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
• 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.
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

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

- USCG Helicopter
- USCG C-130
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

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