

From: [Craig Burger - DNR](#)
To: ["Herrmann, Dan"](#)
Cc: ["Kubat, Alexis"](#)
Subject: RE: Satterfield 10-2 sundry to vent
Date: Wednesday, May 06, 2015 1:19:00 PM

Dan,
I'm comfortable with this bradenhead remaining shut in.
Thank you,

Craig Burger
Northwest Area Engineer



COGCC doc # 2597158

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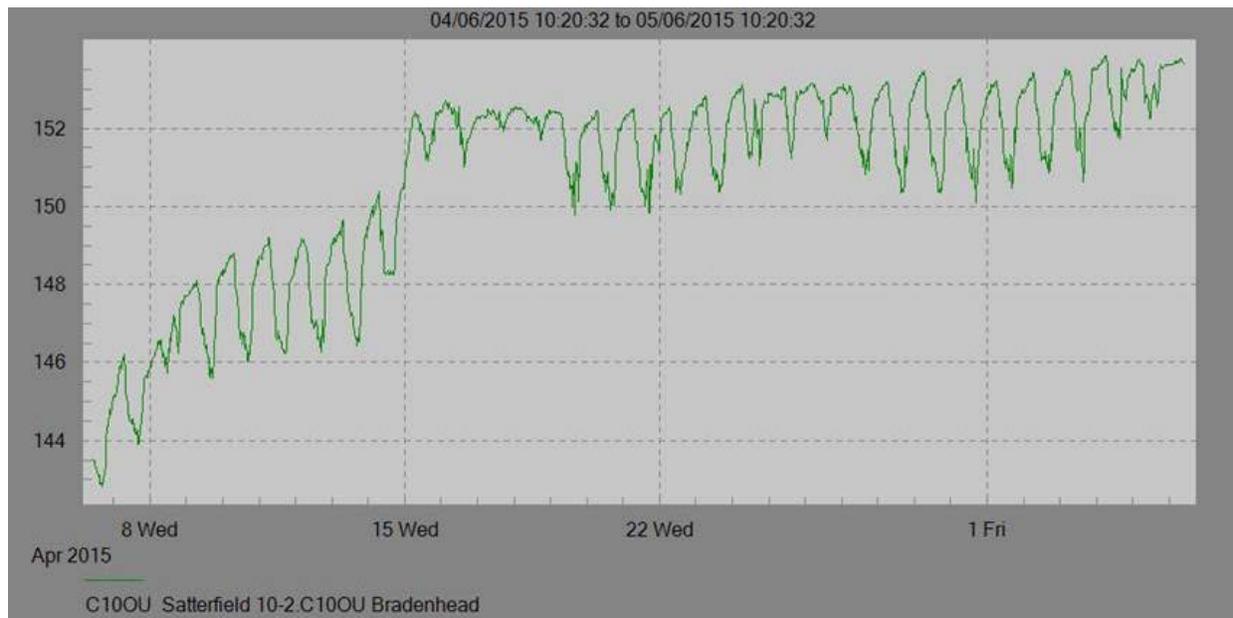
From: Herrmann, Dan [mailto:Jerome.Herrmann@encana.com]
Sent: Wednesday, May 06, 2015 10:28 AM
To: craig.burger@state.co.us
Cc: Kubat, Alexis
Subject: RE: Satterfield 10-2 sundry to vent

Craig,

I apologize that I have not followed up sooner, We shut in the Braden head on the C100U Satterfield 10-2. The wellhead has not built to over 154 psi and appears to be flat lined for the last several weeks (I believe the up and down on the graph is due to thermal expansion between night and day), and it appears to be stabilized. If you do not have any issues we will plan to leave the Bradenhead shut in on this well.

Please let myself & Alexis know if you need any further information. The graph below is our SCADA data for the bradenhead pressure.

Thanks,
Dan



From: Craig Burger - DNR [mailto:Craig.Burger@state.co.us]
Sent: Friday, March 27, 2015 11:10 AM
To: Kubat, Alexis
Subject: Satterfield 10-2 sundry to vent

Alexis,
Why is it necessary to vent this bradenhead?

COGCC rule 912.a:

912. VENTING OR FLARING NATURAL GAS

a. The unnecessary or excessive venting or flaring of natural gas produced from a well is prohibited.

Normally we assume breakdown of the formation at the shoe will not occur below pressures of 0.25 psi/ft times the surface casing shoe depth. That assumes a completely fluid filled annulus and a breakdown gradient of 0.683 psi/ft. For this well: $0.25 \text{ psi/ft} \times 1525' = 381 \text{ psi}$.

The sundry states that the bradenhead builds to 150 psi in 24 hours. Please shut in the bradenhead and let me know what it builds to. If it builds to 300 psi I will ask you to perform a bradenhead test and submit a Form 17. I'm not going to approve this sundry to continuously vent at this time.

Craig Burger
Northwest Area Engineer



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