

Twin Otter 2010 and Beyond

12 August 2010



Karen Reyna

October 2009 - December 2009

- **The NOAA Twin Otter Crew is relocated to Monterey**
- **GFNMS is informed that flight hours are forthcoming**
- **GFNMS attends a Twin Otter Capabilities workshop**
- **GFNMS is informed that 35 flight hours are available from January - May 2010. These hours are to be shared with Cordell Bank**
- **GFNMS conducts a needs assessment and requests funds**

Getting Started: The Needs Assessment

- **Determine compliance with jet ski regulations**
- **Determine compliance with cargo restriction regulations**
- **Determine compliance with no anchoring zones**
- **Assess vessel use within all sanctuary waters**
- **Determine compliance with white shark regulations**
- **Identify and determine the extent of marine debris caused by derelict crab pots (buoy survey)**
- **Determine vessel (>300 GT) compliance with volunteer shipping lanes.**

The Needs Assessment

- **Coordinate with Cal Fish and Game to enforce protected area and special closures (no access) regulations.**
- **Determine whale abundance in and near shipping lanes.**
- **Coordinate with at-sea regional monitoring surveys of seabirds and marine mammals.**
- **Identify Harmful algal blooms and red tide events.**
- **Coordinate with California Coast Survey.**
- **Coordinate with US Fish and Wildlife Service.**

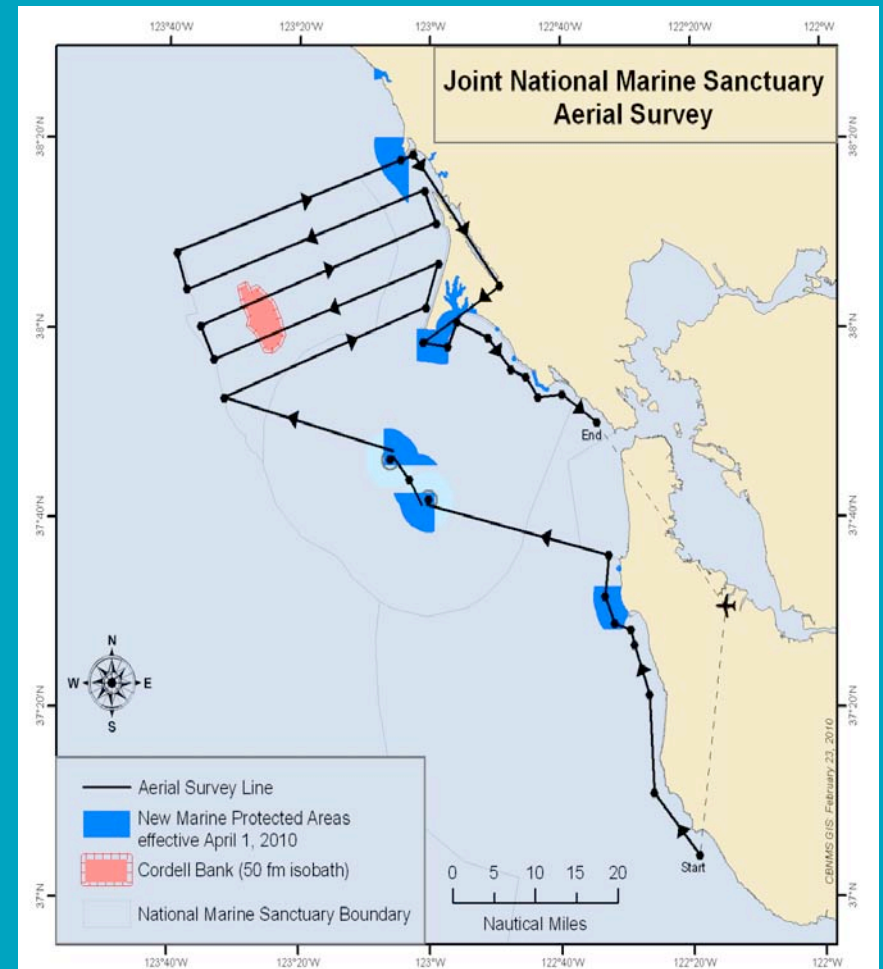
January 2010

- **Staff take several training classes in order to use the Twin Otter.**
- **GFNMS does not receive funds for a new project, but based on the needs assessment is able to utilize current Resource Protection and Seabird Protection Network staff to create a pilot program for conducting vessel surveys and aerial enforcement.**

January 2010 - May 2010 Pilot Project: Vessel Surveys

The Plan

- Conduct 5 Vessel Surveys
 - ALL boats under 300 GRT are documented by GPS and photo. Boat name and/or CF number is recorded.
 - ALL state waters are covered during each flight.



January 2010 - May 2010 Pilot Project: Aerial Enforcement

The Plan:

Coordinate with NOAA Office of Law Enforcement

- Determine compliance with zonal-based Sanctuary regulations.
- NOAA Law Enforcement onboard also uses aircraft to determine compliance with fishery regulations.



Coordinate with California Department of Fish and Game and US Coast Guard

- Flight crew communications with state and Coast Guard Vessels

January 2010 - May 2010 Pilot Project: The Reality

- State Marine Protected Area Regulations were delayed until May.
- GFNMS “backloaded” 3 missions to late April and May.
- Aircraft was diverted to the Deepwater Horizon Spill in late April.
- GFNMS only conducted 3 vessel surveys.



The Future: Plans for 2010-2011

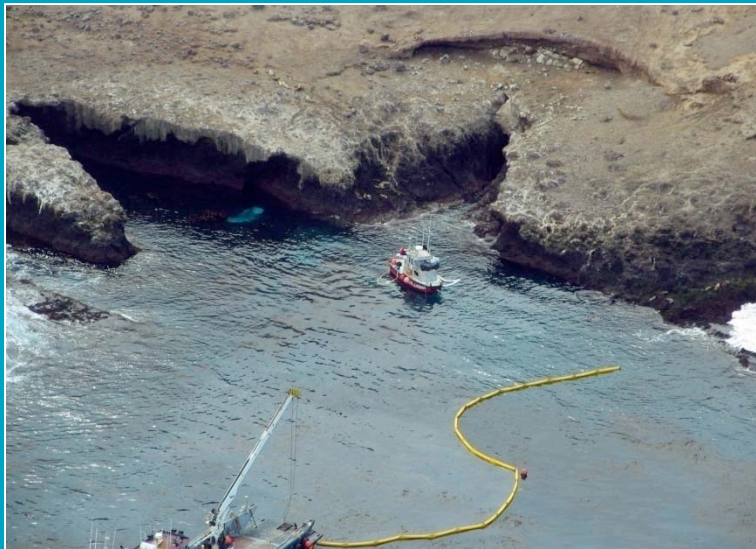


- **November – April: The aircraft will be stationed in Monterey**
- **Project Focus: Vessel Surveys**
- **Emergency response is still a priority**

The Future: Emergency Response



- Twin Otter available for response:
 - Oil spills
 - Vessel groundings
 - Marine mammal strandings
- Should be able to respond within 24 hrs



The Future: Building Partnerships for Aerial Patrols



- USCG Helicopter
- USCG C-130




- Maximize utilization of state and federal assets
- Increase opportunities for joint operations
- Increase Cooperation and Communications while maintaining Confidentiality Security issues

The Future: Challenges

- **At this time the aircraft is still scheduled to go to Alaska for the summer.**
- **“Soft” funding which creates a challenge for planning a long term monitoring program.**
- **Funding for the aircraft doesn't equal funding for staff.**
- **Staffing a more robust monitoring program remains a challenge.**


Next Steps (2011): Updating the Aerial Patrol Guide

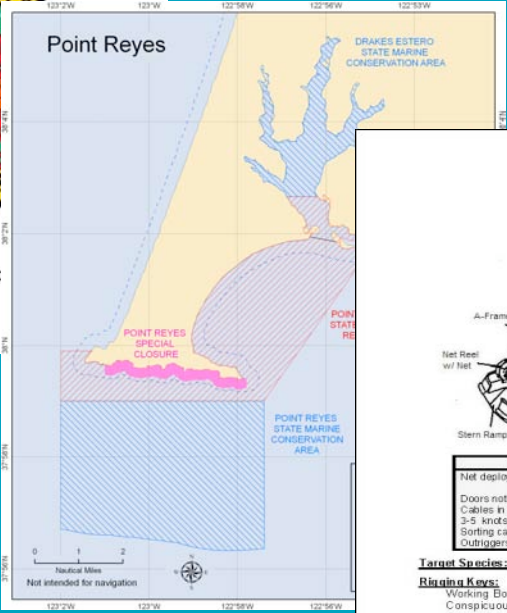
U.S. Department of
Homeland Security
**United States
Coast Guard**



**USCG Air Station San Francisco
LMR Enforcement**

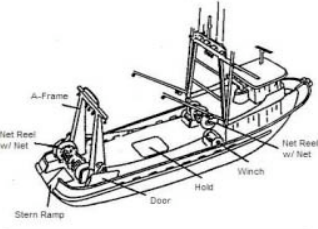
**Gulf of the Farallones and Cordell Bank
National Marine Sanctuaries Patrol Guide**





Revised 30 August 2006

Stern Trawler
MSLE Code: FTS



Fishing	Not Fishing
Net deployed	Net stowed on reel (may be covered)
Doors not visible	Cables stowed on reel
Cables in water	Doors stowed (stern)
3-5 knots	- Look for mud-gear
Sorting catch on deck	
Outriggers down	

Target Species: Groundfish/Pelagic

Recognition Keys:

- Working Boom (Derrick)
- Conspicuous net reels/drum(s)
- Gantry ("A-frame") for lifting
- Nets on to the stern (optional)
- Cable winches
- Trawl doors
- Stern ramp or chute in the transom
- Mast

WOC AirJAK
16
27 April 2006

- MLPA Maps
- Fishing Vessel ID
- Communications
- Points of Contacts

Questions?

