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## Appendix A.1 U.S. Coast Guard Supporting Information



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**Supplemental Environmental Impact Statement/  
Overseas Environmental Impact Statement  
Mariana Islands Training and Testing**

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## **A.1 U.S. COAST GUARD SUPPORTING INFORMATION**

### **A.1.1 Introduction**

This appendix provides more information about the United States (U.S.) Coast Guard (USCG), its missions and assets, and the training and testing performed in support of these missions. This section will also explain how many USCG missions are beneficial to the environment. Due to differing missions from the U.S. Department of the Navy (Navy), many of the Proposed Actions explained in Chapter 2 (Description of Proposed Action and Alternatives) are not performed by the USCG. The use of mid- or low-frequency sonar, missiles, and explosives are examples of actions that are not a part of the USCG's mission requirements. Other training done by the USCG as part of the USCG's national defense training and testing mission is also done in support of many of the other USCG's statutory missions. For example, USCG Search and Rescue training and operations are not just related to our defense mission. The application of the Search and Rescue training in the real world may also be used to rescue boaters, perform law enforcement, or perform drug or migrant interdiction, among other activities.

The USCG's purpose of and need for the Proposed Action, discussed in Chapter 2 (Description of Proposed Action and Alternatives), is to ensure USCG personnel can qualify and train jointly with, and independently of, the Navy and other services in the effective and safe operational use of USCG vessels, aircraft, and weapons under realistic conditions. The USCG has broad, multifaceted, jurisdictional authority for management of activities over all waters subject to jurisdiction of the United States. The USCG's law enforcement and national defense mission authority is based in 14 United States Code (U.S.C.) section 102, requiring the USCG to "maintain a state of readiness to function as a specialized service in the Navy in time of war, including the fulfillment of Maritime Defense Zone command responsibilities." The USCG successfully achieves its missions in part by conducting training and testing within the Study Area of this Draft Supplemental Environmental Impact Statement (SEIS)/Overseas Environmental Impact Statement (OEIS) to develop, sharpen, and maintain tactics, coordination, and personnel readiness. As a multi-mission agency, all training the USCG does in support of national defense also supports many of the USCG's other statutory missions and vice versa.

USCG activities discussed in this Draft SEIS/OEIS encompass the Oceania District (formerly District 14). The USCG Forces Micronesia/Sector Guam within District Oceania that regularly operate in the Study Area are located in Santa Rita, Guam. District Headquarters is in Honolulu, Hawaii. The USCG Oceania District is responsible for directing USCG operations throughout Oceania, including Hawaii, Guam, the Commonwealth of Northern Mariana Islands, American Samoa, and activities in Singapore and Japan.

### **A.1.2 Summary of U.S. Coast Guard History**

The USCG was established in 1790 by the Secretary of the Treasury Alexander Hamilton as the Revenue Marine Service. It later became the Revenue Cutter Service and, in 1915, was combined with the U.S. Lifesaving Service (formed 1878) to become the USCG. Until Congress established the Navy Department in 1798 it served as the nation's only armed force afloat, making it the longest continuous sea service in the United States. It was under the (peacetime)

jurisdiction of the Treasury Department until 1967, when it was transferred to the Department of Transportation. In 2003, the USCG was placed under the jurisdiction of the newly created Department of Homeland Security.

The USCG is a military service within the U.S. armed forces that is charged with the enforcement of maritime laws. It consists of approximately 44,000 officers and enlisted personnel, in addition to 7,000 civilians. The USCG enforces all applicable federal laws on the high seas and waters within the jurisdiction of the United States. It administers laws and promulgates and enforces regulations for the promotion of safety of life and property along the entire U.S. coast. In the time of war, it functions as part of the Navy.

### **A.1.3 U.S. Coast Guard Missions**

The USCG manages six major operational mission programs: maritime law enforcement, maritime response, maritime prevention, marine transportation system management, maritime security operations, and defense operations. Within these mission programs there are 11 statutory missions. These statutory missions are described below:

1. **Marine Environmental Protection**—The USCG regulates and inspects vessels and maritime facilities to reduce the risk of marine pollution incidents. The Marine Environmental Protection mission includes the planning, preparations, and operations to prevent, enforce, investigate, respond to, and mitigate the threat, frequency, and consequences of oil discharges and hazardous substance releases in U.S. waters. When spills occur, the USCG leads response efforts to contain the damage.
2. **Living Marine Resources**—U.S. fisheries support over \$240 billion in economic activity annually, but nearly 20 percent are considered overfished. The USCG is the lead federal agency for at-sea enforcement of U.S. fisheries laws. The USCG’s legal authority to enforce fisheries laws flows from the Magnuson-Stevens Fisheries Conservation and Management Act of 1976. The USCG enforces environmental laws that protect commercial and endangered species.
3. **Ports and Waterway Security**—The USCG is responsible for the security of 361 U.S. ports and 95,000 statute miles (150,000 kilometers) of waterways. The local USCG commander has legal authority over shipping in American waters as Captain of the Port. The Captain of the Port can declare inland waters in his jurisdiction to be “special security zones,” wherein commercial vessels must report their movements to the nearest USCG station. The USCG can direct ports closed or opened, and the USCG’s vessel traffic managers direct ships on critical waterways.
4. **Other Law Enforcement**—The USCG patrols America’s coasts and international waters using cutters, aircraft, and intelligence to detect, intercept, and disrupt dangerous and illegal activities such as drug smuggling and human trafficking.
5. **Drug Interdiction**—The USCG is the lead agency in maritime drug interdiction, which is a shared legal responsibility with U.S. Customs and Border Protection. USCG units coordinate their activities with the Navy.
6. **Migrant Interdiction**—The USCG enforces U.S. immigration law at sea. Many of these missions are also search-and-rescue missions since many migrants take to sea in unseaworthy vessels.

7. **Aids to Navigation**—Recreational and commercial boaters can safely navigate America’s waterways due to the USCG’s managed and maintained network of buoys, lighthouses, and electronic aids.
8. **Ice Operations**—The opening of the Arctic has heightened its scientific, economic, and national security significance. The USCG operates the only U.S.-owned heavy icebreaker capable of supporting missions in both Arctic and Antarctic regions.
9. **Marine Safety**—USCG personnel inspect commercial vessels, respond to pollution, investigate marine casualties and merchant mariners, manage waterways, and license merchant mariners.
10. **Search and Rescue**—Search and Rescue is one of the USCG’s oldest missions. The National Search and Rescue Plan designates the USCG as the federal agency responsible for maritime Search and Rescue operations in U.S. and international waters.
11. **Defense Readiness**—During wartime, by order of the President, the USCG can fall under the operational orders of the Navy. Discussion of this mission is expanded below.

#### **A.1.3.1 U.S. Coast Guard Defense Mission**

Under Title 14 U.S.C. section 1, the USCG is “at all times an armed force of the United States.” As part of the Joint Forces, the USCG maintains its readiness to carry out military operations in support of the policies and objectives of the U.S. government. As an armed force, the USCG trains and operates in the joint military arena at any time and functioning as a specialized service under the Navy in time of war or when directed by the President. USCG service members are trained to respond immediately to support military operations and national security. As a member of the armed forces (10 U.S.C. section 101), the USCG is purposefully embedded into different national strategic level doctrines that are used to guide the employment of the armed forces. These doctrinal pieces are as follows:

1. **National Strategic Direction**—The National Strategic Direction is governed by the Constitution, federal laws, government policies, internationally recognized laws, and national interest (as represented by national security policies). This directional doctrine provides policy and planning to support the national strategic direction.
2. **National Strategic Strategy**—Issued by the President, the National Strategic Strategy provides a broad strategic context for employing military capabilities in concert with other instruments of national power.
3. **National Defense Strategy**—Issued by the Secretary of Defense, the National Defense Strategy outlines the Department of Defense’s approach to implementing the President’s National Strategic Strategy.
4. **National Military Strategy**—Issued by the Chairman of the Joint Chiefs of Staff, the National Military Strategy supports the aims of the National Strategic Strategy and implements the National Defense Strategy. It describes the armed forces’ plan to achieve military objectives in the near term and provides a vision for maintaining a force capable of meeting future challenges.

Federal law created the framework for the relationship between the Navy and the USCG.<sup>1</sup> To meet these statutory requirements, the USCG must train in a realistic manner to ensure when they perform these similar activities in a “real-world” environment, they are doing so safely and effectively.

The USCG has four major national defense missions:

- Maritime intercept operations
- Deployed port operations/security and defense
- Peacetime engagement
- Environmental defense operations (which includes oil and hazardous substance response)

These missions are essential military tasks assigned to the USCG as a component of joint and combined forces in peacetime, crisis, and war. To effectively carry out these missions, the USCG’s air and surface units train using realistic scenarios, to include training with the Navy and the other armed services. Like the other services, the USCG seeks to train in a realistic manner so that when the real-world missions arise, USCG personnel are prepared to respond.

The Defense Readiness mission supports the National Military Strategy and Department of Defense operations by ensuring USCG assets are capable and equipped to deploy and conduct joint operations that support the most critical needs of combatant commanders in the major national-defense missions listed below. Every USCG unit is trained to support all 11 statutory missions, and thus is trained to meet all mission requirements, which includes their defense mission requirements. Since all USCG’s missions generally entail the deployment of cutters or boats and either fixed-wing or rotary aircraft, the USCG training requirements for one mission generally overlaps with the training requirements of other missions. Thus, when the USCG is training for its defense mission, the same skill sets are utilized for its other statutory missions.

Table A.1-1 provides examples of how the training skills that assist the USCG with conducting its Defense Readiness Mission are also used to assist the Guard in carrying out its other missions.

**Table A.1-1: USCG Mission Training Overlap with Defense Training**

Skill/Training Element	Defense Mission	Other USCG Missions
Stopping, boarding, searching, diverting, or redirecting vessel traffic	Maritime Interception/Interdiction	Drug interdiction; law enforcement; living marine resource protection; safety zone establishment; migrant interdiction
Flying helicopters, hovering, swimming in difficult seas	Search and Rescue. Recovering downed pilots, response to natural disasters.	Search and rescue; law enforcement; drug interdiction; migrant interdiction; peacetime operations
Clearing battle space of oil and hazardous substances	Environmental Defense Operations. Clearing the sea of obstacles that may adversely affect other armed forces. It could include deployment of oil booms and establishing the National Command Center. Provides	Marine safety; living marine resource protection; safety zone establishment; migrant interdiction; peacetime operations; aids to navigation. As the Vice-Chair of the multi-agency National Response

<sup>1</sup> 10 U.S.C. section 101; 14 U.S.C. section 2 (7); 22 U.S.C.; 50 U.S.C.

Skill/Training Element	Defense Mission	Other USCG Missions
	for efficient, coordinated, and effective response to discharges of oil and releases of hazardous substances, pollutants, and contaminants in accordance with the authorities of federal laws.	Team and a leader of the National Contingency Plan, the USCG (working with many other agencies to include the Navy) utilize many of the same tactics used while training for the defense mission to respond to oil spills in U.S. waters.
Ensuring port and harbor areas are free of hostile threats, terrorist actions, and safety deficiencies that would be a threat to the deployment of military resources	Port Operations, Security, and Defense	Law enforcement; drug interdiction; and safety zone establishment; port security; waterways management
Conducting humanitarian assistance (providing aid by air or by sea), professional exchanges, combined operations, training, exercises, and other diplomatic activities to foster international cooperation	Theater Security Cooperation	Responding to natural disasters; search and rescue; marine safety; waterways management; marine environmental protection; peacetime engagement
Protecting Offshore Strategic Assets by establishing and enforcing security zones	Maritime Interception Operations	Law enforcement; other law enforcement; marine safety; marine environmental protection; living marine resources
Conducting national air defense activities with helicopters	Rotary Wing Air Intercept, Port Security, Maritime Interception Operations	Surface and air training in support of the defense mission can be used in all USCG statutory missions
Combatting terrorism—Providing special capabilities, such as training host nation forces and building the capacity of foreign maritime security forces that serve as a force multiplier to Department of Defense forces	Peacetime Engagement, Port Operations/Security and Defense; USCG has relationships with many smaller navies/USCGs around the world and trains with these forces regularly	Surface and air training in support of the defense mission can be used in all USCG statutory missions
Supporting Department of Defense response to maritime security threats, including terrorism, piracy, and other criminal or unlawful acts	Maritime Operational Threat Response/Defense	Surface and air training in support of the defense mission can be used in all USCG statutory missions
Conducting offensive and defensive cyberspace operations to achieve military objectives and preserve system availability, integrity, and confidentiality	Military Cyberspace Operations	Cyberspace units in boat and cutter forces will most likely support maritime interception/interdiction operations; military environment response; and port operations, security, and defense

There are some USCG similarities and differences with the Navy that are worth noting. These differences and similarities were considered in the analysis within the body of this Draft SEIS/OEIS. Table A.1-2 highlights some of these contrasts/similarities.

**Table A.1-2: Navy–USCG Comparison**

Similarities	Differences
Both Navy and USCG are armed services of the United States.	USCG reports to the Department of Homeland Security. The Navy reports to the Secretary of Defense. The Navy has approximately 320,000 personnel while the USCG has approximately 40,000. Deployments by the Navy are normally measured in terms of months, whereas the USCG generally measures time away from port in terms of days or weeks.
When joint or combined training occurs, the USCG generally falls under the Navy for purposes of the exercise. USCG will follow the Navy’s exercise operations order, which includes environmental mitigation.	USCG training occurs at the unit level and at less intensity than the Navy.
USCG trains using Navy procedures. USCG borrows heavily from Shipboard Manuals published by Navy for many common standard operating procedures pertaining to watch stations, and Navy-Type, Navy-Owned equipment such as Weapons Systems. Per Title 14 U.S.C., generally, USCG weapons systems are Navy systems.	Differences are minimal. USCG draws its surface training requirements from the Navy’s Surface Force Training Manual. USCG requires many of the same skills as Navy personnel.
USCG systems and platforms are Navy systems and platforms.	USCG has similar (or identical) weapons and communications systems to Navy assets, but their weapons and systems are significantly less impactful in terms of types and capabilities than the Navy. For example, the USCG does not have mid-frequency or low-frequency sonar on any of its cutters or boats. USCG explosive rounds are of much less weight and are less impactful.
Both Navy and USCG have a global mission and reach.	Due to the size of USCG cutters (and boats), USCG training generally occurs close to the vessel homeport or close to shore, on established Navy ranges. Quite frequently, USCG training commonly occurs en route to a scheduled patrol/mission.
Both the Navy and USCG use Navy at-sea training ranges.	The Navy maintains and schedules all usage of their at-sea training ranges. The USCG does not have their own at-sea ranges and regularly schedules usage of the Navy’s at-sea ranges. USCG meets with the Navy annually to discuss necessary training in support of the Navy and the common defense mission. Access to Navy ranges and the procedures required on the range are also discussed.
Both the Navy and USCG may participate in a Sinking Exercise.	Sinking Exercise (SINKEX) is managed under the Navy’s SINKEX program. There is a real-world scenario where the USCG will sink a distressed vessel that is a hazard to navigation.
Both the Navy and USCG may participate in a law enforcement action.	The Navy cannot make arrests, but the USCG can. USCG crews with officers or petty officers assigned has law-enforcement authority (14 U.S.C. section 89) and can conduct armed boardings in support of defense or its law enforcement operation.

Similarities	Differences
Both Navy and USCG participate in dummy/inert mine shape placement.	The USCG does not perform a mine warfare mission but will at times assist the Navy with the placement of mine shapes for Navy training purposes. The USCG's Aids to Navigation platforms may utilize their specialized equipment to place targets in the water.
Both Navy and USCG work together as mission requirements dictate.	There are instances when the Navy will depend on the USCG's unique capabilities not possessed by the Navy. For example, as part of Port and Waterway Security, the USCG may escort Navy submarines in and out of harbors.

Notes: U.S.C. = United States Code, USCG = U.S. Coast Guard

#### A.1.4 Platforms, Weapons, Electronic Warfare, and Countermeasures

The platforms, weapons, electronic warfare, and countermeasures discussed below all exist within the Study Area and are utilized by the USCG in the training and testing addressed in this Draft SEIS/OEIS. Since the USCG trains the way it will operate, and many of its missions are emergent (akin to a firefighter responding immediately to a fire), often there is no time to consult with regulators or do environmental studies before responding to an emergent issue that may lead to the loss of life or property. The impacts on the environment caused by USCG defense training and testing activities discussed in the body of this Draft SEIS/OEIS are like those that would be caused by USCG operations associated with responding to various emergent non-defense related issues such as Search and Rescue for a fishing boat in distress, or a boarding done for law enforcement.

##### A.1.4.1 Cutters

Whereas the Navy has ships (that are much larger than the USCG cutters), carriers, fixed-wing aircraft (including fighter aircraft), rotary aircraft, and submarines, the USCG deploys cutters, boats, and fixed-wing and rotary aircraft. A USCG cutter is any vessel which has a permanently assigned crew and accommodations for the extended support of that crew, and includes all vessels of 65 feet (ft.) (20 meters [m]) or more in length.

The USCG currently operates approximately 240 cutters. Larger cutters are controlled by Area Commands—Atlantic Area (located in Portsmouth, Virginia) or Pacific Area (located in Alameda, California). Smaller cutters come under control of district commands. There are five districts within the Atlantic Area and four districts in the Pacific Area. Cutters usually carry a motor surf boat or a rigid-hulled inflatable boat. Polar-class icebreakers carry an Arctic survey boat and landing craft.

The endurance of a cutter to operate without provisioning is highly dependent upon several variables that change based on mission conditions. USCG cutters are not designed to a specific endurance standard but rather to a set of performance requirements. The performance requirements are utilized to determine such parameters as maximum and cruising speeds, fuel capacity, water capacity, stores capacity, armament, crew size, and special mission characteristics (e.g., ice breaking, buoy handling, towing, defense). The original performance requirements assume a specific set of operating conditions such as most economical speed. Actual endurance will vary depending on mission demands. Endurance is measured in days, whereas most Navy ships measure endurance in terms of months.

### A.1.4.2 Boats

The USCG operates approximately 1,400 boats, defined as any vessel less than 65 ft. (20 m) in length, which generally operate near shore and on inland waterways. The most common is 25 ft. (7.6 m) long, of which the USCG has more than 350; the shortest is 13 ft. (4 m). Boat training includes small boat crews engaging surface targets with small- and medium-caliber weapons. Boat crews may use high or low speeds to approach and engage targets simulating other boats, floating mines, or nearshore land targets with up to 7.62 mm weapons. A commonly used target is an empty steel drum. Table A.1-3 describes different types of surface vessels.

**Table A.1-3: List of USCG Surface Platforms**

Type	Weapons	Length (Feet)	Notes
<b>Cutters</b>			
Legend Class (replacing Hamilton Class)	MK 110 57-mm gun 20-mm Phalanx Close-In Weapons System Crew-served .50-caliber Browning M2 machine guns Crew served 7.62-mm machine guns. Various small arms	Approximately 420	Known as National Security Cutter, there are approximately 12 in service or scheduled to be in service.
Famous-Class	76-mm/62-caliber naval gun 50-caliber (12.7-mm) machine guns Various small arms	> 250	Entered service in 1983. There are 13 in the inventory, and they are being phased out as they reach their maximum service life.
Juniper-Class	.50-caliber (12.7 mm) machine guns Various small arms	Approximately 225	The Juniper-Class buoy tenders are responsible for maintaining short- and long-range aids to navigation such as fixed structures and buoys. Buoy tenders are multi-mission vessels and conduct maritime law enforcement, homeland security, and defense operations, as well as providing Search and Rescue (SAR) as needed. Entered service in 1996. Sixteen are in the inventory. <b>Maximum Speed:</b> 15 knots.
Reliance-Class	25-mm gun .50-caliber (12.7 mm) machine guns Various small arms	Approximately 210	Entered service in 1964.
Keeper-Class	None	Approximately 175	Entered service in 1997. Fourteen are in the inventory.
160-Foot-Class Island Construction Tender	None	Approximately 160	Entered service in 1976. Four are in the inventory. <b>Maximum Speed:</b> 11 knots.
Sentinel-Class	25-mm autocannon	Approximately 150	Ultimately approximately 64 will be in service, and there will be multi-mission

Type	Weapons	Length (Feet)	Notes
	Crew-served Browning M2 machine guns		platforms capable of performing most of the USCG's statutory missions.
Bay-Class	M240 machine guns	140	Entered service in 1979. Up to 10 will be built.
Island-Class	25-mm chain gun .50-cal machine gun	110	(WPB): Entered service in 1985. These multi-mission platforms are being phased out and will be replaced by the Sentinel-Class cutters.
Marine Protector-Class	.50-caliber M2 Browning machine guns	87	Entered service in 1998. Approximately 70 are in the inventory.
Small Harbor Tug (WYTL)	None	65	These 65-foot tugs are multi-mission platforms.
<b>Boats</b>			
Aids to Navigation Boats	Small arms	Approximately 20–70	Varies in size.
Screening Vessels	Small arms	Approximately 60	Multi-mission.
Motor Lifeboat	Small arms	Approximately 50	Also known as "Special Purpose Craft – Heavy Weather (SPC-HWX)." Only located in the Pacific Northwest.
Response Boat-Medium	None	Approximately 50	The USCG has a contract for 180 Response Boat—Medium (RB-M) boats that were delivered starting in 2008 to replace the 41-foot utility boats. The RB-M is a multi-mission capable boat, operable from USCG shore stations, whose missions include PWCS, maritime law enforcement, and SAR.
Buoy Utility Stern Loading	None	Approximately 50	
Training Boats	None	Approximately 40	
Near-Shore Lifeboats	None	Approximately 40	
Boarding Team Delivery	Small arms	Approximately 40	
Long-Range Interceptor	Small arms	Approximately 40	Launched by National Security Cutters.
33-Foot Law Enforcement	Small arms	Approximately 30	
Response Boat-Small II	Replacement for Defender Class	Approximately 30	The Response Boat-Small II (RB-SII) is a multi-mission capable boat, operable from USCG shore stations and designed to operate year round in shallow waters. RB-S II missions include PWCS, maritime law enforcement, and SAR.
Cutter Boat Over the Horizon	Small arms	25	
Transportable Security Boats	Small arms	25	Used for Port Security.
Response Small Boat	None	25	To be replaced by a 29-foot boat.

Notes: > = greater than; cal = caliber; mm = millimeter; PWCS = Ports, Waterways, and Coastal Security; RB-M = Response Boat—Medium; RB-SII = Response Boat-Small II; SAR = Search and Rescue; SPC-HWX = Special Purpose Craft – Heavy Weather

### A.1.4.3 Aircraft

The USCG operates approximately 210 aircraft. Fixed-wing aircraft (e.g., Lockheed HC-130 Hercules turboprops) operate from air stations on long-duration missions. Helicopters (e.g., Airbus MH-65 Dolphin and Sikorsky MH-60T Jayhawk) operate from air stations, air facilities, and flight-deck equipped cutters; and can rescue people, intercept smuggling vessels, or perform defense-related missions. Some special MH-designated helicopters are armed with guns, and some are equipped with armor to protect against small arms fire. Table A.1-4 describes different types of USCG aircraft.

**Table A.1-4: Aircraft**

Name	Quantity	Notes
Lockheed HC-130 Hercules	Approximately 30	Multi-mission aircraft utilized in nearly all the USCG statutory missions. No weapons.
HC-27J Spartan	Approximately 10	Fourteen on order.
CASA HC-144A Ocean Sentry	Approximately 20	-
Gulfstream C-37A	2	Aircraft is used as a VIP transport for high-ranking USCG and Homeland Security officials.
Airbus MH-65 Dolphin	Approximately 100	Helicopters are used for most of the USCG missions.
Sikorsky MH-60T Jayhawk	Approximately 40	Helicopters are used for most of the USCG missions.
RG-8A Condors	Unspecified number	-
Boeing Insitu ScanEagle	Unspecified number	-

Note: VIP = very important person, USCG = U.S. Coast Guard

### A.1.5 Pyrotechnics, Electronic Warfare, and Countermeasures

Table A.1-5, Table A.1-6, and Table A.1-7 list pyrotechnics, electronic warfare, and countermeasures used by the USCG.

**Table A.1-5: Pyrotechnics**

Item
7.62-mm Grenade
Signal Kits
Flares
Marine Location Markers
Warning Flash Bang

Note: mm = millimeter

**Table A.1-6: Electronic Warfare Systems**

Name	Notes
Surface search and navigation radar	None of these systems are unique to the USCG. The Navy uses these same systems.
SCCS-Lite combat data system	-
AN/SLQ-32B(V)2 Electronic Warfare System	-
L-3 C4ISR suite	-
Sea Commander Aegis derived combat system	-
AN/SPS-50 surface search radar	-
AN/APX-123(V)1 IFF (ship automation system)	-

**Table A.1-7: Decoys and Countermeasures**

Name	Notes
Mark 36 SRBOC	Chaff countermeasures
Nulka	MK 53 Mod 10

**A.1.6 U.S. Coast Guard Activities Analyzed in this Document**

**Maritime Security Operations:** Helicopter and surface ship crews conduct a suite of maritime security operations (e.g., visit, board, search and seizure, maritime interdiction operations, force protection, and anti-piracy operations). These activities involve training boarding parties delivered by helicopters and surface ships to surface vessels for the purpose of simulating vessel search and seizure operations. Various training scenarios are employed and may include small arms with non-explosive blanks and surveillance or reconnaissance unmanned surface and aerial vehicles. The entire exercise may last two to three hours. This USCG training is critical for all USCG statutory missions.

**Vessel Visit, Board, Search, and Seizure:** Military personnel from ships and aircraft train to board suspect vessels, potentially under hostile conditions.

**Maritime Interdiction Operations:** Ships and aircraft train in pursuing, intercepting, and ultimately detaining suspect vessels.

**Maritime Infrastructure Protection and Harbor Defense:** Naval and USCG personnel train to defend oil platforms, similar at-sea structures, harbors, piers, and other infrastructure.

**Warning Shot/Disabling Fire:** USCG personnel train in the use of weapons to force fleeing or threatening small boats (typically operating at high speeds) to come to a stop.

**Ship Force Protection:** USCG personnel train in tracking multiple approaching, circling small craft, assessing threat potential, and communicating among crewmates and other vessels to ensure ships are protected against attack.

**Precision Anchoring:** Ship crews train to choose the best available anchoring sites. The ship uses all means available to determine its position when anchor is dropped to demonstrate calculating and plotting the anchor’s position within 100 yards of center of planned anchorage.

**Waterborne Training:** Waterborne training may include qualification and certification as safety observer, safety swimmer, coxswain, and crewman utilizing a variety of small crafts, including but not limited to rigid hull inflatables, aluminum chambered boat, stand-up paddleboards, kayaks, and jet skis. Boat crews train to launch and recover boats, operate crew-served unmanned vehicles, moor to buoys, anchor, and operate a variety of missions in shallow waters. USCG may perform this training enroute to a scheduled patrol.

**Civilian Port Defense—Homeland Security Anti-Terrorism/Force Protection Exercises:** The USCG provides close support to Naval forces Mine Warfare capabilities to support Department of Homeland Security-sponsored events. The USCG is a component of the Department of Homeland Security. The three pillars of mine warfare, airborne (helicopter), surface (surface ships), and undersea (divers, marine mammals, and unmanned vehicles) mine countermeasures will be brought to bear to ensure strategic U.S. ports remain free of mine threats. Various mine

warfare sensors, which utilize active acoustics, will be employed in the detection, classification, and neutralization of mines. Along with traditional mine warfare techniques, such as helicopter-towed mine countermeasures, new technologies (unmanned vehicles) will be utilized. Marine mammal systems may be used during this exercise. Event locations and scenarios will vary according to the Department of Homeland Security's strategic goals and evolving world events.

**Humanitarian Assistance Operations:** This activity entails training for military units that evacuate noncombatants from hostile or unsafe areas to safe havens or that provide humanitarian assistance in times of disaster. The USCG has a leadership role in many disaster relief operations, with their aircraft and surface vessels significantly contributing to the humanitarian assistance operations.

**Search and Rescue:** The USCG maintains Search and Rescue facilities on the East, West, and Gulf coasts; Hawaii; Alaska; Guam; and inland waterways. To maintain this perishable skill, the USCG trains its helicopter and fixed-wing crews and Search and Rescue personnel in the air and on the water. Helicopter, ship, and submarine crews practice the skills required to recover personnel lost at sea. Helicopters locate survivors and deploy rescue swimmers and rescue baskets. Survivors are winched up to the hovering helicopter. Surface ships would conduct man overboard drills and deploy a dummy figure in the water. Ship crews would launch a small boat, direct the recovery of the dummy, and recover the small boat.

**Maritime Environmental Response:** This defense mission, which is also an extremely important stand-alone mission, entails the USCG conducting spill response to events that may prevent the Navy access to a beach or a port. USCG is a leader of the National Response Team that trains to respond to events such as those that have occurred after ships run aground or oil wells are compromised, which result in oil or hazardous materials releasing into the Waters of the U.S. USCG, as the Federal On-Scene Coordinator, may deploy oil booms and set up the National Command Center. Training for this mission directly supports its Defense Mission.

**Gunnery Exercise:** As an armed force, the USCG may be called to perform gunnery operations as a part of its mission. This same training directly correlates to its law enforcement mission that may require a warning shot to get a vessel to stop or make it necessary for USCG to board a vessel.

**Small Boat Attacks:** This defense mission is also a law enforcement mission, and the USCG trains in a similar manner for both missions.

#### **A.1.7 U.S. Coast Guard and the Protection of Marine Resources**

Many of the USCG missions provide a direct and measurable positive impact on the marine environment, to include marine mammals, birds, coral reefs, and fishes. The inherent protective measures that the USCG provides by conducting these missions are discussed below.

Through the Marine Environmental Protection program, the USCG develops and enforces regulations to avert the introduction of invasive species into the maritime environment, stop unauthorized ocean dumping, and prevent oil and chemical spills. The USCG serves as the Federal On-Scene Coordinator for oil spills and hazardous waste incidents in the marine environment. In this capacity, the USCG oversees the clean-up of the marine environment, including authorizing

wildlife operations to do reconnaissance and recovery of marine mammals (and other animals impacted). In a time of conflict, the USCG would perform this function as a defense mission if there were oil spills, whether it be a result of the conflict or intentionally done by an adversary.

The USCG spends tens of millions of dollars annually protecting living marine resources, to include an estimated \$65 million in fiscal year 2021 enforcing the Endangered Species Act. The USCG is also a member of the National Marine Fisheries Service (NMFS) marine mammal stranding network and, in this capacity, assists NMFS and stranding response partners in aiding marine mammals in distress. USCG assets have also been used to transport marine mammals to be taken in for rehabilitation or release.

Additionally, the Ports and Waterways Safety Act includes USCG's responsibility in designating Traffic Separation Schemes for commercial vessels across the United States. The USCG works with the National Oceanic and Atmospheric Administration's Office of National Marine Sanctuaries and NMFS to develop Traffic Separation Schemes that reduce the spatial overlap of commercial ships and large whales on the East Coast (to protect North Atlantic right whales) and off California (to protect blue, fin, and humpback whales). The USCG provides marine mammal information to all mariners via weekly notice to mariners (online) and broadcast notice to mariners (immediate information via very high frequency broadcasts). Both formats are used to convey information about whales and any closures implemented by NMFS to reduce the risk of strikes, and to raise general awareness of marine mammals in specific areas.

The USCG protects our ocean environment and the marine life that inhabits it by enforcing domestic and international fisheries laws, as well as by protecting the U.S. Exclusive Economic Zone from foreign encroachment. The U.S. Exclusive Economic Zone is the largest in the world, comprising 3.4 million square miles of ocean and more than 90,000 miles of coastline. Keeping these waters clean and safe is critical to both our nation's economy and its environment. Using its law enforcement function, the USCG enforces fisheries regulations from NMFS designed to reduce interactions with fisheries and marine mammals (e.g., patrols of groundfish fisheries in Alaska near Steller sea lion closed areas). USCG auxiliaries help to raise awareness by providing information about protected species, including marine mammals, at various events. For example, USCG is part of NMFS' "Be Whale Wise" campaign to promote safe vessel practices around endangered southern resident killer whales. This often entails the need for USCG personnel to board a fishing vessel, which is also a requirement of the USCG defense mission.

Protecting the integrity of the nation's maritime borders and ensuring the health of U.S. fisheries is a vital part of the USCG mission. The USCG also enforces international agreements to suppress illegal, unreported, and unregulated fishing activity in international waters. This provides a direct benefit to the marine environment and its resources.

Another important mission entrusted to the USCG is the care and maintenance of maritime aids to navigation and the marine safety that this service provides. Much like drivers need stoplights, street signs, and universally accepted driving rules, boaters also need the nautical equivalent "rules of the road." The USCG is responsible for ensuring this network of signs, symbols, buoys, markers, and lighthouses, are functioning properly so recreational and commercial boaters can safely navigate the maritime environment. This function has a direct

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impact on the safety of navigation and helps to prevent accidents that could harm the environment and its marine resources.

The United States has vital national interests in the polar regions. Polar security cutters enable the United States to maintain defense readiness in the Arctic and Antarctic regions; enforce treaties and other laws needed to safeguard both industry and the environment; provide ports, waterways, and coastal security; and provide logistical support—including vessel escort—to facilitate the movement of goods and personnel necessary to support scientific research, commerce, national security activities, and maritime safety. Ice operations in areas like the Great Lakes and the Northeast Atlantic and rivers like the Hudson River facilitate the safe movement of ships delivering vital cargo, thus providing the added benefits of both marine safety and preventing pollution through avoidance of accidents caused by iced waterways.

To safely perform these statutory missions that provide direct benefits to the environment, the USCG must provide its people with realistic training. Defense training relating to aircraft and ship operations, and all the missions that relate to the usage of these assets, directly impact the ability of the USCG to perform all their missions. The training utilized in support of defense readiness directly overlaps with many of the other USCG missions that rely on ship and aircraft operations. USCG personnel not only may perform these missions supporting the Navy and the Defense Readiness mission, but they also require the same skills for their law enforcement, marine protection, and other related missions.