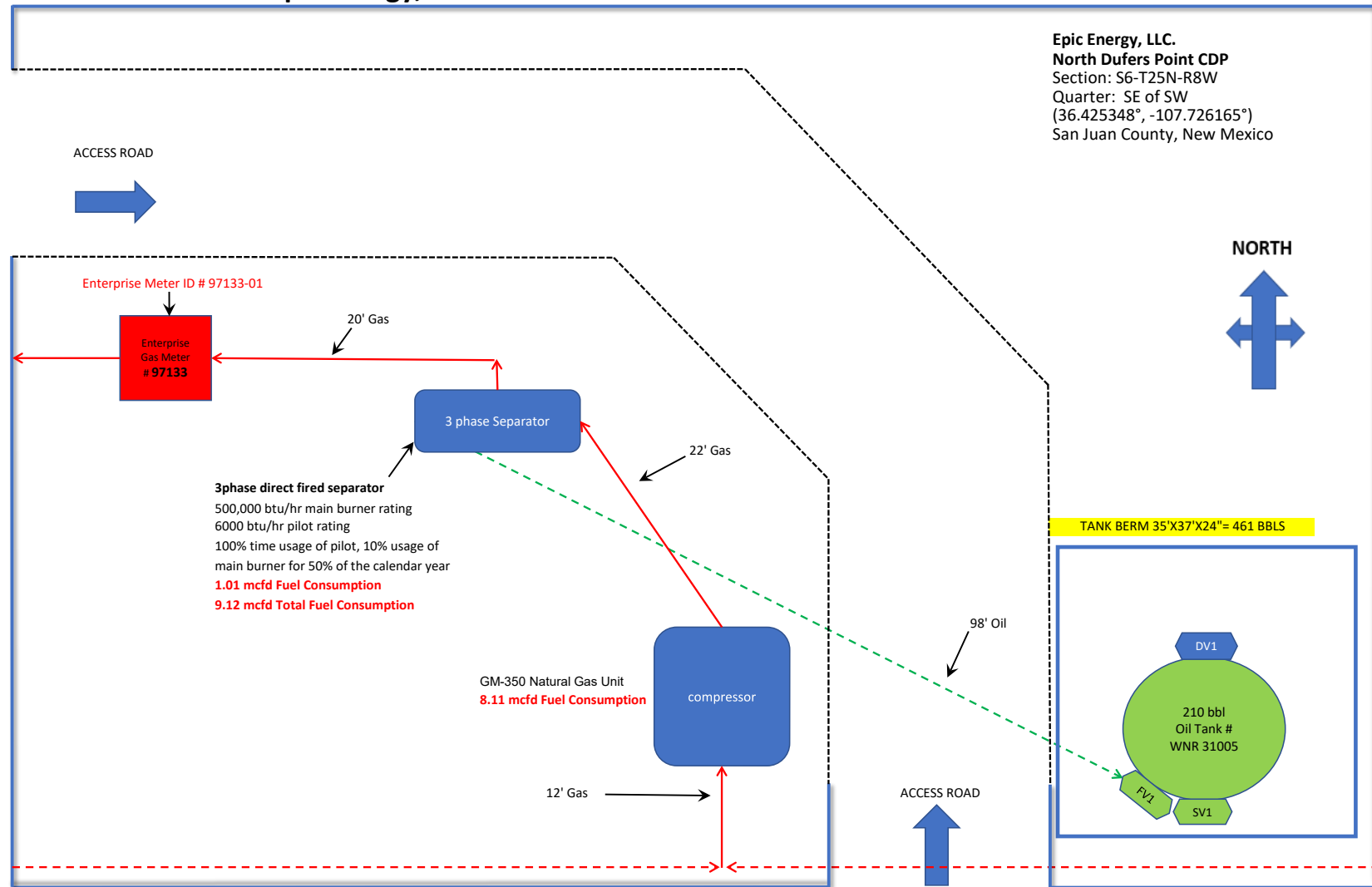


**Epic Energy, LLC. North Dufers Point CDP SITE SECURITY DIAGRAM**

N.D.P. CDP - Site Security Diagram - .xlsx

## **Attachment to the Site Security Diagram - Jalapeno #1**

**Epic Energy, LLC.**

**North Dufers Point CDP**

Section: S6-T25N-R8W

Quarter: SE of SW

(36.425348°, -107.726165°)

San Juan County, New Mexico

## **Attachment to the Site Security Diagram - Jalapeno #1**

### **Production phase:**

All drain valves (DV1) sealed closed.

All sales valves (SV1) sealed closed.

Fill Valve (FV1) open

### **Sales phase:**

The tank from which the sales are being made will be isolated by sealing closed the drain valve (DV1) and fill valve (FV1) and removing and recording the seal from (SV1) 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) and fill valve (FV1) during the water drain.

## Fuelgas Usage Calculations

Lease Name: Epic Energy, LLC.

North Dufers Point CDP

Section: S6-T25N-R8W

Quarter: SE of SW

(36.425348°, -107.726165°)

San Juan County, New Mexico

## Pump Unit Engine Table

Engine Type	A	B	
C46 ARROW	8.8	2	(from Arrow)
C-66 ARROW	12.3	2.5	(from Arrow)
C-96 ARROW	18.8	3.0	(from Arrow)
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	

## Horsepower Engine Table

Engine Type	D	E	
GS-10 - 80hp	80	64	(Estimated)
Twin Stars BOSS GM3.0L	32	26	(Estimated)
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	(Estimated)
GS24 (855 Turbo)	281	225	(Estimated)
496 and 454 Chevy - 110	110	88	(Estimated)
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	(Estimated)
KAWASAKI(Poquito) - 750	15	12	(Estimated)
KUBOTA (DG-972-E2)	23.6	19	
VRG-220 ARROW/WAKESHAU	52	42	
KOHLER - 18hp	18	14	(Estimated)
KOHLER - 27hp	27	22	(Estimated)
Electric			0
None			0

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:

	BTU / scf	% Used
HV from Gas Analysis	1325	10
Elevation	6344	100

## Vessels

	Burner BTU Rating	mscf/day	Pilot BTU Rating	mscf/day	Total
Separator	500000	0.9	6000	0.11	1.01
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		0.91		0.11	1.01

## Engines

Compressor Engine	FLUID COMP GM-350
Pump Unit Engine	None
HP Rating @ 80% Load (D)	64
Fuel Consumption (E)	8319
Pump Jack mcf/day (B)	0.0
De-Rating % for Elevation	0.0366
De-Rated HP @ 80% Load	53.8

Total MSCF/DAY	8.11
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## Other Use

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

Total Fuel Gas to Report	9.12	mscf/day
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## 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 -  $((\text{burner BTU-hr}/\text{Actual BTU}) * 24 / 1000) * (\text{Time \% factor} / 100) = \text{Gas used by main burner}$

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

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

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

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

**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 77407

QUESTIONS

Operator: EPIC ENERGY, L.L.C. 332 Road 3100 Aztec, NM 87410	OGRID: 372834
	Action Number: 77407
	Action Type: [UF-FAC] TB Registration (TB-REG)

QUESTIONS

<b>Facility Details</b> <i>Please answer all of the questions in this group.</i>	
Name of the facility	North Dufers Point CDP
Date the facility was opened	Not answered.
Depth to ground water, if known	Not answered.

<b>Verification</b>	
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 Number: 77407
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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.