

DYCO PETROLEUM CORPORATION
1700 PHILTOWER BUILDING
TULSA, OKLAHOMA 74103

FEDERAL WELL NO. 1-6
1980' FWL AND 1980' FSL
SECTION 6-T10S-R38E
LEA COUNTY, NEW MEXICO

ATTACHMENT TO APPLICATION FOR PERMIT TO DRILL
DEVELOPMENT PLAN FOR SURFACE USE

- I. Existing Roads - Existing roads as shown on the attached topographic map will be used for access to the proposed location.
- II. Planned Access Road - Approximately 1½ miles of 12-foot wide caliche road will be built from existing paved road in a westerly direction to the proposed location.
- III. Location of Well - Proposed location of well is 1980' FWL and 1980' FSL of Section 6-T10S-R38E approximately ten and one-half miles east and one mile north of the townsite of Crossroads, New Mexico.
- IV. Lateral Roads to Well Locations - Additional roads to other well locations will be built prior to the commencement of actual drilling operations. Existing roads will be used where possible.
- V. Location of Tank Batteries & Flow Lines - If proposed well is successfully completed, a tank battery will be located 200' southwest of well-head on S.W. corner of existing caliche pad. Flowline will go 90' due west then 90' due south to tanks.
- VI. Locations and Types of Water Supply - Fresh water used in drilling will be transported to the location.
- VII. Methods of Handling Waste Disposal - All waste and drilling fluids will be retained in pits, allowed to dry and be filled and leveled.
- VIII. Location of Camps - No camps are located in the area of the proposed location.
- IX. Location of Airstrips - No usable airstrips are in the area of the proposed location.
- X. Location Layout to Include Position of Rig, Mud Tanks, Reserve Pit, Burn Pit, Pipe Racks, Etc. - See Attachment.
- XI. Plans for Restoration of the Surface - All pits will be filled upon well completion and ground around location will be leveled with space allowed for well servicing.
- XII. Miscellaneous - No other known environmental information is applicable to this proposed location.

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JUN 1 1977

TRANSLATION COMM
H. M.