UNITED STATES GOVERNMENT April 26, 2017
MEMORANDUM

To: Public Information (MS 5030)
From: Plan Coordinator, FO, Plans Section (MS 5231)

Subject: Public Information copy of plan

Control #	-	N-09974
Type	-	Initial Exploration Plan
Lease(s)	-	OCS-G35831 Block - 749 Mississippi Canyon Area OCS-G35832 Block - 750 Mississippi Canyon Area
Operator	-	LLOG Exploration Offshore, L.L.C.
Description	-	Subsea Wells A and B
Rig Type	-	Not Found

Attached is a copy of the subject plan.

It has been deemed submitted as of this date and is under review for approval.

Leslie Wilson
Plan Coordinator

Site Type/Name	Botm Lse/Area/Blk	Surface Location	Surf Lse/Area/Blk
WELL/A	G35831/MC/749	7969 FSL, 1964 FWL	G35832/MC/750
WELL/B	G35831/MC/749	7969 FSL, 2014 FWL	G35832/MC/750

LLOG EXPLORATION OFFSHORE, L.L.C.
1001 Ochsner Boulevard, Suite 200
Covington, Louisiana 70433

PUBLIC INFORMATION COPY

JOINT INITIAL EXPLORATION PLAN

OCS-G-35831 LEASE
MISSISSIPPI CANYON BLOCK 749

OCS-G-35832 LEASE
MISSISSIPPI CANYON BLOCK 750

PREPARED BY:

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Received by BOEM - March 6, 2017
Amended – March 16, 2017
FINAL COPY – April 17, 2017

OCS-G-35831 & 35832 Leases
Mississippi Canyon Blocks 749 & 750
Plan Control N-9974
FINAL COPY

RECORD OF CHANGES

Date of Submittal	***Section/Page***	***Brief Synopsis***
03/06/2017	Proprietary & Public Copies	Submitted to BOEM
03/16/2017	Attachment B-1 Worst Case Discharge Calculations	Complete directional survey inserted in Attachment B-1 – Proprietary Copy Only
04/17/2017	FINAL COPIES	Submit Final Copies with amendments including approval date of Regional OSRP revisions for Initial EP (N-9974) OCS-G-35831 & 35832 Leases, Mississippi Canyon Blocks 749 & 750

LLOG EXPLORATION OFFSHORE, L.L.C.
JOINT INITIAL EXPLORATION PLAN
OCS-G 35831/35832 LEASES
MISSISSIPPI CANYON BLOCKS 749/750

APPENDIX A
PLAN CONTENTS
(30 CFR Part 550.211 and 550.241)

A. Plan information

In accordance with 30 CFR 550.211 and 550.241(a), and NTL No. 2008-G04 and NTL 2015-N01, LLOG Exploration Offshore, LLC proposes the drilling, completion, testing and installation of subsea wellhead and/or manifold for two (2) proposed locations, A & B, surface location on Lease OCS-G-35832, Mississippi Canyon Block 750 and bottom hole in Lease OCS-G-35831, Mississippi Canyon Block 749.

Included as ***Attachment A-1*** is Form BOEM 137 "OCS Plan Information Form", which provides for the drilling, sub-sea completion and testing of all well locations.
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B. Location

Attachment A-2 – *Well Location Plat*
Attachment A-3 – *Bathymetry Map – Seafloor disturbance area*

C. Safety & Pollution Features

LLOG will utilize a DP semi-submersible rig or a drillship for the proposed operations. A description of the drilling unit is included on the OCS Plans Information Form. Rig specifications will be made part of the Application for Permit to Drill.

Safety features on the drilling unit will include well control, pollution prevention, and blowout prevention equipment as described in Title 30 CFR Part 250, Subparts C, D, E and G; and further clarified by BOEM's Notices to Lessees, and currently policy making invoked by BOEM, EPA and USCG. Appropriate life rafts, life jackets, ring buoys, etc., will be maintained on the facility at all times.

Pollution prevention measures include installation of curbs, gutters, drip pans, and drains on the drilling deck areas to collect all contaminants and debris**.**

D. Storage Tanks and Vessels

The following table details the storage tanks and/or production vessels that will store oil (capacity greater than 25 bbls. or more) and be used to support the proposed activities (MODU, barges, platforms, etc.):

Type of Storage Tank	Type of Facility	Tank Capacity (bbls)	Number of tanks	Total Capacity (bbls)	Fluid Gravity (API)
Fuel Oil Storage Tank	Drillship	16,564 bbls	1	16,564	No. 2 Diesel - 43
Fuel Oil Storage Tank		16,685.5	1	16,685.5	No. 2 Diesel - 43
Fuel Oil Settling Tank		836.6	2	1,673.2	No. 2 Diesel - 43
Fuel Oil Day Tanks		836.6	2	1,673.2	No. 2 Diesel - 43

Type of Storage Tank	Type of Facility	Tank Capacity (bbls)	Number of tanks	Total Capacity (bbls)	Fluid Gravity (API)
Fuel Oil (Marine Diesel)	DP Semi-Submersible	164	1	164	30
Fuel Oil Day		367	2	734	30
Emergency Generator		31	1	31	30
Forward Hull Fuel Oil		4634	2	9268	30
Lower Aft Hull Fuel Oil		3462	2	6924	30
Lube Oil Services		117 10.5 4.6	1 1 1	132.1	45
Dirty Lube Oil		38 28	1 1	66	45
Dirty Bilge		190	4	760	10

E. **Pollution Prevention Measures:** Not applicable. The State of Florida is not an affected State by the proposed activities in this plan.

F. **Additional measures:** LLOG does not propose any additional safety, pollution prevention, or early detection measures, beyond those required in 30 CFR 250 and per December 13, 2010 – Guidance for Deepwater Drillers to Comply with Strengthened Safety and Environmental Standards.

OCS Plan Information Form

Attachment A-1

OCS PLAN INFORMATION FORM

General Information

Type of OCS Plan:					
	X	Exploration Plan (EP) Initial Joint	Development Operations Coordination Document (DOCD)		

Company Name: LLOG EXPLORATION OFFSHORE, L.L.C.	BOEM Operator Number: 02058
Address:	Contact Person: Kathy Gowland
1001 OCHSNER BOULEVARD	Phone Number: 985-801-4300
COVINGTON, LA 70447	E-Mail Address: kathygo@llog.com

If a service fee is required under 30 CFR 550.125(a), provide the	Amount paid	$3673.00	Receipt No.	75196714893

Project and Worst Case Discharge (WCD) Information

Lease(s): OCS-G-35831 & 35832	Area: MC	Block(s): 791 & 792	Project Name (If Applicable): Tchoupitoulas

Objective(s)	X	Oil	X	Gas		Sulphur		Salt	Onshore Support Base(s): Fourchon, LA

Platform/Well Name: Loc. A & B	Total Volume of WCD: ~21.631 MMBO	API Gravity: 38.4°
Distance to Closest Land (Miles): 58 miles	Volume from uncontrolled blowout: 374,480	

Have you previously provided information to verify the calculations and assumptions for your WCD?		Yes	X	No	
If so, provide the Control Number of the EP or DOCD with which this information was provided					
Do you propose to use new or unusual technology to conduct your activities?		Yes	X	No	
Do you propose to use a vessel with anchors to install or modify a structure?		Yes	X	No	
Do you propose any facility that will serve as a host facility for deepwater subsea development?		Yes	X	No	

Description of Proposed Activities and Tentative Schedule (Mark all that apply)

Proposed Activity	Start Date	End Date	No. of Days
Exploration drilling			See attached activity schedule
Development drilling			
Well completion			
Well test flaring (for more than 48 hours)			
Installation or modification of structure			
Installation of production facilities			
Installation of subsea wellheads and/or manifolds			
Installation of lease term pipelines			
Commence production			
Other (Specify and attach description)			

Description of Drilling Rig

	Jackup	X	Drillship		Caisson		Tension leg platform
	Gorilla Jackup		Platform rig		Fixed platform		Compliant tower
	Semisubmersible		Submersible		Spar		Guyed tower
X	DP Semisubmersible		Other (Attach Description)		Floating production system		Other (Attach Description)

Drilling Rig Name (If Known):

Description of Structure

(See table above)

Description of Lease Term Pipelines

From (Facility/Area/Block)	To (Facility/Area/Block)	Diameter (Inches)	Length (Feet)

PROPOSED ACTIVITY SCHEDULE

WELL / EVENT	SPUD	TD	COMPL START	COMPL FINISH	DESCRIPTION
MC 749 "A"	15-May-17	11-Aug-17			Drill TA
MC 749 "B"	1-Sep-17	28-Nov-17	7-Jun-18	22-Jul-18	Drill TA/Complete
MC 749 "A"			1-Feb-18	18-Mar-18	Complete

OCS PLAN INFORMATION FORM (CONTINUED)
Include one copy of this page for each proposed well/structure

Proposed Well/Structure Location

Well or Structure Name/Number (If renaming well or structure, reference previous name): A			Previously reviewed under an approved EP or DOCD?		Yes		No X
Is this an existing well or structure?		Yes		No X	If this is an existing well or structure, list the Complex ID or API No.		
Do you plan to use a subsea BOP or a surface BOP on a floating facility to conduct your proposed activities?	X	Yes		No			
WCD info	For wells, volume of uncontrolled blowout (Bbls/day): 374,480		For structures, volume of all storage and pipelines (Bbls):		API Gravity of fluid 38.4Á		

	Surface Location	**Bottom-Hole Location (For Wells)**	**Completion (For multiple completions, enter separate lines)**
Lease No.	OCS G 35832	OCS	OCS OCS
Area Name	MISSISSIPPI CANYON		
Block No.	750		
Blockline Departures (in feet)	N/S Departure: F s L 7,969.75'	N/S Departure: F____ L	N/S Departure: F____ L N/S Departure: F____ L N/S Departure: F____ L
	E/W Departure: F w L 1,964.49'	E/W Departure: F____ L	E/W Departure: F____ L E/W Departure: F____ L E/W Departure: F____ L
Lambert X-Y coordinates	X: 714,764.49'	X:	X: X: X:
	Y: 10,240,609.75'	Y:	Y: Y: Y:
Latitude/ Longitude	Latitude 28° 11' 21.477"N	Latitude	Latitude Latitude Latitude
	Longitude 89° 52' 25.827"W	Longitude	Longitude Longitude Longitude
	Water Depth (Feet): 1,287'	MD (Feet): / TVD (Feet):	MD (Feet): / TVD (Feet): MD (Feet): / TVD (Feet): MD (Feet): / TVD (Feet):
	Anchor Radius (if applicable) in feet:		

Anchor Locations for Drilling Rig or Construction Barge (If anchor radius supplied above, not necessary)

Anchor Name or No.	Area	Block	X Coordinate	Y Coordinate	Length of Anchor Chain on Seafloor
			X =	Y =	
			X =	Y =	
			X =	Y =	
			X =	Y =	
			X =	Y =	
			X =	Y =	
			X =	Y =	
			X =	Y =	

OCS PLAN INFORMATION FORM (CONTINUED)
Include one copy of this page for each proposed well/structure

Proposed Well/Structure Location

Well or Structure Name/Number (If renaming well or structure, reference previous name): B					Previously reviewed under an approved EP or DOCD?		Yes		No X
Is this an existing well or structure?		Yes		No X	If this is an existing well or structure, list the Complex ID or API No.				
Do you plan to use a subsea BOP or a surface BOP on a floating facility to conduct your proposed activities?						X	Yes		No
WCD info	For wells, volume of uncontrolled blowout (Bbls/day):		For structures, volume of all storage and pipelines (Bbls):			API Gravity of fluid			

	Surface Location	**Bottom-Hole Location (For Wells)**	**Completion (For multiple completions, enter separate lines)**
Lease No.	OCS G 35832	OCS	OCS OCS
Area Name	MISSISSIPPI CANYON		
Block No.	750		
Blockline Departures (in feet)	N/S Departure: F_s_ L 7,969.75'	N/S Departure: F____ L	N/S Departure: F____ L N/S Departure: F____ L N/S Departure: F____ L
	E/W Departure: F_w_ L 2,014.49'	E/W Departure: F____ L	E/W Departure: F____ L E/W Departure: F____ L E/W Departure: F____ L
Lambert X-Y coordinates	X: 714,814.49'	X:	X: X: X:
	Y: 10,240,609.75'	Y:	Y: Y: Y:
Latitude/ Longitude	Latitude 28° 11' 21.488"N	Latitude	Latitude Latitude Latitude
	Longitude 89° 52' 25.269"W	Longitude	Longitude Longitude Longitude
Water Depth (Feet): 1,287'		MD (Feet): / TVD (Feet):	MD (Feet): / TVD (Feet): MD (Feet): / TVD (Feet): MD (Feet): / TVD (Feet):
Anchor Radius (if applicable) in feet:		N/A	

Anchor Locations for Drilling Rig or Construction Barge (If anchor radius supplied above, not necessary)

Anchor Name or No.	Area	Block	X Coordinate	Y Coordinate	Length of Anchor Chain on Seafloor
			X =	Y =	
			X =	Y =	
			X =	Y =	
			X =	Y =	
			X =	Y =	
			X =	Y =	
			X =	Y =	
			X =	Y =	

Well Location Plats

Attachment A-2

MC705

Y=10,248,480.00'

MC706

MISSISSIPPI CANYON AREA

SOUTH OF GULF SAFETY FAIRWAY

N

NAD27
ZONE 16 NORTH
UTM GRID NORTH

MC749
OCS-G-35831
LLOG

MC750
OCS-G-35832
LLOG

OCS-G-35831
Well "A"

OCS-G-35831
Well "B"

PROPOSED SURFACE LOCATIONS

BLOCK	WELL	CALLS		X COORDINATE	Y COORDINATE	LATITUDE	LONGITUDE
MC750	A	7,969.75' FSL	1,964.49' FWL	714,764.49'	10,240,609.75'	28°11'21.477"N	89°52'25.827"W
MC750	B	7,969.75' FSL	2,014.49' FWL	714,814.49'	10,240,609.75'	28°11'21.488"N	89°52'25.269"W

X=712,800.00'

Y=10,232,640.00'

MC793

MC794

PUBLIC INFORMATION

2,000 0 2,000

U.S. SURVEY FEET (1"=2,000')

LLOG exploration

EXPLORATION PLAN
OCS-G-35831 "A" & "B"
Block 749 & Block 750
Mississippi Canyon Area

PREPARED BY:

OCEANEERING

OCEANEERING INTERNATIONAL, INC.
730 E. KALISTE SALOOM RD.
LAFAYETTE, LA 70508
(337) 210-0000
LA Reg. No. 747

JOB No: 179401		DATE: November 1, 2016	
DRW: Z. Smith	CKD: EJB	SHEET 1 of 1	REV. 1
FILE: 179401-EP.DWG			

SIZE: 8.5" X 11" DATE: 11/01/2016 TIME: 15:27 FILENAME: Z:\179401\ACAD\PERMIT\179401-EP.DWG

Bathymetry Map

Attachment A-3

MC 705
G31521
LLOG

MC 706
G35640
FIELDWOOD

MC 707
G25103
LLOG

MC 749
G35831
LLOG

MC 750
G35832
LLOG

MC 751
G33175
LLOG

MC 793
G33177
WALTER

MC 794
G34909
LLOG

MC 795
Not Leased

710,000 E
720,000 E
730,000 E

10,250,000 N
10,240,000 N
10,230,000 N

28°12'00"N
28°10'00"N

89°52'00"W
89°50'00"W

Crossline 8900
Crossline 8830
Crossline 8760
Crossline 8690
Crossline 8620
Crossline 8550
Crossline 8480

Inline 42190
Inline 42280
Inline 42370
Inline 42460

1,250
1,300
1,350
1,400
1,450
1,500

MC 749-A

G34909 # 2
G34909 # 1

N

Legend

- Lat/Long Grid Point
- UTM Northing & Easting Grid Line
- 3-D Seismic Inline & Crossline
- Seafloor Assessment Area
- Shipping Fairway
- Existing Well
- Proposed Well
- 2,000-ft Radius
- Water Depth 10-ft Contour
- Water Depth 50-ft Contour

Water Depth
(Below Sea Level)

1,224 ft
1,502 ft

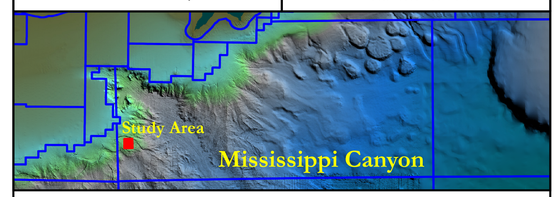
Grid Information:
Data Source: 3-D Seismic
Method: Kriging
Spacing: 30 ft
Search Radius: 200 ft

IMPORTANT NOTICE
This map is not intended for navigation purposes.
Public information obtained from BOEM database (November 2016).

0 500 1,000 2,000 3,000 4,000
U.S. Survey Feet
Scale = 1:12,000

Geodetic Datum: NAD27
Projection: UTM
Zone: 16N
Grid Units: U.S. Survey Feet

Interpretation By: Stephen Haney
Cartography: Sandra R. Milson
Project No.: 16-08-27
Date: November 2016



LLOG exploration

Block 750
Mississippi Canyon Area
Gulf of Mexico

Map 1
Bathymetry

Map Prepared by:
Berger Geosciences, LLC.

B-geO

APPENDIX B
GENERAL INFORMATION
(30 CFR Part 550.213 and 550.243)

A. Applications and Permits

There are no Federal/State applications to be submitted for the activities provided for in this Plan (exclusive to BOEM permit applications and general permits issued by the EPA and COE)

Application/Permit	Issuing Agency	Status
N/A		

B. Drilling Fluids

Type of Drilling Fluid	Estimated Volume of Drilling Fluid to be used per Well
Water Based (seawater, freshwater, barite)	**See Appendix F, Table 1 of this Plan**
Oil–based (diesel, mineral oil)	**N/A**
Synthetic-based (internal olefin, ester)	**See Appendix F, Table 2 of this Plan**

C. New Or Unusual Technology

LLOG does not propose using any new and/or unusual technology for the operations proposed in this Initial Plan.

D. Bonding Statement

The bond requirements for the activities and facilities proposed in this Initial Exploration Plan are satisfied by an area wide bond, furnished and maintained according to 30 CFR Part 256; subpart I; NTL No. 2000-G16, "Guidelines for General Lease Surety Bonds," and additional security under 30 CFR 256.53(d) and NTL No. 2008-N07 "Supplemental Bond Procedures."

E. Oil Spill Responsibility (OSFR)

LLOG Exploration Offshore, L.L.C (MMS Co. No. 02058) will demonstrate oil spill financial responsibility for the facilities proposed in this Initial EP according to 30 CFR Part 553, and NTL No. 2008-N05 "Guidelines for Oil Spill Financial Responsibility (OSFR) for Covered Facilities."

F. Deepwater Well Control Statement

LLOG Exploration Offshore, L.L.C. (MMS Co. No. 02058) has the financial capability to drill a relief well and conduct other emergency well control operations.

G. Blowout Scenario

See the following Worst Case Discharge Calculations (Proprietary) – ***Attachment B-1*** and Blowout Scenario, including Site Specific Proposed Relief Well and Intervention Planning and Relief Well Response Time Estimate (Public Information) - ***Attachment B-2.***

NTL 2010-N06 Data

Worst Case Discharge Calculations
Attachment B-1

(Proprietary Information)

NTL 2010-N06 Data

Blowout Scenario

Attachment B-2

BLOWOUT SCENARIO

Pursuant with 30 CFR 250.213(g), 250.219, 250,250 and NTL 2010-N06 the following attachment provides a blowout scenario description, information regarding any oil spill, WCD results and assumptions of potential spill and additional measures taken to firstly enhance the ability to prevent a blowout and secondly to manage a blowout scenario if it occurred.

INFORMATION REQUIREMENTS

Well Surface Location	WD	X (NAD 27)	Y (NAD 27)	Latitude	Longitude
MC 750 "A" OCS-G-35831	1287	714,764.49''	10,240,609.75'	28° 11' 21.477"	89° 52' 25.827"
MC 750 "B" OCS-G-35831	1287	714,814.49'	10,240,609.75'	28° 11' 21.488"	89° 52' 25.269"

A) Blowout scenario

Well(s) to be drilled to potential objectives are outlined in the Geological and Geophysical Information Section of this plan utilizing a typical subsea wellhead system, conductor, surface and intermediate casing strings from a pre-existing wellbore and a MODU rig with marine riser and a subsea BOP system. A hydrocarbon influx and a well control event occurring from the objective sand is modeled with no drill pipe or obstructions in the wellbore followed by a failure of the subsea BOPs and loss of well control at the seafloor. The simulated flow and worst case discharge (WCD) results for all wells are calculated and the highest WCD is used for this unrestricted blowout scenario.

B) Estimated flow rate of the potential blowout

Category	EP
Type of Activity	Drilling
Facility Location (area / block)	MC 750 (surface location) MC 749 Well No. 001
Facility Designation	MODU
Uncontrolled Blowout (Volume per day)	374,480 bbls (max estimated)
Type of Fluid	Crude

C) Total volume and maximum duration of the potential blowout

Duration of Flow (days)	**84** days total **(see Relief Well Response Estimate below)**
Total Volume of Spill (bbls)	**~21.631 MMBO** based on days of uncontrolled flow based at WCD rates

D) Assumptions and calculations used in determining the worst case discharge

Included in Appendix of the Proprietary Plan - Omitted from Public Information Copies

E) Potential for the well to bridge over

Mechanical failure/collapse of the borehole in a blowout scenario is influenced by several factors including in-situ stress, rock strength and fluid velocities at the sand face. Given the substantial fluid velocities inherent in the WCD, and the scenario as defined where the formation is not supported by a cased and cemented wellbore, it is possible that the borehole may fall/collapse/bridge over within a

span of a few days, significantly reducing the outflow of the rates. **For this blowout scenario, no bridging is considered.**

F) Likelihood for intervention to stop blowout

The likelihood of surface intervention to stop a blowout is based on some of the following equipment specific to potential MODU's to be contracted for this well. It is reasonable to assume that the sooner you are able to respond to the initial blowout, the better likelihood there is to control and contain the event due to reduced pressures at the wellhead, less exposure of well fluids to erode and compromise the well control equipment, and less exposure of hydrocarbons to the surface to safeguard personnel and equipment in an emergency situation. This equipment includes:

- Secondary Acoustic BOP Control System – typically fitted on DP MODU's presently operating in the GOM. This system has the ability to communicate and function specific BOP controls from the surface in the event of a failure of the primary umbilical control system. This system typically can establish BOP controls from the surface acoustic system package on the rig or by deploying a second acoustic package from a separate vessel of opportunity. This system may not be included on all MODU's such as 4th generation moored rigs. This system is typically configured to function the following:

    - Blind/shear ram close
    - Pipe ram close
    - LMRP disconnect

- ROV Intervention BOP Control System – includes one or more ROV intervention panels mounted on the subsea BOP's located on the seabed allows a ROV utilizing standard ROV stabs to access and function the specific BOP controls. These functions will be tested at the surface as part of the required BOP stump test and selectively at the seafloor to ensure proper functionality. These function include the following (at a minimum):

    - Blind/shear ram close
    - Pipe ram close
    - LMRP disconnect
    - WH disconnect

- Deadman / Autoshear function – typically fitted on DP MODU's and but to be on all MODU's operating in the GOM according to new requirements, this equipment allows for an automated pre-programmed sequence of functions to close the casing shear rams and the blind/shear rams in the event of an inadvertent or emergency disconnect of the LMRP or loss of both hydraulic and electrical supply from the surface control system.

In the event that the intervention systems for the subsea BOP's fail, LLOG will initiate call out of a secondary containment / surface intervention system supported by the Helix Well Containment Group (HWCG) of which LLOG is a member. This system incorporates a capping stack capable of being deployed from the back of a vessel of opportunity equipped with an ROV or from the Helix Q4000 DP MODU. Based on the potential integrity concerns of the well, a "cap and flow" system can be deployed which may include the Helix Producer 1 capable of handling up to 55,000 BOPD flowback. The vertical intervention work is contingent upon the condition of the blowing out well and what equipment is intact to access the wellbore for kill or containment operations. The available intervention equipment may also require modifications based on actual wellbore conditions. Standard

equipment is available through the Helix Deepwater Containment System to fit the wellhead and BOP stack profiles used for the drilling of the above mentioned well.

G) Availability of rig to drill relief well, rig constraints and timing of rigs

LLOG currently has two deepwater MODU's under contract (Sevan Louisiana – DP semi, and Seadrill West Neptune – DP drillship). In the event of a blowout scenario that does not involve loss or damage to the rig such as an inadvertent disconnect of the BOP's, then the existing contracted rig may be available for drilling the relief well and vertical intervention work. If the blowout scenario involves damage to the rig or loss of the BOP's and riser, a replacement rig or rigs will be required. LLOG is also a member of the Helix Well Containment Group which has the Helix Q4000 under contract for emergency intervention work such as an "Emergency Capping Stack" installation which for this well could include a quick response operation and installation of a capping stack which could be shut-in to control the well.

With the current activity level in the GOM, 30 to 40 deepwater MODU'S are potentially available to support the relief well drilling operations. Rig share and resource sharing agreements are in place between members of the Helix Well Containment Group. The ability to negotiate and contract an appropriate rig or rigs to drill relief wells is highly probable in a short period of time. If the rig or rigs are operating, the time to properly secure the well and mobe the rig to the relief well site location is estimated to be about 14 to 21 days. Dynamically positioned (DP) MODU's would be the preferred option due to the logistical advantage versus a moored MODU which may add complications due to the mooring spread.

VESSELS OF OPPORTUNITY

Based on the water depth restrictions for the proposed locations the following "Vessels of Opportunity" are presently available for utilization for intervention and containment and relief well operations. These may include service vessels and drilling rigs capable of working in the potential water depths and may include moored vessels and dynamically positioned vessels. The specific conditions of the intervention or relief well operations will dictate the "best fit" vessel to efficiently perform the desired results based on the blowout scenario. The list included below illustrates specific option that may vary according to the actual timing / availability at the time the vessels are needed.

OPERATION	SPECIFIC VESSEL OF OPPORTUNITY
Intervention and Containment	• Helix Q4000 (DP Semi) • Helix Producer 1 (DP FPU)
Relief Well Drilling Rigs	• Seadrill West Neptune (DP Drillship) • Sevan LA (DP Semi) • Ensco 8500 (DP Semi) • Ensco DS-4 (DP Drillship)
ROV / Multi-Purpose Service Vessels	• Oceaneering (numerous DP ROV vessels) • HOS Achiever, Iron Horse 1 and 2 (DP MPSV) • Helix Pipe Lay Vessel (equipped w/ 6" PL – 75,000') • Other ROV Vessels – (Chouest, HOS, Fugro, Subsea 7)
Shuttle Tanker / Barge Support	• OSG Ship Management

H) Measures taken to enhance ability to prevent blowout

Pursuant to BOEM-2010-034 Final Interim Rules, measures to enhance the ability to prevent or reduce the likelihood of a blowout are largely based on proper planning and communication,

identification of potential hazards, training and experience of personnel, use of good oil field practices and proper equipment that is properly maintained and inspected for executing drilling operations of the proposed well or wells to be drilled.

When planning and designing the well, ample time is spent analyzing offset data, performing any needed earth modeling and identifying any potential drilling hazards or well specific conditions to safeguard the safety of the crews when well construction operations are underway. Once the design criteria and well design is established, the well design is modeled for the lifecycle of the wellbore to ensure potential failure modes are eliminated. Pursuant to BOEM-2010-0034 Interim Final Rules implemented additional considerations of a minimum of 2 independent barriers for both internal and external flow paths in addition to proper positive and negative testing of the barriers.

The proper training of crew members and awareness to identify and handle well control event is the best way prevent a blowout incident. Contractor's personnel and service personnel training requirements are verified per regulatory requirements per guidelines issued in BOEM-2010-034 Interim Final Rules. Drills are performed frequently to verify crew training and improve reaction times.

Good communication between rig personnel, office support personnel is critical to the success of the operations. Pre-spud meetings are conducted with rig crews and service providers to discuss, inform and as needed improve operations and well plans for safety and efficiency considerations. Daily meetings are conducted to discuss planning and potential hazards to ensure state of preparedness and behavior is enforced to create an informed and safe culture for the operations. Any changes in the planning and initial wellbore design is incorporated and communicated in a Management of Change (MOC) process to ensure continuity for all personnel.

Use of established good oil field practices that safeguard crews and equipment are integrated to incorporate LLOG's, the contractor and service provider policies.

Additional personnel and equipment will be used as needed to elevate awareness and provide real time monitoring of well conditions while drilling such as MWD/LWD/PWD tools used in the bottom hole assemblies. The tool configuration for each open hole section varies to optimize information gathered including the use of Formation-Pressure-While-Drilling (FPWD) tools to establish real time formation pressures and to be used to calibrates pore pressure models while drilling. Log information and pressure data is used by the drilling engineers, geologist and pore pressure engineers to maintain well control and reduced potential events such as well control events and loss circulation events.

Mud loggers continuously monitor return drilling fluids, drill gas levels and cuttings as well as surface mud volumes and flow rates, rate of penetration and lithology/paleo to aid in understanding trends and geology being drilled. Remote monitoring of real time drilling parameters and evaluation of geologic markers and pore pressure indicators is used to identify potential well condition changes.

Proper equipment maintenance and inspection program for same to before the equipment is required. Programmed equipment inspections and maintenance will be performed to ensure the equipment operability and condition. Operations will cease as needed in order to ensure equipment and well conditions are maintained and controlled for the safety of personnel, rig and subsurface equipment and the environment.

I) Measures to conduct effective and early intervention in the event of a blowout

In conjunction with the LLOG Exploration's "Well Control Emergency Response Plan" and as required by NTL 2010-N06, the following is provided to demonstrate the potential time needed for performing

secondary intervention and drilling of a relief well to handle potential worst case discharge for the proposed prospect. Specific plans are integrated into the Helix Well Containment Groups procures to be approved and submitted with the Application for Permit to Drill. Equipment availability, backup equipment and adaptability to the potential scenarios will need to be addressed based on the initial site assessment of the seafloor conditions for intervention operations. Relief well equipment such as backup wellhead equipment and tubulars will be available in LLOG's inventory for immediate deployment as needed to address frilling the relief well(s).

SITE SPECIFIC PROPOSED RELIEF WELL AND INTERVENTION PLANNING

No platform was considered for drilling relief wells for this location due to location, water depth and lack of appropriate platform within the area. For this reason a moored or DP MODU will be preferred / required.

The surface location for a relief well(s) is a function of seabed bottom and shallow hazard conditions, current, wind direction and wellbore access. The relief well surface location for the MC 749 Well No. 001 could be drilled from an appropriately cleared-of-hazards surface location 1,500 ft to the east of the Well Site location.

RELIEF WELL RESPONSE TIME ESTIMATE

OPERATION	TIME ESTIMATE (DAYS)
IMMEDIATE RESPONSE • safeguard personnel, render first-aid • make initial notifications • implement short term intervention (if possible) • implement spill control • develop Initial Action Plan	1
INTERIM REPSONSE • establish Onsite Command Center and Emergency Management Team • assess well control issues • mobilize people and equipment (Helix DW Containment System) • implement short term intervention and containment (if possible) • develop Intervention Plan • initiate relief well planning • continue spill control measures	4
INTERVENTION AND CONTAIMENT OPERATIONS • mobilize equipment and initiate intervention and containment operations • perform TA operations and mobilize relief wells rig(s) • finalize relief well plans, mobilize spud equipment, receive approvals • continue spill control measures	14
RELIEF WELL(S) OPERATIONS • continue intervention and containment measures • continue spill control measures • drill relief well (s)	45
PERFORM HYDRAULIC KILL OPERATIONS / SECURE BLOWNOUT WELL • continue intervention and containment measures • continue spill control measures • perform hydraulic kill operations, monitor well, secure well	20

ESTIMATED TOTAL DAYS OF UNCONTROLLED FLOW	84
SECURE RELIELF WELL(S) / PERFORM P&A / TA OPERATIONS / DEMOBE	30
TOTAL DAYS	**114**

APPENDIX C
GEOLOGICAL AND GEOPHYSICAL INFORMATION
(30 CFR Part 550.214 and 550.244)

A. Geological Description

Included as ***Attachment C-1*** are the geological targets and a narrative of trapping features proposed in this Plan

B. Structure Contour Maps

Included as ***Attachment C-2*** are current structure maps (depth base and expressed in feet subsea) depicting the entire lease coverage area; drawn on top of the prospective hydrocarbon sands. The maps depict each proposed bottom hole location and applicable geological cross section.

C. Interpreted Seismic Lines

Included as ***Attachment C-3*** is a copy of the migrated and annotated (shot points, time lines, well paths) deep seismic line within 500 feet of the surface location being proposed in this Plan.

D. Geological Structure Cross-Sections

An interpreted geological cross section depicting the proposed well locations and depth of the proposed wells is included as ***Attachment C-4***. Such cross section corresponds to each seismic line being submitted.

E. Shallow Hazards Report

Shallow Hazards Assessment and Benthic Communities Evaluation, Mississippi Canyon Block 750, OCS-G 35832 Lease, Berger Geosciences, L.L.C. prepared for LLOG Exploration, November, 2016 submitted to BOEM on November 22, 2016.

F. Shallow Hazards Assessment

Utilizing the 3D deep seismic exploration data a shallow hazards analysis was prepared for the proposed surface locations, evaluating seafloor and subsurface geologic and manmade features and conditions, and is included as ***Attachment C-5.***

G. High Resolution Seismic Lines

LLOG provided exploration 3-D seismic data for the evaluation of the proposed surface disturbance operations. ***See Attachment C-6***

H. Stratigraphic Column

A generalized biostratigraphic/lithostratigraphic column from the seafloor to the total depth of the proposed wells is included as ***Attachment C-7.***

I. Time vs Depth Tables

LLOG has determined that there is existing sufficient well control data for the target areas proposed in this Plan; therefore, tables providing seismic time versus depth for the proposed well locations are not required.

Geological Description

Attachment C-1
(Proprietary Information)

Structure Maps

Attachment C-2
(Proprietary Information)

Deep Seismic Lines

Attachment C-3
(Proprietary Information)

Cross Section Maps

Attachment C-4
(Proprietary Information)

Shallow Hazards Assessment

Attachment C-5

Wellsite Discussion

Mississippi Canyon Area
Block 750
Gulf of Mexico

Table of Contents: Wellsite Discussion Page

List of Tables

List of Figures

List of Maps

Shallow Hazards Assessment for the Proposed Well

This section contains an assessment of the shallow hazards and a tophole prognosis for a proposed exploration well.

The seafloor benthic communities assessment considers surface conditions within the muds and cuttings discharge radius of 2,000-ft from the proposed well location. The archaeologic assessment considers surface conditions within 1,000-ft of the proposed well location. The wellsite assessment considers the conditions within a 500-ft radius from the seafloor to 7,000 ft below the mudline (BML; 2.467 s BML).

Maximum Anchor Radius Criteria

LLOG anticipates using a dynamically positioned mobile offshore drilling unit (MODU) in the Seafloor Assessment Area; therefore, no specific anchor pattern has been analyzed.

Tophole Prognosis Criteria

The following sections specify the criteria used to develop the tophole prognosis for the proposed well. The assessment is based on the evaluation of high-resolution geophysical data, 3-D seismic data, and comparison to regional stratigraphic units as available. The tophole assessment is restricted to this specific proposed well location.

Gas Hydrates. The base of the gas hydrate stability zone (BGHSZ) is calculated based on Maekawa et al. (1995) or an identifiable bottom-simulating reflector (BSR). The potential for solid gas hydrates was evaluated for this proposed well. The criteria include:

- Is water depth conducive for gas hydrate formation?
- What is the depth to the BGHSZ at the proposed well?
- Is a BSR present between the seafloor and BGHSZ?
- Is a BSR present within 500 ft of the proposed well?
- Does the proposed well intersect a BSR?
- Have gas hydrates been identified in the region of the proposed well?

HIGH	The wellsite conditions meet ALL of the above stated criteria, and correlates to an existing well that encountered gas hydrates.
MODERATE	The wellsite conditions meet SEVERAL of the above stated criteria. There is no direct evidence of gas hydrates at nearby wells.
LOW	The wellsite conditions meet SOME of the above stated criteria, and does not correlate to nearby wells.
NEGLIGIBLE	The wellsite conditions meet FEW to NONE of the above stated criteria, and there is no evidence of gas hydrates at nearby wells.

Shallow Gas. The potential for shallow gas was evaluated for this proposed well. The criteria used to evaluate this proposed well include:

- Does an anomalous amplitude event exist in proximity of the proposed well, and is there evidence for connectivity to the proposed wellbore?
- Is there supporting geophysical evidence for shallow gas associated with the anomalous amplitude?
- Is the anomalous amplitude within a sequence that may be sand-prone?
- Is there evidence of migration of fluid (including hydrocarbons) from depth, such as along a fault plane?
- Does the sequence correlate to other wells within the area that encountered shallow gas?
- Is the proposed well located in a frontier area with little or no offset well control?

HIGH	The amplitude event meets ALL of the above stated criteria, or correlates to an existing well that encountered shallow gas.
MODERATE	The amplitude event meets SEVERAL of the above stated criteria. There is no direct evidence of shallow gas from nearby wells.
LOW	The amplitude event meets SOME of the above stated criteria, and does not correlate to nearby wells.
NEGLIGIBLE	The amplitude event meets FEW to NONE of the above stated criteria, and there is no evidence of shallow gas from nearby wells.

Shallow Water Flow. The potential for shallow water flow (SWF) was assessed for this proposed well. The potential for SWF is based on the following criteria:

- Does the stratigraphic unit correlate to a regional sand-prone sequence?
- Is the area subject to high sedimentation rates and rapid overburden deposition?
- Is the sequence composed of high-amplitude, chaotic reflectors indicative of sand?
- Is there a potential seal (perhaps clay-prone) above the sand-prone sequence?
- Does the sequence correlate to other wells within the area that encountered SWF?
- Is the proposed well located in a frontier area with little or no offset well control?

HIGH	The stratigraphic unit meets ALL of the above stated criteria, or correlates to an existing well that encountered SWF.
MODERATE	The stratigraphic unit meets SEVERAL of the above stated criteria. There is no direct evidence of SWF from nearby wells.
LOW	The stratigraphic unit meets SOME of the above stated criteria, and does not correlate to nearby wells.
NEGLIGIBLE	The stratigraphic unit meets FEW to NONE of the above stated criteria, and there is no evidence of SWF from nearby wells.

Proposed Well MC 749-A

The following is a discussion of Proposed Well 749-A along with a twinned location Proposed Well MC 749-B. The surface location for MC 749-A is located in MC 750 and deviates to the west with the bottomhole location located in MC 749. Proposed Well MC 749-B is located 50 ft due east of Proposed Well MC 749-A with the same well path, and is intended to be used as an alternate drilling location. Seafloor and subsurface conditions at the twinned well are approximately equivalent.

The water depth at Proposed Well MC 749-A is 1,287 ft below sea level (BSL; Map W-1). The proposed well is within a relatively smooth seafloor that slopes to the northeast at about 1.3°. The proposed location provided by LLOG is as follows:

Table W-1. Location, block calls, and seismic lines for Proposed Well MC 749-A

NAD27 UTM Zone 16 North, US Survey ft		Geographic Coordinates	
X	**Y**	**Latitude**	**Longitude**
714,764.49	10,240,609.75	28° 11' 21.477" N	89° 52' 25.827" W
Block Calls		**3-D Seismic Line Reference**	
		Line	**Trace**
1,964.49’ FWL	7,870.25’ FNL	42190	8696

Twinned Location

Proposed Well MC 749-B is 50 ft due east from the Proposed Well MC 749-A, and no separate illustrations of the subsurface conditions was prepared. The proposed alternate drilling location is as follows:

Table W-2. Location and block calls for Proposed Twinned Well MC 749-B

NAD27 UTM Zone 16 North, US Survey ft		Geographic Coordinates	
X	**Y**	**Latitude**	**Longitude**
714,814.49	10,240,609.75	28° 11' 21.488" N	89° 52' 25.269" W
		Block Calls	
		2014.49’ FWL	7,870.25’ FNL

Power Spectrum Analysis

The power spectrum for the proposed well was derived through the use of IHS Kingdom Suite's Trace Calculator tools. For Proposed Well MC 749-A, the power spectrum was extracted from a subset that ranges from Inline 42109 to 42290 and Crossline 8596 to 8796, and is limited to the upper one second below the seafloor. The frequency content within the upper one second below the seafloor is of sufficient quality for shallow hazards analysis.

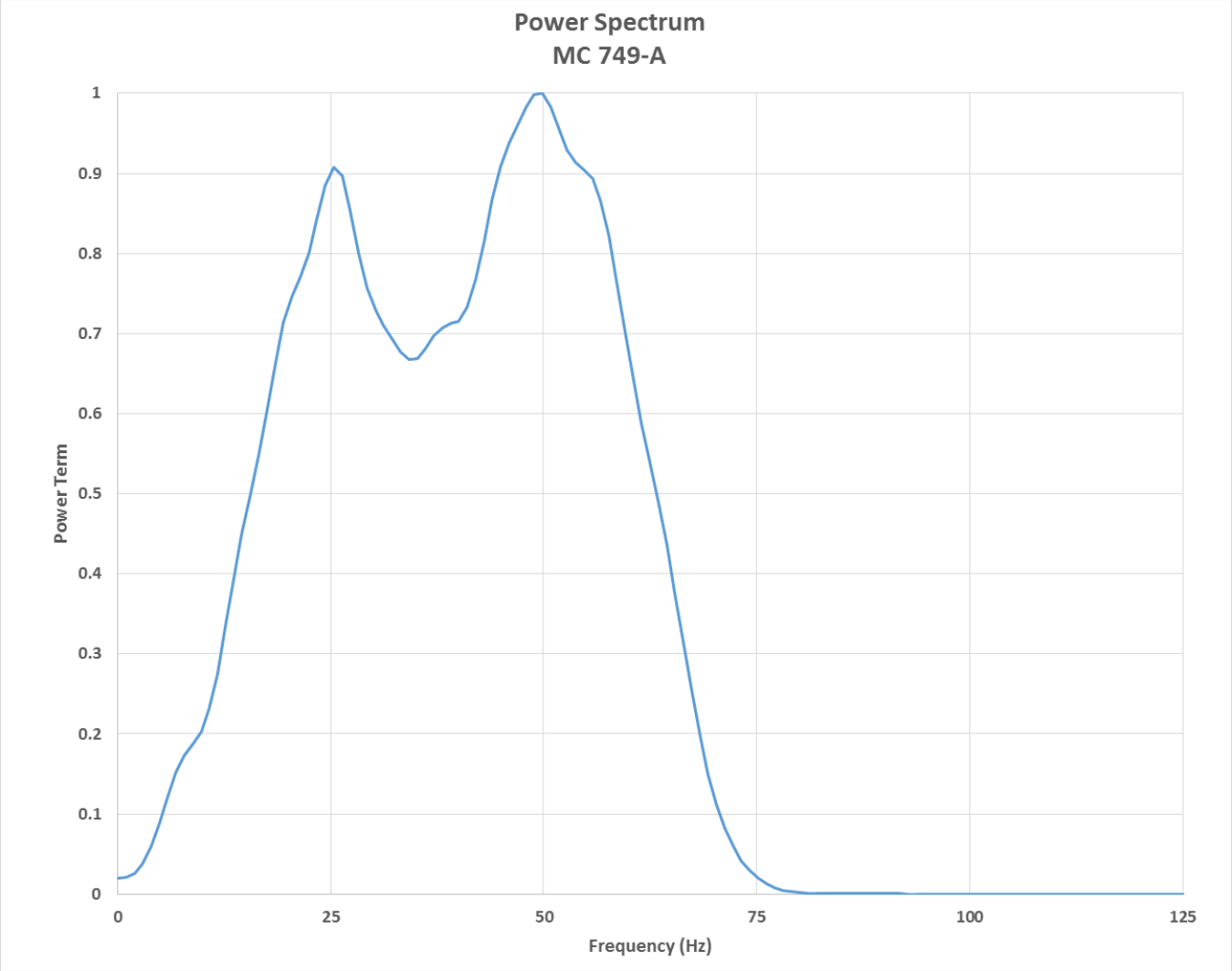


Figure W-1. Power spectrum at Proposed Well MC 749-A

Seafloor Conditions

The following paragraphs summarize the seafloor morphology, benthic potential, and archaeological potential at the proposed well location.

Seafloor Morphology. Proposed Well MC 749-A is located in the western portion of MC 749. Water depth near the proposed well ranges from 1,238 ft to 1,450 ft BSL (Map W-1). The seafloor at the proposed well location is smooth and featureless, and there are no seafloor faults identified within 2,000 ft of the proposed well location (Map W-1; Figure W-2).

There are no seafloor faults within 2,000 ft of the proposed well location.

Benthic Communities Assessment. There is no evidence of fluid migration to the seafloor within 2,000 ft of Proposed Well MC 749-A. There are no seafloor amplitude anomalies or signs of gas migration within 2,000 ft of the proposed well (Map 4; Figure W-3). There are no BSRs or other seismic indicators of gas hydrates within 2,000 ft of the proposed well.

Features or areas that could support high-density chemosynthetic or other benthic communities are not anticipated within 2,000 ft of Proposed Well MC 749-A.

Infrastructure. There is no existing infrastructure within the Seafloor Assessment Area. Within 2,000 ft of the proposed well a shipping fairway trends from north to south along the western edge of the muds and cuttings radius (Figure W-2). The closest infrastructure to the proposed well are two existing wells, G34909 #1 and #2, in MC 794, 2.7 and 3.3 miles to the south-southeast and southeast, respectively, of the proposed well location (Map 1)

No infrastructure is within 2,000 ft of the proposed well location; however, a shipping fairway trends north to south along the western edge of the muds and cuttings radius.

Archaeologic Assessment. All blocks in the Mississippi Canyon Protraction Area are regarded as being in a high probability zone for historic shipwrecks based on Bureau of Ocean Energy Management (BOEM) and Bureau of Safety and Environmental Enforcement (BSEE) NTL No. 2011-JOINT-G01 (BOEM/BSEE, 2011), including MC 749. Pursuant to the public information in the NOAA Automated Wreck and Obstruction Information System and Navigational Charts (NOAA, 2016); no shipwrecks are reported within MC 750. The required archaeological survey and report was completed by Oceaneering and will be submitted to LLOG under separate cover. For avoidances and sonar contacts please refer to the Oceaneering Archaeological Assessment.

For details about sonar contacts and avoidances within the Seafloor Assessment Area please refer to the Oceaneering Archaeological Assessment (2016).

Wellsite Assessment

The *wellsite assessment* covers the subsurface conditions within a 500-ft radius from the proposed well path from the seafloor to the investigation limit of 7,000 ft BML.

Stratigraphy and Tophole Prognosis. Five 3-D seismic marker horizons (Horizons 10, 30, 40, 50, and 60) were interpreted at Proposed Well MC 749-A (Figure W-4). A generalized description of the stratigraphic sequences can be found in Section 1.4 of this report. The following is an assessment of the conditions that will be encountered at or near the borehole.

Seafloor to Horizon 10. Utilizing the higher resolution subbottom profiler data the sequence between the seafloor and Horizon 10 consists of fine-grained hemipelagic clay drape and stratified clays with interbedded clay-dominated mass transport deposits overlying stratified silt and clays with interbedded clay-dominated mass transport deposits (Figures W-3 and W-4). Horizon 10 is expected to be encountered at 299 ft BML (Figures W-3 and W-4).

The base of the gas hydrate stability zone (BGHSZ) at this water depth is estimated to be 95 ft BML based on Maekawa et al. (1995).

This sequence is assessed as having a ***low*** potential for gas hydrates from the seafloor to the BGHSZ (95 ft BML), and a ***negligible*** potential for gas hydrates from the BGHSZ (95 ft BML) to Horizon 10 (299 ft BML; Figure W-4). There is a ***negligible*** potential for shallow gas and a ***negligible*** potential for SWF within this sequence (Figure W-4).

Horizon 10 to Horizon 30. The sequence between Horizon 10 and Horizon 30 contains three units. The upper unit is 261 ft thick at the proposed well location and consists of stratified silt- and clay-dominated mass transport deposits (Figure W-4). The middle unit is 883 ft thick at the proposed well location and consists of silt- and clay-dominated mass transport deposits with isolated sands. The lower unit is 367 ft thick at the proposed well location consisting of sand prone fan deposists (Figure W-4). Horizon 30 is expected to be encountered at 1,810 ft BML (Figure W-4).

There is a ***negligible*** potential for gas hydrates within this sequence. There is a ***negligible*** potential for shallow gas and SWF from Horizon 10 (299 ft BML) to the interface at 560 ft BML, and a ***low*** potential for shallow gas and SWF from the interface at 560 ft BML to Horizon 30 (1,810 ft BML; Figure W-4).

Horizon 30 to Horizon 40. The sequence between Horizon 30 and Horizon 40 contains two units. The upper unit is 913 ft thick at the proposed well location and consists of channelized silt- and clay-dominated mass transport deposits with interbedded sands (Figure W-4). The lower unit is 257 ft thick at the proposed well location and consists of stratified silts and clays. Horizon 40 is estimated to be encountered at 2,980 ft BML (Figure W-4).

There is a ***negligible*** potential for gas hydrates within this sequence. There is a ***low*** potential for shallow gas and SWF from Horizon 30 (1,810 ft BML) to the interface at 2,723 ft BML, and a ***negligible*** potential for shallow gas and SWF from interface at 2,723 ft BML to Horizon 40 (2,980 ft BML; Figure W-4).

Horizon 40 to Horizon 50. The sequence between Horizon 40 and Horizon 50 contains two units. The upper unit is 284 ft thick at the proposed well location and consists of silt- and clay-dominated mass transport deposits with isolated sands (Figure W-4). The lower unit is 806 ft thick at the proposed well location and consists of stratified silt- and clay-dominated mass transport deposits with isolated sands. Horizon 50 is estimated to be encountered at 4,070 ft BML (Figure W-4).

There is a ***negligible*** potential for gas hydrates, there is a ***low*** potential for shallow gas and a ***low*** potential for SWF within this sequence (Figure W-4).

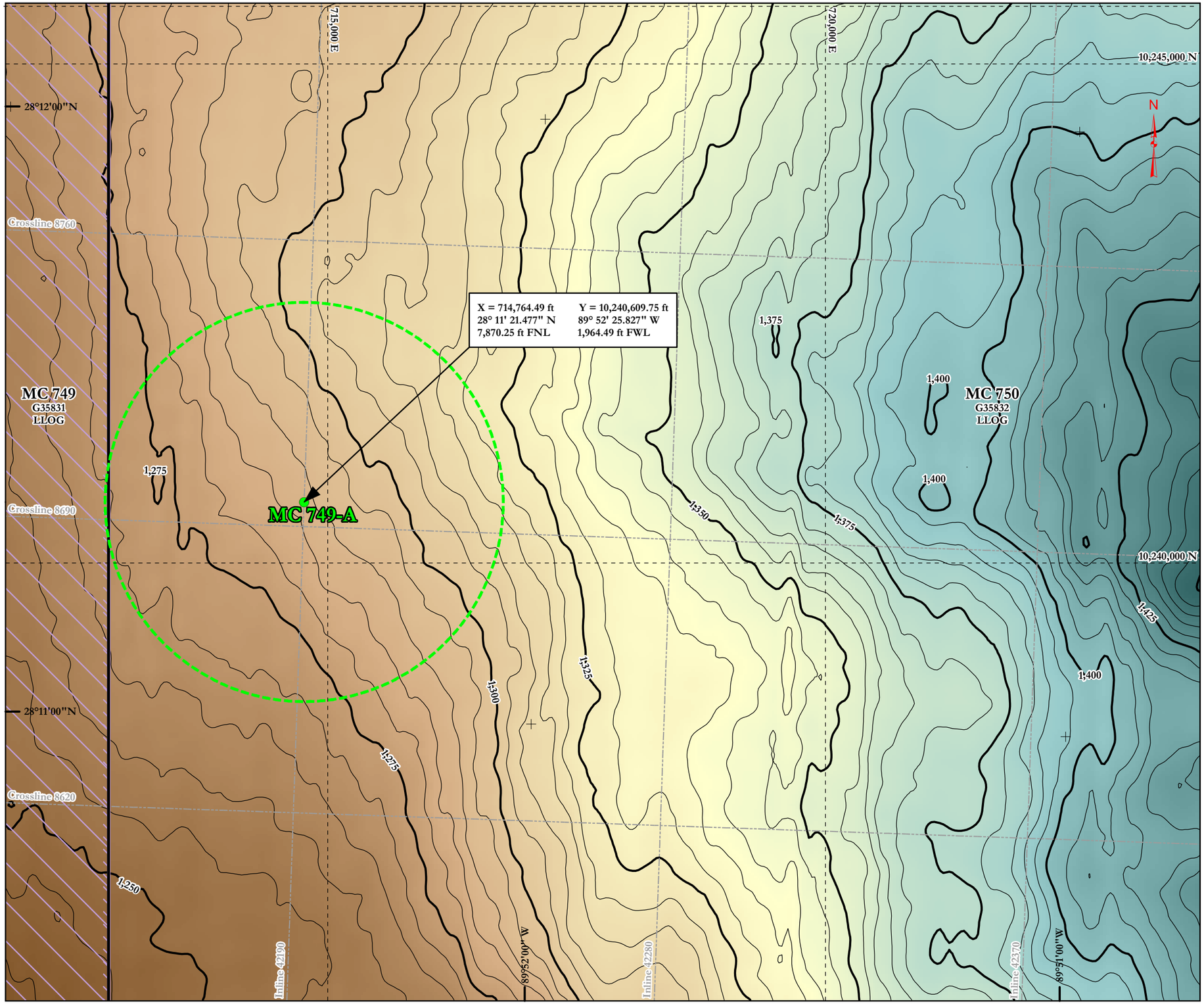
Horizon 50 to Horizon 60. The sequence between Horizon 50 and Horizon 60 consists of channelized silt- and clay-dominated mass transport deposits with interbedded sands (Figure W-4). This sequence is 2,757 ft thick at the proposed wellsite. Horizon 60 is expected to be encountered at 6,827 ft BML (Figure W-4).

There is a ***negligible*** potential for gas hydrates, a ***low*** potential for shallow gas, and a ***moderate*** potential for SWF within this sequence (Figure W-4).

Horizon 60 to Limit of Investigation (7,000 ft BML). The sequence between Horizon 60 and the limit of investigation (7,000 ft BML) consists of silt- and clay-dominated bedded turbidites (Figure W-4). This sequence is 173 ft thick at the proposed wellsite. The deviated proposed wellbore will intersect one buried fault at 6,730 ft BML within this sequence.

There is a ***negligible*** potential for gas hydrates, a ***low*** potential for shallow gas, and a ***low*** potential for SWF within this sequence (Figure W-4).

Subsurface Faults. The proposed vertical wellbore will intersect one buried fault at 6,730 ft BML (Figure W-4).



Legend

- Lat/Long Grid Point
- UTM Northing and Easting Grid Line
- 3-D Seismic Inline & Crossline
- Shipping Fairway
- Proposed Well
- 2,000-ft Radius
- 5-ft Water Depth Contour
- 25-ft Water Depth Contour

Water Depth
(Below Sea Level)

1,238 ft

1,450 ft

Grid Information:
Data Source: 3-D Seismic
Method: Kriging
Spacing: 30 ft
Search Radius: 200 ft

IMPORTANT NOTICE
This map is not intended for navigation purposes.
There is no reported infrastructure within the mapping area.
Public information obtained from BOEM database (November 2016).

Geodetic Datum: NAD27
Projection: UTM
Zone: 15N
Grid Units: U.S. Survey Feet

Interpretation By: Stephen Haney
Cartography: Sandra R. Milson
Project No.: 16-08-27
Date: November 2016

0 500 1,000 1,500 2,000

U.S.Survey Feet
Scale = 1:12,000

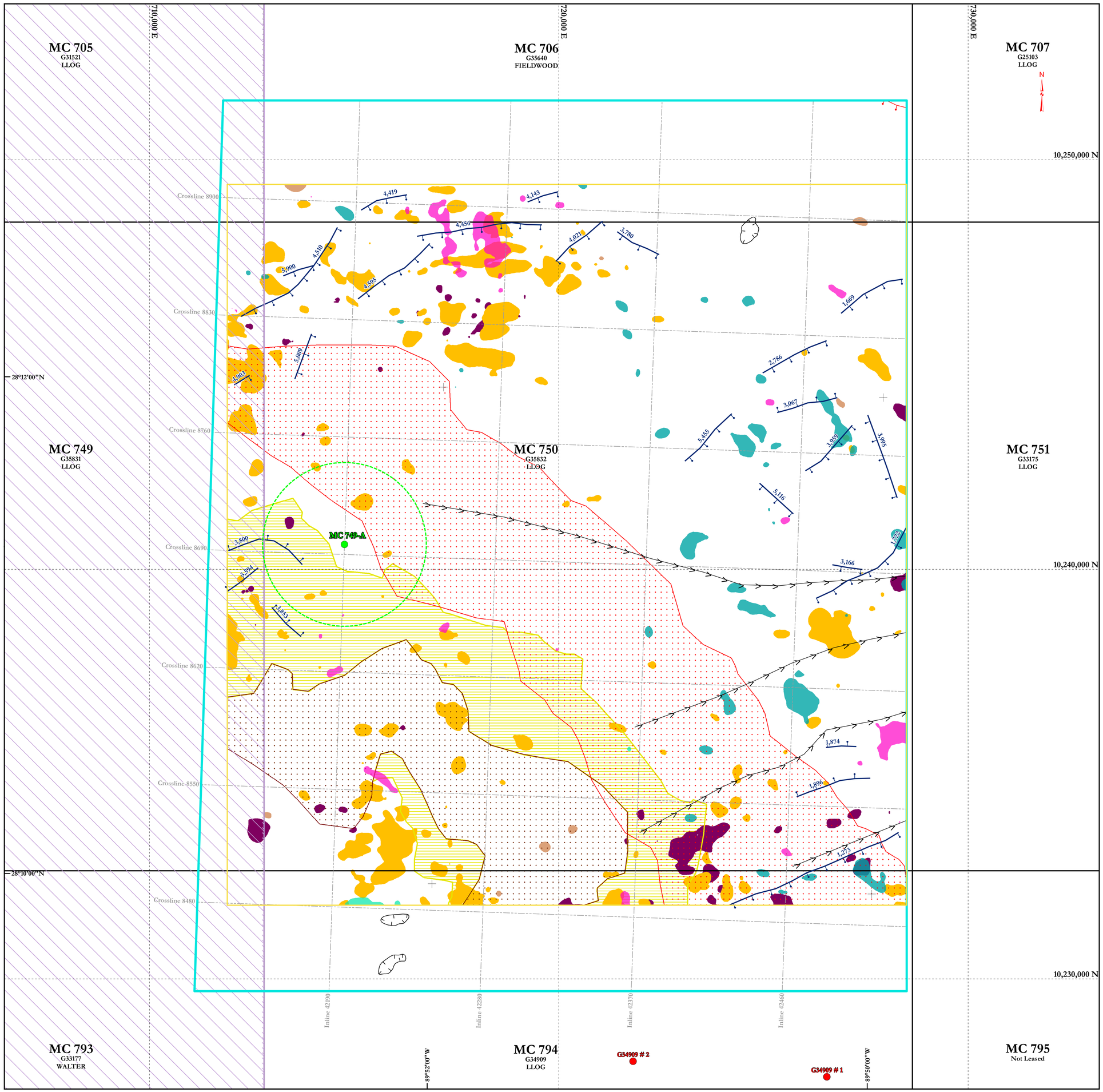
Cobalt International Energy

Block 750
Mississippi Canyon Area
Gulf of Mexico

Map W-1
Bathymetry
Proposed Well MC 749-A
Lease No. G35831

Map Prepared by:
Berger Geosciences, LLC.

B-geO



Legend

- Lat/Long Grid Point
- UTM Northing & Easting Grid Line
- 3-D Seismic Inline & Crossline
- Seafloor Assessment Area
- Subsurface Study Area
- Shipping Fairway
- Existing Well
- Proposed Well
- 2,000-ft Radius

Seafloor Features

- Seafloor Fault (Tics represent the downthrown side)
- Pockmark

Subsurface Features

- Top of Buried Faults with Shallowest Depth [BML] (Tics represent the downthrown side)
- Shallow Buried Channel
- Buried Channel Between Horizons 30 and 40
- Buried Channel Between Horizons 50 and 60
- Overbank Deposit Between Horizons 50 and 60

3-D Seismic Amplitude Anomalies

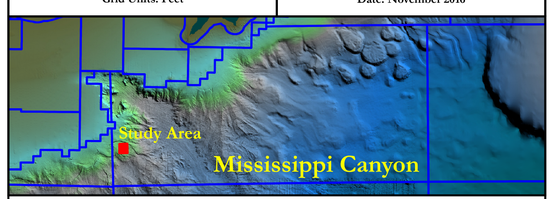
- Between Seafloor and Horizon 10
- Between Horizons 10 and 30
- Between Horizons 30 and 40
- Between Horizons 40 and 50
- Between Horizons 50 and 60
- Between Horizon 60 and Limit of Investigation

IMPORTANT NOTICE
This map is not intended for navigation purposes.
Public information obtained from BOEM database (November 2016).

0 500 1,000 2,000 3,000 4,000
U.S. Survey Feet
Scale = 1:12,000

Geodetic Datum: NAD27
Projection: UTM
Zone: 16N
Grid Units: Feet

Interpretation By: Stephen Haney
Cartography: Sandra R. Milson
Project No.: 16-08-27
Date: November 2016



LLOG exploration

Block 750
Mississippi Canyon Area
Gulf of Mexico

Map 4
Geologic Features

Map Prepared by:
Berger Geosciences, LLC.

B-geO

High Resolution Seismic Lines

Attachment C-6
(Proprietary Information)

Stratigraphic Column

Attachment C-7
(Proprietary Information)

APPENDIX D
HYDROGEN SULFIDE (H2S) INFORMATION
(30 CFR Part 250.215 and 250.245)

A. Concentration

LLOG does not anticipate encountering H2S while conducting the proposed exploratory operations provided for under this plan.

B. Classification

In accordance with 30 CFR 250.490 (c) and NTL No. 2009-G31 "Hydrogen Sulfide", LLOG requests that the proposed locations be classified H2S absent. The basis for this determination is the evaluation of LLOG's lease OCS-G 34909, Mississippi Canyon Block 794 #SS001 ST01 Well, 24,193' MD / 23,928' TVD.

C. H2S Contingency Plan

Not applicable for the proposed operations.

D. Modeling Report

Not applicable to the proposed operations.

APPENDIX E
BIOLOGICAL, PHYSICAL AND SOCIOECONOMIC INFORMATION
(30 CFR Part 550.216 and 550.247)

A. High-Density Deepwater Benthic Communities Information

There is no evidence of fluid migration to the seafloor within 2000' of proposed locations. There no seafloor amplitude anomalies or signs of gas migration within 2000' of proposed locations (Map 4; Figure W-3). There are no BSRs or other seismic indicators of gas hydrates within 2000' of the proposed locations.

Features or areas that could support high-density chemosynthetic or other benthic communities are not anticipated within 2000' of proposed locations.

B. Topographic Features Map

The activities proposed in this Plan are not affected by a topographic feature.

C. Topographic Features Statement (Shunting)

The activities proposed in this Plan are not affected by a topographic feature; therefore, LLOG is not required to shunt drill cuttings and drill fluids.

D. Live Bottoms (Pinnacle Trend) Map

Mississippi Canyon Block 750 is not located within the vicinity of a proposed live bottom (Pinnacle trend) area.

E. Live Bottoms (Low Relief) Map

Mississippi Canyon Block 750 is not located within the vicinity of a proposed live bottom (Low Relief) area.

F. Potentially Sensitive Biological Features Map

Mississippi Canyon Block 750 is not located within the vicinity of a proposed sensitive biological feature area.

G. Threatened or Endangered Species, Critical Habitat, and Marine Mammal Information.

Proposed activities in Mississippi Canyon Block 750 are not located in a critical habitat designated under ESA and marine mammals protected under the MMPA. In the event federally listed species become present on MC 750, LLOG will mitigate impact through compliance with NTL 2012-G01, G02 and NTL 2012 BSEE-G01. See ***Attachment E-1*** for a list of the NOAA Species known in the Gulf of Mexico.

H. Archaeological Report

Archaeological Assessment for OCS-G-35832, Mississippi Canyon Block 750. This survey was conducted for LLOG Exploration Offshore, Inc. by Oceaneering International, Inc., dated September 2016. The Archaeological Assessment was submitted to BOEM on October 25, 2016.

J. Air and Water Quality Information

Not applicable to proposed operations.

K. Socioeconomic Information

Not applicable to proposed operations.

MC 705
G31521
LLOG

MC 706
G35640
FIELDWOOD

MC 707
G25103
LLOG

MC 749
G35831
LLOG

MC 750
G35832
LLOG

MC 751
G33175
LLOG

MC 793
G33177
WALTER

MC 794
G34909
LLOG

MC 795
Not Leased

710,000 E
720,000 E
730,000 E
10,250,000 N
10,240,000 N
10,230,000 N
28°12'00"N
28°10'00"N
89°52'00"W
89°50'00"W
Crossline 8900
Crossline 8830
Crossline 8760
Crossline 8690
Crossline 8620
Crossline 8550
Crossline 8480
Inline 42190
Inline 42280
Inline 42370
Inline 42460

4,419
4,143
4,456
4,021
3,780
4,510
5,000
4,595
1,660
5,000
4,903
2,786
3,067
5,455
3,959
3,995
5,116
MC 749-A
3,800
3,894
13,853
1,222
3,166
1,874
1,896
1,273

G34909 # 2
G34909 # 1

Legend

- Lat/Long Grid Point
- UTM Northing & Easting Grid Line
- 3-D Seismic Inline & Crossline
- Seafloor Assessment Area
- Subsurface Study Area
- Shipping Fairway
- Existing Well
- Proposed Well
- 2,000-ft Radius

Seafloor Features

- Seafloor Fault (Tics represent the downthrown side)
- Pockmark

Subsurface Features

- Top of Buried Faults with Shallowest Depth [BML] (Tics represent the downthrown side)
- Shallow Buried Channel
- Buried Channel Between Horizons 30 and 40
- Buried Channel Between Horizons 50 and 60
- Overbank Deposit Between Horizons 50 and 60

3-D Seismic Amplitude Anomalies

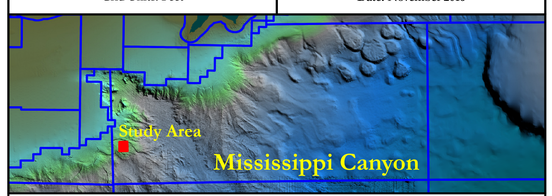
- Between Seafloor and Horizon 10
- Between Horizons 10 and 30
- Between Horizons 30 and 40
- Between Horizons 40 and 50
- Between Horizons 50 and 60
- Between Horizon 60 and Limit of Investigation

IMPORTANT NOTICE
This map is not intended for navigation purposes.
Public information obtained from BOEM database (November 2016).

0 500 1,000 2,000 3,000 4,000
U.S. Survey Feet
Scale = 1:12,000

Geodetic Datum: NAD27
Projection: UTM
Zone: 16N
Grid Units: Feet

Interpretation By: Stephen Haney
Cartography: Sandra R. Milson
Project No.: 16-08-27
Date: November 2016



LLOG exploration

Block 750
Mississippi Canyon Area
Gulf of Mexico

Map 4
Geologic Features

Map Prepared by:
Berger Geosciences, LLC.

B-geO

NOAA Species Known in GOM

Attachment E-1

NOAA FISHERIES
Southeast Region
Protected Resources Division

Gulf of Mexico's Threatened and Endangered Species

For more information on listed species please visit:
http://www.nmfs.noaa.gov/pr/species/esa/listed.htm
http://sero.nmfs.noaa.gov/protected_resources/index.html

Marine Mammal Species	Scientific Name	Status
fin whale	*Balaenoptera physalus*	Endangered
humpback whale	*Megaptera novaeangliae*	Endangered
sei whale	*Balaenoptera borealis*	Endangered
sperm whale	*Physeter macrocephalus*	Endangered
Sea Turtle Species		
green sea turtle	*Chelonia mydas*	Threatened[1]
hawksbill sea turtle	*Eretmochelys imbricata*	Endangered
Kemp's ridley sea turtle	*Lepidochelys kempii*	Endangered
leatherback sea turtle	*Dermochelys coriacea*	Endangered
loggerhead sea turtle	*Caretta caretta*	Threatened[2]
Fish Species		
Gulf sturgeon	*Acipenser oxyrinchus desotoi*	Threatened
smalltooth sawfish	*Pristis pectinata*	Endangered
Invertebrate Species		
lobed star coral	*Orbicella annularis*	Threatened
mountainous star coral	*Orbicella faveolata*	Threatened
boulder star coral	*Orbicella franksi*	Threatened
elkhorn coral	*Acropora palmata*	Threatened[3]

Critical Habitat Designations

For final rules, maps, and GIS data please visit:
http://sero.nmfs.noaa.gov/maps_gis_data/protected_resources/critical_habitat/index.html

Loggerhead sea turtle: There are 38 designated marine areas that occur throughout the Southeast Region.

Gulf sturgeon: There are 14 marine and estuarine units located in Northwest Florida, Alabama, Mississippi, and eastern Louisiana.

Smalltooth sawfish: There are two habitat units located in Charlotte Harbor and in the Ten Thousand Islands/Everglades, Florida.

[1] Florida's breeding population is listed as endangered.
[2] Northwest Atlantic distinct population segment.
[3] Colonies located at Flower Garden Banks National Marine Sanctuary.

APPENDIX F
WASTE AND DISCHARGE INFORMATION
(30 CFR PART 550.217 AND 550.248)

A. Projected Generated Wastes

See the following tables:

TABLE 1. Wastes you will generate, treat and downhole dispose or discharge to the GOM

TABLE 2. Wastes you will transport and /or dispose of onshore

B. Modeling

Not applicable. Proposed activities will be covered by U.S. EPA NPDES General Permit.

TABLE 1. WASTES YOU WILL GENERATE, TREAT AND DOWNHOLE DISPOSE OR DISCHARGE TO THE GOM
please specify if the amount reported is a total or per well amount

MC 749/750 Projected generated waste			Projected ocean discharges		Projected Downhole
Type of Waste	**Composition**	**Projected Amount**	**Discharge rate**	**Discharge Method**	**Answer yes or no**
Will drilling occur ? If yes, fill in the muds and cuttings.					
EXAMPLE: Cuttings wetted with synthetic based fluid	*Cuttings generated while using synthetic based drilling fluid.*	*X bbl/well*	*X bbl/day/well*	*discharge overboard*	*No*
Water-based drilling fluid	Water based mud additives, barite and gel used for WBM	84,668 bbls/well	7,408 bbls/day/well	Discharge overboard	No
Cuttings wetted with water-based fluid	Cuttings generated while using water based drilling fluid.	4,668 bbls/well	408 bbls/day/well	Discharge overboard	No
Cuttings wetted with synthetic-based fluid	Cuttings generated while using synthetic based drilling fluid.	8,349 bbls/well	135 bbls/day/well	Discharge overboard	No
Will humans be there? If yes, expect conventional waste					
EXAMPLE: Sanitary waste water	Sanitary waste from living quarters	X bbl/well	X bbl/hr/well	chlorinate and discharge overboard	No
Domestic waste	Misc waste for living quarters	25,650 bbls/well	4.0 bbls/hr/well	Discharge overboard (no free oil)	No
Sanitary waste	Processed sanitary waste from living quarters	17,100 bbls/well	2.7 bbls/hr/well	Chlorinate and discharge overboard	No
Is there a deck? If yes, there will be Deck Drainage					
Deck Drainage	Accumulated drainage due to rainfall	0 to 47,261 bbls/well	0 to 167 bbls/hr/well	Test for oil and grease and discharge overboard	No
Will you conduct well treatment, completion, or workover?					
Well treatment fluids	KCL frac fluid containing: 330.7 bbls fresh water, KCL salt, 0.024 bbls Tetrakis (hydroxymethyl) phosphonium sulfate (biocide), 0.143 bbls cationic polymer (non-emulsifier), 0.071 bbls ethoxylated nonionic surfactant (surface tension reducer), 0.069 bbls ammonium persulphate (breaker), 0.167 bbls potassium carbonate (buffer), 0.190 bbls borate (crosslinking agent), 0.071 bbls quaternary ammonium compound (clay stabilization), 0.143 bbls hemicellulase enzyme (breaker), 0.81 bbls non-hazardous components (fines control)	333 bbls/well	20 bbls/hr/well	Test for oil and grease and discharge overboard.	No
Well completion fluids	Non-pollutant clear brines used for completion operations (NaCl, KCl, CaBr2, CaCl2)	500 bbls/well	100 bbls/hr/well	Test for oil and grease and discharge overboard	No
Workover fluids	NA	NA	NA	NA	No
Miscellaneous discharges. If yes, only fill in those associated with your activity.					
Desalinization unit discharge	Uncontaminated spent seawater used for potable water generation unit	0 to 100,000 bbls/well	60 bbls/hr/well	Discharge overboard	No
Blowout prevent fluid	Treated freshwater used control of subsea blowout preventers	0 to 100 bbls/well	5 bbls/hr/well	Discharge at seafloor	No
Ballast water	Uncontaminated seawater used for ballast control	0 to 100,000 bbls/well	16,350 bbls/hr/well	Discharge overboard	No
Bilge water	NA	NA	NA	NA	NA
Excess cement at seafloor	Excess cement slurry and mixwater used for cementing operation - NPDES allowed	300 bbls/well	360 bbls/hr/well	Discharge at mudline	No
Fire water	Uncontaminated seawater used for fire control system	0 to 10,000 bbls/well	16,350 bbls/hr/well	Discharge overboard	No
Cooling water	Uncontaminated seawater used for heat exchanger operations used to cool machinery	0 to 400,000 bbls/well	120 bbls/hr/well	Discharge overboard	No
Will you produce hydrocarbons? If yes fill in for produced water.					
Produced water	NA	NA	NA	NA	NA
Will you be covered by an individual or general NPDES permit ?		**General NPDES**	GMG 290000		
			Comply with the requirements of the NPDES permit.		

NOTE: If you will not have a type of waste, enter NA in the row.

TABLE 2. WASTES YOU WILL TRANSPORT AND /OR DISPOSE OF ONSHORE

Please specify whatever the amount reported is a total or per well

MC 749/750	Projected generated waste	Solid and Liquid Wastes Transportation	Waste Disposal		
Type of Waste	**Composition**	**Transport Method**	**Name/Location of Facility**	**Amount**	**Disposal Method**
			Newport Environmental Services Inc., Ingleside, TX	*X bbl/well*	*Recycled*
Oil-based drilling fluid or mud	NA	NA	NA	NA	NA
Synthetic-based drilling fluid or mud	Internal olefin, ester nbased mud	Barged in 25 bbls cutting boxes and / or liquid mud tanks for supply vessels	Newpark Transfer Station, Fourchon, LA	6750 bbls / well	Recycled
Cuttings wetted with Water-based fluid	NA	NA	NA	NA	NA
Cuttings wetted with Synthetic-based fluid	NA	NA	NA	NA	NA
Cuttings wetted with oil-based fluids	NA	NA	NA	NA	NA
Will you produce hydrocarbons? If yes fill in for produced sand.					
Produced sand	NA	NA	NA	NA	NA
Will you have additional wastes that are not permitted for discharge? If					
EXAMPLE: trash and debris (recylables)	*Plastic, paper, aluminum*	*barged in a storage bin*	*ARC, New Iberia, LA*	*X lb/well*	*Recycled*
Trash and debris	Plastic, paper, aluminum	Barged in a storage bin	Blanchard Landfill, Golden Meadows, LA	4000 lbs / well	Recycled
Used oil	Spent oil from machinery	Barged in USCG approved transfer tote tanks.	L&L Services, Fourchon, LA	200 bbls / well	Recycled
Wash water	Wash water w/ SBM residue and surfactants	Barged in 25 bbls cutting boxes and / or liquid mud tanks for supply vessels	Newpark Transfer Station, Fourchon, LA	2000 bbls / well	Approved disposal well injection or land farm
Chemical product wastes	Spent treatment and / or damaged chemicals used in operations	Barged in 25 bbls cutting boxes and / or cutting boxes	L&L Services, Fourchon, LA	10 bbls / well	Recycled
Completion fluids	Brine, brines containing Zinc, spent acid (hydrofluoric & hydrochloric), prop sand, debris	Barged in 25 bbls cutting boxes and / or cutting boxes	Newpark Transfer Station, Fourchon, LA	500 bbls / well	Approved disposal well injection or land farm
Chemical product wastes (well treatment fluids)	Ethylene glycol, methanol	Barged in 25 bbls cutting boxes and / or cutting boxes	Newpark Transfer Station, Fourchon, LA	500 bbls / well	Approved disposal well injection or land farm

NOTE: If you will not have a type of waste, enter NA in the row.

APPENDIX G
AIR EMISSIONS INFORMATION
(30 CFR PART 550.218AND 550.249)

A. Emissions Worksheets and Screening Questions

The Projected Quality Emissions Report (Form MMS-138) addresses the proposed drilling, completion and potential testing operations utilizing a typical DP semi-submersible drilling unit or a drillship, with related support vessels and construction barge information. As evidenced by ***Attachment G-1,*** the worksheets were completed based on the proposed flaring and burning operations. The Complex Total Emissions are the same as the Plan Emissions; therefore, only one worksheet for each type of rig is being submitted.

Screening Questions for EP's	***Yes***	***No***
Is any calculated Complete Total (CT) Emission amount (in tons associated with your proposed exploration activities more than 90% of the amounts calculated using the following formulas: CT = 3400D(2/3) for CO, and CT = 33.3D for the other air pollutants (where D = distance to shore in miles)?		X
Does your emission calculations include any emission reduction measures or modified emission factors?	X	
Are your proposed exploration activities located east of 87.5 degrees W longitude?		X
Do you expect to encounter H2S at concentrations greater than 20 parts per million (ppm)?		X
Do you propose to flare or vent natural gas for more than 48 continuous hours from any proposed well?		X
Do you propose to burn produced hydrocarbon liquids?		X

B. Emissions Reduction Measures

The projected air emissions are within the exemption level; therefore, no emission reduction measures are being proposed.

C. Verification of Nondefault Emissions Factors

LLOG has elected to use the default emission factors as provided in ***Attachment G-1.***

D. Non-Exempt Activities

The proposed activities are within the exemption amount as provided in ***Attachment G-1.***

E. Modeling Report

This section of the Plan is not applicable to the proposed operations.

Air Quality Emissions Report

Attachment G-1

OMB Control No. 1010-0151
OMB Approval Expires: 12/31/2014

EXPLORATION PLAN (EP)
AIR QUALITY SCREENING CHECKLIST

COMPANY	LLOG Exploration Offshore, L.L.C.
AREA	Mississippi Canyon
BLOCK	749/750
LEASE	OCS-G-35831/OCS-G-35832 Lease
PLATFORM	N/A
WELL	MC 749Well No. 001 (Location "A & B - Surface MC 750
COMPANY CONTACT	Nelda Runyon, Regulatory Specialist
TELEPHONE NO.	985-801-4300
REMARKS	DP Semisubmersible - See Attached Fuel Logs

Total fuel usage July 1, 2016 thur Oct. 22, 2016 = 1,429,278 gallons divided by 114 days + 10% = 13,791 gal/day

EMISSIONS FACTORS

Fuel Usage Conversion Factors	Natural Gas Turbines		Natural Gas Engines		Diesel Recip. Engine		REF.	DATE
	SCF/hp-hr	9.524	SCF/hp-hr	7.143	GAL/hp-hr	0.0483	AP42 3.2-1	4/76 & 8/84

Equipment/Emission Factors	units	PM	SOx	NOx	VOC	CO	REF.	DATE
NG Turbines	gms/hp-hr		0.00247	1.3	0.01	0.83	AP42 3.2-1& 3.1-1	10/96
NG 2-cycle lean	gms/hp-hr		0.00185	10.9	0.43	1.5	AP42 3.2-1	10/96
NG 4-cycle lean	gms/hp-hr		0.00185	11.8	0.72	1.6	AP42 3.2-1	10/96
NG 4-cycle rich	gms/hp-hr		0.00185	10	0.14	8.6	AP42 3.2-1	10/96
Diesel Recip. < 600 hp.	gms/hp-hr	1	1.468	14	1.12	3.03	AP42 3.3-1	10/96
Diesel Recip. > 600 hp.	gms/hp-hr	0.32	1.468	11	0.33	2.4	AP42 3.4-1	10/96
Diesel Boiler	lbs/bbl	0.084	2.42	0.84	0.008	0.21	AP42 1.3-12,14	9/98
NG Heaters/Boilers/Burners	lbs/mmscf	7.6	0.593	100	5.5	84	P42 1.4-1, 14-2, & 14	7/98
NG Flares	lbs/mmscf		0.593	71.4	60.3	388.5	AP42 11.5-1	9/91
Liquid Flaring	lbs/bbl	0.42	6.83	2	0.01	0.21	AP42 1.3-1 & 1.3-3	9/98
Tank Vapors	lbs/bbl				0.03		E&P Forum	1/93
Fugitives	lbs/hr/comp.				0.0005		API Study	12/93
Glycol Dehydrator Vent	lbs/mmscf				6.6		La. DEQ	1991
Gas Venting	lbs/scf				0.0034			

Sulphur Content Source	Value	Units
Fuel Gas	3.33	ppm
Diesel Fuel	0.4	% weight
Produced Gas(Flares)	3.33	ppm
Produced Oil (Liquid Flaring)	1	% weight

EMISSIONS CALCULATIONS 1ST YEAR

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL		CONTACT	PHONE	REMARKS
LLOG Exploration Offsho	Mississippi Canyon	749/750	OCS-G-35831/(	N/A	MC 749Well No. 001 (Location "A.C") - Surf		Nelda Runyon, Regulatory Spec	985-801-4300	

OPERATIONS	EQUIPMENT	RATING	MAX. FUEL	ACT. FUEL	RUN TIME		MAXIMUM POUNDS PER HOUR					ESTIMATED TONS				
	Diesel Engines	**HP**	**GAL/HR**	**GAL/D**												
	Nat. Gas Engines	**HP**	**SCF/HR**	**SCF/D**												
	Burners	**MMBTU/HR**	**SCF/HR**	**SCF/D**	**HR/D**	**DAYS**	**PM**	**SOx**	**NOx**	**VOC**	**CO**	**PM**	**SOx**	**NOx**	**VOC**	**CO**
DRILLING	PRIME MOVER>600hp diesel	56322	2720.3526	13721.00	24	176	39.70	182.12	1364.63	40.94	297.74	17.62	80.83	605.70	18.17	132.15
DP Semisubmersible	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	BURNER diesel	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	AUXILIARY EQUIP<600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	7200	347.76	8346.24	12	75	5.07	23.28	174.45	5.23	38.06	2.28	10.48	78.50	2.36	17.13
	VESSELS>600hp diesel(supply)	7200	347.76	8346.24	12	151	5.07	23.28	174.45	5.23	38.06	4.60	21.09	158.05	4.74	34.48
	VESSELS>600hp diesel(tugs)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FACILITY	DERRICK BARGE diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
INSTALLATION	MATERIAL TUG diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(supply)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	MISC.	**BPD**	**SCF/HR**	**COUNT**												
	TANK-	0			0	0				0.00					0.00	
DRILLING	OIL BURN	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
WELL TEST	GAS FLARE		0		0	0		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00
2017	**YEAR TOTAL**						**49.85**	**228.68**	**1713.53**	**51.41**	**373.86**	**24.50**	**112.40**	**842.25**	**25.27**	**183.76**
EXEMPTION CALCULATION	**DISTANCE FROM LAND IN MILES**											**1931.40**	**1931.40**	**1931.40**	**1931.40**	**50944.53**
	58.0															

EMISSIONS CALCULATIONS 2ND YEAR

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL		CONTACT	PHONE	REMARKS
LLOG Exploration Offshore	Mississippi Canyon	749/750	OCS-G-35831/(	N/A	MC 749Well No. 001 (Location "A.C") - Surface M		Nelda Runyon, Regulatory Speci	985-801-4300	

OPERATIONS	EQUIPMENT	RATING	MAX. FUEL	ACT. FUEL	RUN TIME		MAXIMUM POUNDS PER HOUR					ESTIMATED TONS				
	Diesel Engines	HP	GAL/HR	GAL/D												
	Nat. Gas Engines	HP	SCF/HR	SCF/D												
	Burners	MMBTU/HR	SCF/HR	SCF/D	HR/D	DAYS	PM	SOx	NOx	VOC	CO	PM	SOx	NOx	VOC	CO
DRILLING	PRIME MOVER>600hp diesel	56322	2720.3526	13721.00	24.00	90.00	39.70	182.12	1364.63	40.94	297.74	9.01	41.34	309.73	9.29	67.58
DP Semisubmersible	PRIME MOVER>600hp diesel	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	BURNER diesel	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	AUXILIARY EQUIP<600hp diesel	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	7200	347.76	8346.24	12.00	39.00	5.07	23.28	174.45	5.23	38.06	1.19	5.45	40.82	1.22	8.91
	VESSELS>600hp diesel(supply)	7200	347.76	8346.24	12.00	77.00	5.07	23.28	174.45	5.23	38.06	2.34	10.76	80.60	2.42	17.58
	VESSELS>600hp diesel(tugs)	0	0	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FACILITY	DERRICK BARGE diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
INSTALLATION	MATERIAL TUG diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(supply)	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	MISC.	**BPD**	**SCF/HR**	**COUNT**												
	TANK-	0			0	0				0.00					0.00	
DRILLING	OIL BURN	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
WELL TEST	GAS FLARE		0		0	0		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00
2018	**YEAR TOTAL**						**49.85**	**228.68**	**1713.53**	**51.41**	**373.86**	**12.54**	**57.54**	**431.15**	**12.93**	**94.07**
EXEMPTION CALCULATION	**DISTANCE FROM LAND IN MILES**											**1931.40**	**1931.40**	**1931.40**	**1931.40**	**50944.53**
	58.0															

EMISSIONS CALCULATIONS 3RD YEAR

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL		CONTACT	PHONE	REMARKS
LLOG Exploration Offsho	Mississippi Canyon	749/750	OCS-G-35831/(	N/A	MC 749Well No. 001 (Location "A.C") - Surface M		Nelda Runyon, Regulatory Speci	985-801-4300	

OPERATIONS	EQUIPMENT	RATING	MAX. FUEL	ACT. FUEL	RUN TIME		MAXIMUM POUNDS PER HOUR					ESTIMATED TONS				
	Diesel Engines	HP	GAL/HR	GAL/D												
	Nat. Gas Engines	HP	SCF/HR	SCF/D												
	Burners	MMBTU/HR	SCF/HR	SCF/D	HR/D	DAYS	PM	SOx	NOx	VOC	CO	PM	SOx	NOx	VOC	CO
DRILLING	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	BURNER diesel	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	AUXILIARY EQUIP<600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(supply)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(tugs)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FACILITY INSTALLATION	DERRICK BARGE diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	MATERIAL TUG diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(supply)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	MISC.	BPD	SCF/HR	COUNT												
	TANK-	0			0	0				0.00					0.00	
DRILLING WELL TEST	OIL BURN	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	GAS FLARE		0		0	0		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00
2019	YEAR TOTAL						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EXEMPTION CALCULATION	DISTANCE FROM LAND IN MILES 0.0											0.00	0.00	0.00	0.00	0.00

EMISSIONS CALCULATIONS 4TH YEAR

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL		CONTACT	PHONE	REMARKS
LLOG Exploration Offsho	Mississippi Canyon	749/750	OCS-G-35831/(	N/A	MC 749Well No. 001 (Location "A.C") - Surface M		Nelda Runyon, Regulatory Speci	985-801-4300	

OPERATIONS	**EQUIPMENT**	**RATING**	**MAX. FUEL**	**ACT. FUEL**	**RUN TIME**		**MAXIMUM POUNDS PER HOUR**					**ESTIMATED TONS**				
	Diesel Engines	**HP**	**GAL/HR**	**GAL/D**												
	Nat. Gas Engines	**HP**	**SCF/HR**	**SCF/D**												
	Burners	**MMBTU/HR**	**SCF/HR**	**SCF/D**	**HR/D**	**DAYS**	**PM**	**SOx**	**NOx**	**VOC**	**CO**	**PM**	**SOx**	**NOx**	**VOC**	**CO**
DRILLING	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	BURNER diesel	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	AUXILIARY EQUIP<600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(supply)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(tugs)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FACILITY INSTALLATION	DERRICK BARGE diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	MATERIAL TUG diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(supply)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	MISC.	**BPD**	**SCF/HR**	**COUNT**												
	TANK-	0			0	0				0.00					0.00	
DRILLING WELL TEST	OIL BURN	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	GAS FLARE		0		0	0		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00
2020	**YEAR TOTAL**						**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
EXEMPTION CALCULATION	**DISTANCE FROM LAND IN MILES**											**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
	0.0															

EMISSIONS CALCULATIONS 5TH YEAR

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL		CONTACT	PHONE	REMARKS
LLOG Exploration Offsho	Mississippi Canyon	749/750	OCS-G-35831/(	N/A	MC 749Well No. 001 (Location "A.C") - Surface M		Nelda Runyon, Regulatory Speci	985-801-4300	

OPERATIONS	EQUIPMENT	RATING	MAX. FUEL	ACT. FUEL	RUN TIME		MAXIMUM POUNDS PER HOUR					ESTIMATED TONS				
	Diesel Engines	HP	GAL/HR	GAL/D												
	Nat. Gas Engines	HP	SCF/HR	SCF/D												
	Burners	MMBTU/HR	SCF/HR	SCF/D	HR/D	DAYS	PM	SOx	NOx	VOC	CO	PM	SOx	NOx	VOC	CO
DRILLING	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	BURNER diesel	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	AUXILIARY EQUIP<600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(supply)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(tugs)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FACILITY INSTALLATION	DERRICK BARGE diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	MATERIAL TUG diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(supply)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	MISC.	BPD	SCF/HR	COUNT												
	TANK-	0			0	0				0.00					0.00	
DRILLING WELL TEST	OIL BURN	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	GAS FLARE		0		0	0		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00
2021	**YEAR TOTAL**						**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
EXEMPTION CALCULATION	**DISTANCE FROM LAND IN MILES**											**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
	0.0															

SUMMARY

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL
LLOG Exploratio	Mississippi Canyon	749/750	OCS-G-35831/OCS-G	N/A	MC 749 A & B

Year	Emitted Substance				
	PM	SOx	NOx	VOC	CO
2017	24.50	112.40	842.25	25.27	183.76
2018	12.54	57.54	431.15	12.93	94.07
2019	0.00	0.00	0.00	0.00	0.00
2020	0.00	0.00	0.00	0.00	0.00
2021	0.00	0.00	0.00	0.00	0.00
2022	0.00	0.00	0.00	0.00	0.00
2023	0.00	0.00	0.00	0.00	0.00
2024	0.00	0.00	0.00	0.00	0.00
2025	0.00	0.00	0.00	0.00	0.00
2026	0.00	0.00	0.00	0.00	0.00
Allowable	1931.40	1931.40	1931.40	1931.40	50944.53

Fuel Logs for Sevan Louisiana – DP Semisubmersible

July, August, September, October 2016

	Sevan Louisiana						
Date	Fuel on Rig	Fuel Used	Fuel Received	Fuel on Rig	Fuel Used	Fuel Received	Correct
	BCO Report	BCO Report	BCO Report	Drilling Rpt	Drilling Rpt	Drilling Rpt	Yes / No
7/1/2016	976108	5812		976108	5812		Yes
7/2/2016	957880	18228		957880	18228		Yes
7/3/2016	947049	10831		947049	10831		Yes
7/4/2016	935690	11359		935690	11359		Yes
7/5/2016	926444	9246		926444	9246		Yes
7/6/2016	914292	12152		914292	12152		Yes
7/7/2016	901084	13209		901084	13208		No - 1
7/8/2016	884177	16907		884177	16907		Yes
7/9/2016	919840	15586	51249	919840	15586	51249	Yes
7/10/2016	911122	8718		911122	8718		Yes
7/11/2016	1024980	16114	129972	1024980	16114	129972	Yes
7/12/2016	1011507	13473		1011507	13473		Yes
7/13/2016	994072	17435		994072	17435		Yes
7/14/2016	983505	10567		983505	10567		Yes
7/15/2016	971881	11623		971881	11623		No +1
7/16/2016	953918	17964		953918	17964		No -1
7/17/2016	937275	16643		937275	16643		Yes
7/18/2016	925123	12152		925123	12152		Yes
7/19/2016	911387	13737		911387	13737		No +1
7/20/2016	902669	8718		902669	8718		Yes
7/21/2016	888404	14265		888404	14265		Yes
7/22/2016	868063	20341		868063	20341		Yes
7/23/2016	853533	14529		853533	14529		Yes
7/24/2016	840589	12944		840589	12944		Yes
7/25/2016	829230	11359		829230	11359		Yes
7/26/2016	943879	14001	128651	943879	14001	128651	No +1
7/27/2016	929350	14529		929650	14529		No BCO -300
7/28/2016	914292	15058		914292	15358		No RPT +300

7/29/2016	903461	10831		903461	10831		Yes
7/30/2016	1028414	11888	136840	1028414	11888	136840	No -1
7/31/2016	1015205	13209		1015205	13209		Yes
Date	Fuel on Rig	Fuel Used	Fuel Received	Fuel on Rig	Fuel Used	Fuel Received	Correct
	BCO Report	BCO Report	BCO Report	Drilling Rpt	Drilling Rpt	Drilling Rpt	Yes / No
8/1/2016	1002789	12416		1002789	12416		Yes
8/2/2016	988788	14001		988788	14001		Yes
8/3/2016	973995	14793		973995	14793		Yes
8/4/2016	959201	14794		959201	14794		Yes
8/5/2016	947314	11888		947314	11887		No-1
8/6/2016	936483	10831		936483	10831		Yes
8/7/2016	1064077	10723	138317	1064077	10723		Yes
8/8/2016	1049019	15058		1049019	15058		Yes
8/9/2016	1033433	15586		1033433	15586		Yes
8/10/2016	1018375	15058		1018375	15058		Yes
8/11/2016	1001468	16907		1001468	16907		Yes
8/12/2016	989317	12152		989317	12152		No -1
8/13/2016	976372	12944		976372	12944		No +1
8/14/2016	1101061	10567	135255	1101061	10567		Yes
8/15/2016	1085739	15322		1085739	15322		Yes
8/16/2016	1068568	17171		1068568	17171		Yes
8/17/2016	1055359	13209		1055359	13209		Yes
8/18/2016	1041094	14265		1041094	14265		Yes
8/19/2016	1027621	13473		1027621	13473		Yes
8/20/2016	1016790	10831		1016790	10831		Yes
8/21/2016	1007809	8982		1007809	8981		Yes
8/22/2016	996978	10831		996978	10831		Yes
8/23/2016	981920	15058		981920	15058		Yes
8/24/2016	973731	8189		973731	8189		Yes
8/25/2016	959465	14265		959465	14266		Yes
8/26/2016	942030	17435		942030	17435		Yes

8/27/2016	934633	7397		934633	7397		Yes
8/28/2016	915877	18756		915877	18756		Yes
8/29/2016	908216	7661		908216	7661		Yes
8/30/2016	896065	12152		896065	12151		No -1
8/31/2016	1021810	12680	138425	1021810	12680	138425	Yes
Date	Fuel on Rig	Fuel Used	Fuel Received	Fuel on Rig	Fuel Used	Fuel Received	Correct
	BCO Report	BCO Report	BCO Report	Drilling Rpt	Drilling Rpt	Drilling Rpt	Yes / No
9/1/2016	1001204	20341		1001204	20606		No - Adj BCO -265
9/2/2016	984033	17171		984033	17171		Yes
9/3/2016	972674	11359		972674	11359		Yes
9/4/2016	958409	14265		958409	14265		Yes
9/5/2016	947578	10831		947578	10831		Yes
9/6/2016	935162	12416		935162	12416		Yes
9/7/2016	924331	10831		920368	2378		Yes
9/8/2016	913236	11095		913236	7132		Yes
9/9/2016	906367	6868		906367	6868		Yes
9/10/2016	894215	12152		894215	12152		Yes
9/11/2016	884441	9774		884441	9774		Yes
9/12/2016	872818	11623		872818	11623		Yes
9/13/2016	860402	12416		860402	12416		Yes
9/14/2016	846665	13737		846665	13737		Yes
9/15/2016	835570	11095		835570	11095		Yes
9/16/2016	824475	11095		824475	11095		Yes
9/17/2016	813644	10831		813644	10831		Yes
9/18/2016	934369	9510	130236	934369	9510	130236	No - Adj + 1
9/19/2016	917991	16378		917991	16378		Yes
9/20/2016	906367	11624		906367	11624		Yes
9/21/2016	893687	12680		893687	12680		Yes
9/22/2016	881535	12152		881535	12152		Yes

9/23/2016	867534	14001		867534	14001		Yes
9/24/2016	856967	10567		856967	10567		Yes
9/25/2016	849571	7397		849571	7396		Yes
9/26/2016	964221	16114	130764	964221	16114	130764	Yes
9/27/2016	951805	12416		951805	12416		Yes
9/28/2016	940445	11359		940445	11360		Yes
9/29/2016	927765	12680		927765	12680		Yes
9/30/2016	919576	8189		919576	8189		Yes
Date	Fuel on Rig	Fuel Used	Fuel Received	Fuel on Rig	Fuel Used	Fuel Received	Correct
	BCO Report	BCO Report	BCO Report	Drilling Rpt	Drilling Rpt	Drilling Rpt	Yes / No
10/1/2016	905839	13737		905839	13737		Yes
10/2/2016	1025772	15058	134991	1025772	15058	134991	Yes
10/3/2016	1013620	12152		1013620	12152		Yes
10/4/2016	1003053	10567		1003053	10567		Yes
10/5/2016	989317	13737		989317	13737		Yes
10/6/2016	976901	12416		976901	12416		Yes
10/7/2016	966070	10831		966070	10831		Yes
10/8/2016	951540	14529		951540	14529		No Adj +1
10/9/2016	941238	10303		941238	10303		Yes
10/10/2016	927765	13473		927765	13473		Yes
10/11/2016	919312	8453		919312	8453		Yes
10/12/2016	907952	11359		907952	11359		Yes
10/13/2016	895536	12416		895536	12416		Yes
10/14/2016	885498	10038		885498	10038		Yes
10/15/2016	992487	6868	113857	992487	6868	113857	Yes
10/16/2016	979542	12944		979542	12944		No Adj +1
10/17/2016	967391	12152		967391	12152		No Adj -1
10/18/2016	959465	7925		959465	7925		No Adj +1
10/19/2016	947842	11623		939917	11623		Yes
10/20/2016	931199	16643		931199	16643		2 reports - 7925 on other
10/21/2016	921161	10038		921161	10038		Yes
10/22/2016	908481	12680		908481	12680		Yes

10/23/2016	895272	13209		895272	13209		Yes
10/24/2016							
10/25/2016							
10/26/2016							
10/27/2016							
10/28/2016							
10/29/2016							
10/30/2016							
10/31/2016							

OMB Control No. 1010-0151
OMB Approval Expires: 12/31/2014

EXPLORATION PLAN (EP)
AIR QUALITY SCREENING CHECKLIST

COMPANY	LLOG Exploration Offshore, L.L.C.
AREA	Mississippi Canyon
BLOCK	749/750
LEASE	OCS-G-35831/OCS-G-35832
PLATFORM	N/A
WELL	MC 749 Location "A & B" (Surface MC 750
COMPANY CONTACT	Nelda Runyon, Regulatory Specialist
TELEPHONE NO.	985-801-4300
REMARKS	DP Drillship - Actual Fuel Logs Attached

Actual Fuel Usuage June 1, 2016 - Oct. 25, 2016 = 1,431,877 gallons divided by 147 days = 10% = 10715 gal/day

EMISSIONS FACTORS

Fuel Usage Conversion Factors	Natural Gas Turbines		Natural Gas Engines		Diesel Recip. Engine		REF.	DATE
	SCF/hp-hr	9.524	SCF/hp-hr	7.143	GAL/hp-hr	0.0483	AP42 3.2-1	4/76 & 8/84

Equipment/Emission Factors	units	PM	SOx	NOx	VOC	CO	REF.	DATE
NG Turbines	gms/hp-hr		0.00247	1.3	0.01	0.83	AP42 3.2-1& 3.1-1	10/96
NG 2-cycle lean	gms/hp-hr		0.00185	10.9	0.43	1.5	AP42 3.2-1	10/96
NG 4-cycle lean	gms/hp-hr		0.00185	11.8	0.72	1.6	AP42 3.2-1	10/96
NG 4-cycle rich	gms/hp-hr		0.00185	10	0.14	8.6	AP42 3.2-1	10/96
Diesel Recip. < 600 hp.	gms/hp-hr	1	1.468	14	1.12	3.03	AP42 3.3-1	10/96
Diesel Recip. > 600 hp.	gms/hp-hr	0.32	1.468	11	0.33	2.4	AP42 3.4-1	10/96
Diesel Boiler	lbs/bbl	0.084	2.42	0.84	0.008	0.21	AP42 1.3-12,14	9/98
NG Heaters/Boilers/Burners	lbs/mmscf	7.6	0.593	100	5.5	84	P42 1.4-1, 14-2, & 14	7/98
NG Flares	lbs/mmscf		0.593	71.4	60.3	388.5	AP42 11.5-1	9/91
Liquid Flaring	lbs/bbl	0.42	6.83	2	0.01	0.21	AP42 1.3-1 & 1.3-3	9/98
Tank Vapors	lbs/bbl				0.03		E&P Forum	1/93
Fugitives	lbs/hr/comp.				0.0005		API Study	12/93
Glycol Dehydrator Vent	lbs/mmscf				6.6		La. DEQ	1991
Gas Venting	lbs/scf				0.0034			

Sulphur Content Source	Value	Units
Fuel Gas	3.33	ppm
Diesel Fuel	0.4	% weight
Produced Gas(Flares)	3.33	ppm
Produced Oil (Liquid Flaring)	1	% weight

EMISSIONS CALCULATIONS 1ST YEAR

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL		CONTACT	PHONE	REMARKS
LLOG Exploration Offsho	Mississippi Canyon	749/750	OCS-G-35831/(	N/A	MC 749 Location "A" & B" Surface MC 750		Nelda Runyon, Regulatory Spec	985-801-4300	

OPERATIONS	EQUIPMENT	RATING	MAX. FUEL	ACT. FUEL	RUN TIME		MAXIMUM POUNDS PER HOUR					ESTIMATED TONS				
	Diesel Engines	**HP**	**GAL/HR**	**GAL/D**												
	Nat. Gas Engines	**HP**	**SCF/HR**	**SCF/D**												
	Burners	**MMBTU/HR**	**SCF/HR**	**SCF/D**	**HR/D**	**DAYS**	**PM**	**SOx**	**NOx**	**VOC**	**CO**	**PM**	**SOx**	**NOx**	**VOC**	**CO**
DRILLING	PRIME MOVER>600hp diesel	59004	2849.8932	10715.00	24	176	41.59	190.79	1429.61	42.89	311.92	13.76	63.12	473.00	14.19	103.20
Drillship	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	BURNER diesel	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	AUXILIARY EQUIP<600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	7200	347.76	8346.24	12	75	5.07	23.28	174.45	5.23	38.06	2.28	10.48	78.50	2.36	17.13
	VESSELS>600hp diesel(supply)	7200	347.76	8346.24	12	151	5.07	23.28	174.45	5.23	38.06	4.60	21.09	158.05	4.74	34.48
	VESSELS>600hp diesel(tugs)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FACILITY	DERRICK BARGE diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
INSTALLATION	MATERIAL TUG diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(supply)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	MISC.	**BPD**	**SCF/HR**	**COUNT**												
	TANK-	0			0	0				0.00					0.00	
DRILLING	OIL BURN	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
WELL TEST	GAS FLARE		0		0	0		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00
2017 YEAR TOTAL							**51.74**	**237.35**	**1778.51**	**53.36**	**388.04**	**20.64**	**94.69**	**709.56**	**21.29**	**154.81**
EXEMPTION CALCULATION	**DISTANCE FROM LAND IN MILES**											**1931.40**	**1931.40**	**1931.40**	**1931.40**	**50944.53**
	58.0															

EMISSIONS CALCULATIONS 2ND YEAR

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL		CONTACT	PHONE	REMARKS
LLOG Exploration Offsho	Mississippi Canyon	749/750	OCS-G-35831/(	N/A	MC 749 Location "A & B" Surface MC 750		Nelda Runyon, Regulatory Speci	985-801-4300	

OPERATIONS	EQUIPMENT	RATING	MAX. FUEL	ACT. FUEL	RUN TIME		MAXIMUM POUNDS PER HOUR					ESTIMATED TONS				
	Diesel Engines	HP	GAL/HR	GAL/D												
	Nat. Gas Engines	HP	SCF/HR	SCF/D												
	Burners	MMBTU/HR	SCF/HR	SCF/D	HR/D	DAYS	PM	SOx	NOx	VOC	CO	PM	SOx	NOx	VOC	CO
DRILLING	PRIME MOVER>600hp diesel	59004	2849.8932	10715.00	24.00	90.00	41.59	190.79	1429.61	42.89	311.92	7.04	32.28	241.88	7.26	52.77
Drillship	PRIME MOVER>600hp diesel	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	BURNER diesel	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	AUXILIARY EQUIP<600hp diesel	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	7200	347.76	8346.24	12.00	39.00	5.07	23.28	174.45	5.23	38.06	1.19	5.45	40.82	1.22	8.91
	VESSELS>600hp diesel(supply)	7200	347.76	8346.24	12.00	77.00	5.07	23.28	174.45	5.23	38.06	2.34	10.76	80.60	2.42	17.58
	VESSELS>600hp diesel(tugs)	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FACILITY	DERRICK BARGE diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
INSTALLATION	MATERIAL TUG diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(supply)	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	MISC.	**BPD**	**SCF/HR**	**COUNT**												
	TANK-	0			0	0				0.00					0.00	
DRILLING	OIL BURN	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
WELL TEST	GAS FLARE		0		0	0		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00
2018	**YEAR TOTAL**						**51.74**	**237.35**	**1778.51**	**53.36**	**388.04**	**10.57**	**48.48**	**363.29**	**10.90**	**79.26**
EXEMPTION CALCULATION	**DISTANCE FROM LAND IN MILES**											**1931.40**	**1931.40**	**1931.40**	**1931.40**	**50944.53**
	58.0															

EMISSIONS CALCULATIONS 3RD YEAR

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL		CONTACT	PHONE	REMARKS
LLOG Exploration Offsho	Mississippi Canyon	749/750	OCS-G-35831/C	N/A	MC 749 Location "A" (Well 001) Surface MC 750		Nelda Runyon, Regulatory Speci	985-801-4300	

OPERATIONS	EQUIPMENT	RATING	MAX. FUEL	ACT. FUEL	RUN TIME		MAXIMUM POUNDS PER HOUR					ESTIMATED TONS				
	Diesel Engines	HP	GAL/HR	GAL/D												
	Nat. Gas Engines	HP	SCF/HR	SCF/D												
	Burners	MMBTU/HR	SCF/HR	SCF/D	HR/D	DAYS	PM	SOx	NOx	VOC	CO	PM	SOx	NOx	VOC	CO
DRILLING	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	BURNER diesel	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	AUXILIARY EQUIP<600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(supply)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(tugs)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FACILITY INSTALLATION	DERRICK BARGE diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	MATERIAL TUG diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(supply)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	MISC.	BPD	SCF/HR	COUNT												
	TANK-	0			0	0				0.00					0.00	
DRILLING	OIL BURN	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
WELL TEST	GAS FLARE		0		0	0		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00
2019	**YEAR TOTAL**						**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
EXEMPTION CALCULATION	**DISTANCE FROM LAND IN MILES**											**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
	0.0															

EMISSIONS CALCULATIONS 4TH YEAR

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL		CONTACT	PHONE	REMARKS
LLOG Exploration Offsho	Mississippi Canyon	749/750	OCS-G-35831/C	N/A	MC 749 Location "A" (Well 001) Surface MC 750		Nelda Runyon, Regulatory Speci	985-801-4300	

OPERATIONS	EQUIPMENT	RATING	MAX. FUEL	ACT. FUEL	RUN TIME		MAXIMUM POUNDS PER HOUR					ESTIMATED TONS				
	Diesel Engines	HP	GAL/HR	GAL/D												
	Nat. Gas Engines	HP	SCF/HR	SCF/D												
	Burners	MMBTU/HR	SCF/HR	SCF/D	HR/D	DAYS	PM	SOx	NOx	VOC	CO	PM	SOx	NOx	VOC	CO
DRILLING	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	BURNER diesel	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	AUXILIARY EQUIP<600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(supply)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(tugs)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FACILITY INSTALLATION	DERRICK BARGE diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	MATERIAL TUG diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(supply)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	MISC.	BPD	SCF/HR	COUNT												
	TANK-	0			0	0				0.00					0.00	
DRILLING	OIL BURN	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
WELL TEST	GAS FLARE		0		0	0		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00
2020	**YEAR TOTAL**						**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
EXEMPTION CALCULATION	**DISTANCE FROM LAND IN MILES**											**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
	0.0															

EMISSIONS CALCULATIONS 5TH YEAR

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL		CONTACT	PHONE	REMARKS
LLOG Exploration Offsho	Mississippi Canyon	749/750	OCS-G-35831/(	N/A	MC 749 Location "A" (Well 001) Surface MC 750		Nelda Runyon, Regulatory Speci	985-801-4300	

OPERATIONS	EQUIPMENT	RATING	MAX. FUEL	ACT. FUEL	RUN TIME		MAXIMUM POUNDS PER HOUR					ESTIMATED TONS				
	Diesel Engines	HP	GAL/HR	GAL/D												
	Nat. Gas Engines	HP	SCF/HR	SCF/D												
	Burners	MMBTU/HR	SCF/HR	SCF/D	HR/D	DAYS	PM	SOx	NOx	VOC	CO	PM	SOx	NOx	VOC	CO
DRILLING	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PRIME MOVER>600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	BURNER diesel	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	AUXILIARY EQUIP<600hp diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(supply)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(tugs)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FACILITY INSTALLATION	DERRICK BARGE diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	MATERIAL TUG diesel	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(crew)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	VESSELS>600hp diesel(supply)	0	0	0.00	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	MISC.	**BPD**	**SCF/HR**	**COUNT**												
	TANK-	0			0	0				0.00					0.00	
DRILLING WELL TEST	OIL BURN	0			0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	GAS FLARE		0		0	0		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00
2020	**YEAR TOTAL**						**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
EXEMPTION CALCULATION	**DISTANCE FROM LAND IN MILES**											**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
	0.0															

SUMMARY

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL
LLOG Exploratio	Mississippi Canyon	749/750	OCS-G-35831/OCS-G	N/A	MC 749 Location A/B

Year	Emitted Substance				
	PM	SOx	NOx	VOC	CO
2017	20.64	94.69	709.56	21.29	154.81
2018	10.57	48.48	363.29	10.90	79.26
2019	0.00	0.00	0.00	0.00	0.00
2020	0.00	0.00	0.00	0.00	0.00
2021	0.00	0.00	0.00	0.00	0.00
2022	0.00	0.00	0.00	0.00	0.00
2023	0.00	0.00	0.00	0.00	0.00
2024	0.00	0.00	0.00	0.00	0.00
2025	0.00	0.00	0.00	0.00	0.00
2026	0.00	0.00	0.00	0.00	0.00
Allowable	1931.40	1931.40	1931.40	1931.40	50944.53

Fuel Logs for West Neptune – Drillship

June, July, August, September, October 2016

Date	Fuel on Rig BCO Report	Fuel Used BCO Report	Fuel Received BCO Report	Fuel on Rig Drilling Rpt	Fuel Used Drilling Rpt
6/1/2016	1,001,776	9,366		1.01m	9,366
6/2/2016	1,002,141	9,857		1.00m	9,857
6/3/2016	993,796	8,345		993,796	8,345
6/4/2016	984,018	8,917		984,018	8,917
6/5/2016	974,757	9,345		974,757	9,345
6/6/2016	964,186	10,744		964,186	10,744
6/7/2016	954,458	9,929		954,458	9,929
6/8/2016	944,593	10,072		944,593	10,072
6/9/2016	934,454	10,143		934,454	10,143
6/10/2016	923,824	10,626		923,824	10,626
6/11/2016	916,805	7,018		916,805	7,018
END VK959 ---START VK960					
6/11/2016				914,151	2,654
6/12/2016	905,814	8,333		905,814	8,633
6/13/2016	897,918	7,896		897,918	7,896
6/14/2016	889,631	8,287		889,631	8,287
6/15/2016	881,442	8,140		881,442	8,140
6/16/2016	872,878	8,614		872,878	8,614
6/17/2016	959,431	8,522	95,080	959,431	8,522
6/18/2016	947,222	12,214		947,222	12,214
6/19/2016	936,705	10,513		936,705	10,513
6/20/2016	929,191	7,518		929,191	7,518
6/21/2016	975,660	8,295	54,764	975,660	8,295
6/22/2016	1,152,207	6,506	183,049	1.15m	6,506
6/23/2016	1,143,887	8,320		1.14m	8,320
6/24/2016	1,134,731	9,383		1.13m	9,383
6/25/2016	1,126,608	8,316		1.13m	8,316
6/26/2016	1,117,901	8,841		1.12m	8,841
6/27/2016	1,109,665	8,442		1.11m	8,442
6/28/2016	1,100,883	8,988		1.10m	8,988
6/29/2016	1,091,735	9,349		1.09m	9,349
6/30/2016	1,082,025	9,710		1.08m	9,710

Date	Fuel on Rig BCO Report	Fuel Used BCO Report	Fuel Received BCO Report	Fuel on Rig Drilling Rpt	Fuel Used Drilling Rpt
7/1/2016	1,071,999	10025		1.07m	10025
7/2/2016	1,061,894	10,307		1.06m	10,307
7/3/2016	1,053,574	8,320		1.05m	8,320
7/4/2016	1,044,422	9,152		1.04m	9,152
7/5/2016	1,037,530	6,892		1.03m	6,892
7/6/2016	1,030,360	7,165		1.03m	7,165
7/7/2016	1,021,251	7,820		1.02m	7,820
7/8/2016	1,011,154	10,286		1.01m	10,286
7/9/2016	1,003,162	8,144		1.00m	8,144
7/10/2016	994,846	8,442		994,846	8,442
7/11/2016	986,651	8,392		986,651	8,392
7/12/2016	978,667	8,186		978,667	8,186
7/13/2016	970,091	8,732		970,091	8,732
7/14/2016	962,161	7,930		962,161	7,930
7/15/2016	953,686	8,746		953,686	8,746
7/16/2016	1,121,001	10,235	177,555	1.12m	10,235
7/17/2016	1,112,257	8,744		1.11m	8,744
7/18/2016	1,104,121	8,135		1.10m	8,135
7/19/2016	1,095,116	9,202		1.09m	9,202
7/20/2016	1,085,656	9,467		1.08m	9,467
7/21/2016	1,075,032	9,618		1.07m	9,618
7/22/2016	1,067,396	8,635		1.06m	8,635
7/23/2016	1,059,769	7,631		1.05m	7,631
7/24/2016	1,051,907	7,862		1.05m	7,862
7/25/2016	1,044,779	7,127		1.04m	7,127
7/26/2016	1,035,829	8,950		1.03m	8,950
7/27/2016	1,027,820	8,005		1.02m	8,005
7/28/2016	1,017,341	10,479		1.01m	10,479
7/29/2016	1,101,883	12,016	96,558	1.10m	12,016
7/30/2016	1,093,764	8,119		1.09m	8,119
7/31/2016	1,084,516	9,248		1.08m	9,248

Date	Fuel on Rig	Fuel Used	Fuel Received	Fuel on Rig	Fuel Used
	BCO Report	BCO Report	BCO Report	Drilling Rpt	Drilling Rpt
8/1/2016	1,073,747	10769		1,073,747	10769
8/2/2016	1,062,062	11,680		1,062,062	11,680
8/3/2016	1,050,352	11,710		1,050,352	11,710
8/4/2016	1,039,391	11,159		1,039,391	11,159
8/5/2016	1,028,504	11,042		1,028,504	11,042
8/6/2016	1,038,685	9,059	19,022	1,038,685	9,059
8/7/2016	1,028,412	8,996		1,028,412	8,996
8/8/2016	1,018,991	9,593		1,018,991	9,593
8/9/2016	1,005,413	13,810		1,005,413	13,810
8/10/2016	988,218	17,405		988,218	17,405
8/11/2016	971,221	17,212		971,221	17,212
8/12/2016	954,505	16,985		954,505	16,985
8/13/2016	941,913	11,432		941,913	11,432
8/14/2016	1,008,420	10,139	76,532	1,008,420	10,139
8/15/2016	998,923	9,773		998,923	9,773
8/16/2016	988,357	10,660		988,357	10,660
8/17/2016	978,865	9,660		978,865	9,660
8/18/2016	966,500	12,520		966,500	12,520
8/19/2016	955,345	11,416		955,345	11,416
8/20/2016	945,832	9,710		945,832	9,710
8/21/2016	936,915	7,770		936,915	7,770
8/22/2016	926,953	10,139		926,953	10,139
8/23/2016	917,633	9,509		917,633	9,320
8/24/2016	908,376	9,446		908,376	9,446
8/25/2016	899,518	8,858		899,514	12,162
8/26/2016	889,833	9,681		889,833	9,681
8/27/2016	881,076	8,761		881,076	8,761
8/28/2016	869,547	11,537		569,547	11,537
8/29/2016	859,542	10,005		859,542	10,005
8/30/2016	850,433	9,110		850,433	9,114
8/31/2016	840,097	10,336		840,097	10,336

Date	Fuel on Rig BCO Report	Fuel Used BCO Report	Fuel Received BCO Report	Fuel on Rig Drilling Rpt	Fuel Used Drilling Rpt
9/1/2016	830,563	9534		830,563	9534
9/2/2016	821,045	9,517		821,045	9,517
9/3/2016	946,609	10,920	136,475	957,520	10,920
9/4/2016	946,382	9,446		946,382	9,446
9/5/2016	937,633	8,749		937,633	8,749
9/6/2016	927,356	10,277		927,356	10,277
9/7/2016	919,220	8,135		919,220	8,135
9/8/2016	909,271	9,950		909,271	9,950
9/9/2016	899,611	9,660		899,611	9,660
9/10/2016	891,164	8,442		891,164	8,442
9/11/2016	882,118	9,047		882,118	9,047
9/12/2016	873,608	8,509		873,608	8,509
9/13/2016	865,960	7,648		865,960	7,648
9/14/2016	856,855	9,106		856,855	9,106
9/15/2016	848,744	8,249		848,744	8,249
9/16/2016	981,389	10,555	142,922	981,389	10,555
9/17/2016	998,521	12,999	29,959	998,521	12,999
9/18/2016	988,886	9,807		988,886	9,807
9/19/2016	978,739	10,345		978,739	10,345
9/20/2016	967,819	9,782		967,819	9,782
9/21/2016	954,647	13,419		954,647	13,419
9/22/2016	942,211	14,189		942,211	14,189
9/23/2016	932,967	9,244		932,967	9,244
9/24/2016	923,795	9,172		923,795	9,172
9/25/2016	914,336	9,459		914,336	9,459
9/26/2016	905,020	9,316		905,020	9,316
9/27/2016	895,814	9,206		895,814	9,206
9/28/2016	885,163	10,897		885,163	10,897
9/29/2016	875,330	10,017		875,330	10,017
9/30/2016	1,036,287	8,278	169,100	1,036,287	8,278

APPENDIX H
OIL SPILL INFORMATION
(30 CFR PART 550.219 AND 550.250)

A. Oil Spill Response Planning

All the proposed activities in this Exploration Plan will be covered by the Oil Spill Response Plan (OSRP) filed by LLOG (MMS Operator No. 02058) in accordance with 30 CFR 254 revised on 01/28/2015 and approved on 02/27/2015. Biennial update submitted on 06/21/2016 and found to be in compliance on 06/29/2016. A revision to the OSRP was submitted to BSEE on March 9, 2017, whereby the plan was revised to increase the greater than 10 miles drilling worst case discharge (WCD) scenario. These revisions were approved on April 12, 2017.

B. Spill Response Sites

The following locations will be used in the event an oil spill occurs as a result of the proposed activities.

Primary Response Equipment Location	Pre-Planned Staging Location(s)
Houma, LA	Fort Jackson, LA

C. OSRO Information

The O'Brien Group (TOG) will provide trained personnel capable of providing supervisory management of the oil spill response in addition to contacting and deploying cleanup personnel and equipment

LLOG utilizes Clean Gulf Associates (CGA) as it's primary provider for equipment, which is an industry cooperative owning an inventory of oil spill clean-up equipment. CGA is supported by the Marine Spill Response Corporation's (MSRC), which is responsible for storing, inspecting, maintaining and dispatching CGA's equipment. The MSRC STARS network provides for the closest available personnel, as well as an MSRC supervisor to operate the equipment.

D. Worst-Case Scenario Information

Category	*Regional OSRP*	*Initial EP*
Type of Activity	Exploratory MODU	Exploratory MODU
Facility Surface Location	Mississippi Canyon Block 750	Mississippi Canyon Block 750
Facility Description	Location A	Location A
Distance to Nearest Shoreline (Miles)	58 miles	58 miles
Volume: Storage Tanks (total) Facility Piping (total) Lease Term Pipeline Uncontrolled Blowout (day) Barging **Potential 24 Hour Volume (bbls)**	**374,480 bbls**	**374,480 bbls**
Type of Liquid Hydrocarbon	Crude	Crude
API Gravity	38.4º	38.4°

LLOG Exploration Offshore, L.L.C. (LLOG) has the capability to respond to the appropriate worst-case spill scenario included in its regional OSRP Plan, Biennial update found to be in compliance June 29, 2016 and revisions to the Regional Oil spill response Plan (OSRP) filed by LLOG (Operator # 02058) in accordance with 30 CFR 254 and approved on April 12, 2017. The Biennial update found to be in compliance June 29, 2016 and revisions to increase drilling worst case scenario in the OSRP were approved April 12, 2017.

I hereby certify that LLOG Exploration Offshore, L.L.C. has the capability to respond, to the maximum extent practicable, to a worst-case discharge, or a substantial threat of such a discharge, resulting from the activities proposed in this Initial Exploration Plan.

LLOG Exploration Offshore, L.L.C., Company No. 02058, previously submitted the Regional OSRP Exploration WCD volume to be reviewed in Plan N-9974, Initial Exploration Plan received by BOEM on March 6, 2017.

The required proprietary data outlined in NTL 2015-N01 is being submitted to BOEM within the Confidential Copy of this Exploration Plan.

E. Oil Spill Response Discussion

See the following Oil Spill Response Discussion.

Date	Fuel on Rig	Fuel Used	Fuel Received	Fuel on Rig	Fuel Used
	BCO Report	BCO Report	BCO Report	Drilling Rpt	Drilling Rpt
10/1/2016	1,026,316	10193		1,026,316	10193
10/2/2016	1,017,765	8,686		1,017,765	8,686
10/3/2016	1,011,200	6,775		1,011,200	6,775
10/4/2016	1,003,140	8,198		1,003,140	8,198
10/5/2016	995,719	7,610		995,719	7,610
10/6/2016	988,008	7,707		988,008	7,707
10/7/2016	980,633	7,375		980,633	7,375
10/8/2016	970,876	9,757		970,876	9,757
10/9/2016	962,913	7,963		962,913	7,963
10/10/2016	953,228	9,685		953,228	9,685
10/11/2016	940,355	12,873		940,355	12,873
10/12/2016	927,011	13,343		927,011	13,343
10/13/2016	916,129	10,882		916,129	10,882
10/14/2016	905,608	10,521		905,608	10,521
10/15/2016	1,044,133	8,833	147,361	1,044,133	8,833
10/16/2016	1,059,282	10,584	25,729	1,059,282	10,584
10/17/2016	1,048,333	10,949		1,048,333	10,949
10/18/2016	1,036,480	11,852		1,036,480	11,852
10/19/2016	1,026,472	10,009		1,026,472	10,009
10/20/2016	1,017,521	8,946		1,017,496	8,946
10/21/2016	1,141,518	10,600	134,601	1,141,518	10,600
10/22/2016	1,126,520	14,998		1,126,520	14,998
10/23/2016	1,111,168	15,346		1,111,168	15,346
10/24/2016	1,102,206	8,962		1,102,206	8,962
10/25/2016	1,095,376	6,833		1,095,376	6,833
10/26/2016					
10/27/2016					
10/28/2016					
10/29/2016					
10/30/2016					

SPILL RESPONSE DISCUSSION

For the purpose of NEPA and Coastal Zone Management Act analysis, the largest spill volume originating from the proposed activity would be a well blowout during drilling operations, estimated to be 374,480 barrels of crude oil with an API gravity of 38.4°.

Land Segment and Resource Identification

Trajectories of a spill and the probability of it impacting a land segment have been projected utilizing information in the BOEM Oil Spill Risk Analysis Model (OSRAM) for the Central and Western Gulf of Mexico available on the BOEM website. The results are shown in **Figure 1.** The BOEM OSRAM identifies an 8% probability of impact to the shorelines of Plaquemines Parish, Louisiana within 30 days. Plaquemines Parish includes Barataria Bay, the Mississippi River Delta, Breton Sound and the affiliated islands and bays. This region is an extremely sensitive habitat and serves as a migratory, breeding, feeding and nursery habitat for numerous species of wildlife. Beaches in this area vary in grain particle size and can be classified as fine sand, shell or perched shell beaches. Sandy and muddy tidal flats are also abundant.

Response

LLOG Exploration Offshore, L.L.C. will make every effort to respond to the Worst Case Discharge as effectively as practicable. A description of the response equipment under contract to contain and recover the Worst Case Discharge is shown in **Figure 2.**

Using the estimated chemical and physical characteristics of crude oil, an ADIOS weathering model was run on a similar product from the ADIOS oil database. The results indicate 20% or approximately 74,896 barrels of crude oil would be evaporated/dispersed within 24 hours, with approximately 299,584 barrels remaining.

Spill Response MC 750, Well Location A	**Barrels of Oil**
WCD Volume	374,480
Less 20% natural evaporation/dispersion	74,896
Remaining volume	299,584

Figure 2 outlines equipment, personnel, materials and support vessels as well as temporary storage equipment available to respond to the worst case discharge. The volume accounts for the amount remaining after evaporation/dispersion at 24 hours. The list estimates individual times needed for procurement, load out, travel time to the site and deployment. **Figure 2** also indicates how operations will be supported.

LLOG Exploration Offshore, L.L.C.'s Oil Spill Response Plan includes alternative response technologies such as dispersants and in-situ burn. Strategies will be decided by Unified Command based on an operations safety analysis, the size of the spill, weather and potential impacts. If aerial dispersants are utilized, 8 sorties (9,600 gallons) from two of the DC-3 aircrafts

and 4 sorties (8,000 gallons) from the Basler aircraft would provide a daily dispersant capability of 7,540 barrels. If the conditions are favorable for in-situ burning, the proper approvals have been obtained and the proper planning is in place, in-situ burning of oil may be attempted. Slick containment boom would be immediately called out and on-scene as soon as possible. Offshore response strategies may include attempting to skim utilizing CGA's and MSRC's spill response equipment with a total derated skimming capacity of 1,194,343 barrels. Temporary storage associated with skimming equipment equals 320,296 barrels. If additional storage is needed, various tank barges with a total of 1.33 million+ barrels of storage capacity may be mobilized and centrally located to provide temporary storage and minimize off-loading time. **Safety is first priority. Air monitoring will be accomplished and operations deemed safe prior to any containment/skimming attempts.**

If the spill went unabated, shoreline impact in Plaquemines Parish, Louisiana would depend upon existing environmental conditions. Shoreline protection would include the use of CGA's and MSRC's near shore and shallow water skimmers with a totaled derated skimming capacity of 220,742 barrels. Temporary storage associated with skimming equipment equals 8,642 barrels. If additional storage is needed, various tank barges with a total of 281,000+ barrels of storage capacity may be mobilized and centrally located to provide temporary storage and minimize off-loading time. Onshore response may include the deployment of shoreline boom on beach areas, or protection and sorbent boom on vegetated areas. Master Service Agreements with AMPOL and OMI Environmental will ensure access to 145,200 feet of 18" shoreline protection boom. **Figure 2** outlines individual times needed for procurement, load out, travel time to the site and deployment. Strategies would be based upon surveillance and real time trajectories that depict areas of potential impact given actual sea and weather conditions. Applicable Area Contingency Plans (ACPs), Geographic Response Plans (GRPs), and Unified Command (UC) will be consulted to ensure that environmental and special economic resources are correctly identified and prioritized to ensure optimal protection. Shoreline protection strategies depict the protection response modes applicable for oil spill clean-up operations. As a secondary resource, the State of Louisiana Initial Oil Spill Response Plan will be consulted as appropriate to provide detailed shoreline protection strategies and describe necessary action to keep the oil spill from entering Louisiana's coastal wetlands. The UC should take into consideration all appropriate items detailed in Tactics discussion of this Appendix. The UC and their personnel have the option to modify the deployment and operation of equipment to allow for a more effective response to site-specific circumstances. LLOG Exploration Offshore, L.L.C.'s contract Spill Management Team has access to the applicable ACP(s) and GRP(s).

Based on the anticipated worst case discharge scenario, LLOG Exploration Offshore, L.L.C. can be onsite with contracted oil spill recovery equipment with adequate response capacity to contain and recover surface hydrocarbons, and prevent land impact, to the maximum extent practicable, within an estimated 92 hours (based on the equipment's Effective Daily Recovery Capacity (EDRC)).

Initial Response Considerations

Actual actions taken during an oil spill response will be based on many factors to include but not be limited to:

- Weather
- Equipment and materials availability
- Ocean currents and tides
- Location of the spill
- Product spilled
- Amount spilled
- Environmental risk assessments
- Trajectory and product analysis
- Well status, i.e., shut in or continual release

LLOG Exploration Offshore, L.L.C. will take action to provide a safe, aggressive response to contain and recover as much of the spilled oil as quickly as it is safe to do so. In an effort to protect the environment, response actions will be designed to provide an "in-depth" protection strategy meant to recover as much oil as possible as far from environmentally sensitive areas as possible. Safety will take precedence over all other considerations during these operations.

Coordination of response assets will be supervised by the designation of a SIMOPS group as necessary for close quarter vessel response activities. Most often, this group will be used during source control events that require a significant number of large vessels operating independently, but in coordination to complete a common objective, in a small area and in close coordination and support of each other. This group must also monitor the subsurface activities of each vessel (ROV, dispersant application, well control support, etc.). The SIMOPS group leader reports to the Source Control Section Chief.

In addition, these activities will be monitored by the spill management team (SMT) and Unified Command via a structured Common Operating Picture (COP) established to track resource and slick movement in real time.

Upon notification of a spill, the following actions will be taken:

- Information will be confirmed
- An assessment will be made and initial objectives set
- OSROs and appropriate agencies will be notified
- ICS 201, Initial Report Form completed
- Initial Safety plan will be written and published
- Unified Command will be established
    - Overall safety plan developed to reflect the operational situation and coordinated objectives
    - Areas of responsibility established for Source Control and each surface operational site
    - On-site command and control established

Offshore Response Actions

Equipment Deployment

Surveillance

- Aerial Observation:
    - Surveillance Aircraft: deployment within two hours of QI notification, or at first light
    - Provide trained observer to provide on site status reports
    - Provide aerial photography and visual confirmation
- Provide command and control platform at the site if needed
- Remote Sensing:
    - Use of thermal infrared and multi-spectral sensing systems or other technology to detect oil and classify it as recoverable or non-recoverable to enhance on-water recovery capability
    - Surveillance platforms should be appropriate for weather and atmospheric conditions to provide the greatest altitude (e.g. aircraft, aerostats or ship mounted)
    - Continued surveillance of oil movement by remote sensing systems
- Continual monitoring of vessel assets using vessel monitoring systems

Dispersant application assets

- Put aerial dispersant providers on standby
- With the FOSC, conduct analysis to determine appropriateness of dispersant application (refer to Section 18)
- Gain FOSC approval for use of dispersants on the surface
- Deploy aircraft in accordance with a plan developed for the actual situation
- Coordinate deployment of a Special Monitoring of Applied Response Technologies (SMART) team as required
- Coordinate movement of dispersants, aircraft, and support equipment and personnel
- Confirm dispersant availability for current and long range operations
- Consider ordering dispersant stocks required for expected operations

Containment boom

- Call out early and expedite deployment to be on scene ASAP
- Ensure boom handling and mooring equipment is deployed with boom
- Provide continuing reports to vessels to expedite their arrival at sites that will provide for their most effective containment
- Use Vessels of Opportunity (VOO) to deploy and maintain boom
- MSRC OSRVs and OSRBs have on-board ocean boom inventories and additional significant stockpiles are available in MSRC warehouses

Dedicated off-shore skimming systems

General

- Deployed to the highest concentration of oil
- Assets deployed at safe distance from aerial dispersant and in-situ burn operations

CGA HOSS Barge

- Use in areas with heaviest oil concentrations
- Consider for use in areas of known debris (seaweed, and other floating materials)

CGA 95' Fast Response Vessels (FRVs)

- Designed to be a first vessel on scene
- Capable of maintaining the initial Command and Control function for on water recovery operations
- 24 hour oil spill detection capability
- Highly mobile and efficient skimming capability
- Use as far off-shore as safely possible

CGA FRUs

- To the area of the thickest oil
- Use as far off-shore as allowed

T&T Koseq Skimming Systems

- To the area of the thickest oil
- Use as far off-shore as allowed

MSRC Responder Class Vessels / Oil Spill Response Vessels (OSRV)

- Use in areas with heaviest oil concentrations
- Use as near-shore as allowed by draft of vessel
- Use as far off-shore as needed
- Consider for use in areas of known debris (seaweed and other floating materials)

MSRC Oil Spill Response Barges (OSRB)

- Use for oil removal operations and storage in areas with heaviest oil concentrations, as appropriate
- Consider for use in areas of known debris (seaweed and other floating materials)

MSRC PSV-VOO Skimming Systems

- Use in areas with heaviest oil concentrations
- Use as near-shore as allowed by draft of vessel
- Use as far off-shore as needed
- Expected 24-hour mobilization
- Expected length of 200 foot or greater
- PSV-VOO with deck space of 150' x 40' to provide space for skimmer, marine storage tanks and boom
- PSV-VOO with 2,000-20,000 bbl below deck storage supplemented with two or more 500 bbl marine portable tanks depending on below deck storage compatibility with flashpoint of recovered product

Storage Vessels

- Establish availability of contracted assets (See Appendix E)
- Early call out (to allow for tug boat acquisition and deployment speeds)
- Phase mobilization to allow storage vessels to arrive at the same time as skimming systems
- Position as closely as possible to skimming assets to minimize offloading time

Vessels of Opportunity (VOO)

- Use LLOG Exploration Offshore, L.L.C.'s contracted resources as applicable
- Industry vessels are ideal for deployment of Vessel of Opportunity Skimming Systems (VOSS)
- Acquire additional resources as needed
- Consider use of local assets, i.e. fishing and pleasure craft
- Expect mission specific and safety training to be required
- Plan with the US Coast Guard/ABS for vessel inspections
- Place VOOs in Division or Groups as needed
- Use organic on-board storage if appropriate
- Maximize non-organic storage appropriate to vessel limitations
- Decant as appropriate after approval to do so has been granted
- Assign bulk storage barges to each Division/Group
- Position bulk storage barges as close to skimming units as possible
- Utilize large skimming vessel (e.g. barges) storage for smaller vessel offloading
- Maximize skimming area (swath) to the optimum width given sea conditions and available equipment
- Maximize use of oleophilic skimmers in all operations, but especially offshore
- Nearshore, use shallow water barges and shuttle to skimming units to minimize offloading time
- Plan and equip to use all offloading capabilities of the storage vessel to minimize offloading time

In-situ Burn assets

- Determine appropriateness of in-situ burn operation in coordination with the FOSC and affected SOSC
- Determine availability of fire boom and selected ignition systems
- Start ordering fire boom stocks required for expected operations
- Ensure VOO crew members are trained prior to operations
- Determine assets to perform on water operation
- Build operations into safety plan
- Conduct operations in accordance with an approved plan
- Initial test burn to ensure effectiveness

Adverse Weather Operations:
In adverse weather, when seas are $\geq$ 3 feet, the use of larger recovery and storage vessels, oleophilic skimmers, and large offshore boom will be maximized. Safety will be the overriding factor in all operations and will cease at the order of the Unified Command, vessel captain, or in an emergency, "stop work" may be directed by any crew member.

Surface Oil Recovery Considerations and Tactics (Offshore and Near-shore Operations)

Maximization of skimmer-oil encounter rate

- Place barges in skimming task forces, groups, etc., to reduce recovered oil offloading time
- Place barges alongside skimming systems for immediate offloading of recovered oil when practicable
- Use two vessels, each with heavy sea boom, in an open-ended "V" configuration to funnel surface oil into a trailing skimming unit's organic, V-shaped boom and skimmer (see page 7, *CGA Equipment Guide Book and Tactic Manual* (CGATM)
- Use secondary vessels and heavy sea boom to widen boom swath beyond normal skimming system limits (see page 15, CGATM)
- Consider night-time operations, first considering safety issues
- Utilize all available advanced technology systems (IR, X-Band Radar, etc.) to determine the location of, and move to, recoverable oil
- Confirm the presence of recoverable oil prior to moving to a new location

Maximize skimmer system efficiency

- Place weir skimming systems in areas of calm seas and thick oil
- Maximize the use of oleophilic skimming systems in heavier seas
- Place less mobile, high EDRC skimming systems (e.g. HOSS Barge) in the largest pockets of the heaviest oil
- Maximize onboard recovered oil storage for vessels.
- Obtain authorization for decanting of recovered water as soon as possible
- Use smaller, more agile skimming systems to recover streamers of oil normally found farther from the source. Place recovered oil barges nearby

Recovered Oil Storage

- Smaller barges in larger quantities will increase flexibility for multi-location skimming operations
- Place barges in skimming task forces, groups, etc., to reduce recovered oil offloading time
- Procure and deploy the maximum number of portable tanks to support Vessel of Opportunity Skimming Systems if onboard storage is not available
- Maximize use of the organic recovered oil storage capacity of the skimming vessel

Command, Control, and Communications (C^3)

- Publish, implement, and fully test an appropriate communications plan
- Design an operational scheme, maintaining a manageable span of control
- Designate and mark C^3 vessels for easy aerial identification
- Designate and employ C^3 aircraft for task forces, groups, etc.
- Use reconnaissance air craft and Rapid Response Teams (RAT) to confirm the presence of recoverable oil

On Water Recovery Group

When the first skimming vessel arrives on scene, a complete site assessment will be conducted before recovery operations begin. Once it is confirmed that the air monitoring readings for O2, LEL, H2S, CO, VOC, and Benzene are all within the permissible limits, oil recovery operations may begin.

As skimming vessels arrive, they will be organized to work in areas that allow for the most efficient vessel operation and free vessel movement in the recovery of oil. Vessel groups will vary in structure as determined by the Operations Section of the Unified Command, but will generally consist, at a minimum, of the following dedicated assets:

- 3 to 5 – Offshore skimming vessels (recovery)
- 1 – Tank barge (temporary storage)
- 1 – Air asset (tactical direction)
- 2 – Support vessels (crew/utility for supply)
- 6 to 10 – Boom vessels (enhanced booming)

***Example** (**Note:** Actual organization of TFs will be dependent on several factors including, asset availability, weather, spilled oil migration, currents, etc.)*

The 95’ FRV Breton Island out of Venice arrives on scene and conducts an initial site assessment. Air monitoring levels are acceptable and no other visual threats have been observed. The area is cleared for safe skimming operations. The Breton Island assumes command and control (CoC) of on-water recovery operations until a dedicated non-skimming vessel arrives to relieve it of those duties.

A second 95’ FRV arrives and begins recovery operations alongside the Breton Island. Several more vessels begin to arrive, including a third 95’ FRV out of Galveston, the HOSS Barge (High Volume Open Sea Skimming System) out of Harvey, a boom barge (CGA 300) with 25,000’ of 42” auto boom out of Leeville, and 9 Fast Response Units (FRUs) from the load-out location at C-Port in Port Fourchon.

As these vessels set up and begin skimming, they are grouped into task forces (TFs) as directed by the Operations Section of the Unified Command located at the command post.

Initial set-up and potential actions:

- A 1,000 meter safety zone has been established around the incident location for vessels involved in Source Control
- The HOSS Barge is positioned facing the incident location just outside of this safety zone or at the point where the freshest oil is reaching the surface
- The HOSS Barge engages its Oil Spill Detection (OSD) system to locate the heaviest oil and maintains that ability for 24-hour operations
- The HOSS Barge deploys 1,320' of 67" Sea Sentry boom on each side, creating a swath width of 800'
- The Breton Island and H.I. Rich skim nearby, utilizing the same OSD systems as the HOSS Barge to locate and recover oil
- Two FRUs join this group and it becomes TF1
- The remaining 7 FRUs are split into a 2 and 3 vessel task force numbered TF2 and TF3
- A 95' FRV is placed in each TF
- The boom barge (CGA 300) is positioned nearby and begins deploying auto boom in sections between two utility vessels (1,000' to 3,000' of boom, depending on conditions) with chain-link gates in the middle to funnel oil to the skimmers
- The initial boom support vessels position in front of TF2 and TF3
- A 100,000+ barrel offshore tank barge is placed with each task force as necessary to facilitate the immediate offload of skimming vessels

The initial task forces (36 hours in) may be structured as follows:

TF 1

- 1 – 95' FRV
- 1 – HOSS Barge with 3 tugs
- 2 – FRUs
- 1 – 100,000+ barrel tank barge and associated tug(s)
- 1 – Dedicated air asset for tactical direction
- 8 – 500' sections of auto boom with gates
- 8 – Boom-towing vessels
- 2 – Support vessels (crew/utility)

TF 2

- 1 – 95' FRV
- 4 – FRUs
- 1 – 100,000+ barrel tank barge and associated tug(s)
- 1 – Dedicated air asset for tactical direction
- 10 – 500' sections of auto boom with gates
- 10 – Boom-towing vessels
- 2 – Support vessels (crew/utility)

TF 3

- 1 – 95’ FRV
- 3 – FRUs
- 1 – 100,000+ barrel tank barge and associated tug(s)
- 1 – Dedicated air asset for tactical direction
- 8 – 500’ sections of auto boom with gates
- 8 – Boom-towing vessels
- 2 – Support vessels (crew/utility)

Offshore skimming equipment continues to arrive in accordance with the ETA data listed in figure H.3a; this equipment includes 2 AquaGuard skimmers and 11 sets of Koseq Rigid Skimming Arms. These high volume heavy weather capable systems will be divided into functional groups and assigned to specific areas by the Operations Section of the Unified Command.

At this point of the response, the additional TFs may assume the following configurations:

TF 4

- 2 – Sets of Koseq Rigid Skimming Arms w/ associated 200’+ PIDVs
- 1 – AquaGuard Skimmer
- 1 – 100,000+ barrel tank barge and associated tug(s)
- 1 – Dedicated air asset for tactical direction
- 2 – Support vessels (crew/utility)
- 6 – 500’ sections of auto boom with gates
- 6 – Boom-towing vessels

TF 5

- 3 – Sets of Koseq Rigid Skimming Arms w/ associated 200’+ PIDVs
- 1 – AquaGuard Skimmer
- 1 – 100,000+ barrel tank barge and associated tug(s)
- 1 – Dedicated air asset for tactical direction
- 2 – Support vessels (crew/utility)
- 8 – 500’ sections of auto boom with gates
- 8 – Boom-towing vessels

TF 6

- 3 – Sets of Koseq Rigid Skimming Arms w/ associated 200’+ PIDVs
- 1 – 100,000+ barrel tank barge and associated tug(s)
- 1 – Dedicated air asset for tactical direction
- 2 – Support vessels (crew/utility)
- 6 – 500’ sections of auto boom with gates
- 6 – Boom-towing vessels

TF 7

- 3 – Sets of Koseq Rigid Skimming Arms w/ associated 200'+ PIDVs
- 1 – 100,000+ barrel tank barge and associated tug(s)
- 1 – Dedicated air asset for tactical direction
- 2 – Support vessels (crew/utility)
- 6 – 500' sections of auto boom with gates
- 6 – Boom-towing vessels

CGA Minimum Acceptable Capabilities for Vessels of Opportunity (VOO)
Minimum acceptable capabilities of Petroleum Industry Designed Vessels (PIDV) for conducting Vessel of Opportunity (VOO) skimming operations are shown in the table below. PIDVs are "purpose-built" to provide normal support to offshore oil and gas operators. They include but are not limited to utility boats, offshore supply vessels, etc. They become VOOs when tasked with oil spill response duties.

Capability	FRU	KOSEQ	AquaGuard
Type of Vessel	Utility Boat	Offshore Supply Vessel	Utility Boat
Operating parameters			
Sea State	3-5 ft max	9.8 ft max	3-5 ft max
Skimming speed	≤1 kt	≤3 kts	≤1 kt
Vessel size			
Minimum Length	100 ft	200 ft	100 ft
Deck space for: • Tank(s) • Crane(s) • Boom Reels • Hydraulic Power Units • Equipment Boxes	18x32 ft	100x40 ft	18x32 ft
Communication Assets	Marine Band Radio	Marine Band Radio	Marine Band Radio

Tactical use of Vessels of Opportunity (VOO): LLOG Exploration Offshore, L.L.C. will take all possible measures to maximize the oil-to-skimmer encounter rate of all skimming systems, to include VOOs, as discussed in this section. VOOs will normally be placed within an On-water recovery unit as shown in figures below.

Skimming Operations: PIDVs are the preferred VOO skimming platform. OSROs are more versed in operating on these platforms and the vessels are generally large enough with crews more likely versed in spill response operations. They also have a greater possibility of having on-board storage capacity and the most likely vessels to be under contract, and therefore more readily available to the operator. These vessels would normally be assigned to an on-water recovery group/division (see figure below) and outfitted with a VOSS suited for their size and capabilities. Specific tactics used for skimming operations would be dependent upon many parameters which include, but are not limited to, safety concerns, weather, type VOSS on board, product being recovered, and area of oil coverage. Planners would deploy these assets with the objective of safely maximizing oil- to-skimmer encounter rate by taking actions to minimize non-skimming time and maximizing boom swath. Specific tactical configurations are shown in figures below.

The Fast Response Unit (FRU): A self-contained, skid based, skimming system that is deployed from the right side of a vessel of opportunity (VOO). An outrigger holds a 75’ long section of air inflatable boom in place that directs oil to an apex for recovery via a Foilex 250 weir skimmer. The outrigger creates roughly a 40’ swath width dependent on the VOO beam. The lip of the collection bowl on the skimmer is placed as close to the oil and water interface as possible to maximize oil recovery and minimize water retention. The skimmer then pumps all fluids recovered to the storage tank where it is allowed to settle, and with the approval of the Coast Guard, the water is decanted from the bottom of the tank back into the water ahead of the containment boom to be recycled through the system. Once the tank is full of as much pure recovered oil as possible it is offloaded to a storage barge for disposal in accordance with an approved disposal plan. A second 100 barrel storage tank can be added if the appropriate amount of deck space is available to use as secondary storage.

Tactical Overview

Mechanical Recovery – The FRU is designed to provide fast response skimming capability in the offshore and nearshore environment in a stationary or advancing mode. It provides a rated daily recovery capacity of 4,100 barrels. An additional boom reel with 440' of offshore boom can be deployed along with the FRU, and a second support vessel for boom towing, to extend the swath width when attached to the end of the fixed boom. The range and sustainability offshore is dependent on the VOO that the unit is placed on, but generally these can stay offshore for extended periods. The FRU works well independently or assigned with other on-water recovery assets in a task force. In either case, it is most effective when a designated aircraft is assigned to provide tactical direction to ensure the best placement in recoverable oil.

Maximum Sea Conditions – Under most circumstances the FRU can maintain standard oil spill recovery operations in 2' to 4' seas. Ultimately, the Coast Guard licensed Captain in charge of the VOO (with input from the CGAS Supervisor assigned) will be responsible to determine when the sea conditions have surpassed the vessel's safe operating capabilities.

Possible Task Force Configuration (Multiple VOOs can be deployed in a task force)

1 – VOO (100' to 165' Utility or Supply Vessel)
1 – Boom reel w/support vessel for towing
1 – Tank barge (offshore) for temporary storage
1 – Utility/Crewboat (supply)
1 – Designated spotter aircraft

The VOSS (yellow) is being deployed and connected to an out-rigged arm. This is suitable for collection in both large pockets of oil and for recovery of streaming oil. The oil-to-skimmer encounter rate is limited by the length of the arm. Skimming pace is $\leq$ 1 knot.

Through the use of an additional VOO, and using extended sea boom, the swath of the VOSS is increased therefore maximizing the oil-to-skimmer encounter rate. Skimming pace is ≤ 1 knot.

The Koseq Rigid Sweeping Arm: A skimming system deployed on a vessel of opportunity. It requires a large Offshore or Platform Supply Vessel (OSV/PSV), greater than 200' with at least 100' x 50' of free deck space. On each side of the vessel, a 50' long rigid framed Arm is deployed that consists of pontoon chambers to provide buoyancy, a smooth nylon face, and a hydraulically adjustable mounted weir skimmer. The Arm floats independently of the vessel and is attached by a tow bridle and a lead line. The movement of the vessel forward draws the rubber end seal of the arm against the hull to create a collection point for free oil directed to the weir by the Arm face. The collection weir is adjusted to keep the lip as close to the oil water interface as possible to maximize oil recovery while attempting to minimize excess water collection. A transfer pump (combination of positive displacement, screw type and centrifuge suited for highly viscous oils) pump the recovered liquid to portable tanks and/or dedicated fixed storage tanks onboard the vessel. After being allowed to sit and separate, with approval from the Coast Guard, the water can be decanted (pumped off) in front of the collection arm to be reprocessed through the system. Once full with as much pure recovered oil as possible, the oil is transferred to a temporary storage barge where it can be disposed of in accordance with an approved disposal plan.

Tactical Overview

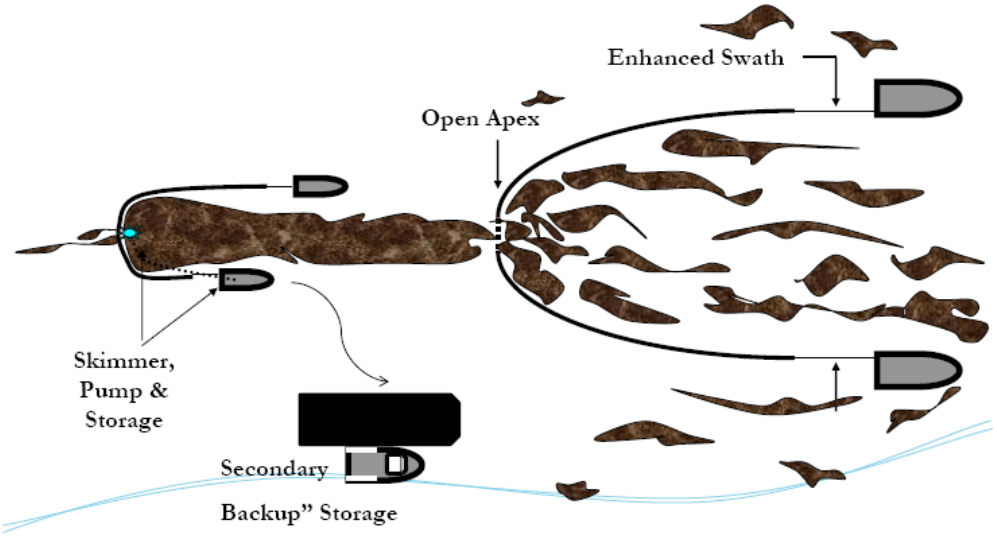
Mechanical Recovery – Deployed on large vessels of opportunity (VOO) the Koseq Rigid Sweeping Arms are high volume surge capacity deployed to increase recovery capacity at the source of a large oil spill in the offshore and outer nearshore environment of the Gulf of Mexico. They are highly mobile and sustainable in rougher sea conditions than normal skimming vessels (9.8' seas). The large Offshore Supply Vessels (OSV) required to deploy the Arms are able to remain on scene for extended periods, even when sea conditions pick up. Temporary storage on deck in portable tanks usually provides between 1,000 and 3,000 bbls. In most cases, the OSV will be able to pump 20% of its deadweight into the liquid mud tanks in accordance with the vessels Certificate of Inspection (COI). All storage can be offloaded utilizing the vessels liquid transfer system.

Maximum Sea Conditions - Under most circumstances the larger OSVs are capable of remaining on scene well past the Skimming Arms maximum sea state of 9.8'. Ultimately it will be the decision of the VOO Captain, with input from the T&T Supervisor onboard, to determine when the sea conditions have exceeded the safe operating conditions of the vessel.

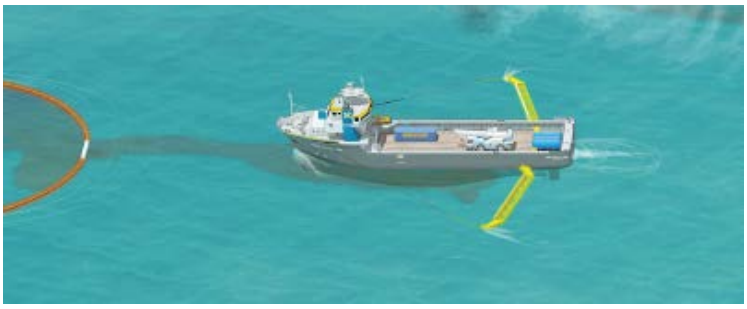
Command and Control – The large OSVs in many cases have state of the art communication and electronic systems, as well as the accommodations to support the function of directing all skimming operations offshore and reporting back to the command post.

Possible Task Force Configuration (Multiple Koseq VOOs can be deployed in a task force)
1 – $\geq$ 200' Offshore Supply Vessels (OSV) with set of Koseq Arms
2-4 – portable storage tanks (500 bbl)
1 – Modular Crane Pedestal System set (MCPS) or 30 cherry picker (crane) for deployment
1 – Tank barge (offshore) for temporary storage
1 – Utility/Crewboat (supply)
1 – Designated spotter aircraft

4 – Personnel (4 T&T OSRO)



Scattered oil is "caught" by two VOO and collected at the apex of the towed sea boom. The oil moves thought a "gate" at that apex, forming a larger stream of oil which moves into the boom of the skimming vessel. Operations are paced at >1. A recovered oil barge stationed nearby to minimize time taken to offload recovered oil.



This is a depiction of the same operation as above but using KOSEQ Arms. In this configuration, the collecting boom speed dictates the operational pace at $\geq$ 1 knot to minimize entrainment of the oil.

Clean Gulf Associates (CGA) Procedure for Accessing Member-Contracted and other Vessels of Opportunity (VOOs) for Spill Response

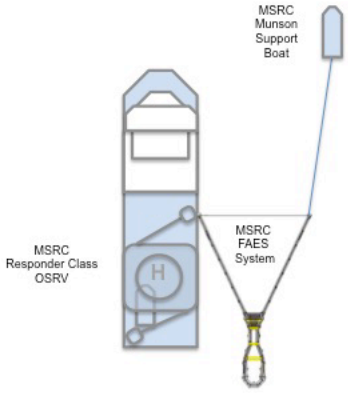
- CGA has procedures in place for CGA member companies to acquire vessels of opportunity (VOOs) from an existing CGA member's contracted fleet or other sources for the deployment of CGA portable skimming equipment including Koseq Arms, Fast Response Units (FRUs) and any other portable skimming system(s) deemed appropriate for the response for a potential or actual oil spill, WCD oil spill or a Spill of National Significance (SONS).

- CGA uses Port Vision, a web-based vessel and terminal interface that empowers CGA to track vessels through Automatic Identification System (AIS) and terminal activities using a Geographic Information System (GIS). It provides live AIS/GIS views of waterways showing current vessel positions, terminals, created vessel fleets, and points-of-interest. Through this system, CGA has the ability to get instant snapshots of the location and status of all vessels contracted to CGA members, day or night, from any web-enabled PC.

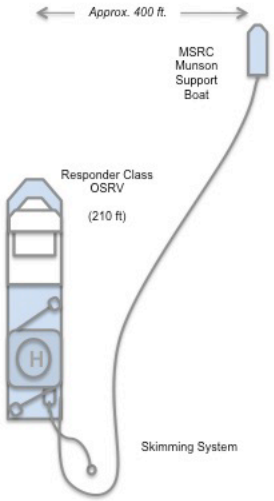
Typical On-Water Oil Recovery and Removal Tactics *(See MSRC Gulf Area Tactics Guidebook for more information)*

Mechanical Recovery
Large Scale Resources

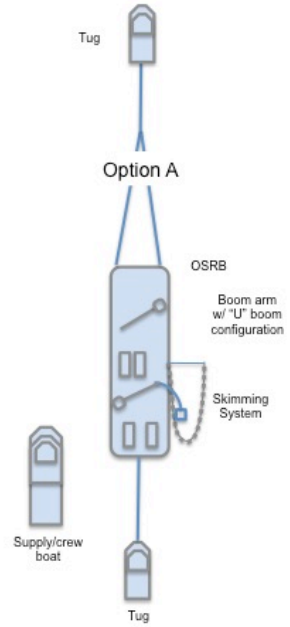
Option A – OSRV FAES Deployment (Example)



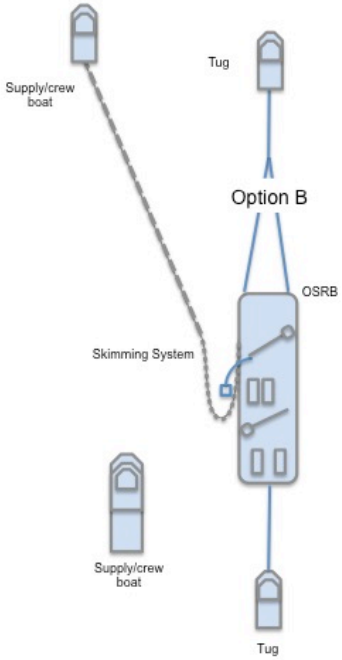
Option B – OSRV Ocean Boom in a "J" Configuration (Example)



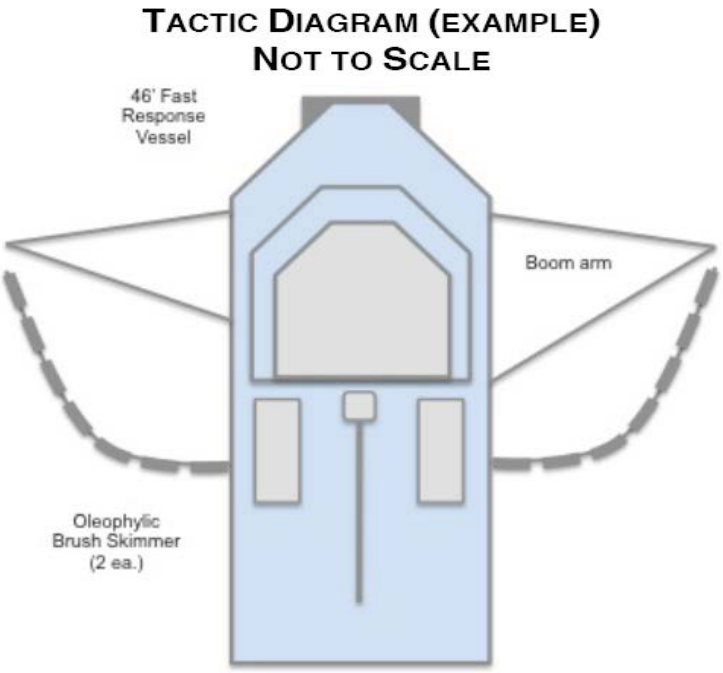
Option A – OSRB in a "U" Configuration

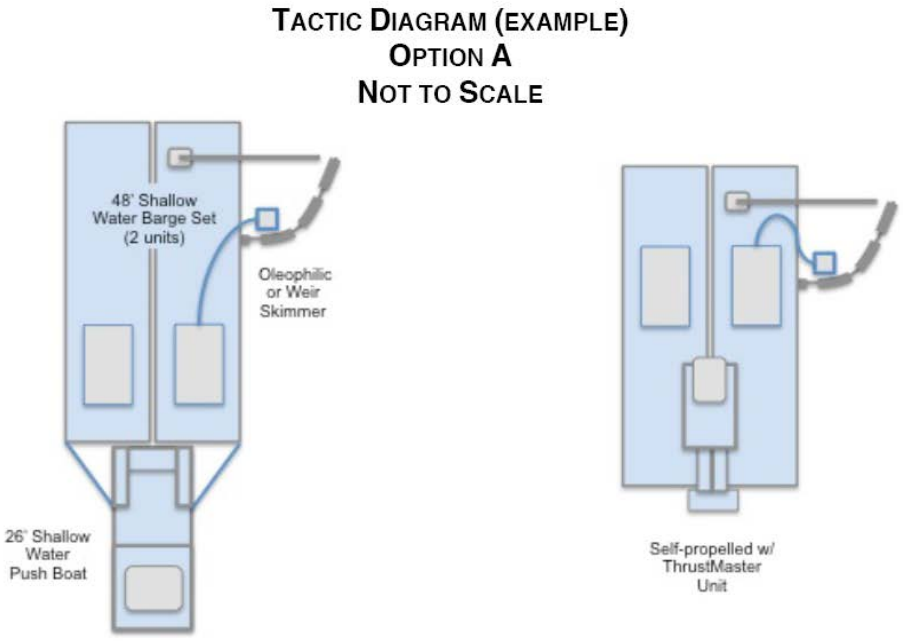


Option B – OSRB in a "J" Configuration

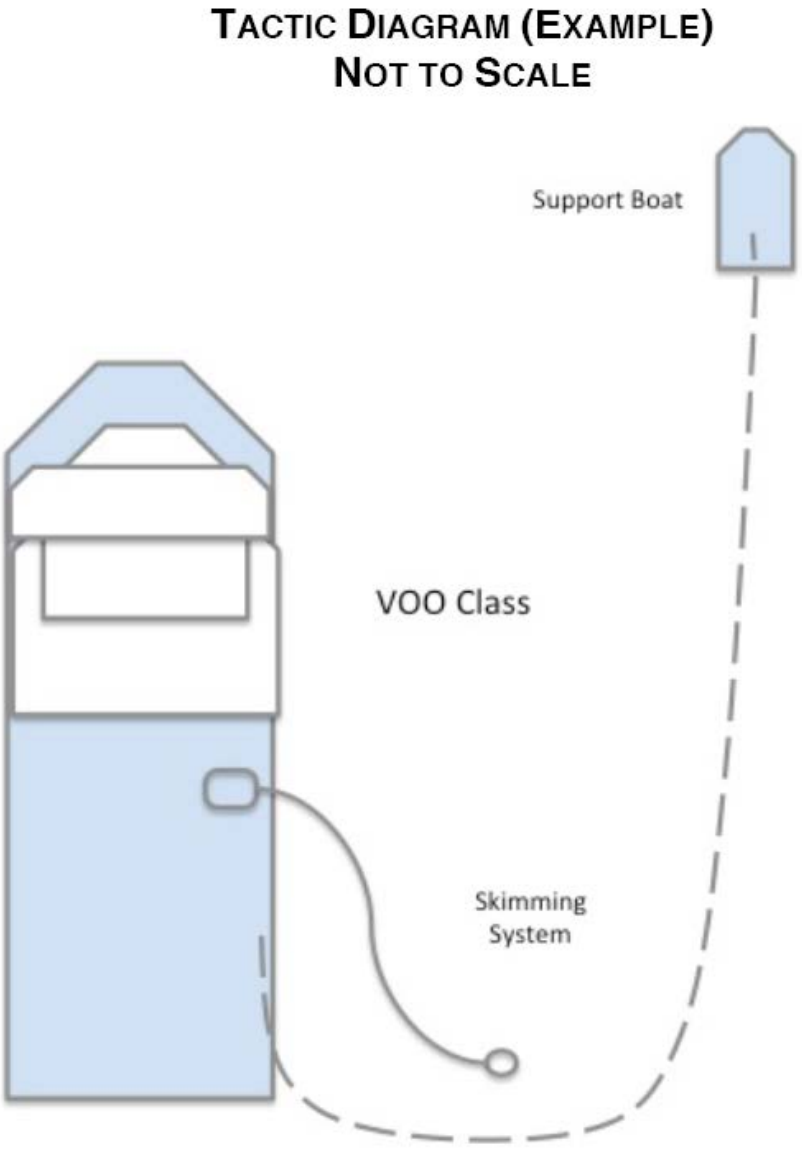


Small Scale Resources

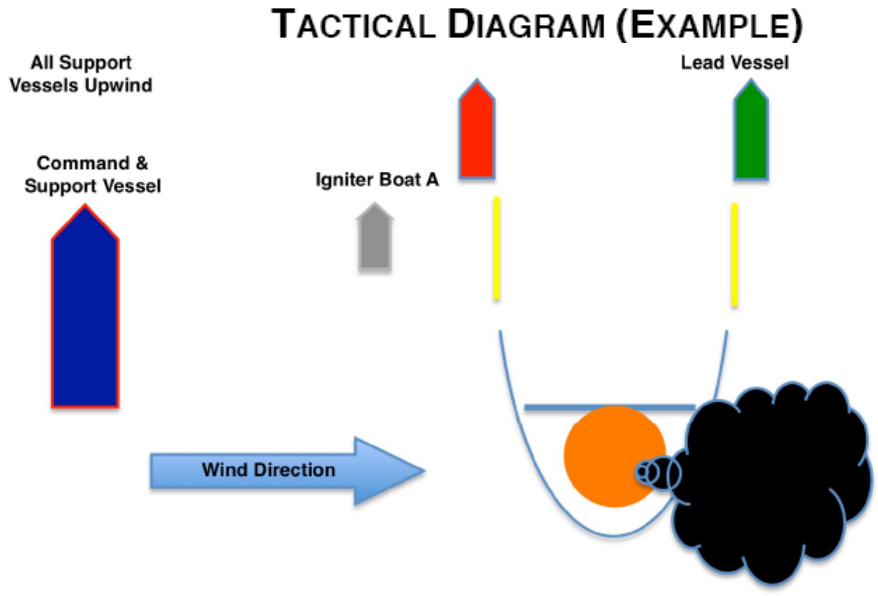




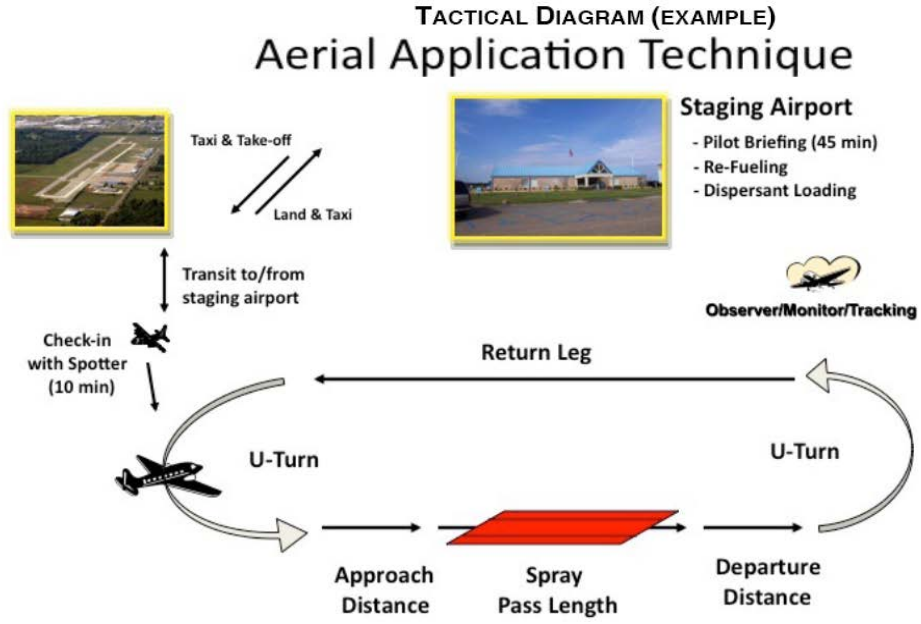
Enhanced Encounter Rate Resources, FAES



In-situ Burn (ISB)



Aerial Dispersant



Near Shore Response Actions

Timing

- Put near shore assets on standby and deployment in accordance with planning based on the actual situation, actual trajectories and oil budgets
- VOO identification and training in advance of spill nearing shoreline if possible
- Outfitting of VOOs for specific missions
- Deployment of assets based on actual movement of oil

Considerations

- Water depth, vessel draft
- Shoreline gradient
- State of the oil
- Use of VOOs
- Distance of surf zone from shoreline

Equipment Deployment
Surveillance

- Provide trained observer to direct skimming operations
- Continual surveillance of oil movement by remote sensing systems, aerial photography and visual confirmation
- Continual monitoring of vessel assets

Dispersant Use

- Generally will not be approved within 3 miles of shore or with less than 10 meters of water depth
- Approval would be at Regional Response Team level (Region 6)

Dedicated Near Shore skimming systems

- FRVs
- Egmopol and Marco SWS
- Operate with aerial spotter directing systems to observed oil slicks

VOO

- Use LLOG Exploration Offshore, L.L.C.'s contracted resources as applicable
- Industry vessel are usually best for deployment of Vessel of Opportunity Skimming Systems (VOSS)
- Acquire additional resources as needed
- Consider use of local assets, i.e. fishing and pleasure craft
- Expect mission specific and safety training to be required
- Plan with the US Coast Guard for vessel inspections
- Operate with aerial spotter directing systems to oil patches

Shoreline Protection Operations

Response Planning Considerations

- Review appropriate Area Contingency Plan(s)
- Locate and review appropriate Geographic Response and Site Specific Plans
- Refer to appropriate Environmentally Sensitive Area Maps
- Capability for continual analysis of trajectories run periodically during the response
- Environmental risk assessments (ERA) to determine priorities for area protection
- Time to acquire personnel and equipment and their availability
- Refer to the State of Louisiana Initial Oil Spill Response Plan, Deep Water Horizon, dated 2 May 2010, as a secondary reference
- Aerial surveillance of oil movement
- Pre-impact beach cleaning and debris removal
- Shoreline Cleanup Assessment Team (SCAT) operations and reporting procedures
- Boom type, size and length requirements and availability
- Possibility of need for In-situ burning in near shore areas
- Current wildlife situation, especially status of migratory birds and endangered species in the area
- Check for Archeological sites and arrange assistance for the appropriate state agency when planning operations the may impact these areas

Placement of boom

- Position boom in accordance with the information gained from references listed above and based on the actual situation
- Determine areas of natural collection and develop booming strategies to move oil into those areas
- Assess timing of boom placement based on the most current trajectory analysis and the availability of each type of boom needed. Determine an overall booming priority and conduct booming operations accordingly. Consider:
    - Trajectories
    - Weather forecast
    - Oil Impact forecast
    - Verified spill movement
    - Boom, manpower and vessel (shallow draft) availability
    - Near shore boom and support material, (stakes, anchors, line)

Beach Preparation
Considerations and Actions

- Use of a 10 mile go/no go line to determine timing of beach cleaning
- SCAT reports and recommendations
- Determination of archeological sites and gaining authority to enter
- Monitoring of tide tables and weather to determine extent of high tides
- Pre cleaning of beaches by moving waste above high tide lines to minimize waste

- Determination of logistical requirements and arranging of waste removal and disposal
- Staging of equipment and housing of response personnel as close to the job site as possible to maximize on-site work time
- Boom tending, repair, replacement and security (use of local assets may be advantageous)
- Constant awareness of weather and oil movement for resource re-deployment as necessary
- Earthen berms and shoreline protection boom may be considered to protect sensitive inland areas
- Requisitioning of earth moving equipment
- Plan for efficient and safe use pf personnel, ensuring:
    - A continual supply of the proper Personal Protective Equipment
    - Heating or cooling areas when needed
    - Medical coverage
    - Command and control systems (i.e. communications)
    - Personnel accountability measures
- Remediation requirements, i.e., replacement of sands, rip rap, etc.
- Availability of surface washing agents and associated protocol requirements for their use (see National Contingency Plan Product Schedule for list of possible agents)
- Discussions with all stakeholders, i.e., land owners, refuge/park managers, and others as appropriate, covering the following:
    - Access to areas
    - Possible response measures and impact of property and ongoing operations
    - Determination of any specific safety concerns
    - Any special requirements or prohibitions
    - Area security requirements
    - Handling of waste
    - Remediation expectations
    - Vehicle traffic control
    - Domestic animal safety concerns
    - Wildlife or exotic game concerns/issues

Inland and Coastal Marsh Protection and Response Considerations and Actions

- All considered response methods will be weighed against the possible damage they may do to the marsh. Methods will be approved by the Unified Command only after discussions with local Stakeholder, as identified above.
    - In-situ burn may be considered when marshes have been impacted
- Passive clean up of marshes should considered and appropriate stocks of sorbent boom and/or sweep obtained.
- Response personnel must be briefed on methods to traverse the marsh, i.e.,
    - use of appropriate vessel
    - use of temporary walkways or road ways
- Discuss and gain approval prior cutting or moving vessels through vegetation
- Discuss use of vessels that may disturb wildlife, i.e, airboats

- Safe movement of vessels through narrow cuts and blind curves
- Consider the possibility that no response in a marsh may be best
- In the deployment of any response asset, actions will be taken to ensure the safest, most efficient operations possible. This includes, but is not limited to:
    - Placement of recovered oil or waste storage as near to vessels or beach cleanup crews as possible.
    - Planning for stockage of high use items for expeditious replacement
    - Housing of personnel as close to the work site as possible to minimize travel time
    - Use of shallow water craft
    - Use of communication systems appropriate ensure command and control of assets
    - Use of appropriate boom in areas that I can offer effective protection
    - Planning of waste collection and removal to maximize cleanup efficiency
- Consideration or on-site remediation of contaminated soils to minimize replacement operations and impact on the area

Decanting Strategy

Recovered oil and water mixtures will typically separate into distinct phases when left in a quiescent state. When separation occurs, the relatively clean water phase can be siphoned or decanted back to the recovery point with minimal, if any, impact. Decanting therefore increases the effective on-site oil storage capacity and equipment operating time. FOSC/SOSC approval will be requested prior to decanting operations. This practice is routinely used for oil spill recovery.

CGA Equipment Limitations

The capability for any spill response equipment, whether a dedicated or portable system, to operate in differing weather conditions will be directly in relation to the capabilities of the vessel the system in placed on. Most importantly, however, the decision to operate will be based on the judgment of the Unified Command and/or the Captain of the vessel, who will ultimately have the final say in terminating operations. Skimming equipment listed below may have operational limits which exceed those safety thresholds. As was seen in the Deepwater Horizon (DWH) oil spill response, vessel skimming operations ceased when seas reached 5-6 feet and vessels were often recalled to port when those conditions were exceeded. Systems below are some of the most up-to-date systems available and were employed during the DWH spill.

Boom	3 foot seas, 20 knot winds
Dispersants	Winds more than 25 knots Visibility less than 3 nautical miles Ceiling less than 1,000 feet.
FRU	8 foot seas
HOSS Barge/OSRB	8 foot seas
Koseq Arms	8 foot seas
OSRV	4 foot seas

Environmental Conditions in the GOM

Louisiana is situated between the easterly and westerly wind belts, and therefore, experiences westerly winds during the winter and easterly winds in the summer. Average wind speed is generally 14-15 mph along the coast. Wave heights average 4 and 5 feet. However, during hurricane season, Louisiana has recorded wave heights ranging from 40 to 50 feet high and winds reaching speeds of 100 mph. Because much of southern Louisiana lies below sea level, flooding is prominent.

Surface water temperature ranges between 70 and 80˚F during the summer months. During the winter, the average temperature will range from 50 and 60˚F.

The Atlantic and Gulf of Mexico hurricane season is officially from 1 June to 30 November. 97% of all tropical activity occurs within this window. The Atlantic basin shows a very peaked season from August through October, with 78% of the tropical storm days, 87% of the minor (Saffir-Simpson Scale categories 1 and 2) hurricane days, and 96% of the major (Saffir-Simpson categories 3, 4 and 5) hurricane days occurring then. Maximum activity is in early to mid September. Once in a few years there may be a hurricane occurring "out of season" - primarily in May or December. Globally, September is the most active month and May is the least active month.

FIGURE 1
TRAJECTORY BY LAND SEGMENT

Trajectory of a spill and the probability of it impacting a land segment have been projected utilizing LLOG Exploration Offshore, L.L.C.'s WCD and information in the BOEM Oil Spill Risk Analysis Model (OSRAM) for the Central and Western Gulf of Mexico available on the BOEM website using 30 day impact. The results are tabulated below.

Area/Block	OCS-G	Launch Area	Land Segment and/or Resource	Conditional Probability (%) within 30 days
Exploratory Drilling **MC 750,** **Well Location A** *58 statute miles from shore*	G35832	C58	Galveston, TX Jefferson, TX Cameron, LA Vermilion, LA Iberia, LA Terrebonne, LA Lafourche, LA Jefferson, LA **Plaquemines, LA** St. Bernard, LA Okaloosa, FL	1 1 3 2 1 3 3 1 **8** 1 1

WCD Scenario– <u>BASED ON WELL BLOWOUT DURING DRILLING OPERATIONS</u> (58 statute miles from shore)
299,584 bbls of crude oil (Volume considering natural weathering)
API Gravity 38.4°

FIGURE 2 – Equipment Response Time to MC 750, Well Location A

Dispersants/Surveillance

Dispersant/Surveillance	Dispersant Capacity (gal)	Persons Req.	From	Hrs to Procure	Hrs to Loadout	Travel to site	Total Hrs
ASI							
Basler 67T	2000	2	Houma	2	2	0.6	4.6
DC 3	1200	2	Houma	2	2	0.7	4.7
DC 3	1200	2	Houma	2	2	0.7	4.7
Aero Commander	NA	2	Houma	2	2	0.6	4.6
MSRC							
C-130 Spray AC	3,250	2	Kiln	3	0	0.5	3.5
King Air BE90 Spray AC	250	2	Kiln	3	0	0.8	3.8

Offshore Response

Offshore Equipment Pre-Determined Staging	EDRC	Storage Capacity	VOO	Persons Required	From	Hrs to Procure	Hrs to Loadout	Hrs to GOM	Travel to Spill Site	Hrs to Deploy	Total Hrs
CGA											
HOSS Barge	76285	4000	3 Tugs	8	Harvey	7	0	5	7.5	1	20.5
95’ FRV	22885	249	NA	6	Leeville	2	0	2	3.5	0	7.5
95’ FRV	22885	249	NA	6	Venice	2	0	2	3	0	7
95’ FRV	22885	249	NA	6	Vermilion	2	0	2	6	0	10
95’ FRV	22885	249	NA	6	Galveston	2	0	2	15.5	0	19.5
Boom Barge (CGA-300) 42” Auto Boom (25000’)	NA	NA	1 Tug 50 Crew	4 (Barge) 2 (Per Crew)	Leeville	4	0	6	9.5	2	21.5

Offshore Equipment Pre-determined Staging	EDRC	Storage Capacity	VOO	Persons Required	From	Hrs to Procure	Hrs to Loadout	Hrs to GOM	Travel to Spill Site	Hrs to Deploy	Total Hrs
Louisiana Responder Transrec 350 + OSRV *2,640' 67" Curtain Pressure Boom*	10567	4000	NA	10	Fort Jackson	2	0	4.5	11	1	18.5
MSRC 452 Offshore Barge 1 Crucial Disk 88/30 1 Desmi Ocean *2,640' 67" Curtain Pressure Boom*	11122 3017	45000	2 Tugs	9	Fort Jackson	2.5	0	6	19	1	28.5
Mississippi Responder Transrec 350 + OSRV *2,640' 67" Curtain Pressure Boom*	10567	4000	NA	10	Pascagoula	2	0	2	12	1	17
MSRC 402 Offshore Barge 2 Crucial Disk 88/30 *2,640' 67" Curtain Pressure Boom*	22244	40300	2 Tugs	9	Pascagoula	2.5	0	3	21.5	1	28
Deep Blue Responder LFF 100 Brush + OSRV *2,640' 67" Curtain Pressure Boom*	18086	4000	NA	10	Fourchon	2	0	1	4.5	1	8.5
Gulf Coast Responder Transrec 350 + OSRV *2,640' 67" Curtain Pressure Boom*	10567	4000	NA	10	Lake Charles	2	0	4	17	1	24
Texas Responder Transrec 350 + OSRV *2,640' 67" Curtain Pressure Boom*	10567	4000	NA	10	Galveston	2	0	1	22	1	26
MSRC 570 Offshore Barge 2 Crucial Disk 88/30 *2,640' 67" Curtain Pressure Boom*	22244	56900	2 Tugs	9	Galveston	2.5	0	2	39	1	44.5
Southern Responder Transrec 350 + OSRV *2,640' 67" Curtain Pressure Boom*	10567	4000	NA	10	Ingleside	2	0	1	31.5	1	35.5
MSRC 403 Offshore Barge 1 Crucial Disk 88/30 *2,640' 67" Curtain Pressure Boom*	11122	40300	2 Tugs	9	Ingleside	2.5	0	2	55	1	60.5
MSRC 360 Offshore Barge 1 Crucial Disk 88/30 *1,320' 67" Curtain Pressure Boom*	11122	36000	2 Tugs	9	Tampa	2	0	2	31.5	1	35.5
Florida Responder Transrec 350 + OSRV *2,640' 67" Curtain Pressure Boom*	10567	4000	NA	10	Miami	2	0	2	87	1	92

Offshore Recovered Oil Storage Pre-determined Staging	EDRC	Storage Capacity	VOO	Persons Required	From	Hrs to Procure	Hrs to Loadout	Hrs to GOM	Travel to Spill Site	Hrs to Deploy	Total Hrs
Kirby Offshore (available through contract with MSRC)											
RO Barge	NA	80000+	1 Tug	6	Venice	50	0	2	8	0	60
RO Barge	NA	80000+	1 Tug	6	Venice	50	0	2	8	0	60
RO Barge	NA	80000+	1 Tug	6	Venice	50	0	2	8	0	60
RO Barge	NA	100000+	1 Tug	6	Venice	50	0	2	8	0	60
RO Barge	NA	100000+	1 Tug	6	Venice	50	0	2	8	0	60
RO Barge	NA	100000+	1 Tug	6	Venice	50	0	2	8	0	60
RO Barge	NA	100000+	1 Tug	6	Venice	50	0	2	8	0	60
RO Barge	NA	110000+	1 Tug	6	Venice	50	0	2	8	0	60
RO Barge	NA	130000+	1 Tug	6	Venice	50	0	2	8	0	60
RO Barge	NA	140000+	1 Tug	6	Venice	50	0	2	8	0	60
RO Barge	NA	150000+	1 Tug	6	Venice	50	0	2	8	0	60
RO Barge	NA	160000+	1 Tug	6	Venice	50	0	2	8	0	60

Loadout/Staging Area: Venice

Offshore Equipment With Staging	EDRC	Storage Capacity	VOO	Persons Req.	From	Hrs to Procure	Hrs to Loadout	Travel to Staging	Travel to Site	Hrs to Deploy	Total Hrs
CGA											
Hydro-Fire Boom	NA	NA	8 Utility	40	Harvey	2	4	2	5	6	19
MSRC											
67” Curtain Pressure Boom (24750’)	NA	NA	7*	14	Houston	1	2	12	10	1	26
67” Curtain Pressure Boom (1320’)	NA	NA	2*	4	Belle Chasse	1	2	2	10	1	16
67” Curtain Pressure Boom (1305’)	NA	NA	2*	4	Pascagoula	1	2	5	10	1	19
1000’ Fire Resistant Boom	NA	NA	3*	6	Galveston	1	4	13	10	6	34
16000’ Fire Resistant Boom	NA	NA	3*	6	Houston	1	4	12	10	6	33
2000’ Fire Resistant Boom	NA	NA	3*	6	Lake Charles	1	4	8	10	6	29

** Utility Boats, Crew Boats, Supply Boats, or Fishing Vessels*

Loadout/Staging Area: Venice

Offshore Equipment Preferred Staging	EDRC	Storage Capacity	VOO	Persons Req.	From	Hrs to Procure	Hrs to Loadout	Travel to Staging	Travel to Site	Hrs to Deploy	Total Hrs
T&T Marine (available through direct contract with CGA)											
Aqua Guard Triton RBS (1)	22323	2000	1 Utility	6	Galveston	4	12	13	5	2	36
Aqua Guard Triton RBS (1)	22323	2000	1 Utility	6	Harvey	4	12	2	5	2	25
Koseq Skimming Arms (10) Lamor brush	228850	10000	5 Utility	30	Galveston	24	24	13	5	2	68
Koseq Skimming Arms (6) MariFlex 150 HF	108978	6000	3 Utility	18	Galveston	24	24	13	5	2	68
Koseq Skimming Arms (2) Lamor brush	45770	2000	1 Utility	6	Harvey	24	24	2	5	2	57
Koseq Skimming Arms (4) MariFlex 150 HF	72652	4000	2 Utility	12	Harvey	24	24	2	5	2	57
CGA											
FRU (1) + 100 bbl Tank (2)	4251	200	1 Utility	6	Morgan City	2	2	5	5	1	15
FRU (1) + 100 bbl Tank (2)	4251	200	1 Utility	6	Vermilion	2	2	6	5	1	16
FRU (1) + 100 bbl Tank (2)	4251	200	1 Utility	6	Galveston	2	2	13	5	1	23
FRU (1) + 100 bbl Tank (2)	4251	200	1 Utility	6	Aransas Pass	2	2	18	5	1	28
FRU (1) + 100 bbl Tank (2)	4251	200	1 Utility	6	Lake Charles	2	2	8	5	1	18
FRU (2) + 100 bbl Tank (4)	8502	400	2 Utility	12	Leeville	2	2	5	5	1	15
FRU (2) + 100 bbl Tank (4)	8502	400	2 Utility	12	Venice	2	2	0	5	1	10

Loadout/Staging Area: Venice

Offshore Equipment Preferred Staging	EDRC	Storage Capacity	VOO	Persons Req.	From	Hrs to Procure	Hrs to Loadout	Travel to Staging	Travel to Site	Hrs to Deploy	Total Hrs
MSRC											
Stress I Skimmer (1)	15840	1000	1	5-9	Ingleside	1	2	18	10	1	32
GT-185 Skimmer w Adaptor (1)	1371	1000	1	5-9	Ingleside	1	2	18	10	1	32
Foilex 250 Skimmer (1)	3977	1000	1	5-9	Ingleside	1	2	18	10	1	32
Crucial Disk 56/30 Skimmer (1)	5671	1000	1	5-9	Ingleside	1	2	18	10	1	32
GT-185 Skimmer w Adaptor (2)	2742	2000	2	10-18	Galveston	1	2	13	10	1	27
Walosep 4 Skimmer (1)	3017	1000	1	5-9	Galveston	1	2	13	10	1	27
Foilex 250 Skimmer (1)	3977	1000	1	5-9	Galveston	1	2	13	10	1	27
Stress I Skimmer (1)	15840	1000	1	5-9	Galveston	1	2	13	10	1	27
GT-185 Skimmer w Adaptor (1)	1371	1000	1	5-9	Port Arthur	1	2	10	10	1	22
Desmi Skimmer (1)	3017	1000	1	5-9	Lake Charles	1	2	8	10	1	22
Foilex 250 Skimmer (1)	3977	1000	1	5-9	Lake Charles	1	2	8	10	1	22
Stress I Skimmer (2)	31680	2000	2	10-18	Lake Charles	1	2	8	10	1	22
GT-185 Skimmer w Adaptor (1)	1371	1000	1	5-9	Lake Charles	1	2	8	10	1	22
LFF 100 Brush Skimmer (1) *1,320‘ 67” Curtain Pressure Boom*	18086	1000	1 PSV	9	Lake Charles	1	2	8	10	1	22
LFF 100 Brush Skimmer (1) *1,320‘ 67” Curtain Pressure Boom*	18086	1000	1 PSV	9	Lake Charles	1	2	8	10	1	22
Transrec 350 Skimmer (1) *1,320‘ 67” Curtain Pressure Boom*	10567	1000	1 PSV	9	Lake Charles	1	2	8	10	1	22
GT-185 Skimmer w Adaptor (1)	1371	1000	1	5-9	Baton Rouge	1	2	5	10	1	19
Transrec 350 Skimmer (1) *1,320‘ 67” Curtain Pressure Boom*	10567	1000	1 PSV	9	Houma	1	2	4	10	1	18
Stress I Skimmer (1)	15840	1000	1	5-9	Port Fourchon	1	2	5	10	1	19
LFF 100 Brush Skimmer (1) *1,320‘ 67” Curtain Pressure Boom*	18086	1000	1 PSV	9	Port Fourchon	1	2	5	10	1	19
LFF 100 Brush Skimmer (1) *1,320‘ 67” Curtain Pressure Boom*	18086	1000	1 PSV	9	Port Fourchon	1	2	5	10	1	19
GT-185 Skimmer w Adaptor (1)	1371	1000	1	5-9	Belle Chasse	1	2	2	10	1	16
Walosep W4 Skimmer (1)	3017	1000	1	5-9	Belle Chasse	1	2	2	10	1	16
Foilex 250 Skimmer (1)	3977	1000	1	5-9	Belle Chasse	1	2	2	10	1	16
Stress I Skimmer (1)	15840	1000	1	5-9	Belle Chasse	1	2	2	10	1	16
Foilex 200 Skimmer (1)	1989	1000	1	5-9	Belle Chasse	1	2	2	10	1	16
Crucial Disk 56/30 Skimmer (1)	5671	1000	1	5-9	Belle Chasse	1	2	2	10	1	16

Loadout/Staging Area: Venice

Offshore Equipment Preferred Staging	EDRC	Storage Capacity	VOO	Persons Req.	From	Hrs to Procure	Hrs to Loadout	Travel to Staging	Travel to Site	Hrs to Deploy	Total Hrs
MSRC											
Crucial Disk 88/30 Skimmer (1) *1,320‘ 67” Curtain Pressure Boom*	11122	1000	1 PSV	9	Fort Jackson	1	2	0.5	10	1	14.5
Crucial Disk 88/30 Skimmer (1) *1,320‘ 67” Curtain Pressure Boom*	11122	1000	1 PSV	9	Fort Jackson	1	2	0.5	10	1	14.5
Stress I Skimmer (1)	15840	1000	1	5-9	Pascagoula	1	2	5	10	1	19
GT-185 Skimmer (1)	1371	1000	1	5-9	Pascagoula	1	2	5	10	1	19
Stress II Skimmer (1)	3017	1000	1	5-9	Pascagoula	1	2	5	10	1	19
Stress I Skimmer (1)	15840	1000	1	5-9	Tampa	1	2	21	10	1	35
GT-185 Skimmer w Adaptor (1)	1371	1000	1	5-9	Tampa	1	2	21	10	1	35
Crucial Disk 56/30 Skimmer (1)	5671	1000	1	5-9	Tampa	1	2	21	10	1	35
GT-185 Skimmer w Adaptor (1)	1371	1000	1	5-9	Miami	1	2	27	10	1	41
Stress I Skimmer (1)	15840	1000	1	5-9	Miami	1	2	27	10	1	41
Walosep W4 Skimmer (1)	3017	1000	1	5-9	Miami	1	2	27	10	1	41
Desmi Skimmer (1)	3017	1000	1	5-9	Miami	1	2	27	10	1	41

Nearshore Response

Nearshore Equipment	EDRC	Storage Capacity	VOO	Persons Req.	From	Hrs to Procure	Hrs to Loadout	Hrs to GOM	Travel to Staging	Hrs to Deploy	Total Hrs
CGA											
Trinity SWS	21500	249	NA	4	Aransas Pass	2	6	N/A	48	0	56
Trinity SWS	21500	249	NA	4	Morgan City	2	6	N/A	48	0	56
Trinity SWS	21500	249	NA	4	Lake Charles	2	6	N/A	48	0	56
Trinity SWS	21500	249	NA	4	Vermilion	2	6	N/A	48	0	56
46’ FRV	15257	65	NA	4	Aransas Pass	2	0	2	26	0	30
46’ FRV	15257	65	NA	4	Morgan City	2	0	2	7	0	11
46’ FRV	15257	65	NA	4	Lake Charles	2	0	2	13	0	17
46’ FRV	15257	65	NA	4	Venice	2	0	2	2.5	0	6.5
MSRC											
30 ft. Kvichak	3588	24	NA	2	Ingleside	1	1	2	24	0	28
30 ft. Kvichak	3588	24	NA	2	Galveston	1	1	2	17.5	0	21.5
MSRC Quick Strike	5000	50	NA	3	Lake Charles	1	1	2	10	0	14
30 ft. Kvichak	3588	24	NA	2	Belle Chasse	1	1	2	3	0	7
30 ft. Kvichak	3588	24	NA	2	Pascagoula	1	1	2	4	0	8
Enterprise Marine (available through contract with CGA)											
CTCo 2603	NA	25000	1 Tug	6	Amelia	28	12	4	15	1	60
CTCo 2604	NA	20000	1 Tug	6	Amelia	28	12	4	15	1	60
CTCo 2605	NA	20000	1 Tug	6	Amelia	28	12	4	15	1	60
CTCo 2606	NA	20000	1 Tug	6	Amelia	28	12	4	15	1	60
CTCo 2607	NA	23000	1 Tug	6	Amelia	28	12	4	15	1	60
CTCo 2608	NA	23000	1 Tug	6	Amelia	28	12	4	15	1	60
CTCo 2609	NA	23000	1 Tug	6	Amelia	28	12	4	15	1	60
CTCo 5001	NA	47000	1 Tug	6	Amelia	28	12	4	15	1	60
Kirby Offshore (available through contract with CGA and MSRC)											
RO Barge	NA	80000+	1 Tug	6	Venice	51	0	2	7	0	60

Nearshore and Inland Skimmers With Staging	EDRC	Storage Capacity	VOO	Persons Req.	From	Hrs to Procure	Hrs to Load Out	Travel to Venice	Travel to Deployment	Hrs to Deploy	Total Hrs
CGA											
SWS Egmopol	1810	100	NA	3	Galveston	2	2	12.7	2	0	18.7
SWS Egmopol	1810	100	NA	3	Morgan City	2	2	4.9	2	0	10.9
SWS Marco	3588	20	NA	3	Lake Charles	2	2	8	2	0	14
SWS Marco	3588	34	NA	3	Leeville	2	2	4.4	2	0	10.4
SWS Marco	3588	34	NA	3	Venice	2	2	0	2	0	6
Rope Mop	77	2	0	3	Harvey	2	2	2.1	2	0	8.1
Foilex Skim Package (TDS 150)	1131	50	NA	3	Lake Charles	2	2	8	2	0	14
Foilex Skim Package (TDS 150)	1131	50	NA	3	Galveston	2	2	12.7	2	0	18.7
Foilex Skim Package (TDS 150)	1131	50	NA	3	Harvey	2	2	2.1	2	0	8.1
4 Drum Skimmer (Magnum 100)	680	100	1 Crew	3	Lake Charles	2	2	8	2	0	14
4 Drum Skimmer (Magnum 100)	680	100	1 Crew	3	Harvey	2	2	2.1	2	0	8.1
2 Drum Skimmer (TDS 118)	240	100	1 Crew	3	Lake Charles	2	2	8	2	0	14
2 Drum Skimmer (TDS 118)	240	100	1 Crew	3	Harvey	2	2	2.1	2	0	8.1
MSRC											
WP 1 Skimmer (1)	3017	400	1 Utility	4	Ingleside	1	1	18	2	0	22
Queensboro Skimmer (1)	905	400	1 Utility	4	Galveston	1	1	13	2	0	17
Queensboro Skimmer (5)	4525	2000	5 Utility	20	Lake Charles	1	1	8	2	0	12
AardVac Skimmer (1)	3840	400	1 Utility	4	Lake Charles	1	1	8	2	0	12
Queensboro Skimmer (1)	905	400	1 Utility	4	Belle Chasse	1	1	2	2	0	6
AardVac Skimmer (1)	3840	400	1 Utility	4	Pascagoula	1	1	5.5	2	0	9.5
WP 1 Skimmer (1)	3017	400	1 Utility	4	Pascagoula	1	1	5.5	2	0	9.5
Queensboro Skimmer (1)	905	400	1 Utility	4	Pascagoula	1	1	5.5	2	0	9.5
WP 1 Skimmer (1)	3017	400	1 Utility	4	Tampa	1	1	21	2	0	25
AardVac Skimmer (2)	7680	800	2 Utility	8	Miami	1	1	27	2	0	31
WP 1 Skimmer (1)	3017	400	1 Utility	4	Miami	1	1	27	2	0	31

Staging Area: Venice

Shoreline Protection Boom	VOO	Persons Req.	Storage/Warehouse Location	Hrs to Procure	Hrs to Loadout	Travel to Venice	Travel to Deployment Site	Hrs to Deploy	Total Hrs
AMPOL (Available through MSA)									
34,050’ 18” Boom	13 Crew	26	New Iberia, LA	2	2	6	2	12	24
12,000’ 18” Boom	7 Crew	14	Chalmette, LA	2	2	2.5	2	6	14.5
900’ 18” Boom	1 Crew	2	Morgan City, LA	2	2	4.5	2	2	12.5
30,000’ 18” Boom	13 Crew	26	Harvey, LA	2	2	2	2	12	20
1,700’ 18” Boom	2 Crew	4	Venice, LA	2	2	0	2	2	8
16,000’ 18” Boom	7 Crew	14	Port Arthur, TX	2	2	10	2	6	22
OMI Environmental (Available through MSA)									
12,500’ 18” Boom	6 Crew	12	New Iberia, LA	1	1	6	2	3	13
4,850’ 18” Boom	2 Crew	4	Belle Chasse, LA	1	1	2	2	3	9
8,000’ 18” Boom	3 Crew	6	Port Allen, LA	1	1	5	2	3	12
2,000’ 18” Boom	1 Crew	2	Houma, LA	1	1	4	2	3	11
2,500’ 18” Boom	1 Crew	2	Morgan City, LA	1	1	5	2	3	12
1,600’ 18” Boom	1 Crew	2	Gonzalez, LA	1	1	4	2	3	11
5,800’ 18” Boom	5 Crew	10	Venice, LA	1	1	0	2	3	7
13,300’ 18” Boom	5 Crew	10	Harvey, LA	1	1	2	2	3	9

Wildlife Response	EDRC	Storage Capacity	VOO	Persons Req.	From	Hrs to Procure	Hrs to Loadout	Travel to Staging	Travel to Deployment	Hrs to Deploy	Total Hrs
CGA											
Wildlife Support Trailer	NA	NA	NA	2	Harvey	2	2	2.1	1	2	9.1
Bird Scare Guns (48)	NA	NA	NA	2	Harvey	2	2	2.1	1	2	9.1
Bird Scare Guns (12)	NA	NA	NA	2	Galveston	2	2	12.7	1	2	19.7
Bird Scare Guns (12)	NA	NA	NA	2	Aransas Pass	2	2	17.7	1	2	24.7
Bird Scare Guns (24)	NA	NA	NA	2	Lake Charles	2	2	8	1	2	15
Bird Scare Guns (24)	NA	NA	NA	2	Leeville	2	2	4.4	1	2	11.4

Response Asset	Total (bbls)
Offshore EDRC	1,194,343
Offshore Recovered Oil Storage	1,650,296+
Nearshore / Shallow Water EDRC	220,742
Nearshore / Shallow Water Recovered Oil Storage	289,642+

APPENDIX I
ENVIRONMENTAL MONITORING INFORMATION
(30 CFR PART 550.221 AND 550.252)

A. Monitoring Systems

LLOG subscribes to StormGeo Weather Service which provides access to real-time weather conditions, and provides periodic updates on impending inclement weather conditions such as tropical depressions, storms and/or hurricanes entering the Gulf of Mexico.

LLOG also relies on the National Weather Service to support the aforementioned subscribed service. During impending inclement weather conditions, LLOG closely coordinates the activity with our contractors and field personnel to ensure the safety of people for evacuation; measures to prepare the facility for evacuation to ensure protection of the environment and the facility/equipment.

Mississippi Canyon Block 750 is in water depths greater than 300 meters (984'); therefore LLOG will follow the guidelines of the applicable NTL 2009-G02 "Ocean Current Monitoring", by monitoring and gathering ocean current data using Acoustic Doppler Current Profile (ADCP) while the MODU is on location.

B. Incidental Takes

LLOG does not anticipate the incidental taking of any species as a result of the proposed activities based on the implementation of, and adherence to, the BSEE NTL No. 2015-G03 "Marine Trash and Debris Awareness Training and Elimination", BOEM NTL No. 2016-G01 "Vessel Strike Avoidance and Injured/Dead Protected Species Reporting", and BOEM NTL No. 2016-G02 "Implementation of Seismic Survey Mitigation Measures and Protected Species Observer Program.

C. Flower Garden Banks National Marine Sanctuary

This section of the plan is not applicable to the proposed operations.

APPENDIX J
LEASE STIPULATIONS/SPECIAL CONDITIONS INFORMATION
(30 CFR PART 550.222 AND 550.253)

A. Lease Stipulations

Minerals Management Service (BOEM) invoked Stipulation No. 8 – Protected Species on Leases OCS-G-34447 & 35862 , Mississippi Canyon Blocks 749/750.

Lease Stipulation No. 8 is to reference measures to minimize or avoid potential adverse impacts to protected species (sea turtles, marine mammals, gulf sturgeon, and other federally protected species). BOEM has issued BSEE NTL No. 2015-G03 "Marine Trash and Debris Awareness Training and Elimination", BOEM NTL No. 2016-G01 "Vessel Strike Avoidance and Injured/Dead Protected Species Reporting", and BOEM NTL No. 2016-G02 "Implementation of Seismic Survey Mitigation Measures and Protected Species Observer Program.

B. Special Conditions

- **Subsea Completions**

  LLOG may potentially complete the proposed wells as subsea completions. Therefore, LLOG will follow the regulations in Title 30 CFR Parts 550.296 through 550.299, which mandates the submittal and approval of separate regulatory filings entitled a "Conservation Information Document" and Title 30 CFR Parts 250.286 to Title 30 CFR Parts 250.295 entitled "Deepwater Operations Plan".

- **Ocean Current Monitoring**

  The proposed operations under this Plan are in water depths greater than 300 meters (984'); therefore, LLOG will follow the guidelines of the applicable NTL 2009-G02 "Ocean Current Monitoring", by continuously monitoring and gathering ocean current data using Acoustic Doppler Current Profile (ADCP) while the MODU is on location.

- **Breton Sound Area**

  Mississippi Canyon Block 750 is located within the 200 km zone of the Breton National Wildlife Refuge, and LLOG will consider the use of best available control technology as required if the projected air emissions are determined to significantly affect the air quality of an onshore area.

APPENDIX K
ENVIRONMENTAL MITIGATION MEASURES INFORMATION
(30 CFR Part 550.23 and 550.54)

A. Measures Taken to Avoid, Minimize, and Mitigate Impacts

This section does not apply to the operations as proposed herein.

B. Incidental Takes

LLOG does not anticipate the incidental taking of any species as a result of the proposed activities based on the implementation of, and adherence to, BSEE NTL No. 2015-G03 "Marine Trash and Debris Awareness Training and Elimination", BOEM NTL No. 2016-G01 "Vessel Strike Avoidance and Injured/Dead Protected Species Reporting", and BOEM NTL No. 2016-G02 "Implementation of Seismic Survey Mitigation Measures and Protected Species Observer Program.

APPENDIX L
RELATED FACILITIES AND OPERATIONS INFORMATION
(30 CFR PART 550.256)

A. Produced Liquid Hydrocarbon Transportation Vessels

Not applicable to proposed operations.

APPENDIX M
SUPPORT VESSELS AND AIRCRAFT INFORMATION
(30 CFR PART 550.224 AND 550.257)

A. General

Personnel involved in the proposed operations will typically use their own vehicles as transportation to and from the selected onshore base; whereas the selected vendors will transport the equipment by a combination of trucks, boats and/or helicopters to the onshore base. The personnel and equipment will then be transported to the drilling rig via the transportation methods and frequencies shown, taking the most direct route feasible as mandated by weather and traffic conditions:

Drillship and DP Semisubmersible Rig:

Type	Maximum Fuel Tank Storage Capacity	Maximum No. in Area at Any Time	Trip Frequency or Duration
Supply Boats	500 bbls	1	Six times weekly
Crew Boats	500 bbls	1	Three times weekly
Aircraft	279 gallons	1	As Needed

B. Diesel Oil Supply Vessels

Size of Fuel Supply Vessel	Capacity of fuel Supply Vessel	Frequency of Fuel Transfers	Route Fuel Supply Vessel Will Take
180' OSV	1900 bbls	1/weekly	Fourchon, LA to Mississippi Canyon Block 750

C. Drilling Fluids Transportation

See Table 2 – Wastes you will Transport and/or Dispose of Onshore, located in Appendix F of this Plan.

D. Solid and Liquid Wastes Transportation

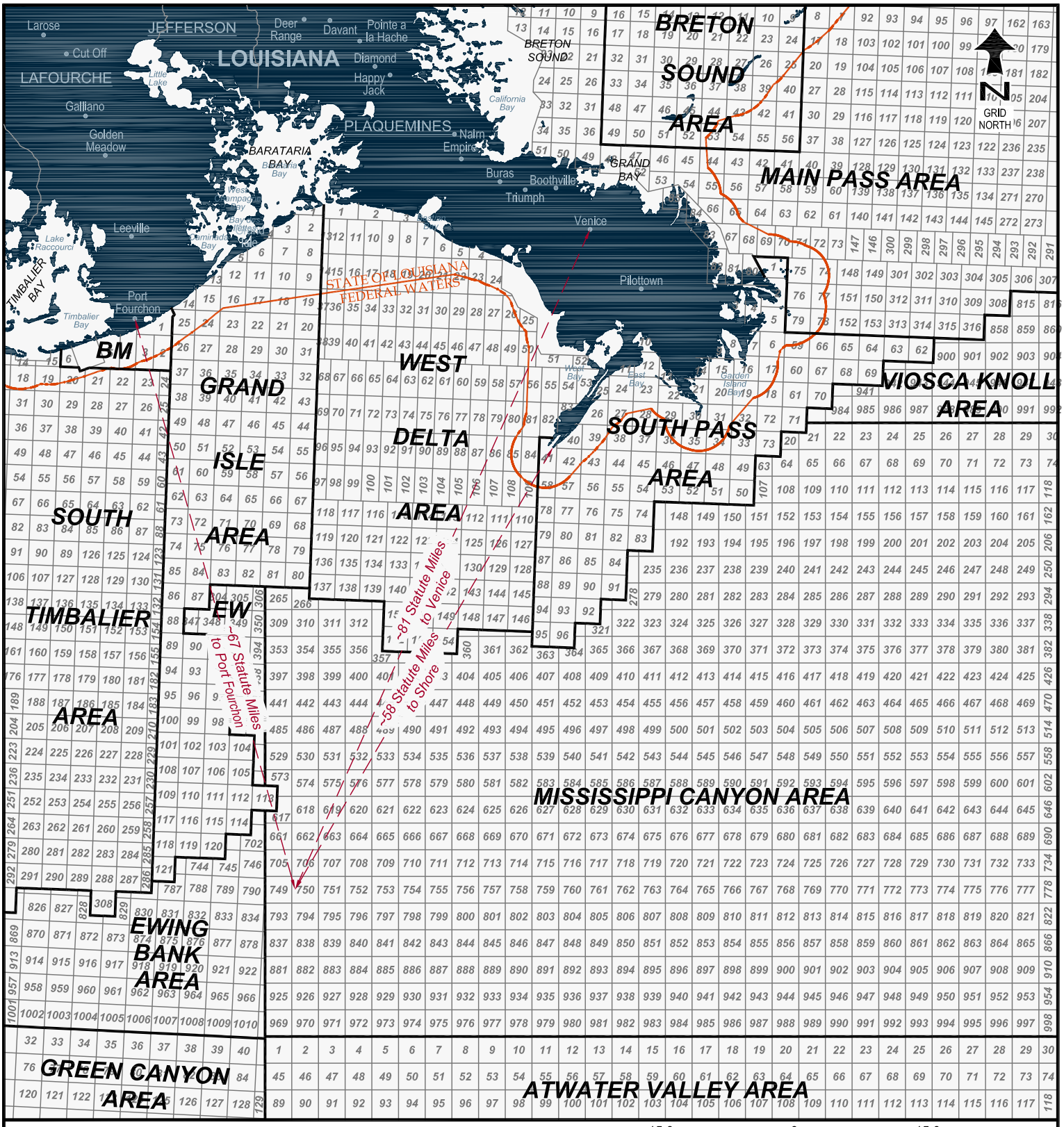
See Table 2 – Wastes you will Transport and/or Dispose of Onshore, located in Appendix F of this Plan.

E. Vicinity Map

Vicinity Plats showing the location of Mississippi Canyon Block 750 relative to the nearest shoreline, Bristow Helicopters and onshore base is included as ***Attachment M-1.***

Vicinity Map

Attachment M-1



LLOG exploration

VICINITY MAP

Block 750

Mississippi Canyon Area

PREPARED BY: OCEANEERING®

OCEANEERING INTERNATIONAL, INC.
730 E. KALISTE SALOOM RD.
LAFAYETTE, LA 70508
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JOB No: 179401		DATE: Oct. 26, 2016
DRW: Z. Smith	CKD:	SHEET 1 of 1
FILE: 179401-VIC.DWG		REV. 0

SIZE: 8.5" X 11" DATE: 10/26/2016 TIME: 14:42 FILENAME: Z:\179401\ACAD\PERMIT\179401-VIC.DWG

APPENDIX N
ONSHORE SUPPORT FACILITIES INFORMATION
(30 CFR PART 550.225 AND 550.258)

A. General

The proposed surface disturbances in Mississippi Canyon Block 750 will be located approximately 58 statute miles from the nearest Louisiana shoreline, approximately 67 statute miles from the following onshore support base and 81 statute miles from Bristow-Venice Heliport:

Name	Location	Existing/New/Modified
LLOG c/o GIS Yard	Fourchon, LA	Existing
Bristow-Venice Heliport	Venice, LA	Existing

LLOG will use an existing onshore base to accomplish the following routine operations:

- Loading/Offloading point for equipment supporting the offshore operations.
- Dispatching personnel and equipment, and does not anticipate the need for any expansion of the selected facilities as a result of the activities proposed in this Initial Plan.
- Temporary storage for materials and equipment.
- 24 Hour Dispatcher

B. Support Base Construction or Expansion

The proposed operations are temporary in nature and do not require any immediate action to acquire additional land or expand existing base facilities.

C. Support Base Construction or Expansion Timetable

This section of the plan is not applicable to the proposed operations.

D. Waste Disposal

See Table 2 – Wastes you will Transport and/or Dispose of Onshore, located in Appendix F of this Plan.

APPENDIX O
COASTAL ZONE MANAGEMENT ACT (CZMA) INFORMATION
(30 CFR PART 550.226 AND 550.260)

A. Consistency Certification

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A certificate of Coastal Zone Management Consistency for the State of Louisiana is enclosed as ***Attachment O-1***

B. Other Information

LLOG has considered all of Louisiana's enforceable policies and certifies the consistency for the proposed operations.

Coastal Zone Management Consistency Statement for the State of Louisiana

Attachment O-1

COASTAL ZONE MANAGEMENT CONSISTENCY CERTIFICATION

JOINT INITIAL EXPLORATION PLAN

OCS-G-35831 & OCS-G-35832 Leases
MISSISSIPPI CANYON BLOCKS 749/750

The proposed activities described in detail in the enclosed Joint Initial Exploration Plan comply with Louisiana's approved Coastal Zone Management Program and will be conducted in a manner consistent with such Program.

By: **LLOG Exploration Offshore, L.L.C., Operator**

Signed by: Carol Eaton /MSR

Carol Eaton, Certifying Official

Date: **March 2, 2017**

APPENDIX P
ENVIRONMENTAL IMPACT ANALYSIS
(30 CFR PART 550.227 AND 550.261)

A. Impact Producing Factors (IPF's) From Proposed Activities

The following matrix is utilized to identify the affected environments that could be impacted by these IPF's. An "x" has been marked for each IPF category that LLOG has determined may impact a particular environment as a result of the proposed activities. For those cells which are footnoted, a statement is provided as to the applicability of the proposed activities, and where there may be an effect, an analysis of the effect is provided.

Environmental Resources	Impact Producing Factors (IPF's)					
	Emissions (air, noise, light, etc)	Effluents (muds, cuttings, other discharges to the water column or seafloor)	Physical disturbances to the seafloor (rig, anchor, structure emplacement, etc.)	Wastes sent to shore for treatment or disposal	Accidents (e.g., oil spills, chemical spills, H2S releases)	Other IPF's you Identify
Site Specific at Offshore Location						
Designated topographic features		(1)	(1)		(1)	
Pinnacle Trend area live bottoms		(2)	(2)		(2)	
Eastern Gulf live bottoms		(3)	(3)		(3)	
Chemosynthetic communities			(4)			
Water quality		X			X	
Fisheries	X	X			X	
Marine mammals	X (8)	X			X (8)	
Sea turtles	X (8)	X			X (8)	
Air quality	(9)					
Shipwreck sites (known or potential)			(7)			
Prehistoric archaeological sites			(7)			
Vicinity of Offshore Location						
Essential fish habitat					X (6)	
Marine and pelagic birds					X	
Public health and safety					(5)	
Coastal and Onshore						
Beaches					(6)	
Wetlands					(6)	
Shorebirds and coastal nesting birds					(6)	
Coastal wildlife refuge						
Wilderness areas						

Footnotes for Environmental Impact Analysis Matrix:

1. Activities that may affect a marine sanctuary or topographic feature. Specifically, if the well or platform site or any anchors will be on the seafloor within the:
    (a) 4-mile zone of the Flower Gardens Banks, or the 3-mile zone of Stetson Bank;
    (b) 1000-m, 1-mile or 3-mile zone of any topographic feature (submarine bank) protected by the Topographic Features Stipulation attached to an OCS lease;
    (c) Essential Fish Habitat (EFH) criteria of 500 feet from any no-activity zone; or
    (d) Proximity of any submarine bank (500 ft buffer zone) with relief greater than 2 meters that is not protected by the Topographic Stipulation attached to an OCS lease.
2. Activities with any bottom disturbance within an OCS lease block protected through the Live Bottom (Pinnacle Trend) Stipulation attached to an OCS lease.
3. Activities within any Eastern Gulf OCS block where seafloor habitats are protected by the Live Bottom (Low-Relief) Stipulation attached to an OCS lease.
4. Activities on blocks designated by the BOEM as being in water depths 300 meters or greater.
5. Exploration or production activities where H2S concentrations greater than 500 ppm might be encountered.
6. All activities that could result in an accidental spill of produced liquid hydrocarbons or diesel fuel that you determine would impact these environmental resources. If the proposed action is located a sufficient distance from a resource that no impact would occur, the EIA can note that in a sentence or two.
7. All activities that involve seafloor disturbances, including anchor emplacements, in any OCS block designated by the BOEM as having high-probability for the occurrence of shipwrecks or prehistoric sites, including such blocks that will be affected that are adjacent to the lease block in which your planned activity will occur. If the proposed activities are located a sufficient distance from a shipwreck or prehistoric site that no impact would occur, the EIA can note that in a sentence or two.
8. All activities that you determine might have an adverse effect on endangered or threatened marine mammals or sea turtles or their critical habitats.
9. Production activities that involve transportation of produced fluids to shore using shuttle tankers or barges.

B. Impact Analysis

LLOG does not anticipate any unforeseen incidents from the proposed activities which could significantly impact the associated environment. LLOG activities associated with this Exploration Plan (Plan) will be performed with prudent and industry accepted standards, and in compliance with the federal agency regulations and oversight.

The "Oil Spills Information" Section of this Plan details the potential worse case discharge volume which has been calculated based on the new Bureau of Ocean Energy Management (BOEM) Notice to Lessees (NTL 2015-N01). Response details associated with an unanticipated spill from this site are detailed in our Regional Oil Spill Response Plan (OSRP) which outlines the potential spill scenario, spill volumes, anticipated trajectory of the spill, response equipment available, and actions to be taken to respond to the potential spill incident. Additional measures implemented by LLOG is trajectory analyses to be obtained prior to and during the proposed activities, contractual arrangements with well control specialists and preliminary reviews of potential well intervention scenarios, and to supplement existing contracted response/clean-up equipment with equipment offered by Helix which specializes in subsea deepwater well intervention, containment and processing.

Site Specific at Offshore Location

- **Designated Topographic Features**

  There are no anticipated emissions, effluents, physical disturbances to the seafloor, wastes transported to shore, and/or accidents from the proposed activities that could cause impacts to topographic features.

  The proposed surface disturbances within Mississippi Canyon Block 750 are located a significant distance from the closest designated topographic feature (Sackett Bank).

  The crests of these designated topographic features in the northern Gulf are typically found below 10 m; therefore, concentrated oil from a surface spill is not likely to reach sessile biota. Subsurface spills could cause adverse impacts to a designated topographic feature; however, due to the offset distance this should not have an impact.

  In the event of an unanticipated spill, LLOG would immediately implement its Regional Oil Spill Response Plan and active source control and countermeasures to minimize these potential impacts.

- **Pinnacle Trend Area Live Bottoms**

  There are no anticipated emissions, effluents, physical disturbances to the seafloor, wastes sent to shore and/or accidents from the proposed activities that could cause impacts to a pinnacle trend area.

  The proposed surface disturbances within Mississippi Canyon Block 750 are located a significant distance from the closest pinnacle trend live bottom stipulated block. The crests of these pinnacle trend areas are much deeper than 20 m.

  During the surface location disturbance review, LLOG reviews potential surface impacts, and would be able to identify any pinnacles within the vicinity and would avoid placement of any surface disturbances such as a drilling rig and associated anchors. These surface location disturbance areas would be avoided and/or mitigated during the review and approval process by the BOEM.

  In the event of an unanticipated spill, LLOG would immediately implement its Regional Oil Spill Response Plan and activate source control and countermeasures to minimize these potential impacts.

- **Eastern Gulf Live Bottoms**

  There are no anticipated emissions, effluents, emissions physical disturbances to the seafloor, wastes sent to shore, and/or accidents from the proposed activities that could cause impacts to Eastern Gulf live bottoms.

  The proposed surface disturbance within Mississippi Canyon Block 750 is located a significant distance from the closest Eastern Gulf live bottoms stipulated block. During the surface location disturbance review, LLOG previews potential surface impacts, and would be able to identify any live bottom areas within the vicinity and would avoid placement of any surface disturbances such as a drilling rig and associated anchors.

  In the event of an unanticipated spill, LLOG would immediately implement its Regional Oil Spill Response Plan and activate source control and countermeasures to minimize these potential impacts.

- **Chemosynthetic Communities**

  Water depths at the surface locations in Mississippi Canyon Block 750 range from 1,238’ to 1,450’ BSL. As noted in the shallow hazards assessment (Attachment I) benthic communities have not been reported in the seafloor assessment area.

- **Water Quality**

  Bottom disturbances which may result based on placement of drilling rigs during an exploratory phase could increase water column turbidity and redistribution of any accumulated pollutants in the water column; which could cause temporary impacts on water quality conditions in the immediate vicinity.

  Associated overboard effluents are regulated by the EPA Region VI NPDES General Permit GMG290000 which mandates volume discharge rate limitations, certain testing requirements for toxicity and oil and grease limitations. As such, it is not anticipated these discharges authorized under the approved EPA NPDES permit will cause significant adverse impacts to water quality.

  Certain wastes generated from the proposed activities will be manifested and sent to shore for treatment and/or disposal at approved facilities. Other waste which may be considered hazardous will be collected and transported in sealed containers and transported to approve disposal sites in accordance with the RCRA regulations and guidelines.

  An accidental oil spill release from the proposed activities, and cumulative similar discharge activity within the vicinity could potentially cause temporary impacts to water quality. In the event of such a release, the water quality would be temporarily affected by the dissolved components and small droplets. Currents and microbial degradation would remove the oil from the water column or dilute the constituents to background levels.

  In the event of an unanticipated blowout, LLOG will implement industry wide standards for using proven equipment and technology for such responses. LLOG would immediately implement its Regional Oil Spill Response Plan and activate source control and countermeasures to minimize these potential impacts.

- **Fisheries**

  Accidental oil spill releases from the proposed activities, and cumulative similar discharge activity within the vicinity may potentially cause some detrimental effects on fisheries. It is unlikely a spill would occur; however, such a release in open waters closed to mobile adult finfish or shellfish would likely be sub-lethal and the extent of damage would be reduced to the capability of adult fish and shellfish to avoid a spill, to metabolize hydrocarbons, and to excrete both metabolites and parent compounds.

  In the event of an unanticipated blowout, LLOG will implement industry wide standards for using proven equipment and technology for such responses.

LLOG would immediately implement its Regional Oil Spill Response Plan and activate source control and countermeasures to minimize these potential impacts.

- **Marine Mammals**

  GulfCet II studies reveal that cetaceans of the continental shelf and shelf edge are comprised of bottlenose dolphin and Atlantic spotted dolphin. Squid eaters, including dwarf and pygmy killer whale, Risso's dolphin and Cuvier's beaked whale occur most frequently along the upper slope in areas outside of anticyclones.

  As a result of the proposed activities, marine mammals may be adversely impacted by emissions, effluents, waste sent to shore and/or accidents.

  Chronic and sporadic sub-lethal effects would occur that may stress and/or weaken individuals of a local group or population and make them more susceptible to infection from natural or anthropogenic sources. Few lethal effects are expected from an accidental oil spill, chance collisions with service vessels and ingestion of plastic material.

  The net results of any disturbance would depend on the size and percentage of the population affected, ecological importance of the disturbed area, environmental and biological parameters that influence an animal's sensitivity to disturbance and stress, and the accommodation time in response to prolonged disturbance (Geraci and St. Aubin, 1980). Collisions between cetaceans and ship could cause serious injury or death (Laist et al., 2001).

  Sperm whales are one of 11 whale species that are hit commonly by ships (Laist et al., 2001). Collisions between OCS vessels and cetaceans within the project area are expected to be unusual events.

  LLOG does not anticipate the incidental taking of any marine mammals as the result of the proposed activities. The proposed activities will be conducted by our company and its contractors under the additional criteria addressed in BSEE NTL No. 2015-G03 "Marine Trash and Debris Awareness Training and Elimination", BOEM NTL No. 2016-G01 "Vessel Strike Avoidance and Injured/Dead Protected Species Reporting", and BOEM NTL No. 2016-G02 "Implementation of Seismic Survey Mitigation Measures and Protected Species Observer Program". The proposed operations will be conducted in accordance with the regulations via manifesting waste sent to shore and ensuring such wastes are contained to prevent loss. Informational placards will be maintained on the facility, and LLOG and the associated contractors obtain training on at

least an annual basis to ensure personnel are aware of the reporting and operational requirements.

LLOG will conduct the proposed activities under EPA's Region VI NPDES General Permit GMG290000 which authorizes the discharge of certain effluents, subject to certain limitations, prohibitions and recordkeeping requirements. As such, it is not anticipated these discharges authorized under the approved EPA NPDES permit will not cause significant adverse impacts to water quality.

In the event of an unanticipated blowout, LLOG will implement industry wide standards for using proven equipment and technology for such responses. LLOG would immediately implement its Regional Oil Spill Response Plan and activate source control and countermeasures to minimize these potential impacts.

- **Sea Turtles**

Small numbers of turtles could be killed or injured by chance collision with service vessels or by eating indigestible trash, particularly plastic items accidentally lost from drilling rigs, production facilities and service vessels. Drilling rigs and project vessels produce noise that could disrupt normal behavior patterns and create some stress to sea turtles, making them more susceptible to disease. Accidental oil spill releases are potential threats which could have lethal effects on turtles. Contact and/or consumption of this released material could seriously affect individual sea turtles. Most OCS related impacts on sea turtles are expected to be sub-lethal. Chronic and/or avoidance of affected areas could cause declines in survival or productivity, resulting in gradual population declines.

LLOG will conduct the proposed activities under EPA's Region VI NPDES General Permit GMG290000 which authorizes the discharge of certain effluents, subject to certain limitations, prohibitions and recordkeeping requirements. As such, it is not anticipated these discharges authorized under the approved EPA NPDES permit will not cause significant adverse impacts to water quality.

Additionally, LLOG and its contractors will conduct the proposed activities under the additional criteria addressed by BSEE NTL No. 2015-G03 "Marine Trash and Debris Awareness Training and Elimination", BOEM NTL No. 2016-G01 "Vessel Strike Avoidance and Injured/Dead Protected Species Reporting", and BOEM NTL No. 2016-G02 "Implementation of Seismic Survey Mitigation Measures and Protected Species Observer Program". The proposed operations will be conducted in accordance with the regulations via manifesting waste sent to shore and ensuring such wastes are contained to prevent loss. Informational placards will be maintained on the facility, and LLOG and the associated

contractors obtain training on at least an annual basis to ensure personnel are aware of the reporting and operational requirements.

In the event of an unanticipated blowout, LLOG will implement industry wide standards for using proven equipment and technology for such responses. LLOG would immediately implement its Regional Oil Spill Response Plan and activate source control and countermeasures to minimize these potential impacts.

- **Air Quality**

  The proposed activities are located approximately 58 miles to the nearest shoreline. LLOG has addressed the air quality issues associated with the proposed activities in the "Air Emissions Information" section of this Plan as a result of the proposed activities.

- **Ship Wreck Sites (Known or Potential)**

  There are no physical disturbances to the seafloor which could impact known or potential shipwreck sites, as the review of high resolution shallow hazards data indicate there are no known or potential shipwreck sites located within the survey area. As such, LLOG does not anticipate any IPF's as a result of the proposed activities.

- **Prehistoric Archaeological Sites**

  There are no physical disturbances to the seafloor which could cause impacts to prehistoric archaeological sites, as the review of high resolution shallow hazards data and supporting studies did not reflect the occurrence of prehistoric archaeological sites. As such LLOG does not anticipate any IPF's as a result of the proposed activities.

Vicinity of Offshore Location

- **Essential Fish Habitat**

  As a result of the proposed activities, essential fish habitat may be adversely impacted by effluents and/or accidents.

  An Accidental oil spill that may occur as a result of the proposed activities has potential to cause some detrimental effects on essential fish habitat. It is unlikely that an accidental oil spill release would occur; however, if a spill were

to occur in close proximity to finfish or shellfish, the effects would likely be sub-lethal and the extent of damage would be reduced to the capability of adult fish and shellfish to avoid a spill, to metabolize hydrocarbons and to excrete both metabolites and parent compounds.

In the event of an unanticipated blowout, LLOG will implement industry wide standards for using proven equipment and technology for such responses. LLOG would immediately implement its Regional Oil Spill Response Plan and activate source control and countermeasures to minimize these potential impacts.

- **Marine and Pelagic Birds**

  As a result of the proposed activities, marine and pelagic birds may be adversely impacted by an accidental oil spill, by the birds coming into contact with the released oil.

  In the event of an unanticipated blowout resulting in an oil spill, it is likely to have an impact based on the industry wide standards for using proven equipment and technology for such responses. In that event, LLOG will implement the Regional Oil Spill Response Plan and activate source control and countermeasures to minimize these potential impacts.

- **Public Health and Safety**

  There are no anticipated emissions, effluents, wastes sent to shore, and/or accidents from the proposed activities that could cause impacts to the public health safety. LLOG has requested BOEM approval to classify the proposed objective area as absent of hydrogen sulfide.

Coastal and Onshore

- **Beaches**

  As a result of the proposed activities, beaches may be adversely impacted by an accidental oil spill. However, due to the distance from shore (approximately 58 miles), and the response capabilities that would be implemented, no significant adverse impacts are expected. Both historical spill data and the combined trajectory/risk calculations referenced in the publication of OCS EIS/EA BOEM 2012-019 indicate there is little risk of contact or impact to the coastline and associated environmental resources.

In the event of an unanticipated blowout, LLOG will implement industry wide standards for using proven equipment and technology for such responses. LLOG would immediately implement its Regional Oil Spill Response Plan and activate source control and countermeasures to minimize these potential impacts.

- **Wetlands**

  As a result of the proposed activities, wetlands may be adversely impacted by an accidental oil spill. However, due to the distance from shore (approximately 58 miles) and the response capabilities that would be implemented, no significant adverse impacts are expected. Both historical spill data and the combined trajectory/risk calculations referenced in the publication of OCS EIA/EA BOEM 2012-019 indicate there is little risk of contact or impact to the coastline and associated environmental resources.

  In the event of an unanticipated blowout, LLOG will implement industry wide standards for using proven equipment and technology for such responses. LLOG would immediately implement its Regional Oil Spill Response Plan and activate source control and countermeasures to minimize these potential impacts.

- **Shore Birds and Coastal Nesting Birds**

  As a result of the proposed activities, shore birds and coastal nesting birds may be adversely impacted by an accidental oil spill. However, due to the distance from shore (approximately 58 miles) and the response capabilities that would be implemented, no significant adverse impacts are expected. Both historical spill data and the combined trajectory/risk calculations referenced in the publication of OCS EIA/EA BOEM 2012-019 indicate there is little risk of contact or impact to the coastline and associated environmental resources.

  In the event of an unanticipated blowout, LLOG will implement industry wide standards for using proven equipment and technology for such responses. LLOG would immediately implement its Regional Oil Spill Response Plan and activate source control and countermeasures to minimize these potential impacts.

- **Coastal Wildlife Refuges**

  As a result of the proposed activities, coastal wildlife refuges may be adversely impacted by an accidental oil spill. However, due to the distance from shore (approximately 58 miles) and the response capabilities that would be implemented, no significant adverse impacts are expected. Both historical spill

data and the combined trajectory/risk calculations referenced in the publication of OCS EIA/EA BOEM 2012-019 indicate there is little risk of contact or impact to the coastline and associated environmental resources.

In the event of an unanticipated blowout, LLOG will implement industry wide standards for using proven equipment and technology for such responses. LLOG would immediately implement its Regional Oil Spill Response Plan and activate source control and countermeasures to minimize these potential impacts.

- **Wilderness Area**

  As a result of the proposed activities, wilderness areas may be adversely impacted by an accidental oil spill. However, due to the distance from shore (approximately 58 miles) and the response capabilities that would be implemented, no significant adverse impacts are expected. Both historical spill data and the combined trajectory/risk calculations referenced in the publication of OCS EIA/EA BOEM 2012-019 indicate there is little risk of contact or impact to the coastline and associated environmental resources.

  In the event of an unanticipated blowout, LLOG will implement industry wide standards for using proven equipment and technology for such responses. LLOG would immediately implement its Regional Oil Spill Response Plan and activate source control and countermeasures to minimize these potential impacts.

Other Resources Identified

LLOG has not identified any other environmental resources other than those addressed above.

C. Impacts of Proposed Activities

LLOG does not anticipate any impacts on the offshore site specific locations, offshore vicinity, and/or coastal and onshore environmental conditions based on the potential impacts identified in the EIA worksheets and historical operations in the exploration of this reservoir.

D. Environmental Hazards

The Gulf of Mexico may experience several hurricanes throughout the season which typically runs from June through November. A severe hurricane may impact the activities covered in this Plan. Such impacts may be damage to the drilling rig, the

unanticipated release of hydrocarbons depending upon the current status of the well. Additionally, the surfaces located in Mississippi Canyon Block 750 has the potential to be affected by the "Loop Current" which is a warm ocean current in the Gulf of Mexico that flows northward between Cuba and the Yucatan Peninsula, moves northward into the Gulf of Mexico, then loops east and south before exiting to the east through the Florida Straits. While the loop current is present approximately 95% of the time, it is most active in the summer and fall seasons.

To mitigate potential impacts to the well during impending hurricanes or loop currents, LLOG will take precautionary measures by securing the well, rig and evacuation of personnel; and will comply with the requirements of NTL's 2008-G09 and 2009-G10.

E. Alternatives

LLOG did not consider any alternatives to reduce environmental impacts as a result of the proposed activities.

F. Mitigation Measures

LLOG will not implement any mitigation measures to avoid, diminish or eliminate potential environmental resources, other than those required by regulation and policy.

G. Consultation

LLOG has not contacted any agencies or persons for consultation regarding potential impacts associated with the proposed activities. Therefore, a list of such entities is not being provided.

H. Preparers

Questions or requests for additional information should be made to LLOG's authorized representative of this Plan:

Kathy Gowland/Nelda Runyon
Regulatory Specialist
1001 Ochsner Boulevard, Suite 200
Covington, Louisiana 70433
985-801-4300 (Phone)
kathygo@llog.com
neldar@llog.com

I. References

The following documents were utilized in preparing the Environmental Impact Assessment:

Document	Author	Dated
Shallow Hazards Assessment and Benthic Communities Evaluation Archaeological Assessment	Berger Geosciences, LLC Oceaneering International, Inc.	2016 2016
BOEM Environmental Impact Statement Report No. 2012-019	Bureau of Ocean Energy Management	2012
Title 30 CFR Part 250 Subpart B (250.216 / 250.221 / 250.223 / 250.227	Bureau of Ocean Energy Management	2006
NTL 2000-G16 "Guidelines for General Lease Surety Bonds"	Bureau of Ocean Energy Management	2000
NTL 2005-G07 "Archaeological Resource Surveys and Reports"	Bureau of Ocean Energy Management	2005
NTL 2006-N06 "Flaring and Venting Regulations"	Bureau of Ocean Energy Management	2006
NTL 2006-G07 "Revisions to the List of OCS Lease Blocks Requiring Archaeological Surveys and Reports:"	Bureau of Ocean Energy Management	2006
BOEM NTL 2016-G02 "Implementation of seismic Survey Mitigation Measures and Protected Species Observer Program"	Bureau of Ocean Energy Management	2016
BSEE NTL 2015-G03 "Marine Trash & Debris Awareness & Elimination"	Bureau of Safety and Environmental Enforcement	2015
BOEMNTL 2016-G01 "Vessel Strike Avoidance and Injured/Dead Protective Species"	Bureau of Ocean Energy Management	2016
NTL 2008-G04 "Information Requirements for Exploration Plans and Development Operations Coordination Documents"	Bureau of Ocean Energy Management	2008
NTL 2008-N05 "Guidelines for Oil Spill Financial Responsibility for Covered Offshore Facilities"	Bureau of Ocean Energy Management	2008
NTL 2008-N07 "Supplemental Bond Procedures	Bureau of Ocean Energy Management	2008
NTL 2008-G20 "Revisions to the List of OCS Lease Blocks Requiring Archaeological Resource Surveys and Reports"	Bureau of Ocean Energy Management	2008
NTL 2009-G02 "Ocean Current Monitoring"	Bureau of Ocean Energy Management	2009
NTL 2009-G27 "Submitting Exploration Plans and Development Operations Coordination Documents"	Bureau of Ocean Energy Management	2009
NTL 2009-G29 "Implementation Plan for Transition from North American Datum 27 to North American Datum 83"	Bureau of Ocean Energy Management	2009
NTL 2009-G31 "Hydrogen Sulfide"	Bureau of Ocean Energy Management	2009
NTL 2009-G34 "Ancillary Activities"	Bureau of Ocean Energy Management	2009
NTL 2009-G38 "Drilling Windows, Eastern Gulf of Mexico"	Bureau of Ocean Energy Management	2009
NTL 2009-G39 "Biologically-Sensitive Underwater Features and Areas"	Bureau of Ocean Energy Management	2009
NTL 2009-G40 "Deepwater Benthic Communities"	Bureau of Ocean Energy Management	2009
NTL 2009-N11 "Air Quality Jurisdiction on the OCS"	Bureau of Ocean Energy Management	2009
NTL 2010-N05 "Increased Safety Measures for Energy Development on the OCS"	Bureau of Ocean Energy Management	2010
NTL 2015-N01 "Information Requirements for EP's, DOCD's, DPP on the OCS"	Bureau of Ocean Energy Management	2015
NPDES General Permit GMG290000	EPA – Region VI	2012
Regional Oil Spill Response Plan	LLOG Exploration Offshore, L.L.C.	2014

APPENDIX Q
ADMINISTRATIVE INFORMATION
(30 CFR Part 550.228 and 550.262)

A. Exempted Information Description (Public Information Copies only)

Excluded from the Public Information copies are the following:

- Proposed bottom hole location information
- Proposed total well depths (measured and true vertical depth)
- Production Rates and Life of Reserves
- New and Unusual Technologies
- Geological and Geophysical Attachments

B. Bibliography

The following documents were utilized in preparing this Plan:

Document	Author	Dated
Shallow Hazards Assessment and Benthic Communities Evaluation	Berger Geosciences, LLC	2016
Archaeological Assessment	Oceaneering International, Inc.	2016
BOEM Environmental Impact Statement Report – No. 2012-019	Bureau of Ocean Energy Management	2012
Regional Oil Spill Response Plan	LLOG Exploration Offshore, L.L.C.	2014