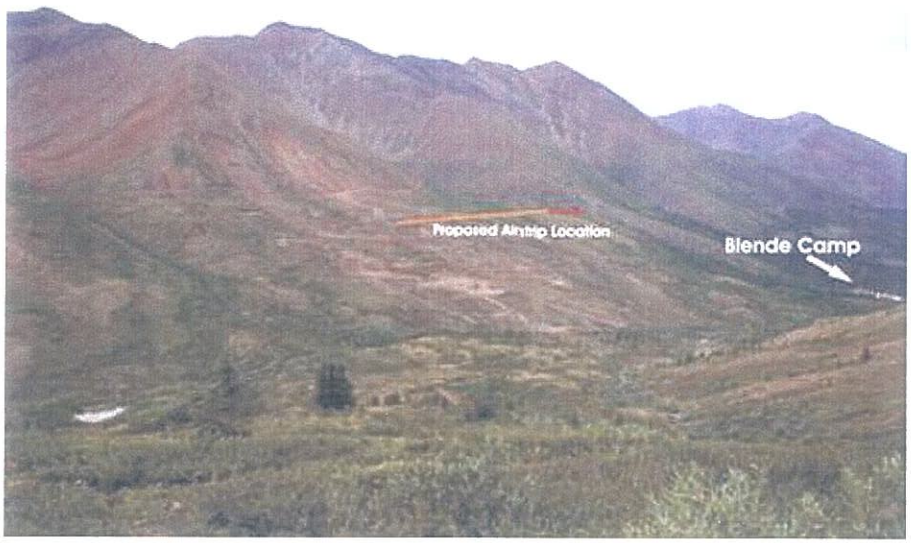
1.0 INTRODUCTION

Blind Creek Resources Ltd. (BCR) commissioned EBA Engineering Consultants Ltd. (EBA) to provide a conceptual design for the construction of a granular surfaced, light aircraft aerodrome at the Blende Property, Yukon Territory (YT). The project was undertaken as per EBA's proposal dated September 10, 2007 (EBA File: C31101062).



The Blende Property is located approximately 60 km northeast of Keno, YT. The proposed aerodrome site is located across the valley (northeast) from the Blende camp on a natural bench on the side of a mountain at an elevation of 1320m. The site is serviced by rough exploration roads and is vegetated with brush and small trees.

BCR intends to construct a runway, taxiway and apron to allow small (Code A) Short Take-Off and Landing (STOL) aircraft access to the site. The conceptual designs for the proposed aerodrome are based on interpolated topographical mapping provided by BCR. EBA has not conducted a site inspection, geotechnical investigation or topographical survey. Figures 1 to 7 are attached and are intended to provide sufficient detail to allow BCR to evaluate the development impacts as well as determine the feasibility of proceeding to preliminary and final design.

This design brief details the following:

- design parameters in relation to industry design and safety standards;
- construction methodology and standards; and
- forecast material quantities.

2.0 DESIGN BRIEF

2.1 DESIGN PARAMETERS IN RELATION TO INDUSTRY DESIGN AND SAFETY STANDARDS

The airstrip design is based on design aircraft requirements provided by BCR for charter companies most likely to fly in and out of the aerodrome. The design has been based on Transport Canada's Aerodrome Standards and Recommended Practices TP312E. All deviations from the standards and recommendations are noted.

As directed by BCR, the design aircraft for the aerodrome is the Britten-Norman Islander. The typical requirements for runway width and length are listed in the table below.

Aircraft Type	Runway Length Required	Runway Width Required
Britten-Norman Islander	350 m (1,150 ft) at Sea Level	Code A Aircraft - 15 m (60 ft)

Transport Canada defines this as a Code 1A runway. Because the Islander is a twin engine aircraft, the runway surfaced width has been established at 18 meters to allow greater engine pod and wingtip clearances than the minimum recommended surfaced width of 15 meters. A graded strip, 19meters wide on each side of the centreline of the runway, and its extended centreline, as well as a graded runway end strip 30 meters beyond the runway ends, have been provided.

Two concepts for runway length have been prepared. Site plans for the two options are shown on Figure 1 and Figure 4.

OPTION 1

- As instructed by BCR, Option 1 is based on a runway length of 380m (Figure 2). Based on information available to us, this runway length is marginally long enough for the Islander due to the aerodrome elevation and the runway grades. Available performance data for the Islander indicates that significant weight penalties would have to be taken to allow the Islander to take off on a warm calm day.
- The Obstacle Limitation Surfaces (OLS) for Option 1 are depicted on Figure 3. Both ends and the east side of the runway do not meet Transport Canada standards for certified aerodromes. The approaches are partially clear and should be reviewed with BCR's potential air carrier to determine if the approaches can be flown safely. Should this site be considered feasible, we would recommend that it only be flown under good VFR meteorological conditions and by pilots familiar with the aerodrome and mountain flying.