

From: [Diana Burn - DNR](#)
To: [Devin Brown](#)
Cc: trevor.smith@iptenergyservices.com; [Siji Chaparro](#); [Meghan Grimes](#)
Subject: RE: Sidetrack Notice: 05-001-10087 Brighton Lakes 20-17-1NAH
Date: Sunday, October 3, 2021 2:45:41 PM

Please proceed as proposed. Once APD is submitted, please notify Alex Acks. The COGCC is closed tomorrow, so the approval will be delayed by a day.

Thanks,
Diana

From: Devin Brown <DBrown@providence-energy.com>
Sent: Sunday, October 3, 2021 2:09 PM
To: Diana Burn - DNR <diana.burn@state.co.us>
Cc: 'trevor.smith@iptenergyservices.com' <trevor.smith@iptenergyservices.com>; Siji Chaparro (siji.chaparro@iptenergyservices.com) <siji.chaparro@iptenergyservices.com>; Meghan Grimes <MGrimes@providence-energy.com>
Subject: Sidetrack Notice: 05-001-10087 Brighton Lakes 20-17-1NAH
Importance: High

Diana,

Below is notification of POCO Operating's plans to sidetrack the Brighton Lakes 20-17-1NAH (05-001-10087). I will also call you at the number listed below.

COGCC approval is required prior to drilling any sidetrack of any wellbore (Rules 303a.(1) and 303a.(4)). The operator must obtain verbal approval from an authorized COGCC representative prior to plugging back and/or sidetracking, and the operator must submit required forms and data after the sidetrack operations have started.

i. Explanation of the situation that has resulted in the need to sidetrack

- While drilling the lateral section in the Niobrara A chalk a fault was crossed at approximately 10,090 ft that put the bit into the Sharon Springs formation. Drilling continued to 13,193 ft. On 10/2/21 at that depth, a failure of the drilling motor occurred. During the trip out of the hole to replace the motor heavy amounts of Sharon Springs shale & bentonite rubble were encountered at 10,300 ft. The bit was temporarily stuck, but was able to be worked free. The trip out of the hole was completed and a new BHA was run back into the well on 10/3/21. Again at 10,090 ft heavy, flowing amounts of Sharon Springs rubble were encountered. Attempts were made for several hours to clean and condition the wellbore through this section. They were unsuccessful, and even if we were able to move through this area with the drill bit, there is significant risk of sticking the drill string deeper in the well, or later having a failed casing run through this spot. Therefore, the decision was made to openhole sidetrack the well. The sidetrack target puts the wellbore ~43 ft below and west of the existing wellbore. Drilling this much lower than the original wellbore will prevent from sending the drill bit into the Sharon Springs when the fault is encountered again

at ~10,090 ft.

ii. Total measured depth reached in the wellbore being plugged back

- **13,193 ft**

iii. Casing set – size(s) and measured depth(s)

- **This a planned monobore so no liner or production casing has been run. Surface casing is set at 1,877 ft.**

iv. Description of fish in the hole (if any) – including top and bottom measured depths

- **There is not a fish in the hole.**

v. Description of proposed plugs: setting measured depths, heights, and cement volumes

- **No plugs are being proposed. A kick-off point has been identified at 9,373 ft MD that meets the criteria for redirecting the wellbore. Oil based mud with density of ~11.1 ppg will be left in the abandoned lateral section.**

vi. Type of cement to be used for all plugs, including slurry weight (ppg) and yield (cf/sk)

- **N/A**

vii. Measured depth of proposed sidetrack kick-off point

- **9,373 ft MD**

viii. Proposed objective formation(s) for sidetrack hole – new or same as the wellbore being abandoned

- **The objective formation is the same: Niobrara A.**

ix. BHL target for sidetrack hole – new or same as the wellbore being abandoned (NOTE: a change in the BHL must be reviewed and approved by COGCC Permitting prior to completing the sidetrack.

Drilling a sidetrack to an unapproved BHL could result in an NOAV, plugging the well, or both).

- **BHL of the sidetrack is essentially the same. Original plan was 1481 ft FEL and sidetrack plan is 1451 ft FEL. Both are 460 ft FNL. The new directional plan showing the sidetrack and the original plan is attached.**

Devin Brown

Sr Ops Manager

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