# New Polaris Gold Mine

## Airstrip, River landing and Flannigan Slough

TRTFN information session

**Date: November 10, 2026**

**Presented by:**

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**VP Permitting & Compliance**
**Canagold Resources Ltd.**



# UPCOMING INFORMATION SESSIONS

- **December 2nd - Combined Storage Facility**
- **New Year - Reclamation and Closure**

**Send your questions ahead of presentations to:**

canagoldinfo@gov.trtfn.com

kailey@canagoldresources.com

# Purpose of today

## What we will cover

- **The airstrip and river landing, and why here**
- **Flannigan Slough, fish and moose**
- **How we will protect the slough**
- **Flights, noise, water and air**

### We want to hear

- Your knowledge of the slough
- What we should look at more closely

# What you have told us

**Flannigan Slough is important to all wildlife, specifically wolves, moose, bears, beaver, waterbirds, salmon and the plants people gather**

## Moose

Calving and hunting

## Bears and beaver

Important habitat

## Waterbirds

Geese and swans

## Salmon

Sockeye and coho spawning

## Plants

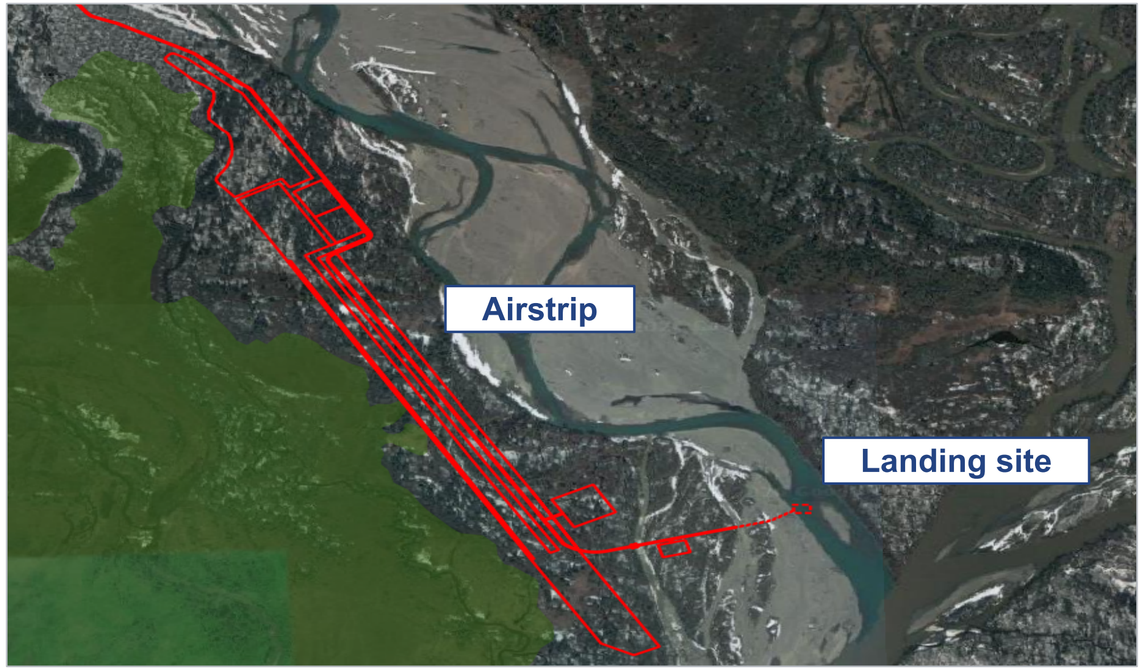
Berries and water lily roots

## Pollution

Noise, water and air

Sources: TRTFN Traditional Knowledge Study (Dec 2025), as summarized in EAC Application Sections 7.5.1, 7.6, 7.7 and 11; Master ITT (Aug 2026), TRTFN-522.

# Why a new airstrip, and why here




Artist's view of the new airstrip and river landing

## Fewer boats

More freight by air

## Existing strips

Too little space

## Airstrip lengths

Existing New Polaris airstrip

**under 600 m** — Cannot be extended

Abandoned historic airstrip

**700 m**

Shazah airstrip located at Tulsequah Chief Mine

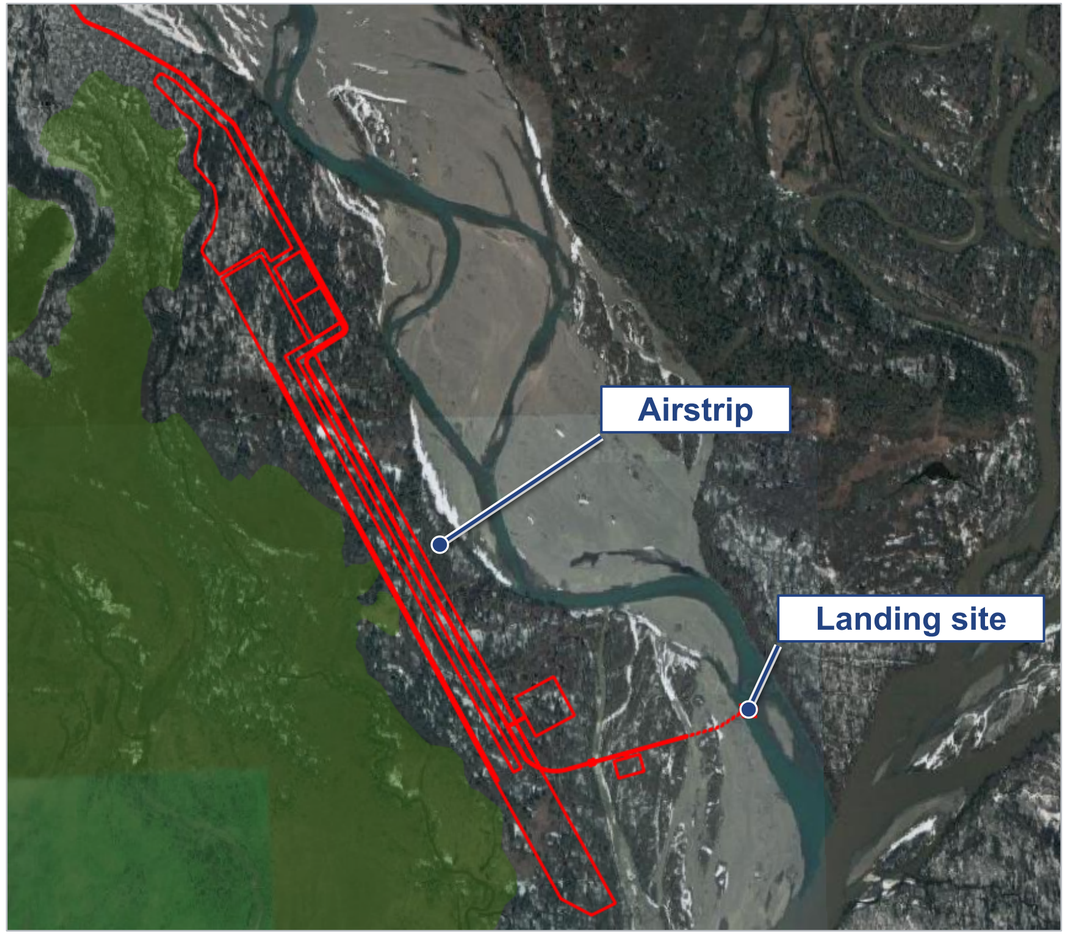
**1,050 m** — Cannot be extended

**New airstrip**

**1,700 m**

Sources: Canagold (Nov 2026); EAC Application Chapter 1 (Mar 2026), Sections 1.4.7 and 1.7.5, Image 1-4b.

# The airstrip and the slough




Flannigan Slough Shaded Green

## Oriented outside Flannigan Slough

- The airstrip has been oriented to stay outside the slough

## Placed with care

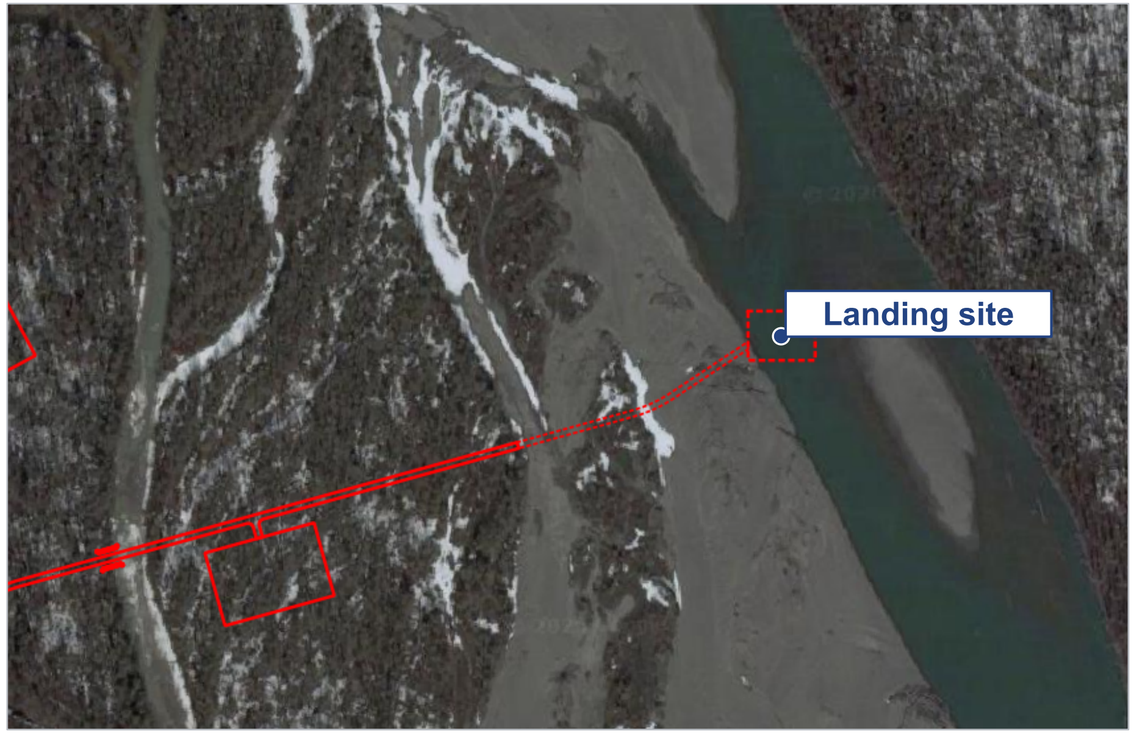
Less tree clearing, and set back from the eroding riverbank

## Gravel runway

Rain and snow infiltrate into the ground

Sources: EAC Application Chapter 1 (Mar 2026), Sections 1.4.7 and 1.7.5; Master ITT (Aug 2026), TRTFN-475 and TRTFN-716.

# The river landing




Updated landing site map

## Where

On the Taaltsuxéi Héen, just above where it meets the Taaḵú not on the T’aaḵu itself

## What for

Heavy equipment that cannot be flown in, mostly during construction, June to September

## Why not the T’aaḵu ?

It would have needed yearly dredging, a causeway and a bridge, all within the all within the BC Taku River/T'aḵú Téix' Conservancy

**75**

trips a season while building

**10 or fewer**

a season once running

Sources: EAC Application Chapter 1 (Mar 2026), Sections 1.4.8, 1.5.1 and 1.7.6, Image 1-4b; Master ITT (Aug 2026), TRTFN-432.

# The landing: fish and the river

## What you have told us

- Boats stir up gravel where salmon spawn and people fish
- The noise moves fish away before boats arrive

## What we have found

- Young coho, chinook and sockeye at the site (2026)
- 2026 trial: small wakes, settled in minutes




## How we will protect fish

- A beach landing: no structures or construction in the river, such as piling
- Trips timed to keep disturbance to fisheries low
- Slow speeds, deep channel, away from shorelines
- Equipment arrives clean and dry, with no liquids inside
- No hazardous chemicals carried

Sources: EAC Application Section 7.5.1 Freshwater Fish; Active Earth (Aug 2026); River Transport Trial results (2026); Canagold (Nov 2026).

# Why Flannigan Slough matters





## Moose

The most moose in the area

## Fish

Young coho and chinook

## Waterbirds

Busiest in fall migration

## Bears and beaver

Feeding and living here

## Plants

Berries and water lily roots

## Western toads

A species at risk

Sources: EAC Application Chapter 1 (Mar 2026), Section 1.3.2; EAC Application Sections 7.5.1, 7.6 and 7.7; TRTFN Traditional Knowledge Study (Dec 2025).

# Fish in Flannigan Slough



**New in summer 2026: three fish sampling sites in the slough**

| | |
|---|---|
| **Young coho salmon** | **at all 3 sites** |
| **Young chinook salmon** | **at 2 sites** |
| **Dolly Varden, trout and sculpin** | **also found** |

## Adult salmon

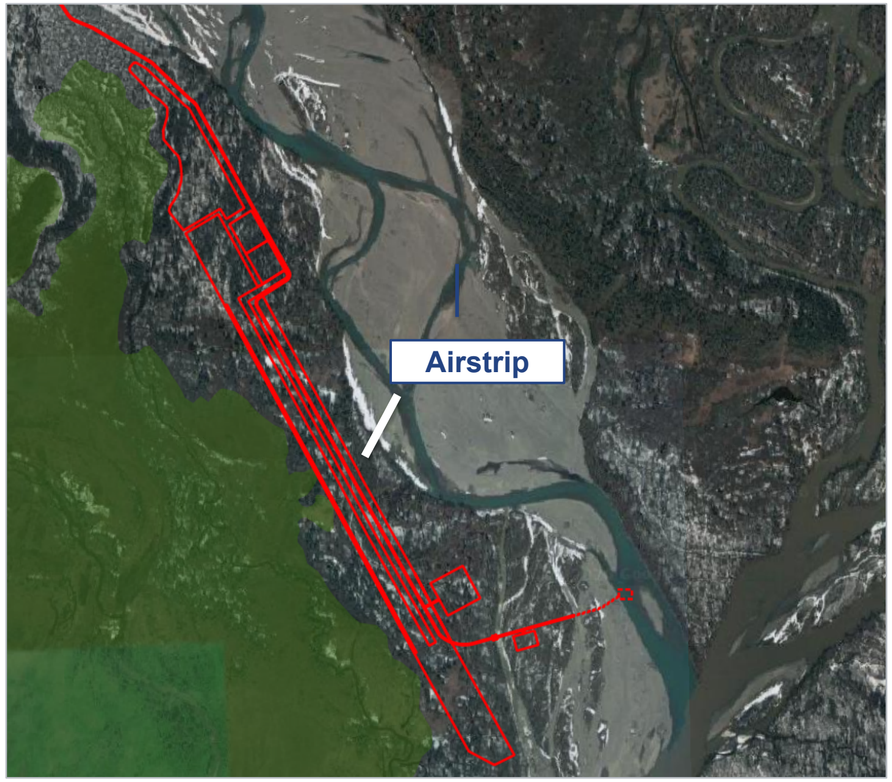
Fall 2026 survey results are coming

## A baseline

Fish and sediment tested for metals, to watch for change

Sources: Active Earth, Summer 2026 Fish and Fish Habitat Field Monitoring Summary (Aug 2026); EAC Application Section 7.5.1.

# Moose in Flannigan Slough: what we expect




## Habitat in the slough

**Avoided**

No habitat loss expected in the slough, with the airstrip oriented outside it

## Moose avoiding the area

**Minimized**

Moose may avoid areas within about 300 m of the airstrip, road and landing

## Vehicle collisions

**Managed**

Mainly on the road along the slough; highest risk in winter

Sources: EAC Application Section 7.7 Wildlife (Tables 7.7-14, 7.7-15 and 7.7-29); Master ITT (Aug 2026), TRTFN-874.

# Moose: mitigation and monitoring

## Our main commitment: avoid Flannigan Slough

### Protect habitat

- Airstrip and works kept out of the slough
- Marked work limits and no-go zones
- 15-50m Buffers around ponds and open water
- Replant with local plants, with TRTFN

### Reduce disturbance

- Surveys before clearing, with setbacks
- Small blasts, quieter equipment
- Planes check the strip before landing
- Personnel onsite observing wildlife activity

### Prevent collisions

- Speed limits; wildlife have right-of-way
- Low snowbanks, with breaks every 1 km
- Sightings radioed and logged

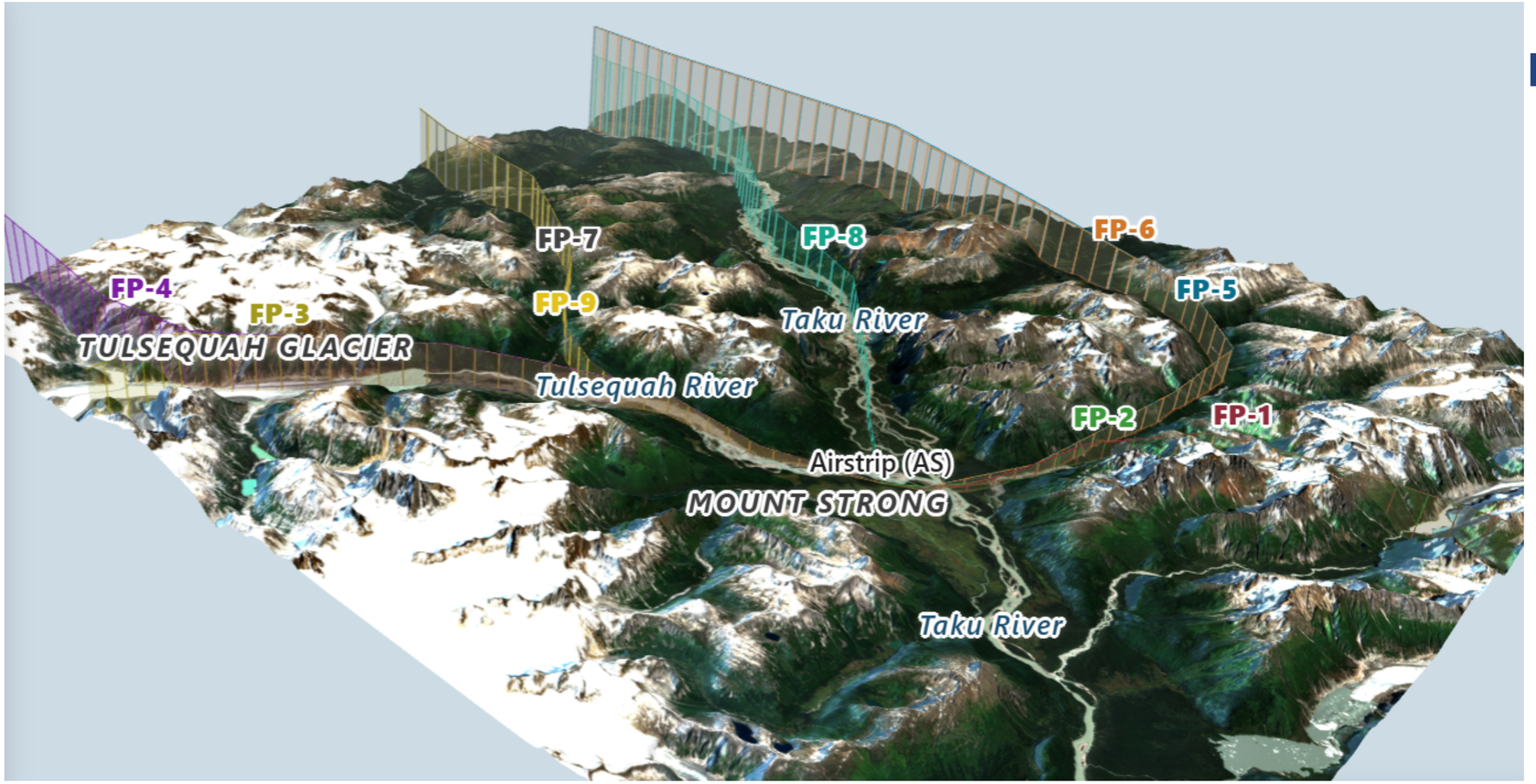
### Monitor and adjust

- Part of a long-term terrestrial effects monitoring program
- Wildlife cameras to observe moose and bears
- Adjust if results differ, with TRTFN

**Next:** assess predator effects, and ask our biologists for options to reduce them

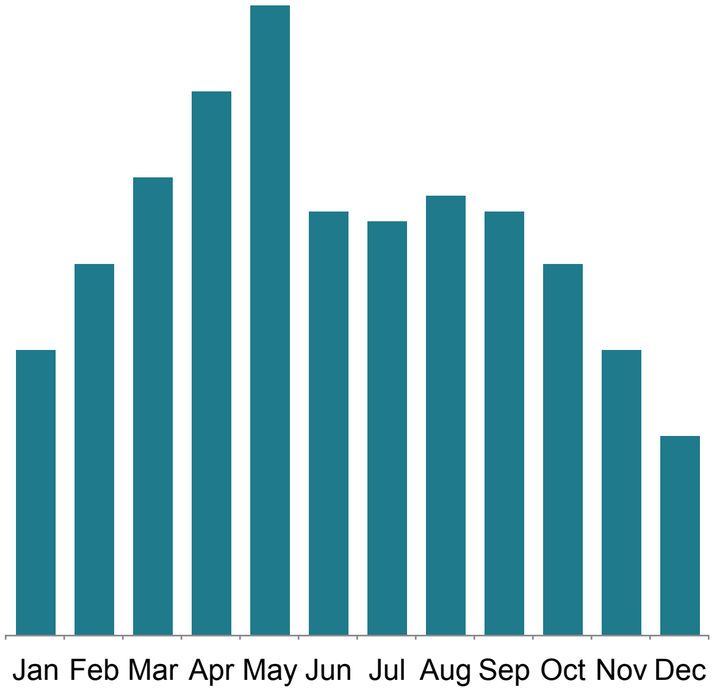
Sources: EAC Application Section 7.7 Wildlife (7.7.7 mitigation tables and 7.7.11 monitoring); Master ITT (Aug 2026), TRTFN-874.

# Flights




Planned flight paths

## Round trips a day once running




### 2 to 7 a day

Fewer in winter

### Mostly cargo

Concentrate out, supplies in

### Over the slough

Planes stay high except on take-off and landing

# Noise at the slough

## Sound levels at Flannigan Slough

Today in the slough, winter

22

Today in the slough, fall

30

With the airstrip: west side, in Flannigan Slough

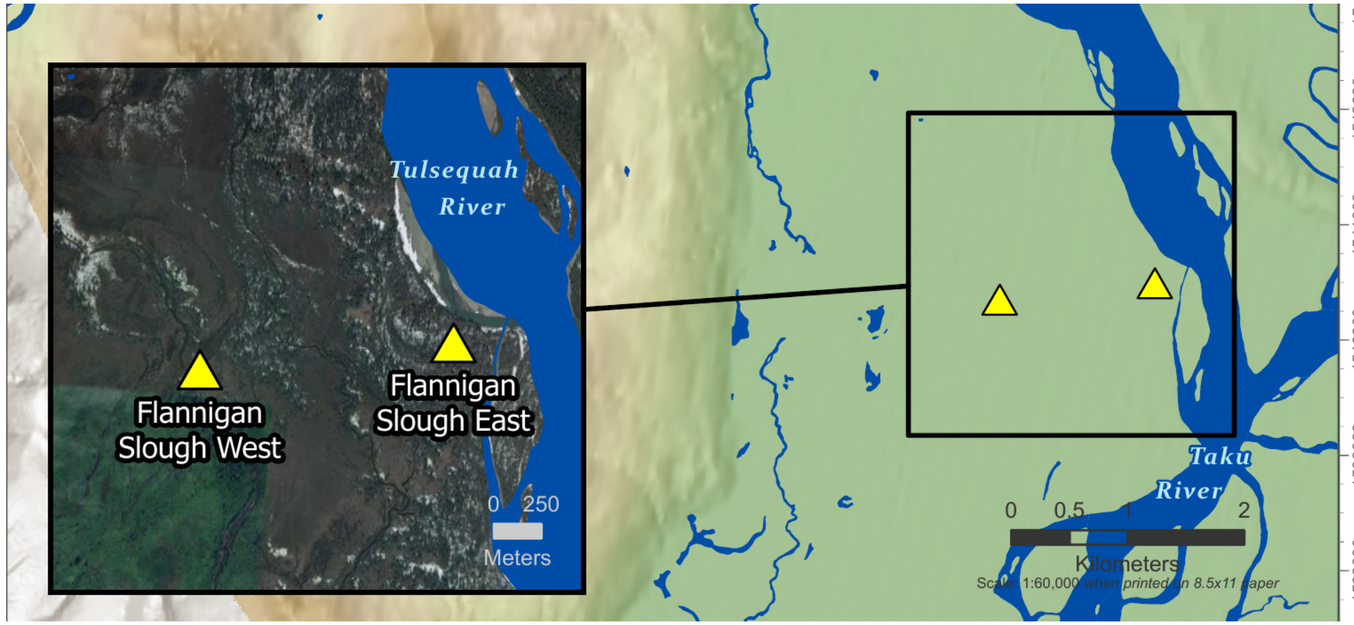
37.5

With the airstrip: east side, by the Taaltsuxéi Héen

50

**Some birds react above about 45**

Decibels (dBA). Airstrip levels are modelled averages.

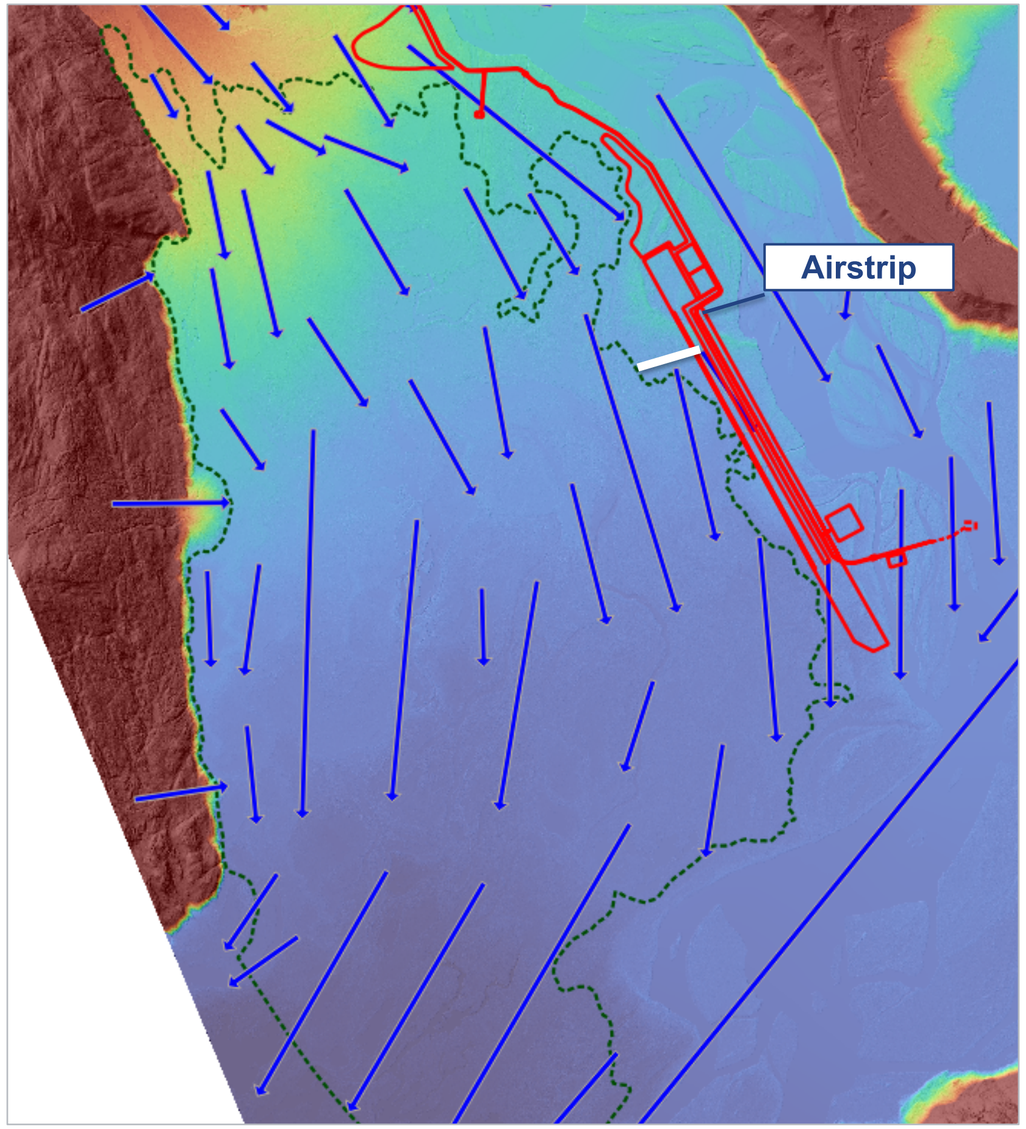



Where sound is measured and modelled (CoreGeo, draft)

- The slough is very quiet today, so planes will be heard
- Birds close to the airstrip may avoid some areas

Sources: CoreGeo, Noise Monitoring (March 2026); EAC Application Appendix 7.3-1; Master ITT (Aug 2026), TRTFN-49 and TRTFN-804.

# Water Flow Direction Mapping




## Water Movement Important

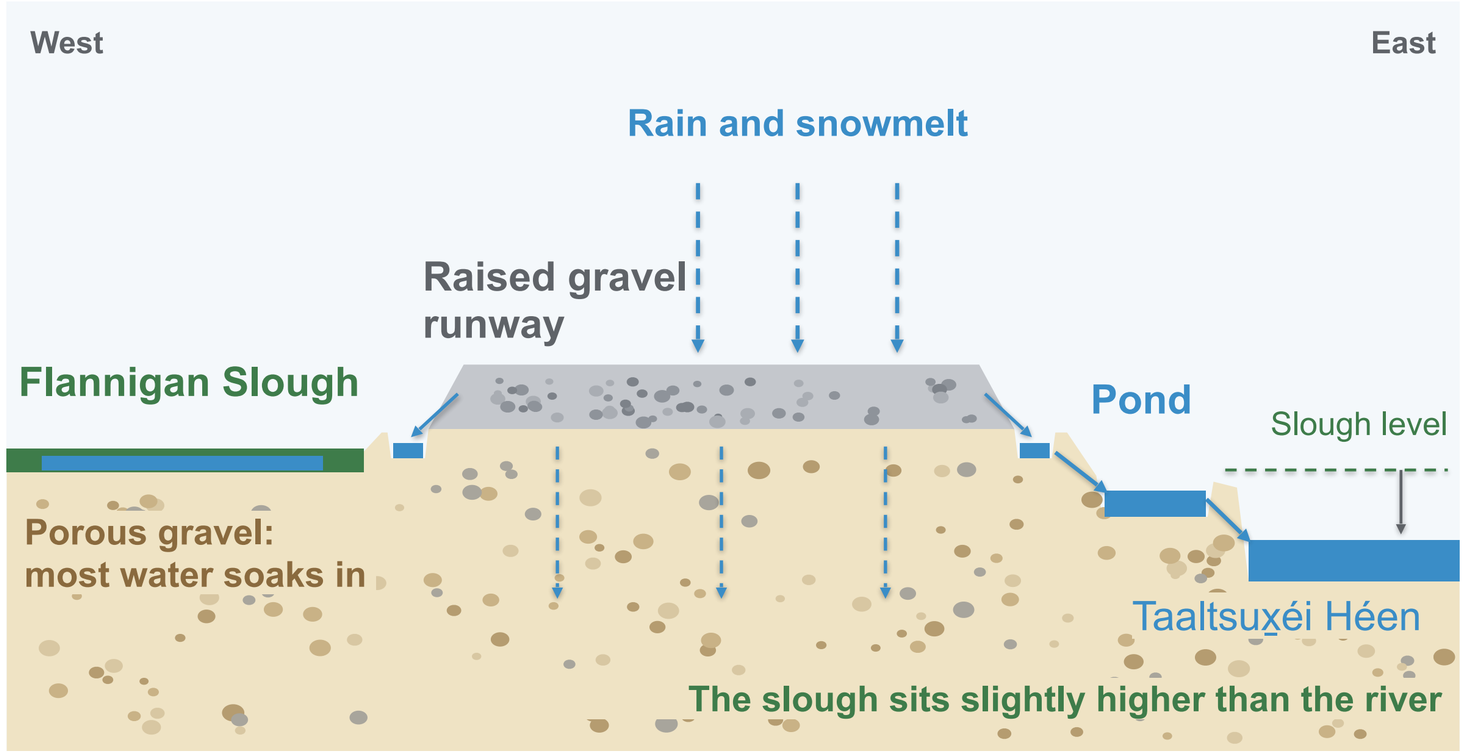
Water from Wilms Creek and Taaltsuxéi Héen feed Flannigan Slough

Airstrip Orientated Parallel to Regional Water Flow Gradient

Airstrip sits on only band of high ground between Flannigan Slough and Taaltsuxéi Héen .

Design will include stormwater drainage along airstrip and away from Flannigan Slough.

# Water: protecting the slough




*Simplified, not to scale*

## Gravel runway

Most water still soaks in

## Ditches and ponds

Catch runoff so sediment settles out before release

## The slough stays wet

Water levels in the rest of the slough kept as they are

Sources: EAC Application Sections 7.4.2, 7.6 and 7.7; Master ITT (Aug 2026), TRTFN-475 and TRTFN-826.

# Air and dust at the slough

## Dust and fine particles

Below air quality objectives

## Engine exhaust gas

Brief spikes above the objective, reaching parts of the IPCA and cultural sites

## Dust settling

Highest near the slough; will be monitored as per the fugitive dust and air quality monitoring program

## What we will do

- Water roads and cover loads
- Check for dust every day, including the airstrip
- Monitor the air, and test berry plants for metals
- Review results with TRTFN

Sources: EAC Application Section 7.2 Air Quality; Air Quality and Fugitive Dust Management Plan V1.3 (May 2026).

# Protecting wildlife

## Check before landing

Personnel on site to observe wildlife and record wildlife sightings

## Fly high

Except on take-off and landing

## Clear at the right time

Outside bird nesting season

## Mark sensitive areas

To delineate for site personnel

## Plan for bird strikes

Coming in the Revised Application

## Monitor and adjust

With TRTFN, over time

Sources: EAC Application Section 7.7.7; Master ITT (Aug 2026), TRTFN-50 and TRTFN-52.

# Floods and closure

## Floods

- Near the river, so floods and glacial outbursts are a risk
- Checked after flooding events, and protected as needed
- Engineering design to consider armoring parts of the runway, if needed, against erosion and floods (Like at Shazah Airstrip at Tulsequah Chief Mine)




## At closure

- Airstrip and landing removed and the land reclaimed, unless TRTFN wants to keep them

Sources: Chapter 10 Effects of the Environment; EAC Application Chapter 1 (Mar 2026), Sections 1.8 and Image 1-6.

# GUNALCHÉESH / THANK YOU



Questions?