

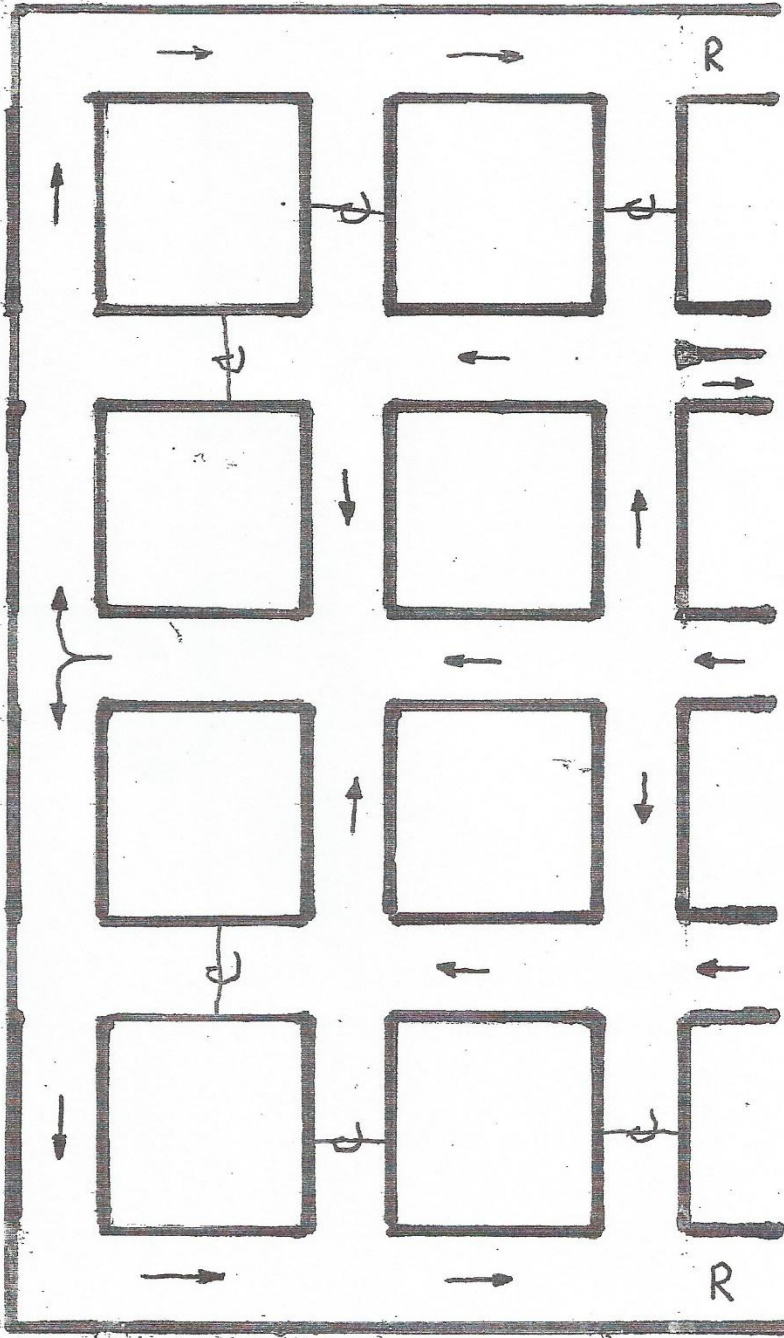
2017 Post 6 Pre-Shift

Ventilation Plan

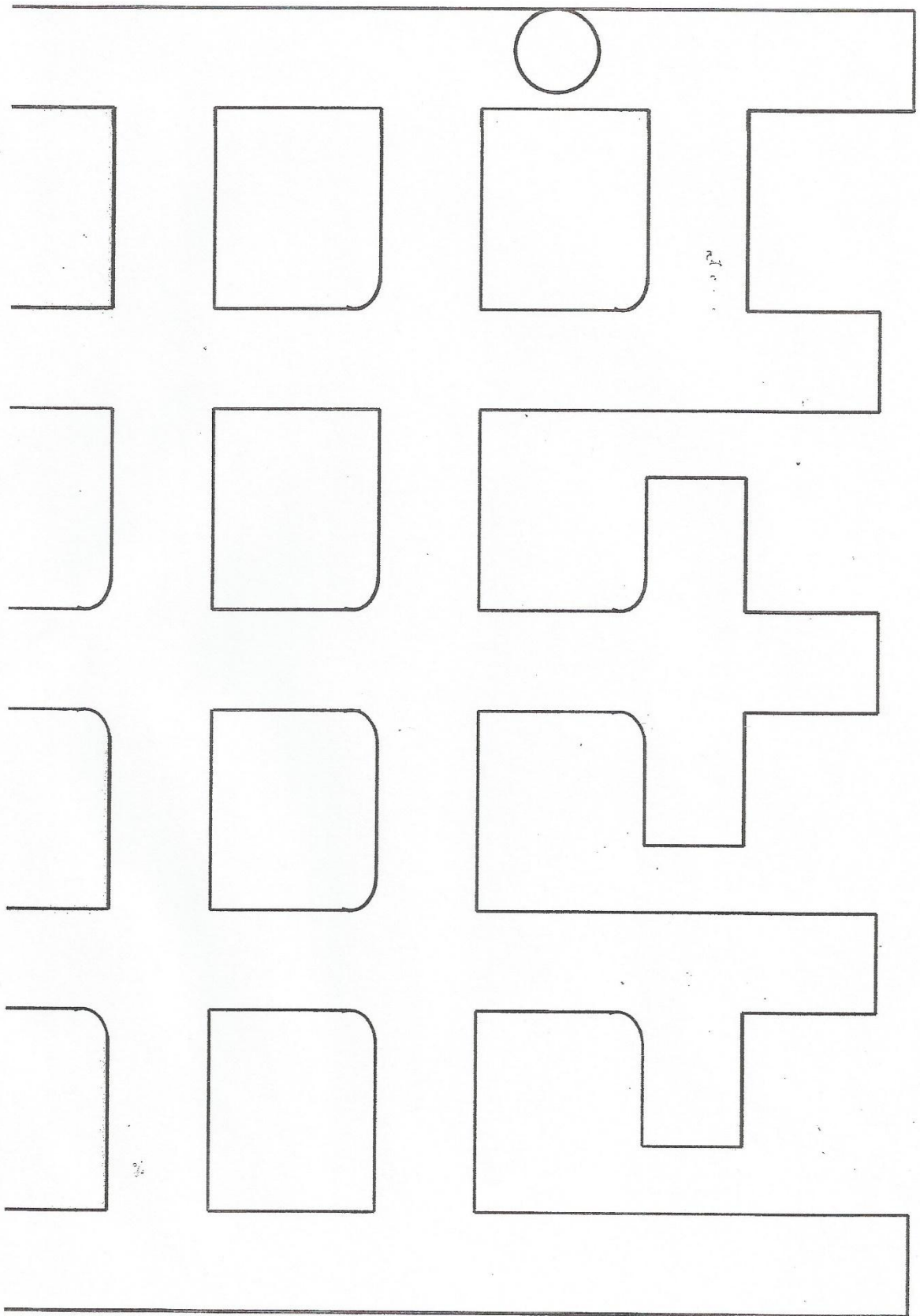
- Not to scale
- Exhausting ventilation
- Burning or welding must only be accomplished in intake air
- Belt air is ventilated outby into section belt regulator
- Permanent stoppings, belt lines, overcasts and machinery cannot be walked through unless doors or accessible means are provided at these locations
- Permanent stoppings shall be maintained up to and including the third connecting crosscut
- Keep all accessible walkways clear for persons to travel
- A total of 20 SCSRS must remain in the section cache at all times
- CO sensors must be within 50 feet down wind of electrical installations
- The section's refuge chamber must be clear of all obstructions. A 50 foot deployment clearance must be present at this location. The chamber should always be within 1000 feet of the working face
- Face line curtains must be properly installed to dilute and render harmless any gas accumulation which may occur. They must be adequately hung tight to rib and roof and within 5 feet of face or unsupported area
- No ventilation changes can be made until all accessible areas of the section have been examined
- Any simulated actions performed during your examination (going through stoppings or regulators, over overcasts, through line curtains, check curtains, etc.) must be verbally announced to the field judges
- Make sure to travel and examine all accessible areas within the entire section
- 3 air readings are required:
 1. Velocity of airflow on belt (minimum 90 velocity)
 2. Right last open crosscut (minimum 32,000 cfm)
 3. Left last open crosscut (minimum 32,000 cfm)

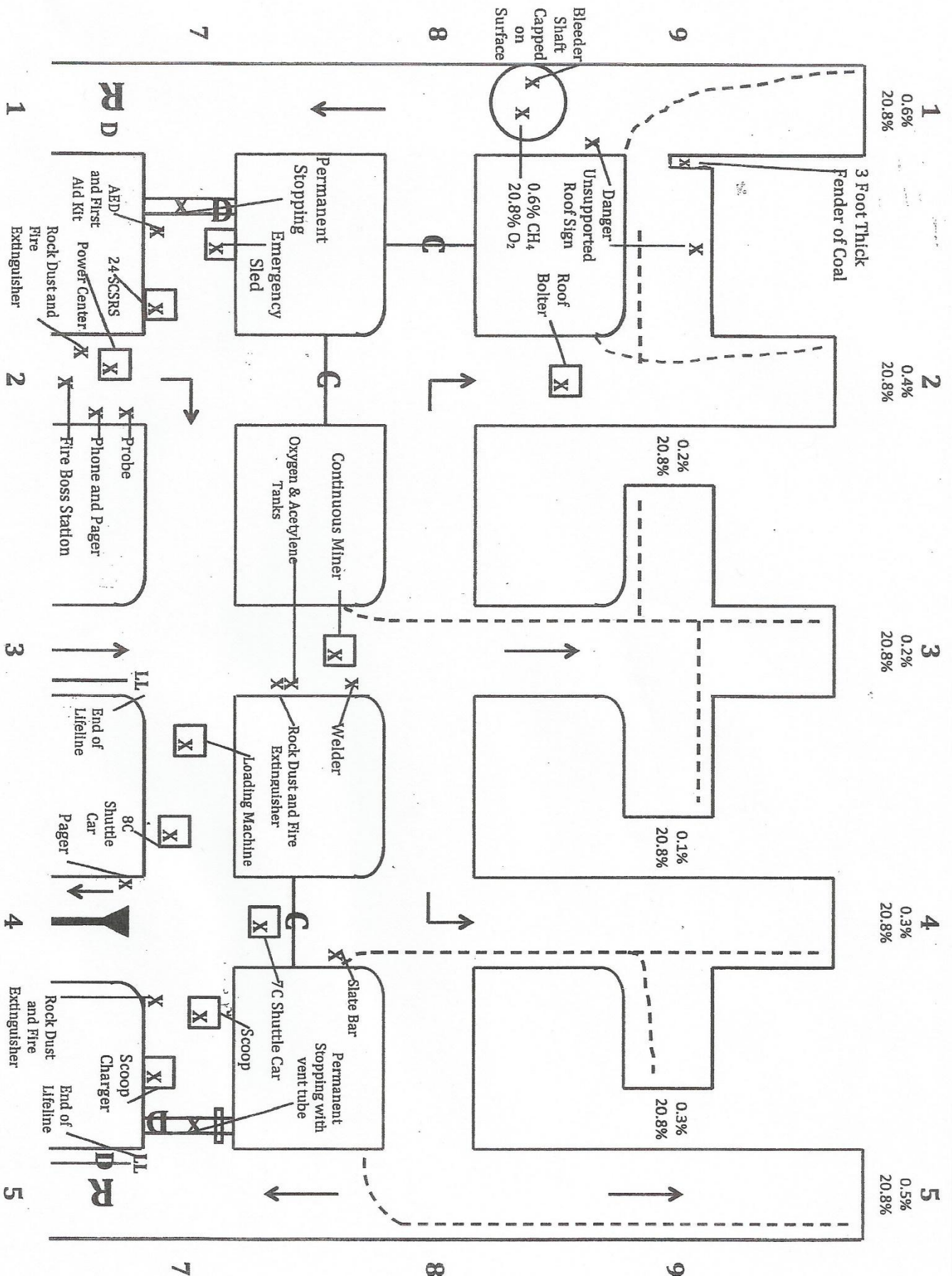
Post 6 Pre-Shift

June 2017



VENT PLAN





1 0.6% CH₄ 20.8% O₂
2 0.4% CH₄ 20.8% O₂
3 0.2% CH₄ 20.8% O₂
4 0.3% CH₄ 20.8% O₂
5 0.5% CH₄ 20.8% O₂

1 Permanent Stopping Emergency Sled
2 Continuous Miner Oxygen & Acetylene Tanks
3 Welder Rock Dust and Fire Extinguisher Loading Machine
4 Slate Bar Scoop Permanent Stopping with vent tube
5 Scoop Charger Rock Dust and Fire Extinguisher End of Lifeline

1 AED and First Aid Kit 24-SCSRS Power Center Rock Dust and Fire Extinguisher
2 Probe Phone and Pager Fire Boss Station
3 End of Lifeline Shuttle Car Pager
4 Scoop Charger Rock Dust and Fire Extinguisher End of Lifeline

1 3 Foot Thick Fender of Coal
2 Danger Unsupported Roof Sign Bolter
3 Bleeder Shaft Capped on Surface

PRESHIFT-CERTIFICATION EXAMINER'S REPORT

Date of Examination		06/13/2017	
Section/Area: 5 Northwest Lower Mains Section		Time From: 10 (AM) PM To: 10:30 (AM) PM	
Reported By: Examiner's Name		Reported Outside? Yes <input type="checkbox"/> No X Time: AM PM	
Received By: Hand Carried			
Pre-Shift required within 3 hours prior to any 8 hour interval			
Location	Hazardous Condition	Action Taken	CH4 O2
NO VIOLATIONS FOUND			
#1,2,3,4 & 5 entries			0.0% 20.8%
#2 entry power center			0.0% 20.8%
Bleeder shaft			0.6% 20.8%
#1 Face			0.6% 20.8%
#2 Face			0.4% 20.8%
#3 to #2 Face			0.2% 20.8%
#3 Face			0.2% 20.8%
#3 to #4 Face			0.1% 20.8%
#4 Face			0.3% 20.8%
#4 to #5 Face			0.03% 20.8%
#5 Face			0.5% 20.8%
#4 entry feeder			0.0% 20.8%
#4 to #5 scoop charger			0.0% 20.8%
Air Measurements			
Location	CFM	Location	CFM
Left Side L.O.C.	38,718	Right Side L.O.C.	36,855
#9 Crosscut/#2 to #1 Entry		#8 Crosscut/#4 to #5 Entry (or) 36,738	
		(or) 36,972	
Remarks: All areas of this section: travelways, faces, belt lines, machinery and electrical			
Installations were found free from any unsafe or dangerous conditions other than those noted above.			
The air is traveling in it's proper course and normal volume.			
Examiner's signature		Date	06/13/2017
Signed by Pre Certified Examiner		Date	1234
Countersigned by Mine Foreman		Date	
		Certification #	

section. We are at present trying to establish the proper ventilation throughout the entire mine. It is of the utmost importance that you call out to the mine foreman before you leave the section with the air readings. Your old buddy Larry is on the bottom waiting for you with transportation. He will take you up there and bring you back out. He said something about getting with you on some other issues. If you would happen to find something that needs attention, please call the dispatcher and he will get in touch with me. Right now I am working with 2 different belt moves, longwall shields off track during this longwall move and getting myself and others in place for pre-shift time. The judge will let you know when you have 5 minutes and 1 minute left. See you outside. Good luck and again thanks.

Jason

Post 6 Pre-Shift

June 2017

PROBLEM STATEMENT

Hello, _____ I am the acting shift foreman, Jacob Adamosky. I really appreciate you coming out to help us in such a short notice. I unfortunately had three fire bosses call off for this shift. You are to conduct a pre-shift examination of the 5 Northwest Lower Mains Section. I felt it necessary to give you a "heads up" on this section's status since you are currently working at the #8 Portal. We recently started advancing 5 Northwest Lower Mains Section about 1 month ago. The section consists of 5 entries and the faces are at around #9 Crosscut.

#1 Entry – Return

#2 Entry – Intake

#3 Entry – Intake

#4 Entry – Belt (return)

#5 Entry – Return

Conditions of this section have been relatively good. We have just completed some work on the left side return, in which we intercepted a new bleeder shaft. This shaft is currently capped on the surface and will later be used to ventilate the longwall panels 11G and 12G advancing towards 5 Northwest Lower Mains Section later this year.

The continuous miner on the section could not finish mining a cut because of frame work damage and is in need of some welding. Mechanics were working on the miner at present. They may be finished before you get there. The roof bolting is caught up in the

Judges

1) There are 12 cut corners, they are all properly bolted

2) All of the intersections are within the 65 foot diagonal tolerance

Left side L.O.C. air reading

$$A = W \times H$$

$$A = 18 \times 9$$

$$A = 162$$

$$V = 239$$

$$A \times V = \text{cfm}$$

$$162 \times 239 = 38,718 \text{ cfm}$$

Right side L.O.C. air reading

$$A = W \times H$$

$$A = 18 \times 8.75$$

$$A = 157.5$$

$$V = 234$$

$$A \times V = \text{cfm}$$

$$157.5 \times 234 = 36,855 \text{ cfm}$$

or

$$157 \times 234 = 36,738 \text{ cfm}$$

$$158 \times 234 = 36,972 \text{ cfm}$$