U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF OCEAN ENERGY MANAGEMENT

Conditions of Construction and Operations Plan Approval
Lease Number OCS-A 0517
January 18, 2022

South Fork Wind, LLC's (Lessee's or SFW's) approval to conduct activities under the Construction and Operations Plan (COP) for the South Fork Wind Farm Project (Project) is subject to the conditions described in this document. The Department of the Interior (DOI) reserves the right to amend these conditions or impose additional conditions authorized by law or regulation on any future approvals of COP revisions.

The Lessee must maintain a full copy of these terms and conditions on every Project-related vessel and is responsible for the implementation of, or the failure to implement, each of these terms and conditions by the Lessee's contractors, consultants, operators, or designees.

Section:

Attachments:

1. GENERAL PROVISIONS

1.1. Adherence to the Approved Construction and Operations Plan, Statutes, Regulations, Permits, and Authorizations (Planning) (Construction) (Operations) (Decommissioning).[1] South Fork Wind, LLC (Lessee)[2] must conduct all activities as proposed in its approved Construction and Operations Plan (COP) for the South Fork Wind (SFW) Farm (SFWF) Project (Project) and these associated terms and conditions. Additionally, the Lessee must comply with all applicable requirements in commercial lease OCS-A 0517 (Lease), statutes, regulations, consultations, and permits and authorizations issued by Federal and state agencies for the Project. The Department of the Interior's (DOI's) Bureau of Ocean Energy Management (BOEM) and/or the Bureau of Safety and Environmental Enforcement (BSEE), as applicable,[3] may issue a notice of noncompliance, pursuant to 30 C.F.R. § 585.400(b), if it is determined that the Lessee failed to comply with any provision of its approved COP, the Lease, the Outer Continental Shelf Lands Act (OCSLA), or OCSLA's implementing regulations. BOEM and/or BSEE may also take additional actions pursuant to 30 C.F.R. § 585.400, where appropriate.

1.2. Effectiveness (Construction) (Operations). This COP approval becomes effective on the date BOEM notifies the Lessee that its COP has been approved and will remain effective until the termination of the Lease, which, unless renewed, has an operations term of 25 years from the date of COP approval.

1.3. Consistency with Other Agreements and Authorizations (Planning) (Construction) (Operations) (Decommissioning). In the event that these terms and conditions are, or become, inconsistent with the terms and conditions of the Project's Biological Opinion (BiOp) issued on October 18, 2021; Incidental Harassment Authorizations (IHAs) issued for the Project; the Section 106 Memorandum of Agreement (Section 106 MOA) executed on November 23, 2021; or amendments thereto, the language in the BiOp, IHAs, Section 106 MOA, or amendments thereto, will prevail. Activities authorized herein will be subject to any terms and conditions and reasonable and prudent measures resulting from a BOEM-reinitiated consultation for the Project's BiOp or Section 106 review.

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[1] Parenthetical indicators of (Planning) (Construction) (Operations) and/or (Decommissioning) at the start of a condition denote the primary development stage(s) to which the condition is relevant.

[2] Throughout this document, the term "Lessee" includes the Lessee and its designated operator(s), as well as the Lessee's or designated operator's agents, which may include the following: contractors; sub-contractors; consultants; operators; designees; and any other entity, organization, or person who is directly or indirectly conducting activities associated with this COP approval on behalf of the Lessee.

[3] At the time these terms and conditions were drafted, BOEM and BSEE were in the process of transferring enforcement authorities from BOEM to BSEE. These terms and conditions were drafted to best reflect the expected transfer of those authorities. When conditions describe Lessee submissions to DOI, the Lessee should coordinate with BOEM and confirm whether the submittal should be made to BOEM or BSEE.

2. TECHNICAL CONDITIONS

2.1. Unexploded Ordnance and/or Discarded Military Munitions Investigation (Planning). The Lessee must investigate the areas of potential disturbance for the presence of unexploded ordnance (UXO) and/or discarded military munitions (DMM) and evaluate the risk in accordance with the As Low as Reasonably Practical (ALARP) risk mitigation principle. Implementation of the ALARP risk mitigation principle is achieved with the following steps: (1) desktop study (DTS); (2) investigation surveys to determine the presence of objects; (3) identification surveys to determine the nature of the identified objects; (4) UXO relocation and/or construction re-routing; and (5) certification that UXO risks from installation and operation of the facility have been reduced to ALARP levels.

2.2. To address UXO/DMM risks as described in the ALARP mitigation process, the Lessee has submitted information to fulfill steps (1) DTS and (2) investigation surveys to determine the presence of objects, and still needs to complete steps (3) identification surveys to determine the nature of the identified objects, (4) information on UXO relocation and/or construction re-routing activities prior to construction, and (5) certification UXO/DMM risks have been reduced to ALARP levels. Information needed to fulfill step (3) is addressed in the condition described in Section 2.2.1 below. Information needed to fulfill step (4) is addressed in the conditions described in Section 2.2.2.2 below. Information to fulfill step (5) is addressed in Sections 2.2.3 and 2.2.4 below.

2.2.1. UXO/DMM Identification Survey Plan (Planning). The Lessee must submit an Identification Survey Plan to DOI for review and concurrence prior to the installation of facilities in the Identification Survey area. The Identification Survey Plan must describe the investigation surveys that will be performed to determine the nature of objects identified as potential UXO/DMM to reduce UXO risks to ALARP levels. The Identification Survey Plan must include information on the proposed survey vessel, equipment, methodologies, and schedule for the Identification Survey of the areas identified; and provide the anticipated date of submittal of its UXO/DMM Identification Survey Report to DOI. As described in Section 2.2.4, the Identification Survey Report must be submitted to DOI prior to commencing installation activities in the Identification Survey area. If the Identification Survey Plan is not consistent with the recommendations included in the DTS and Investigation Survey Report, the Identification Survey Plan must discuss in detail the deviations and the associated rationale.

2.2.2. UXO/DMM Identification Survey Report (Planning). The Lessee must submit an Identification Survey Report for DOI review and concurrence prior to the installation of facilities in the Identification Survey area. This report must include the following:

2.2.2.1. A detailed discussion of utilized methodologies.

2.2.2.2. A summary and detailed description of the findings and information on all mitigations necessary for UXO/DMM risks to reach ALARP levels such as: detailed information on UXO relocation activities, micrositing of facilities, changes to installation or operational activities, and cable re-routings.

2.2.2.3. A separate list of findings that identify conditions different from those anticipated and discussed in the DTS.

2.2.2.4. A statement attesting that the installation methods and UXO/DMM mitigation strategies discussed in the Fabrication and Installation Report (FIR), DTS, and/or Investigation Survey Report are consistent with the results of the Identification Survey, accepted engineering practices, and applicable best management practices. Alternatively, the Lessee may submit a detailed discussion of alternative installation methods and/or UXO/DMM mitigation strategies that the Lessee has determined to be appropriate given the results of the Identification Survey, accepted engineering practices, and applicable best management practices.

2.2.3. UXO/DMM Survey Results Implementation (Construction). The Lessee must implement the mitigation methods identified in the approved COP, DTS, and the subsequent survey report(s) following the resolution of all comments provided by DOI. As part of the FIR and prior to commencing installation activities, the Lessee must make available to the approved Certified Verification Agent (CVA) and DOI for review the complete and final versions of information on implementation and installation activities associated with the ALARP mitigation process, including: (1) DTS; (2) investigation surveys to determine the presence of objects; (3) identification surveys to determine the nature of the identified objects; (4) and UXO relocation and/or construction re-routing.

2.2.4. UXO/DMM ALARP Certification (Planning). The Lessee must provide to BOEM and make available to the approved CVA information to certify UXO risks related to the installation and operation of the facility have been reduced to ALARP levels as part of the Facility Design Report (FDR) and FIR certification and prior to commencing installation activities.

2.3. Safety Management System (Planning) (Construction) (Operations) (Decommissioning). Pursuant to 30 C.F.R. § 585.810, a Lessee, designated operator, contractor, or subcontractor constructing, operating, or decommissioning renewable energy facilities on the Outer Continental Shelf (OCS) must have a Safety Management System (SMS). The Lessee must provide a description of the SMS that will guide all activities described in the approved COP (hereafter the "Lease Area's Primary SMS") no later than 30 days prior to beginning the relevant activities, as described in the approved COP. BSEE will review the SMS and compare it to the regulations and requirements below (Sections 2.3.1 through 2.3.4.2) and verify that the submissions are acceptable.

2.3.1. The Lease Area's Primary SMS must include a diving safety program or describe how it will ensure a contractor has a diving safety program that is in accordance with the U.S. Coast Guard (Coast Guard) regulations for Commercial Diving Operations at 46 C.F.R. part 197, subpart B, or updated standards, as appropriate. In so providing a diving safety program, the Lessee is required to consult with the Coast Guard.

2.3.2. The Lease Area's Primary SMS must include a fall protection program and, separately, describe how the Project's Primary SMS will ensure that contractors working at height will have a fall protection program that complies with the American National Standards Institute (ANSI)/American Society of Safety Engineers (ASSE) Z-359.2 Minimum Requirements for a Comprehensive Managed Fall Protection Program, or an updated version of this standard or a related standard.

2.3.3. The Lease Area's Primary SMS must identify and assess risks to health, safety, and the environment associated with the offshore wind farm structures and operations, and must include an overview of the physical and procedural barrier(s) that will be used and maintained to mitigate the identified risks.

2.3.4. The Lease Area's Primary SMS is expected to evolve as activities progress from site characterization through construction, operations, and eventually to decommissioning, typically by acknowledging the new risks that will be faced by a shifting workforce and by incorporating work practices and operating procedures specific to managing those risks. Pursuant to 30 C.F.R. § 585.811, the Lease Area's Primary SMS must be functional when the Lessee begins activities described in the approved COP. A description of any changes to the Lease Area's Primary SMS to address new or increased risk must be provided to DOI before each phase of the Project commences (i.e., construction, operation, maintenance, decommissioning). In addition, the Lessee must demonstrate to DOI's satisfaction, the functionality of the Lease Area's Primary SMS no later than 30 calendar days prior to beginning the relevant activities, as described in the COP. The Lessee can demonstrate the Lease Area's Primary SMS functionality through various means. The following list provides examples, neither exhaustive nor prescriptive, of additional ways that the Lease Area's Primary SMS functionality can be demonstrated.

2.3.4.1. If the Lessee has a similar SMS that is functioning elsewhere, the Lessee can demonstrate the proper functioning of the SMS by sharing certifications of that SMS from a recognized accreditation organization (e.g., International Organization for Standardization (ISO)/International Electric Code (IEC) 450001, ANSI Z10, American Petroleum Institute Recommended Practices (API RP) 75 4th or later edition) or by sharing reports of third-party or internal audits of the SMS. The Lessee must also share an explanation of how the Lessee has adapted the audited SMS to become the Lease Area's Primary SMS.

2.3.4.2. If the Lessee does not have a similar SMS that is functioning elsewhere, demonstration of functionality should include at least one of the following activities:

- A desktop exercise in which the Lessee evaluates how the Lease Area's Primary SMS functions in response to different scenarios, including an evaluation of the strengths and weaknesses of Lessee's preparedness to control various risks

- A description of the personnel who have been trained on the Lease Area's Primary SMS, an overview of the training content, and a description of controls the Lessee has put in place to ensure trained personnel's understanding of and adherence to the Lease Area's Primary SMS

- A detailed description of how the Lessee intends to monitor whether the implementation of the Lease Area's Primary SMS is achieving the desired goals, and an overview of how the SMS will be adjusted as necessary to control identified risks

- A description of how the Lessee intends to manage the interface with contractors, subcontractors, and other critical stakeholders

2.3.5. Once every 3 years or upon DOI's request, the Lessee must provide a report to BOEM summarizing the results of its most recent Lease Area's Primary SMS audit, corrective actions implemented or being implemented as a result of that audit, and an updated description of the Lease Area's Primary SMS highlighting changes that were made since the last such submission to BOEM. If, upon review, DOI has concerns about the ongoing effectiveness of the Lease Area's Primary SMS, then DOI will engage with the Lessee until those concerns are addressed.

2.3.6. In addition to maintaining an acceptable Primary SMS for the Lease Area, the Lessee, designated operator, contractor, and subcontractor constructing, operating, or decommissioning renewable energy facilities on the OCS, are required to follow the policies and procedures of the specific SMS applicable to their activities and to take corrective action whenever there is a failure to follow the specific SMS, or the specific SMS failed to ensure safety.

2.4. Oil Spill Response Plan (Planning). Pursuant to 30 C.F.R. § 585.627(c), the Lessee must submit an Oil Spill Response Plan (OSRP) in compliance with 33 U.S.C. § 1321, including information identified in 30 C.F.R. part 254 that is applicable to the Lessee's activities. The Lessee must submit the OSRP directly to BSEE (at bseeosrd-gomr@bsee.gov). Before the installation of any component of the Lessee's facilities that may handle or store oil on the OCS, BSEE must review and accept the Lessee's OSRP. The Lessee's OSRP must be consistent with the National Contingency Plan and appropriate Area Contingency Plan(s), as defined in 30 C.F.R. § 254.6. In order to

continue operating, the Lessee must operate in accordance with the OSRP accepted by BSEE.

The Lessee's OSRP must contain the following information:

2.4.1. Facility Information. The OSRP must describe the type and amounts of oil on the facilities covered under the Lessee's OSRP and design parameters intended to monitor for oil spills.

2.4.1.1. "Facility," for the purposes of the Lessee's OSRP, is a facility as defined in 30 C.F.R. § 585.112 that contains or stores oil. As used herein, "oil," as defined by Clean Water Act at 33 U.S.C. 1321(a), means oils of any kind or in any form, including, but not limited to, petroleum, fuel oil, sludge, oil refuse, and oil mixed with wastes other than dredged spoil. However, "oil" does not include animal fats, oils, and greases, and fish and marine mammal oils, or oils of vegetable origin, including oils from seeds, nuts, or kernels. Dielectric fluids, as an example, meets this definition of oil.

2.4.2. Copies of Safety Data Sheets. The OSRP must include copies of safety data sheets (SDS) for any oils present on any facility in quantities equal to or greater than 100 gallons.

2.4.3. Worst-Case Discharge Volume. The OSRP must include the worst-case discharge (WCD) volume for each type of facility covered in the plan.

2.4.3.1. "Worst-Case Discharge Volume" is the highest cumulative volume of oil and all other oil-based substances contained on a single facility, such as an offshore substation (OSS) or wind turbine generator (WTG).

2.4.3.2. Calculating the Lessee's WCD volume(s):

2.4.3.2.1. For all facilities (e.g., WTGs or other support structures) other than OSS and transmission lines, the WCD volume is the highest total volume of oil and oil-based substances contained onboard or within the facility, including all cables containing oil that are connected to the facility, except for transmission lines.

2.4.3.2.2. For an OSS, the WCD volume is the highest total volume of oil and oil-based substances contained within the facility, including all cables containing oil that are connected to the facility, except for transmission lines.

2.4.3.2.3. For transmission lines that contain oil, the WCD volume is the maximum volume of oil and oil-based substances that can be contained within the transmission line with

the highest oil storage capacity and any storage tanks that may supply oil to the cable.

2.4.4. Response Organization. The OSRP must identify a trained Qualified Individual (QI), and an alternate, with full authority to implement removal actions and ensure immediate notification of appropriate Federal officials and response personnel. The OSRP must provide their 24-hour contact information, including phone numbers and email addresses. In the OSRP that covers the OSS, the Lessee must also designate trained members of the Lessee's Incident Management Team (IMT) and provide their 24-hour contact information, including phone numbers and email addresses. If a contract has been established with an IMT, evidence of such a contract must be provided in the Lessee's OSRP.

2.4.4.1. "Qualified Individual" (QI) means an English-speaking representative of the Lessee who is located in the United States, available on a 24-hour basis, and given full authority to obligate funds, carry out removal actions, and communicate with the appropriate Federal officials and the persons providing personnel and equipment in removal operations.

2.4.4.2. "Incident Management Team" (IMT) means the group of personnel identified within the Lessee's organizational structure who manage the overall response to an incident in accordance with the Lessee's OSRP. The IMT consists of the Incident Commander, Command and General Staff, and other personnel assigned to key Incident Command System positions designated in the Lessee's OSRP.

2.4.4.3. "Oil Spill Removal Organization" (OSRO) is an entity contracted by the Lessee to provide spill response equipment and/or manpower in the event of an oil spill.

2.4.4.4. "Spill Response Operating Team" (SROT) means the trained persons who respond to spills and deploy and operate oil spill response equipment.

2.4.5. Notification Procedures. The OSRP must describe the procedures for spill notification. Notification procedures must include the 24-hour contact information for:

2.4.5.1. The QI and an alternate, including phone numbers and email addresses

2.4.5.2. IMT members, if applicable

2.4.5.3. Federal, state, and local regulatory agencies that must be notified when a spill occurs, including, but not limited to, the National Response Center

2.4.5.4. An OSRO and SROT that are available to respond

2.4.5.5. Other response organizations and subject matter experts that the Lessee will rely on for the Lessee's response

2.4.6. Spill Mitigation Procedures. The OSRP must describe the different discharge scenarios that could occur from the Lessee's facilities and the mitigation procedures by which the offshore facility operator and any listed/contracted OSROs (if required) would respond to such discharges. The mitigation procedures must address responding to both smaller spills (with slow, low-volume leakage) and larger spills, to include the largest WCD covered under the Lessee's OSRP (refer to definition above).

2.4.7. Trajectory Analysis. The OSRP that covers the OSS must include a stochastic spill trajectory analysis from the OSS. The trajectory analysis must:

2.4.7.1. Be based on the WCD volume from the OSS that contains the highest total volume of oil and oil-based substances. If the OSSs contain the same volume of oil and oil-based substances, base the trajectory analysis on the OSS that is closest to shore.

2.4.7.2. Be conducted for the longest period that the discharged oil would reasonably be expected to persist on the water's surface, or 14 calendar days, whichever is shorter.

2.4.7.3. Identify the probabilities for oiling on the water's surface and on shorelines, and minimum travel times for the transport of the oil over the duration of the model simulation. Oiling probabilities and minimum travel times must be calculated for exposure threshold concentrations reaching 10 grams per square meter. Stochastic analysis must incorporate a minimum of 100 different trajectory simulations using random start dates selected over a multi-year period.

2.4.8. Resources at Risk. The OSRP must include a concise list of the sensitive resources that are located near the Lessee's offshore facility and could be oiled by a spill. In lieu of listing sensitive resources, the Lessee may identify the areas that could be oiled by a spill from the Lessee's facility and provide hyperlinks to corresponding Environmentally Sensitive Index Maps and/or Geographic Response Strategies for those areas from the appropriate Area Contingency Plans.

2.4.9. Contractual Agreements. The OSRP must include a list (with contact information) of OSROs and SROTs that are available to respond to the WCD of oil from the Lessee's offshore facilities.

2.4.9.1. If the Lessee's OSRP covers only WTGs, the Lessee may provide a Letter of Intent (LOI) in lieu of a contract from each OSRO and

SROT in the Lessee's plan acknowledging that it has agreed to be listed in the Lessee's OSRP.

2.4.9.2. In the OSRP that covers the OSS, the Lessee is required to ensure the availability of the OSRO and SROT resources necessary to respond through a contract or membership agreement. If a contract has been established with an OSRO and SROT, evidence of such contracts or membership agreements must be provided in the Lessee's plan. An LOI is not required from any OSRO or SROT that has been ensured to be available through a contract.

2.4.9.3. The OSRP must also include a map(s) that shows equipment storage sites and staging location(s) for the oil spill response equipment that would be deployed by the facility operators or the OSRO(s) listed in the plan in the event of a discharge.

2.4.10. Training. The OSRP must include a description of the annual training necessary to ensure that the QI, IMT, OSRO and SROT (as applicable) are sufficiently trained to perform their respective duties. The Lessee's OSRP must provide the most recent dates of applicable training(s). The Lessee must ensure that the Lessee's QI, IMT, OSRO, and SROT personnel receive annual training. The training must be sufficient for personnel to perform their duties. Training records must be maintained and retained for 3 years and must be provided to BSEE upon request.

2.4.11. Response Plan Exercise. The OSRP must include a triennial exercise plan for review and concurrence by BSEE to ensure that the Lessee is able to respond quickly and effectively whenever oil is discharged from the Lessee's facilities. The Lessee must conduct an annual scenario-based notification exercise, an annual scenario-based IMT tabletop exercise, and, during the triennial exercise period, at least one functional exercise. If the Lessee's plan includes an OSRO and/or SROT contract, an annual deployment exercise of the Lessee's contracted response equipment is required. BSEE will advise on the options the Lessee has to satisfy these requirements and may require changes in the type, frequency, or location of the required exercises, exercise objectives, equipment to be deployed and operated, or deployment procedures or strategies. BSEE may evaluate the results of the exercises and advise the Lessee of any needed changes in response equipment, procedures, tactics, or strategies. BSEE may periodically initiate unannounced exercises to test the Lessee's spill preparedness and response capabilities. Exercise records must be maintained and retained for 3 years and must be provided to DOI upon request.

2.4.12. Response Equipment. The OSRP that covers the OSS must include a list, or a hyperlink to a list, of the oil spill response equipment that is available to the Lessee through OSRO contracts; and identify the location of the equipment depots where the equipment is stored. The Lessee must ensure that the Lessee's contracted response equipment is maintained in proper operating condition; further ensure that all maintenance, modification, and repair records are kept for

a minimum of 3 years; and provide these records to BSEE upon request. The Lessee or the Lessee's OSRO must provide BSEE with physical access to the Lessee's equipment storage depots and perform functional testing of the Lessee's response equipment upon BSEE's request. BSEE may require maintenance, modifications, or repairs to response equipment or require the Lessee to remove response equipment from the Lessee's plan if the equipment does not operate as intended.

2.4.13. OSRP Maintenance. If the Lessee makes a significant change to its OSRP that would reduce the Lessee's ability to respond to a spill, a significant increase in the Lessee's WCD, removal of a contracted IMT, OSRO, or SROT from the Lessee's plan, or a significant change in the applicable area contingency plans, the Lessee must revise its OSRP to remedy these problems and provide notice to BSEE no more than 15 calendar days after said change for review and concurrence. The Lessee must review and update the entire OSRP as needed at intervals not to exceed once every 3 years, starting from the date the OSRP was initially accepted. The Lessee must send a written notification to BSEE upon completion of this review and submit any updates for concurrence. BSEE may require changes to the Lessee's OSRP if BSEE determines that the OSRP is outdated or contains significant inadequacies through review of the Lessee's OSRP, information obtained during exercises or actual spill responses, or other relevant information obtained by BSEE.

2.5. Cable Routings (Planning). The Lessee must submit the final Cable Burial Risk Assessment (CBRA) package and engineered cable routings for all cable routes on the OCS to DOI for review prior to or with the submittal of the relevant FDR/FIR, as appropriate. The final CBRA package must include a summary of final information on (1) natural and man-made hazards; (2) sediment mobility, including high and low seabed levels expected over the Project lifetime; (3) feasibility and effort level information required to meet burial targets; (4) profile drawings of the cable routings illustrating cable burial target depths, and (5) minimum burial depths to address threats to the cable including, but not limited to, anchoring risk, military activity, and fishing gear interaction. Detailed supporting data and analysis may be incorporated by reference or attachments. The Lessee must resolve any DOI-identified comments and concerns about the CBRA to DOI's satisfaction prior to the installation of cables and related facilities authorized in the Lessee's approved COP.

2.6. Cable Burial (Planning) (Construction) (Operations). The export and inter-array cables are expected to be installed using a mechanical cutter, mechanical plow, jet plow, or controlled flow excavator as described in Section 3.1.3.3 and 3.2.3.2 of the approved COP. For the purpose of the approved COP, DOI has determined the proper burial depth to be a minimum of 4 feet (1.2 meters) along Federal sections of the export cable and inter-array cables. This depth is consistent with the approved COP and the cable burial performance assessment provided in the initial CBRA. Unless otherwise authorized by BOEM, the Lessee must comply with cable burial conditions described in the COP by demonstrating proper burial depth of the installed submarine cables along at least 95 percent of the total export cable length in Federal waters and at least 90 percent

of the inter-array cable routing, excluding cable crossings and approaches to foundations. Unless otherwise specified by BOEM, the maximum size of the approach to foundations is a radius of 300 feet (91.4 meters) around a foundation, as described as the conservative estimate in the COP.

2.7. Cable Protection Measures (Planning) (Construction) (Operations). The export and inter-array cables are expected to be installed using a mechanical cutter, mechanical plow, jet plow, or controlled flow excavator as described in Section 3.1.3.3 and 3.2.3.2 of the approved COP. In areas where proper burial depth cannot be achieved, the Lessee may employ cable protection measures through techniques such as concrete mattresses, fronded mattresses, rock bags, or rock placement. In areas where final cable burial depth is less than 1 foot 8 inches (0.5 meter), the Lessee will install secondary protection, as it deems necessary or as required by BOEM.

2.7.1. The use of cable protection measures will not exceed 5 percent of the total export cable length in Federal waters or 10 percent along the inter-array cable routing, excluding cable crossings and approaches to foundations. For the purpose of the approved COP, DOI has determined the proper burial depth to be a minimum of 4 feet (1.2 meters) along Federal sections of the export cable and inter-array cables, as measured from the seabed to the top of the cable. This depth is consistent with the approved COP and the cable burial performance assessment provided in the initial CBRA. The Lessee may employ cable protection measures when proper burial depth is not achieved and provide DOI with detailed drawings/information of the actual burial depths and locations where protective measures were used, when the post-installation reports are submitted.

2.7.2. If the Lessee cannot comply with the requirements in Section 2.7.1, the Lessee must provide for DOI's review information explaining any proposed alteration of the requirements in that Section 2.7.1, including the need for the proposed alteration, and must resolve any DOI concerns and objections to such alteration to DOI's satisfaction prior to or with the FIR submission and CVA verification.

2.8. Crossing Agreements (Planning). The Lessee must provide final cable crossing agreements for each active, in-service submarine cable or other types of in use infrastructure, such as pipelines, to DOI no later than 30 calendar days prior to cable installation, and make the agreements available to the CVA for FDR and FIR review, unless otherwise determined by BOEM.

2.9. In the event that the Lessee concludes that it will be unable to reach a cable crossing agreement, the Lessee must inform BOEM as soon as possible, and no later than concurrent with the submission of the relevant FDR and FIR. A cable crossing agreement will not be required if BOEM has determined—at its sole discretion and based on its review of the record of relevant communications from the Lessee to owners or operators of active, in-service submarine cables or other types of in use infrastructure—that the Lessee made reasonable efforts to enter an agreement and was unable to do so.

2.10. Post-Installation Cable Monitoring (Construction) (Operations). The Lessee must provide DOI with a cable monitoring report within 90 calendar days following each inter-array and export cable inspection to determine cable location, burial depths, the state of the cable, and site conditions. Inspections of the inter-array and export cables must include high resolution geophysical (HRG) methods, involving, for example, multibeam bathymetric survey equipment; and identify seabed features, natural and man-made hazards, and site conditions along Federal sections of the cable routing.

2.10.1. Unless an alternate cable monitoring plan is submitted and accepted by DOI, on the OCS, the Lessee must conduct the initial inter-array and export cable inspection within 6 months of commissioning; subsequent inspections at Years 1 and 2, and every 3 years thereafter; and within 180 calendar days after a major storm event (as defined in the Post-Storm Monitoring Plan, described in Section 2.13). If DOI determines that conditions along the cable corridor warrant adjusting the frequency of inspections following the Year 2 survey (e.g., due to changes in cable burial or seabed conditions that may impact cable stability or other users of the seabed), then DOI may require the Lessee to submit a revised monitoring plan to DOI for review and concurrence.

2.10.2. If the Lessee and/or DOI determines that burial conditions have deteriorated or changed significantly and remedial actions are warranted, the Lessee must submit the following to BOEM (at renewable_reporting@boem.gov) and BSEE (at OSWsubmittals@bsee.gov) within 45 calendar days of the date of the notice of determination: the data used to make the determination, a seabed stability analysis, and a report of remedial actions taken or scheduled. All remedial actions must be consistent with those described in the approved COP and completed in accordance with the schedule provided in the remedial action report. DOI will review the report of remedial actions and provide comments, if any, within 60 calendar days of submittal. The Lessee must resolve all comments on the report to DOI's satisfaction. If DOI provides no comments on the report within 60 days of its submittal, then the Lessee may perform remedial actions described in the report.

2.11. WTG and OSS Foundation Depths (Planning). In a letter dated February 26, 2020, BOEM granted a departure from 30 C.F.R. 585.626(a)(4) and (6), permitting the Lessee to provide the final geotechnical investigation at the proposed foundation locations in the FDR. The FDR must include geotechnical investigations at all approved foundation locations along with associated geotechnical design parameters and recommendations in accordance with 30 C.F.R. 585.626(a)(4) and (6).

2.12. Minimizing and Monitoring Foundation Scour Protection (Construction) (Operations) (Decommissioning). The Lessee must minimize, to the maximum extent practicable based on design and engineering considerations, the footprint of scour protection measures at the WTG foundations; and inspect scour protection performance. The Lessee must submit an Inspection Plan to DOI and the National Marine Fisheries Service (NMFS) at least 60 calendar days prior to initiating the inspection program. DOI will review the Inspection Plan and provide comments, if any, on the plan within 60 calendar days of its submittal. The Lessee must resolve all comments on the

Inspection Plan to DOI's satisfaction and receive DOI's written concurrence prior to initiating the inspection program. However, the Lessee may conclude that DOI has concurred in the Inspection Plan if DOI provides no comments on the plan within 60 calendar days of its submittal.

2.12.1. The Lessee must carry out an initial foundation scour inspection within 6 months of completing installation of each foundation location; subsequent inspections at each foundation location at intervals not greater than 5 years thereafter; and within 180 calendar days after a major storm event (as defined in the Post-Storm Monitoring Plan, described in Section 2.13).

2.12.2. The Lessee must provide DOI with a foundation scour monitoring report within 90 calendar days of completing each foundation scour inspection.

2.12.3. If scour holes develop within 10 percent of the minimum local scour design values, or if spud depressions from installation affect scour protection stability, the Lessee must submit a plan for additional monitoring and/or mitigation to DOI for review and concurrence.

2.13. Post-Storm Monitoring Plan (Construction) (Operations) (Decommissioning). The Lessee must provide a plan for post-storm monitoring of the facility infrastructure, foundation scour protection, and cables to DOI for review and concurrence prior to commencing installation activities. This plan must include a description of how the Lessee will measure or monitor environmental conditions; specify the condition thresholds (and their associated technical justification) for a major storm, above which post-storm monitoring or mitigation is necessary; describe potential monitoring, mitigation, and damage identification methods; and state when the Lessee will notify DOI of post-storm related activities. DOI reserves the right to require post-storm mitigations to address conditions that could result in safety risks and/or impacts to the environment.

2.14. High Frequency Radar Interference Analysis and Mitigation (Planning) (Construction) (Operations). Recent BOEM research[4] has determined that the Lessee's Project is within the line of sight (LOS) of eight oceanographic high frequency (HF) radar systems (SeaSonde® and least expensive radar [LERA] types) listed in the table below:

Radar Name	Radar System
BISL	Medium Range SeaSonde
LPWR	Medium Range LERA
HBSR	Medium Range LERA
NWTP	Medium Range LERA
CPVN	Medium Range LERA
MVCO	Long Range SeaSonde
NANT	Long Range SeaSonde
AMAG	Long Range SeaSonde

[4] Colburn R, Randolph C, Drummond C, Miles C, Brody F, McGillen C, Krieger A, Jankowski R. 2020. Radar interference analysis for renewable energy facilities on the Atlantic Outer Continental Shelf. Sterling (VA): U.S. Department of the Interior, Bureau of Ocean Energy Management. 197 p. Report No.: OCS Study BOEM 2020-039. https://www.boem.gov/sites/default/files/documents/environment/Radar-Interferance-Atlantic-Offshore-Wind_0.pdf

2.14.1. Mitigation Agreement. At least 60 calendar days prior to completion of construction or initiation of commercial operations (whichever is earlier), the Lessee must enter into a mitigation agreement with the Surface Currents Program of the National Oceanic and Atmospheric Administration's (NOAA's) Integrated Ocean Observing System (IOOS) Office to determine if the Lessee's Project causes radar interference to the degree that radar performance is no longer within the specific radar systems' operational parameters or fails to meet NOAA IOOS's mission objectives. The mitigation agreement serves the purpose of implementing Sections 2.14.2 and 2.14.3 below. If there is any discrepancy between Sections 2.14.2 and 2.14.3 and the terms of the mitigation agreement, the terms of the mitigation agreement will prevail. Within 15 calendar days of entering into the mitigation agreement, the Lessee must provide BOEM with a copy of the executed mitigation agreement. Within 45 calendar days of completing the requirements in Sections 2.14.2 and 2.14.3, the Lessee must provide BOEM with evidence of compliance with those requirements. The Surface Currents Program point-of-contact for development of the agreement is Brian Zelenke (brian.zelenke@noaa.gov), NOAA IOOS *Surface Currents Program Manager*.

2.14.2. If the Surface Currents Program or radar operator determines that the Project causes a radar system to fall outside of its operational parameters or fail to meet mission objectives, as soon as possible and no later than thirty (30) days of determination, the Lessee must:

2.14.2.1. Notify DOI of the determination.

2.14.2.2. Make publicly available the real-time telemetry of surface currents and other oceanographic data with the Surface Currents Program and radar operators, measured at locations in the Project confirmed by the Surface Currents Program and radar operators as sufficient to allow mission objectives to be met.

2.14.2.3. Share time-series of blade rotation rates, nacelle bearing angles, and other information about the operational state of each of the Project's turbines with the Surface Currents Program and radar operators to aid interference mitigation.

2.14.3. NOAA IOOS Surface Currents Program Notification. Prior to completion of construction or initiation of commercial operations (whichever is earlier), the Lessee must notify the Surface Currents Program at least 30, but no more than 60, calendar days in advance.

2.15. Commissioning Surveillance of Critical Safety Systems (Planning) (Construction). Prior to commencing commercial operations, the Lessee must provide to DOI qualified third-party verification of proper installation and commissioning of all critical safety systems and equipment designed to prevent or ameliorate major accidents that could result in harm to health, safety, or the environment (hereinafter "critical safety systems"). The documentation provided to DOI must demonstrate that the qualified third party verified

that the critical safety systems for the Project and equipment to be used were commissioned in conformity with the Original Equipment Manufacturer's (OEM's) standards and the Project's functional requirements, and are functioning properly prior to the start of commercial operations.

2.15.1. Qualified Third Party. A qualified third party must be either a technical classification society, a licensed professional engineering firm, or a registered professional engineer capable of providing the necessary certifications, verifications, and reports. The qualified third party must not have been involved in the design of the Project.

2.15.2. Critical Safety Systems and Equipment Risk Assessment. The Lessee must conduct a risk assessment to identify the critical safety systems and equipment within its facility. The Lessee must submit the risk assessment to DOI and the qualified third party for review. The qualified third party must make a recommendation to DOI on the acceptability of the risk assessment and its associated conclusions. DOI must concur with the qualified third-party recommendation(s) prior to the Lessee beginning commissioning activities.

2.15.3. Commissioning Surveillance Requirements. The qualified third party must evaluate whether the commissioning of the wind farms' critical safety systems and equipment, as identified in the risk assessment, are in conformance with the instructions in OEM manuals and the Project's functional requirements. Other tests to be performed during commissioning may be agreed upon with the Lessee.

This evaluation requires the examination of commissioning records and witnessing of tests. The qualified third party must witness the commissioning of the critical safety systems and equipment of at least one WTG. The qualified third party must, at a minimum, verify that:

2.15.3.1. The installation procedures and/or commissioning instructions supplied by the manufacturer and identified in the Project's functional requirements are adequate.

2.15.3.2. The instructions supplied by the manufacturer and identified in the Project's functional requirements are followed during commissioning.

2.15.3.3. The systems and equipment function as designed.

2.15.3.4. The final commissioning records are complete.

2.15.4. Commissioning Surveillance Reporting. The Lessee must submit commissioning surveillance records (for example, the final results and acceptance of the commissioning test by the qualified third party) or a Conformity Statement and supporting documentation (prepared in accordance with International Electrotechnical Commission System for Certification to Standards relating to Equipment for use in Renewable Energy applications [IECRE OD-502)]) for the critical safety systems identified in Section 2.15.2.

DOI must concur with the commissioning surveillance records or Conformity Statement and supporting documentation prior to the Project initiating commercial operations. If DOI has not responded to the commissioning surveillance records or Conformity Statement and supporting documentation submitted by the qualified third party within 3 working days, then the Lessee may presume concurrence.

2.16. As-Built Drawings (Construction) (Operations) (Decommissioning). The Lessee must compile, retain, and make available to DOI the following drawings and documents, as provided in the chart below.

Drawing Type	Time Frame to Make Available "Issued for Construction" Drawings	Time Frame to Make Available Post-Fabrication Drawings	Time Frame to Make Available Final, Stamped As-Built Drawings
Complete set of structural drawing(s) including major structural components and evacuation routes	With FDR submittal	N/A	Within 1 calendar year of the facility commencing commercial operations[5]
Front, side, and plan view drawings	With FDR submittal	N/A	Within 1 calendar year of the facility commencing commercial operations
Location plat for all Project facilities	With FDR submittal	N/A	Within 1 calendar year of the facility commencing commercial operations
Complete set of cable drawing(s)	With FDR submittal	Prior to Final FIR Non-Objection as contemplated in 30 C.F.R. § 585.700(b)[6]	Within 90 calendar days of the facility commencing commercial operations
Piping and instrumentation diagram(s)	-	N/A	Within 90 calendar days of the facility commencing commercial operations
Safety flow diagram(s)[7]	With FDR submittal	N/A	Within 90 calendar days of the facility commencing commercial operations
Electrical one-line drawing(s)	-	Prior to Final FIR Non-Objection	Within 90 calendar days of the facility commencing commercial operations
Cause and Effect Chart	-	Prior to Final FIR Non-Objection	Within 90 calendar days of the facility commencing commercial operations
Schematics of fire and gas-detection system(s)	-	Prior to Final FIR Non-Objection	Within 90 calendar days of the facility commencing commercial operations

[5] "Commercial operations" is defined at 30 C.F.R. § 585.112.

[6] As-installed location must be submitted with the final FIR.

[7] Safety flow diagrams should depict the location of critical safety systems and equipment designed to prevent or ameliorate major accidents that could result in harm to health, safety, or the environment.

3. NAVIGATIONAL AND AVIATION SAFETY CONDITIONS

3.1. Design Conditions (Planning) (Construction) (Operations).

3.1.1. Marking. The Lessee must mark each WTG and OSS with private aids to navigation. No sooner than 30 and no less than 15 calendar days prior to installation, the Lessee must file an application (form CG-2554), either in paper form or electronically, with the Commander of the First Coast Guard District to establish Private Aids to Navigation (PATON), per 33 C.F.R. part 66. Approval must be obtained before installation of the Lessee's facilities begins. The Lessee must:

3.1.1.1. Provide a lighting, marking, and signaling plan for review and concurrence by DOI and the Coast Guard at least 120 calendar days prior to installation. The plan must conform to applicable Federal law and regulations, and guidelines, e.g., International Association of Marine Aids to Navigation and Lighthouse Authorities Recommendation R0139 (O-139); Marking of Man-Made Offshore Structures; Coast Guard's Local Notice to Mariners (D1 LNM: 33/20) on Ocean-Structure PATON Marking Guidance; and BOEM's Guidelines for Lighting and Marking of Structures Supporting Renewable Energy Development (April 28, 2021). If any part of Recommendation O-139 conflicts with Federal law or regulation, or if the Lessee seeks an alternative to Recommendation O-139, then the Lessee must consult with and gain approval from the Coast Guard.

3.1.1.2. Mark each individual WTG and OSS with clearly visible, unique, alpha-numeric identification characters consistent with the attached Rhode Island and Massachusetts Structure Labeling Plot. The Lessee must additionally display this label on each WTG nacelle, visible from above. If the Lessee's OSS includes helicopter landing platforms, as described in Section 3.1.3, then Lessee must also display this label on those platforms.

3.1.1.3. Light each WTG and OSS in a manner that is visible by mariners in a 360-degree arc around the WTG and OSS.

3.1.1.4. For each WTG, install red obstruction lighting that is compatible with night vision goggles and consistent with the Federal Aviation Administration (FAA) (Advisory Circular [AC] 70/7460-lM).

3.1.1.5. Provide signage that is visible to mariners in a 360-degree arc around the structures to warn vessels of the air draft below the turbine blades as determined at highest astronomical tide.

3.1.1.6. Cooperate with the Coast Guard and NOAA to ensure that cable routes, OSS, and WTGs are depicted on appropriate government-produced and commercially available nautical charts.

3.1.1.7. Provide mariner information sheets on the Lessee's website, with details on the location of the WTGs and OSS and specifics, such as blade clearance above sea level.

3.1.1.8. Submit documentation to DOI within 90 calendar days of beginning commercial operations documenting compliance with Sections 3.1.1.1 through 3.1.1.7.

3.1.2. Blade/Nacelle Control. The Lessee must equip all WTG rotors (blade assemblies) with control mechanisms constantly operable from the Lessee's control center.

3.1.2.1. Control mechanisms must enable the Lessee to immediately initiate the shutdown of any ordered WTGs upon notification from the Department of Defense (DoD) or the Coast Guard. The Lessee must include a formal shutdown procedure in its Emergency Response Plan's Standard Operating Procedures and test this procedure on a regular basis as outlined in the Lessee's annual inspection plan. The Lessee must submit the results of testing with the Project's annual inspection results.

3.1.2.2. The DoD or Coast Guard may order rotor shutdown. The Lessee must immediately initiate shutdown when ordered by the DoD or Coast Guard. Coast Guard-ordered shutdowns will be limited to those WTGs in the immediate vicinity of an emergency and limited to the period the Coast Guard determines is needed to safely respond to the emergency triggering the emergency shutdown. The Lessee may resume operations only upon notification from the entity (DoD or Coast Guard) that initiated the shutdown. DOI will coordinate with the Lessee and DoD or Coast Guard to facilitate issuance of said notice as soon as resuming operation of the WTGs is not expected to interfere with the emergency that prompted the shutdown.

3.1.2.3. The Lessee must work with the Coast Guard to establish the proper blade configuration during WTG shutdown for Coast Guard search and rescue air assets.

3.1.2.4. The Lessee must participate in Coast Guard periodic coordinated training and exercises to test and refine notification and shutdown procedures, and to provide search and rescue training opportunities for Coast Guard Command Centers, vessels, and aircraft.

3.1.3. Helicopter Landing Platforms. If the Lessee's OSS include helicopter landing platforms, the Lessee must design and build those platforms to accommodate Coast Guard HH60 rescue helicopters. The design must be verified by the DOI-approved CVA.

3.1.4. Structure Micrositing. The Lessee must not adjust approved structure locations in a way that narrows any northwest-southeast or northeast-southwest transit

corridors to less than 0.6 nautical miles. The Lessee must submit the final as-built structure locations as part of the as-built documentation outlined in Section 2.16.

3.1.5. Emergency Response Plan. Prior to construction of the Project, the Lessee must submit an Emergency Response Plan to address non-routine events for review and concurrence by DOI and the Coast Guard. Annually, the Lessee must submit any revisions of the plan for review and concurrence by the Coast Guard. The Lessee must submit to DOI revisions to the Emergency Response Plan accepted by the Coast Guard. The Emergency Response Plan must demonstrate that the control center will be adequately staffed to execute the standard operating procedures, communicate with the Coast Guard, and monitor the Project. The Emergency Response Plan must address the following, which the Lessee may modify with concurrence from the Coast Guard:

3.1.5.1. Standard Operating Procedures. Methods for (1) establishing and testing WTG rotor shutdown and braking; (2) lighting control; (3) notifying the Coast Guard of mariners in distress or potential/actual search and rescue incidents; (4) notifying the Coast Guard of any events or incidents that may impact maritime safety or security; and (5) providing the Coast Guard with environmental data, imagery, communications, and other information pertinent to search and rescue or marine pollution response.

3.1.5.2. Staffing. The number of personnel needed to staff the control center to ensure continuous monitoring of WTG operations and communications and surveillance systems; and establish hours of operation; job qualification requirements; and initial, on-the-job, and refresher training requirements.

3.1.5.3. Communications. Description of the capabilities to be maintained by the control center to communicate with the Coast Guard and mariners within and in the vicinity of the Lease area. Control center communications capability must include, at a minimum, landline and wireless telephone for voice and data. Construction and operations vessel communications capability must include, at a minimum, very high frequency (VHF) marine radio.

3.1.5.4. Monitoring. The control center must maintain the capability to monitor (e.g., utilizing cameras already installed to support Lessee's operations) the Lessee's installation and operations in real time, including at night and in periods of poor visibility, for (1) determining the status of all PATONs and immediately reporting discrepancies to the local Coast Guard Sector Command Center (discrepancies must be corrected no later than 21 calendar days after detection); and (2) maintaining situational awareness of the maritime domain to provide information and/or assistance to Federal, state, and local authorities when needed.

- The Lessee must test the monitoring systems to ensure functionality on a regular basis as outlined in the Lessee's annual inspection plan. The Lessee must submit the results of testing to DOI with the Project's annual inspection results.

- The Lessee must contact the Coast Guard immediately if real-time monitoring is unavailable for more than 1 hour. The Lessee must put in place an alternate monitoring plan(s) agreed to by the Coast Guard.

- The Lessee must notify DOI within 24 hours if real-time monitoring becomes unavailable for more than 1 hour.

3.1.5.5. Examples of Non-Routine Events. Non-routine events may include, but are not limited to, area oil spills, major storm events (as defined in the Post-Storm Monitoring Plan, described in Section 2.13), marine incidents, and mariners taking refuge within and on the facility. As part of the coordination required under Section 3.1.5, the Lessee must consult with the Coast Guard on the events that must be covered within the Emergency Response Plan.

3.2. Installation Conditions (Planning) (Construction).

3.2.1. Schedule. At least 60 calendar days prior to commencing offshore construction activities, the Lessee must provide DOI and the Coast Guard with a plan that describes the schedule and process for installing the WTGs and OSS, including all planned mitigations to be implemented to minimize any adverse impacts to navigation while installation is ongoing. No WTG or OSS installation work may commence at the Project site (i.e., on or under the water), without prior review by DOI and the Coast Guard of the plan required under this provision. The Lessee must submit any significant revisions or updates to the plan at least 60 calendar days prior to commencing the activities described in that update or revision. Appropriate Notice to Mariners submissions must accompany the plan.

3.2.2. Cable Burial. No later than 60 calendar days post-cable installation, the Lessee must submit to DOI and the Coast Guard a copy of the final submarine cable system route positioning list that depicts the precise location and burial depths of the entire cable system.

3.3. Reporting Conditions (Planning) (Construction) (Operations) (Decommissioning).

3.3.1. Complaints. On a monthly basis, the Lessee must (1) provide DOI with a description of any complaints received (written or oral) by boaters, fishermen, commercial vessel operators, or other mariners regarding impacts to navigation safety allegedly caused by construction or operations vessels, crew transfer vessels, barges, or other equipment; and (2) describe remedial action(s) taken in

response to complaints received, if any. DOI reserves the right to require additional remedial action in accordance with 30 C.F.R. part 585.

3.3.2. Correspondence. On a monthly basis, the Lessee must provide DOI and the Coast Guard with copies of any correspondence received from other Federal, state, or local agencies regarding navigation safety issues.

3.3.3. Maintenance Schedule. On a monthly basis, the Lessee must provide DOI and the Coast Guard with its maintenance schedule for any planned WTG or OSS maintenance. Appropriate Notice to Mariners submissions must accompany each maintenance schedule.

3.4. Meeting Attendance (Planning) (Construction) (Operations). As requested by DOI and the Coast Guard, the Lessee must attend meetings (e.g., Harbor Safety Committee, Area Maritime Security Committee, Southeastern Massachusetts and Rhode Island Port Safety and Security Forums) to provide briefs on the status of construction and operations, and on any problems or issues encountered with respect to navigation safety.

3.5. Area Oil Spill Contingency Planning (Planning) (Construction) (Operations). The Lessee must participate in any Coast Guard-supported efforts to develop area oil spill contingency plans.

3.6. Periodic Review (Planning) (Construction) (Operation). Throughout the life of the Project, the Coast Guard will continue to monitor the construction and operation of the Project for purposes of navigation safety and the execution of Coast Guard missions. To the extent it is technically and economically feasible, the Lessee must cooperate with the Coast Guard in this regard, including participation in Coast Guard exercises and evaluations.

4. NATIONAL SECURITY CONDITIONS

4.1. Hold and Save Harmless – United States Government. (Planning) (Construction) (Operation). Whether compensation for such damage or injury might be due under a theory of strict or absolute liability or otherwise, the Lessee assumes all risks of damage or injury to any person or property, which occur in, on, or above the OCS, in connection with any activities being performed by the Lessee in, on, or above the OCS, if the injury or damage to any person or property occurs by reason of the activities of any agency of the United States Government, its contractors, or subcontractors, or any of its officers, agents or employees, being conducted as a part of, or in connection with, the programs or activities of the individual military command headquarters (hereinafter "the appropriate command headquarters") listed below:

United States Fleet Forces (USFF) N46
1562 Mitscher Ave, Suite 250
Norfolk, VA 23551
(757) 836-6206

The Lessee assumes this risk, whether or not such injury or damage is caused in whole or in part by any act or omission, regardless of negligence or fault, of the United States, its contractors or subcontractors, or any of its officers, agents, or employees. The Lessee further agrees to indemnify and save harmless the United States against all claims for loss, damage, or injury in connection with the programs or activities of the command headquarters, whether the same is caused in whole or in part by the negligence or fault of the United States, its contractors, or subcontractors, or any of its officers, agents, or employees and whether such claims might be sustained under a theory of strict or absolute liability or otherwise.

4.2. Falmouth Air Surveillance Radar-8 System. (Construction) (Operation). To mitigate impacts on the North American Aerospace Defense Command's (NORAD's) operation of the Falmouth, MA, Air Surveillance Radar-8 (ASR-8), the Lessee must complete the following.

4.2.1. Mitigation Agreement. The Lessee must enter into a mitigation agreement with the DoD, for purposes of implementing Sections 4.2.2 and 4.2.3 below. If there is any discrepancy between Sections 4.2.2 and 4.2.3 and the terms of the mitigation agreement, the terms of the mitigation agreement will prevail. Within 15 calendar days of entering into the mitigation agreement, the Lessee must provide BOEM with a copy of the executed mitigation agreement. Within 45 calendar days of completing the requirements in Sections 4.2.2 and 4.2.3, the Lessee must provide BOEM with evidence of compliance with those requirements. The NORAD point-of-contact for development of the agreement is Frederick Shepherd: frederick.l.shepherd.civ@mail.mil; 719-556-3260.

4.2.2. NORAD Notification. At least 30, but no more than 60, calendar days prior to completion of construction or initiation of commercial operations (whichever is earlier), the Lessee must notify NORAD for Radar Adverse-Impact Management (RAM) scheduling, which is required for the Falmouth ASR-8.

4.2.3. Funding for RAM Execution. At least 30, but no more than 60, calendar days prior to completion of construction or initiation of commercial operations (whichever is earlier), the Lessee must contribute funds in the amount of $80,000 to NORAD toward the execution of the RAM.

4.3. Distributed Fiber-Optic Sensing Technology. (Planning) (Construction) (Operation). To mitigate potential impacts on the Department of the Navy's (DON's) operations, the Lessee must coordinate with the DoD/DON on any proposal to utilize distributed fiber-optic sensing technology as part of the Project or associated transmission cables. The DON point-of-contact for coordination is Matthew Senska: matthew.senska@navy.mil; 571-970-8400.

4.4. Electromagnetic Emissions. (Planning) (Construction) (Operation). Before entering any designated defense operating area, warning area, or water test area for the purpose of carrying out any survey activities under the approved COP, the Lessee must enter into an agreement with the commander of the appropriate command headquarters to coordinate the electromagnetic emissions associated with such survey activities. The Lessee must ensure that all electromagnetic emissions associated with such survey activities are controlled as directed by the commander of the appropriate command headquarters. The Lessee must provide BOEM with a copy of the agreement within 15 calendar days of entering into it. The Lessee must include a summary of associated activities in the Lessee's annual self-inspection reports.

5. CONDITIONS RELATED TO PROTECTED SPECIES[8] AND HABITAT

5.1. General Environmental Conditions.

5.1.1. Aircraft Detection Lighting System (Construction) (Operations). The Lessee must use an FAA-approved vendor for the Aircraft Detection Lighting System (ADLS), which will activate the FAA hazard lighting only when an aircraft is in the vicinity of the wind facility to reduce visual impacts at night. The Lessee must confirm the use of an FAA-approved vendor for ADLS on WTGs and the OSS in the FIR.

5.1.2. Marine Debris[9] Awareness and Elimination (Planning) (Construction) (Operations) (Decommissioning).

5.1.2.1. Marine Debris Awareness Training. The Lessee must ensure that vessel operators, employees, and contractors engaged in offshore activities pursuant to the approved COP complete marine trash and debris awareness training annually. The training consists of two parts: (1) viewing a marine trash and debris training video or slide show (described below); and (2) receiving an explanation from management personnel that emphasizes their commitment to the requirements. The marine trash and debris training videos, training slide packs, and other marine debris related educational material may be obtained on the BSEE website[10] or by contacting BSEE. The training videos, slides, and related material may be downloaded directly from the website. Operators engaged in marine survey activities must continue to develop and use a marine trash and debris awareness training and certification process that reasonably assures that their employees and contractors are trained. The training process must include the following elements:

5.1.2.1.1. Viewing of either a video or slide show by the personnel specified above

5.1.2.1.2. An explanation from management personnel that emphasizes their commitment to the requirements

5.1.2.1.3. Attendance measures (initial and annual)

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[8] As used herein, the term "protected species" means species of fish, wildlife, or plant that have been determined to be endangered or threatened under Section 4 of the Endangered Species Act (ESA). ESA-listed species are provided in 50 C.F.R. 17.11-12. The term also includes marine mammals protected under the Marine Mammal Protection Act (MMPA).

[9] Throughout this document, "marine debris" is defined as any object or fragment of wood, metal, glass, rubber, plastic, cloth, paper, or any other man-made item or material that is lost or discarded in the marine environment.

[10] https://www.bsee.gov/debris

5.1.2.1.4. Recordkeeping and the availability of records for inspection by DOI

5.1.2.2. Training Compliance Report. By January 31 of each year, the Lessee must submit to DOI an annual report that describes its marine trash and debris awareness training process and certifies that the training process has been followed for the previous calendar year. The Lessee must send the reports via email to BOEM (at renewable_reporting@boem.gov) and BSEE (at marinedebris@bsee.gov).

5.1.2.3. Marking. Materials, equipment, tools, containers, and other items used in OCS activities, which are of such shape or configuration that make them likely to snag or damage fishing devices or be lost or discarded overboard, must be clearly marked with the vessel or facility identification number, and properly secured to prevent loss overboard. All markings must clearly identify the owner and must be durable enough to resist the effects of the environmental conditions to which they may be exposed.

5.1.2.4. Recovery & Prevention. The Lessee must recover marine trash and debris that is lost or discarded in the marine environment while performing OCS activities when such incident is likely to (1) cause undue harm or damage to natural resources, including their physical, atmospheric, and biological components, with particular attention to marine trash or debris that could entangle or be ingested by marine protected species; or (2) significantly interfere with OCS uses (e.g., the marine trash or debris that is likely to snag or damage fishing equipment, or present a hazard to navigation). The Lessee must notify DOI within 48 hours of the incident (using the email address listed on DOI's most recent incident reporting guidance) if recovery activities are (a) not possible because conditions are unsafe; or (b) not practicable and warranted because the marine trash and debris released is not likely to result in any of the conditions listed in (1) or (2) above. Notwithstanding this notification, DOI may still order the Lessee to recover the lost or discarded marine trash and debris if DOI finds the reasons provided by the Lessee in the notification unpersuasive. If the marine trash and debris is located within the boundaries of a potential archaeological resource/avoidance area, or a sensitive ecological/benthic resource area, the Lessee must contact DOI for concurrence before conducting any recovery efforts.

5.1.2.4.1. Recovery of the marine trash and debris should be completed as soon as practicable, but no later than 30 calendar days from the date on which the incident occurred. If the Lessee is not able to recover the marine trash or debris within 48 hours of the incident, the Lessee

must submit a plan to DOI explaining the activities planned to recover the marine trash or debris (Recovery Plan). The Lessee must submit the Recovery Plan no later than 10 calendar days from the date on which the incident occurred. Unless DOI objects within 48 hours of the filing of the Recovery Plan, the Lessee can proceed with the activities described in the Recovery Plan. The Lessee must request and obtain a time extension if recovery activities cannot be completed within 30 calendar days from the date on which the incident occurred. The Lessee must enact steps to prevent similar incidents and must submit a description of these actions to BOEM and BSEE within 30 calendar days from the date on which the incident occurred.

5.1.2.5. Reporting. The Lessee must report to DOI (using the email address listed on DOI's most recent incident reporting guidance) all lost or discarded marine trash and debris. This report must be made monthly and submitted no later than the fifth day of the following month. The Lessee is not required to submit a report for those months in which no marine trash and debris was lost or discarded. The report must include the following:

5.1.2.5.1. Project identification and contact information for the Lessee and for any operators or contractors involved

5.1.2.5.2. The date and time of the incident

5.1.2.5.3. The lease number, OCS area and block, and coordinates of the object's location (latitude and longitude in decimal degrees)

5.1.2.5.4. A detailed description of the dropped object, including dimensions (approximate length, width, height, and weight) and composition (e.g., plastic, aluminum, steel, wood, paper, hazardous substances, or defined pollutants)

5.1.2.5.5. Pictures, data imagery, data streams, and/or a schematic/illustration of the object, if available

5.1.2.5.6. An indication of whether the lost or discarded item could be detected as a magnetic anomaly of greater than 50 nanotesla, a seafloor target of greater than 1.6 feet (0.5 meters), or a sub-bottom anomaly of greater than 1.6 feet (0.5 meters) when operating a magnetometer or

gradiometer, side scan sonar, or sub-bottom profiler in accordance with DOI's most recent, applicable guidance

5.1.2.5.7. An explanation of how the object was lost

5.1.2.5.8. A description of immediate recovery efforts and results, including photos

5.1.2.6. In addition to the foregoing, the Lessee must submit a report within 48 hours of the incident (48-hour Report) if the marine trash or debris could (1) cause undue harm or damage to natural resources, including their physical, atmospheric, and biological components, with particular attention to marine trash or debris that could entangle or be ingested by marine protected species; or (2) significantly interfere with OCS uses (e.g., the marine trash or debris is likely to snag or damage fishing equipment or presents a hazard to navigation). The information in the 48-hour Report must be the same as that listed for the monthly report, but only for the incident that triggered the 48-hour Report. The Lessee must report to DOI (using the email address listed on DOI's most recent incident reporting guidance) if the object is recovered and, as applicable, describe any substantial variance from the activities described in the Recovery Plan that were required during the recovery efforts. The Lessee must include and address information on unrecovered marine trash and debris in the description of the site clearance activities provided in the decommissioning application required under 30 C.F.R. § 585.906.

5.1.3. Option to Comply with Most Current Non-Required Measures (Planning) (Construction) (Operations) (Decommissioning). The Lessee may opt to comply with the most current non-required measures (e.g., measures in a programmatic consultation that are not binding on the Lessee) related to protected species and habitat in place at the time an activity is undertaken under the Lease. At least 30 calendar days prior to undertaking an activity, the Lessee must notify DOI of its intention to comply with such measures in lieu of those required under the terms and conditions above. DOI reserves the right to object or request additional information on how the Lessee intends to comply with such measures. If DOI does not respond with objections within 15 calendar days of receipt of the Lessee's notification, then the Lessee may conclude that DOI has concurred.

5.2. Avian and Bat Protection Conditions.

5.2.1. Bird-Deterrent Devices (Construction) (Operations). To minimize attracting birds to operating turbines, the Lessee must install bird-deterrent devices on turbines and the OSS. The location of bird-deterrent devices must be proposed by the Lessee based on best management practices applicable to the appropriate operation and safe installation of the devices. The Lessee must confirm the

locations of bird-deterrent devices as part of the as-built documentation it must submit with the FDR.

5.2.2. Avian and Bat Monitoring Program (Construction) (Operations). At least 45 calendar days before beginning surveys, the Lessee must complete, obtain concurrence from DOI, and adopt an Avian and Bat Monitoring Plan as described in Appendix F (Avian and Bat Post-Construction Monitoring Framework) of the Final Environmental Impact Statement (FEIS), including coordination with interested stakeholders. DOI will review the Avian and Bat Monitoring Plan and provide any comments on the plan within 30 calendar days of its submittal. The Lessee must resolve all comments on the Avian and Bat Monitoring Plan to DOI's satisfaction before implementing the plan. The Lessee may conclude that DOI has concurred in the Avian and Bat Monitoring Plan if DOI provides no comments on the plan within 30 calendar days of its submittal date.

5.2.2.1. Monitoring. The Lessee must (1) install acoustic monitoring devices for birds and bats on the OSS; (2) install Motus receivers at up to four locations within the wind farm; (3) refurbish up to two onshore Motus receiver stations near SFWF (e.g., Block Island, Buzzards Bay); (4) provide funding for up to 50 Motus tags per year provided to researchers working with Roseate Terns for up to 3 consecutive years; and (5) conduct avian behavior point count surveys at individual WTGs.

5.2.2.2. Annual Monitoring Reports. The Lessee must submit to BOEM (at renewable_reporting@boem.gov) and BSEE (at OSWSubmittals@bsee.gov) a comprehensive report after each full year of monitoring (pre- and post-construction) within 6 months of completion of the last avian survey. The report must include all data, analyses, and summaries regarding ESA-listed and non-ESA-listed birds and bats. DOI will use the annual monitoring reports to assess the need for reasonable revisions (based on subject matter expert analysis) to the Avian and Bat Monitoring Plan. DOI reserves the right to require reasonable revisions to the Avian and Bat Monitoring Plan and may require new technologies as they become available for use in offshore environments.

5.2.2.3. Post-Construction Quarterly Progress Reports. The Lessee must submit quarterly progress reports during the implementation of the Avian and Bat Monitoring Plan to BOEM (at renewable_reporting@boem.gov) and the United States Fish and Wildlife Service (USFWS) by the 15th day of the month following the end of each quarter during the first full year that the Project is operational. The progress reports must include a summary of all work performed, an explanation of overall progress, and any technical problems encountered.

5.2.2.4. Monitoring Plan Revisions. Within 15 calendar days of submitting the annual monitoring report, the Lessee must meet with BOEM and USFWS to discuss the following: the monitoring results; the potential need for revisions to the Avian and Bat Monitoring Plan, including technical refinements or additional monitoring; and the potential need for any additional efforts to reduce impacts. If DOI determines after this discussion that revisions to the Avian and Bat Monitoring Plan are necessary, DOI may require the Lessee to modify the Avian and Bat Monitoring Plan. If the reported monitoring results deviate substantially from the impact analysis included in the FEIS,[11] the Lessee must transmit to DOI recommendations for new mitigation measures or monitoring methods.

5.2.2.5. Raw Data. The Lessee must store the raw data from all avian and bat surveys and monitoring activities according to accepted archiving practices. Such data must remain accessible to DOI and USFWS, upon request for the duration of the Lease. The Lessee must work with BOEM to ensure the data are publicly available.

5.2.3. Annual Bird Mortality Reporting (Construction) (Operations) (Decommissioning). The Lessee must submit an annual report covering each calendar year, due by January 31 of the following year, documenting any dead (or injured) birds or bats found on vessels and structures during construction, operations, and decommissioning. The report must be submitted to BOEM (at renewable_reporting@boem.gov) and BSEE (at OSWSubmittals@bsee.gov) and USFWS. The report must contain the following information: the name of species, date found, location, a picture to confirm species identity (if possible), and any other relevant information. Carcasses with Federal or research bands must be reported to the United States Geological Survey Bird Band Laboratory.[12]

5.3. Benthic Habitat and Ecosystem Monitoring Conditions.

5.3.1. Benthic Survey Plan Revisions (Planning). The Lessee must review all NOAA comments on the Benthic Survey Plan (Section 7.0 of the Fisheries Research Monitoring Plan) provided to the Lessee by DOI and revise the Benthic Survey Plan as appropriate. The Lessee must provide to DOI the revised Benthic Survey Plan and written responses for all NOAA comments not addressed in the Benthic Survey Plan. DOI will review the revised Benthic Survey Plan and written responses from the Lessee for all NOAA comments not addressed in the Benthic Survey Plan, and provide comments, if any, to the Lessee within 45 days of their submittal to DOI. The Lessee must resolve all comments on revisions to the Benthic Survey Plan to DOI's satisfaction prior to implementation of the revised Benthic Survey Plan.

[11] https://www.boem.gov/sites/default/files/documents/renewable-energy/state-activities/SFWF%20FEIS.pdf

[12] https://www.usgs.gov/centers/eesc/science/bird-banding-laboratory

5.3.2. Fisheries Surveys (Planning) (Construction) (Operations). The Lessee must conduct fisheries research and monitoring surveys, including the benthic survey, according to the SFW Fisheries Research and Monitoring Plan (FRMP). The Lessee must conduct these surveys for durations of, at a minimum, 1 year during preconstruction, 1 year during construction, and 2 years post-construction. The Lessee must submit an annual report within 90 days of the completion of each survey season to DOI (at renewable_reporting@boem.gov) and include results and analyses as described in the FRMP. The Lessee must share data in accordance with their data sharing plan.

5.3.3. Passive Acoustic Monitoring (Planning) (Construction) (Operations). The Lessee must deploy moored or autonomous Passive Acoustic Monitoring (PAM) devices to record ambient noise, marine mammals, and cod vocalizations in the SFWF during all construction activities, and for at least 3 calendar years of operation following construction. The archival recorders must have a minimum capability of detecting and storing acoustic data on anthropogenic noise sources (such as vessel noise, pile driving, and WTG operation), marine mammals, and cod vocalizations in the SFWF. The Lessee must submit both raw and processed data with detection results to BOEM (at renewable_reporting@boem.gov), BSEE (at OSWSubmittals@bsee.gov) and NMFS (at nmfs.pacmdata@noaa.gov) within 120 calendar days following recorder collection and annually within 120 calendar days of the anniversary of the initial recorder deployments. The Lessee must consider currently available recommendations for designing underwater acoustic monitoring, including standardized measurement, processing methods, reporting metrics, and metadata standards for offshore wind.[13] The PAM Plan must include proposed equipment, deployment locations, detection review methodology and other procedures, and protocols related to the required use of PAM for monitoring. The Lessee must deploy at least two PAM buoys in coordination with the Regional Wildlife Science Entity[14] acoustic monitoring efforts within the lease and/or Rhode Island and Massachusetts wind energy area areas.[15] No later than 90 calendar days before the first buoy deployment, the Lessee must submit its PAM Plan to BOEM (at renewable_reporting@boem.gov), BSEE (at OSWSubmittals@bsee.gov), and NMFS (at nmfs.gar.incidental-take@noaa.gov). DOI will review the PAM Plan and provide comments, if any, on the plan within 45 calendar days, but no later than 90 days of its submittal. The Lessee must resolve all comments on the PAM Plan to DOI's satisfaction before implementation of the plan. If DOI does not provide comments on the PAM Plan within 90 calendar days of its submittal, the Lessee may conclude that DOI has concurred in the PAM Plan.

[13] Van Parijs SM, Baker K, Carduner J, Daly J, Davis GE, Esch C, Guan S, Scholik-Schlomer A, Sisson NB, Staaterman E. 2021. NOAA and BOEM minimum recommendations for use of passive acoustic listening systems in offshore wind energy development monitoring and mitigation programs. Frontiers in Marine Science. 8(1575). Available at https://www.frontiersin.org/articles/10.3389/fmars.2021.760840/full

[14] https://neoceanplanning.org/rwse/

[15] https://tinyurl.com/29fdfe2e

5.3.4. Periodic Underwater Surveys, Reporting of Monofilament and Other Fishing Gear Around WTG Foundations (Operations) (Decommissioning). The Lessee must monitor indirect impacts associated with charter and recreational fishing gear lost from expected increases in fishing around WTG foundations by surveying at least three different WTGs in the SFWF annually. Survey design and effort may be modified based upon previous survey results with review and concurrence by DOI. The Lessee must conduct surveys by remotely operated vehicles, divers, or other means to determine the frequency and locations of marine debris. The Lessee must report the results of the surveys to BOEM (at renewable_reporting@boem.gov) in an annual report, submitted by April 30 for the preceding calendar year. Annual reports must be submitted in Microsoft Word format. Photographic and videographic materials must be provided on a portable drive in a lossless format such as TIFF or Motion JPEG 2000. Annual reports must include survey reports that include the survey date; contact information of the operator; the location and pile identification number; photographic or video documentation of the survey and debris encountered; any animals sighted; and the disposition of any located debris (i.e., removed or left in place). Required data and reports may be archived, analyzed, published, and disseminated by BOEM.

5.4. Pre-Seabed Disturbance Conditions.

5.4.1. Anchoring Plan (Planning) (Construction). At least 90 calendar days before conducting OCS seabed-disturbing activities that require anchoring, the Lessee must submit to DOI for review and comment an Anchoring Plan for all areas where anchoring occurs within 1,640 feet (500 meters) of habitats, resources, and submerged infrastructure that are sensitive, including hard bottom and structurally complex habitats as shown in Figures 3.2.4-1 and 3.4.2-2 of the FEIS.[16] The Lessee must include in the Anchoring Plan the planned location of anchoring activities, sensitive habitats and their locations, seabed features, potential hazards, and any related facility installation activities (such as cable, WTG, and OSS installation). The Lessee must provide to all construction and support vessels the habitat delineations identifying areas of structurally complex habitat as shown in Figures 3.2.4-1 and 3.4.2-2 of the FEIS,[17] with the addition of a GIS layer showing boulder locations, where anchoring should be avoided to the extent technically and economically feasible. All vessels deploying anchors must use mid-line anchor buoys to reduce the amount of anchor chain or line that touches the seafloor, unless the Lessee demonstrates, and DOI accepts, that (1) the use of mid-line anchor buoys to reduce the amount of anchor chain or line that touches the seafloor is not technically and economically feasible; or (2) a different alternative is as safe and provides the same or greater environmental protection. The Lessee must provide the Anchoring Plan to DOI and NOAA (at renewable_reporting@boem.gov) for a 45-day review and comment period 90 days before construction begins. The

[16] https://www.boem.gov/sites/default/files/documents/renewable-energy/state-activities/SFWF%20FEIS.pdf

[17] https://www.boem.gov/sites/default/files/documents/renewable-energy/state-activities/SFWF%20FEIS.pdf

Lessee must resolve all comments on the Anchoring Plan to DOI's satisfaction before conducting OCS seabed-disturbing activities that require anchoring. If DOI does not provide comments on the Anchoring Plan within 45 calendar days of its submittal, then the Lessee may conclude that DOI has concurred in the Anchoring Plan.

5.4.2. Micrositing Plan (Construction). The Lessee must submit a Micrositing Plan describing how structure (WTGs and OSS) locations and cable routes will be microsited into areas of low-return multibeam backscatter areas, as technically and economically feasible, to reduce impacts to complex habitat. The Lessee must not microsite structure locations in a way that narrows any northwest-southeast or northeast-southwest transit corridors to less than 0.6 nautical miles. The Lessee must identify all potential and previously identified unexploded ordinance (UXO) and/or DMMin the Micros Plan and any practicable mitigation measures for UXO/DMMs.) and BSEE (at OSWSubmittals@bsee.gov), for a 45-day review and comment period at least 90 days before submission of the relevant FIR section. The Lessee must resolve all comments on the Micrositing Plan to DOI's satisfaction before submission of the relevant FIR section. If DOI does not provide comments on the Micrositing Plan within 45 calendar days of its submittal, then the Lessee may conclude that DOI has concurred in the Micrositing Plan. The Lessee must clearly depict all boulder relocation activities associated with the installation of Project structures (WTGs and OSS) and inter-array cables in the Micrositing Plan (see Section 5.4.3). The Lessee must provide the Micrositing Plan to DOI and NOAA (at renewable_reporting@boem.gov) and BSEE (at OSWSubmittals@bsee.gov), for a 45-day review and comment period at least 90 days before submission of the relevant FIR section. The Lessee must resolve all comments on the Micrositing Plan to DOI's satisfaction before submission of the relevant FIR section. If DOI does not provide comments on the Micrositing Plan within 45 calendar days of its submittal, then the Lessee may conclude that DOI has concurred in the Micrositing Plan.

5.4.3. Boulder Relocation (Construction). As a component of the associated Micrositing Plan (see Section 5.4.2), the Lessee must consider the spatial extent of boulder relocation in the micrositing of structures (WTGs and OSS) and inter-array cables, and must, to the extent technically and economically feasible for this Project, relocate boulders into low-return multibeam backscatter areas. The Lessee must clearly depict all boulder relocation activities associated with the installation of Project turbines and inter-array cables in the Micrositing Plan. If the Lessee is unable to relocate boulders in the micrositing of structures (WTGs and OSS) and inter-array cables into low-return multibeam backscatter areas, then the Lessee must submit an analysis of the technical and economic feasibility of boulder relocation for this Project to DOI and NOAA (at renewable_reporting@boem.gov) and BSEE (at OSWSubmittals@bsee.gov) for a 45-day review and comment period at least 90 days before submission of the relevant FIR section. The Lessee must resolve all comments on the analysis to DOI's satisfaction before submission of the relevant FIR section. If DOI does

not provide comments on the analysis of the technical and economic feasibility of boulder relocation within 45 calendar days of its submittal, then the Lessee may conclude that DOI has concurred in the analysis.

5.4.4. Scour and Cable Protection (Construction) (Operations) (Decommissioning). The Lessee may use cable protection measures in structurally complex habitat, as shown in Figures 3.4.2-1 and 3.4.2-2 of the FEIS.[18] To the extent technically and economically feasible, the Lessee must ensure that all materials used for these measures consist of natural or engineered stone that does not inhibit epibenthic growth and provides three-dimensional complexity in height and in interstitial spaces. The Lessee must prepare a Scour and Cable Protection Plan (SCPP) that includes descriptions and specifications for all cable protection materials used in structurally complex habitat, as shown in Figures 3.4.2-1 and 3.4.2-2 of the FEIS.[19] The Lessee must include in the SCPP a plan for a preconstruction benthic survey to further characterize complex habitat at WTG 1 and WTG 15, and a proposal for the use of nature-inclusive design materials or materials appropriate for Atlantic cod habitat at each of the relevant WTGs to mitigate for impacts to complex habitat permanently disturbed at those sites. The Lessee must submit the SCPP to DOI and NOAA (at renewable_reporting@boem.gov) for a 45-day review and comment period at least 90 days before placement of cable protection. The Lessee must resolve all comments on the SCPP to DOI's satisfaction before placement of cable protection measures. If DOI does not provide comments on the SCPP within 45 calendar days of its submittal, then the Lessee may conclude that DOI has concurred in the SCPP.

5.4.5. Atlantic Cod Spawning Avoidance (Construction). At least 90 days prior to inter-array cable installation (e.g., boulder relocation, pre-cut trenching, cable crossing installation, cable lay and burial) and foundation site preparation (e.g., scour protection installation) the Lessee must provide DOI a plan to monitor for Atlantic cod aggregations that are indicative of spawning behavior during the above-listed activities between November 1 and March 30 of each year (Plan). The objective of the Plan is to detect Atlantic cod aggregations and avoid or minimize the above-listed activities in any area with aggregations of Atlantic cod indicative of spawning behavior, as technically and economically feasible. The Lessee must include in the Plan details on detection thresholds (e.g., density and location) of spawning Atlantic cod aggregations that would trigger the adaptive management of activities described in this paragraph, including any restrictions on activities in any area with aggregations of Atlantic cod indicative of spawning behavior, and any analysis of technical and/or economic infeasibility. The Lessee must submit the Plan to DOI and NOAA (at renewable_reporting@boem.gov) for a 45-day review and comment period 90 days before inter-array cable installation and foundation site preparation activities defined in the Plan are proposed to begin. The Lessee must resolve all

[18] https://www.boem.gov/sites/default/files/documents/renewable-energy/state-activities/SFWF%20FEIS.pdf

[19] https://www.boem.gov/sites/default/files/documents/renewable-energy/state-activities/SFWF%20FEIS.pdf

comments on the Plan to DOI's satisfaction prior to implementation of the plan. If DOI does not provide comments on the Plan within 45 calendar days of its submittal, then the Lessee may conclude DOI's concurrence in the Plan.

5.5. Fishery Monitoring Conditions for Endangered and Threatened Species (Planning) (Construction) (Operations)

5.5.1. The Lessee must ensure that all trap/pot/gillnet gear follow required best practices, including:

- All sampling gear will be hauled at least once every 30 days, and all gear will be removed from the water and stored on land between sampling season.
- No surface floating buoy lines will be used.
- All groundlines will be composed of sinking line.
- Buoy lines will use weak links (< 1,700-pound breaking strength).
- Gillnet strings will be anchored with a Danforth-style anchor with a minimum holding strength of 22 pounds.
- Knot-free buoy lines will be used to the extent practicable.

5.5.2. The Lessee must ensure that all trap/pot and gillnet gear used in fishery surveys is uniquely marked to distinguish it from other commercial or recreational gear. Marked gear must use yellow and black striped duct tape, placed along a 3-foot-long mark within 12 feet (3.66 meters) of a buoy. In addition, using black and white paint or duct tape, Lessee must place three additional marks on the top, middle, and bottom of the line. Any changes in marking must not be made without notification and concurrence from BOEM. BOEM will consult with the NMFS Greater Atlantic Regional Fisheries Office, Protected Resources Division concerning any requested changes as may be necessary.

5.5.3. The Lessee must ensure all gillnet sampling times are limited to no more than 24 hours to reduce mortality of entangled sea turtles and sturgeon. If weather or other safety concerns prevent retrieval of the gear within 24 hours of it being set, NMFS Greater Atlantic Regional Fisheries Office, Protected Resources Division (at nmfs.gar.incidental-take@noaa.gov) must be notified, and the gear must be retrieved as soon as it is safe to do so.

5.5.4. The Lessee must ensure that any survey gear lost is reported and recovered according to the Marine Debris Elimination and Reporting conditions in Section 5.1.2. All lost gear must also be reported to NMFS Greater Atlantic Regional Fisheries Office, Protected Resources Division (at nmfs.gar.incidental-take@noaa.gov) within 24 hours of the documented time when gear is discovered to be missing or lost. This report must include

information on any markings on the gear and any efforts undertaken or planned to recover the gear.

5.5.5. The Lessee must ensure all vessels have at least one survey team member onboard the trawl surveys and ventless trap surveys who has completed Northeast Fisheries Observer Program observer training (or another training in protected species identification and safe handling, inclusive of taking genetic samples from Atlantic sturgeon) within the last 5 years. Reference materials for identification, disentanglement, safe handling, and genetic sampling procedures must be available on board each survey vessel. This requirement is in place for any trips where gear is set or hauled. Documentation of training must be provided to BOEM and BSEE within 48 hours upon request.

5.5.6. The Lessee must ensure all vessels deploying fixed gear (e.g., gillnets, pots/traps) must have adequate disentanglement equipment (i.e., knife and boathook) onboard. Any disentanglement must occur consistent with the Northeast Atlantic Coast Sea Turtle Disentanglement Network Guidelines[20] and the procedures described in "Careful Release Protocols for Sea Turtle Release with Minimal Injury."[21]

5.5.7. The Lessee must ensure any sea turtles or Atlantic sturgeon caught and/or retrieved in any fisheries survey gear are identified to species or species group and reported to DOI via email to BOEM (at renewable_reporting@boem.gov), BSEE (at OSWSubmittals@bsee.gov), and NMFS Greater Atlantic Regional Fisheries Office, Protected Resources Division (at nmfs.gar.incidental-take@noaa.gov). Each ESA-listed species caught and/or retrieved must then be properly documented using appropriate equipment and the NMFS data collection form.[22] Biological data, samples, and tagging must occur as outlined below:

5.5.7.1. The Lessee must follow the Sturgeon and Sea Turtle Take Standard Operating Procedures.[23]

5.5.7.2. The Lessee must equip survey vessels with a passive integrated transponder (PIT) tag reader onboard capable of reading 134.2 kHz and 125 kHz encrypted tags (e.g., Biomark GPR Plus Handheld PIT Tag Reader), and this reader must be used to scan any captured sea turtles and sturgeon for tags. Any recorded tags must be recorded on the take reporting form[10] and reported to DOI via email to BOEM (at renewable_reporting@boem.gov), BSEE, (at OSWSubmittals@bsee.gov), and NMFS Greater Atlantic Regional

[20] https://www.reginfo.gov/public/do/DownloadDocument?objectID=102486501

[21] https://repository.library.noaa.gov/view/noaa/3773

[22] https://media.fisheries.noaa.gov/2021-07/Take%20Report%20Form%2007162021.pdf?null

[23] https://media.fisheries.noaa.gov/dam-migration/sturgeon_&_sea_turtle_take_sops_external.pdf

Fisheries Office, Protected Resources Division (at nmfs.gar.incidental-take@noaa.gov).

5.5.7.3. The Lessee must take genetic samples from all captured Atlantic sturgeon (alive or dead) to allow for identification of the distinct population segment (DPS) of origin of captured individuals and the tracking of the amount of incidental take. This sample collection must be done in accordance with the Procedures for Obtaining Sturgeon Fin Clips.[24]

5.5.7.3.1. Fin clips must be sent to a BOEM approved laboratory capable of performing genetic analysis and assignment to DPS of origin. Results of genetic analysis, including assigned DPS of origin, must be submitted to DOI via email to BOEM (at renewable_reporting@boem.gov), BSEE (at OSWSubmittals@bsee.gov) and NMFS Greater Atlantic Regional Fisheries Office, Protected Resources Division (at nmfs.gar.incidental-take@noaa.gov) within 6 months of the sample collection.

5.5.7.3.2. Subsamples of all fin clips and accompanying metadata form must be held and submitted to the Atlantic Coast Sturgeon Tissue Research Repository on a quarterly basis utilizing the Sturgeon Genetic Sample Submission Form.[25]

5.5.8. The Lessee must ensure all captured sea turtles and Atlantic sturgeon are documented with required measurements, photographs, body condition, and descriptions of any marks or injuries. This information must be entered as part of the record for each capture. An NMFS Take Report Form[26] must be filled out for each individual sturgeon and sea turtle and submitted to DOI via email to BOEM (at renewable_reporting@boem.gov), BSEE (at OSWSubmittals@bsee.gov), and NMFS Greater Atlantic Regional Fisheries Office, Protected Resources Division (at nmfs.gar.incidental-take@noaa.gov).

5.5.9. The Lessee must ensure any live, uninjured animals are returned to the water as quickly as possible after completing the required handling and documentation. Live and responsive sea turtles or Atlantic sturgeon caught and retrieved in gear used in any fisheries survey should be released according to established protocols and whenever at-sea conditions are safe for those releasing the animal(s). Any unresponsive sea turtles or Atlantic sturgeon caught and

[24] https://media.fisheries.noaa.gov/dam-migration/sturgeon_genetics_sampling_revised_june_2019.pdf

[25] https://www.fisheries.noaa.gov/new-england-mid-atlantic/consultations/section-7-take-reporting-programmatics-greater-atlantic

[26] https://media.fisheries.noaa.gov/2021-07/Take%20Report%20Form%2007162021.pdf?null

retrieved in gear used in fisheries surveys must be handled and resuscitated whenever at-sea conditions are safe for those handling and resuscitating the animal(s). Specifically:

5.5.9.1. To the extent allowed by sea conditions, the Lessee must give priority to the handling and resuscitation of any sea turtles or sturgeon that are captured in the gear being used. Handling times for these species should be minimized (i.e., kept to 15 minutes or less) to limit the amount of stress placed on the animals.

5.5.9.2. All survey vessels must have copies of the sea turtle handling and resuscitation requirements found at 50 CFR 223.206(d)(1) prior to the commencement of any on-water activity.[27] These handling and resuscitation procedures must be executed any time a sea turtle is incidentally captured and brought onboard a survey vessel.

5.5.9.3. For sea turtles that appear injured, sick, distressed, or dead (including stranded or entangled individuals), survey staff must immediately contact the Greater Atlantic Region Marine Animal Hotline at 866-755-6622 for further instructions and guidance on handling, retention, and/or disposal of the animal. If unable to contact the hotline (e.g., due to distance from shore or lack of ability to communicate via phone), the Coast Guard should be contacted via VHF marine radio on Channel 16. If required, hard-shelled sea turtles (i.e., non-leatherbacks) may be held on board for up to 24 hours, provided that conditions during holding are authorized by the NMFS Greater Atlantic Regional Fisheries Office, Protected Resources Division and safe handling practices are followed. If the hotline or an available veterinarian cannot be contacted and the injured animal cannot be taken to a rehabilitation center, activities that could further stress the animal must be stopped. When sea-to-shore contact with the hotline or an available veterinarian is not possible, the animal must be allowed to recover and be responsive before safely releasing it to the sea.

5.5.9.4. Attempts must be made to resuscitate any Atlantic sturgeon that are unresponsive or comatose by providing a running source of water over the gills as described in the Sturgeon Resuscitation Guidelines.[28]

5.5.9.5. NMFS may authorize that dead sea turtles or Atlantic sturgeon be retained on board the survey vessel, provided that appropriate cold storage facilities are available on the survey vessel. Sea turtle and sturgeon carcasses should be held in cold storage (frozen is preferred, although refrigerated is permitted if a freezer is not available) until retention or disposal procedures are authorized by the NMFS Greater

[27] https://media.fisheries.noaa.gov/dam-migration/sea_turtle_handling_and_resuscitation_measures.pdf
[28] https://media.fisheries.noaa.gov/dam-migration-miss/Resuscitation-Cards-120513.pdf

Atlantic Regional Fisheries Office, Protected Resources Division for transfer to an appropriately permitted partner or facility on shore.

5.5.10. The Lessee must notify DOI via email to BOEM (at renewable_reporting@boem.gov), BSEE (at OSWSubmittals@bsee.gov), and NMFS Greater Atlantic Regional Fisheries Office, Protected Resources Division (at nmfs.gar.incidental-take@noaa.gov) within 24 hours of any interaction with a sea turtle or sturgeon and include the NMFS take reporting form.[29] The report must include at a minimum, the following: (1) survey name and applicable information (e.g., vessel name, station number); (2) Global Positioning System (GPS) coordinates describing the location of the interaction (in decimal degrees); (3) gear type involved (e.g., bottom trawl, gillnet, longline); (4) soak time, gear configuration and any other pertinent gear information; (5) time and date of the interaction; (6) identification of the animal to the species level (if possible), and (7) a photograph or video of the animal (multiple photographs are suggested, including at least one photograph of the head scutes). If reporting within 24 hours is not possible (e.g., due to distance from shore or lack of ability to communicate via phone, fax, or email), reports must be submitted as soon as possible; late reports must be submitted with an explanation for the delay.

5.5.11. The Lessee must submit an annual report within 90 days of the completion of each survey season to BOEM (at renewable_reporting@boem.gov) and NMFS Greater Atlantic Regional Fisheries Office, Protected Resources Division (at nmfs.gar.incidental-take@noaa.gov). The report must include all information on any observations of and interactions with ESA-listed species and contain information on all survey activities that took place during the season, including location of gear set, duration of soak/trawl, and total effort. The report on survey activities must be comprehensive of all activities, regardless of whether ESA-listed species were observed.

5.6. Protected Species Detection and Vessel Strike Avoidance Conditions (All vessels except survey vessels; see Section 5.7.20).

5.6.1. Vessel Crew and Visual Observer Training Requirements (Construction) (Operations) (Decommissioning). The Lessee must provide Project-specific training to all vessel crew members, Visual Observers, and Trained Lookouts on the identification of sea turtles and marine mammals, vessel strike avoidance and reporting protocols, and the associated regulations for avoiding vessel collisions with protected species. Reference materials for identifying sea turtles and marine mammals must be available aboard all Project vessels. Confirmation of the training and understanding of the requirements must be documented on a training course log sheet, and the Lessee must provide the log sheets to DOI upon request. The Lessee must communicate to all crew members its expectation for them to report sightings of sea turtles and marine

[29] https://media.fisheries.noaa.gov/2021-07/Take%20Report%20Form%2007162021.pdf?null

mammals to the designated vessel contacts. The Lessee must communicate the process for reporting sea turtles and marine mammals (including live, entangled, and dead individuals) to the designated vessel contact and all crew members. The Lessee must post the reporting instructions, including communication channels, in highly visible locations aboard all Project vessels.

5.6.2. Vessel Observer Requirements (Construction)(Operations)(Decommissioning). The Lessee must ensure that vessel operators and crew members maintain a vigilant watch for marine mammals and sea turtles, and reduce vessel speed, alter the vessel's course, or stop the vessel as necessary to avoid striking marine mammals or sea turtles. All vessels transiting to and from the SFWF must have a trained lookout for North Atlantic right whales (NARWs) on duty at all times, during which the trained lookout must monitor a vessel strike avoidance zone around the vessel. The trained lookout must maintain a vigilant watch at all times a vessel is underway and, when technically feasible, monitor the 500-meter Vessel Strike Avoidance Zone for ESA-listed species to maintain minimum separation distances. Alternative monitoring technology (e.g., night vision, thermal cameras, etc.) must be available to maintain a vigilant watch at night and in any other low visibility conditions. If a vessel is carrying a trained lookout for the purposes of maintaining watch for NARWs, an additional trained lookout for sea turtles is not required, provided that the trained lookout maintains watch for marine mammals and sea turtles. If the trained lookout is a vessel crew member, the lookout obligations as noted above must be that person's designated role and primary responsibility while the vessel is transiting. Vessel personnel must be provided an Atlantic reference guide to help identify marine mammals and sea turtles that may be encountered. Vessel personnel must also be provided material regarding NARW Seasonal Management Areas (SMAs), Dynamic Management Areas (DMAs), visually triggered Slow Zones, sightings information, and reporting. All observations must be recorded per reporting requirements. Outside of active watch duty, members of the monitoring team must check NMFS' NARW sightings for the presence of NARWs in the SFWF. The trained lookout must check the Sea Turtle Sighting Hotline[30] before each trip and report any detections of sea turtles in the vicinity of the planned transit to all vessel operators or captains and lookouts on duty that day.

5.6.2.1. For all vessels operating north of the Virginia/North Carolina border, the Lessee must have a trained lookout posted between June 1 and November 30 on all vessel transits during all phases of the Project to observe for sea turtles.

5.6.2.2. For all vessels operating south of the Virginia/North Carolina border, the Lessee must have a trained lookout posted year-round on all vessel transits during all phases of the Project to observe for sea

[30] https://seaturtlesightings.org

turtles. The trained lookout must communicate any sightings in real time to the captain to implement required avoidance measures.

5.6.3. Vessel Communication of Threatened and Endangered Species Sightings (Planning) (Construction) (Operations) (Decommissioning). The Lessee must ensure that whenever multiple Project vessels are operating, any visual detections of ESA-listed species (marine mammals and sea turtles) are communicated in near real time to these personnel on the other Project vessels: a third-party Protected Species Observer (PSO), vessel captains, or both.

5.6.4. Vessel Speed Requirements (Construction) (Operations) (Decommissioning). During construction, vessels of all sizes must operate at 10 knots or less between November 1 and April 30 and while operating port to port and operating in the lease area, along the export cable route, or in the transit area to and from ports in New York, Connecticut, Rhode Island, and Massachusetts. Regardless of vessel size, vessel operators must reduce vessel speed to 10 knots (11.5 mph) or less while operating in any SMA[31] or DMA/visually detected Slow Zones. This requirement does not apply when necessary for the safety of the vessel or crew. Any such events must be reported (see reporting requirements in Section 5.6.6). These speed limits do not apply in areas of Narragansett Bay or Long Island Sound, where the presence of NARWs is not expected.

5.6.4.1. All vessel operators must check for information regarding mandatory or voluntary ship strike avoidance and daily information regarding NARW sighting locations. These media may include, but are not limited to, the following: NOAA weather radio, Coast Guard NAVTEX and Channel 16 broadcasts, Notices to Mariners, Whale Alert app,[32] WhaleMap website,[33] NARW Sighting Advisory System,[34] or information on active SMAs and Slow Zones.[35]

5.6.4.2. The Lessee may only request a waiver from any visually triggered Slow Zone or DMA vessel speed reduction requirements during operations and maintenance by submitting a vessel strike risk reduction plan that details revised measures and an analysis demonstrating that the measure(s) will provide a level of risk reduction at least equivalent to the vessel speed reduction measure(s) proposed for replacement. The plan included with the request must be provided to NMFS Greater Atlantic Regional Fisheries Office, Protected Resources Division and BOEM at least 90 days prior to the date scheduled for the activities for which the waiver is requested.

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[31] 73 FR 60173; October 10, 2008; (see https://www.fisheries.noaa.gov/national/endangered-species-conservation/reducing-vessel-strikes-north-atlantic-right-whales).

[32] http://www.whalealert.org/

[33] https://whalemap.ocean.dal.ca/

[34] https://apps-nefsc.fisheries.noaa.gov/psb/surveys/MapperiframeWithText.html

[35] https://www.fisheries.noaa.gov/national/endangered-species-conservation/reducing-vessel-strikes-north-atlantic-right-whales

The plan must not be implemented unless NMFS and BOEM reach consensus on the appropriateness of the plan.

5.6.4.3. BOEM encourages increased vigilance through voluntary implementation of best management practices to minimize vessel interactions with NARWs, by voluntarily reducing speeds to 10 knots or less when operating within an acoustically triggered slow zone, and, when feasible, by avoiding Slow Zones.

5.6.4.4. Regardless of vessel size, the vessel captain and crew must maintain a vigilant watch for all protected species and slow down, stop their vessel, or alter course, as appropriate, to avoid striking any listed species. The presence of a single individual at the surface may indicate the presence of submerged animals in the vicinity; therefore, precautionary measures should always be exercised upon the sighting of a single individual. If pinnipeds or small delphinids of the genera *Delphinus*, *Lagenorhynchus*, *Stenella*, or *Tursiops* are visually detected approaching the vessel (i.e., to bow ride) or towed equipment, vessel speed reduction, course alteration, and shutdown are not required.

5.6.4.5. Vessels underway must not divert their course to approach any protected species.

5.6.4.6. If an ESA-listed whale or large unidentified whale is identified within 1,640 feet (500 meters) of the forward path of any vessel (90 degrees port to 90 degrees starboard), the vessel operator must immediately implement strike avoidance measures and steer a course away from the whale at 10 knots (18.5 kilometers/hour) or less until the vessel reaches a 1,640-foot (500-meter) separation distance from the whale. If a whale is observed but cannot be confirmed as a species other than a NARW, the vessel operator must assume that it is an NARW and execute the required vessel strike avoidance measures to avoid the animal. Trained lookouts, visual observers, vessel crew, or PSOs must notify the vessel captain of any whale observed or detected within 1,640 feet (500 meters) of the survey vessel. Upon notification, the vessel captain must immediately implement vessel strike avoidance procedures to maintain a separation distance of 1,640 feet (500 meters) or reduce vessel speed to allow the animal to travel away from the vessel.

5.6.4.7. If an ESA-listed large whale is sighted within 656 feet (200 meters) of the forward path of a vessel, the vessel operator must initiate a full stop by reducing speed and shift the engine to neutral. Engines must not be engaged until the whale has moved outside of the vessel's path and beyond 1,640 feet (500 meters). If stationary, the vessel must not engage engines until the ESA-listed large whale has moved beyond 1,640 feet (500 meters).

5.6.5. Vessel Strike Avoidance of Small Cetaceans and Seals (Construction) (Operations) (Decommissioning). For small cetaceans and seals, all vessels must maintain a minimum separation distance of 164 feet (50 meters) to the maximum extent practicable, except when those animals voluntarily approach the vessel. When marine mammals are sighted while a vessel is underway, the vessel operator must endeavor to avoid violating the 164-foot (50-meter) separation distance by attempting to remain parallel to the animal's course and avoiding excessive speed or abrupt changes in vessel direction until the animal has left the area, except when taking such measures would threaten the safety of the vessel or crew. If marine mammals are sighted within the 164-foot separation distance, the vessel operator must reduce vessel speed and shift the engine to neutral, not engaging the engines until animals are beyond 164 feet (50 meters) from the vessel.

5.6.6. Vessel Strike Avoidance of Sea Turtles (Construction) (Operations) (Decommissioning). The Lessee must slow down to 4 knots if a sea turtle is sighted within 328 feet (100 meters) of the operating vessel's forward path. The vessel operator must then proceed away from the turtle at a speed of 4 knots or less until there is a separation distance of at least 328 feet (100 meters), at which time the vessel may resume normal operations. If a sea turtle is sighted within 164 feet (50 meters) of the forward path of the operating vessel, the vessel operator must shift to neutral when safe to do so and then proceed away from the individual at a speed of 4 knots or less until there is a separation distance of at least 328 feet (100 meters), at which time normal vessel operations may be resumed. Between June 1 and November 30, all vessels must avoid transiting through areas of visible jellyfish aggregations or floating vegetation (e.g., sargassum lines or mats). In the event that operational safety prevents avoidance of such areas, vessels must slow to 4 knots while transiting through such areas. Year-round, vessels operating south of the Virginia/North Carolina border must avoid transiting through areas of visible jellyfish aggregations or floating vegetation (e.g., sargassum lines or mats). In the event that operational safety prevents avoidance of such areas, vessels must slow to 4 knots while transiting through such areas. The only exception to all the above requirements is when the safety of the vessel or crew necessitates deviation from these requirements. If any such incidents occur, they must be reported (see reporting requirements). All vessel crew members must be briefed on the identification of sea turtles and on regulations and best practices for avoiding vessel collisions. Reference materials must be available aboard all Project vessels for identification of sea turtles. The expectation and process for reporting of sea turtles (including live, entangled, and dead individuals) must be clearly communicated and posted in highly visible locations aboard all Project vessels, so that there is an expectation for reporting to the designated vessel contact (such as the lookout or the vessel captain), as well as a communication channel and process for crew members to so report.

5.6.7. Reporting of All NARW Sightings (Planning) (Construction) (Operations) (Decommissioning). The Lessee must immediately report all NARWs observed

at any time by PSOs or vessel personnel on any Project vessels during any Project-related activity or during vessel transit. Reports must be submitted to BOEM (at renewable_reporting@boem.gov) and BSEE (at OSWSubmittals@bsee.gov); the NOAA Fisheries 24-hour Stranding Hotline number (866-755-6622); the Coast Guard (via telephone at (617) 223-5757 or via Channel 16); and WhaleAlert.[36] The report must include the time, location, and number of animals sighted.

5.6.8. Detected or Impacted Protected Species Reporting (Planning) (Construction) (Operations) (Decommissioning). The Lessee is responsible for reporting dead or injured protected species, regardless of whether they were observed during operations or due to Project activities. The Lessee must report any potential take, strikes, dead, or injured protected species caused by Project vessels or sighting of an injured or dead marine mammal or sea turtle, regardless of the cause, to the NMFS Greater Atlantic Regional Fisheries Office, Protected Resources Division (at nmfs.gar.incidental-take@noaa.gov), NOAA Fisheries 24-hour Stranding Hotline number (866-755-6622), BOEM (at renewable_reporting@boem.gov), and BSEE (at OSWSubmittals@bsee.gov). The Detected or Impacted Protected Species Report must be submitted as soon as practicable but no later than 24 hours from the time the incident took place. Staff responding to the hotline call will provide any instructions for the handling or disposing of any injured or dead protected species by individuals authorized to collect, possess, and transport sea turtles.

The Detected or Impacted Protected Species Report must include the following information:

- Time, date, and location (latitude and longitude) of the first discovery of the animal or animals and updated location information (if known) and applicable
- Species identification (if known) or a description of the animals involved
- Condition of the animals (including carcass condition if the animal is dead)
- Observed behaviors of the animals, if alive
- If available, photographs or video footage of the animals
- General circumstances under which the animal or animals were discovered

In the event of a vessel strike of a protected species by any survey vessel, the Lessee must immediately report the incident to BOEM (at renewable_reporting@boem.gov) and NMFS (at nmfs.gar.incidental-take@noaa.gov), and the NOAA stranding hotline (866-755-6622). The Protected Species Incident Report must include the following information:

- Time, date, and location (latitude and longitude) of the incident

[36] http://www.whalealert.org/

- Species identification (if known) or description of the animals involved
- Lessee and vessel information
- Vessel's speed during and leading up to the incident
- Vessel's course or heading and what operations were being conducted (if applicable)
- Status of all sound sources in use (if applicable)
- Description of avoidance measures or requirements in place at the time of the strike and what additional measures were taken, if any, to avoid the strike
- Environmental conditions (e.g., wind speed and direction, Beaufort scale, cloud cover, visibility) immediately preceding the strike
- Estimated size and length of animal or animals struck
- Description of the behavior of the animals immediately preceding and following the strike
- Estimated fate of the animal or animals (e.g., dead, injured but alive, injured and moving, blood or tissue observed in the water, status unknown, disappeared)
- To the extent practicable, photographs or video footage of the animals

5.6.9. Detected or Impacted Dead Non-ESA-Listed Fish (Planning) (Construction) (Operations) (Decommissioning). Any occurrence of at least 10 dead non-ESA-listed fish within established shutdown or monitoring zones must also be reported to BOEM (at renewable_reporting@boem.gov) as soon as practicable (taking into account crew and vessel safety), but no later than 24 hours after the sighting.

5.7. Wind Turbine Foundation Pile Driving/Impact Hammer Activity Conditions.

5.7.1. Pile Driving Time-of-Year Restriction (Construction). The Lessee must not conduct any foundation pile driving activities between December 1 and April 30. Pile driving must not occur in December, unless unanticipated delays due to weather or technical problems arise that necessitate extending pile driving in December, and the pile driving is allowed by BOEM in accordance with the following procedures. The Lessee must notify BOEM in writing by September 1 that the Lessee believes that circumstances necessitate pile driving in December. The Lessee must submit to BOEM (at renewable_reporting@boem.gov) for written concurrence an enhanced Pile Drive Monitoring (PDM) Plan for December 1 through December 31 to minimize the risk of exposure of NARWs to pile driving noise. BOEM will review the enhanced PDM Plan and provide comments, if any, on the plan within 30 calendar days of its submittal. The Lessee must resolve all comments on the enhanced survey plan to BOEM's satisfaction and receive BOEM's written concurrence before any pile driving occurs. However, the Lessee may conclude that BOEM has concurred in the enhanced PDM Plan if BOEM

provides no comments on the plan within 90 calendar days of its submittal. The Lessee must also follow the time-of-year enhanced mitigation measures specified in the applicable BiOp. The Lessee must confirm adherence to time-of-year restrictions on pile driving in the pile driving reports submitted with the FIR.

5.7.2. Pile Driving Weather and Time Restrictions (Construction). The Lessee must ensure effective visual monitoring in all directions and must not commence foundation pile driving until at least 1 hour after civil sunrise to minimize the effects of sun glare on visibility. The Lessee must not commence pile driving within 1.5 hours of civil sunset to minimize the potential for pile driving to continue when visibility will be impaired after civil sunset.

5.7.3. Pile Driving Visibility Requirements (Construction).

5.7.3.1. Operational Requirements. The Lessee may commence pile driving only when all visual clearance zones are fully visible (e.g., not obscured by darkness, rain, fog, or snow) for at least 30 minutes between civil sunrise and civil sunset. The lead PSO must determine when sufficient light exists to allow effective visual monitoring in all cardinal directions. If light is insufficient, the lead PSO must call for a delay until the visual clearance zone is visible in all directions or must implement the Alternative Monitoring Plan (AMP). If conditions such as darkness, rain, fog, or snow impede the detection of marine mammals in the visual clearance zones, the Lessee must not initiate pile driving activities until all parts of all clearance zones are fully visible, as determined by the lead PSO. The Lessee must develop and implement an AMP in the event that poor visibility conditions unexpectedly arise and if pile driving cannot be stopped (i.e., if stopping pile driving would pose risks to human safety or pile instability).

5.7.3.2. Alternative Monitoring Plan. If necessary under 5.7.3.1, the Lessee must prepare and submit an AMP to NMFS (at nmfs.gar.incidental-take@noaa.gov) and BOEM (at renewable_reporting@boem.gov) at least 90 calendar days before beginning any pile driving activities for the Project. DOI will review the AMP and will provide any comments on the plan within 30 calendar days of its submittal. The Lessee must resolve all comments on the AMP to DOI's satisfaction before implementing the plan. If BOEM provides no comments on the AMP within 90 calendar days of its submittal, then the Lessee may conclude that BOEM has concurred in the plan. The Lessee is encouraged to include additional observers or alternative monitoring technologies in the AMP (such as night vision, thermal, infrared, or PAM technologies) if including these will help to ensure that visual clearance and shutdown zones are maintained for all ESA-listed species in the event of unexpected poor visibility conditions.

5.7.4. PSO Requirements (Planning) (Construction) (Operations) (Decommissioning). The Lessee must use PSOs provided by a third party. PSOs must have no Project-related tasks other than to observe, collect and report data, and communicate with and instruct relevant vessel crew regarding the presence of protected species and mitigation requirements (including brief alerts regarding maritime hazards). PSOs or any PAM operators serving as PSOs must have completed a commercial PSO training program for the Atlantic with an overall examination score of 80 percent or greater.[37] The Lessee must provide training certificates for individual PSOs to BOEM upon request. PSOs and PAM operators must be approved by NMFS before the start of a survey. Application requirements to become a NMFS-approved PSO for construction activities can be found on the NOAA website[38] or for geological and geophysical surveys by sending an inquiry to nmfs.psoreview@noaa.gov.

Specific PSO Requirements include:

5.7.4.1. At least one PSO must be on duty at all times as the lead PSO or as the PSO monitoring coordinator during pile driving. Total PSO coverage must be adequate to ensure effective monitoring to reliably detect whales and sea turtles in the identified clearance and shutdown zones and execute any pile driving delays or shutdown requirements. Determination of the zones prior to construction will be based on review by BOEM and NMFS of the Pile Driving Monitoring Plan (Section 5.7.5). Determination of the zones during construction will be based on review of PSO reports.

5.7.4.2. At least one lead PSO must be present on each HRG survey vessel. PSOs on transit vessels must be approved by NMFS but need not be authorized as a lead PSO. Lead PSOs must have prior approval from NMFS as an unconditionally approved PSO.

5.7.4.3. All PSOs on duty must be clearly listed and the lead PSO identified on daily data logs for each shift.

5.7.4.4. A sufficient number of PSOs, consistent with the BiOp and as prescribed in the final IHA, must be deployed to record data in real time and effectively monitor the required clearance, shutdown, or monitoring zone for the Project.

5.7.4.5. The duties of these PSOs include visual surveys in all directions around a pile; PAM; and continuous monitoring of sighted NARWs.

5.7.4.6. Where applicable, the number of PSOs deployed must meet the NARW enhanced seasonal monitoring requirements.

[37] https://repository.library.noaa.gov/view/noaa/15851

[38] www.fisheries.noaa.gov/new-england-mid-atlantic/careers-and-opportunities/protected-species-observers

5.7.4.7. A PSO must not be on watch for more than 4 consecutive hours and must be granted a break of no fewer than 2 hours after a 4-hour watch.

5.7.4.8. A PSO must not work for more than 12 hours in any 24- hour period unless an alternative schedule is authorized in writing by BOEM.[39]

5.7.4.9. Visual monitoring must occur from a vantage point on the associated operational platforms that allows for 360-degree visual coverage around a vessel.

5.7.4.10. The Lessee must ensure that suitable equipment is available to PSOs (including binoculars, range-finding equipment, a digital camera, and electronic data recording devices [e.g., a tablet]) to adequately monitor the extent of the clearance and shutdown zones, determine the distance to protected species during surveys, record sightings and verify species identification, and record data. PSO observations must be conducted while free from distractions and in a consistent, systematic, and diligent manner.

5.7.5. Pile Driving Monitoring Plan Requirements (Construction). At least 90 calendar days before beginning the first pile driving activities for the Project, the Lessee must submit a PDM Plan for review to BOEM (at renewable_reporting@boem.gov), BSEE (at OSWSubmittals@bsee.gov), and NMFS. DOI will review the PDM Plan and provide any comments on the plan within 45 calendar days of its submittal. The Lessee must resolve all comments on the PDM Plan to DOI's satisfaction before implementing the plan. If DOI provides no comments on the PDM Plan within 90 calendar days of its submittal, then the Lessee may conclude that DOI has concurred in the plan.

The PDM Plan must:

5.7.5.1. Contain information on the visual and PAM components of monitoring, describing all equipment, procedures, and protocols.

5.7.5.2. Demonstrate a near-real-time capability of PAM detection to 3.12 miles (5 kilometers) from the foundation pile- driving location.

5.7.5.3. Ensure that the full extent of the distance over which harassment may occur from all pile types is monitored for marine mammals (160 decibels [dB]) and sea turtles (175 dB root-mean-square) to document all potential take, and the methods to determine the number of ESA-listed whales exposed to noise above the Level B harassment threshold during pile driving.[40]

[39] https://repository.library.noaa.gov/view/noaa/15851

[40] Vibratory pile driving activities take place in state waters and are the result of activities authorized by the U.S. Army Corps of Engineers. For streamlining purposes, BOEM and the U.S. Army Corps of Engineers have agreed that the plan required under this section should cover all pile types, including vibratory pile driving.

5.7.5.4. Include a PAM Plan detailing the detection confidence by the PAM operator necessary to determine that a possible NARW vocalization originated from within the clearance shutdown zones and would trigger delay or shutdown protocols. The PAM operator responsible for determining if the acoustic detection originated from a NARW must be trained in identification of mysticete vocalizations. The real-time PAM system must be configured to ensure that the PAM operator is able to review acoustic detections within approximately 15 minutes of the original detection in order to verify whether an NARW has been detected. Any possible NARW vocalization must be reported as a detection if the vocalization is determined by the PSO to be within the clearance and shutdown zones. Records of all the PAM operator's review of acoustic detections must be provided in weekly pile driving reports.

5.7.5.5. Include the number of NMFS-approved PSOs or monitors that will be employed, the platforms or vessels upon which they will be deployed, and contact information for the PSO providers.

5.7.5.6. Include an AMP with measures for enhanced monitoring capabilities in the event that poor visibility conditions unexpectedly arise and pile driving cannot be stopped. The AMP must also include measures for deploying additional observers, using technologies such as night vision goggles for detecting marine mammals and sea turtles, or using PAM for marine mammals with the goal of ensuring maintenance of clearance and shutdown zones in the event of unexpected poor visibility conditions when foundation piling cannot be stopped.

5.7.5.7. Include complete details on the plans and procedures for sound attenuation, as well as for monitoring ESA-listed whales and sea turtles during all impact pile driving.

5.7.5.8. Include details on all reporting requirements for protected species.

5.7.5.9. Describe a communication plan detailing the chain of command, mode of communication, and decision authority. PSOs must be previously approved by NMFS to conduct mitigation and monitoring duties for pile driving activity. In accordance with the PDM Plan, the Lessee must use an adequate number of PSOs, as determined by NMFS and BOEM, to monitor the area of the clearance and shutdown zones. The PDM Plan must also describe seasonal and species-specific clearance and shutdown zones, including time-of-year requirements for NARWs. A copy of the PDM Plan must be in the possession of the Lessee representative, PSOs, impact hammer operators, and any other relevant designees operating under the authority of the approved COP and carrying out the requirements of the PDM Plan on site.

5.7.6. Soft Start for Pile Driving (Construction). The Lessee must implement soft start techniques for all impact pile driving, both at the beginning of a monopile installation and at any time following the cessation of impact pile driving of 30 minutes or longer. The soft start procedure must include a minimum of 20 minutes of 4–6 strikes/minute at 10–20 percent of the maximum hammer energy.

5.7.7. Pile Driving Sound Field Verification Plan (Construction). The Lessee must ensure that the distance to the Level A harassment and Level B harassment thresholds, sea turtle injury and harassment thresholds, and Atlantic sturgeon injury and harassment thresholds no larger than those modeled assuming 10 dB re 1 µPa noise attenuation are met by conducting field verification during pile driving. At least 90 calendar days before beginning the first pile driving activities for the Project, the Lessee must submit a Sound Field Verification Plan (SFVP) for review and comment to the U.S. Amy Corps of Engineers (USACE), BOEM (at renewable_reporting@boem.gov), and NMFS (at nmfs.gar.incidental-take@noaa.gov). DOI will review the SFVP and provide any comments on the plan within 30 calendar days of its submittal. The Lessee must resolve all comments on the SFVP to DOI's satisfaction before implementing the plan. The Lessee may conclude that DOI has concurrence in the SFVP if DOI provides no comments on the plan within 90 calendar days of its submittal. The Lessee must execute the SFVP and report the associated findings to BOEM for three monopile foundations, or as specified under the corresponding IHA for this action. The Lessee must conduct additional field measurements if it installs piles with a diameter greater than the initial piles, if it uses a greater hammer size or energy, or if it measures any additional foundations to support any request to decrease the distances specified for the clearance and shutdown zones. The Lessee must implement the SFVP requirements for verification of noise attenuation for at least three foundations for BOEM, in consultation with NMFS, to consider reducing zone distances. The Lessee must ensure that locations identified in the SFVP for each pile type are representative of other piles of that type to be installed and that the results are representative for predicting actual installation noise propagation for subsequent piles. The SFVP must describe how the effectiveness of the sound attenuation methodology will be evaluated. The SFVP must be sufficient to document impacts in Level B harassment zones for marine mammals and injury and behavioral disturbance zones for sea turtles and Atlantic sturgeon.

5.7.8. Adaptive Refinement of Clearance Zones, Shutdown Zones, and Monitoring Protocols (Construction). The Lessee must reduce any unanticipated impacts on marine mammals and sea turtles by adjusting pile driving monitoring protocols for clearance and shutdown zones, taking into account weekly monitoring results. Any proposed changes to monitoring protocols must be concurred with by DOI and NMFS before those protocols are implemented. Any reduction in the size of the clearance and shutdown zones for each foundation type must be based on at least three measurements submitted to BOEM for review. For each 4,921 feet (1,500 meters) that a clearance or shutdown zone is increased based

on the results from SFVP, the Lessee must deploy additional platforms and must deploy additional observers on those platforms. If the shutdown zone for sei, fin, humpback, and sperm whales is decreased, the shutdown zone must not be less than 3,280 feet (1,000 meters), and the full extent of the Level B harassment distance must be monitored. Decreases in the distance of the clearance or shutdown zones for NARW and sea turtles are not permitted.

5.7.9. Pile Driving Clearance Zones (No-go Zones) for Sea Turtles (Construction). The Lessee must minimize the exposure of ESA-listed sea turtles to noise that may result in injury or behavioral disturbance during pile driving operations by tasking the PSOs to establish a clearance and shutdown zone for sea turtles during all pile driving activities that is no less than 1,640 feet (500 meters) between 60 minutes before pile driving activities, during pile driving, and 30 minutes post-completion of pile driving activity. Adherence to the 1,640-foot (500-meter) clearance and shutdown zones must be confirmed in the PSO reports.

5.7.10. Pile Driving Clearance Zones (No-go Zones) for Marine Mammals (Construction). The Lessee must use visual monitoring by at least two PSOs and PAM during impact pile driving activities at foundations following the standard protocols and data collection requirements. The Lessee must ensure that at least two PSOs are on duty on the impact pile-driving platform and at least two PSOs are on duty on a dedicated PSO vessel. The Lessee must establish the following clearance zones for NARWs to be used between 60 minutes before pile driving activities and 30 minutes post-completion of pile driving activity:

5.7.10.1. The Lessee must establish the following clearance zones using visual monitoring for impact pile driving: 1.37 miles (2.2 kilometers) for large whales other than NARW (including blue, fin, sei, minke, humpback, and sperm whales); 1,476 feet (450 meters) for harbor porpoises; 492 feet (150 meters) for seals; and 328 feet (100 meters) for dolphins and pilot whales.

Impact Pile Driving ***Minimum visibility of 2,200 meters required for all impact pile driving***			
Species	**Type of Detection**	**Clearance Zone (meters)**	**Shutdown Zone (meters)**
North Atlantic right whale	Passive acoustic monitoring	5,000	2,000
North Atlantic right whale	Visual	Visual detection of a right whale at any distance by a PSO stationed at the pile driving platform or PSO vessel triggers the required clearance or shutdown procedures	
Fin, sei, humpback, and sperm whales	Visual	2,200	2,000
Harbor porpoise	Visual	450	450

Seals	Visual	150	150
Dolphins and pilot whales	Visual	100	50
Sea turtles	Visual	500	500

5.7.10.2. The Lessee must also establish a PAM clearance zone of 3.1 miles (5 kilometers) and a PAM shutdown zone of 1.24 miles (2 kilometers) for NARWs.

5.7.10.3. Impact pile driving activity must be delayed when a NARW is visually observed by PSOs at any distance from the pile. Impact pile driving for all foundations must be delayed upon a confirmed PAM detection of a NARW, if the detection is confirmed to have been located within the 3.1-mile (5-kilometer) clearance zone. Any unidentified whale sighted by a PSO within 6,652 feet (2,000 meters) of the pile must be treated as if it were a NARW, which triggers any required preconstruction delay or shutdowns during pile installation.

5.7.10.4. No pile driving may begin unless all clearance zones have been free of NARW for 30 minutes immediately before pile driving. The Lessee must deploy a real-time PAM system designed and verified to maintain a PAM clearance zone of 3.1 miles (5 kilometers) and a shutdown zone of 1.24 miles (2 kilometers) for all monopile foundations.

5.7.10.5. Real-time PAM must begin at least 60 minutes before pile driving to monitor a 3.1-mile (5-kilometer) clearance zone.

5.7.10.6. The real-time PAM system must be configured to ensure that the PAM operator is able to review acoustic detections within approximately 15 minutes of the original detection in order to verify whether an NARW has been detected.

5.7.10.7. Impact pile driving must be suspended upon a confirmed PAM NARW vocalization within the 1.24-mile (2-kilometer) PAM shutdown zone detected and identified as a NARW. The detection will be treated as a NARW detection for mitigation purposes.

5.7.11. Protocols for Shutdown and Power-Down when Marine Mammals or Sea Turtles Are Sighted During Pile Driving (Construction). PAM operators must notify PSOs of any marine mammal acoustic detection during pile driving. The Lessee must suspend pile driving if a sea turtle is detected visually or a marine mammal is detected visually or by PAM entering or within a designated shutdown zone. The Lessee must shut down the pile driving hammer unless stopping pile driving activities would risk human safety or pile instability, in which case reduced hammer energy must be used where practicable. The Lessee must report any decision not to shut down pile driving under this

exception to BOEM and NMFS within 24 hours of the decision and provide a detailed explanation of the safety risk presented and the animals potentially impacted.

5.7.12. Pile Driving Restart Procedures for Marine Mammal or Sea Turtle Detections (Construction). Pile driving, including impact hammer use, must not resume after suspension for marine mammal or sea turtle detections unless (1) the PSO has tracked the animals during the entire detection period and verifies that the animals voluntarily exited the clearance or shutdown zone and have headed away from the clearance or shutdown area; (2) at least 30 minutes have passed after the PSO lost track of any mysticetes, sperm whales, Risso's dolphins, or pilot whales without re-detection; and (3) at least 15 minutes have passed after the PSO lost track of any sea turtle or other marine mammals without re-detection.

5.7.13. Noise Mitigation for Impact Pile Driving (Construction). The Lessee must apply noise reduction technologies during all impact pile driving to minimize marine species noise exposure. The ranges measured to the Level B harassment threshold when noise mitigation devices are in use must be consistent with or less than the ranges modeled assuming 10 dB attenuation, determined via sound field verification of the modeled isopleth distances (e.g., Level B harassment distances). If a bubble curtain is used, the following requirements apply:

5.7.13.1. Bubble curtains must distribute air bubbles around 100 percent of the piling perimeter for the full depth of the water column.

5.7.13.2. The lowest bubble ring must be in contact with the seafloor for the full circumference of the ring, and the weights attached to the bottom ring must ensure 100 percent seafloor contact.

5.7.13.3. No parts of the ring or other objects may prevent full seafloor contact of the lowest bubble ring.

5.7.13.4. The Lessee must train personnel in the proper balancing of air flow to the bubblers. The Lessee must submit an inspection and performance report to DOI within 72 hours following the performance test. Any modifications to attenuation device to meet the performance standards must occur before impact driving occurs and maintenance or modifications completed must be included in the report.

5.7.13.5. The Lessee must ensure PSOs follow all pile driving reporting instructions and requirements as listed in Sections 5.7.17, 5.7.18, and 5.7.19.

5.7.14. Pile Driving Noise Reporting and Clearance or Shutdown Zone Adjustment (Construction). The Lessee must measure pile driving noise in the field for at least three monopile foundations and submit initial results to NMFS, USACE, and BOEM (at renewable_reporting@boem.gov) as soon as they are available. BOEM will discuss the results as soon as feasible. The Lessee may request

modification of the clearance and shutdown zones based on these results but must meet or exceed minimum distances for threatened and endangered species specified in the BiOp (e.g., 3,280 feet [1,000 meters] for large whales and 1,640 feet [500 meters] for sea turtles). If the field measurements indicate that the isopleths for noise exposure are larger than those considered in the approved COP, the Lessee must coordinate with BOEM, BSEE, NMFS, and USACE to implement additional sound attenuation measures or larger clearance or shutdown zones before driving any additional piles. NMFS does not anticipate considering any reductions in the clearance or shutdown zones for NARWs.

5.7.15. Pile Driving Work Within a Slow Zone (Construction). If a visually triggered NARW Slow Zone overlaps with the NARW Shutdown Zone, the PAM system detection must extend to the largest practicable detection zone, and any clearance and shutdown zones that may have been adjusted (i.e., increased in size) as a result of sound field verification must be no less than 1.24 miles (2 kilometers). PSOs must treat any PAM detection of NARWs in the clearance and shutdown zones the same as avisual detection and call for the required delays or shutdowns in pile installation.

5.7.16. Submittal of Raw Field Data Collected for Marine Mammals and Sea Turtles in the Pile Driving Shutdown Zone (Construction). Within 24 hours of detection, the Lessee must report to BOEM (at renewable_reporting@boem.gov) and BSEE (at OSWSubmittals@bsee.gov) the sighting of any marine mammal or sea turtle in the shutdown zone that results in a shutdown or a power-down. In addition, PSOs must submit the raw data collected in the field and daily report forms including the date, time, species, pile identification number, GPS coordinates, time and distance of the animal when sighted, time the shutdown or power-down occurred, behavior of the animal, direction of travel, time the animal left the shutdown zone, time the pile driver was restarted or powered back up, and any photographs.

5.7.17. Weekly Pile Driving Reports (Construction). The Lessee must submit weekly PSO and PAM monitoring reports to DOI and NMFS during pile driving. Weekly reports must document the daily start and stop times of all pile driving, the daily start and stop times of associated observation periods by the PSOs, details on the deployment of PSOs, and all detections of marine mammals and sea turtles. The weekly reports must be submitted to BOEM (at renewable_reporting@boem.gov), BSEE (at OSWSubmittals@bsee.gov), and NMFS Greater Atlantic Regional Fisheries Office, Protected Resources Division (at nmfs.gar.incidental-take@noaa.gov). Weekly monitoring reports must include:

5.7.17.1. Summaries of pile driving activities and piles installed including, start and stop times, pile locations, and PSO coverage

5.7.17.2. Vessel operations (including port departures, number of vessels, type of vessel(s), and route)

5.7.17.3. All protected species sightings

5.7.17.4. Vessel strike avoidance measures taken

5.7.17.5. Any equipment shutdowns or takes that may have occurred

5.7.18. Monthly Pile Driving Reports (Construction). The Lessee must submit monthly PSO, PAM, and construction activity monitoring reports to DOI and NMFS during construction and for the first year of operations. Monthly reports must document the daily start and stop times of all pile driving, the daily start and stop times of associated observation periods by the PSOs, details on the deployment of PSOs, and all detections of marine mammals and sea turtles, as further specified below. PSO reports may consist of raw data and must include the information described below under reporting instructions. DOI will work with the Lessee to ensure that no confidential business information is released in the monitoring reports. The monthly reports must be submitted to BOEM (at renewable_reporting@boem.gov), BSEE (at OSWSubmittals@bsee.gov), and NMFS Greater Atlantic Regional Fisheries Office, Protected Resources Division (at nmfs.gar.incidental-take@noaa.gov). The Lessee must complete any editing, review, and quality assurance checks before reports are submitted. The reports must begin at the start of PAM or visual monitoring during pile driving, be submitted on the 15th of every month, and cover construction during the previous month until pile-driving stops. The Lessee must submit a final report covering monitoring over the entire construction period within 90 calendar days after pile driving is completed.

5.7.18.1. Reporting Instructions for PSO Pile Driving Monitoring Reports. PSOs must collect data in accordance with standard reporting forms, software tools, or electronic data forms authorized by BOEM for the particular activity. PSOs must fill out report forms for each vessel with PSOs aboard. Unfilled cells must be left empty and must not contain "NA." The reports must be submitted in Word and Excel formats (not as a pdf). Enter all dates as YYYY-MM-DD. Enter all times in 24 Hour Coordinated Universal Time (UTC) as HH:MM. Create a new entry on the Effort form each time a pile segment changes or weather conditions change, and at least once an hour as a minimum. Review and revise all forms for completeness and resolve incomplete data fields before submittal. The file name must follow this format: Lease#_ ProjectName_PSOData_YearMonthDayto YearMonthDay.xls. Data fields must be reported in Excel format. Data categories must include Project, Operations, Monitoring Effort, and Detection, as further specified below. PSO data must be generated through software applications or otherwise recorded electronically by PSOs. Applications developed to record PSO data are encouraged, as long as the data fields listed below can be recorded and exported into Excel. Alternatively, BOEM has developed an Excel spreadsheet, with all the necessary data fields, that is available upon request.

Required data fields include:

Project Information:

- Project name
- Lease number
- State coastal zones
- PSO contractors
- Vessel names
- Reporting dates (YYYY-MM-DD)
- Visual monitoring equipment used (e.g., bionics, magnification, IR cameras, etc.)
- Distance finding method used
- PSO names (Last, First) and training
- Observation height above sea surface

Operations Information:

- Date (YYYY-MM-DD)
- Hammer type used (make and model)
- Greatest hammer power used for each pile
- Pile identifier and pile number for the day (e.g., pile 2 of 3 for the day)
- Pile diameters
- Pile length
- Pile locations (latitude and longitude)
- Number of vessel transits
- Types of vessel used
- Vessel routes used

Monitoring Effort Information:

- Date (YYYY-MM-DD)
- Noise source (ON=Hammer On; OFF=Hammer Off)
- PSO name(s) (Last, First)
- If visual, how many PSOs on watch at one time?
- Time pre-clearance visual monitoring began in UTC (HH:MM)
- Time pre-clearance monitoring ended in UTC (HH:MM)
- Time pre-clearance PAM monitoring began in UTC (HH:MM)
- Time PAM monitoring ended in UTC (HH:MM)
- Duration of pre-clearance PAM and visual monitoring
- Time power-up/ramp-up began
- Time equipment full power was reached

- Duration of power-up/ramp-up
- Time pile driving began (hammer on)
- Time pile driving activity ended (hammer off)
- Duration of activity
- Duration of visual detection
- Wind speed (knots), from direction
- Swell height (meters)
- Water depth (meters)
- Visibility (km)
- Glare severity
- Latitude (decimal degrees), longitude (decimal degrees)
- Compass heading of vessel (degrees)
- Beaufort scale
- Precipitation
- Cloud coverage (%)
- Did a shutdown/power-down occur?
- Time shutdown was called for (UTC)
- Time equipment was shut down (UTC)
- Habitat or prey observations
- Marine debris sighted

Detection Information:

- Date (YYYY-MM-DD)
- Sighting ID (V01, V02, or sequential sighting number for that day; multiple sightings of the same animal or group should use the same ID)
- Date and time at first detection in UTC (YY-MM- DDT HH:MM)
- Time at last detection in UTC (YY-MM-DDT HH:MM)
- PSO name(s) (Last, First)
- Effort (ON=Hammer On; OFF=Hammer Off)
- If visual, how many PSOs on watch at one time?
- Start time of observations
- End time of observations
- Duration of visual observation
- Wind speed (knots), from direction
- Swell height (meters)
- Water depth (meters)
- Visibility (kilometers)
- Glare severity
- Latitude (decimal degrees), longitude (decimal degrees)
- Compass heading of vessel (degrees)
- Beaufort scale

- Precipitation
- Cloud coverage (%)
- Sightings including common name, scientific name, or family
- Certainty of identification
- Number of adults
- Number of juveniles
- Total number of animals
- Bearing to animals when first detected (ship heading+ clock face)
- Range from vessel (reticle distance in meters)
- Description (include features such as overall size; shape of head; color and pattern; size, shape, and position of dorsal fin; height, direction, and shape of blow, etc.)
- Detection narrative (note behavior, especially changes in relation to activity and distance from service vessel)
- Direction of travel in first approach (relative to vessel)
- Behaviors observed: indicate behaviors and behavioral changes observed in sequential order (use behavioral codes)
- If any bow-riding behavior observed, record total duration during detection (UTC HH:MM)
- Initial heading of animals (degrees)
- Final heading of animals (degrees)
- Shutdown zone size during detection (meters)
- Was the animal inside the shutdown zone?
- Closest distance to vessel (reticle distance in meters)
- Time at closest approach (UTC HH:MM)
- Time animal entered shutdown zone (UTC HH:MM)
- Time animal left shutdown zone (UTC HH:MM)
- If observed/detected during ramp-up/power-up: first distance (reticle distance in meters), closest distance(reticle distance in meters), last distance (reticle distance in meters), behavior at final detection
- Did a shutdown/power-down occur?
- Time shutdown was called for (UTC HH:MM)
- Time equipment was shut down (UTC HH:MM)
- Detections with PAM

5.7.19. Annual Pile Driving Reports (Construction). Beginning in Year 2 of operations, the Lessee must submit annual reports that include a summary of all Project activities carried out in the previous year, including vessel transits (number, type of vessel, and route), repair and maintenance activities, survey activity, and all observations of ESA-listed species. The annual reports must be submitted to BOEM (at renewable_reporting@boem.gov) and BSEE (at OSWSubmittals@bsee.gov). These reports are due by April 1 of each year for the previous calendar year.

5.7.20. Survey Conditions (Planning) (Construction) (Operations) (Decommissioning). The Lessee must comply with all the *Project Design Criteria and Best Management Practices for Protected Species* that implement the integrated requirements for threatened and endangered species in the June 29, 2021, programmatic consultation under the ESA, revised September 1, 2021.[41] This requirement also applies to non-ESA-listed marine mammals that are found in that document.

[41] https://www.boem.gov/renewable-energy/nmfs-esa-consultations

6. CONDITIONS RELATED TO COMMERCIAL FISHERIES, FOR-HIRE RECREATIONAL FISHING, AND ENVIRONMENTAL JUSTICE

6.1. Fisheries Compensation and Mitigation Funds (Planning) (Construction) (Operations) (Decommissioning). No later than 1 year after the approval of the COP, the Lessee must establish the following compensation/mitigation funds to compensate commercial fishermen for losses directly related to the Project and mitigate other impacts:

6.1.1. Rhode Island – $4,250,000 Compensation Fund and $950,000 Coastal Community Fund.

6.1.2. Massachusetts – $2,100,000 Compensation Fund, $200,000 Coastal Community Fund, and up to $300,000 (the "Navigational Enhancement and Training Funding") to fund claims made through the Navigational Enhancement and Training Program.

6.1.3. The Lessee must establish the compensation/mitigation funds in accordance with consistency certification concurrences issued for the Project under the Coastal Zone Management Act. The Lessee must request the administrator of each compensation/mitigation fund (Administrator/Trustee) to notify BOEM that the compensation/mitigation fund has been established and is processing claims to mitigate impacts to fisheries. Notification can be accomplished by the Administrator/Trustee transmitting to BOEM an annual financial statement of the trust/fund. The Administrator/Trustee must submit the required notification by December 31 of each year, beginning on the second anniversary of the Project's Commercial Operations Date. The notification must be signed by the Administrator/Trustee.

6.2. Fisheries Gear Loss Compensation (Planning) (Construction) (Operations). Prior to the start of Project construction activities, the Lessee must establish and maintain, throughout the life of the Project, a fisheries gear loss claims procedure to implement the financial compensation policy proposed by the Lessee in Appendix B of the COP, South Fork Wind Farm Fisheries Communication and Outreach Plan. The fisheries gear loss claims procedure must be available to all fishermen impacted by Project activities or infrastructure, regardless of homeport.

6.3. Survey Monitoring Program (Planning) (Construction) (Operations) (Decommissioning). The Lessee must participate in the establishment of the Federal Survey Monitoring Program. Participation includes, but is not limited to, sharing information and engagement in scientific studies needed to understand the impact of wind energy development on (1) marine ecosystems and the human communities that use these marine ecosystems; and (2) the following surveys: (a) NOAA Spring and Autumn Bottom Trawl surveys; (b) NOAA Ecosystem Monitoring surveys; (c) NOAA NARW aerial surveys; (d) NOAA aerial and shipboard marine mammal and sea turtle surveys; (e) NOAA Atlantic surfclam and ocean quahog surveys; (f) NOAA and industry-based Atlantic sea scallop surveys; and (g) any other surveys in the region impacted by wind energy development.

6.4. Environmental Data Sharing with Federally Recognized Tribes (Planning) (Construction) (Operations) (Decommissioning). No later than 90 calendar days after COP approval, the Lessee must contact the federally recognized Tribes participating in government-to-government consultations with BOEM for the Project in order to solicit their interest in access to the following: reports generated as a result of the Fisheries Research Monitoring Plan; reports of NARW sightings; injured or dead protected species reporting (turtles and NARW); NARW PAM monitoring; PSO reports (e.g., weekly pile-driving reports); pile driving schedules and changes to them. At a minimum, the Lessee must offer access to the following federally recognized Tribes: Mashpee Wampanoag Tribe, Wampanoag of Gay Head (Aquinnah); Mashantucket Pequot Indian Tribe; Mohegan Tribe of Indians of Connecticut; Shinnecock Indian Nation; Narraganset Indian Tribe; and Delaware Tribe of Indians. The Lessee must provide, in a manner suitable to the Tribes, access to non-proprietary, non-confidential business information to any federally recognized Tribe no later than 30 days after the information becomes available.

7. CONDITIONS RELATED TO VISUAL AND CULTURAL RESOURCES

7.1. Number of Turbines for Installation (Planning) (Construction) (Operations). The Lessee will install no more than 12 turbines in the locations described in Section 5.1 of the Record of Decision (ROD). The Lessee must provide as-built documents within the time period specified under the relevant conditions in Appendix B.

7.2. Micrositing of Project Installation and Seafloor-Disturbing Activities Locations (Planning) (Construction) (Operations). The Lessee must use the micrositing of Project installation and seafloor-disturbing activities to avoid (if possible) or minimize (to the extent practicable) disturbance of all ancient submerged landform features previously identified during marine archaeological surveys of the Project.

7.3. Installation of Cable (Planning) (Construction) (Operations). The Lessee must emplace cabling at a target depth of 4 to 6 feet (1.2 to 1.8 meters) at time of emplacement, and no more than 15 feet (4.5 meters), to minimize and potentially avoid impacts to any deeply buried archaeological deposits at ancient submerged landform features.

7.4. Methods Used for Installation of Cable (Planning) (Construction) (Operations). The Where seabed conditions allow, the Lessee must use a mechanical cutter, mechanical plow, and/or jet plow to install cable at the target burial depth to reduce the amount of seabed impact relative to the amount that would result from mechanical dredging, which would assist in limiting the construction footprint and work areas at the five adversely affected ancient submerged land form features (SFEC-CF-3, SFEC-CF-5, SFEC-CF-7, SFEC-CF-9, SFEC-CF-13) in the South Fork Export Cable construction corridor. Where target burial depth is not achieved using a mechanical cutter, mechanical plow, and/or jet plow, the Lessee must notify BOEM and so report in the annual report (including the reasons why these methods could not be achieved) as required in the Section 106 MOA under the monitoring and reporting stipulation (Stipulation X).

7.5. Apply Paint Color No Lighter than RAL (Reichs-Ausschuß für Lieferbedingungen und Gütesicherung) 9010 Pure White and No Darker than RAL 7035 Light Grey to the Turbines (Planning) (Construction) (Operations). The Lessee must color the wind turbines an off white/grey color (no lighter than RAL 9010 Pure White and no darker than RAL 7035 Light Grey) before beginning commercial operations. The BOEM-approved CVA or the Lessee must confirm the paint color as part of the FIR.

7.6. Avoid Identified Shipwrecks, Debris Fields, and Submerged Landform Features that Can be Avoided (Planning) (Construction) (Operations) (Decommissioning). The Lessee must avoid all identified potential shipwrecks and potentially significant debris fields, as well as the following submerged ancient landform features identified during marine archaeological surveys of the SFWF and SFEC: SFWF PL-1; SFWF PL-2; SFWF PL-3; known shipwrecks 28 and 32; and potential shipwrecks 30, 82, 112, and 218 by the distances specified in the Marine Archaeological Resources Assessment (MARA) and the MARA Addendum (COP, Appendix R).

7.6.1. For the ancient submerged landform features that can be avoided (SFWF PL-1, SFWF PL-2, and SFWF PL-3), the Lessee must establish a protective buffer extending 100 feet (30 meters) beyond the conservatively delineated landform and avoid seabed-disturbing activities within this buffer during construction, operations, and decommissioning activities (MARA addendum, page 19).

7.6.2. For known shipwrecks 28 and 32, the Lessee must avoid the site by a minimum 164-foot (50-meter) buffer calculated from the maximum discernable extent of the remains and must avoid seabed-disturbing activities within this buffer during construction, operations, and decommissioning activities (MARA Section 6).

7.6.3. For potential shipwrecks 30, 82, 112, and 218, the Lessee must avoid the site by a minimum 328-foot (100-meter) buffer calculated from the maximum discernable extent of material, as scatter material may be buried away from the location of observable remains. The Lessee must avoid seabed-disturbing activities within this buffer during construction, operations, and decommissioning activities (MARA Section 6).

7.6.4. If the Lessee determines that it cannot avoid any of the listed submerged ancient landform features (SFWF PL-1, SFWF PL-2, SFWF PL-3), the potential shipwrecks, or potentially significant debris fields as required under Stipulation I.A.1.i of the Section 106 MOA, the Lessee must notify BOEM prior to entering or disturbing the seabed in the excluded area. BOEM will notify the Lessee of any additional requirements, which may include additional investigations to confirm the nature of the resource, additional investigations to determine the resource's eligibility for the National Register of Historic Places (NRHP), and data recovery excavations. If any vessel conducting work on behalf of the Lessee enters or impacts the seafloor within the avoidance areas noted above, the Lessee must submit an incident report to BOEM within 24 hours.

7.7. Conduct Mitigation Investigations of Five Previously Identified Submerged Landform Features that Cannot be Avoided (Planning) (Construction). The Lessee must conduct mitigation investigations of the five submerged ancient landform features (SFEC-CF-3, SFEC-CF-5, SFEC-CF-7, SFEC-CF-9, and SFEC-CF-13) identified during marine archaeological surveys that remain in the Area of Potential Effects (APE) and that cannot be avoided due to the undertaking's design constraints. The Lessee must execute all aspects of this condition of COP approval in accordance with the Section 106 MOA (Stipulation III.B.1) and the Historic Preservation Treatment Plan(s) (HPTP) (Stipulation IV of the Section 106 MOA) that will be finalized after this approval letter is issued and in a manner acceptable to BOEM. The HPTP must be completed by August 15, 2022, unless a different date is set for this HPTP in consultation with signatories, invited signatories, and consulting parties of the Section 106 MOA and confirmed by BOEM. The Lessee must fund and commence these measures prior to commencing seafloor-disturbing construction activities that could disturb any of these five landform features included as part of this undertaking. No construction activity is to proceed that would disturb the seafloor at the ancient submerged landform features until

(1) the appropriate HPTP is approved by BOEM for these features; (2) after any specified fieldwork component of preconstruction investigations at these features is completed by the Lessee; and (3) the Lessee has received written confirmation from BOEM that preconstruction fieldwork is sufficient to satisfy the requirements of the HPTP addressing the ancient submerged landform features. The report(s) prepared must be submitted to BOEM (at renewable_reporting@boem.gov) and to BSEE (at OSWSubmittals@bsee.gov).

7.8. Implement Mitigation Measures to Resolve Visual Adverse Effects to 10 Historic Properties (Planning) (Construction). The Lessee must fund mitigation measures to resolve the adverse effects to the Block Island Southeast Lighthouse National Historic Landmark and the other historic properties (Old Harbor Historic District, Spring House Hotel, Spring House Hotel Cottage, Spring Street Historic District, Capt. Mark L. Potter House, Vaill Cottage, Gay Head Light, Gay Head – Aquinnah Shops, Vineyard Sound, and Moshup's Bridge traditional cultural property) that may be adversely affected due to visual effects through the development and implementation of one or multiple HPTPs pursuant to the Section 106 MOA (Stipulations III and IV). The Lessee must ensure that the requirements, listed for each specific historic property at Stipulation III.C.1.i-vi of the Section 106 MOA, will be included in that property's HPTP(s). Mitigation options for these 10 adversely affected historic properties are listed in Stipulation III.C.2 of the Section 106 MOA. These are baseline recommendations for potential mitigation measures, but they may be modified during consultation for the HPTPs pursuant to Stipulation IV of the Section 106 MOA. The HPTPs must be completed by August 15, 2022, unless otherwise agreed by the Lessee and BOEM, in consultation with signatories, invited signatories, and consulting parties of the Section 106 MOA and confirmed by BOEM. The report(s) prepared must be submitted to BOEM (at renewable_reporting@boem.gov) and to BSEE (at OSWSubmittals@bsee.gov).

7.9. Annual Monitoring and Reporting on the Section 106 MOA (Planning) (Construction) (Operations) (Decommissioning). At the beginning of each calendar year (by January 30), following the execution of the Section 106 MOA, and until it expires or is terminated, the Lessee must prepare a summary report detailing work undertaken pursuant to the terms of the Section 106 MOA. Such report must include a description of how the stipulations relating to avoidance and minimization measures (Stipulations I and II) were implemented including, when applicable, a description of efforts to microsite facilities to avoid ancient submerged landform features; any scheduling changes proposed; any problems encountered; and any disputes and objections received related to BOEM's efforts to carry out the terms of the MOA. The Lessee can satisfy the reporting requirement under this stipulation of the Section 106 MOA (Stipulation X) by providing the relevant portions of the annual compliance certification required under 30 C.F.R. 585.633. The report(s) prepared must be submitted to BOEM (at renewable_reporting@boem.gov) and to BSEE (at OSWSubmittals@bsee.gov).

7.10. Post-Review Discoveries (Planning) (Construction) (Operations) (Decommissioning). If, while conducting activities under the approved COP, the Lessee discovers a potential archaeological resource, such as the presence of a shipwreck (e.g., a sonar image or visual confirmation of an iron, steel, or wooden hull; wooden timbers; anchors,

concentration of historic objects; piles of ballast rock), prehistoric artifacts, relict landforms, or other items potentially of an archaeological nature within the SFWF, then the Lessee must:

7.10.1. Immediately halt seabed-disturbing activities within the area of discovery.

7.10.2. As soon as practicable and no later than 72 hours after the discovery, notify BOEM (at renewable_reporting@boem.gov) and BSEE (at OSWSubmittals@bsee.gov) for additional instructions.

7.10.3. Notify DOI in writing via written report, describing the discovery in detail, including a narrative description of the manner of discovery (e.g., date, time, heading, weather, information from logs); a narrative description of the potential resource, including measurements; images of the potential resource that may have been captured; portions of raw and processed datasets relevant to the discovery area; and any other information considered by the Lessee to be relevant to DOI's understanding of the potential resource. Provide the notification to BOEM (at renewable_reporting@boem.gov) and BSEE (at OSWSubmittals@bsee.gov) within 72 hours of its discovery. DOI may request additional information and/or request revisions to the report.

7.10.4. Keep the location of the discovery confidential and take no action that may adversely affect the archaeological resource until DOI has made an evaluation and instructs the Lessee on how to proceed, including when activities may recommence.

7.10.5. Conduct any additional investigations and submit documentation as directed by DOI to determine if the resource is eligible for listing in the NRHP (30 C.F.R. § 585.802(b)). The Lessee must satisfy this requirement only if (1) the site has been impacted by the Lessee's Project activities; and/or (2) impacts to the site or to the APE cannot be avoided. If investigations indicate that the resource is potentially eligible for listing in the NRHP, DOI will instruct the Lessee how to protect the resource or how to mitigate adverse effects to the site. If DOI incurs costs in protecting the resource, then DOI may charge, under Section 110(g) of the National Historic Preservation Act, the Lessee reasonable costs for carrying out preservation responsibilities under OCSLA (30 C.F.R. § 585.802(c-d)).

7.11. No Impact Without Approval (Planning) (Construction) (Operations) (Decommissioning). The Lessee may not knowingly impact a potential archaeological resource without DOI's prior concurrence. If a possible impact to a potential archaeological resource occurs, the Lessee must immediately halt operations; report the incident with 24 hours to BOEM (at renewable_reporting@boem.gov) and BSEE (at OSWSubmittals@bsee.gov); and provide a written report to BOEM (at renewable_reporting@boem.gov) and BSEE (at OSWSubmittals@bsee.gov) within 72 hours.

7.12. PAM Placement Review (Construction) (Operations) (Decommissioning). The Lessee may only place PAM systems in locations where an analysis of the results of

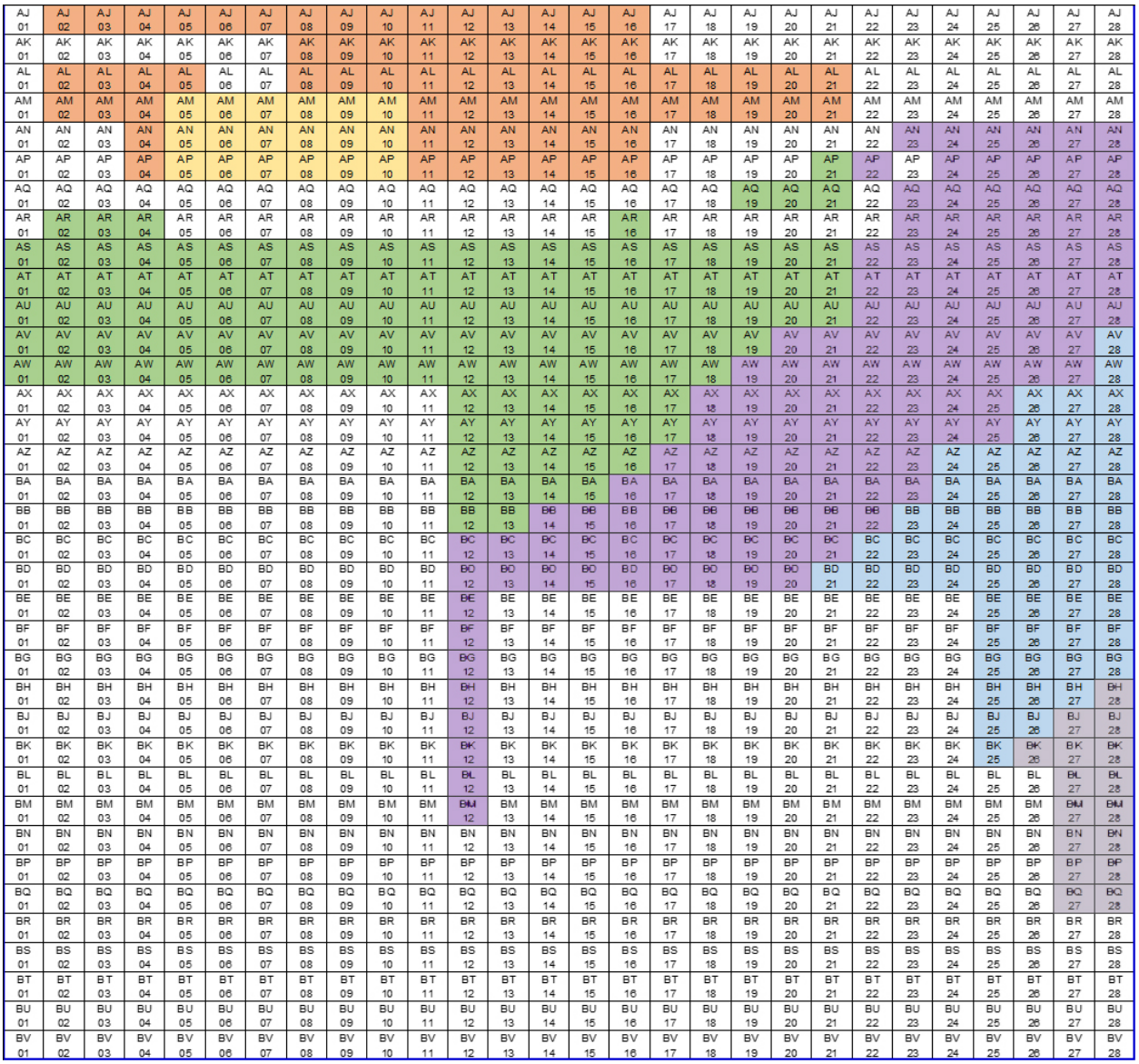
geophysical surveys has been completed. This analysis must include a determination by a Qualified Marine Archaeologist as to whether any potential archaeological resources are present in the area. This activity may have been performed already as part of the Lessee's submission of archaeological resources reports in support of its approved COP. Except as allowed by DOI under Stipulation 4.2.6 of Addendum C of the Lease and Section 7.11 above, the PAM placement activities must avoid potential archaeological resources by a minimum of 328 feet (100 meters), and the avoidance distance must be calculated from the maximum discernible extent of the archaeological resource. If the placement area was not previously reviewed and certified by a Qualified Marine Archaeologist in support of the Lessee's approved COP, a Qualified Marine Archaeologist must certify in an annual letter to DOI that the Lessee's PAM placement activities did not impact potential historic properties identified as a result of the Qualified Marine Archaeologist's determination. This certification is not required if the PAM placement activities did impact potential historic properties identified in the archaeological surveys without the DOI's prior authorization. In that case, the Lessee and the Qualified Marine Archaeologist who prepared the report must instead provide to DOI a statement documenting the extent of these impacts. This statement must be made to DOI in accordance with Stipulation 4.2.7 of Addendum C of the Lease and Section 7.10, above. BOEM may require additional mitigation measures as appropriate based on a review of the results and supporting information.

ATTACHMENT 1: LIST OF ACRONYMS

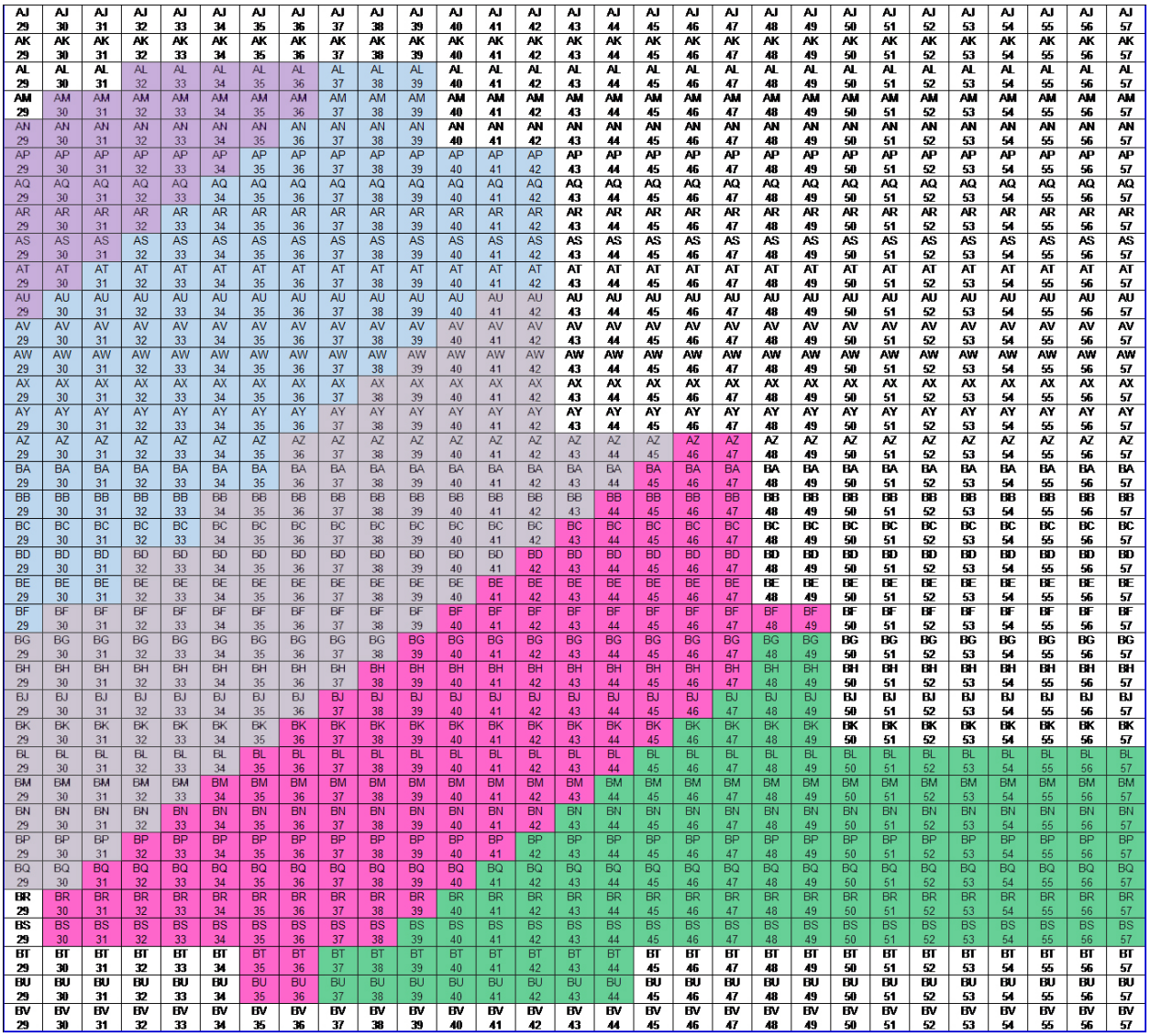
AC	Advisory Circular
ADLS	Aircraft Detection Lighting System
ALARP	As Low as Reasonably Practical
AMP	Alternative Monitoring Plan
ANSI	American National Standards Institute
APE	Area of Potential Effects
ASR	Airport Surveillance Radar
ASSE	American Society of Safety Engineers
BiOp	Biological Opinion
BOEM	Bureau of Ocean Energy Management
BSEE	Bureau of Safety and Environmental Enforcement
CBRA	Cable Burial Risk Assessment
COP	Construction and Operations Plan
CVA	Certified Verification Agents
DMA	Dynamic Management Area
DMM	discarded military munitions
DoD	Department of Defense
DOI	Department of the Interior
DON	Department of the Navy
DPS	distinct population segment
DTS	Desktop Study
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FDR	Facility Design Report
FEIS	Final Environmental Impact Statement
FIR	Fabrication and Installation Report
FRMP	Fisheries Research and Monitoring Plan
GPS	Global Positioning System
HF	high frequency
HPTP	Historic Preservation Treatment Plan
HRG	high resolution geophysical
IEC	International Electric Code
IHA	Incidental Harassment Authorization
IMT	Incident Management Team
IOOS	Integrated Ocean Observing System
ISO	International Organization for Standardization
LERA	least expensive radar
LOI	Letter of Intent
LOS	Line of Sight

MARA	Marine Archaeological Resources Assessment
MOA	Memorandum of Agreement
NARW	North Atlantic right whale
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NORAD	North American Aerospace Defense Command
NRHP	National Register of Historic Places
OCS	Outer Continental Shelf
OCSLA	Outer Continental Shelf Lands Act
OEM	Original Equipment Manufacturer
OSRO	Oil Spill Removal Organization
OSRP	Oil Spill Response Plan
OSS	offshore substation
PAM	Passive Acoustic Monitoring or Passive Acoustic Monitor(s)
PATON	Private Aids to Navigation
PDM	Pile Driving Monitoring
PIT	passive integrated transponder
PSO	Protected Species Observer
QI	Qualified Individual
RAL	Reichs-Ausschuß für Lieferbedingungen und Gütesicherung
RAM	Radar Adverse-Impact Management
ROD	Record of Decision
SCPP	Scour and Cable Protection Plan
SDS	Safety Data Sheets
SFVP	Sound Field Verification Plan
SFW	South Fork Wind
SFWF	South Fork Wind Farm
SMA	Seasonal Management Area
SMS	Safety Management System
SROT	Spill Response Operating Team
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UTC	Coordinated Universal Time
UXO	unexploded ordnance
VHF	Very High Frequency
WCD	worst-case discharge
WTG	wind turbine generator

ATTACHMENT 2: RHODE ISLAND AND MASSACHUSETTS STRUCTURE LABELING PLOT (WEST)



ATTACHMENT 2: RHODE ISLAND AND MASSACHUSETTS STRUCTURE LABELING PLOT (EAST)



ATTACHMENT 2: RHODE ISLAND AND MASSACHUSETTS STRUCTURE LABELING PLOT (COORDINATES)

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0520	Equinor	-70.39488769	41.00441358	AU	41
OCS-A 0520	Equinor	-70.37287161	41.00467794	AU	42
OCS-A 0520	Equinor	-70.41654634	40.98746685	AV	40
OCS-A 0520	Equinor	-70.3945361	40.98773526	AV	41
OCS-A 0520	Equinor	-70.37252557	40.98799947	AV	42
OCS-A 0520	Equinor	-70.4381939	40.97051619	AW	39
OCS-A 0520	Equinor	-70.4161895	40.97078864	AW	40
OCS-A 0520	Equinor	-70.3941848	40.97105689	AW	41
OCS-A 0520	Equinor	-70.37217981	40.97132095	AW	42
OCS-A 0520	Equinor	-70.43783183	40.95383809	AX	39
OCS-A 0520	Equinor	-70.41583296	40.95411038	AX	40
OCS-A 0520	Equinor	-70.3938338	40.95437848	AX	41
OCS-A 0520	Equinor	-70.37183434	40.95464237	AX	42
OCS-A 0520	Equinor	-70.45983039	40.95356161	AX	38
OCS-A 0520	Equinor	-70.43747006	40.93715994	AY	39
OCS-A 0520	Equinor	-70.41547672	40.93743207	AY	40
OCS-A 0520	Equinor	-70.39348309	40.93770001	AY	41
OCS-A 0520	Equinor	-70.37148917	40.93796375	AY	42
OCS-A 0520	Equinor	-70.45946308	40.93688361	AY	38
OCS-A 0520	Equinor	-70.48145581	40.9366031	AY	37
OCS-A 0520	Equinor	-70.43710859	40.92048173	AZ	39
OCS-A 0520	Equinor	-70.41512078	40.9207537	AZ	40
OCS-A 0520	Equinor	-70.39313268	40.92102149	AZ	41
OCS-A 0520	Equinor	-70.37114428	40.92128508	AZ	42
OCS-A 0520	Equinor	-70.34915559	40.92154447	AZ	43
OCS-A 0520	Equinor	-70.32716662	40.92179968	AZ	44
OCS-A 0520	Equinor	-70.30517736	40.9220507	AZ	45
OCS-A 0520	Equinor	-70.45909609	40.92020557	AZ	38
OCS-A 0520	Equinor	-70.48108329	40.91992522	AZ	37
OCS-A 0520	Equinor	-70.50307017	40.91964067	AZ	36
OCS-A 0520	Equinor	-70.43674742	40.90380348	BA	39
OCS-A 0520	Equinor	-70.41476514	40.90407529	BA	40
OCS-A 0520	Equinor	-70.39278256	40.90434291	BA	41
OCS-A 0520	Equinor	-70.37079968	40.90460635	BA	42
OCS-A 0520	Equinor	-70.34881651	40.9048656	BA	43
OCS-A 0520	Equinor	-70.32683306	40.90512065	BA	44
OCS-A 0520	Equinor	-70.45872941	40.90352748	BA	38
OCS-A 0520	Equinor	-70.48071108	40.90324729	BA	37
OCS-A 0520	Equinor	-70.50269245	40.90296291	BA	36
OCS-A 0520	Equinor	-70.43638656	40.88712517	BB	39
OCS-A 0520	Equinor	-70.41440979	40.88739682	BB	40
OCS-A 0520	Equinor	-70.39243273	40.88766429	BB	41
OCS-A 0520	Equinor	-70.37045537	40.88792757	BB	42
OCS-A 0520	Equinor	-70.34847772	40.88818667	BB	43

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0520	Equinor	-70.45836303	40.88684933	BB	38
OCS-A 0520	Equinor	-70.48033919	40.8865693	BB	37
OCS-A 0520	Equinor	-70.50231504	40.88628509	BB	36
OCS-A 0520	Equinor	-70.52429057	40.8859967	BB	35
OCS-A 0520	Equinor	-70.54626578	40.88570411	BB	34
OCS-A 0520	Equinor	-70.43602601	40.87044681	BC	39
OCS-A 0520	Equinor	-70.41405475	40.87071831	BC	40
OCS-A 0520	Equinor	-70.39208319	40.87098562	BC	41
OCS-A 0520	Equinor	-70.37011135	40.87124875	BC	42
OCS-A 0520	Equinor	-70.45799696	40.87017113	BC	38
OCS-A 0520	Equinor	-70.47996761	40.86989127	BC	37
OCS-A 0520	Equinor	-70.50193795	40.86960723	BC	36
OCS-A 0520	Equinor	-70.52390797	40.869319	BC	35
OCS-A 0520	Equinor	-70.54587767	40.86902659	BC	34
OCS-A 0520	Equinor	-70.43566575	40.8537684	BD	39
OCS-A 0520	Equinor	-70.4137	40.85403974	BD	40
OCS-A 0520	Equinor	-70.39173395	40.8543069	BD	41
OCS-A 0520	Equinor	-70.4576312	40.85349288	BD	38
OCS-A 0520	Equinor	-70.47959634	40.85321319	BD	37
OCS-A 0520	Equinor	-70.50156117	40.85292931	BD	36
OCS-A 0520	Equinor	-70.52352568	40.85264125	BD	35
OCS-A 0520	Equinor	-70.54548988	40.85234901	BD	34
OCS-A 0520	Equinor	-70.56745375	40.85205259	BD	33
OCS-A 0520	Equinor	-70.58941729	40.85175198	BD	32
OCS-A 0520	Equinor	-70.43530579	40.83708994	BE	39
OCS-A 0520	Equinor	-70.41334555	40.83736112	BE	40
OCS-A 0520	Equinor	-70.45726574	40.83681459	BE	38
OCS-A 0520	Equinor	-70.47922538	40.83653505	BE	37
OCS-A 0520	Equinor	-70.50118471	40.83625134	BE	36
OCS-A 0520	Equinor	-70.52314372	40.83596344	BE	35
OCS-A 0520	Equinor	-70.54510241	40.83567138	BE	34
OCS-A 0520	Equinor	-70.56706078	40.83537513	BE	33
OCS-A 0520	Equinor	-70.58901882	40.8350747	BE	32
OCS-A 0520	Equinor	-70.43494614	40.82041143	BF	39
OCS-A 0520	Equinor	-70.45690059	40.82013624	BF	38
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OCS-A 0520	Equinor	-70.6105729	40.81809294	BF	31
OCS-A 0520	Equinor	-70.63252477	40.81778435	BF	30
OCS-A 0520	Equinor	-70.45653574	40.80345783	BG	38
OCS-A 0520	Equinor	-70.47848439	40.80317863	BG	37
OCS-A 0520	Equinor	-70.50043273	40.80289524	BG	36
OCS-A 0520	Equinor	-70.52238075	40.80260769	BG	35

Lease Number	Owner	Longitude	Latitude	Row	Column
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OCS-A 0520	Equinor	-70.56627584	40.80202006	BG	33
OCS-A 0520	Equinor	-70.58822289	40.80171998	BG	32
OCS-A 0520	Equinor	-70.61016961	40.80141574	BG	31
OCS-A 0520	Equinor	-70.63211599	40.80110732	BG	30
OCS-A 0520	Equinor	-70.65406203	40.80079473	BG	29
OCS-A 0520	Equinor	-70.47811436	40.78650034	BH	37
OCS-A 0520	Equinor	-70.50005721	40.78621712	BH	36
OCS-A 0520	Equinor	-70.52199975	40.78592973	BH	35
OCS-A 0520	Equinor	-70.54394197	40.78563817	BH	34
OCS-A 0520	Equinor	-70.56588386	40.78534245	BH	33
OCS-A 0520	Equinor	-70.58782542	40.78504255	BH	32
OCS-A 0520	Equinor	-70.60976666	40.78473848	BH	31
OCS-A 0520	Equinor	-70.63170755	40.78443024	BH	30
OCS-A 0520	Equinor	-70.6536481	40.78411783	BH	29
OCS-A 0520	Equinor	-70.67558831	40.78380125	BH	28
OCS-A 0520	Equinor	-70.49968201	40.76953895	BJ	36
OCS-A 0520	Equinor	-70.52161906	40.76925173	BJ	35
OCS-A 0520	Equinor	-70.5435558	40.76896034	BJ	34
OCS-A 0520	Equinor	-70.56549221	40.76866478	BJ	33
OCS-A 0520	Equinor	-70.58742829	40.76836506	BJ	32
OCS-A 0520	Equinor	-70.60936404	40.76806117	BJ	31
OCS-A 0520	Equinor	-70.63129945	40.76775311	BJ	30
OCS-A 0520	Equinor	-70.65323452	40.76744088	BJ	29
OCS-A 0520	Equinor	-70.67516925	40.76712449	BJ	28
OCS-A 0520	Equinor	-70.69710362	40.76680393	BJ	27
OCS-A 0520	Equinor	-70.5212387	40.75257367	BK	35
OCS-A 0520	Equinor	-70.54316995	40.75228245	BK	34
OCS-A 0520	Equinor	-70.56510089	40.75198707	BK	33
OCS-A 0520	Equinor	-70.58703149	40.75168752	BK	32
OCS-A 0520	Equinor	-70.60896176	40.75138381	BK	31
OCS-A 0520	Equinor	-70.6308917	40.75107593	BK	30
OCS-A 0520	Equinor	-70.65282129	40.75076389	BK	29
OCS-A 0520	Equinor	-70.67475054	40.75044768	BK	28
OCS-A 0520	Equinor	-70.69667944	40.7501273	BK	27
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OCS-A 0520	Equinor	-70.54278443	40.73560451	BL	34
OCS-A 0520	Equinor	-70.56470989	40.7353093	BL	33
OCS-A 0520	Equinor	-70.58663502	40.73500993	BL	32
OCS-A 0520	Equinor	-70.60855982	40.73470639	BL	31
OCS-A 0520	Equinor	-70.63048428	40.73439869	BL	30
OCS-A 0520	Equinor	-70.65240841	40.73408683	BL	29
OCS-A 0520	Equinor	-70.67433218	40.73377081	BL	28
OCS-A 0520	Equinor	-70.69625561	40.73345063	BL	27
OCS-A 0520	Equinor	-70.56431922	40.71863148	BM	33
OCS-A 0520	Equinor	-70.58623889	40.71833229	BM	32
OCS-A 0520	Equinor	-70.60815822	40.71802893	BM	31

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0520	Equinor	-70.63007721	40.71772141	BM	30
OCS-A 0520	Equinor	-70.65199587	40.71740973	BM	29
OCS-A 0520	Equinor	-70.67391418	40.71709389	BM	28
OCS-A 0520	Equinor	-70.69583213	40.71677389	BM	27
OCS-A 0520	Equinor	-70.58584308	40.70165459	BN	32
OCS-A 0520	Equinor	-70.60775695	40.70135141	BN	31
OCS-A 0520	Equinor	-70.62967048	40.70104407	BN	30
OCS-A 0520	Equinor	-70.65158367	40.70073258	BN	29
OCS-A 0520	Equinor	-70.67349652	40.70041692	BN	28
OCS-A 0520	Equinor	-70.69540901	40.70009711	BN	27
OCS-A 0520	Equinor	-70.60735602	40.68467384	BP	31
OCS-A 0520	Equinor	-70.62926409	40.68436668	BP	30
OCS-A 0520	Equinor	-70.65117182	40.68405537	BP	29
OCS-A 0520	Equinor	-70.67307921	40.6837399	BP	28
OCS-A 0520	Equinor	-70.69498625	40.68342028	BP	27
OCS-A 0520	Equinor	-70.62885804	40.66768924	BQ	30
OCS-A 0520	Equinor	-70.65076032	40.66737811	BQ	29
OCS-A 0520	Equinor	-70.67266225	40.66706283	BQ	28
OCS-A 0520	Equinor	-70.69456384	40.66674339	BQ	27
OCS-A 0521	Mayflower Wind Energy	-70.28318784	40.92229752	AZ	46
OCS-A 0521	Mayflower Wind Energy	-70.26119804	40.92254015	AZ	47
OCS-A 0521	Mayflower Wind Energy	-70.30484933	40.90537152	BA	45
OCS-A 0521	Mayflower Wind Energy	-70.28286533	40.9056182	BA	46
OCS-A 0521	Mayflower Wind Energy	-70.26088105	40.90586069	BA	47
OCS-A 0521	Mayflower Wind Energy	-70.32649979	40.88844158	BB	44
OCS-A 0521	Mayflower Wind Energy	-70.30452158	40.8886923	BB	45
OCS-A 0521	Mayflower Wind Energy	-70.28254309	40.88893884	BB	46
OCS-A 0521	Mayflower Wind Energy	-70.26056433	40.88918118	BB	47
OCS-A 0521	Mayflower Wind Energy	-70.34813921	40.87150769	BC	43
OCS-A 0521	Mayflower Wind Energy	-70.32616679	40.87176245	BC	44
OCS-A 0521	Mayflower Wind Energy	-70.30419409	40.87201303	BC	45
OCS-A 0521	Mayflower Wind Energy	-70.28222112	40.87225942	BC	46
OCS-A 0521	Mayflower Wind Energy	-70.26024788	40.87250162	BC	47
OCS-A 0521	Mayflower Wind Energy	-70.36976761	40.85456987	BD	42
OCS-A 0521	Mayflower Wind Energy	-70.34780099	40.85482866	BD	43
OCS-A 0521	Mayflower Wind Energy	-70.32583408	40.85508327	BD	44
OCS-A 0521	Mayflower Wind Energy	-70.30386689	40.8553337	BD	45
OCS-A 0521	Mayflower Wind Energy	-70.28189942	40.85557995	BD	46
OCS-A 0521	Mayflower Wind Energy	-70.25993169	40.85582201	BD	47
OCS-A 0521	Mayflower Wind Energy	-70.391385	40.83762812	BE	41
OCS-A 0521	Mayflower Wind Energy	-70.36942417	40.83789094	BE	42
OCS-A 0521	Mayflower Wind Energy	-70.34746304	40.83814958	BE	43
OCS-A 0521	Mayflower Wind Energy	-70.32550164	40.83840404	BE	44
OCS-A 0521	Mayflower Wind Energy	-70.30353995	40.83865433	BE	45
OCS-A 0521	Mayflower Wind Energy	-70.28157799	40.83890043	BE	46
OCS-A 0521	Mayflower Wind Energy	-70.25961576	40.83914235	BE	47
OCS-A 0521	Mayflower Wind Energy	-70.41299139	40.82068245	BF	40

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0521	Mayflower Wind Energy	-70.39103635	40.82094929	BF	41
OCS-A 0521	Mayflower Wind Energy	-70.36908101	40.82121196	BF	42
OCS-A 0521	Mayflower Wind Energy	-70.34712539	40.82147045	BF	43
OCS-A 0521	Mayflower Wind Energy	-70.32516948	40.82172477	BF	44
OCS-A 0521	Mayflower Wind Energy	-70.30321329	40.8219749	BF	45
OCS-A 0521	Mayflower Wind Energy	-70.28125683	40.82222086	BF	46
OCS-A 0521	Mayflower Wind Energy	-70.2593001	40.82246264	BF	47
OCS-A 0521	Mayflower Wind Energy	-70.23734311	40.82270025	BF	48
OCS-A 0521	Mayflower Wind Energy	-70.21538586	40.82293368	BF	49
OCS-A 0521	Mayflower Wind Energy	-70.43458679	40.80373287	BG	39
OCS-A 0521	Mayflower Wind Energy	-70.41263753	40.80400373	BG	40
OCS-A 0521	Mayflower Wind Energy	-70.39068798	40.80427042	BG	41
OCS-A 0521	Mayflower Wind Energy	-70.36873814	40.80453293	BG	42
OCS-A 0521	Mayflower Wind Energy	-70.34678801	40.80479127	BG	43
OCS-A 0521	Mayflower Wind Energy	-70.3248376	40.80504544	BG	44
OCS-A 0521	Mayflower Wind Energy	-70.30288691	40.80529543	BG	45
OCS-A 0521	Mayflower Wind Energy	-70.28093594	40.80554124	BG	46
OCS-A 0521	Mayflower Wind Energy	-70.25898471	40.80578288	BG	47
OCS-A 0521	Mayflower Wind Energy	-70.43422774	40.78705426	BH	39
OCS-A 0521	Mayflower Wind Energy	-70.41228397	40.78732496	BH	40
OCS-A 0521	Mayflower Wind Energy	-70.39033991	40.78759149	BH	41
OCS-A 0521	Mayflower Wind Energy	-70.36839556	40.78785385	BH	42
OCS-A 0521	Mayflower Wind Energy	-70.34645092	40.78811204	BH	43
OCS-A 0521	Mayflower Wind Energy	-70.32450599	40.78836606	BH	44
OCS-A 0521	Mayflower Wind Energy	-70.30256079	40.7886159	BH	45
OCS-A 0521	Mayflower Wind Energy	-70.28061532	40.78886157	BH	46
OCS-A 0521	Mayflower Wind Energy	-70.25866958	40.78910307	BH	47
OCS-A 0521	Mayflower Wind Energy	-70.4561712	40.78677938	BH	38
OCS-A 0521	Mayflower Wind Energy	-70.43386899	40.77037559	BJ	39
OCS-A 0521	Mayflower Wind Energy	-70.41193071	40.77064614	BJ	40
OCS-A 0521	Mayflower Wind Energy	-70.38999213	40.77091251	BJ	41
OCS-A 0521	Mayflower Wind Energy	-70.36805326	40.77117472	BJ	42
OCS-A 0521	Mayflower Wind Energy	-70.34611411	40.77143276	BJ	43
OCS-A 0521	Mayflower Wind Energy	-70.32417467	40.77168662	BJ	44
OCS-A 0521	Mayflower Wind Energy	-70.30223495	40.77193632	BJ	45
OCS-A 0521	Mayflower Wind Energy	-70.28029497	40.77218185	BJ	46
OCS-A 0521	Mayflower Wind Energy	-70.45580697	40.77010088	BJ	38
OCS-A 0521	Mayflower Wind Energy	-70.47774465	40.769822	BJ	37
OCS-A 0521	Mayflower Wind Energy	-70.43351054	40.75369688	BK	39
OCS-A 0521	Mayflower Wind Energy	-70.41157774	40.75396726	BK	40
OCS-A 0521	Mayflower Wind Energy	-70.38964464	40.75423348	BK	41
OCS-A 0521	Mayflower Wind Energy	-70.36771125	40.75449554	BK	42
OCS-A 0521	Mayflower Wind Energy	-70.34577758	40.75475342	BK	43
OCS-A 0521	Mayflower Wind Energy	-70.32384362	40.75500714	BK	44
OCS-A 0521	Mayflower Wind Energy	-70.30190939	40.7552567	BK	45
OCS-A 0521	Mayflower Wind Energy	-70.45544304	40.75342232	BK	38
OCS-A 0521	Mayflower Wind Energy	-70.47737524	40.7531436	BK	37

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0521	Mayflower Wind Energy	-70.49930712	40.75286072	BK	36
OCS-A 0521	Mayflower Wind Energy	-70.43315239	40.73701811	BL	39
OCS-A 0521	Mayflower Wind Energy	-70.41122506	40.73728834	BL	40
OCS-A 0521	Mayflower Wind Energy	-70.38929744	40.7375544	BL	41
OCS-A 0521	Mayflower Wind Energy	-70.36736953	40.7378163	BL	42
OCS-A 0521	Mayflower Wind Energy	-70.34544133	40.73807404	BL	43
OCS-A 0521	Mayflower Wind Energy	-70.32351285	40.73832761	BL	44
OCS-A 0521	Mayflower Wind Energy	-70.45507941	40.73674372	BL	38
OCS-A 0521	Mayflower Wind Energy	-70.47700614	40.73646516	BL	37
OCS-A 0521	Mayflower Wind Energy	-70.49893255	40.73618244	BL	36
OCS-A 0521	Mayflower Wind Energy	-70.52085865	40.73589556	BL	35
OCS-A 0521	Mayflower Wind Energy	-70.43279454	40.72033929	BM	39
OCS-A 0521	Mayflower Wind Energy	-70.41087268	40.72060937	BM	40
OCS-A 0521	Mayflower Wind Energy	-70.38895053	40.72087527	BM	41
OCS-A 0521	Mayflower Wind Energy	-70.36702809	40.72113702	BM	42
OCS-A 0521	Mayflower Wind Energy	-70.34510536	40.72139461	BM	43
OCS-A 0521	Mayflower Wind Energy	-70.45471609	40.72006506	BM	38
OCS-A 0521	Mayflower Wind Energy	-70.47663735	40.71978667	BM	37
OCS-A 0521	Mayflower Wind Energy	-70.49855829	40.71950411	BM	36
OCS-A 0521	Mayflower Wind Energy	-70.52047892	40.7192174	BM	35
OCS-A 0521	Mayflower Wind Energy	-70.54239923	40.71892652	BM	34
OCS-A 0521	Mayflower Wind Energy	-70.43243699	40.70366043	BN	39
OCS-A 0521	Mayflower Wind Energy	-70.4105206	40.70393034	BN	40
OCS-A 0521	Mayflower Wind Energy	-70.38860391	40.70419609	BN	41
OCS-A 0521	Mayflower Wind Energy	-70.36668694	40.70445769	BN	42
OCS-A 0521	Mayflower Wind Energy	-70.45435308	40.70338635	BN	38
OCS-A 0521	Mayflower Wind Energy	-70.47626886	40.70310812	BN	37
OCS-A 0521	Mayflower Wind Energy	-70.49818434	40.70282573	BN	36
OCS-A 0521	Mayflower Wind Energy	-70.52009951	40.70253919	BN	35
OCS-A 0521	Mayflower Wind Energy	-70.54201436	40.70224848	BN	34
OCS-A 0521	Mayflower Wind Energy	-70.56392888	40.70195361	BN	33
OCS-A 0521	Mayflower Wind Energy	-70.43207974	40.68698151	BP	39
OCS-A 0521	Mayflower Wind Energy	-70.41016881	40.68725126	BP	40
OCS-A 0521	Mayflower Wind Energy	-70.38825759	40.68751686	BP	41
OCS-A 0521	Mayflower Wind Energy	-70.45399037	40.6867076	BP	38
OCS-A 0521	Mayflower Wind Energy	-70.47590069	40.68642953	BP	37
OCS-A 0521	Mayflower Wind Energy	-70.49781071	40.6861473	BP	36
OCS-A 0521	Mayflower Wind Energy	-70.51972041	40.68586092	BP	35
OCS-A 0521	Mayflower Wind Energy	-70.5416298	40.68557039	BP	34
OCS-A 0521	Mayflower Wind Energy	-70.56353887	40.68527569	BP	33
OCS-A 0521	Mayflower Wind Energy	-70.58544761	40.68497685	BP	32
OCS-A 0521	Mayflower Wind Energy	-70.43172278	40.67030254	BQ	39
OCS-A 0521	Mayflower Wind Energy	-70.40981731	40.67057214	BQ	40
OCS-A 0521	Mayflower Wind Energy	-70.45362796	40.67002879	BQ	38
OCS-A 0521	Mayflower Wind Energy	-70.47553283	40.66975088	BQ	37
OCS-A 0521	Mayflower Wind Energy	-70.49743739	40.66946882	BQ	36
OCS-A 0521	Mayflower Wind Energy	-70.51934164	40.66918261	BQ	35

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0521	Mayflower Wind Energy	-70.54124557	40.66889224	BQ	34
OCS-A 0521	Mayflower Wind Energy	-70.56314918	40.66859772	BQ	33
OCS-A 0521	Mayflower Wind Energy	-70.58505246	40.66829905	BQ	32
OCS-A 0521	Mayflower Wind Energy	-70.60695542	40.66799622	BQ	31
OCS-A 0521	Mayflower Wind Energy	-70.43136613	40.65362352	BR	39
OCS-A 0521	Mayflower Wind Energy	-70.45326585	40.65334993	BR	38
OCS-A 0521	Mayflower Wind Energy	-70.47516527	40.65307218	BR	37
OCS-A 0521	Mayflower Wind Energy	-70.49706438	40.65279029	BR	36
OCS-A 0521	Mayflower Wind Energy	-70.51896318	40.65250424	BR	35
OCS-A 0521	Mayflower Wind Energy	-70.54086166	40.65221405	BR	34
OCS-A 0521	Mayflower Wind Energy	-70.56275982	40.6519197	BR	33
OCS-A 0521	Mayflower Wind Energy	-70.58465765	40.6516212	BR	32
OCS-A 0521	Mayflower Wind Energy	-70.60655516	40.65131855	BR	31
OCS-A 0521	Mayflower Wind Energy	-70.62845233	40.65101175	BR	30
OCS-A 0521	Mayflower Wind Energy	-70.45290405	40.63667101	BS	38
OCS-A 0521	Mayflower Wind Energy	-70.47479802	40.63639343	BS	37
OCS-A 0521	Mayflower Wind Energy	-70.49669168	40.6361117	BS	36
OCS-A 0521	Mayflower Wind Energy	-70.51858503	40.63582583	BS	35
OCS-A 0521	Mayflower Wind Energy	-70.54047807	40.6355358	BS	34
OCS-A 0521	Mayflower Wind Energy	-70.56237078	40.63524162	BS	33
OCS-A 0521	Mayflower Wind Energy	-70.58426317	40.6349433	BS	32
OCS-A 0521	Mayflower Wind Energy	-70.60615523	40.63464083	BS	31
OCS-A 0521	Mayflower Wind Energy	-70.62804695	40.63433421	BS	30
OCS-A 0521	Mayflower Wind Energy	-70.4963193	40.61943307	BT	36
OCS-A 0521	Mayflower Wind Energy	-70.51820721	40.61914736	BT	35
OCS-A 0521	Mayflower Wind Energy	-70.49594722	40.60275438	BU	36
OCS-A 0521	Mayflower Wind Energy	-70.51782969	40.60246884	BU	35
OCS-A 0522	Vineyard Wind	-70.23703321	40.80602035	BG	48
OCS-A 0522	Vineyard Wind	-70.21508146	40.80625364	BG	49
OCS-A 0522	Vineyard Wind	-70.23672357	40.7893404	BH	48
OCS-A 0522	Vineyard Wind	-70.21477731	40.78957355	BH	49
OCS-A 0522	Vineyard Wind	-70.25835471	40.77242321	BJ	47
OCS-A 0522	Vineyard Wind	-70.23641419	40.7726604	BJ	48
OCS-A 0522	Vineyard Wind	-70.21447341	40.77289342	BJ	49
OCS-A 0522	Vineyard Wind	-70.27997488	40.75550208	BK	46
OCS-A 0522	Vineyard Wind	-70.25804011	40.7557433	BK	47
OCS-A 0522	Vineyard Wind	-70.23610507	40.75598035	BK	48
OCS-A 0522	Vineyard Wind	-70.21416977	40.75621323	BK	49
OCS-A 0522	Vineyard Wind	-70.30158409	40.73857702	BL	45
OCS-A 0522	Vineyard Wind	-70.27965506	40.73882226	BL	46
OCS-A 0522	Vineyard Wind	-70.25772577	40.73906334	BL	47
OCS-A 0522	Vineyard Wind	-70.23579621	40.73930025	BL	48
OCS-A 0522	Vineyard Wind	-70.21386639	40.73953299	BL	49
OCS-A 0522	Vineyard Wind	-70.19193632	40.73976157	BL	50
OCS-A 0522	Vineyard Wind	-70.17000599	40.73998599	BL	51
OCS-A 0522	Vineyard Wind	-70.14807543	40.74020624	BL	52
OCS-A 0522	Vineyard Wind	-70.12614462	40.74042232	BL	53

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0522	Vineyard Wind	-70.10421358	40.74063423	BL	54
OCS-A 0522	Vineyard Wind	-70.0822823	40.74084199	BL	55
OCS-A 0522	Vineyard Wind	-70.0603508	40.74104557	BL	56
OCS-A 0522	Vineyard Wind	-70.03841908	40.74124499	BL	57
OCS-A 0522	Vineyard Wind	-70.32318236	40.72164803	BM	44
OCS-A 0522	Vineyard Wind	-70.30125907	40.72189729	BM	45
OCS-A 0522	Vineyard Wind	-70.27933551	40.72214239	BM	46
OCS-A 0522	Vineyard Wind	-70.25741169	40.72238332	BM	47
OCS-A 0522	Vineyard Wind	-70.2354876	40.7226201	BM	48
OCS-A 0522	Vineyard Wind	-70.21356326	40.7228527	BM	49
OCS-A 0522	Vineyard Wind	-70.19163866	40.72308115	BM	50
OCS-A 0522	Vineyard Wind	-70.16971381	40.72330543	BM	51
OCS-A 0522	Vineyard Wind	-70.14778872	40.72352555	BM	52
OCS-A 0522	Vineyard Wind	-70.12586338	40.72374151	BM	53
OCS-A 0522	Vineyard Wind	-70.10393781	40.7239533	BM	54
OCS-A 0522	Vineyard Wind	-70.08201201	40.72416093	BM	55
OCS-A 0522	Vineyard Wind	-70.06008599	40.7243644	BM	56
OCS-A 0522	Vineyard Wind	-70.03815974	40.7245637	BM	57
OCS-A 0522	Vineyard Wind	-70.34476968	40.70471512	BN	43
OCS-A 0522	Vineyard Wind	-70.32285214	40.7049684	BN	44
OCS-A 0522	Vineyard Wind	-70.30093432	40.70521751	BN	45
OCS-A 0522	Vineyard Wind	-70.27901623	40.70546246	BN	46
OCS-A 0522	Vineyard Wind	-70.25709788	40.70570326	BN	47
OCS-A 0522	Vineyard Wind	-70.23517926	40.70593989	BN	48
OCS-A 0522	Vineyard Wind	-70.21326038	40.70617237	BN	49
OCS-A 0522	Vineyard Wind	-70.19134125	40.70640068	BN	50
OCS-A 0522	Vineyard Wind	-70.16942187	40.70662483	BN	51
OCS-A 0522	Vineyard Wind	-70.14750225	40.70684482	BN	52
OCS-A 0522	Vineyard Wind	-70.12558238	40.70706065	BN	53
OCS-A 0522	Vineyard Wind	-70.10366228	40.70727232	BN	54
OCS-A 0522	Vineyard Wind	-70.08174195	40.70747983	BN	55
OCS-A 0522	Vineyard Wind	-70.0598214	40.70768318	BN	56
OCS-A 0522	Vineyard Wind	-70.03790062	40.70788236	BN	57
OCS-A 0522	Vineyard Wind	-70.36634607	40.6877783	BP	42
OCS-A 0522	Vineyard Wind	-70.34443428	40.68803559	BP	43
OCS-A 0522	Vineyard Wind	-70.3225222	40.68828871	BP	44
OCS-A 0522	Vineyard Wind	-70.30060984	40.68853768	BP	45
OCS-A 0522	Vineyard Wind	-70.27869722	40.68878249	BP	46
OCS-A 0522	Vineyard Wind	-70.25678432	40.68902315	BP	47
OCS-A 0522	Vineyard Wind	-70.23487117	40.68925964	BP	48
OCS-A 0522	Vineyard Wind	-70.21295776	40.68949198	BP	49
OCS-A 0522	Vineyard Wind	-70.19104409	40.68972016	BP	50
OCS-A 0522	Vineyard Wind	-70.16913017	40.68994418	BP	51
OCS-A 0522	Vineyard Wind	-70.14721601	40.69016404	BP	52
OCS-A 0522	Vineyard Wind	-70.12530162	40.69037975	BP	53
OCS-A 0522	Vineyard Wind	-70.10338698	40.69059129	BP	54
OCS-A 0522	Vineyard Wind	-70.08147212	40.69079868	BP	55

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0522	Vineyard Wind	-70.05955703	40.6910019	BP	56
OCS-A 0522	Vineyard Wind	-70.03764172	40.69120097	BP	57
OCS-A 0522	Vineyard Wind	-70.38791155	40.67083758	BQ	41
OCS-A 0522	Vineyard Wind	-70.36600549	40.67109887	BQ	42
OCS-A 0522	Vineyard Wind	-70.34409915	40.671356	BQ	43
OCS-A 0522	Vineyard Wind	-70.32219253	40.67160898	BQ	44
OCS-A 0522	Vineyard Wind	-70.30028564	40.6718578	BQ	45
OCS-A 0522	Vineyard Wind	-70.27837847	40.67210247	BQ	46
OCS-A 0522	Vineyard Wind	-70.25647104	40.67234298	BQ	47
OCS-A 0522	Vineyard Wind	-70.23456334	40.67257934	BQ	48
OCS-A 0522	Vineyard Wind	-70.21265538	40.67281154	BQ	49
OCS-A 0522	Vineyard Wind	-70.19074718	40.67303959	BQ	50
OCS-A 0522	Vineyard Wind	-70.16883872	40.67326348	BQ	51
OCS-A 0522	Vineyard Wind	-70.14693002	40.67348321	BQ	52
OCS-A 0522	Vineyard Wind	-70.12502108	40.67369879	BQ	53
OCS-A 0522	Vineyard Wind	-70.10311191	40.67391021	BQ	54
OCS-A 0522	Vineyard Wind	-70.08120251	40.67411748	BQ	55
OCS-A 0522	Vineyard Wind	-70.05929288	40.67432058	BQ	56
OCS-A 0522	Vineyard Wind	-70.03738303	40.67451954	BQ	57
OCS-A 0522	Vineyard Wind	-70.40946611	40.65389296	BR	40
OCS-A 0522	Vineyard Wind	-70.3875658	40.65415824	BR	41
OCS-A 0522	Vineyard Wind	-70.3656652	40.65441938	BR	42
OCS-A 0522	Vineyard Wind	-70.34376431	40.65467636	BR	43
OCS-A 0522	Vineyard Wind	-70.32186314	40.65492919	BR	44
OCS-A 0522	Vineyard Wind	-70.2999617	40.65517787	BR	45
OCS-A 0522	Vineyard Wind	-70.27805999	40.6554224	BR	46
OCS-A 0522	Vineyard Wind	-70.25615801	40.65566277	BR	47
OCS-A 0522	Vineyard Wind	-70.23425577	40.65589899	BR	48
OCS-A 0522	Vineyard Wind	-70.21235327	40.65613105	BR	49
OCS-A 0522	Vineyard Wind	-70.19045052	40.65635897	BR	50
OCS-A 0522	Vineyard Wind	-70.16854752	40.65658272	BR	51
OCS-A 0522	Vineyard Wind	-70.14664427	40.65680233	BR	52
OCS-A 0522	Vineyard Wind	-70.12474079	40.65701778	BR	53
OCS-A 0522	Vineyard Wind	-70.10283707	40.65722908	BR	54
OCS-A 0522	Vineyard Wind	-70.08093312	40.65743622	BR	55
OCS-A 0522	Vineyard Wind	-70.05902895	40.65763921	BR	56
OCS-A 0522	Vineyard Wind	-70.03712456	40.65783805	BR	57
OCS-A 0522	Vineyard Wind	-70.43100978	40.63694445	BS	39
OCS-A 0522	Vineyard Wind	-70.4091152	40.63721373	BS	40
OCS-A 0522	Vineyard Wind	-70.38722034	40.63747886	BS	41
OCS-A 0522	Vineyard Wind	-70.36532519	40.63773984	BS	42
OCS-A 0522	Vineyard Wind	-70.34342975	40.63799667	BS	43
OCS-A 0522	Vineyard Wind	-70.32153403	40.63824936	BS	44
OCS-A 0522	Vineyard Wind	-70.29963804	40.63849789	BS	45
OCS-A 0522	Vineyard Wind	-70.27774177	40.63874227	BS	46
OCS-A 0522	Vineyard Wind	-70.25584524	40.6389825	BS	47
OCS-A 0522	Vineyard Wind	-70.23394845	40.63921858	BS	48

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0522	Vineyard Wind	-70.2120514	40.63945051	BS	49
OCS-A 0522	Vineyard Wind	-70.1901541	40.63967829	BS	50
OCS-A 0522	Vineyard Wind	-70.16825655	40.63990192	BS	51
OCS-A 0522	Vineyard Wind	-70.14635876	40.6401214	BS	52
OCS-A 0522	Vineyard Wind	-70.12446073	40.64033672	BS	53
OCS-A 0522	Vineyard Wind	-70.10256246	40.6405479	BS	54
OCS-A 0522	Vineyard Wind	-70.08066396	40.64075492	BS	55
OCS-A 0522	Vineyard Wind	-70.05876524	40.64095779	BS	56
OCS-A 0522	Vineyard Wind	-70.0368663	40.64115651	BS	57
OCS-A 0522	Vineyard Wind	-70.43065372	40.62026532	BT	39
OCS-A 0522	Vineyard Wind	-70.40876459	40.62053445	BT	40
OCS-A 0522	Vineyard Wind	-70.38687517	40.62079942	BT	41
OCS-A 0522	Vineyard Wind	-70.36498546	40.62106025	BT	42
OCS-A 0522	Vineyard Wind	-70.34309547	40.62131694	BT	43
OCS-A 0522	Vineyard Wind	-70.32120519	40.62156947	BT	44
OCS-A 0522	Vineyard Wind	-70.45254255	40.61999205	BT	38
OCS-A 0522	Vineyard Wind	-70.47443108	40.61971463	BT	37
OCS-A 0522	Vineyard Wind	-70.43029796	40.60358615	BU	39
OCS-A 0522	Vineyard Wind	-70.40841427	40.60385512	BU	40
OCS-A 0522	Vineyard Wind	-70.38653029	40.60411994	BU	41
OCS-A 0522	Vineyard Wind	-70.36464602	40.60438062	BU	42
OCS-A 0522	Vineyard Wind	-70.34276146	40.60463715	BU	43
OCS-A 0522	Vineyard Wind	-70.32087663	40.60488954	BU	44
OCS-A 0522	Vineyard Wind	-70.45218135	40.60331304	BU	38
OCS-A 0522	Vineyard Wind	-70.47406444	40.60303578	BU	37
OCS-A 0501	-	-70.44183139	41.13729442	AL	39
OCS-A 0501	-	-70.46389109	41.13701615	AL	38
OCS-A 0501	-	-70.48595048	41.13673366	AL	37
OCS-A 0501	-	-70.44146627	41.12061682	AM	39
OCS-A 0501	-	-70.46352039	41.12033872	AM	38
OCS-A 0501	-	-70.48557419	41.12005639	AM	37
OCS-A 0501	-	-70.44110145	41.10393918	AN	39
OCS-A 0501	-	-70.46314999	41.10366124	AN	38
OCS-A 0501	-	-70.48519822	41.10337908	AN	37
OCS-A 0501	-	-70.50724614	41.1030927	AN	36
OCS-A 0501	-	-70.44073694	41.08726149	AP	39
OCS-A 0501	-	-70.41869366	41.08753505	AP	40
OCS-A 0501	-	-70.39665009	41.0878044	AP	41
OCS-A 0501	-	-70.37460621	41.08806953	AP	42
OCS-A 0501	-	-70.46277991	41.08698371	AP	38
OCS-A 0501	-	-70.48482256	41.08670171	AP	37
OCS-A 0501	-	-70.50686491	41.0864155	AP	36
OCS-A 0501	-	-70.52890693	41.08612507	AP	35
OCS-A 0501	-	-70.44037273	41.07058374	AQ	39
OCS-A 0501	-	-70.41833502	41.07085715	AQ	40
OCS-A 0501	-	-70.39629701	41.07112634	AQ	41
OCS-A 0501	-	-70.37425871	41.07139132	AQ	42

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0501	-	-70.46241013	41.07030612	AQ	38
OCS-A 0501	-	-70.48444722	41.07002429	AQ	37
OCS-A 0501	-	-70.506484	41.06973825	AQ	36
OCS-A 0501	-	-70.52852046	41.06944799	AQ	35
OCS-A 0501	-	-70.55055659	41.06915352	AQ	34
OCS-A 0501	-	-70.44000883	41.05390594	AR	39
OCS-A 0501	-	-70.41797669	41.05417919	AR	40
OCS-A 0501	-	-70.39594424	41.05444822	AR	41
OCS-A 0501	-	-70.3739115	41.05471305	AR	42
OCS-A 0501	-	-70.46204067	41.05362849	AR	38
OCS-A 0501	-	-70.4840722	41.05334682	AR	37
OCS-A 0501	-	-70.50610341	41.05306095	AR	36
OCS-A 0501	-	-70.52813431	41.05277086	AR	35
OCS-A 0501	-	-70.55016488	41.05247656	AR	34
OCS-A 0501	-	-70.57219512	41.05217806	AR	33
OCS-A 0501	-	-70.43964523	41.0372281	AS	39
OCS-A 0501	-	-70.41761865	41.03750118	AS	40
OCS-A 0501	-	-70.39559176	41.03777006	AS	41
OCS-A 0501	-	-70.37356458	41.03803473	AS	42
OCS-A 0501	-	-70.46167151	41.0369508	AS	38
OCS-A 0501	-	-70.48369749	41.0366693	AS	37
OCS-A 0501	-	-70.50572314	41.03638359	AS	36
OCS-A 0501	-	-70.52774848	41.03609367	AS	35
OCS-A 0501	-	-70.54977349	41.03579955	AS	34
OCS-A 0501	-	-70.57179818	41.03550122	AS	33
OCS-A 0501	-	-70.59382253	41.03519868	AS	32
OCS-A 0501	-	-70.43928194	41.0205502	AT	39
OCS-A 0501	-	-70.41726091	41.02082312	AT	40
OCS-A 0501	-	-70.39523958	41.02109185	AT	41
OCS-A 0501	-	-70.37321795	41.02135636	AT	42
OCS-A 0501	-	-70.46130267	41.02027307	AT	38
OCS-A 0501	-	-70.48332309	41.01999173	AT	37
OCS-A 0501	-	-70.50534319	41.01970618	AT	36
OCS-A 0501	-	-70.52736298	41.01941644	AT	35
OCS-A 0501	-	-70.54938244	41.01912248	AT	34
OCS-A 0501	-	-70.57140157	41.01882433	AT	33
OCS-A 0501	-	-70.59342038	41.01852197	AT	32
OCS-A 0501	-	-70.61543884	41.0182154	AT	31
OCS-A 0501	-	-70.43891896	41.00387225	AU	39
OCS-A 0501	-	-70.41690347	41.00414502	AU	40
OCS-A 0501	-	-70.46093414	41.00359528	AU	38
OCS-A 0501	-	-70.48294901	41.0033141	AU	37
OCS-A 0501	-	-70.50496356	41.00302873	AU	36
OCS-A 0501	-	-70.5269778	41.00273915	AU	35
OCS-A 0501	-	-70.54899171	41.00244537	AU	34
OCS-A 0501	-	-70.5710053	41.00214738	AU	33
OCS-A 0501	-	-70.59301855	41.0018452	AU	32

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0501	-	-70.61503147	41.00153881	AU	31
OCS-A 0501	-	-70.63704405	41.00122822	AU	30
OCS-A 0501	-	-70.43855628	40.98719425	AV	39
OCS-A 0501	-	-70.46056591	40.98691744	AV	38
OCS-A 0501	-	-70.48257524	40.98663643	AV	37
OCS-A 0501	-	-70.50458425	40.98635122	AV	36
OCS-A 0501	-	-70.52659294	40.98606181	AV	35
OCS-A 0501	-	-70.54860131	40.9857682	AV	34
OCS-A 0501	-	-70.57060936	40.98547039	AV	33
OCS-A 0501	-	-70.59261707	40.98516838	AV	32
OCS-A 0501	-	-70.61462444	40.98486217	AV	31
OCS-A 0501	-	-70.63663148	40.98455177	AV	30
OCS-A 0501	-	-70.65863817	40.98423716	AV	29
OCS-A 0501	-	-70.6806445	40.98391835	AV	28
OCS-A 0501	-	-70.46019799	40.97023955	AW	38
OCS-A 0501	-	-70.48220178	40.9699587	AW	37
OCS-A 0501	-	-70.50420525	40.96967366	AW	36
OCS-A 0501	-	-70.52620841	40.96938442	AW	35
OCS-A 0501	-	-70.54821124	40.96909098	AW	34
OCS-A 0501	-	-70.57021375	40.96879335	AW	33
OCS-A 0501	-	-70.59221592	40.96849151	AW	32
OCS-A 0501	-	-70.61421776	40.96818548	AW	31
OCS-A 0501	-	-70.63621926	40.96787526	AW	30
OCS-A 0501	-	-70.65822041	40.96756083	AW	29
OCS-A 0501	-	-70.68022121	40.96724222	AW	28
OCS-A 0501	-	-70.48182864	40.95328093	AX	37
OCS-A 0501	-	-70.50382658	40.95299605	AX	36
OCS-A 0501	-	-70.5258242	40.95270698	AX	35
OCS-A 0501	-	-70.5478215	40.95241371	AX	34
OCS-A 0501	-	-70.56981847	40.95211625	AX	33
OCS-A 0501	-	-70.59181511	40.95181459	AX	32
OCS-A 0501	-	-70.61381142	40.95150874	AX	31
OCS-A 0501	-	-70.63580738	40.9511987	AX	30
OCS-A 0501	-	-70.657803	40.95088446	AX	29
OCS-A 0501	-	-70.67979827	40.95056602	AX	28
OCS-A 0501	-	-70.70179318	40.9502434	AX	27
OCS-A 0501	-	-70.72378774	40.94991658	AX	26
OCS-A 0501	-	-70.50344822	40.93631839	AY	36
OCS-A 0501	-	-70.52544031	40.93602948	AY	35
OCS-A 0501	-	-70.54743208	40.93573639	AY	34
OCS-A 0501	-	-70.56942352	40.9354391	AY	33
OCS-A 0501	-	-70.59141463	40.93513762	AY	32
OCS-A 0501	-	-70.61340541	40.93483195	AY	31
OCS-A 0501	-	-70.63539585	40.93452208	AY	30
OCS-A 0501	-	-70.65738594	40.93420803	AY	29
OCS-A 0501	-	-70.67937568	40.93388978	AY	28
OCS-A 0501	-	-70.70136507	40.93356734	AY	27

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0501	-	-70.7233541	40.93324071	AY	26
OCS-A 0501	-	-70.52505674	40.91935194	AZ	35
OCS-A 0501	-	-70.54704299	40.91905901	AZ	34
OCS-A 0501	-	-70.56902891	40.9187619	AZ	33
OCS-A 0501	-	-70.59101449	40.9184606	AZ	32
OCS-A 0501	-	-70.61299975	40.9181551	AZ	31
OCS-A 0501	-	-70.63498466	40.91784542	AZ	30
OCS-A 0501	-	-70.65696923	40.91753155	AZ	29
OCS-A 0501	-	-70.67895345	40.91721349	AZ	28
OCS-A 0501	-	-70.70093732	40.91689124	AZ	27
OCS-A 0501	-	-70.72292082	40.9165648	AZ	26
OCS-A 0501	-	-70.74490397	40.91623417	AZ	25
OCS-A 0501	-	-70.76688675	40.91589935	AZ	24
OCS-A 0501	-	-70.52467349	40.90267434	BA	35
OCS-A 0501	-	-70.54665422	40.90238159	BA	34
OCS-A 0501	-	-70.56863462	40.90208465	BA	33
OCS-A 0501	-	-70.59061469	40.90178352	BA	32
OCS-A 0501	-	-70.61259443	40.90147821	BA	31
OCS-A 0501	-	-70.63457382	40.9011687	BA	30
OCS-A 0501	-	-70.65655287	40.90085501	BA	29
OCS-A 0501	-	-70.67853157	40.90053714	BA	28
OCS-A 0501	-	-70.70050992	40.90021508	BA	27
OCS-A 0501	-	-70.72248791	40.89988883	BA	26
OCS-A 0501	-	-70.74446554	40.89955839	BA	25
OCS-A 0501	-	-70.7664428	40.89922377	BA	24
OCS-A 0501	-	-70.56824067	40.88540735	BB	33
OCS-A 0501	-	-70.59021522	40.88510639	BB	32
OCS-A 0501	-	-70.61218944	40.88480126	BB	31
OCS-A 0501	-	-70.63416332	40.88449194	BB	30
OCS-A 0501	-	-70.65613686	40.88417843	BB	29
OCS-A 0501	-	-70.67811005	40.88386074	BB	28
OCS-A 0501	-	-70.70008288	40.88353887	BB	27
OCS-A 0501	-	-70.72205536	40.88321281	BB	26
OCS-A 0501	-	-70.74402748	40.88288257	BB	25
OCS-A 0501	-	-70.76599923	40.88254814	BB	24
OCS-A 0501	-	-70.7879706	40.88220953	BB	23
OCS-A 0501	-	-70.56784704	40.86872999	BC	33
OCS-A 0501	-	-70.58981609	40.86842922	BC	32
OCS-A 0501	-	-70.6117848	40.86812426	BC	31
OCS-A 0501	-	-70.63375317	40.86781512	BC	30
OCS-A 0501	-	-70.6557212	40.86750179	BC	29
OCS-A 0501	-	-70.67768888	40.86718429	BC	28
OCS-A 0501	-	-70.6996562	40.8668626	BC	27
OCS-A 0501	-	-70.72162317	40.86653674	BC	26
OCS-A 0501	-	-70.74358978	40.86620669	BC	25
OCS-A 0501	-	-70.76555602	40.86587246	BC	24
OCS-A 0501	-	-70.78752189	40.86553405	BC	23

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0501	-	-70.80948739	40.86519146	BC	22
OCS-A 0501	-	-70.61138049	40.8514472	BD	31
OCS-A 0501	-	-70.63334336	40.85113824	BD	30
OCS-A 0501	-	-70.65530588	40.8508251	BD	29
OCS-A 0501	-	-70.67726806	40.85050779	BD	28
OCS-A 0501	-	-70.69922988	40.85018629	BD	27
OCS-A 0501	-	-70.72119135	40.84986061	BD	26
OCS-A 0501	-	-70.74315245	40.84953076	BD	25
OCS-A 0501	-	-70.76511319	40.84919672	BD	24
OCS-A 0501	-	-70.78707356	40.84885851	BD	23
OCS-A 0501	-	-70.80903355	40.84851612	BD	22
OCS-A 0501	-	-70.83099316	40.84816955	BD	21
OCS-A 0501	-	-70.61097653	40.8347701	BE	31
OCS-A 0501	-	-70.63293389	40.83446132	BE	30
OCS-A 0501	-	-70.65489092	40.83414836	BE	29
OCS-A 0501	-	-70.67684759	40.83383123	BE	28
OCS-A 0501	-	-70.69880392	40.83350992	BE	27
OCS-A 0501	-	-70.72075989	40.83318443	BE	26
OCS-A 0501	-	-70.74271549	40.83285477	BE	25
OCS-A 0501	-	-70.6544763	40.81747157	BF	29
OCS-A 0501	-	-70.67642748	40.81715462	BF	28
OCS-A 0501	-	-70.69837831	40.8168335	BF	27
OCS-A 0501	-	-70.72032878	40.81650821	BF	26
OCS-A 0501	-	-70.7422789	40.81617874	BF	25
OCS-A 0501	-	-70.67600772	40.80047797	BG	28
OCS-A 0501	-	-70.69795306	40.80015703	BG	27
OCS-A 0501	-	-70.71989804	40.79983192	BG	26
OCS-A 0501	-	-70.74184267	40.79950265	BG	25
OCS-A 0501	-	-70.69752816	40.78348051	BH	27
OCS-A 0501	-	-70.71946766	40.78315559	BH	26
OCS-A 0501	-	-70.7414068	40.78282651	BH	25
OCS-A 0501	-	-70.71903764	40.76647921	BJ	26
OCS-A 0501	-	-70.7409713	40.76615031	BJ	25
OCS-A 0501	-	-70.74053616	40.74947407	BK	25
OCS-A 0500	Orsted US	-70.50800955	41.13644695	AL	36
OCS-A 0500	Orsted US	-70.5300683	41.13615601	AL	35
OCS-A 0500	Orsted US	-70.55212673	41.13586086	AL	34
OCS-A 0500	Orsted US	-70.57418483	41.13556148	AL	33
OCS-A 0500	Orsted US	-70.59624259	41.13525788	AL	32
OCS-A 0500	Orsted US	-70.50762768	41.11976985	AM	36
OCS-A 0500	Orsted US	-70.52968086	41.11947908	AM	35
OCS-A 0500	Orsted US	-70.5517337	41.1191841	AM	34
OCS-A 0500	Orsted US	-70.57378622	41.1188849	AM	33
OCS-A 0500	Orsted US	-70.5958384	41.11858147	AM	32
OCS-A 0500	Orsted US	-70.61789024	41.11827383	AM	31
OCS-A 0500	Orsted US	-70.63994174	41.11796197	AM	30
OCS-A 0500	Orsted US	-70.52929373	41.10280211	AN	35

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0500	Orsted US	-70.551341	41.10250729	AN	34
OCS-A 0500	Orsted US	-70.57338794	41.10220826	AN	33
OCS-A 0500	Orsted US	-70.59543455	41.10190502	AN	32
OCS-A 0500	Orsted US	-70.61748081	41.10159756	AN	31
OCS-A 0500	Orsted US	-70.63952674	41.10128588	AN	30
OCS-A 0500	Orsted US	-70.66157231	41.10096998	AN	29
OCS-A 0500	Orsted US	-70.68361754	41.10064987	AN	28
OCS-A 0500	Orsted US	-70.7056624	41.10032555	AN	27
OCS-A 0500	Orsted US	-70.7277069	41.099997	AN	26
OCS-A 0500	Orsted US	-70.74975104	41.09966424	AN	25
OCS-A 0500	Orsted US	-70.7717948	41.09932727	AN	24
OCS-A 0500	Orsted US	-70.79383819	41.09898608	AN	23
OCS-A 0500	Orsted US	-70.55094863	41.08583043	AP	34
OCS-A 0500	Orsted US	-70.57299	41.08553158	AP	33
OCS-A 0500	Orsted US	-70.59503104	41.08522851	AP	32
OCS-A 0500	Orsted US	-70.61707173	41.08492123	AP	31
OCS-A 0500	Orsted US	-70.63911209	41.08460973	AP	30
OCS-A 0500	Orsted US	-70.66115209	41.08429402	AP	29
OCS-A 0500	Orsted US	-70.68319175	41.0839741	AP	28
OCS-A 0500	Orsted US	-70.70523104	41.08364996	AP	27
OCS-A 0500	Orsted US	-70.72726998	41.08332161	AP	26
OCS-A 0500	Orsted US	-70.74930855	41.08298905	AP	25
OCS-A 0500	Orsted US	-70.77134674	41.08265227	AP	24
OCS-A 0500	Orsted US	-70.815422	41.08196608	AP	22
OCS-A 0500	Orsted US	-70.57259239	41.06885484	AQ	33
OCS-A 0500	Orsted US	-70.59462786	41.06855195	AQ	32
OCS-A 0500	Orsted US	-70.616663	41.06824485	AQ	31
OCS-A 0500	Orsted US	-70.63869779	41.06793353	AQ	30
OCS-A 0500	Orsted US	-70.66073223	41.06761801	AQ	29
OCS-A 0500	Orsted US	-70.68276632	41.06729827	AQ	28
OCS-A 0500	Orsted US	-70.70480005	41.06697432	AQ	27
OCS-A 0500	Orsted US	-70.72683342	41.06664616	AQ	26
OCS-A 0500	Orsted US	-70.74886642	41.06631379	AQ	25
OCS-A 0500	Orsted US	-70.77089906	41.06597721	AQ	24
OCS-A 0500	Orsted US	-70.79293131	41.06563642	AQ	23
OCS-A 0500	Orsted US	-70.59422503	41.05187534	AR	32
OCS-A 0500	Orsted US	-70.6162546	41.05156842	AR	31
OCS-A 0500	Orsted US	-70.63828383	41.05125728	AR	30
OCS-A 0500	Orsted US	-70.66031271	41.05094194	AR	29
OCS-A 0500	Orsted US	-70.68234124	41.05062239	AR	28
OCS-A 0500	Orsted US	-70.70436941	41.05029863	AR	27
OCS-A 0500	Orsted US	-70.72639723	41.04997066	AR	26
OCS-A 0500	Orsted US	-70.74842467	41.04963849	AR	25
OCS-A 0500	Orsted US	-70.77045175	41.0493021	AR	24
OCS-A 0500	Orsted US	-70.79247845	41.04896151	AR	23
OCS-A 0500	Orsted US	-70.61584655	41.03489193	AS	31
OCS-A 0500	Orsted US	-70.63787022	41.03458098	AS	30

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0500	Orsted US	-70.65989355	41.03426582	AS	29
OCS-A 0500	Orsted US	-70.68191652	41.03394646	AS	28
OCS-A 0500	Orsted US	-70.70393914	41.03362289	AS	27
OCS-A 0500	Orsted US	-70.7259614	41.03329511	AS	26
OCS-A 0500	Orsted US	-70.74798329	41.03296313	AS	25
OCS-A 0500	Orsted US	-70.77000481	41.03262694	AS	24
OCS-A 0500	Orsted US	-70.79202596	41.03228655	AS	23
OCS-A 0500	Orsted US	-70.81404673	41.03194195	AS	22
OCS-A 0500	Orsted US	-70.63745696	41.01790463	AT	30
OCS-A 0500	Orsted US	-70.65947474	41.01758965	AT	29
OCS-A 0500	Orsted US	-70.68149216	41.01727048	AT	28
OCS-A 0500	Orsted US	-70.70350923	41.0169471	AT	27
OCS-A 0500	Orsted US	-70.72552594	41.01661951	AT	26
OCS-A 0500	Orsted US	-70.74754228	41.01628772	AT	25
OCS-A 0500	Orsted US	-70.76955825	41.01595173	AT	24
OCS-A 0500	Orsted US	-70.79157385	41.01561154	AT	23
OCS-A 0500	Orsted US	-70.81358907	41.01526714	AT	22
OCS-A 0500	Orsted US	-70.65905628	41.00091343	AU	29
OCS-A 0500	Orsted US	-70.68106815	41.00059444	AU	28
OCS-A 0500	Orsted US	-70.70307968	41.00027125	AU	27
OCS-A 0500	Orsted US	-70.72509084	40.99994386	AU	26
OCS-A 0500	Orsted US	-70.74710164	40.99961226	AU	25
OCS-A 0500	Orsted US	-70.76911207	40.99927647	AU	24
OCS-A 0500	Orsted US	-70.79112212	40.99893647	AU	23
OCS-A 0500	Orsted US	-70.8131318	40.99859228	AU	22
OCS-A 0487	Orsted US	-70.83514109	40.99824388	AU	21
OCS-A 0487	Orsted US	-70.85714999	40.99789129	AU	20
OCS-A 0487	Orsted US	-70.8791585	40.99753449	AU	19
OCS-A 0487	Orsted US	-70.90116662	40.9971735	AU	18
OCS-A 0487	Orsted US	-70.92317433	40.99680831	AU	17
OCS-A 0487	Orsted US	-70.94518164	40.99643892	AU	16
OCS-A 0487	Orsted US	-70.96718853	40.99606533	AU	15
OCS-A 0487	Orsted US	-70.98919501	40.99568754	AU	14
OCS-A 0487	Orsted US	-71.01120107	40.99530555	AU	13
OCS-A 0487	Orsted US	-71.0332067	40.99491937	AU	12
OCS-A 0500	Orsted US	-70.70265049	40.98359535	AV	27
OCS-A 0500	Orsted US	-70.72465611	40.98326815	AV	26
OCS-A 0500	Orsted US	-70.74666137	40.98293675	AV	25
OCS-A 0500	Orsted US	-70.76866626	40.98260115	AV	24
OCS-A 0500	Orsted US	-70.79067077	40.98226135	AV	23
OCS-A 0500	Orsted US	-70.81267491	40.98191736	AV	22
OCS-A 0500	Orsted US	-70.83467866	40.98156917	AV	21
OCS-A 0500	Orsted US	-70.85668203	40.98121678	AV	20
OCS-A 0487	Orsted US	-70.878685	40.98086019	AV	19
OCS-A 0487	Orsted US	-70.90068758	40.98049941	AV	18
OCS-A 0487	Orsted US	-70.92268975	40.98013443	AV	17
OCS-A 0487	Orsted US	-70.94469152	40.97976525	AV	16

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0487	Orsted US	-70.96669288	40.97939188	AV	15
OCS-A 0487	Orsted US	-70.98869382	40.97901431	AV	14
OCS-A 0487	Orsted US	-71.01069434	40.97863255	AV	13
OCS-A 0487	Orsted US	-71.03269444	40.97824659	AV	12
OCS-A 0500	Orsted US	-70.70222166	40.9669194	AW	27
OCS-A 0500	Orsted US	-70.72422174	40.96659239	AW	26
OCS-A 0500	Orsted US	-70.74622146	40.96626118	AW	25
OCS-A 0500	Orsted US	-70.76822082	40.96592578	AW	24
OCS-A 0500	Orsted US	-70.7902198	40.96558618	AW	23
OCS-A 0500	Orsted US	-70.8122184	40.96524239	AW	22
OCS-A 0500	Orsted US	-70.83421662	40.9648944	AW	21
OCS-A 0500	Orsted US	-70.85621445	40.96454222	AW	20
OCS-A 0500	Orsted US	-70.87821189	40.96418584	AW	19
OCS-A 0487	Orsted US	-70.90020894	40.96382527	AW	18
OCS-A 0487	Orsted US	-70.92220558	40.9634605	AW	17
OCS-A 0487	Orsted US	-70.94420182	40.96309154	AW	16
OCS-A 0487	Orsted US	-70.96619764	40.96271839	AW	15
OCS-A 0487	Orsted US	-70.98819305	40.96234104	AW	14
OCS-A 0487	Orsted US	-71.01018805	40.9619595	AW	13
OCS-A 0487	Orsted US	-71.03218261	40.96157377	AW	12
OCS-A 0500	Orsted US	-70.74578193	40.94958556	AX	25
OCS-A 0500	Orsted US	-70.76777575	40.94925036	AX	24
OCS-A 0500	Orsted US	-70.78976921	40.94891096	AX	23
OCS-A 0500	Orsted US	-70.81176228	40.94856736	AX	22
OCS-A 0500	Orsted US	-70.83375497	40.94821958	AX	21
OCS-A 0500	Orsted US	-70.85574727	40.9478676	AX	20
OCS-A 0500	Orsted US	-70.87773918	40.94751143	AX	19
OCS-A 0500	Orsted US	-70.8997307	40.94715107	AX	18
OCS-A 0487	Orsted US	-70.92172181	40.94678652	AX	17
OCS-A 0487	Orsted US	-70.94371252	40.94641777	AX	16
OCS-A 0487	Orsted US	-70.96570282	40.94604484	AX	15
OCS-A 0487	Orsted US	-70.98769271	40.94566771	AX	14
OCS-A 0487	Orsted US	-71.00968217	40.94528639	AX	13
OCS-A 0487	Orsted US	-71.03167121	40.94490088	AX	12
OCS-A 0500	Orsted US	-70.74534277	40.93290989	AY	25
OCS-A 0500	Orsted US	-70.76733106	40.93257488	AY	24
OCS-A 0500	Orsted US	-70.78931899	40.93223568	AY	23
OCS-A 0500	Orsted US	-70.81130654	40.93189229	AY	22
OCS-A 0500	Orsted US	-70.8332937	40.93154471	AY	21
OCS-A 0500	Orsted US	-70.85528048	40.93119293	AY	20
OCS-A 0500	Orsted US	-70.87726687	40.93083697	AY	19
OCS-A 0500	Orsted US	-70.89925286	40.93047682	AY	18
OCS-A 0487	Orsted US	-70.92123845	40.93011248	AY	17
OCS-A 0487	Orsted US	-70.94322364	40.92974395	AY	16
OCS-A 0487	Orsted US	-70.96520842	40.92937123	AY	15
OCS-A 0487	Orsted US	-70.98719278	40.92899433	AY	14
OCS-A 0487	Orsted US	-71.00917672	40.92861323	AY	13

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0487	Orsted US	-71.03116024	40.92822795	AY	12
OCS-A 0500	Orsted US	-70.78886915	40.91556035	AZ	23
OCS-A 0500	Orsted US	-70.81085118	40.91521716	AZ	22
OCS-A 0500	Orsted US	-70.83283282	40.91486978	AZ	21
OCS-A 0500	Orsted US	-70.85481408	40.91451821	AZ	20
OCS-A 0500	Orsted US	-70.87679495	40.91416246	AZ	19
OCS-A 0500	Orsted US	-70.89877542	40.91380252	AZ	18
OCS-A 0500	Orsted US	-70.9207555	40.91343839	AZ	17
OCS-A 0487	Orsted US	-70.94273517	40.91307008	AZ	16
OCS-A 0487	Orsted US	-70.96471443	40.91269758	AZ	15
OCS-A 0487	Orsted US	-70.98669327	40.91232089	AZ	14
OCS-A 0487	Orsted US	-71.0086717	40.91194002	AZ	13
OCS-A 0487	Orsted US	-71.0306497	40.91155496	AZ	12
OCS-A 0500	Orsted US	-70.78841969	40.89888497	BA	23
OCS-A 0500	Orsted US	-70.8103962	40.89854198	BA	22
OCS-A 0500	Orsted US	-70.83237233	40.8981948	BA	21
OCS-A 0500	Orsted US	-70.85434807	40.89784344	BA	20
OCS-A 0500	Orsted US	-70.87632343	40.89748789	BA	19
OCS-A 0500	Orsted US	-70.89829839	40.89712816	BA	18
OCS-A 0500	Orsted US	-70.92027295	40.89676425	BA	17
OCS-A 0500	Orsted US	-70.9422471	40.89639615	BA	16
OCS-A 0487	Orsted US	-70.96422085	40.89602387	BA	15
OCS-A 0487	Orsted US	-70.98619418	40.8956474	BA	14
OCS-A 0487	Orsted US	-71.00816709	40.89526675	BA	13
OCS-A 0487	Orsted US	-71.03013959	40.89488192	BA	12
OCS-A 0500	Orsted US	-70.8099416	40.88186674	BB	22
OCS-A 0500	Orsted US	-70.83191222	40.88151977	BB	21
OCS-A 0500	Orsted US	-70.85388246	40.88116861	BB	20
OCS-A 0500	Orsted US	-70.8758523	40.88081328	BB	19
OCS-A 0500	Orsted US	-70.89782175	40.88045376	BB	18
OCS-A 0500	Orsted US	-70.9197908	40.88009005	BB	17
OCS-A 0500	Orsted US	-70.94175945	40.87972217	BB	16
OCS-A 0500	Orsted US	-70.96372768	40.8793501	BB	15
OCS-A 0500	Orsted US	-70.98569551	40.87897386	BB	14
OCS-A 0487	Orsted US	-71.00766291	40.87859343	BB	13
OCS-A 0487	Orsted US	-71.0296299	40.87820882	BB	12
OCS-A 0500	Orsted US	-70.8314525	40.86484469	BC	21
OCS-A 0500	Orsted US	-70.85341723	40.86449374	BC	20
OCS-A 0500	Orsted US	-70.87538157	40.86413861	BC	19
OCS-A 0500	Orsted US	-70.89734551	40.86377929	BC	18
OCS-A 0500	Orsted US	-70.91930906	40.8634158	BC	17
OCS-A 0500	Orsted US	-70.9412722	40.86304814	BC	16
OCS-A 0500	Orsted US	-70.96323493	40.86267629	BC	15
OCS-A 0500	Orsted US	-70.98519725	40.86230026	BC	14
OCS-A 0500	Orsted US	-71.00715916	40.86192006	BC	13
OCS-A 0500	Orsted US	-71.02912064	40.86153567	BC	12
OCS-A 0500	Orsted US	-70.85295239	40.8478188	BD	20

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0500	Orsted US	-70.87491123	40.84746388	BD	19
OCS-A 0500	Orsted US	-70.89686967	40.84710478	BD	18
OCS-A 0500	Orsted US	-70.91882772	40.8467415	BD	17
OCS-A 0500	Orsted US	-70.94078536	40.84637405	BD	16
OCS-A 0500	Orsted US	-70.96274259	40.84600242	BD	15
OCS-A 0500	Orsted US	-70.98469942	40.84562661	BD	14
OCS-A 0500	Orsted US	-71.00665582	40.84524663	BD	13
OCS-A 0500	Orsted US	-71.0286118	40.84486247	BD	12
OCS-A 0500	Orsted US	-71.0281034	40.82818921	BE	12
OCS-A 0500	Orsted US	-71.02759541	40.8115159	BF	12
OCS-A 0500	Orsted US	-71.02708786	40.79484254	BG	12
OCS-A 0500	Orsted US	-71.02658072	40.77816912	BH	12
OCS-A 0500	Orsted US	-71.02607402	40.76149565	BJ	12
OCS-A 0500	Orsted US	-71.02556773	40.74482212	BK	12
OCS-A 0500	Orsted US	-71.02506187	40.72814855	BL	12
OCS-A 0500	Orsted US	-71.02455644	40.71147491	BM	12
OCS-A 0486	Orsted US	-70.83885451	41.1316397	AL	21
OCS-A 0486	Orsted US	-70.86090789	41.13128546	AL	20
OCS-A 0486	Orsted US	-70.88296087	41.13092699	AL	19
OCS-A 0486	Orsted US	-70.90501345	41.13056431	AL	18
OCS-A 0486	Orsted US	-70.92706563	41.13019741	AL	17
OCS-A 0486	Orsted US	-70.9491174	41.12982629	AL	16
OCS-A 0486	Orsted US	-70.97116875	41.12945095	AL	15
OCS-A 0486	Orsted US	-70.99321968	41.12907139	AL	14
OCS-A 0486	Orsted US	-71.01527019	41.12868762	AL	13
OCS-A 0486	Orsted US	-71.03732027	41.12829963	AL	12
OCS-A 0486	Orsted US	-71.05936992	41.12790742	AL	11
OCS-A 0486	Orsted US	-71.08141913	41.12751099	AL	10
OCS-A 0486	Orsted US	-71.10346789	41.12711035	AL	09
OCS-A 0486	Orsted US	-71.12551621	41.12670549	AL	08
OCS-A 0486	Orsted US	-71.19165844	41.12546562	AL	05
OCS-A 0486	Orsted US	-71.21370493	41.1250439	AL	04
OCS-A 0486	Orsted US	-71.23575094	41.12461796	AL	03
OCS-A 0486	Orsted US	-71.25779648	41.12418781	AL	02
OCS-A 0486	Orsted US	-70.94961123	41.14649947	AK	16
OCS-A 0486	Orsted US	-70.97166816	41.14612391	AK	15
OCS-A 0486	Orsted US	-70.99372467	41.14574414	AK	14
OCS-A 0486	Orsted US	-71.01578075	41.14536014	AK	13
OCS-A 0486	Orsted US	-71.03783641	41.14497192	AK	12
OCS-A 0486	Orsted US	-71.05989163	41.14457948	AK	11
OCS-A 0486	Orsted US	-71.08194642	41.14418283	AK	10
OCS-A 0486	Orsted US	-71.10400076	41.14378195	AK	09
OCS-A 0486	Orsted US	-71.12605466	41.14337685	AK	08
OCS-A 0486	Orsted US	-70.95010547	41.1631726	AJ	16
OCS-A 0486	Orsted US	-70.97216799	41.16279682	AJ	15
OCS-A 0486	Orsted US	-70.99423008	41.16241682	AJ	14
OCS-A 0486	Orsted US	-71.01629175	41.1620326	AJ	13

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0486	Orsted US	-71.03835299	41.16164416	AJ	12
OCS-A 0486	Orsted US	-71.06041379	41.16125149	AJ	11
OCS-A 0486	Orsted US	-71.08247416	41.1608546	AJ	10
OCS-A 0486	Orsted US	-71.10453408	41.16045349	AJ	09
OCS-A 0486	Orsted US	-71.12659356	41.16004816	AJ	08
OCS-A 0486	Orsted US	-71.14865258	41.15963861	AJ	07
OCS-A 0486	Orsted US	-71.17071114	41.15922483	AJ	06
OCS-A 0486	Orsted US	-71.19276925	41.15880684	AJ	05
OCS-A 0486	Orsted US	-71.21482688	41.15838462	AJ	04
OCS-A 0486	Orsted US	-71.23688405	41.15795819	AJ	03
OCS-A 0486	Orsted US	-71.25894074	41.15752753	AJ	02
OCS-A 0486	Orsted US	-71.10506785	41.17712498	AH	09
OCS-A 0486	Orsted US	-71.12713291	41.17671941	AH	08
OCS-A 0486	Orsted US	-71.14919751	41.17630962	AH	07
OCS-A 0486	Orsted US	-71.17126166	41.17589561	AH	06
OCS-A 0486	Orsted US	-71.19332535	41.17547737	AH	05
OCS-A 0486	Orsted US	-71.21538857	41.17505491	AH	04
OCS-A 0486	Orsted US	-71.10560206	41.19379641	AG	09
OCS-A 0486	Orsted US	-71.12767271	41.19339061	xx	08
OCS-A 0486	Orsted US	-71.1497429	41.19298058	AG	07
OCS-A 0486	Orsted US	-71.17181264	41.19256632	AG	06
OCS-A 0486	Orsted US	-71.19388192	41.19214784	AG	05
OCS-A 0486	Orsted US	-71.21595072	41.19172513	AG	04
OCS-A 0486	Orsted US	-71.06198289	41.21126719	AF	11
OCS-A 0486	Orsted US	-71.08406003	41.21086961	AF	10
OCS-A 0486	Orsted US	-71.10613672	41.2104678	AF	09
OCS-A 0486	Orsted US	-71.12821296	41.21006175	AF	08
OCS-A 0486	Orsted US	-71.15028875	41.20965148	AF	07
OCS-A 0486	Orsted US	-71.17236408	41.20923699	AF	06
OCS-A 0486	Orsted US	-71.19443895	41.20881826	AF	05
OCS-A 0486	Orsted US	-71.0625068	41.22793898	AE	11
OCS-A 0486	Orsted US	-71.08458954	41.22754117	AE	10
OCS-A 0486	Orsted US	-71.10667183	41.22713912	AE	09
OCS-A 0486	Orsted US	-71.12875367	41.22673284	AE	08
OCS-A 0486	Orsted US	-71.15083506	41.22632233	AE	07
OCS-A 0486	Orsted US	-71.17291599	41.22590759	AE	06
OCS-A 0486	Orsted US	-71.06303116	41.24461072	AD	11
OCS-A 0486	Orsted US	-71.0851195	41.24421268	AD	10
OCS-A 0486	Orsted US	-71.10720739	41.24381039	AD	09
OCS-A 0486	Orsted US	-71.12929484	41.24340388	AD	08
OCS-A 0486	Orsted US	-71.15138183	41.24299313	AD	07
OCS-A 0486	Orsted US	-71.12983646	41.26007486	AC	08
OCS-A 0486	Orsted US	-71.13037853	41.27674579	AB	08
OCS-A 0486	Orsted US	-71.28563801	41.29044734	AA	01
OCS-A 0486	Orsted US	-70.83838897	41.11496541	AM	21
OCS-A 0486	Orsted US	-70.86043677	41.11461137	AM	20
OCS-A 0486	Orsted US	-70.88248418	41.11425312	AM	19

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0486	Orsted US	-70.90453119	41.11389064	AM	18
OCS-A 0486	Orsted US	-70.92657779	41.11352396	AM	17
OCS-A 0486	Orsted US	-70.94862398	41.11315305	AM	16
OCS-A 0486	Orsted US	-70.97066976	41.11277793	AM	15
OCS-A 0486	Orsted US	-70.99271512	41.1123986	AM	14
OCS-A 0486	Orsted US	-71.01476005	41.11201505	AM	13
OCS-A 0486	Orsted US	-71.03680456	41.11162728	AM	12
OCS-A 0486	Orsted US	-71.05884864	41.1112353	AM	11
OCS-A 0517	Orsted US	-71.08089228	41.11083911	AM	10
OCS-A 0517	Orsted US	-71.10293547	41.1104387	AM	09
OCS-A 0517	Orsted US	-71.12497822	41.11003408	AM	08
OCS-A 0517	Orsted US	-71.14702052	41.10962524	AM	07
OCS-A 0517	Orsted US	-71.16906236	41.10921219	AM	06
OCS-A 0517	Orsted US	-71.19110374	41.10879493	AM	05
OCS-A 0486	Orsted US	-71.21314466	41.10837345	AM	04
OCS-A 0486	Orsted US	-71.2351851	41.10794776	AM	03
OCS-A 0486	Orsted US	-71.25722508	41.10751786	AM	02
OCS-A 0486	Orsted US	-70.94813098	41.09647976	AN	16
OCS-A 0486	Orsted US	-70.97017119	41.09610486	AN	15
OCS-A 0486	Orsted US	-70.99221098	41.09572575	AN	14
OCS-A 0486	Orsted US	-71.01425035	41.09534242	AN	13
OCS-A 0486	Orsted US	-71.03628929	41.09495489	AN	12
OCS-A 0486	Orsted US	-71.0583278	41.09456313	AN	11
OCS-A 0517	Orsted US	-71.08036587	41.09416717	AN	10
OCS-A 0517	Orsted US	-71.1024035	41.093767	AN	09
OCS-A 0517	Orsted US	-71.12444068	41.09336261	AN	08
OCS-A 0517	Orsted US	-71.14647741	41.09295401	AN	07
OCS-A 0517	Orsted US	-71.16851369	41.0925412	AN	06
OCS-A 0517	Orsted US	-71.19054951	41.09212418	AN	05
OCS-A 0486	Orsted US	-71.21258486	41.09170295	AN	04
OCS-A 0486	Orsted US	-70.94763839	41.07980642	AP	16
OCS-A 0486	Orsted US	-70.96967303	41.07943174	AP	15
OCS-A 0486	Orsted US	-70.99170726	41.07905285	AP	14
OCS-A 0486	Orsted US	-71.01374107	41.07866975	AP	13
OCS-A 0486	Orsted US	-71.03577444	41.07828243	AP	12
OCS-A 0486	Orsted US	-71.05780739	41.07789091	AP	11
OCS-A 0517	Orsted US	-71.0798399	41.07749518	AP	10
OCS-A 0517	Orsted US	-71.10187197	41.07709524	AP	09
OCS-A 0517	Orsted US	-71.12390359	41.07669109	AP	08
OCS-A 0517	Orsted US	-71.14593476	41.07628273	AP	07
OCS-A 0517	Orsted US	-71.16796548	41.07587016	AP	06
OCS-A 0517	Orsted US	-71.18999573	41.07545338	AP	05
OCS-A 0486	Orsted US	-71.21202553	41.0750324	AP	04
OCS-A 0487	Orsted US	-70.83745906	41.08161666	AP	21
OCS-A 0487	Orsted US	-70.83699469	41.06494221	AQ	21
OCS-A 0487	Orsted US	-70.85902579	41.06458879	AQ	20
OCS-A 0487	Orsted US	-70.8810565	41.06423117	AQ	19

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0487	Orsted US	-70.94665445	41.04645958	AR	16
OCS-A 0487	Orsted US	-71.21090827	41.04169112	AR	04
OCS-A 0487	Orsted US	-71.23292649	41.04126642	AR	03
OCS-A 0487	Orsted US	-71.25494424	41.04083752	AR	02
OCS-A 0487	Orsted US	-70.83606711	41.03159315	AS	21
OCS-A 0487	Orsted US	-70.8580871	41.03124015	AS	20
OCS-A 0487	Orsted US	-70.88010671	41.03088294	AS	19
OCS-A 0487	Orsted US	-70.90212591	41.03052152	AS	18
OCS-A 0487	Orsted US	-70.92414471	41.0301559	AS	17
OCS-A 0487	Orsted US	-70.9461631	41.02978608	AS	16
OCS-A 0487	Orsted US	-70.96818108	41.02941205	AS	15
OCS-A 0487	Orsted US	-70.99019865	41.02903382	AS	14
OCS-A 0487	Orsted US	-71.01221579	41.02865139	AS	13
OCS-A 0487	Orsted US	-71.03423251	41.02826475	AS	12
OCS-A 0487	Orsted US	-71.05624879	41.02787392	AS	11
OCS-A 0487	Orsted US	-71.07826464	41.02747888	AS	10
OCS-A 0487	Orsted US	-71.10028005	41.02707964	AS	09
OCS-A 0487	Orsted US	-71.12229502	41.02667619	AS	08
OCS-A 0487	Orsted US	-71.14430954	41.02626855	AS	07
OCS-A 0487	Orsted US	-71.1663236	41.0258567	AS	06
OCS-A 0487	Orsted US	-71.1883372	41.02544065	AS	05
OCS-A 0487	Orsted US	-71.21035035	41.0250204	AS	04
OCS-A 0487	Orsted US	-71.23236302	41.02459595	AS	03
OCS-A 0487	Orsted US	-71.25437522	41.0241673	AS	02
OCS-A 0487	Orsted US	-71.27638695	41.02373445	AS	01
OCS-A 0487	Orsted US	-70.83560391	41.01491854	AT	21
OCS-A 0487	Orsted US	-70.85761835	41.01456574	AT	20
OCS-A 0487	Orsted US	-70.87963241	41.01420874	AT	19
OCS-A 0487	Orsted US	-70.90164606	41.01384754	AT	18
OCS-A 0487	Orsted US	-70.92365932	41.01348213	AT	17
OCS-A 0487	Orsted US	-70.94567216	41.01311252	AT	16
OCS-A 0487	Orsted US	-70.9676846	41.01273872	AT	15
OCS-A 0487	Orsted US	-70.98969662	41.01236071	AT	14
OCS-A 0487	Orsted US	-71.01170822	41.0119785	AT	13
OCS-A 0487	Orsted US	-71.03371939	41.01159209	AT	12
OCS-A 0487	Orsted US	-71.05573013	41.01120148	AT	11
OCS-A 0487	Orsted US	-71.07774044	41.01080667	AT	10
OCS-A 0487	Orsted US	-71.0997503	41.01040766	AT	09
OCS-A 0487	Orsted US	-71.12175973	41.01000445	AT	08
OCS-A 0487	Orsted US	-71.1437687	41.00959704	AT	07
OCS-A 0487	Orsted US	-71.16577722	41.00918544	AT	06
OCS-A 0487	Orsted US	-71.18778529	41.00876963	AT	05
OCS-A 0487	Orsted US	-71.20979289	41.00834963	AT	04
OCS-A 0487	Orsted US	-71.23180002	41.00792543	AT	03
OCS-A 0487	Orsted US	-71.25380668	41.00749703	AT	02
OCS-A 0487	Orsted US	-71.27581287	41.00706443	AT	01
OCS-A 0487	Orsted US	-71.0552119	40.99452899	AU	11

Lease Number	Owner	Longitude	Latitude	Row	Column
OCS-A 0487	Orsted US	-71.07721667	40.99413441	AU	10
OCS-A 0487	Orsted US	-71.099221	40.99373563	AU	09
OCS-A 0487	Orsted US	-71.12122489	40.99333266	AU	08
OCS-A 0487	Orsted US	-71.14322832	40.99292549	AU	07
OCS-A 0487	Orsted US	-71.16523131	40.99251412	AU	06
OCS-A 0487	Orsted US	-71.18723383	40.99209856	AU	05
OCS-A 0487	Orsted US	-71.2092359	40.9916788	AU	04
OCS-A 0487	Orsted US	-71.2312375	40.99125485	AU	03
OCS-A 0487	Orsted US	-71.25323862	40.9908267	AU	02
OCS-A 0487	Orsted US	-71.27523927	40.99039435	AU	01
OCS-A 0487	Orsted US	-71.05469411	40.97785644	AV	11
OCS-A 0487	Orsted US	-71.07669334	40.97746209	AV	10
OCS-A 0487	Orsted US	-71.09869214	40.97706355	AV	09
OCS-A 0487	Orsted US	-71.12069049	40.97666081	AV	08
OCS-A 0487	Orsted US	-71.1426884	40.97625388	AV	07
OCS-A 0487	Orsted US	-71.16468585	40.97584275	AV	06
OCS-A 0487	Orsted US	-71.18668284	40.97542743	AV	05
OCS-A 0487	Orsted US	-71.20867938	40.97500792	AV	04
OCS-A 0487	Orsted US	-71.23067544	40.97458421	AV	03
OCS-A 0487	Orsted US	-71.25267104	40.97415631	AV	02
OCS-A 0487	Orsted US	-71.27466616	40.97372422	AV	01
OCS-A 0487	Orsted US	-71.05417675	40.96118384	AW	11
OCS-A 0487	Orsted US	-71.07617046	40.96078972	AW	10
OCS-A 0487	Orsted US	-71.09816372	40.96039141	AW	09
OCS-A 0487	Orsted US	-71.12015655	40.95998891	AW	08
OCS-A 0487	Orsted US	-71.14214892	40.95958221	AW	07
OCS-A 0487	Orsted US	-71.16414085	40.95917133	AW	06
OCS-A 0487	Orsted US	-71.18613231	40.95875625	AW	05
OCS-A 0487	Orsted US	-71.20812332	40.95833698	AW	04
OCS-A 0487	Orsted US	-71.23011386	40.95791352	AW	03
OCS-A 0487	Orsted US	-71.25210393	40.95748587	AW	02
OCS-A 0487	Orsted US	-71.27409352	40.95705403	AW	01