



**NATIONAL SCIENCE FOUNDATION
4201 WILSON BOULEVARD
ARLINGTON, VIRGINIA 22230**

November 3, 2010

SUBJECT: Notice of Public Meeting to Receive Input for the Micro-siting of the Inshore (14-fathom) Mooring of the Newport Line of the Endurance Array for the Proposed Ocean Observatories Initiative (OOI)

OVERVIEW

The National Science Foundation (NSF) gives notice of a public meeting to receive input for the siting of the inshore (14-fathom [fm]) mooring of the Newport Line of the Endurance Array for the proposed OOI project. Project scientists supported by NSF made an initial determination of candidate sites where the mooring could be placed to meet the science/operational requirements of the Endurance Array. Enclosure (1) lists the science/operational siting requirements and Enclosure (2) is a figure of the proposed micro-siting area that will be presented at the meeting. The proposed placement, or ‘micro-siting’, of the mooring is being coordinated with the public and marine user stakeholders. NSF is continuing to coordinate a series of public meetings to receive input for the final siting of the inshore (14-fm) mooring of Newport Line of the Endurance Array. The details for the next meeting are as follows:

Date: Monday, November 22, 2010
Time: 7:00 – 9:00 pm
Location: Guin Library Seminar Room
Hatfield Marine Science Center
2030 SE Marine Science Dr.
Newport, OR 97365

Micro-siting Goal: Determine potential mooring locations within the siting box for the proposed Newport Line inshore (14-fm) mooring that would meet OOI science/operational requirements and avoid or minimize potential conflicts with regional fishing interests and other marine users.

Meeting Objectives:

1. Review the candidate mooring location, the associated siting box, and the science and operational siting requirements.
2. Review concerns from the fishing community and other interested parties.
3. Discussion of options for mooring locations within the siting box.

BACKGROUND ON OOI

Oceanographic research has long relied on research vessel cruises (expeditions) as the predominate means to make direct measurements of the ocean environment. Remote sensing (use of satellites and other wireless technologies) has greatly advanced abilities to measure ocean surface characteristics over extended periods of time. A major advancement for oceanographic research methods is the ability to make sustained, long-term, and adaptive measurements from the surface to the ocean bottom. ‘‘Ocean Observatories’’ are now being developed to further this goal. Building upon recent technology advances and lessons learned from prototype ocean observatories, the proposed OOI is an interactive, globally

distributed and integrated infrastructure that will be the backbone for the next generation of ocean sensors and resulting complex ocean studies that are presently unachievable. The proposed OOI would include the installation, operation, and maintenance of infrastructure along the coasts of Oregon, Washington, and Massachusetts and global buoys in the Eastern Pacific and Atlantic oceans. In addition, there would be an integration of mobile assets such as autonomous underwater vehicles (AUVS) and/or gliders. This large-scale infrastructure would support sensors located at the sea surface, in the water column, and at or beneath the seafloor. The OOI would also support related elements, such as data dissemination and archiving, modeling of oceanographic processes, and education and outreach activities essential to the long-term success of ocean science.

BACKGROUND ON ENDURANCE ARRAY

The proposed Endurance Array would be comprised of 2 lines of moorings, one located off the coast of central Oregon (Newport Line), and a second at a contrasting site off central Washington (Grays Harbor Line). The Newport Line inshore (14-fm) site would consist of a total of 2 moorings in 1 location (i.e. paired surface and subsurface moorings) and 6 gliders. Moorings would provide locally generated power to seafloor and platform instruments and sensors, and use satellite and other wireless technologies to link to shore and the Internet. Gliders would run missions in the vicinity of the moored array.

NSF prepared a Draft Site-Specific Environmental Assessment (SSEA), which identified a general area as a starting point for locating the proposed mooring. The environmental impacts associated with moorings being placed anywhere within these general areas have been addressed in the Draft SSEA. Additional information obtained through the micro-siting process and the public meetings will be incorporated into the environmental analysis in NSF's Final SSEA. This micro-siting process, however, allows the public to continue the dialogue with NSF with regard to the final location of the moorings. NSF recognizes the detailed nature of this information and is coordinating the public meeting on November 22 to provide an opportunity for additional information exchange. I look forward to your participation.

Sincerely,



Jean McGovern
OOI Program Director
National Science Foundation

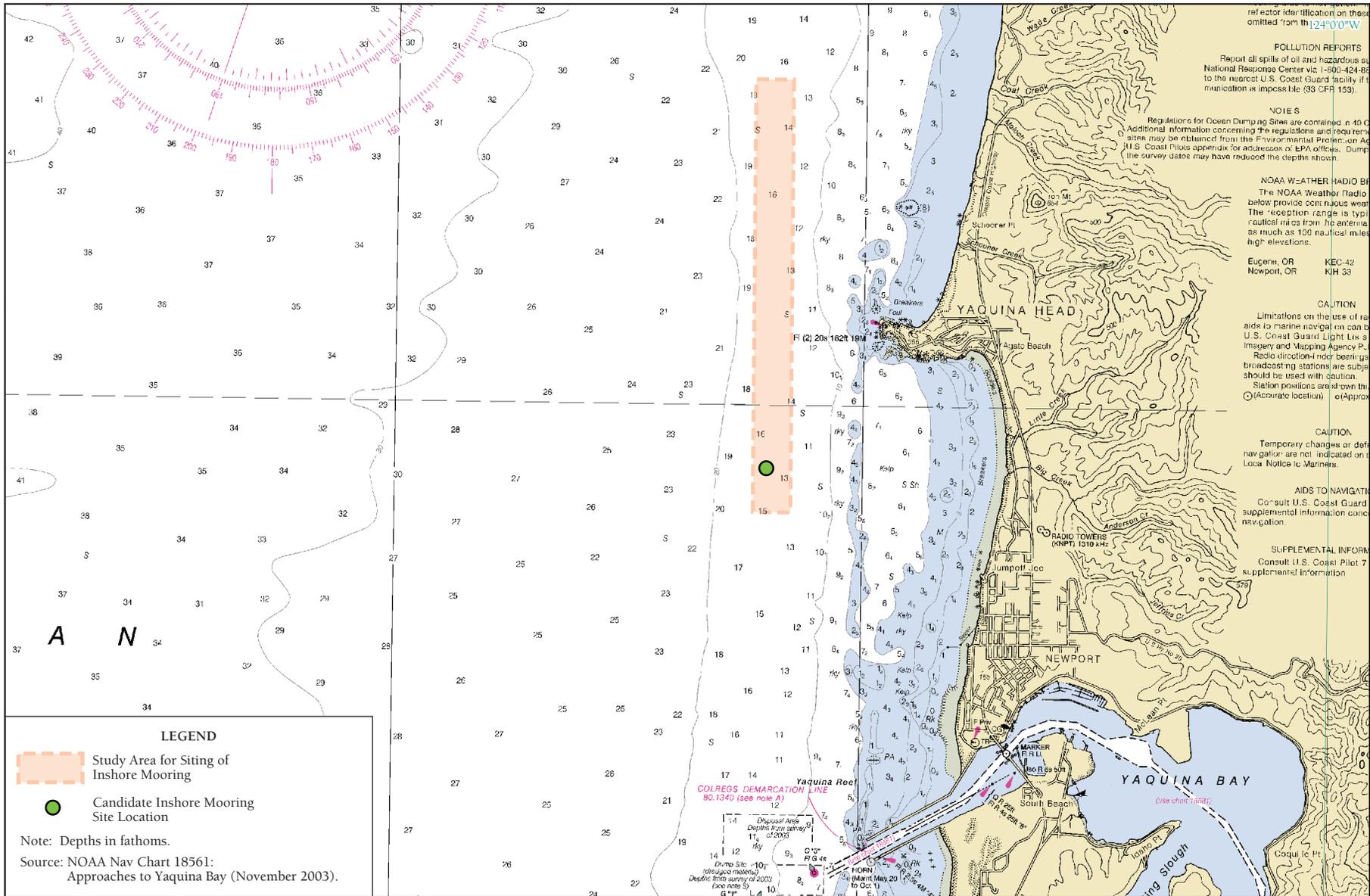
- Enclosures: (1) Table 1: Science/Operational Siting Requirements for the Newport Line – Inshore (14-fm) Mooring
 (2) Figure 2-7 from the Draft SSEA: Proposed Endurance Array (Newport Line) Candidate Inshore (14-fm) Mooring Site

ENCLOSURE (1)

**Table 1. Science/Operational Siting Requirements for the Newport Line –
Inshore (14-fm) Mooring**

- soft bottom (clay, silty or sandy)
- at least 0.5 nm (0.9 km) outside of published barge tow lanes
- outside of designated shipping lanes
- in 14-16 fm (25-30 m) water depth
- at least 0.2 nm (0.4 km) and not more than 3.2 nm (6 km) north of the Newport Hydrographic line which runs along 44.65° N.
- >2 nm (3.7 km) from Yaquina Bay entrance (jetties) and navigational markers.

X-X



reflector identification on these omitted from this 124°00'W

POLLUTION REPORTS
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 or to the nearest U.S. Coast Guard facility if communication is impossible (33 CFR 153).

NOTES
 Regulations for Green Dumping Sites are contained in 40 CFR 228. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency or U.S. Coast Guard. These appendixes for reduncation of EPA offices. Dumping the survey dates may have reduced the depths shown.

NOAA WEATHER RADIO BROADCASTING STATIONS
 The NOAA Weather Radio below provide continuous weather forecasts. The reception range is typically 25 nautical miles from the antenna. The range may be as much as 100 nautical miles in high elevations.

Eugene, OR KEC-42
 Newport, OR KJH 33

CAUTION
 Limitations on the use of radio aids to marine navigation can be found in the U.S. Coast Guard Light List, U.S. Imagery and Mapping Agency Publications. Radio direction-finding bearings should be used with caution. Station positions are shown by (O) (Accurate location) or (A) (Approximate location).

CAUTION
 Temporary changes or deficiencies in navigation are not indicated on this chart. Consult Local Notices to Mariners.

AIDS TO NAVIGATION
 Consult U.S. Coast Guard publications for supplemental information concerning navigation.

SUPPLEMENTAL INFORMATION
 Consult U.S. Coast Pilot 7 for supplemental information.

LEGEND

-  Study Area for Siting of Inshore Mooring
-  Candidate Inshore Mooring Site Location

Note: Depths in fathoms.
 Source: NOAA Nav Chart 18561: Approaches to Yaquina Bay (November 2003).

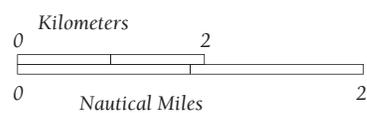


Figure 2-7
 Endurance Array (Newport Line) Candidate Inshore Mooring Site

