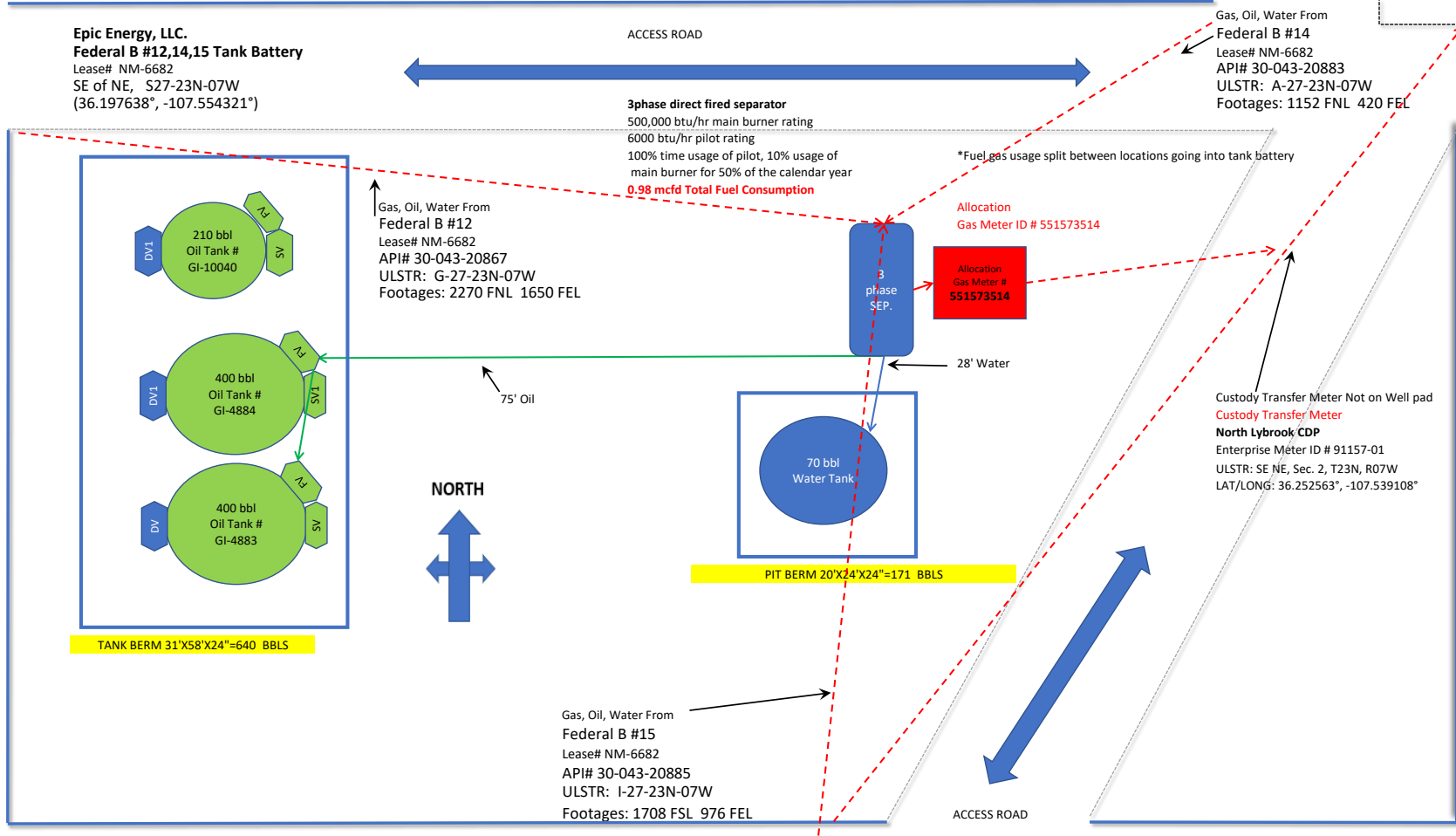


Epic Energy, LLC. Federal B #12,14,15 Tank Battery SITE SECURITY DIAGRAM



Attachment to the Site Security Diagram - Federal B #12,14,15 Tank Battery

Epic Energy, LLC.

Federal B #12,14,15 Tank Battery

Lease# NM-6682

SE of NE, S27-23N-07W

(36.197638°, -107.554321°)

Sandoval County, New Mexico

Attachment to the Site Security Diagram - Federal B #12,14,15 Tank Battery

Production phase:

All drain valves (DV1)and (DV2) sealed closed.

All sales valves (SV1)and (SV2) sealed closed.

Fill Valve (FV1) or (FV2) open

Sales phase:

The tank from which the sales are being made will be isolated by sealing closed the drain valve (DV1)and (DV2) and fill valve (FV1)or (FV2) and removing and recording the seal from (SV1) or (SV2) during the sale of the specified tank.

The sales valve will be sealed and recorded immediately following the sale.

Drain phase:

The tank from which the drain is being made will be isolated by sealing closed the sales valve (SV1)or(SV2) and fill valve (FV1) or (SV2) during the water drain.

Fuelgas Usage Calculations

Lease Name: Epic Energy, LLC.

Federal B #12,14,15 Tank Battery

Lease# NM-6682

SE of NE, S27-23N-07W

(36.197638°, -107.554321°)

Sandoval County, New Mexico

Pump Unit Engine Table

Engine Type	A	B
C46 ARROW	8.8	2
C-66 ARROW	12.3	2.5
C-96 ARROW	18.8	3.0
Electric	NA	0
KUBOTA 1600	16	2
KUBOTA 3200	32	3.81
KUBOTA (DG-972-E2)	25	2.5
KOHLER 27 hp	25	3
KOHLER 18 hp	16	2
AJAX DP60 (9 1/2 x 12)	60	7.1
AJAX E42 (8 1/2 x 10)	42	5
AJAX EA30 (7 1/2 x 8)	30	3.6
AJAX EA15	15	2
AJAX EA22 (6 1/2 x 8)	22	2.6
None	NA	0

(from Arrow)

(from Arrow)

(from Arrow)

Fuel gas Calculations:

	BTU / scf	% Used
HV from Gas Analysis	1369	10
Elevation	7175	100

*Fuel gas usage split between locations going into tank battery

Vessels

	Burner BTU Rating	mscf/day	Pilot BTU Rating	mscf/day	Total
Separator	500000	0.9	6000	0.11	0.98
Tank #1		0.0		0.00	0.00
Tank #2		0.0		0.00	0.00
Tank #3		0.0		0.00	0.00
Tank #4		0.0		0.00	0.00
Tank #5		0.0		0.00	0.00
Total MSCF/DAY		0.88		0.11	0.98

Horsepower Engine Table

Engine Type	D	E
GS-10 - 80hp	80	64
Twin Stars BOSS GM3.0L	32	26
Gemni G26	26	21
Twin Stars 5.9 Cummins	49	39
Twin Stars 5.9 Cummins	84	67
Twin Stars 5.9E Cummins	84	67
GS12 (8.3 nat asp cummins)	118	94
GS17 (8.3 Turbo Cummins)	175	140
GS24 (855 Turbo)	281	225
496 and 454 Chevy - 110	110	88
460 Ford	85	68
300 6 cyl Ford	65	52
8.3 Cummins (natural aspirated)	118	94
8.3E Cummins (natural aspirated)	118	94
8.3 Cummins (turbo charged)	175	140
855 Cummins (turbo)	281	225
KTA19GC	420	336
KTA19GC-SLB	420	336
FLUID COMP GM-350	80	64
3304 CATERPILLAR	95	76
VRG-330 ARROW/WAKESHAU	68	54
KAWASAKI(Poquito) - 750	15	12
KUBOTA (DG-972-E2)	23.6	19
VRG-220 ARROW/WAKESHAU	52	42
KOHLER - 18hp	18	14
KOHLER - 27hp	27	22
Electric		0
None		0

(Estimated)

(Estimated)

(Estimated)

(Estimated)

(Estimated)

Engines

Compressor Engine	None
Pump Unit Engine	None
HP Rating @ 80% Load (D)	
Fuel Consumption (E)	0
Pump Jack mcf/day (B)	0.0
De-Rating % for Elevation	0.0366
De-Rated HP @ 80% Load	0.0

Total MSCF/DAY	0.00
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Other Use

	mscf/day
House Tap	0
Chemical Injection Pumps	0
Auxillary Equipment	0

combuster

Total Fuel Gas to Report	0.98	mscf/day
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*Fuel gas usage split between locations going into tank battery

Fuel gas calculations methodology:

Fuel gas is calculated by using the BTU rating of the gas (wet rating) that has been determined via gas analysis, the elevation of the well (due to derating of HP), separator burner rating, natural gas engines located on location with the manufacturer HP rating at 80% load which is the maximum recommended continuous run rating HP from the manufacturers.

Main Burner gas usage calculation - $((\text{burner BTU-hr}/\text{Actual BTU}) \times 24/1000) \times (\text{Time \% factor}/100)$ = Gas used by main burner

Pilot Burner gas usage calculation - $((\text{burner BTU-hr}/\text{Actual BTU}) \times 24/1000) \times (\text{Time \% factor}/100)$ = Gas used by main burner

Pump unit engine - fuel usage per manufacturer specs if available, if not, calculated per HP calculations comparable to compressor calcs

Compressor fuel usage -

calculated by derating engine for the elevation - $(\text{HP Rating @ 80\% Load}) \times (1 - ((\text{Elevation} - 2000)/1000)) \times (\text{Elevation derating factor for naturally aspirated or turbo charged engines})$

then using the following formula - $((\text{Engine fuel usage from manufacturer}/\text{BTU from gas analysis}) \times \text{Elevation derated HP}) \times 24/1000$

Fuel usage for all equipment is then summed for the site.

REFERENCES:		
De-Rating for Elevation Change	2.44%	Turbo Charged Engines
(every 1000' above 2000' elevation)	3.66%	Naturally Aspirated
6000 BTU is avg value to use for Pilot Calculations for Vessels		
How to Use: All Blue Text Cells require some kind of manual data entry, either		
by typing the value in, or selecting from a drop down menu (Engines Calculation Table).		
The Red Text Cells are calculated values. The total fuel gas to be reported for the lease		

Fuel gas calculations methodology:

Fuel gas is calculated by using the BTU rating of the gas (wet rating) that has been determined via gas analysis, the elevation of the well (due to derating of HP), separator burner rating, natural gas engines located on location with the manufacturer HP rating at 80% load which is the maximum recommended continuous run rating HP from the manufacturers.

Main Burner gas usage calculation - $\left(\frac{\text{burner BTU-hr/Actual BTU} \times 24}{1000}\right) \times \left(\frac{\text{Time \% factor}}{100}\right) = \text{Gas used by main burner}$

Pilot Burner gas usage calculation - $\left(\frac{\text{burner BTU-hr/Actual BTU} \times 24}{1000}\right) \times \left(\frac{\text{Time \% factor}}{100}\right) = \text{Gas used by main burner}$

Pump unit engine - fuel usage per manufacturer specs if available, if not, calculated per HP calculations comparable to compressor calcs

Compressor fuel usage -

calculated by derating engine for the elevation -

$(\text{HP Rating @ 80\% Load}) \times \left(1 - \left(\frac{\text{Elevation} - 2000}{1000}\right) \times (\text{Elevation derating factor for naturally aspirated or turbo charged engines})\right)$

then using the following formula - $\left(\frac{\text{Engine fuel usage from manufacturer/BTU from gas analysis} \times \text{Elevation derated HP} \times 24}{1000}\right)$

Fuel usage for all equipment is then summed for the site.

District I
1625 N. French Dr., Hobbs, NM 88240
Phone:(575) 393-6161 Fax:(575) 393-0720
District II
811 S. First St., Artesia, NM 88210
Phone:(575) 748-1283 Fax:(575) 748-9720
District III
1000 Rio Brazos Rd., Aztec, NM 87410
Phone:(505) 334-6178 Fax:(505) 334-6170
District IV
1220 S. St Francis Dr., Santa Fe, NM 87505
Phone:(505) 476-3470 Fax:(505) 476-3462

State of New Mexico
Energy, Minerals and Natural Resources
Oil Conservation Division
1220 S. St Francis Dr.
Santa Fe, NM 87505

QUESTIONS

Action 77226

QUESTIONS

Operator: EPIC ENERGY, L.L.C. 332 Road 3100 Aztec, NM 87410	OGRID: 372834
	Action Number: 77226
	Action Type: [UF-FAC] TB Registration (TB-REG)

QUESTIONS

Facility Details <i>Please answer all of the questions in this group.</i>	
Name of the facility	Federal B #12, 14, 15 TB
Date the facility was opened	Not answered.
Depth to ground water, if known	Not answered.

Verification	
Does the operator have other facilities with a matching name	No
Are there other facilites located within approximately 50 feet	No

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ACKNOWLEDGMENTS

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	Action Type: [UF-FAC] TB Registration (TB-REG)

ACKNOWLEDGMENTS

<input checked="" type="checkbox"/>	I certify that I am authorized to register a facility on behalf of the responsible operator.
<input checked="" type="checkbox"/>	I certify that I will notify OCD of any changes of ownership for this facility.
<input checked="" type="checkbox"/>	I certify that I will notify OCD when this facility is closed.