

U. S. Department of Labor

Mine Safety and Health Administration
100 Bluestone Road
Mount Hope, WV 25880-1000



NOV 14 2008

Mr. Michael A. Vaught
Safety Director
Performance Coal Company
P.O. Box 69
130 Frontier Street
Naoma, WV 25140

Dear Mr. Vaught:

Subject: Supplement (5th) to the Roof-Control Plan, Upper Big Branch Mine-South, I.D. No. 46-08436, Performance Coal Company, Montcoal, Raleigh County, West Virginia, Permit No. 4-RC-11-94-12307-11, approved October 25, 2005

Your supplement, received on November 13, 2008, to the roof-control plan, has been reviewed and is approved as shown on the enclosed page(s). This approval is based upon a District review by representatives of the Mine Safety and Health Administration and upon receipt becomes part of the approved plan.

Should you have any questions concerning your roof-control plan, please contact Don Winston at this office, (304) 877-3900, Extension 130.

Sincerely,

A handwritten signature in cursive script, reading "Robert G. Hardman", is positioned above the printed name.

Robert G. Hardman
District Manager
Coal Mine Safety and Health, District 4

Enclosure

cc: State Inspector-at-Large, Oak Hill Division (1 encl.)
Mount Hope Field Office (3 encl.)
Lee Barker (1 encl.)
Files/cls



Performance Coal Company

P.O. Box 69

Naoma, WV

25140

November 13, 2008

Mr. Robert G. Hardman
Mine Safety and Health Administration
100 Bluestone Road
Mount Hope, WV 25880

Re: Performance Coal Company
Upper Big Branch Mine
MSHA ID : 46-08436
State ID: U-3042-92
Roof Control Plan Revision

Dear Sir:

Please find the attached Roof Control Plan revision for the Upper Big Branch Mine for your review and approval. This revision is to add Safety Precaution No.35 to the plan.

This mine currently has no miner's representative. If you have any questions or comments, feel free to contact me at (304) 854-3516.

Respectfully Submitted,
Performance Coal Company, Inc.

Eric Lilly
Mine Engineer

29. When driving a panel planned for partial pillaring or when driving a panel adjacent to a panel that has been partially pillared, the barrier between panels will have a minimum safety factor of 2.0 after the barrier is slabbed or otherwise second mined. When driving a panel adjacent to a panel that has been full pillared or first mined only, the barrier between panels will have a minimum safety factor of 2.0 as the panel is advance mined.
30. To protect the miner operator and other persons against roof falls riding back through roof bolts when extended cut mining is being performed during advance mining, five roof bolts shall be installed in the last row of roof bolts with the extra bolt near the miner operator's side. When the entry width exceeds 20 feet in width for belt/track installation, six bolts will be required in the last row of bolts. Where "Pizza Pans" are installed on all roof bolts along the miner operator's side in entries and crosscuts, the extra bolts above is not required.
31. Crosswise spacing of bolts may be 5', however, the distance from the bolt to the rib shall not exceed 4'.
32. When adverse roof conditions are encountered such as horsebacks, slickensided slip formations, clay veins, kettle bottoms, surface cracks, mud streaks, or similar types of condition in the mine roof, supplemental roof supports shall be installed in addition to the primary roof support, as appropriate in the affected area.
33. When second mining is being done, the intersection accessing the pillar or pillars being mined, will have supplementary support installed in that intersection prior to second mining those pillars. The supplemental support will be five (5) 8' cable bolts installed in a star pattern.
34. When mining the Number 1 entry of the NO.1 Headgate, two 10ft cable bolts will be installed in every other row of bolts as supplemental support. Also, five 10ft cable bolts will be installed in a star pattern at each intersection in each entry.
35. For the remaining mining (as of November 13, 2008) on the No.1 North Tailgate the following additional safety precautions will be followed:
 - A) A 8ft test hole will be drilled in each entry on no greater than 40' spacing.
 - B) If these test holes reveal a coal rider seam, one of the following will be used for support:
 - a. Primary roof support shall be installed so that at least 1ft is anchored above the rider seam.
 - b. A 72in fully grouted torque tension bolt will be installed with 2 additional cable bolts in each row which will anchor a minimum of 2ft above the rider seam.

LONGWALL MINING SYSTEMS

Method used to maintain a safe travel way out of the section through the tailgate side of the longwall.

The tailgate entry of the first longwall panel will be supplementally supported by a single row of posts installed on 5 foot spacing or double row of staggered posts on 8 foot centers for its entirety before mining commences. If subsequent longwall panels have areas that will not be mined (no adjacent gob), supplemental tailgate roof support in these areas will be posts as specified above.

The following procedures will be followed if a ground failure prevents travel out of the section through the tailgate side of the longwall:

- (a) Should ground failure occur that creates a condition that prohibits travel out of section through the tailgate side, miners in the affected area (longwall section) will be notified immediately.
- (b) The affected miners will be informed of the condition on the tailgate side of the longwall and will be re-instructed on the location of designated escapeways off the section by the use of the section escapeway map. In addition to instruction on the location of designed escapeways, the affected miners will be instructed on the location of all methods of exit off the longwall and the proper evacuation procedures to be followed in the event of an emergency. To assure that all affected employees are familiar with the proper escapeway off the section, those affected individuals will be walked to the point where the escape way starts off the section. This is to assure that affected individuals know the exact route to travel should an emergency exit off the section become necessary. This drill will be repeated at intervals not to exceed 30 days as long as the tailgate remains blocked.
- (c) Miners affected on the longwall section, by blockages on the tailgate side, will be promptly re-instructed on the location and use, by demonstration, of the self-contained self-rescuer device. All affected miners will be given hands-on training on the SCSR within 24 hours of the initial time of the tailgate blockage.