



MARINE & AVIATION OPERATIONS

FY 2012 BUDGET HIGHLIGHTS

Office of Marine & Aviation Operations (OMAO) requests \$229.3M in FY 2012, reflecting a net increase of \$32.7M from the FY 2010 Enacted level. This budget request supports repairs, maintenance, and environmental compliance for NOAA's Fleet, and Homeport leases in order to complete NOAA's environmental and scientific missions.

Fleet Capital Improvements and Technology Infusion – *Ka'imimoana* (KA) and *Miller Freeman* (MF) Repair Periods +\$11.6M: With this request, NOAA will provide for highest priority repairs to structural and mechanical systems to these two vessels. Without major repair periods for these vessels, OMAO risks continued unplanned mechanical or infrastructure failures due to poor structural integrity that will result in lost days at sea, additional casualty reports, and impact to NOAA's scientific mission. The *KA* is the only vessel in the NOAA fleet capable of providing maintenance to the Tropical Atmosphere Ocean (TAO) Array, supporting critical El Niño/La Niña forecasting and climate science missions. The *MF* currently supports major field programs, representing decades-long biological and oceanographic time-series in Alaska and off the West Coast.

Homeport Facilities Lease Cost +\$1.9M: Will fund lease costs for Newport, OR and Davisville, RI. Newport, OR will be the new home of the Marine Operations Center – Pacific (MOC-P) and the homeport of NOAA Ships *McArthur II*, *Rainer*, *Miller Freeman* and *Bell M. Shimada*. Davisville, RI is the new homeport of NOAA Ship *Okeanos Explorer* and has been a temporary homeport for NOAA Ship *Henry B. Bigelow*. Homeports provide a safe and secure environment for NOAA ships to tie up for periods of maintenance, crew rest, training, and staging and de-staging of cruises.

Environmental Compliance for Vessels +\$3.4M: New maritime environmental regulations will be enforced beginning in FY 2012, including stricter emissions requirements from the Environmental Protection Agency (EPA) and

OMAO FY 2012 Budget Request (\$ Millions)

	FY 2010 Enacted	FY 2011 CR	FY 2012 Request	FY 2012 Request vs. FY 2010 Enacted
ORF	\$166.7	\$164.9	\$185.0	\$18.4
PAC	\$2.0	\$2.0	\$14.0	\$12.0
OTHER	\$27.9	\$30.1	\$30.2	\$2.3
TOTAL	\$196.6	\$197.0	\$229.3	\$32.7

stricter discharge requirements from the United States Coast Guard (USCG). These new regulations will require significant changes to the existing vessel and small boat fleet to ensure compliance is maintained and monetary fines are avoided by NOAA. This program change increase will be applied to engine and propulsion; oils, hydraulics, and discharges; and design and training programs.

Preventive, Corrective, and Deferred Ship Maintenance +\$6.2M: This request addresses deferred maintenance items and decrease the number of significant mechanical and electronic failure reports that impact days at sea and scientific data collection for NOAA programs. This increase will eliminate the maintenance backlog for electronics and marine engineering within five years and raise the preventative maintenance accomplishment rate.

New Vessel Construction (FSV6) +\$1.4M: Will enable the continued construction of fisheries survey vessel (FSV6) planned for the West Coast to replace the *David Starr Jordan*, which was retired in 2010. OMAO will also provide the civilian expertise required to monitor and evaluate the contractor's progress during construction. FSV6 is needed to perform acoustic surveys with complementary capabilities for direct sampling of fish and zooplankton, and for boat recovery in open seas.

