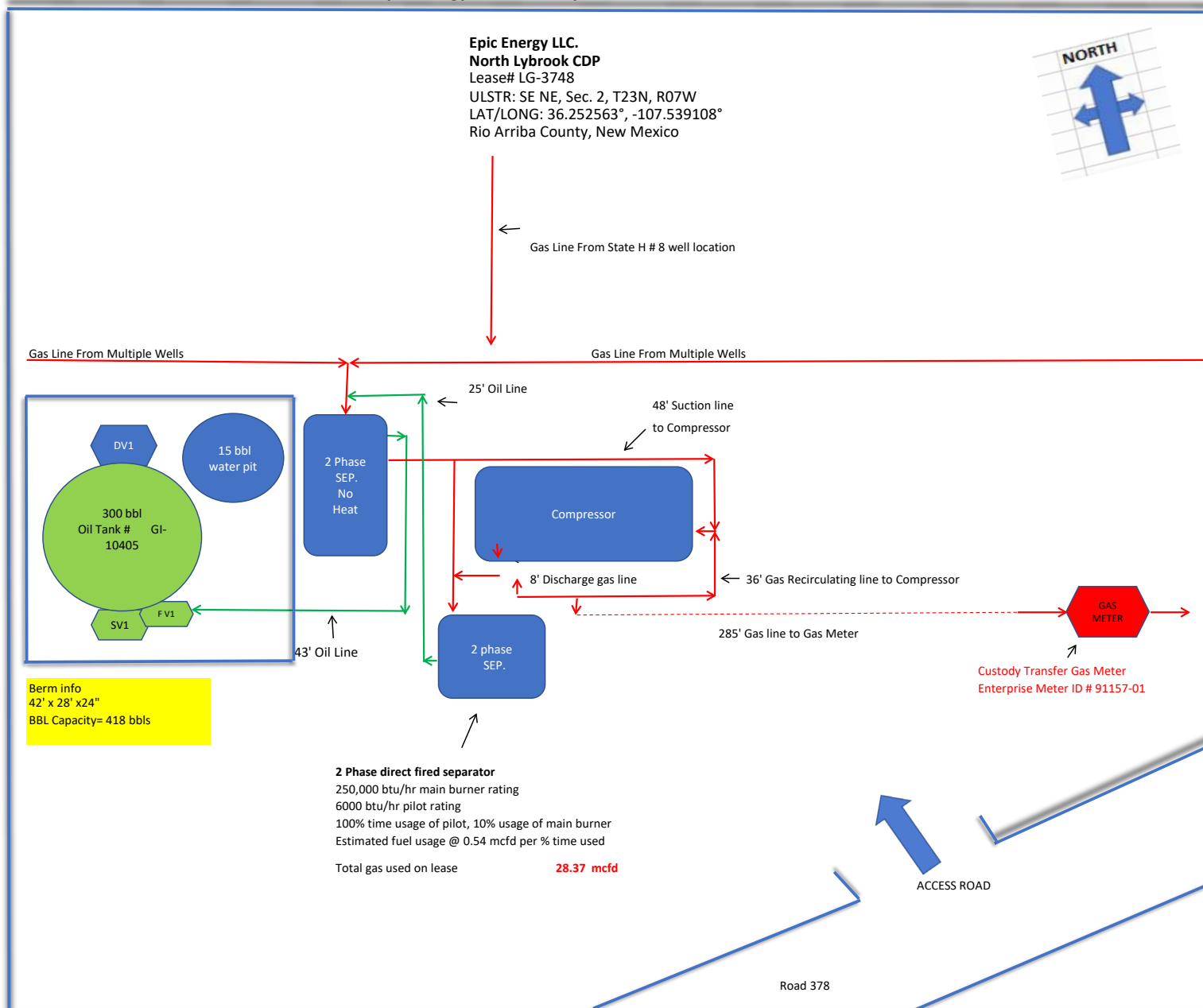


### Epic Energy LLC. North Lybrook CDP SITE SECURITY DIAGRAM



## Attachment to the Site Security Diagram - North Lybrook CDP

### **Epic Energy LLC.**

North Lybrook CDP

Lease# LG-3748

ULSTR: SE NE, Sec. 2, T23N, R07W

LAT/LONG: 36.252563°, -107.539108°

Rio Arriba County, New Mexico

### **General sealing of valves:**

#### **Production phase:**

Drain valve D1 sealed closed.

Sale valve S1 sealed closed.

Fill Valve F1 open

#### **Sales phase:**

The tank from which the sales are being made will be isolated by sealing closed the drain valve, fill valve (F1) during the sale.

#### **Drain phase:**

The tank from which the drain is being made will be isolated by sealing closed the sales valve and fill valve during the water drain.

**Fuelgas Usage Calculations**

**Lease Name: North Lybrook CDP**

Lease# LG-3748  
 ULSTR: SE NE, Sec. 2, T23N, R07W  
 LAT/LONG: 36.252563°, -107.539108°  
 Rio Arriba County, New Mexico  
 Rio Arriba County, New Mexico

**Pump Unit Engine Table**

Engine Type	A	B
HP	MCF/D USAGE	
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

**Fuel gas Calculations:**

BTU / scf	1374	% Used	10
HV from Gas Analysis	6851	Burner	100
Elevation		Pilot	

**Vessels**

	Burner BTU Rating	mscf/day	Pilot BTU Rating	mscf/day	Total
Separator	250000	0.4	6000	0.10	0.54
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
<b>Total MSCF/DAY</b>		<b>0.44</b>		<b>0.10</b>	<b>0.54</b>

**Horsepower Engine Table**

Engine Type	D	E	
HP (100% Load)	HP (80% Load)	Fuel Consumption	
GS-10 - 80hp	80	64	8319 (Estimated)
Twin Stars BOSS GM3.0L	32	26	8500 (Estimated)
Gemni G26	26	21	8000
Twin Stars 5.9 Cummins	49	39	8725
Twin Stars 5.9 Cummins	84	67	8056
Twin Stars 5.9E Cummins	84	67	8422
GS12 (8.3 nat asp cummins)	118	94	8553
GS17 (8.3 Turbo Cummins)	175	140	7560 (Estimated)
GS24 (855 Turbo)	281	225	8617 (Estimated)
496 and 454 Chevy - 110	110	88	8500 (Estimated)
460 Ford	85	68	8000
300 6 cyl Ford	65	52	8650
8.3 Cummins (natural aspirated)	118	94	8553
8.3E Cummins (natural aspirated)	118	94	8933
8.3 Cummins (turbo charged)	175	140	7560
855 Cummins (turbo)	281	225	8617
KTA19GC	420	336	7961
KTA19GC-SLB	420	336	8172
FLUID COMP GM-350	80	64	8319
3304 CATERPILLAR	95	76	7778
VRG-330 ARROW/WAKESHAU	68	54	8038 (Estimated)
KAWASAKI(Poquito) - 750	15	12	8350 (Estimated)
KUBOTA (DG-972-E2)	23.6	19	8000
VRG-220 ARROW/WAKESHAU	52	42	8250
KOHLER - 18hp	18	14	8500 (Estimated)
KOHLER - 27hp	27	22	8500 (Estimated)
Electric			0
None			0

**Engines**

Compressor Engine	GS24 (855 Turbo)
Pump Unit Engine	None
HP Rating @ 80% Load (D)	224.8
Fuel Consumption (E)	8617
Pump Jack mcf/day (B)	0.0
De-Rating % for Elevation	0.0366
De-Rated HP @ 80% Load	184.9

<b>Total MSCF/DAY</b>	<b>27.83</b>
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**Other Use**

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

combuster

<b>Total Fuel Gas to Report</b>	<b>28.37</b>	<b>mscf/day</b>
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**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		
<b>How to Use:</b> 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 -  $((\text{burner BTU-hr}/\text{Actual BTU}) \times 24 / 1000) \times (\text{Time \% factor} / 100) = \text{Gas used by main burner}$

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

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

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.

**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 -  $\left(\frac{\text{burner BTU-hr/Actual BTU} \times 24}{1000}\right) \times \left(\frac{\text{Time \% factor}}{100}\right) = \text{Gas used by pilot burner}$

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

Compressor fuel usage -

calculated by derating engine for the elevation -  $(\text{HP Rating @ 80\% Load}) \times \left(1 - \frac{\text{Elevation} - 2000}{1000}\right) \times \text{Elevation factor}$

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

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

levation derating factor for naturally aspirated or turbo charged engines)

**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 77410

**QUESTIONS**

Operator: EPIC ENERGY, L.L.C. 332 Road 3100 Aztec, NM 87410	OGRID: 372834
	Action Number: 77410
	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 Lybrook 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 facilities located within approximately 50 feet	No

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ACKNOWLEDGMENTS

Action 77410

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	Action Number: 77410
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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.