

MULTI POINT SURFACE USE AND OPERATIONS PLAN

Yates Petroleum Corporation  
Harvey "JI" Federal No. 1  
1780' FSL and 1980' FEL  
Section 23-T21S-R21E  
(Developmental Well)

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U.S. GEOLOGICAL SURVEY  
ARTESIA, NEW MEXICO

This plan is submitted with Form 9-331C, Application for Permit to Drill, covering the above described well. The purpose of this plan is to describe the location of the proposed well, the proposed construction activities and operations plan, the magnitude of necessary surface disturbance involved, and the procedures to be followed in rehabilitating the surface after completion of the operations, so that a complete appraisal can be made of the environmental effect associated with the operation.

1. EXISTING ROADS.

Exhibit A is a portion of BLM quad color map No. SE-23, on a scale of 1/2" to a mile showing the proposed location and the surrounding area. Exhibit B is a portion of a USGS topographic map showing the wells and roads in the vicinity of the proposed location. The proposed wellsite is located approximately 49 miles south and west of Artesia, New Mexico, and the access route to the location is indicated in red and green on Exhibits A and B.

DIRECTIONS:

1. Proceed south from Artesia on Highway 285 for a distance of approximately 19.2 miles,
2. Turn west at Seven Rivers and follow that road until it dead ends on the Marathon Plant road,
3. Turn west at a stop sign and continue for approximately 8 miles, then, turn right onto a dirt road (at the point where there is an old wrecked car body at the side of the road),
4. Continue for approximately 7.5 miles at which point (just before crossing the draw), the access to the ranch road and location will start.

2. PLANNED ACCESS ROAD.

- A. The proposed new access will be approximately 1056 feet in length from point of origin to the edge of the drilling pad. The road will lie in an east-to-west direction and will pass through a fence near the point of origin. A cattleguard will be installed through the fence.
- B. The new road will be 12 feet in width (driving surface), except at the point of origin, adjacent to the existing road, at which point enough additional width will be provided to allow they trucks and equipment to turn.