UNITED STATES GOVERNMENT
MEMORANDUM

November 14, 2018

To: Public Information (MS 5030)

From: Plan Coordinator, FO, Plans Section (MS 5231)

Subject: Public Information copy of plan

Control #	-	N-10040
Type	-	Initial Exploration Plan
Lease(s)	-	OCS-G35979 Block - 589 Mississippi Canyon Area OCS-G36132 Block - 545 Mississippi Canyon Area
Operator	-	LLOG Exploration Offshore, L.L.C.
Description	-	Subsea Wells A and A-Alt
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	G36132/MC/545	3911 FNL, 2742 FEL	G35979/MC/589
WELL/A-ALT	G36132/MC/545	3947 FNL, 2707 FEL	G35979/MC/589

LLOG EXPLORATION OFFSHORE, L.L.C.

1001 Ochsner Boulevard, Suite 100
Covington, Louisiana 70433

PUBLIC INFORMATION COPY

JOINT INITIAL EXPLORATION PLAN

MISSISSIPPI CANYON BLOCK 545
OCS-G 36132
MISSISSIPPI CANYON BLOCK 589
OCS-G 35979

PREPARED BY:

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Regulatory Specialist
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October 23, 2018

LLOG EXPLORATION OFFSHORE, L.L.C.
JOINT INITIAL EXPLORATION PLAN
OCS-G 36132/35979
MISSISSIPPI CANYON BLOCK 545/589

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, one being a twinned location, with surface locations on Lease OCS-G-35979, Mississippi Canyon Block 589 and bottom hole locations on Lease OCS-G-36132, Mississippi Canyon Block 545.

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 tables detail 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	1	16,564	No. 2 Diesel - 43
Fuel Oil Storage Tank		16,685.5	1	16,685.5	No. 2 Diesel - 43
Fuel Oil Settleing 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
(Proprietary Information)

U.S. Department of the Interior
Bureau of Ocean Energy Management

OMB Control Number: 1010-0151
OMB Approval Expires: 12/31/18

OCS PLAN INFORMATION FORM

General Information

Type of OCS Plan:	X	Exploration Plan (EP) Initial	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	$3,673.00	Receipt No.	

Project and Worst Case Discharge (WCD) Information

Lease(s): OCS-G-35979 & 36132	Area: MC	Block(s): 545	Project Name (If Applicable): Who Dat South						
Objective(s)	X	Oil	X	Gas		Sulphur		Salt	Onshore Support Base(s): Fourchon, LA
Platform/Well Name: A	Total Volume of WCD: 314,400 BOPD								API Gravity: 31.8°
Distance to Closest Land (Miles): 40 miles	Volume from uncontrolled blowout: 18.864 MMBO								

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 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 Lease Term Pipelines

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

Well/ Operation	Drill Start Date	Drill TD Date	Comp Start Date	Comp End Date
MC 589 A Drill	15-Jan-19	17-Mar-19		
MC 589 A' Drill	1-Jan-20	4-Mar-20		
MC 589 A Comp			20-Jan-21	21-Mar-21
MC 589 A' Comp			20-Jan-22	21-Mar-22

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): 314,400				For structures, volume of all storage and pipelines (Bbls):		API Gravity of fluid		31.8°

	Surface Location	**Bottom-Hole Location (For Wells)**	**Completion (For multiple completions, enter separate lines)**
Lease No.	OCS G 35979	OCS	OCS OCS
Area Name	MISSISSIPPI CANYON		
Block No.	589		
Blockline Departures (in feet)	N/S Departure: F N 3,911.71' L	N/S Departure: F____ L	N/S Departure: F____ L N/S Departure: F____ L N/S Departure: F____ L
	E/W Departure: F E 2,742.40' L	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: 963,497.60	X:	X: X: X:
	Y: 10,307,928.29	Y:	Y: Y: Y:
Latitude/ Longitude	Latitude 28° 23' 18.382"N	Latitude	Latitude Latitude Latitude
	Longitude 89° 06' 20.710"W	Longitude	Longitude Longitude Longitude

Water Depth (Feet): 2546'	MD (Feet):	TVD (Feet):	MD (Feet): MD (Feet): MD (Feet):	TVD (Feet): TVD (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 =	

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' (TWINNED LOC)					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 35979	OCS	OCS OCS
Area Name	MISSISSIPPI CANYON		
Block No.	589		
Blockline Departures (in feet)	N/S Departure: F N L 3,947.00'	N/S Departure: F___ L	N/S Departure: F___ L N/S Departure: F___ L N/S Departure: F___ L
	E/W Departure: F E L 2,707.00'	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: 963,533.00	X:	X: X: X:
	Y: 10,307,893.00	Y:	Y: Y: Y:
Latitude/ Longitude	Latitude 28° 23' 18.039"N	Latitude	Latitude Latitude Latitude
	Longitude 89° 06' 20.306"W	Longitude	Longitude Longitude Longitude

Water Depth (Feet): 2548'	MD (Feet):	TVD (Feet):	MD (Feet): MD (Feet): MD (Feet):	TVD (Feet): TVD (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
(Proprietary Information)

MC545
OCS-G36132
LLOG EXPLORATION OFFSHORE LLC

Y = 10,311,840.00

X = 950,400.00

X = 966,240.00

MC589
OCS-G35979
LLOG EXPLORATION OFFSHORE LLC

A (SL)
A ' (SL)

PROPOSED WELL LOCATION

LOCATION	BLOCK	CALLS		COORDINATES		LATITUDE	LONGITUDE	WD	MD	TVD
A (SL)	*MC/589*	*2,742.40' FEL*	*3,911.71' FNL*	*X = 963,497.60*	*Y = 10,307,928.29*	*28° 23' 18.382" N*	*89° 06' 20.710" W*	*2,546'*		
A' (SL)	*MC/589*	*2,707.00' FEL*	*3,947.00' FNL*	*X = 963,533.00*	*Y = 10,307,893.00*	*28° 23' 18.039"N*	*89° 06' 20.306"W*	*2,548'*		

1,000 0 1,000 2,000
SCALE IN FEET

SHEET 1 OF 1
PUBLIC INFORMATION

DATUM: NAD 27
SPHEROID: CLARKE 1866
PROJECTION: U.T.M.
ZONE: 16

Echo OFFSHORE LLC
36499 Perkins Road
Prairieville, Louisiana 70769
Tel: 225-673-2163

LLOG EXPLORATION OFFSHORE, L.L.C.

LLOG exploration

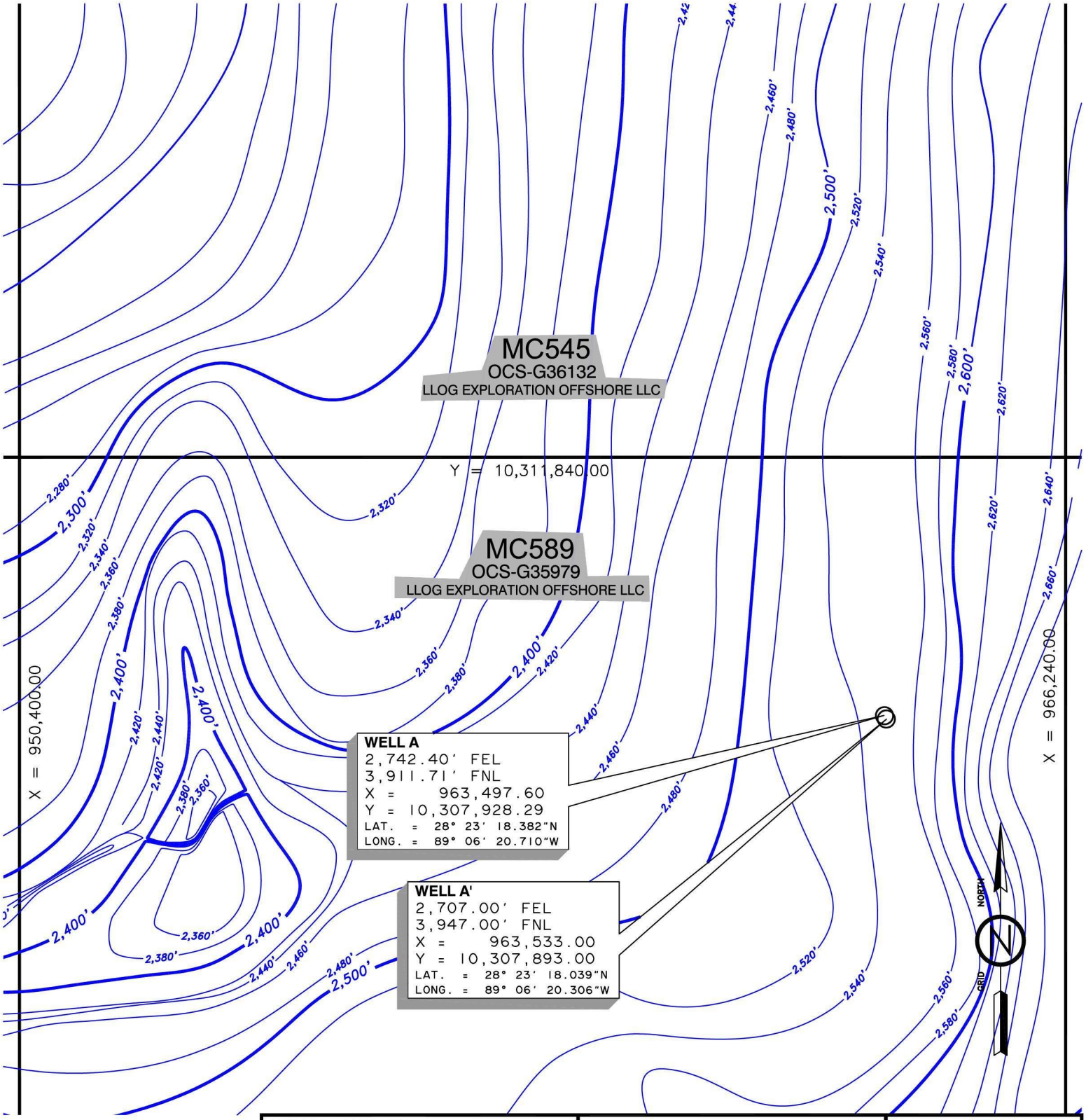
EXPLORATION PLAT

PROPOSED WELLS A & A'
OCS-G 36132 BLOCK 545
WITH SURFACE LOCATION IN BLOCK 589
MISSISSIPPI CANYON AREA
GULF OF MEXICO

DRAWN BY:	DATE:	CHECKED BY:	DRAWING No.:
RJN	08/07/2018	MEK	18-030-EXP REV3
REV. DATE: 09/10/2018	REV. No.: 3	SCALE: 1"=2,000'	JOB No.: 18-030-31

Bathymetry Map

Attachment A-3
(Public Information)



1,000 0 1,000 2,000

SCALE IN FEET

NORTH GRID

DATUM:	NAD 27
SPHEROID:	CLARKE 1866
PROJECTION:	U.T.M.
ZONE:	16

Echo OFFSHORE LLC
36499 Perkins Road
Prairieville, Louisiana 70769
Tel: 225-673-2163

LLOG EXPLORATION OFFSHORE, L.L.C.

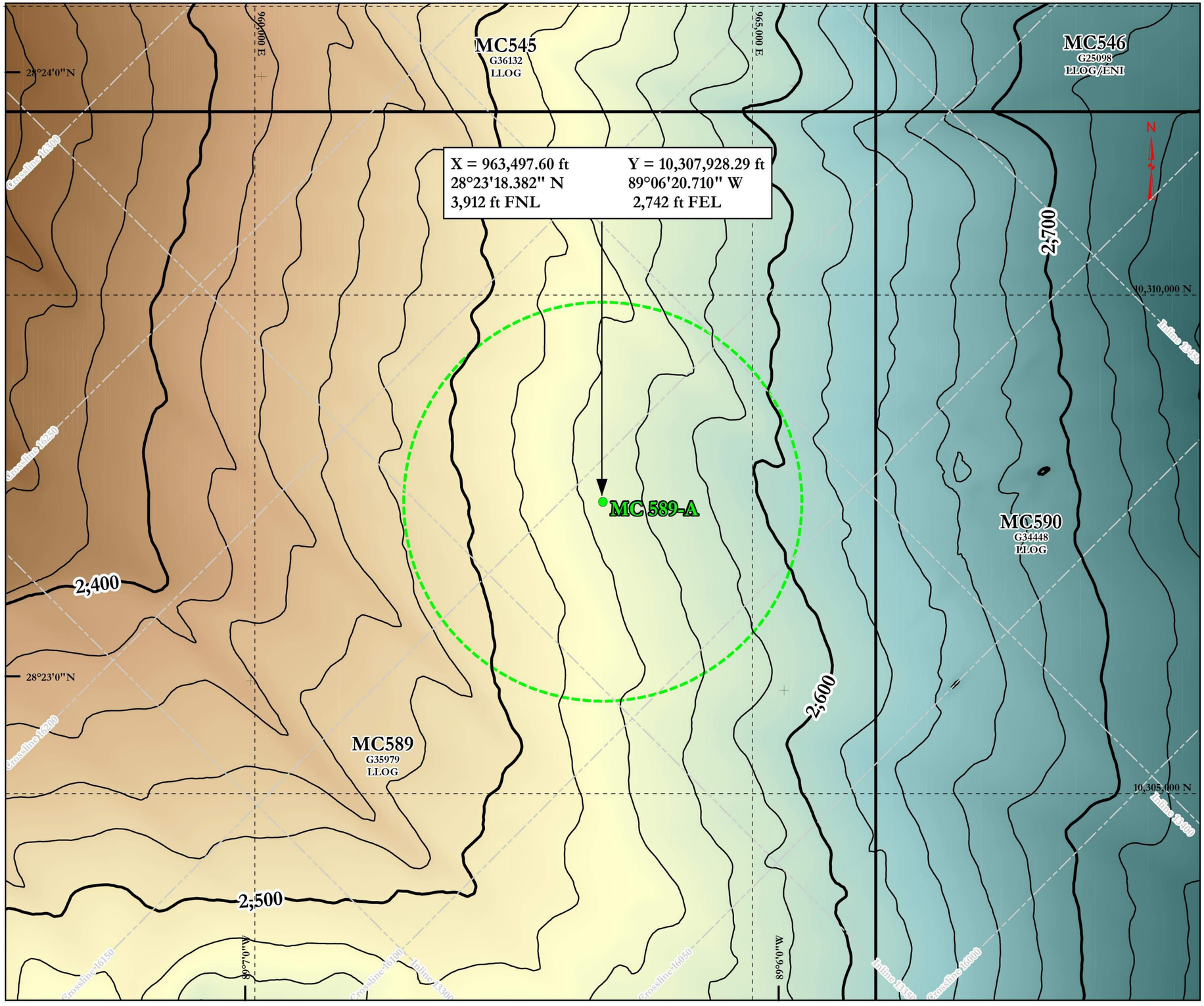
LLOG exploration

WELL ASSESSMENT

SMALL BATHYMETRY MAP
OCS-G 36132 BLOCK 545
WITH SURFACE LOCATION IN BLOCK 589
MISSISSIPPI CANYON AREA

GULF OF MEXICO

DRAWN BY: RJN	DATE: 08/07/2018	CHECKED BY: MEK	DRAWING No.: 18-030-SM BAT
REV. DATE: 09/11/2018	REV. No.: 1	SCALE: 1"=2,000'	JOB No.: 18-030-31



Legend

- Lat/Long Grid Point
- UTM Northing and Easting Grid Line
- Proposed Well
- 2,000-ft Radius
- 3-D Seismic Inline & Crossline TGSMC2
- Water Depth 20-ft Contours
- Water Depth 100-ft Contours

Water Depth
(Below Sea Level)

2,326 ft

2,761 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 (September 2018).

Geodetic Datum: NAD27 Projection: UTM Zone: 16N Grid Units: U.S. Survey Feet	Interpretation By: Bill Berger Cartography: Zachary Metz Project No.: 18-07-17 Date: September 2018

0 500 1,000 1,500 2,000

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

LLOG exploration

Block 589
Mississippi Canyon Area
Gulf of Mexico

Map W-1
Bathymetry
Proposed Well MC 589-A
Lease No. G35979

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
Application to Drill	BSEE	As Needed
Application to Modify	BSEE	As Needed

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 556.53(a); NTL No. 2015-N04, "General Financial Assurance" and additional security under 30 CFR 556.901(d)-(f) and NTL No. 2016-N01, "Requiring Additional Security".

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 2015-N01 Data

Worst Case Discharge Calculations
Attachment B-1

(Proprietary Information)

NTL 2015-N01 Data

Blowout Scenario

Attachment B-2
(Public Information)

BLOWOUT SCENARIO

Pursuant with 30 CFR 550.213(g), 550.219, 550.250 and NTL 2015-N01 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

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 utilizing a MODU rig with marine riser and a subsea BOP system. A hydrocarbon influx and a well control event occurring from the objective sand were 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 589 (surface location)
Facility Designation	MODU
Maximum Estimated Flow Rate (Volume per day)	314,400 BOPD
Type of Fluid	Oil

C) Total volume and maximum duration of the potential blowout

Maximum Duration of Flow (days)	**60** days total **(see Relief Well Response Estimate below)**
Total Volume of Spill (bbls)	**18.864 ~ MMBO** based on max duration of flow at max rate (steady state)

D) 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, pressure differentials, 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 fail/collapse/bridge over within a span of a few days, significantly reducing the WCD rates. **For this blowout scenario, no bridging is considered.**

E) 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 – based on specific rig contracted for work, BOP's possibly available with active secondary acoustic controls for specific BOP functions. 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 presently in GOM. 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 or an rig of opportunity. 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 or a HWCG Well Test Package that will replace / supplement the Helix Producer 1 option beginning in Q1 - 2019. 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/completing/workover operations of the above mentioned wells.

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

LLOG currently has two deepwater MODU's under contract **(Rowan Resolute – DP drillship, 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, 10 to 20 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 mobilize 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) Transocean Discoverer Clear Leader (DP Drillship) Rowan Renaissance (DP Drillship) Rowan Reliance (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

G) 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.

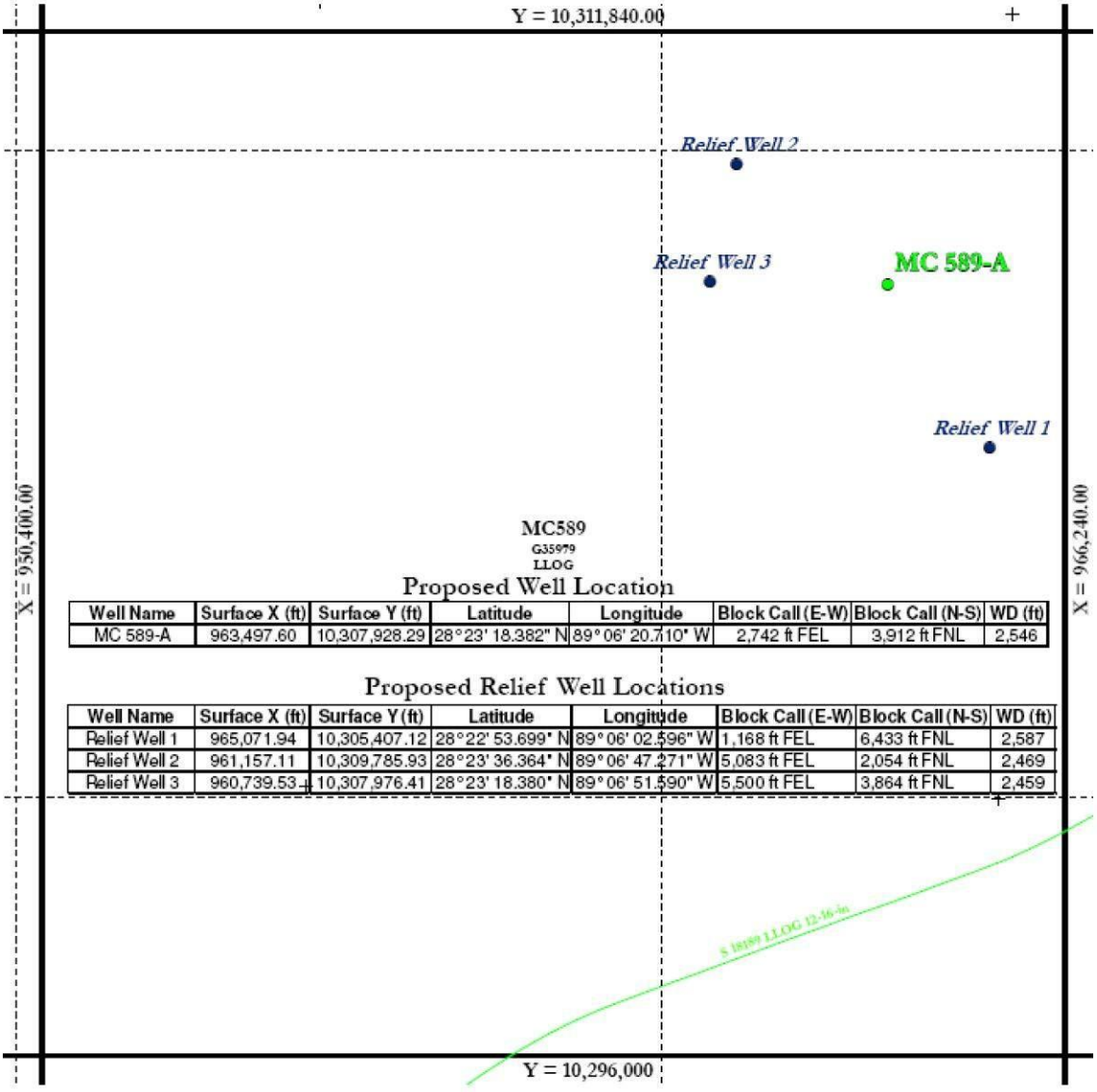
H) Measures to conduct effective and early intervention in the event of a blowout

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 drilling 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.

Relief well sites have been initially identified to address blowout scenarios for the potential geologic targets for the proposed wells. A total of **3** new relief well surface locations are proposed for the proposed locations. Based on actual seafloor state unforeseen at this time, the final location(s) may need to be revised. The locations have been selected based on proximity to the targets sands and potential shallow hazards.



Proposed Well Location

Well Name	Surface X (ft)	Surface Y (ft)	Latitude	Longitude	Block Call (E-W)	Block Call (N-S)	WD (ft)
MC 589-A	963,497.60	10,307,928.29	28° 23' 18.382" N	89° 06' 20.710" W	2,742 ft FEL	3,912 ft FNL	2,546

Proposed Relief Well Locations

Well Name	Surface X (ft)	Surface Y (ft)	Latitude	Longitude	Block Call (E-W)	Block Call (N-S)	WD (ft)
Relief Well 1	965,071.94	10,305,407.12	28° 22' 53.699" N	89° 06' 02.596" W	1,168 ft FEL	6,433 ft FNL	2,587
Relief Well 2	961,157.11	10,309,785.93	28° 23' 36.364" N	89° 06' 47.271" W	5,083 ft FEL	2,054 ft FNL	2,469
Relief Well 3	960,739.53	10,307,976.41	28° 23' 18.380" N	89° 06' 51.590" W	5,500 ft FEL	3,864 ft FNL	2,459

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	15
RELIEF WELL(S) OPERATIONS continue intervention and containment measures continue spill control measures drill relief well (s)	30
PERFORM HYDRAULIC KILL OPERATIONS / SECURE BLOWNOUT WELL continue intervention and containment measures continue spill control measures perform hydraulic kill operations, monitor well, secure well	10
ESTIMATED TOTAL DAYS OF UNCONTROLLED FLOW	**60**
SECURE RELIELF WELL(S) / PERFORM P&A / TA OPERATIONS / DEMOBE	30
TOTAL DAYS	**90**

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 589, OCS-G 35979 Lease, Berger Geosciences, L.L.C. prepared for LLOG Exploration, dated September 7, 2018, being submitted to BOEM under separate cover with this Initial Exploration Plan.

F. Shallow Hazards Assessment

Wellsite Clearance Letters were prepared by Berger Geosciences, L.L.C dated September 11, 2018 for the proposed surface locations, evaluating seafloor and subsurface geologic and manmade features and conditions, and is included as ***Attachment C-5 for both proposed wells.***

G. High Resolution Seismic Lines

LLOG provided exploration 3-D seismic data for the evaluation of the proposed surface disturbance operations.

H. Stratigraphic Column

A generalized biostratigraphic/lithostratigraphic column from the seafloor to the total depth of the proposed wells is included as ***Attachment C-6***.

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
(Public Information)

Echo OFFSHORE LLC

36499 Perkins Road
Prairieville, Louisiana 70769
Telephone: 225.673.2163
www.echo-offshore.net

September 11, 2018 Job No. 18-030-31_REV

Bureau of Ocean Energy Management (MS 5230)
Gulf of Mexico OCS Region
1201 Elmwood Park Blvd.
New Orleans, LA 70123-2394

RE: LLOG Exploration Offshore, L.L.C.
Proposed OCS-G 36132 Well A
With Surface Location in Block
Block 589, Mississippi Canyon Area
Archaeological Assessment

Dear Staff:

LLOG Exploration Offshore, L.L.C. (LLOG) proposes to drill the OCS-G 36132 Well A from the following surface location in Block 589, Mississippi Canyon Area:

Datum: NAD 27	Spheroid: Clarke 1866	Projection: UTM	Zone: 16.	Central Meridian: 87° 00' West
Latitude: 28° 23' 18.382" N			Longitude: 89° 06' 20.710" W	
X: 963,497.60			Y: 10,307,928.29	
FNL: 3,911.71'			FEL: 2,742.40'	

This assessment addresses a 2,000-feet area surrounding the proposed well site as indicated on the enclosed map. Tesla Offshore, LLC surveyed all of Block 545 less the northeast quarter, the southeastern portion of Block 501, the northern half of Block 589, the northwestern corner of Block 590, and the southwestern corner of Block 546 in June of 2005 (Job# 05-190-11) plus the northern half of Block 546, the northeastern corner of Block 545, the southeastern corner of Block 501, the southern 2/3rds of Block 502, the southwestern portion of Block 503, and the northwestern corner of Block 547 in January, 2005 (Job# 04-443-11). These data sets were utilized to prepare a new report for LLOG which discusses the entire data set. This report was submitted to BOEM in 2017 (Echo Job No. 17-025-30). The current assessment centered in Block 589 references Tesla Jobs 05-190-11, 04-443-11, and 17-025-30. LLOG contracted Echo Offshore, LLC to provide this archaeological analysis of the proposed well location utilizing these combined data to ensure that, in compliance with ***NTL No. 2005-G07***.

- ***Water depth*** is approximately 2,546 feet surrounding the proposed drill site. Water depths increase from west to east at the proposed well site at an approximate rate of 165 feet/mile.

- ***Seafloor soils*** are reported to be silty clay and marine deposits (MMS 1983 Visual No. 3; MMS 1986 Visual No. 5).

- ***Man-made features*** are not present within 2,000 feet of the proposed well location. The closest infrastructure is the 12-18" LLOG pipeline (Segment 18189) located slightly less than 8,600 feet to the SE. This pipeline was installed after the 2005 geophysical investigation. The proposed well lies just over 10,000 feet south of a reported Disused Explosives Dumping Area.

- ***Magnetic data*** is not required for survey in these water depths per NTL 2005-G07.

- ***Sonar data*** indicated that the seafloor was clear of targets within 2,000 feet of the proposed surface location. Combined sonar data recorded a number of small sonar targets throughout the general area. The closest sonar target is No. 23 identified from the 05-190-11 Tesla data set approximately 8,580 feet NE of the proposed well site. A shipwreck identified as *Five Brothers* was identified from the 04-443-11 data set in MC 501 (and investigated via a subsequent ROV investigation). This wreck was provided a 500 foot avoidance and lies over 20,600 feet NNW of the proposed well site. The remaining targets are interpreted as possible geologic features or relatively small unidentified modern materials that may be related to the Explosives Dumping Ground or nearby drilling activities and have not been assigned avoidances as potential archaeological resources.

No evidence of intact shipwreck sites or targets of potential archaeological significance were observed within the vicinity of the proposed well site. The *Five Brothers* shipwreck (built in 1978 and lost in 1985) lies nearly 4 miles NNW of the proposed well site and will not be impacted by operations at the proposed well site.

LLOG Exploration Offshore, L.L.C. and subcontractors will apply the safest and best available technologies during drilling operations and installation of future platforms and/or facilities. In compliance with 30 CFR 550.194(c), 30 CFR 550.1010(c), and NTL 2005-G07, if materials are observed during operations that could indicate the presence of a shipwreck, shipwreck site, or other potentially significant archaeological resource, operations will cease and the Regional Supervisor, Leasing and Environment with the BOEM/BSEE will be notified within 48 hours of discovery.

Sincerely,

Matthew Keith, MA
Archaeologist

Echo OFFSHORE LLC

36499 Perkins Road
Prairieville, Louisiana 70769
Telephone: 225.673.2163
www.echo-offshore.net

September 11, 2018 Job No. 18-030-31

Bureau of Ocean Energy Management (MS 5230)
Gulf of Mexico OCS Region
1201 Elmwood Park Blvd.
New Orleans, LA 70123-2394

RE: LLOG Exploration Offshore, L.L.C.
Proposed OCS-G 36132 Well A'
With Surface Location in Block
Block 589, Mississippi Canyon Area
Archaeological Assessment

Dear Staff:

LLOG Exploration Offshore, L.L.C. (LLOG) proposes to drill the OCS-G 36132 Well A-Prime (A') from the following surface location in Block 589, Mississippi Canyon Area:

Datum: NAD 27	Spheroid: Clarke 1866	Projection: UTM	Zone: 16.	Central Meridian: 87° 00' West
Latitude: 28° 23' 18.039" N			Longitude: 89° 06' 20.306" W	
X: 963,533.00			Y: 10,307,893.00	
FNL: 3,947.00'			FEL: 2,707.00'	

This assessment addresses a 2,000-feet area surrounding the proposed well site as indicated on the enclosed map. Tesla Offshore, LLC surveyed all of Block 545 less the northeast quarter, the southeastern portion of Block 501, the northern half of Block 589, the northwestern corner of Block 590, and the southwestern corner of Block 546 in June of 2005 (Job# 05-190-11) plus the northern half of Block 546, the northeastern corner of Block 545, the southeastern corner of Block 501, the southern 2/3rds of Block 502, the southwestern portion of Block 503, and the northwestern corner of Block 547 in January, 2005 (Job# 04-443-11). These data sets were utilized to prepare a new report for LLOG which discusses the entire data set. This report was submitted to BOEM in 2017 (Echo Job No. 17-025-30). The current assessment centered in Block 589 references Tesla Jobs 05-190-11, 04-443-11, and 17-025-30. LLOG contracted Echo Offshore, LLC to provide this archaeological analysis of the proposed well location utilizing these combined data to ensure that, in compliance with ***NTL No. 2005-G07***.

- ***Water depth*** is approximately 2,548 feet surrounding the proposed drill site. Water depths increase from west to east at the proposed well site at an approximate rate of 165 feet/mile.

- ***Seafloor soils*** are reported to be silty clay and marine deposits (MMS 1983 Visual No. 3; MMS 1986 Visual No. 5).

- ***Man-made features*** are not present within 2,000 feet of the proposed well location. The closest infrastructure is the 12-18" LLOG pipeline (Segment 18189) located approximately 8,540 feet to the SE. This pipeline was installed after the 2005 geophysical investigation. The proposed well lies just over 10,000 feet south of a reported Disused Explosives Dumping Area.

- ***Magnetic data*** is not required for survey in these water depths per NTL 2005-G07.

- ***Sonar data*** indicated that the seafloor was clear of targets within 2,000 feet of the proposed surface location. Combined sonar data recorded a number of small sonar targets throughout the general area. The closest sonar target is No. 23 identified from the 05-190-11 Tesla data set approximately 8,590 feet NE of the proposed well site. A shipwreck identified as *Five Brothers* was identified from the 04-443-11 data set in MC 501 (and investigated via a subsequent ROV investigation). This wreck was provided a 500 foot avoidance and lies over 20,600 feet NNW of the proposed well site. The remaining targets are interpreted as possible geologic features or relatively small unidentified modern materials that may be related to the Explosives Dumping Ground or nearby drilling activities and have not been assigned avoidances as potential archaeological resources.

No evidence of intact shipwreck sites or targets of potential archaeological significance were observed within the vicinity of the proposed well site. The *Five Brothers* shipwreck (built in 1978 and lost in 1985) lies nearly 4 miles NNW of the proposed well site and will not be impacted by operations at the proposed well site.

LLOG Exploration Offshore, L.L.C. and subcontractors will apply the safest and best available technologies during drilling operations and installation of future platforms and/or facilities. In compliance with 30 CFR 550.194(c), 30 CFR 550.1010(c), and NTL 2005-G07, if materials are observed during operations that could indicate the presence of a shipwreck, shipwreck site, or other potentially significant archaeological resource, operations will cease and the Regional Supervisor, Leasing and Environment with the BOEM/BSEE will be notified within 48 hours of discovery.

Sincerely,

Matthew Keith, MA
Archaeologist

Stratigraphic Column

Attachment C-6
(Proprietary Information)

APPENDIX D

HYDROGEN SULFIDE (H2S) INFORMATION
(30 CFR Part 550.215 and 550.245)

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.

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 2,000' of Proposed Well MC 589-A. There are no seafloor amplitude anomalies or signs of gas migration within 2,000' of the proposed well. There are no BSRs or other seismic indicators of gas hydrates within 2,000' of the proposed well.

Features or areas that could support high-density chemosynthetic or other benthic communities are not anticipated within 2,000' 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 589 is not located within the vicinity of a proposed live bottom (Pinnacle trend) area.

E. Live Bottoms (Low Relief) Map

Mississippi Canyon Block 589 is not located within the vicinity of a proposed live bottom (Low Relief) area.

F. Potentially Sensitive Biological Features Map

Mississippi Canyon Block 589 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 589 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 589, 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

A Deep Tow Survey was conducted by Tesla Offshore in January and June, 2005 with a report prepared by Echo Offshore LLC. Entitled "Archaeological Deep Tow Survey Block 545 with coverage in Blocks 501, 502, 546 & 590, Mississippi Canyon Area", and was submitted to the BOEM under separate cover.

I. Air and Water Quality Information

Not applicable to proposed operations.

J. Socioeconomic Information

Not applicable to proposed operations.

NOAA Species Known in GOM

Attachment E-1
(Public Information)

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

please specify if the amount reported is a total or per well amount

MC 589					
Projected generated waste			**Projected ocean discharges**		**Downhole Disposal**
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	100,318 bbls/well	11,146 bbls/day/well	Discharge overboard	No
Cuttings wetted with water-based fluid	Cuttings generated while using water based drilling fluid.	4,794 bbls/well	533 bbls/day/well	Discharge overboard	No
Cuttings wetted with synthetic-based fluid	Cuttings generated while using synthetic based drilling fluid.	5,479 bbls/well	159 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	15,883 bbls/well	2.7 bbls/hr/well	Discharge overboard (no free oil)	No
Sanitary waste	Processed sanitary waste from living quarters	10,588 bbls/well	1.8 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	NPDES approved treatment fluid used for well operations	100 bbls/well	20 bbls/hr/well	Test for oil and grease and discharge overboard.	No
Well completion fluids	Clear brines used for completion operations	500 bbls/well	100 bbls/hr/well	Test for oil and grease and discharge overboard. This excludes clear brines containing Zinc	No
Workover fluids	NA	NA	NA	NA	NA
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 589	Projected generated waste	Solid and Liquid Wastses 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 olifin, 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

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.

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
(Public Information)

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	589
LEASE	OCS-G-35979
PLATFORM	N/A
WELL	Location A
COMPANY CONTACT	Kathy Gowland, Regulatory Specialist
TELEPHONE NO.	985-801-4300
REMARKS	DP Semisubmersible

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	589	OCS-G-35979	N/A	Location A		Kathy Gowland, Regulatory Spe	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	61200	2955.96	70943.04	24	64	43.14	197.89	1482.82	44.48	323.52	33.13	151.98	1138.81	34.16	248.47
DP Semi-Sub	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	28	5.07	23.28	174.45	5.23	38.06	0.85	3.91	29.31	0.88	6.39
	VESSELS>600hp diesel(supply)	7200	347.76	8346.24	12	55	5.07	23.28	174.45	5.23	38.06	1.67	7.68	57.57	1.73	12.56
	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
2019	YEAR TOTAL						53.29	244.45	1831.72	54.95	399.65	35.66	163.57	1225.68	36.77	267.42
EXEMPTION CALCULATION	DISTANCE FROM LAND IN MILES											1332.00	1332.00	1332.00	1332.00	39766.64
	40.0															

EMISSIONS CALCULATIONS 2ND YEAR

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL		CONTACT	PHONE	REMARKS
LLOG Exploration Offsho	Mississippi Canyon	589	OCS-G-35979	N/A	Location A		Kathy Gowland, 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	61200	2955.96	70943.04	24.00	64.00	43.14	197.89	1482.82	44.48	323.52	33.13	151.98	1138.81	34.16	248.47
DP Semi-Sub	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	28.00	5.07	23.28	174.45	5.23	38.06	0.85	3.91	29.31	0.88	6.39
	VESSELS>600hp diesel(supply)	7200	347.76	8346.24	12.00	55.00	5.07	23.28	174.45	5.23	38.06	1.67	7.68	57.57	1.73	12.56
	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
2020	YEAR TOTAL						53.29	244.45	1831.72	54.95	399.65	35.66	163.57	1225.68	36.77	267.42
EXEMPTION CALCULATION	DISTANCE FROM LAND IN MILES											1332.00	1332.00	1332.00	1332.00	39766.64
	40.0															

EMISSIONS CALCULATIONS 3RD YEAR

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL		CONTACT	PHONE	REMARKS
LLOG Exploration Offsho	Mississippi Canyon	589	OCS-G-35979	N/A	Location A		Kathy Gowland, 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	61200	2955.96	70943.04	24.00	60.00	43.14	197.89	1482.82	44.48	323.52	31.06	142.48	1067.63	32.03	232.94
	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	27.00	5.07	23.28	174.45	5.23	38.06	0.82	3.77	28.26	0.85	6.17
	VESSELS>600hp diesel(supply)	7200	347.76	8346.24	12.00	54.00	5.07	23.28	174.45	5.23	38.06	1.64	7.54	56.52	1.70	12.33
	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 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						53.29	244.45	1831.72	54.95	399.65	33.52	153.79	1152.41	34.57	251.44
EXEMPTION CALCULATION	DISTANCE FROM LAND IN MILES											1332.00	1332.00	1332.00	1332.00	39766.64
	40.0															

EMISSIONS CALCULATIONS 4TH YEAR

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL		CONTACT	PHONE	REMARKS
LLOG Exploration Offsho	Mississippi Canyon	589	OCS-G-35979	N/A	Location A		Kathy Gowland, 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	61200	2955.96	70943.04	24.00	60.00	43.14	197.89	1482.82	44.48	323.52	31.06	142.48	1067.63	32.03	232.94
	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	27.00	5.07	23.28	174.45	5.23	38.06	0.82	3.77	28.26	0.85	6.17
	VESSELS>600hp diesel(supply)	7200	347.76	8346.24	12.00	54.00	5.07	23.28	174.45	5.23	38.06	1.64	7.54	56.52	1.70	12.33
	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 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
2022	YEAR TOTAL						53.29	244.45	1831.72	54.95	399.65	33.52	153.79	1152.41	34.57	251.44
EXEMPTION CALCULATION	DISTANCE FROM LAND IN MILES											1332.00	1332.00	1332.00	1332.00	39766.64
	40.0															

SUMMARY

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL
LLOG Exploratio	Mississippi Canyon	589	OCS-G-35979	N/A	Location A

Year	Emitted Substance				
	PM	SOx	NOx	VOC	CO
2019	35.66	163.57	1225.68	36.77	267.42
2020	35.66	163.57	1225.68	36.77	267.42
2021	33.52	153.79	1152.41	34.57	251.44
2022	33.52	153.79	1152.41	34.57	251.44
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
2027	0.00	0.00	0.00	0.00	0.00
2028	0.00	0.00	0.00	0.00	0.00
Allowable	1332.00	1332.00	1332.00	1332.00	39766.64

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	589
LEASE	OCS-G-35979
PLATFORM	N/A
WELL	Location A
COMPANY CONTACT	Kathy Gowland, Regulatory Specialist
TELEPHONE NO.	985-801-4300
REMARKS	DP Drillship

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	589	OCS-G-35979	N/A	Location A		Kathy Gowland, Regulatory Spe	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	61800	2984.94	71638.56	24	64	43.56	199.83	1497.36	44.92	326.70	33.45	153.47	1149.97	34.50	250.90
	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	28	5.07	23.28	174.45	5.23	38.06	0.85	3.91	29.31	0.88	6.39
	VESSELS>600hp diesel(supply)	7200	347.76	8346.24	12	55	5.07	23.28	174.45	5.23	38.06	1.67	7.68	57.57	1.73	12.56
	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						53.71	246.39	1846.26	55.39	402.82	35.98	165.06	1236.85	37.11	269.86
EXEMPTION CALCULATION	DISTANCE FROM LAND IN MILES											1332.00	1332.00	1332.00	1332.00	39766.64
	40.0															

EMISSIONS CALCULATIONS 2ND YEAR

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL		CONTACT	PHONE	REMARKS
LLOG Exploration Offsho	Mississippi Canyon	589	OCS-G-35979	N/A	Location A		Kathy Gowland, 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	61800	2984.94	71638.56	24	64	43.56	199.83	1497.36	44.92	326.70	33.45	153.47	1149.97	34.50	250.90
	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	28	5.07	23.28	174.45	5.23	38.06	0.85	3.91	29.31	0.88	6.39
	VESSELS>600hp diesel(supply)	7200	347.76	8346.24	12	55	5.07	23.28	174.45	5.23	38.06	1.67	7.68	57.57	1.73	12.56
	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	0.00	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 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						53.71	246.39	1846.26	55.39	402.82	35.98	165.06	1236.85	37.11	269.86
EXEMPTION CALCULATION	DISTANCE FROM LAND IN MILES											1332.00	1332.00	1332.00	1332.00	39766.64
	40.0															

EMISSIONS CALCULATIONS 3RD YEAR

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL		CONTACT	PHONE	REMARKS
LLOG Exploration Offsho	Mississippi Canyon	589	OCS-G-35979	N/A	Location A		Kathy Gowland, 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	61800	2984.94	71638.56	24	60	43.56	199.83	1497.36	44.92	326.70	31.36	143.88	1078.10	32.34	235.22
	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	27	5.07	23.28	174.45	5.23	38.06	0.82	3.77	28.26	0.85	6.17
	VESSELS>600hp diesel(supply)	7200	347.76	8346.24	12	54	5.07	23.28	174.45	5.23	38.06	1.64	7.54	56.52	1.70	12.33
	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						53.71	246.39	1846.26	55.39	402.82	33.83	155.19	1162.88	34.89	253.72
EXEMPTION CALCULATION	DISTANCE FROM LAND IN MILES											1332.00	1332.00	1332.00	1332.00	39766.64
	40.0															

EMISSIONS CALCULATIONS 4TH YEAR

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL		CONTACT	PHONE	REMARKS
LLOG Exploration Offsho	Mississippi Canyon	589	OCS-G-35979	N/A	Location A		Kathy Gowland, 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	61800	2984.94	71638.56	24	60	43.56	199.83	1497.36	44.92	326.70	31.36	143.88	1078.10	32.34	235.22
	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	27	5.07	23.28	174.45	5.23	38.06	0.82	3.77	28.26	0.85	6.17
	VESSELS>600hp diesel(supply)	7200	347.76	8346.24	12	54	5.07	23.28	174.45	5.23	38.06	1.64	7.54	56.52	1.70	12.33
	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
2022	YEAR TOTAL						53.71	246.39	1846.26	55.39	402.82	33.83	155.19	1162.88	34.89	253.72
EXEMPTION CALCULATION	DISTANCE FROM LAND IN MILES											1332.00	1332.00	1332.00	1332.00	39766.64
	40.0															

SUMMARY

COMPANY	AREA	BLOCK	LEASE	PLATFORM	WELL
LLOG Exploratio	Mississippi Canyon	589	OCS-G-35979	N/A	Location A

Year	Emitted Substance				
	PM	SOx	NOx	VOC	CO
2019	35.98	165.06	1236.85	37.11	269.86
2020	35.98	165.06	1236.85	37.11	269.86
2021	33.83	155.19	1162.88	34.89	253.72
2022	33.83	155.19	1162.88	34.89	253.72
Allowable	1332.00	1332.00	1332.00	1332.00	39766.64

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 filed by LLOG (No. 02058) in accordance with 30 CFR 254, Biennial update found to be in compliance August 16, 2018 and revisions due to significant change to the greater than ten mile drilling worst case discharge scenario approved September 18, 2018.

The WCD proposed in this Plan does not exceed the WCD outlined in our OSRP.

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*	*EP*
Type of Activity	Exploratory MODU	Exploratory MODU
Facility Surface Location	Mississippi Canyon Block 386	Mississippi Canyon Block 589
Facility Description	Well Location Well No. 001 (Revised Location B)	Location A
Distance to Nearest Shoreline (Miles)	58 miles	40 miles
Volume: Storage Tanks (total) Facility Piping (total) Lease Term Pipeline Uncontrolled Blowout (day) Barging **Potential 24 Hour Volume (bbls)**	396,602 bbls	314,400 bbls
Type of Liquid Hydrocarbon	Crude	Crude
API Gravity	25°	31.8°

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, filed by LLOG (No. 02058) in accordance with 30 CFR 254, Biennial update found to be in compliance August 16, 2018 and revisions due to significant change to the greater than ten mile drilling worst case discharge scenario approved September 18, 2018.

Since 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 filed by LLOG (Operator No.02058) in accordance with 30 CFR 254 Biennial update modification approved on August 16, 2018 and since the worst case discharge determined in this Exploration Plan for Mississippi Canyon Block 589/545 does not exceed our worst case discharge outlined in our Regional OSRP, 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 Exploration Plan.

LLOG Exploration Offshore, L.L.C., Company No. 02058, previously submitted the Regional OSRP Exploration WCD volume to be reviewed in Plan R-6763, Revised Exploration Plan.

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.

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 314,400 barrels of crude oil with an API gravity of 31.8°.

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 2.** 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. **Figure 1** contains a list of environmental sensitivities found in Plaquemines Parish.

Figure 1 – Environmental Sensitivities

Sensitive Areas	Descriptions	Access	Wildlife	Contact
1) **DELTA NATIONAL WILDLIFE REFUGE**	48,800 acres of marsh, shallow ponds, channels and bayous. Provides a winter sanctuary for migratory waterfowl such as snow geese and more than 18 species of ducks. Also the home of many other water birds and various wildlife species.	By boat only.	**RTE:** **Brown pelican, American alligator** **Others:** Waterfowl (winter), peregrine falcon, sea birds, shore birds, bass, bream, catfish, crappie, drum, garfish, redfish, speckled trout, flounder, nutria, mink, otter, muskrat, raccoon, white-tailed deer	Delta NWR Bayou Lacombe Centre 61389 Hwy 434 Lacombe, LA 70445 Phone: (985) 882-2000
2) **PASS A LOUTRE WILDLIFE MANAGEMENT AREA**	66,000 acres characterized by river channels with attendant pass banks, natural bayous and man-made canals which are interspersed with intermediate and fresh marshes. Furbearers and alligators are fairly common in the marsh. Freshwater finfish flourish in the interior marsh ponds.	By boat only, however, the tributaries along the Mississippi River provide excellent traveling passages. The nearest public launches are in Venice.	**RTE:** **Brown pelican, American alligator** **Others:** Waterfowl (winter), peregrine falcon, sea birds, shore birds, bass, bream, catfish, crappie, drum, watermouth, garfish, redfish, speckled trout, flounder, nutria, mink, otter, muskrat, raccoon, white-tailed deer	Pass A Loutre WMA Hammond Field Office 42371 Phyllis Ann Drive Hammond, LA 70403 Phone (985) 543-4777
3) **FINE SAND BEACHES**	Beaches with low slopes and a grain-size of 0.625 to 0.200 mm. Low percentage of shells and hash. Major fine sand beaches on the delta plain are found at Southwest Pass, Pelican Island and Chandeleur Island.	By boat only.		N/A
4) **PERCHED SHELL BEACHES**	Shoreline type where a thin shell beach overlies a fresh or salt marsh with an eroded marsh platform outcropping in the surf zone. Organic debris is common to this shoreline type. Where the marsh platform outcrops on the shoreline, it can become re-vegetated by marsh grass.	By boat only.		N/A

Sensitive Areas	Descriptions	Access	Wildlife	Contact
5) SHELL BEACHES	Shoreline types comprised of almost entirely of shell. Shell material may be in the form of shell hash or whole shells. Shell beaches form extremely steep beach faces. Major shell beaches on the delta plain are found at Point Au Fer and Shell Island.	By boat only.		N/A
6) MUDDY TIDAL FLATS	Shoreline types comprised of broad intertidal areas consisting of mud and minor amounts of shell hash. The grain-size is smaller than 0.0625 mm. Muddy tidal flats are typically found in association with prograding river mouths. Major muddy tidal flats on the delta plain are found at the Mississippi and Atchafalaya River mouths.	By boat only.		N/A
7) SANDY TIDAL FLATS	Shoreline types comprised of broad intertidal areas consisting of fine and coarse grain sand and minor amounts of shell hash. Mean grain size is between 0.0625 and 0.4 mm. Typically found in association with barrier island and tidal inlet systems. This type of flat is submerged during each tidal cycle and at low tide may be 100-200 m wide. Slight changes in water levels can produce significant shoreline changes. Low water levels can expose extensive tidal flat areas to oiling. Major sandy tidal flats on the delta plain are found at Barataria Bay and the Mississippi River mouth.	By boat only.		N/A

Areas of Socio-Economic Concern in Plaquemines Parish:

- Commercial fishing routes
  - South Pass
  - Tiger Pass
  - Barataria Waterway

Protection Priorities for Plaquemines Parish:

- Delta National Wildlife Refuge
- Pass-A-Loutre Wildlife Management Area
- Other coastal marshes

Response

General Considerations for all Oil Spill Recovery Operations (Refer to the Tactics discussion below for more detail)

LLOG Exploration Offshore, L.L.C. will use all appropriate measures possible to safely and efficiently recover all oil spills from its facilities. These include but are not limited to:

- Conducting detailed safety analyses on all operations and preparing/disseminating resulting safety plans to all response personnel
- Use of tactics described in the most current *MSRC Gulf Area Tactics Guide Book* and *CGA Equipment Guide Book and Tactic Manual* and any other appropriate tactics developed during the event
- Configuring all surface recovery systems to achieve maximum throughput and recovery efficiency rates:
    - Maximization of the use of advanced and adverse weather recovery systems to increase oil to recovery system encounter rates
    - Use of vessels with the largest possible onboard recovered oil storage to minimize off-load times
    - Use of appropriate vessels to deploy ocean boom to form the widest practical width to maximize oil to recovery system encounter rate
    - Use of appropriate recovery systems to maximize recovery rate in all operable environmental conditions
- Early deployment of MSRC's Responder class OSRVs and large OSRBs along with CGA's 95' vessels and HOSS Barge to recover and store oil while minimizing rig/derig and transit time, maximizing onboard storage and on-station time
- Obtaining early approval for decanting of oil to maximize storage capacity
- Use of most efficient, high volume pumps for oil recovery and decanting, offloading and lightering
- Use of advanced technology (such as thermal infrared and multi-spectral cameras) to detect oil on the water's surface and classify it as recoverable or non-recoverable. This will allow more efficient use of on-water recovery task forces, maximize recovery rates and expand operational windows. This advanced technology is effective in both day and night time surveillance activities depending upon atmospheric conditions
- Early consideration of advanced oil removal methods (e.g. dispersant application and in-situ burning) and coordination/consultation with the USCG and appropriate Regional Response Team for obtaining permission to proceed as necessary
- Providing effective communication systems to allow for the command and control of deployed resources to ensure safety, reduce response times, and collect information necessary to develop a comprehensive, timely, and accurate Common Operating Picture (COP)

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 15% or approximately 47,160 barrels of crude oil would be evaporated/dispersed within 24 hours, with approximately 267,240 barrels remaining.

Spill Response MC 589, Well Location A	Barrels of Oil
WCD Volume	314,400
Less 15% natural evaporation/dispersion	47,160
Remaining volume	267,240

Figure 3 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 3** 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 and MSRC spill response equipment, with a total derated skimming capacity of 1,194,343 barrels. Temporary storage associated with skimming equipment equals 332,196 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 and MSRC near shore and shallow water skimmers with a totaled derated skimming capacity 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 144,800 feet of 18" shoreline protection boom. **Figure 3** 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 67 hours (based on the equipment's Effective Daily Recovery Capacity (EDRC)).

Tactics

Initial Response Considerations

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

- Safety
- 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 continuous 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 to complete a common objective, 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 will be 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

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.

Offshore Response Actions – Equipment Deployment

Surveillance

- Aerial Observation:
  - Deployment of surveillance aircraft within two hours of QI notification, or at first light
  - Trained observer to provide on site status reports
  - Aerial photography and visual confirmation
- 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
- Continuous 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 of approved Oil Spill Response Plan)
- Gain FOSC approval for use of dispersants on the surface
- Confirm dispersant availability for current and long range operations
- 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
- Initiate orders for additional 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 continuous reports to vessels to expedite their arrival at sites and provide for most effective containment
- Use Vessels of Opportunity (VOO) to deploy and maintain boom
- Deploy CGA 300 Oceangoing Boom Barge
- Deploy MSRC OSRVs and OSRBs with onboard ocean boom inventories
- Additional significant stockpiles of boom are available in CGA and 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

- Integrated Infrared Camera and X-Band Radar system allowing for 24/7 oil spill detection, tracking, and oil recovery capability
- Helideck and onboard accommodations for 16 people
- 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 Fast Response Units (FRU)

- Skid-based skimming system to be deployed from a vessel of opportunity (VOO)
- Use as far off-shore as allowed

T&T Koseq Rigid Sweeping Arms

- High volume skimming system to be deployed from Platform Supply Vessel (PSV)
- 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 of OSRP)
- Early call out (to allow for tug boat acquisition and deployment speeds)
- Phase mobilization to allow storage vessels to arrive with 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 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 USCG/American Bureau of Shipping (ABS) for vessel inspections
- Place VOOs in task forces as needed
- Use organic onboard storage if appropriate
- Maximize non-organic storage appropriate to vessel limitations
- Decant as appropriate after approval has been granted
- Assign bulk storage barges to each task force
- 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, especially offshore
- Near shore, use shallow water barges and shuttle to skimming units for minimization of offloading time
- Plan and equip to use all offloading capabilities of the storage vessel for minimization of offloading time

In-situ Burn Assets

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

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 and operations will cease at the order of the Unified Command, vessel captain. 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 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 recoverable oil
- Confirm the presence of recoverable oil prior to movement of vessels

Maximize skimmer system efficiency

- Obtain authorization for decanting of recovered water as soon as possible
- 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 systems (barges) in the largest areas of heaviest oil
- Maximize onboard recovered oil storage for vessels
- 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

- Procure and deploy the maximum number of portable tanks to support VOSS if onboard storage is not available
- Maximize use of the organic recovered oil storage capacity of the skimming vessel
- Place barges in skimming task forces to reduce recovered oil offloading time
- Use smaller barges in larger quantities to increase flexibility for multi-location skimming operations

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
- Use reconnaissance aircraft and Rapid Response Teams (RRT) to confirm the presence of recoverable oil

CGA 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 O_2, LEL, H_2S, 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 and Task Forces (TF) 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:

- (3-5) Offshore skimming vessels (recovery)
- (1) Tank barge (temporary storage)
- (1) Air asset (tactical direction)
- (2) Support vessels (crew/utility for supply)
- (6-10) 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 out of Harvey, boom barge (CGA 300) with 25,000' of 42" auto boom out of Leeville, and 9 Fast Response Units (FRUs) from the pre-determined load-out location.

As these vessels set up and begin skimming, they are grouped into task forces 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 3**. 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'+ OSV/PSV
- 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'+ OSV/PSV
- 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'+ OSV/PSV
- 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'+ OSV/PSV
- 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/Platform 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	100x50 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 versed in spill response operations. They also have a greater possibility of having onboard storage capacity and are the most likely vessels to be under contract, therefore more readily available to the operator. These vessels will normally be assigned to an on-water recovery task force (see figure below) and outfitted with a VOSS suited for their size and capabilities. Specific tactics used for skimming operations will be dependent upon many parameters which include, but are not limited to, safety concerns, weather, type VOSS onboard, product being recovered, and area of oil coverage. Planners will deploy these assets with the objective of safely maximizing the oil-to-skimmer encounter rate by taking actions to minimize non-skimming time and maximize boom swath. Examples of specific tactical configurations are shown in the figures below.

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 USCG, 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 4,251 barrels. An additional boom reel with 440' of offshore boom and a second support vessel for boom towing can be deployed along with the FRU 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 USCG licensed Captain in charge of the VOO (with input from the CGAS Supervisor assigned) will be responsible for determining when 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 ≤ 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) pumps 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 USCG, 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.

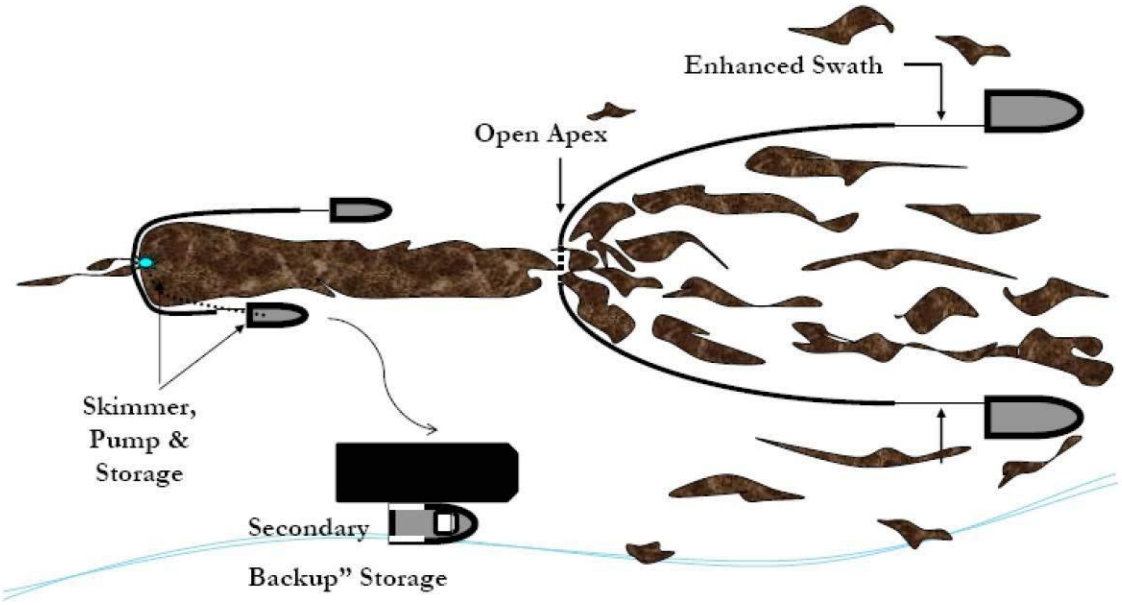
Tactical Overview

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.

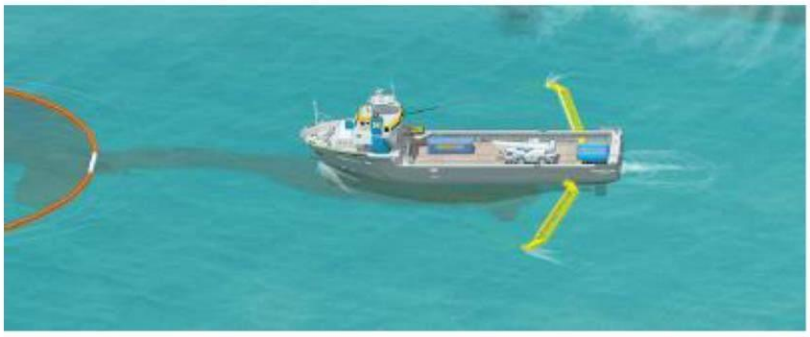
Maximum Sea Conditions - Under most circumstances the larger OSVs are capable of remaining on scene well past the Skimming Arms maximum sea state of 9.8'. Ultimately it will be the decision of the VOO Captain, with input from the T&T Supervisor onboard, to determine when the sea conditions have exceeded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

Command and Control – Many large OSV/PSVs 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' OSV/PSV 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 (T&T)



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 ≤3 knots. A recovered oil barge stationed nearby to minimize time taken to offload recovered oil.



This is a depiction of the same operation as above using KOSEQ Arms. In this configuration, the collecting boom speed dictates the operational pace at ≤3 knots to minimize entrainment of the oil.

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

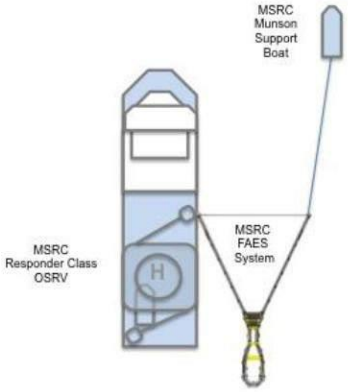
- CGA has procedures in place for CGA member companies to acquire VOOs from an existing CGA member's contracted fleet or other sources for the deployment of CGA portable skimming equipment including Koseq Arms, FRUs, and any other portable skimming system(s) deemed appropriate for the response for a 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.

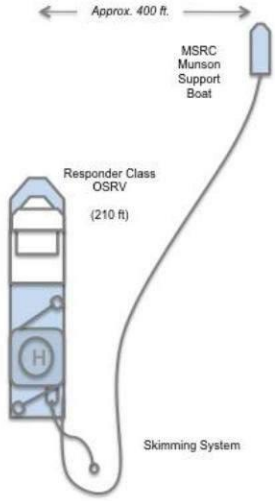
MSRC Typical On-Water Oil Recovery and Removal Tactics *(See MSRC Gulf Area Tactics Guidebook for more information)*

Mechanical Recovery
Large Scale Resources

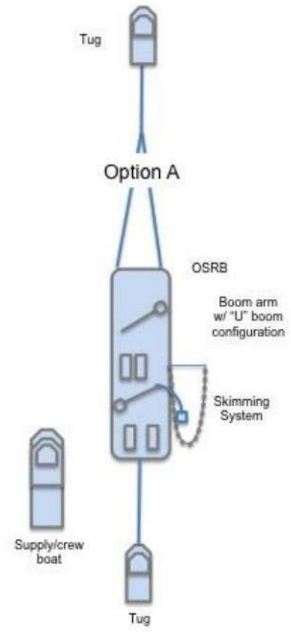
Option A – OSRV FAES Deployment (Example)



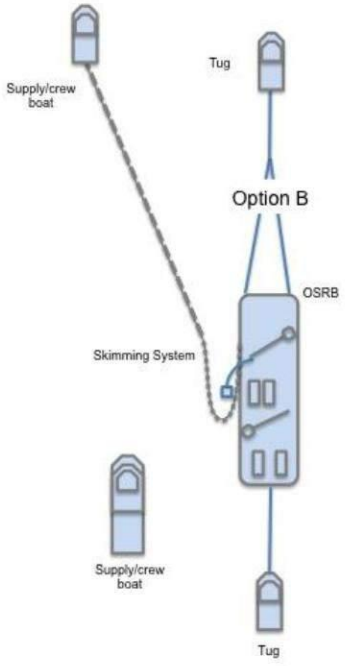
Option B – OSRV Ocean Boom in a "J" Configuration (Example)



Option A – OSRB in a "U" Configuration

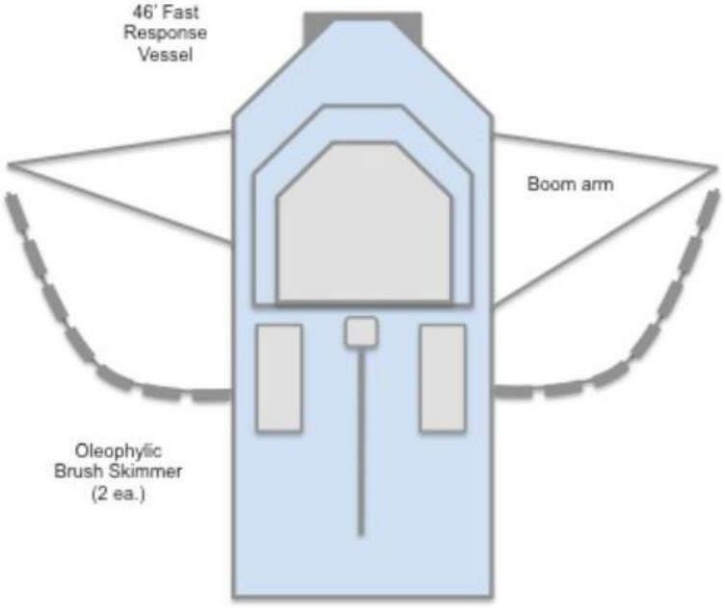


Option B – OSRB in a "J" Configuration

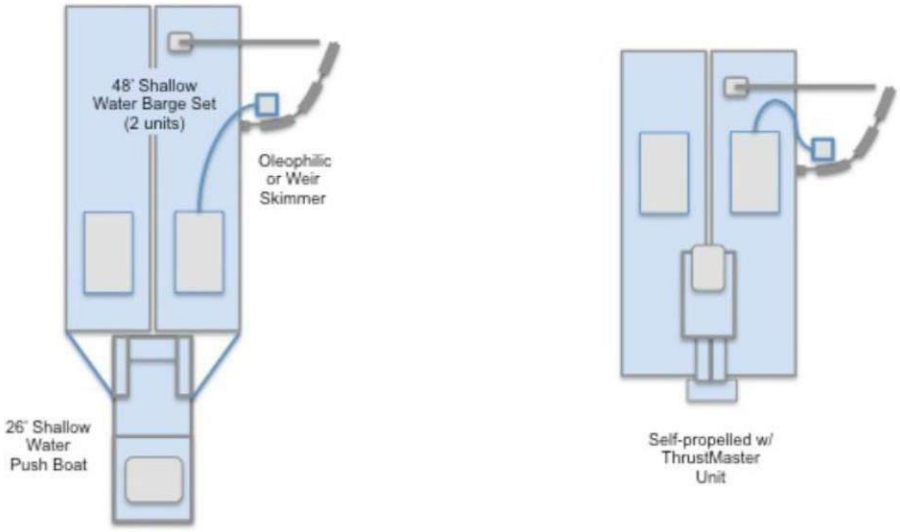


MSRC Small Scale Resources

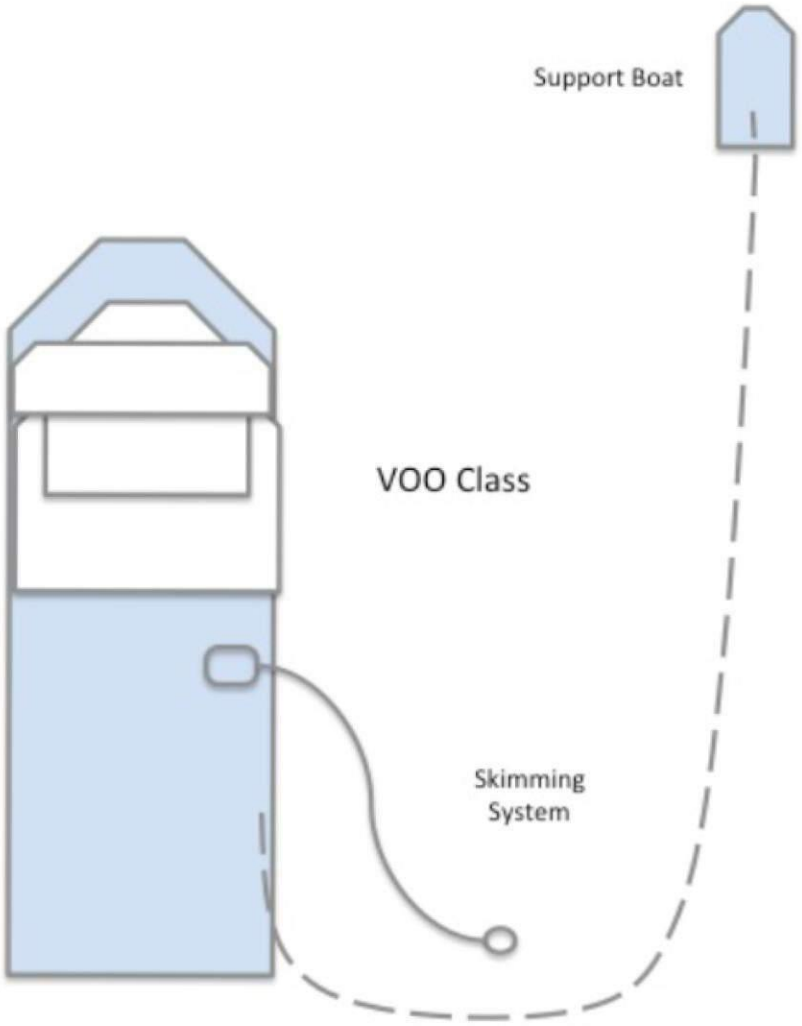
TACTIC DIAGRAM (EXAMPLE)
NOT TO SCALE



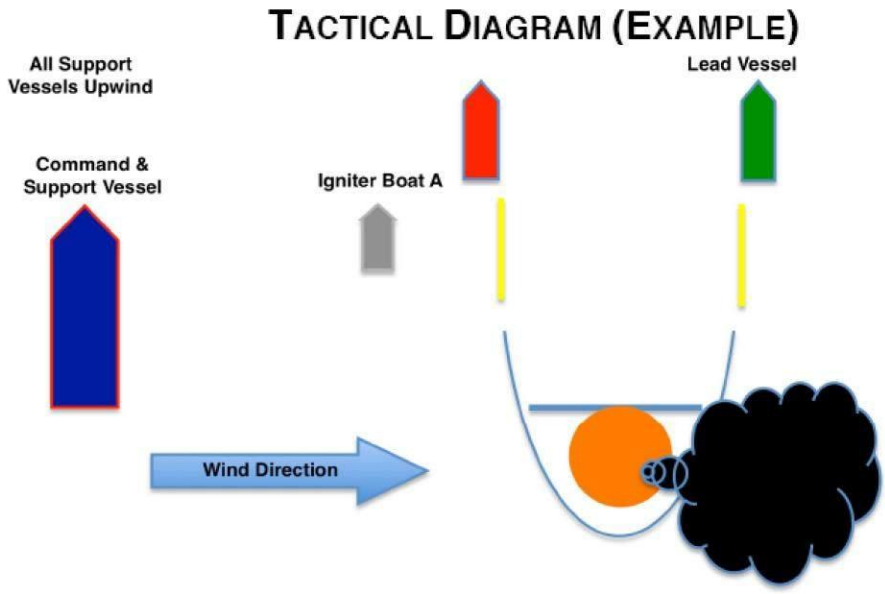
TACTIC DIAGRAM (EXAMPLE)
OPTION A
NOT TO SCALE



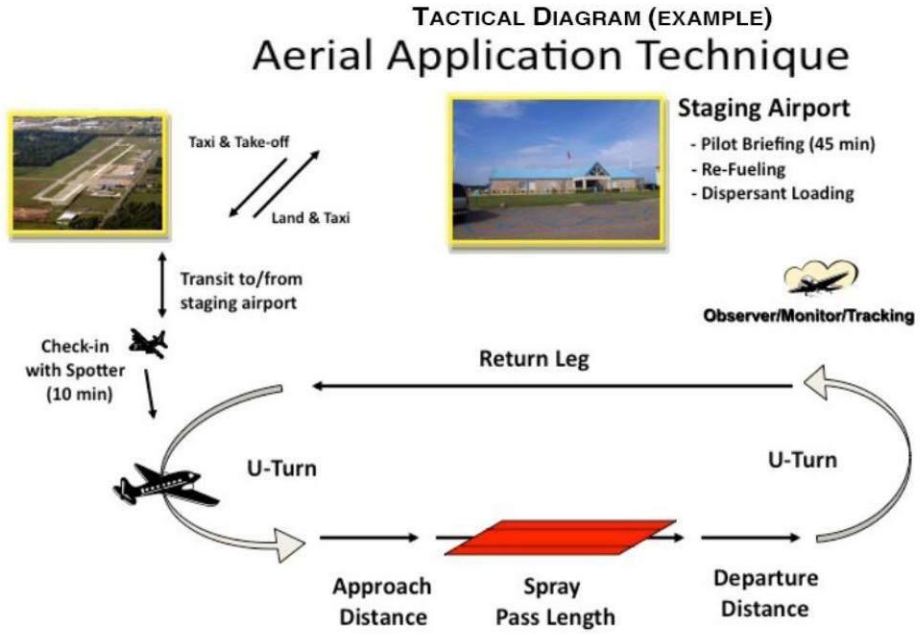
TACTIC DIAGRAM (EXAMPLE)
NOT TO SCALE



MSRC In-situ Burn (ISB)



MSRC Aerial Dispersant



Near Shore Response Actions

Timing

- Put near shore assets on standby and deploy in accordance with planning based on the actual situation, real time 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

Surveillance

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

- CGA
    - 46' FRVs
    - Egmopol and Marco SWS skimmers
    - 56; Shallow Water skimming vessels
- MSRC Kvichaks
    - Kvichaks
    - Quick Strike and Lightning FRVs
    - AardVac, Queensboro, and WP 1 skimmers
- Operate with aerial spotter directing systems to observed oil slicks

VOO

- Use LLOG Exploration Offshore, L.L.C.'s contracted resources as applicable
- 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 USCG 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
- Ensure capability of continuous analysis of trajectories run periodically during response
- Run environmental risk assessments (ERA) to determine priorities for area protection
- Allow time to acquire personnel and equipment
- As a secondary reference, refer to the State of Louisiana Initial Oil Spill Response Plan, Deep Water Horizon, dated 2 May 2010
- Perform aerial surveillance of oil movement
- Perform Pre-impact beach cleaning and debris removal
- Adhere to Shoreline Cleanup Assessment Team (SCAT) operations and reporting procedures
- Determine requirements and availability of boom types, sizes and lengths
- Consider need for in-situ burning in near shore areas
- Assess current wildlife situation, especially status of migratory birds and endangered species
- Check for archeological sites and arrange assistance for the appropriate state agency when planning operations 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 accordingly
- 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
- Monitor tide tables and weather to determine extent of high tides
- Pre-clean beaches by moving waste above high tide lines to minimize waste
- Determine logistical requirements of waste removal and disposal
- Stage equipment and housing of response personnel as close to job site as possible to maximize on-site work time
- Tend to boom, repair, replace and secure as needed (use of local assets may be advantageous)
- Maintain constant awareness of weather and oil movement for resource re-deployment as necessary

- Consider earthen berms and shoreline protection boom to protect sensitive inland areas
- Requisition earth moving equipment
- Plan for efficient and safe use of personnel, ensuring:
    - A continuous supply of the proper Personal Protective Equipment (PPE)
    - Heating or cooling areas when needed
    - Medical coverage
    - Command and control systems (i.e. communications)
    - Personnel accountability measures
- Assess remediation requirements, i.e., replacement of sands, rip rap, etc.
- Ensure availability of surface washing agents and associated protocol requirements for their use (see National Contingency Plan (NCP) Product Schedule for list of possible agents)
- Discuss 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 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 to cutting or moving vessels through vegetation
- Discuss use of vessels that may disturb wildlife, i.e, airboats
- Ensure 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:
    - Planning for stockage of high use items for expeditious replacement
    - Use of shallow water craft
    - Use of communication systems appropriate ensure command and control of assets
    - Use of appropriate boom in areas that can offer effective protection
    - Planning of waste collection and removal to maximize cleanup efficiency
- Consideration of on-site remediation of contaminated soils to minimize replacement operations and impact on the area

FIGURE 2
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 589, Well Location A** *40 statute miles from shore*	G35979	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> (40 statute miles from shore)
267,240 bbls of crude oil (Volume considering natural weathering)
API Gravity 31.8°

FIGURE 3 – Equipment Response Time to MC 589, 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	0.7	4.7
DC 3	1200	2	Houma	2	2	0.9	4.9
DC 3	1200	2	Houma	2	2	0.9	4.9
Aero Commander	NA	2	Houma	2	2	0.7	4.7
MSRC							
C-130 Spray AC	3,250	2	Kiln	3	0	0.4	3.4
King Air BE90 Spray AC	250	2	Kiln	3	0	0.7	3.7

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	6	0	12	6	2	26
95' FRV	22885	249	NA	6	Leeville	2	0	2	4	1	9
95' FRV	22885	249	NA	6	Venice	2	0	3	2.5	1	8.5
95' FRV	22885	249	NA	6	Vermilion	2	0	3	8	1	14
95' FRV	22885	249	NA	6	Galveston	2	0	2	18	1	23
Boom Barge (CGA-300) 42" Auto Boom (25000')	NA	NA	1 Tug 50 Crew	4 (Barge) 2 (Per Crew)	Leeville	8	0	4	11.5	2	25.5

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	7	1	14.5
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	11	1	20.5
Mississippi Responder Transrec 350 + OSRV *2,640' 67" Curtain Pressure Boom*	10567	4000	NA	10	Pascagoula	2	0	2	10	1	15
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	18	1	24.5
Deep Blue Responder LFF 100 Brush + OSRV *2,640' 67" Curtain Pressure Boom*	18086	4000	NA	10	Fourchon	2	0	1	6	1	10
Gulf Coast Responder Transrec 350 + OSRV *2,640' 67" Curtain Pressure Boom*	10567	4000	NA	10	Lake Charles	2	0	4	19.5	1	26.5
Texas Responder Transrec 350 + OSRV *2,640' 67" Curtain Pressure Boom*	10567	4000	NA	10	Galveston	2	0	1	25	1	29
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	44	1	49.5
Southern Responder Transrec 350 + OSRV *2,640' 67" Curtain Pressure Boom*	10567	4000	NA	10	Ingleside	2	0	1	34.5	1	38.5
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	60	1	65.5
MSRC 360 Offshore Barge 1 Crucial Disk 88/30 *1,320' 67" Curtain Pressure Boom*	11122	36000	2 Tugs	9	Tampa	2	0	2	50	1	55
Florida Responder Transrec 350 + OSRV *2,640' 67" Curtain Pressure Boom*	10567	4000	NA	10	Miami	2	0	2	50	1	55

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	52	0	2	6	0	60
RO Barge	NA	80000+	1 Tug	6	Venice	52	0	2	6	0	60
RO Barge	NA	80000+	1 Tug	6	Venice	52	0	2	6	0	60
RO Barge	NA	100000+	1 Tug	6	Venice	52	0	2	6	0	60
RO Barge	NA	100000+	1 Tug	6	Venice	52	0	2	6	0	60
RO Barge	NA	100000+	1 Tug	6	Venice	52	0	2	6	0	60
RO Barge	NA	100000+	1 Tug	6	Venice	52	0	2	6	0	60
RO Barge	NA	110000+	1 Tug	6	Venice	52	0	2	6	0	60
RO Barge	NA	130000+	1 Tug	6	Venice	52	0	2	6	0	60
RO Barge	NA	140000+	1 Tug	6	Venice	52	0	2	6	0	60
RO Barge	NA	150000+	1 Tug	6	Venice	52	0	2	6	0	60
RO Barge	NA	160000+	1 Tug	6	Venice	52	0	2	6	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	0	24	2	4	6	36
MSRC											
67" Curtain Pressure Boom (24750')	NA	NA	7*	14	Houston	1	2	12	8	1	24
67" Curtain Pressure Boom (1320')	NA	NA	2*	4	Belle Chasse	1	2	2	8	1	14
67" Curtain Pressure Boom (1305')	NA	NA	2*	4	Pascagoula	1	2	5	8	1	17
1000' Fire Resistant Boom	NA	NA	3*	6	Galveston	1	4	13	8	6	32
16000' Fire Resistant Boom	NA	NA	3*	6	Houston	1	4	12	8	6	31
2000' Fire Resistant Boom	NA	NA	3*	6	Lake Charles	1	4	8	8	6	27

** 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	4	2	35
Aqua Guard Triton RBS (1)	22323	2000	1 Utility	6	Harvey	4	12	2	4	2	24
Koseq Skimming Arms (10) Lamor brush	228850	10000	5 OSV	30	Galveston	24	24	13	4	2	67
Koseq Skimming Arms (6) MariFlex 150 HF	108978	6000	3 OSV	18	Galveston	24	24	13	4	2	67
Koseq Skimming Arms (2) Lamor brush	45770	2000	1 OSV	6	Harvey	24	24	2	4	2	56
Koseq Skimming Arms (4) MariFlex 150 HF	72652	4000	2 OSV	12	Harvey	24	24	2	4	2	56
CGA											
FRU (1) + 100 bbl Tank (2)	4251	200	1 Utility	6	Morgan City	2	6	5	4	1	18
FRU (1) + 100 bbl Tank (2)	4251	200	1 Utility	6	Vermilion	2	6	6	4	1	19
FRU (1) + 100 bbl Tank (2)	4251	200	1 Utility	6	Galveston	2	6	13	4	1	26
FRU (1) + 100 bbl Tank (2)	4251	200	1 Utility	6	Aransas Pass	2	6	18	4	1	31
FRU (1) + 100 bbl Tank (2)	4251	200	1 Utility	6	Lake Charles	2	6	8	4	1	21
FRU (2) + 100 bbl Tank (4)	8502	400	2 Utility	12	Leeville	2	6	5	4	1	18
FRU (2) + 100 bbl Tank (4)	8502	400	2 Utility	12	Venice	2	6	0	4	1	13

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 Utility	5-9	Ingleside	1	2	18	8	1	30
GT-185 Skimmer w Adaptor (1)	1371	1000	1 Utility	5-9	Ingleside	1	2	18	8	1	30
Foilex 250 Skimmer (1)	3977	1000	1 Utility	5-9	Ingleside	1	2	18	8	1	30
Crucial Disk 56/30 Skimmer (1)	5671	1000	1 Utility	5-9	Ingleside	1	2	18	8	1	30
GT-185 Skimmer w Adaptor (2)	2742	2000	2 Utility	10-18	Galveston	1	2	13	8	1	25
Walosep 4 Skimmer (1)	3017	1000	1 Utility	5-9	Galveston	1	2	13	8	1	25
Foilex 250 Skimmer (1)	3977	1000	1 Utility	5-9	Galveston	1	2	13	8	1	25
Stress I Skimmer (1)	15840	1000	1 Utility	5-9	Galveston	1	2	13	8	1	25
GT-185 Skimmer w Adaptor (1)	1371	1000	1 Utility	5-9	Port Arthur	1	2	10	8	1	22
Desmi Skimmer (1)	3017	1000	1 Utility	5-9	Lake Charles	1	2	8	8	1	20
Foilex 250 Skimmer (1)	3977	1000	1 Utility	5-9	Lake Charles	1	2	8	8	1	20
Stress I Skimmer (2)	31680	2000	2 Utility	10-18	Lake Charles	1	2	8	8	1	20
GT-185 Skimmer w Adaptor (1)	1371	1000	1 Utility	5-9	Lake Charles	1	2	8	8	1	20
LFF 100 Brush Skimmer (1) *1,320' 67" Curtain Pressure Boom*	18086	1000	1 PSV	9	Lake Charles	1	2	8	8	1	20
LFF 100 Brush Skimmer (1) *1,320' 67" Curtain Pressure Boom*	18086	1000	1 PSV	9	Lake Charles	1	2	8	8	1	20
Transrec 350 Skimmer (1) *1,320' 67" Curtain Pressure Boom*	10567	1000	1 PSV	9	Lake Charles	1	2	8	8	1	20
GT-185 Skimmer w Adaptor (1)	1371	1000	1 Utility	5-9	Baton Rouge	1	2	5	8	1	17
Transrec 350 Skimmer (1) *1,320' 67" Curtain Pressure Boom*	10567	1000	1 PSV	9	Houma	1	2	4	8	1	16
Stress I Skimmer (1)	15840	1000	1 Utility	5-9	Port Fourchon	1	2	5	8	1	17
LFF 100 Brush Skimmer (1) *1,320' 67" Curtain Pressure Boom*	18086	1000	1 PSV	9	Port Fourchon	1	2	5	8	1	19
LFF 100 Brush Skimmer (1) *1,320' 67" Curtain Pressure Boom*	18086	1000	1 PSV	9	Port Fourchon	1	2	5	8	1	17
GT-185 Skimmer w Adaptor (1)	1371	1000	1 Utility	5-9	Belle Chasse	1	2	2	8	1	14
Walosep W4 Skimmer (1)	3017	1000	1 Utility	5-9	Belle Chasse	1	2	2	8	1	14
Foilex 250 Skimmer (1)	3977	1000	1 Utility	5-9	Belle Chasse	1	2	2	8	1	14
Stress I Skimmer (1)	15840	1000	1 Utility	5-9	Belle Chasse	1	2	2	8	1	14
Foilex 200 Skimmer (1)	1989	1000	1 Utility	5-9	Belle Chasse	1	2	2	8	1	14
Crucial Disk 56/30 Skimmer (1)	5671	1000	1 Utility	5-9	Belle Chasse	1	2	2	8	1	14

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	8	1	12.5
Crucial Disk 88/30 Skimmer (1) *1,320' 67" Curtain Pressure Boom*	11122	1000	1 PSV	9	Fort Jackson	1	2	0.5	8	1	12
Stress I Skimmer (1)	15840	1000	1 Utility	5-9	Pascagoula	1	2	5	8	1	17
GT-185 Skimmer (1)	1371	1000	1 Utility	5-9	Pascagoula	1	2	5	8	1	17
Stress II Skimmer (1)	3017	1000	1 Utility	5-9	Pascagoula	1	2	5	8	1	17
Stress I Skimmer (1)	15840	1000	1 Utility	5-9	Tampa	1	2	21	8	1	33
GT-185 Skimmer w Adaptor (1)	1371	1000	1 Utility	5-9	Tampa	1	2	21	8	1	33
Crucial Disk 56/30 Skimmer (1)	5671	1000	1 Utility	5-9	Tampa	1	2	21	8	1	33
GT-185 Skimmer w Adaptor (1)	1371	1000	1 Utility	5-9	Miami	1	2	27	8	1	39
Stress I Skimmer (1)	15840	1000	1 Utility	5-9	Miami	1	2	27	8	1	39
Walosep W4 Skimmer (1)	3017	1000	1 Utility	5-9	Miami	1	2	27	8	1	39
Desmi Skimmer (1)	3017	1000	1 Utility	5-9	Miami	1	2	27	8	1	39

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	0	N/A	48	1	51
Trinity SWS	21500	249	NA	4	Morgan City	2	0	N/A	48	1	51
Trinity SWS	21500	249	NA	4	Lake Charles	2	0	N/A	48	1	51
Trinity SWS	21500	249	NA	4	Vermilion	2	0	N/A	48	1	51
46' FRV	15257	65	NA	4	Aransas Pass	2	0	2	26	1	31
46' FRV	15257	65	NA	4	Morgan City	2	0	2	7	1	12
46' FRV	15257	65	NA	4	Lake Charles	2	0	2	13	1	18
46' FRV	15257	65	NA	4	Venice	2	0	2	2.5	1	7.5
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	26	0	6	15	1	48
CTCo 2604	NA	20000	1 Tug	6	Amelia	26	0	6	15	1	48
CTCo 2605	NA	20000	1 Tug	6	Amelia	26	0	6	15	1	48
CTCo 2606	NA	20000	1 Tug	6	Amelia	26	0	6	15	1	48
CTCo 2607	NA	23000	1 Tug	6	Amelia	26	0	6	15	1	48
CTCo 2608	NA	23000	1 Tug	6	Amelia	26	0	6	15	1	48
CTCo 2609	NA	23000	1 Tug	6	Amelia	26	0	6	15	1	48
CTCo 5001	NA	47000	1 Tug	6	Amelia	26	0	6	15	1	48
Kirby Offshore (available through contract with CGA and MSRC)											
RO Barge	NA	80000+	1 Tug	6	Venice	48	0	4	7	1	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	1	19.7
SWS Egmopol	1810	100	NA	3	Morgan City	2	2	4.9	2	1	11.9
SWS Marco	3588	20	NA	3	Lake Charles	2	2	8	2	1	15
SWS Marco	3588	34	NA	3	Leeville	2	2	4.4	2	1	11.4
SWS Marco	3588	34	NA	3	Venice	2	2	2	2	1	9
Rope Mop	77	2	0	3	Harvey	2	2	2.1	2	1	9.1
Foilex Skim Package (TDS 150)	1131	50	1 Utility	3	Lake Charles	4	12	8	2	2	28
Foilex Skim Package (TDS 150)	1131	50	1 Utility	3	Galveston	4	12	12.7	2	2	32.7
Foilex Skim Package (TDS 150)	1131	50	1 Utility	3	Harvey	4	12	2.1	2	2	22.1
4 Drum Skimmer (Magnum 100)	680	100	1 Crew	3	Lake Charles	2	2	8	2	1	15
4 Drum Skimmer (Magnum 100)	680	100	1 Crew	3	Harvey	2	2	2.1	2	1	9.1
2 Drum Skimmer (TDS 118)	240	100	1 Crew	3	Lake Charles	2	2	8	2	1	15
2 Drum Skimmer (TDS 118)	240	100	1 Crew	3	Harvey	2	2	2.1	2	1	9.1
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
12,850' 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
14,750' 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	1,662,196+
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 589 is in water depths greater than 400 meters (1,312'); therefore LLOG will follow the guidelines of the applicable NTL 2018-G01 "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. 2012-G01 "Marine Trash and Debris Awareness Training and Elimination" and NTL No. 2016-G01 "Vessel Strike Avoidance and Injured/Dead Protected Species Reporting".

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

Lease Stipulation No. 8 for Protected Species on Lease OCS-G-35979 Mississippi Canyon Block 589 and Stipulation No. 4 for OCS-G 36132 Mississippi Canyon Block 545.

Lease Stipulations No. 8 and 4 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 Notice to Lessees Joint NTL No. 2016-G02 "Implementation of Seismic Survey Mitigation Measures and Protected Species Observer Program", NTL No. 2016-G01 "Vessel Strike Avoidance and Injured/Dead Protected Species Reporting" and BSEE NTL No. 2015-G03 "Marine Trash and Debris Awareness and Elimination".

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 400 meters (1,312'); therefore, LLOG will follow the guidelines of the applicable NTL 2018-G01 "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 589 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, the Notice to Lessees NTL BOEM 2016-G02 "Implementation of Seismic Survey Mitigation Measures and Protected Species Observer Program", NTL BOEM 2016-G01 "Vessel Strike Avoidance and Injured/Dead Protected Species Reporting" and BSEE NTL No. 2015-G03 "Marine Trash and Debris Awareness and Elimination".

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 589

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.

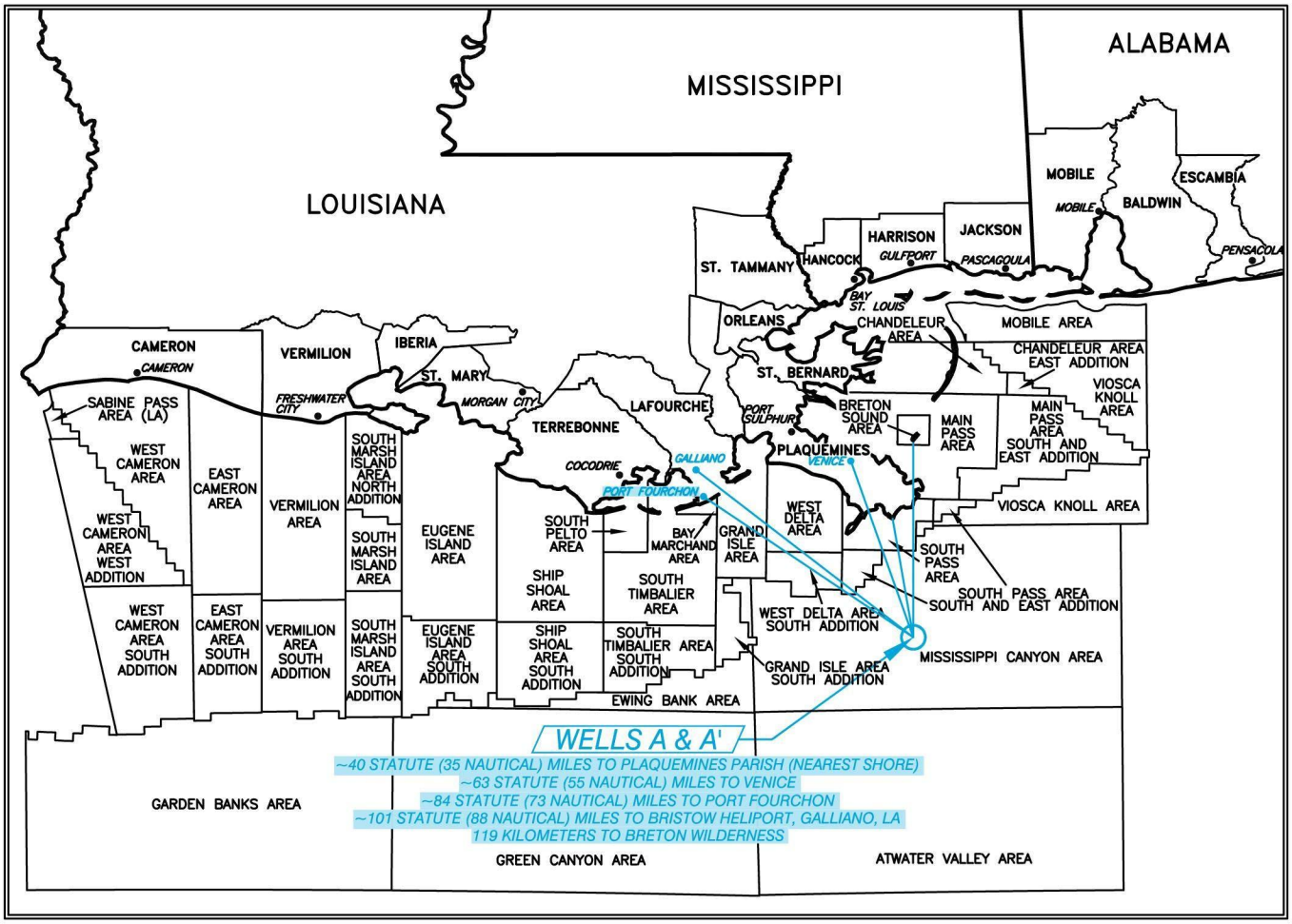
E. Vicinity Map

Vicinity Plats showing the location of Mississippi Canyon Block 589 relative to the nearest shoreline, onshore base and Bristow Helicopters, Venice is included as ***Attachment M-1.***

Vicinity Map

Attachment M-1
(Public Information)

LOUISIANA GULF COAST INDEX
BOEM O.C.S. LEASING AREAS



VICINITY MAP

COORDINATE TO NEAREST POINT ON SHORELINE X = 952,619 Y = 10,519,414

THE DISTANCES SHOWN HEREON ARE FROM THE PROPOSED WELL TO THE NEAREST COASTLINE POINT AS OBTAINED FROM NOAA, ENTITLED NOAA MEDIUM RESOLUTION SHORELINE. <HTTP://SHORELINE.NOAA.GOV/DATA/DATASHEETS/MEDRES.HTML>.

SHEET 1 OF 1

DATUM: NAD 27	
SPHEROID: CLARKE 1866	
PROJECTION: U.T.M.	
ZONE: 16	

Echo OFFSHORE LLC
36499 Perkins Road
Prairieville, Louisiana 70769
Tel: 225-673-2163

LLOG EXPLORATION OFFSHORE, L.L.C.

LLOG exploration

EXPLORATION PLAT

PROPOSED WELLS A & A'
OCS-G 36132 BLOCK 545
WITH SURFACE LOCATION IN BLOCK 589
MISSISSIPPI CANYON AREA
GULF OF MEXICO

DRAWN BY: RJN	DATE: 08/07/2018	CHECKED BY: MEK	DRAWING No.: 18-030-EXP REV3
REV. DATE: 09/10/2018	REV. No.: 3	SCALE: N.T.S.	JOB No.: 18-030-31

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

A. General

The proposed surface disturbances in Mississippi Canyon Block 589 will be located approximately 40 statute miles from the nearest Louisiana shoreline, Plaquemines Parish, approximately 84 statute miles from the following onshore support base and 63 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

Certificates of Coastal Zone Management Consistency for the States of Louisiana and Mississippi are 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. Included as ***Attachment O-2*** are the enforceable policies from the State of Mississippi that re related to OCS Plan Filings.

Coastal Zone Management Consistency Statements for the States of Louisiana and Mississippi

Attachment O-1
(Public Information)

COASTAL ZONE MANAGEMENT CONSISTENCY CERTIFICATION

JOINT INITIAL EXPLORATION PLAN

OCS-G-36132 Lease
MISSISSIPPI CANYON BLOCK 545

OCS-G-35979 Lease
MISSISSIPPI CANYON BLOCK 589

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

Carol Eaton, Certifying Official

Date: **October 17, 2018**

COASTAL ZONE MANAGEMENT CONSISTENCY CERTIFICATION

JOINT INITIAL EXPLORATION PLAN

OCS-G-36132 Lease
MISSISSIPPI CANYON BLOCK 545

OCS-G-35979 Lease
MISSISSIPPI CANYON BLOCK 589

The proposed activities described in detail in the enclosed Joint Initial Exploration Plan comply with Mississippi'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

Carol Eaton, Certifying Official

Date: **October 17, 2018**

Coastal Zone Management Policies for the State of Mississippi

Attachment O-2
(Public Information)

As authorized by the Federal Zone Management Act (CZMA), the State of Mississippi developed a Coastal Management Program (CMP) to allow for the review of proposed Federal license and permit activities affecting any coastal use or resources in or outside the Mississippi Coastal Zone.

The OCS related oil and gas exploration and development activities having potential impact on the Mississippi Coastal Zone are based on the location of the proposed facilities, access to those sites, best practical techniques for drilling locations, drilling equipment guidelines for the prevention of adverse environmental protection, emergency plans and contingency plans.

The proposed activities addressed in this Plan are located approximately 115 miles from the nearest Mississippi Coastline.

Below are the goals identified by the State of Mississippi and LLOG's response:

Goal 1: To provide for reasonable industrial expansion in the coastal area and to ensure the efficient utilization of waterfront industrial sites so that suitable sites are conserved for water dependent industry.

The proposed activities are located in OCS Federal Waters, Gulf of Mexico, approximately 40 miles from the nearest Louisiana shoreline. LLOG Exploration Offshore, L.L.C. (LLOG) will utilize existing facilities in Fourchon, Louisiana. Therefore, there should not be any anticipated or planned adverse impacts to Mississippi's coastal area.

The proposed activities are located in OCS Federal Waters, Gulf of Mexico, approximately 115 miles from the Mississippi coastline and 40 miles from the nearest Louisiana shoreline. LLOG will utilize existing facilities in Fourchon, Louisiana. Therefore there should not be any anticipated or planned adverse impacts to Mississippi's coastal wetlands and ecosystems.

Goal 3: To protect, propagate and conserve the State's seafood and aquatic life in connection with the revitalization, and conserve the State's seafood and aquatic life in connection with the revitalization of the seafloor industry of the State of Mississippi.

The proposed activities are located in OCS Federal Waters, Gulf of Mexico, approximately 115 from the Mississippi coastline and 40 miles from the nearest Louisiana shoreline. LLOG will utilize existing facilities in Fourchon, Louisiana. Therefore, there should not be any anticipated or planned adverse impacts to Mississippi's seafood and aquatic life.

Goal 4: To conserve the air and waters of the State, and to protect, maintain and improve the quality thereof for public use, for the prorogation of wildlife, fish, and aquatic life and for domestic, agricultural, industrial, recreational, and other legitimate beneficial uses.

The activities proposed in this Plan are located in OCS Federal Waters and will use existing facilities located in Louisiana; therefore, there should be no adverse impacts to Mississippi air and water quality.

For the activities scheduled in this Plan, LLOG is proposing to discharge authorized effluents into the receiving waters of the Gulf of Mexico. Overboard discharges (i.e. drilling fluids and associated cuttings) associated with the proposed activities must be tested first for toxicity limitations as mandated by EPA's General Permit GMG290000. Other solid waste such as comminuted food will first pass through a 25 mm type mesh screen, as regulated by the US Coast Guard's Marine Pollution Research and Control Act (MARPOL) of 1987.

Activities proposed in this plan will be conducted in accordance with LLOG's approved Oil Spill Response Plan.

An Air Quality Review has been performed addressing the activities proposed in this Plan and emissions for all parameters are below exemption limitations.

Goal 5: To put to beneficial use to the fullest extent of which they are capable the water resources of the state, and to prevent the waste, unreasonable use, or unreasonable method of use of water.

The activities proposed in this Plan are located in OCS Federal Waters and will use existing facilities located in Louisiana; therefore, there should be no adverse impacts to Mississippi water resources. Activities proposed in this Plan will be conducted in accordance with LLOG's approved Regional Oil Spill Response Plan.

Goal 6: To preserve the state's historical and archaeological resources, to prevent their destruction, and to enhance these resources wherever possible.

The activities proposed in this Plan are located in OCS Federal Waters and will use existing facilities located in Louisiana; therefore, there should be no adverse impacts to Mississippi historical and archaeological resources.

Goal 7: To encourage preservation of natural scenic qualities in the coastal area.

The activities proposed in this Plan are located in OCS Federal Waters and will use existing facilities located in Louisiana; therefore there should be no adverse impacts to Mississippi coastal area natural scenic qualities.

Goal 8: To assist local governments in the provision of public facilities services in a manner consistent with the coastal program.

The activities proposed in this Plan are located in OCS Federal Waters and will use existing facilities located in Louisiana; therefore, there should be no affect on Mississippi local governments.

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 589 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 589 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 589 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 location in Mississippi Canyon Block 589 range from 2,153' to 2,993'. 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" and NTL No. 2016-G01 "Vessel Strike Avoidance and Injured/Dead Protected Species Reporting". 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" and Joint NTL No. 2016-G01 "Vessel Strike Avoidance and Injured/Dead Protected Species Reporting". 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 40 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 40 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 2016-016 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 40 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 2016-016 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 40 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 2016-016 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 40 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 2016-016 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 40 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 2016-016 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 589 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:

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I. References

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

Document	Author	Dated
Archaeological Deep Tow Survey Block 545 Shallow Hazards Assessment, Benthic Communities Evaluation, and Archaeological Resource Survey	Echo Offshore LLC Berger Geosciences, LLC	2018 2018
BOEM Environmental Impact Statement Report No. OCS EIS/EA BOEM 2016-016	Bureau of Ocean Energy Management	2017
Title 30 CFR Part 250 Subpart B (250.216 / 250.221 / 250.223 / 250.227	Bureau of Ocean Energy Management	2006
NTL 2015-N04 "General Finance Assurance"	Bureau of Ocean Energy Management	2015
NTL 2005-G07 "Archaeological Resource Surveys and Reports"	Bureau of Ocean Energy Management	2005
NTL 2012-N04 "Flaring and Venting Regulations"	Bureau of Ocean Energy Management	2012
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 Safety and Environmental Enforcement and Bureau of Ocean Energy Management	2016
BSEE NTL 2015-G03 "Marine Trash & Debris Awareness & Elimination"	Bureau of Safety and Environmental Enforcement	2015
BOEM NTL 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 2016-N01 "Requiring Additional Security"	Bureau of Ocean Energy Management	2016
Joint NTL 2011-G01 "Revisions to the List of OCS Lease Blocks Requiring Archaeological Resource Surveys and Reports"	Bureau of Ocean Energy Management	2011
NTL 2018-G01 "Ocean Current Monitoring"	Bureau of Ocean Energy Management	2018
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-G34 "Ancillary Activities"	Bureau of Ocean Energy Management	2009
Joint NTL 2014-G01 "Drilling Windows, Eastern Gulf of Mexico"	Bureau of Safety and Environmental Enforcement and Bureau of Ocean Energy Management	2014
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 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	2017
Regional Oil Spill Response Plan	LLOG Exploration Offshore, L.L.C.	2017/2018

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
Archaeological Deep Tow Survey Block 545 Shallow Hazards Assessment, Benthic Communities Evaluation, and Archaeological Resource Survey	Echo Offshore LLC Berger Geosciences, LLC	2018 2018
BOEM Environmental Impact Statement Report No. OCS EIS/EA BOEM 2016-016	Bureau of Ocean Energy Management	2017
Regional Oil Spill Response Plan	LLOG Exploration Offshore, L.L.C.	2017/2018