

MULTI-POINT SURFACE USE AND OPERATIONS PLAN

RHONDA OPERATING COMPANY
FEDERAL 33 LEASE, WELL NO. 1A

660' FWL AND 1980' FSL
SECTION 33, T-9-S, R-38-E
LEA COUNTY, NEW MEXICO

RECEIVED

FEB 27 1980

**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 operation 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 effects associated with the operation.

1. Existing Roads

- A. Exhibit A is a portion of a USGS topographic map of the area on a scale of approximately 2000 feet equal to 1 inch. Exhibit B, taken by the surveyor, indicates the existing road to the proposed well site. The proposed location is situated approximately ± 16.4 miles North of Bronco, Texas, via the access route shown in red.

Directions

1. Proceed North from Bronco on Texas State 769 for $\pm .4$ miles
2. Turn left and continue for .35 miles.
3. Turn right and proceed North on existing road $\pm .4$ miles to location.

2. Planned Access Road

- A. Well site is located on an existing road, and no additional access will be required.

3. Location of Existing Well

- A. The well location in the vicinity of the proposed well is shown in Exhibit C.

4. Location of Existing and/or Proposed Facilities

- A. There is a producing well drilled by Dyco Petroleum Corporation on this lease at the present time.
- B. In the event that Rhonda Operating Company's Well No. 1A is productive, the necessary production facilities will be installed on the drilling pad.

5. Location and Type of Water Supply

- A. It is planned to drill the proposed well with a fresh water system. The water will be obtained from commercial sources and will be hauled to the location by truck over the existing roads shown in Exhibits A and B.