

submitted in lieu of Form 3160-5

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Sundry Notices and Reports on Wells

1. Type of Well
GAS

2. Name of Operator

**BURLINGTON
RESOURCES**

OIL & GAS COMPANY

3. Address & Phone No. of Operator

PO Box 4289, Farmington, NM 87499 (505) 326-9700

4. Location of Well, Footage, Sec., T, R, M

1470' FNL 1688' FEL, Sec. 7, T-27-N, R-6-W, NMPM

5. Lease Number
NM-03583

6. If Indian, All. or
Tribe Name

7. Unit Agreement Name
San Juan 28-6 Unit

Well Name & Number
San Juan 28-6 U#203
API Well No.
30-039-20847

10. Field and Pool
Basin Dakota

11. County and State
Rio Arriba Co, NM

12. CHECK APPROPRIATE BOX TO INDICATE NATURE OF NOTICE, REPORT, OTHER DATA

Type of Submission

☒ Notice of Intent

☐ Subsequent Report

☐ Final Abandonment

Type of Action

☐ Abandonment

☐ Recompletion

☐ Plugging Back

☐ Casing Repair

☐ Altering Casing

☒ Other - tubing repair

☐ Change of Plans

☐ New Construction

☐ Non-Routine Fracturing

☐ Water Shut off

☐ Conversion to Injection

13. Describe Proposed or Completed Operations

It is intended to repair the tubing on the subject well according to the attached procedure.

14. I hereby certify that the foregoing is true and correct.

Signed Duane W. Spencer (KLM8) Title Regulatory Administrator Date 8/5/98

TLW

(This space for Federal or State Office use)

APPROVED BY S/ Duane W. Spencer

Title

Date AUG 10 1998

CONDITION OF APPROVAL, if any:

NMOCD

San Juan 28-6 #203

Dakota

1470' FNL & 1688' FEL

Unit G, Section 7, T27N, R6W

Latitude / Longitude: 36° 35.4932' / 107° 30.2335'

DPNO: 44076A

Tubing Repair Procedure

Project Summary: The tubing has not been pulled since originally hung in 1978. A wireline check (5/98) found fluid at 6275' and fill at 7463'. We propose to pull the tubing, check for fill, replace any worn or scaled tubing and install production equipment.

1. Hold safety meeting. Comply with all NMOCD, BLM and Burlington safety and environmental regulations. Test rig anchors and build blow pit prior to moving in rig. **Notify BROG Regulatory (Peggy Bradfield 326-9727) and the appropriate Regulatory Agency prior to pumping any cement job. If an unplanned cement job is required, approval is required before the job can be pumped. If verbal approval is obtained, document approval in DIMS/WIMS.** Allow as much time as possible prior to pump time in case the Agency decides to witness the cement job.
2. MOL and RU workover rig. Obtain and record all wellhead pressures. NU relief line. Blow well down and kill with 2% KCL water if necessary. NU BOP with stripping head. Test and record operation of BOP rams. Have wellhead and valves serviced as necessary. Test secondary seal and replace/install as necessary.
3. The Dakota tubing is 1-1/2", 2.9#, CW-55, EUE, set at 7456'. Release donut, pick up additional joints of tubing and tag bottom (record depth.) PBTD should be at +/- 7498'. TOOH with tubing. Visually inspect tubing for corrosion and replace any bad joints. Check tubing for scale build up and notify Operations Engineer.
4. If fill covers any perforations then TIH with 3-7/8" bit and a watermelon mill on 1-1/2" tubing to below perforations, cleaning out with air/mist. If any significant torque is encountered, then utilize a 2-3/8" work string. **NOTE: When using air/mist, minimum mist rate is 12 bph.**
5. PU above the perforations and flow the well naturally, making short trips for clean up when necessary. TOOH with tubing. TIH with one joint of 1-1/2" tubing with an expendable check on bottom and a seating nipple one joint off bottom. Run a broach on sandline to insure that the tubing is clear. Land tubing at approximately 7390'. ND BOP and NU WH. Pump off expendable check. Connect to casing and circulate air to assure that expendable check has pumped off. If well will not flow on it's own, make swab run to SN. RD and MOL. Return well to production.

Recommended: *Kevin Midkiff* 6/22/98
Operations Engineer

Approved: *Bruce W. Boyer* 7-7-98
Drilling Superintendent

Kevin Midkiff
Office - 599-9807
Pager - 564-1653

KLM/jms