
3.10 Cultural Resources

3.10 CULTURAL RESOURCES

The term “cultural resources” includes prehistoric and historic sites, structures, objects, landscapes, ethnographic resources, and other physical evidence of human activity considered important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. Cultural resources are divided into four groups: archaeological resources (both historic and prehistoric terrestrial and nearshore sites), architectural resources, traditional cultural resources, and underwater (submerged) resources. The focus on this analysis is on submerged resources which are sites that may, or may not, have cultural affiliation. Submerged resources in the Alaska Region may include prehistoric and/or historic coastal migration and settlement sites, shipwrecks, airplanes, or pieces of ship components, such as cannons or guns.

3.10.1 Affected Environment

For purposes of this Environmental Impact Statement/Overseas Environmental Impact Statement (EIS/OEIS), the Region of Influence (ROI) for cultural resources includes the Temporary Maritime Activities Area (TMAA). Aircraft overflights above 15,000 ft will take place between the shore and the TMAA; however, this activity will have no impact on cultural resources given the altitude of these flights. This area from shore to the TMAA is not considered further in this analysis of potential impact on cultural resources. Areas inland from the coastline, including United States (U.S.) Air Force (Air Force) air ranges and U.S. Army (Army) training lands, are addressed in the *Alaska Military Operations Areas EIS* (USAF 1995), *Improvements to Military Training Routes in Alaska Environmental Assessment* (USAF 2007), *Alaska Army Lands Withdrawal Renewal Final Legislative EIS* (Army 1999), and the *Transformation of U.S. Army Alaska FEIS* (Army 2004).

3.10.1.1 Existing Conditions

The Alaska Region is an enormous (one fifth the size of the continental United States) and diverse ecological, physiological, and cultural area. A complete discussion of what is known of the prehistory and history of the Alaska Region would be inappropriate for this document; however, a general description of cultural resources within the area is provided below.

More than 10,000 years ago, the Alaska mainland was, physically and ecologically, a part of Asia, from which it was severed by the rising seawater that formed the Bering Sea to the south and the Chukchi Sea to the north. The Bering Strait is the connection between the two seas. Alaska’s importance to American prehistory is the result of its unique geographic position; not just for the early settlement of the continent but also as the area through which later waves of immigration passed (U.S. Department of the Interior [USDOI], National Park Service [NPS] 2004).

At the height of the Pleistocene Epoch (approximately 11,500 years ago), the Alaskan interior formed a relatively ice-free bowl, covered by “steppe tundra” vegetation (also called mammoth tundra), out of which a narrow, ice-free corridor led eastward and southward into the continental interior. There may have also been an ice-free zone along coastal zones into the Pacific Northwest; however, most of those areas are now submerged due to rising sea levels and there is no definitive evidence confirming this migration route. At the time of European contact (18th century), inhabitants of the Alaska coast existed by open-water hunting and fishing; the Alaskan interior was home to broadly adapted hunters and fishers of the boreal forest (USDOI, NPS 2004).

Archaeological evidence from Alaska reveals a wide range of archaeological site types. Among the most important are those that date from the late Pleistocene and early Holocene (approximately 15,000 to 8,000 years before the present). These sites (known as Paleoarctic or Paleoindian sites) provide a record of the first entries of humans into the Americas and are consequently associated with a significant migratory

event- the peopling of the New World. Descendants of the “First Alaskans” eventually migrated across both North and South America (USDOJ, NPS 2004).

Underwater Cultural Resources

Powerful currents, gales, treacherous seas, and mechanical reasons have been responsible for the numerous shipwrecks off the Alaska coast. There are thousands of shipwrecks within the GOA, the earliest of which date to the 18th century. The location (on the bottom) for all but a few of these shipwrecks is unknown or only roughly approximate. The highest density of shipwrecks occurs within 50 nautical miles (nm) (92.6 kilometers [km]) of the Alaska coastline and most rest at depths of between 656 feet (ft) (200 meters [m]) and 3,280 ft (1,000 m). Among the many types of wrecks represented are schooners, brigs, trawlers and other fishing vessels, cargo ships, barges, icebreakers, ferries, tug boats, cruise ships, freighters, and pleasure boats (USDOJ Minerals Management Service, Alaska OCS Region 2008).

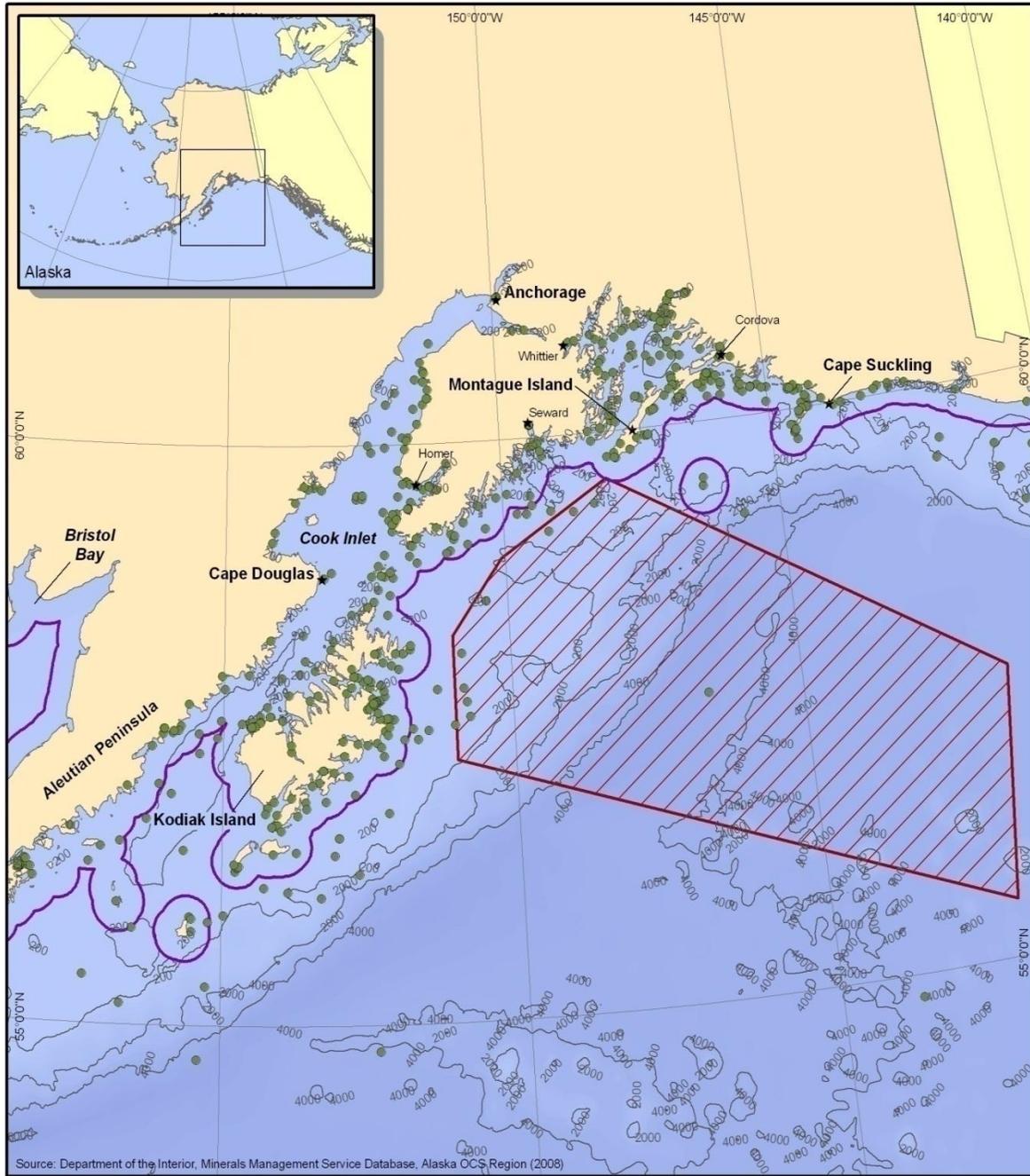
A comprehensive shipwreck database is maintained by the Department of the Interior, Minerals Management Service, Alaska OCS Region and this database serves as the definitive record for shipwrecks in the region. Based on this database, nine shipwrecks are believed to potentially be within the TMAA (Figure 3.10-1). Given the age of some of the wrecks and the types of historical records used to identify their locations, precise longitudes/latitudes are not always possible; however, the information provided in the database is the most accurate locational data available based on the wreck descriptions (Burwell 2008a). The oldest of the shipwrecks potentially within the TMAA dates to 1786 (the *Sea Otter*, a British sloop) (Table 3.10-1). Three of the shipwrecks are modern (sank between 1990 and 1992) and none of the nine shipwrecks has been determined eligible for inclusion in the National Register of Historic Places (NRHP). The closest known NRHP-eligible shipwreck is the *S.S. Aleutian* in Uyak Bay, which is situated on the north side of Kodiak Island, approximately 75 miles (mi) (120 km) from the TMAA (Burwell 2008b).

3.10.1.2 Current Requirements and Practices

The Navy has established protective measures to reduce potential effects on cultural and natural resources from training exercises in coastal waters and for land and sea ranges. Some are generally applicable, while others apply to particular geographic areas or during specific times of year. Protective measures in other locations include avoidance of known shipwreck sites or the use of inert ordnance. Precise and accurate locations for shipwrecks in the TMAA are not known. Inadvertent discovery of a shipwreck would cause training potentially impacting the resource to halt until federal authorities (e.g., Navy Federal Preservation Officer; Alaska State Historic Preservation Officer [SHPO]) are notified to determine the appropriate actions.

3.10.2 Environmental Consequences

As noted in Section 3.10.1, the ROI for cultural resources includes the TMAA. Navy training activities that occur within the Air Force inland Special Use Airspace and the Army inland training lands were evaluated under previous National Environmental Policy Act (NEPA) documentation (USAF 1995, USAF 2007, Army 1999, Army 2004). These documents are incorporated by reference. Environmental effects in the open ocean beyond the U.S. territorial seas (outside of 12 nm [22 km]) are analyzed in this EIS/OEIS pursuant to Executive Order (EO) 12114.



EXPLANATION

- ★ Reference Location
- Shipwreck
- 12-Nautical Mile Limit
- Isobath (Depth in Meters)
- ▨ Temporary Maritime Activities Area

0 50 100 200 Nautical Miles

0 50 100 200 Kilometers



Figure 3.10-1: Shipwrecks in and around the Gulf of Alaska

Table 3.10-1: Shipwrecks that May be Located within the TMAA

Vessel ID #	Vessel Name	Vessel Type	Date Lost	Cause of Loss
609	<i>Mary Wood</i>	Schooner	Jan 18, 1894	Stranded
851	<i>Sea Otter</i>	British Sloop	Sep 1, 1786	Carrying a cargo of furs, this vessel was met at Prince William Sound by the vessels <i>Captain Cook</i> and <i>Experiment</i> . It was believed to have floundered and been lost at sea but it "may have been cut off by Natives."
877	<i>Seventy Six</i>	Trading Schooner	Dec 11, 1895	Lost at sea while on a trading cruise. Seven lives lost.
1026	<i>Name Unknown</i>	Russian Baidara	Feb 10, 1830	Disregarding the warnings of local Aleuts, the vessel set out in bad weather and wrecked with 20 lives lost. Parts of the vessel, clothes, and other pieces of wreck washed ashore at Crane Bay.
1038	<i>Urania</i>	Schooner	Dec 29, 1876	Disappeared with all hands and passengers and a cargo of furs.
2147	<i>Yukon</i>	Passenger Steamship	Feb 4, 1946	The well-known Alaska Steamship Co. liner <i>Yukon</i> grounded on sharp rocks in a severe gale. Fifty-foot breakers hammered the ship and she broke in two, carrying away 11 people. The remaining passengers and crew, some of whom had made it to a narrow beach, were rescued by a flotilla of seven ships, including the Coast Guard cutter <i>Onandaga</i> and lighthouse tender <i>Cedar</i> . Salvage attempted in 1946 and 1955 without success.
518571	<i>Cajun Mama</i>	Unknown	May 26, 1992	Rolled in high seas and sank.
592909	<i>Sundancer</i>	Longline Fishing Vessel	Sep 8, 1991	Vessel took a rogue wave, had a 35-degree list, rolled over, and sank.
640429	<i>Little Ann</i>	Longline Fishing Vessel	May 1, 1990	Vessel went down by the bow and sank. All eight persons on board were picked up.

Source: USDOL, Minerals Management Service, Alaska OCS Region 2008

3.10.2.1 Previous Analyses

Impacts related to cultural resources from training activities were previously evaluated in Section 1.6.2.1 and Appendix L of the *Alaska Military Operations Areas EIS* (USAF 1995), Section 3.0 of the *Improvements to Military Training Routes in Alaska Environmental Assessment* (USAF 2007), Sections 3.18 and 4.18 of the *Alaska Army Lands Withdrawal Renewal Final Legislative EIS* (Army 1999), and Sections 3.12, 4.12, and 9.3 of the *Transformation of U.S. Army Alaska FEIS* (Army 2004).

Consultation with the Alaska SHPO was conducted during the preparation of the *Alaska MOA EIS* and the *Transformation of U.S. Army Alaska FEIS*. A copy of SHPO correspondence regarding the *Alaska MOA EIS* is provided in Appendix C of this EIS/OEIS. Based on the previous consultations, no further analysis of prehistoric and historic archaeological resources on land is required.

3.10.2.2 Regulatory Framework

Laws and Regulations

Numerous laws and regulations mandate that possible effects on important cultural resources be considered during the planning and execution of federal undertakings. These laws define the compliance process and federal agency responsibilities, and prescribe the relationship among other involved agencies such as the Advisory Council on Historic Preservation (ACHP) and SHPO.

Federal mandates include provisions of NEPA and Sections 106 and 110 of the National Historic Preservation Act (NHPA) and their implementing regulations at 40 Code of Federal Regulations (C.F.R.) 1500 and 36 C.F.R. 800, respectively.

- Under NEPA, for all federal actions that could significantly affect the quality of the human environment, agencies must consider the effect an action would have on cultural resources, including prehistoric and historic resources, architectural resources, and traditional cultural properties that are eligible for listing in the NRHP (i.e., historic properties).
- Section 106 includes the mandate to assess the significance and integrity of those cultural resources to determine eligibility for listing in the NRHP. The NRHP eligibility criteria are defined by the Secretary of the Interior's Standards for Evaluation in 36 C.F.R. 60. Regulations at 36 C.F.R. 800.8 provide for coordination of public participation, consultation, and evaluation to meet the purpose and requirements of both NEPA and NHPA in a timely and efficient manner.
- Section 110 of the NHPA requires inventory of cultural resources present in the Area of Potential Effect (APE).

As required in these regulations, the Navy has complied with the requirements for using the NEPA process to achieve Section 106 compliance. Groups that have been formally notified about the project include Alaska Native tribes, the Alaska SHPO, and the ACHP. The Navy also has undertaken public involvement activities throughout development of the EIS/OEIS and the Final EIS/OEIS will be forwarded to these groups for their review and comment.

Other laws that may be relevant include:

- Antiquities Act of 1906 (16 United States Code [U.S.C.] 431);
- Historic Sites Act of 1935;
- Submerged Lands Act of 1953; and
- Archaeological Resource Protection Act of 1979 (16 U.S.C. 470aa-470mm), which prohibits the removal of items of archaeological interest from federal lands without a permit.

The Abandoned Shipwreck Act of 1987 extends the jurisdiction of abandoned shipwrecks in State waters (up to 3 nm [5.5 km] from shore), considering them U.S. property, and then transfers management authority to the states; None of the TMAA is located within State waters. The NPS's Abandoned Shipwreck Act Guidelines are published in 55 Federal Register (FR) 50116, 55 FR 51528, and 56 FR 7875. Lost U.S. Navy vessels and downed aircraft remain the property of the U.S. regardless of where they were lost or the passage of time. These properties are administered by the U.S. Naval Historical Center, a facility that has begun an underwater archaeological program to inventory shipwrecks under Navy jurisdiction, including those owned or managed by the Navy.

In 2004, the Sunken Military Craft Act (passed as Title XIV of the fiscal year 2005 National Defense Authorization Act) preserved the "sovereign status of sunken U.S. military vessels and aircraft by codifying both their protected sovereign status and permanent U.S. ownership regardless of the passage of

time.” This act recognizes the probable historic status of the craft and the fact that these craft often contain the remains of U.S. military personnel. The Sunken Military Craft Act explicitly states that the protection of the law “shall not be extinguished by the passage of time, regardless of when the sunken military craft sank regardless of age.”

Military regulations that mandate protection of cultural resources as part of the Navy’s mission include:

- Chief of Naval Operations Instruction 5090.1C: Environmental Readiness Program Manual (2007);
- Secretary of the Navy Instruction 11010.14A: Department of the Navy Policy for Consultation with Federally Recognized Indian Tribes (2005);
- Department of Defense Directive (DoDD) 4710.1: Archeological and Historic Resources Management (1984);
- Department of Defense (DoD) Instruction (DoDINST) 4715.3: Environmental Conservation Program (1996).
- DoD American Indian and Alaska Native Policy (1998);
- DoDD 3200.15 10: Sustainment of Ranges and Operating Areas (2003);
- DoDINST 4710.02: DoD Interactions with Federally Recognized Tribes (2006);
- Alaska Implementation Guidance of the DoD American Indian and Alaska Native Policy (2007).

Under the NHPA, the APE typically includes areas within which land-based or nearshore activities could potentially affect NRHP-listed or -eligible historic properties, including archaeological and traditional cultural resources. Also included in an APE are any at-sea locales where bombing, operations, or equipment might affect submerged ruins, sites, features, or shipwrecks. Depending on location, vessel affiliation, and whether the wreck meets the criteria of abandonment, shipwrecks in coastal waters may fall under the jurisdiction of the individual state, or one or more federal agencies, or may belong to other nations. Depending on the proposed activities, the APE can also include land, nearshore, and at-sea areas where proposed Navy training activities could potentially affect ethnographic resources, traditional cultural properties, or traditional uses such as the tribal fishery grounds.

Government-to-Government Consultation

Government-to-government consultation with federally recognized Native American tribes and nations was outlined in an April 29, 1994, presidential memorandum titled, “Government-to-Government Relations with Native American Tribal Governments.” Native American sacred sites were included in EO 13007, May 24, 1996. EO 13175, *Consultation and Coordination with Tribal Governments*, was issued in 2000 to establish collaboration with American Indian tribal governments.

Alaska Native Tribes

Alaska Natives tribes are in themselves diverse, representing twenty language groups comprised of Inupiaq, Yupik (Central and Siberian), Aleut, Alutiiq, Eyak, Haida, Tsimshian, Tlingit, and eleven interior Alaska Athabaskan peoples such as Gwich’in and Tanaina. Many individuals still only speak their indigenous languages. There are 229 federally recognized tribes in Alaska constituting 40% of the nation’s total. The 2000 census indicated 19% of the Alaska population is Alaska Native or American Indian versus less than 0.5 % for the contiguous United States. Living off the land or “subsistence” as it is called in Alaska is a lifestyle adhered to more with Alaska Natives than American Indians today. Coastal Alaska tribes subsist principally off marine mammals and fish. The tribes nearest the TMAA include the Alutiiq, Eyak and Tlingit groups; however, there is no subsistence use of the TMAA.

Of the 229 federal tribes in Alaska, this EIS/OEIS takes into consideration comments resulting from government-to-government consultation, which has been offered to the Alaska Native tribes listed in Table 3.10-2 given their general proximity to the TMAA. Letters were sent to each tribe by Alaskan Command (ALCOM), Elmendorf Air Force Base (AFB), in March 2008 (see example letter in Appendix C). The result was that all 12 tribes replied to ALCOM via telephone or letters indicating that they have no concerns over the proposed activities described within this EIS/OEIS. The Navy will, however, keep the tribes informed of the timeframes of future joint training exercises.

Table 3.10-2: Tribes Offered Consultation

Name of Tribe	Location
Kaguyak Village	Akhiok
Lesnoi Village	Green Island
Native Village of Afognak	Kodiak
Native Village of Chenega	Chenega Bay
Native Village of Eyak	Cordova
Native Village of Old Harbor	Old Harbor
Native Village of Ouzinkie	Ouzinke
Native Village of Port Graham	Port Graham
Native Village of Port Lions	Port Lions
Native Village of Tatitlek	Tatitlek
Shoonaq Tribe of Kodiak	Kodiak
Yakutat Tlingit Tribe	Yakutat

Alaska State Historic Preservation Officer/Advisory Council on Historic Preservation

In accordance with Section 106 of the NHPA, the Navy entered into consultation with the Alaska SHPO. On 18 May, 2010, the Alaska SHPO signed a letter indicating concurrence with the Navy's analysis that the Proposed Action would not affect submerged cultural resources (see correspondence in Appendix C).

3.10.2.3 Approach to Analysis

Federal laws and regulations have established the requirements for identifying, evaluating, and mitigating impacts on cultural resources. Pertinent provisions of NHPA, Archaeological Resources Protection Act, and Native American Graves Protection and Repatriation Act address management and treatment of cultural resources. Under NHPA, resource significance is determined on the basis of NRHP criteria (36 C.F.R. § 60.4) in consultation with SHPO. A project affects a resource's significance when it alters the characteristics of the property that qualify it as significant under NRHP criteria. Effects may include:

- Physical destruction or damage to all or part of the resource;
- Alteration of a property in a way that is inconsistent with the Secretary's Standards for the Treatment of Historic Properties (36 C.F.R. Part 68);
- Introduction of visual, atmospheric, or audible elements that alter the setting and diminish the integrity of the property's significant features;
- Neglect of a resource, resulting in its deterioration or destruction; and
- Any change that could adversely affect the qualities that make the property significant.

Data Sources

Information on the locations of resources was obtained from the *Shipwreck Database* (USDOJ, Minerals Management Service, Alaska OCS Region 2008), which includes the following:

- Alaska Shipwreck Customs Report of Casualty 1741-1939 (1982)
- Marine Disasters of the Alaska Route (1916)
- The History of Alaska, 1730-1885 (1886)
- Marine Resources Assessment for the Gulf of Alaska Operating Area (2006)
- A List of Trading Vessels in the Maritime Fur Trade, 1785-1825 (1973)
- Alaskan Shipping, 1867-1978: Arrivals and Departures at the Port of Sitka (1972)
- Sourcebook of Alaskan Shipwrecks 1786-1932 (1984)
- Database of Fishing Vessel Incidents, 1989-2004 (1989-2004)
- Alaska OCS Region Shipwreck Database (2008)
- Archaeological Overview of Alaska (2004)
- Lewis and Dryden's Marine History of the Pacific Northwest (1967)
- Other environmental and reference documents from the area, as cited.

Assessment Methods

Under NHPA, assessing impacts involves identifying activities that could directly or indirectly affect significant resources, identifying known or expected significant resources in the area of potential effects, and determining the level of impacts on the resources. Possible findings include no effect, no adverse effect, or an adverse effect on significant resources (36 C.F.R. § 800.4-9).

3.10.2.4 No Action Alternative

Training activities in the TMAA take place in the air, on the ocean surface, and subsurface. No historic resources, traditional cultural properties, or areas containing resources exploited for subsistence use are known to exist within the TMAA. There are nine shipwrecks that are believed to be within the TMAA but given some are relatively recent, not all would be considered historic resources. Submerged cultural resources (shipwrecks) will not be affected by the proposed training activities given these activities do not come in contact with or otherwise impact the historic integrity of any submerged cultural resources.

Under the No Action Alternative, the Navy would continue to conduct training activities within the TMAA. Effects of offshore training activities on cultural resources are limited to training expendable materials (e.g., targets, sonobuoys, and bombs, missiles, and other ordnance) falling into the ocean and potentially settling on submerged cultural resources. These effects from training on historic resources are negligible because there is only one shipwreck believed to be located the middle of the TMAA (as opposed to the edge) where training activities are likely. The probability of expendable material landing on a submerged cultural resource is so extremely low it can be discounted. In addition, the settling of material on submerged cultural resources will have no more adverse effect than the gradual accumulation of natural sediments on such resources. In addition, the only shipwreck that has been determined eligible for inclusion in the National Register is outside the TMAA situated north of Kodiak Island, approximately 65 mi (120 km) from the TMAA.

3.10.2.5 Alternative 1

Under Alternative 1, the number of Navy training events in the TMAA would increase (refer to Table 2-7). The nature of the training activities, however, would not change substantially. Aerial, surface, and subsurface training activities would not affect submerged cultural resources resting on or buried in bottom sediments.

Under Alternative 1, a Portable Undersea Tracking Range (PUTR) would be used to support Anti-Submarine Warfare (ASW) training in the TMAA where the ocean depth is between 300 ft and 12,000 ft. The PUTR is a self-contained, portable, undersea tracking capability that employs modern technologies to support safe and coordinated undersea warfare training for Forward Deployed Naval Forces (FDFNF). The system will be capable of tracking submarines, surface ships, weapons, targets, and Unmanned Underwater Vehicles (UUVs) and distribute the data to a data processing and display system, either aboard ship, or at a shore site. When training is complete, the PUTR equipment would be recovered.

No area supporting a PUTR system has been identified; however, potential impacts to cultural resources can be assessed based on several assumptions. The Navy would avoid known resource sites in the placement of the PUTR equipment. Upon completion of the exercise, the transponders are recovered. This eliminates any potential long term impacts associated with hazardous materials such as batteries and electronic components. Effects of PUTR training activities on cultural resources are limited to transponders settling on submerged resources. These effects on historic resources are negligible because there are few underwater cultural resources, and they are widely dispersed. The probability of a transponder landing on a resource is very low and, in any case, the temporary settling of transponder on submerged resources will have no more adverse effect than the gradual accumulation of natural sediments on such resources. Deployment and use of the PUTR under Alternative 1 would not affect submerged cultural resources.

3.10.2.6 Alternative 2

Implementation of Alternative 2 would include all elements of Alternative 1 (accommodating training activities currently conducted, increasing specific training activities to include the use of active sonar, and accommodating force structure changes). In addition, under Alternative 2 the following activities would occur:

- Conduct one additional separate summertime Carrier Strike Group exercise lasting up to 21 days within the ATA.
- Conduct a Sinking Exercise (SINKEX) in each summertime exercise (a maximum of two) in the TMAA.

SINKEX

A SINKEX is typically conducted by aircraft, surface ships, and submarines in order to take advantage of a full size ship target and an opportunity to fire live weapons. Ship, aircraft, and submarine crews typically are scheduled to attack the target with coordinated tactics and deliver live ordnance to sink the target. As such, aspects of the exercise that have potential effects on submerged cultural resources include the presence of expended materials (fragments of missiles and bombs) as well as the sunken target vessel itself. The effects from expended materials on historic resources has been addressed previously and are negligible because there are few underwater cultural resources, and they are widely dispersed. The probability of anything landing on a resource is very low and, in any case, the settling of small amounts of expended materials on submerged resources will have no more effect than the gradual accumulation of natural sediments on such resources.

Alternative 2 would expend two surface vessels per year during SINKEX. By rule, SINKEX would be conducted at least 50 nm (93 km) offshore and in water at least 6,000 feet deep (1,830 m) (40 CFR 229.2). As shown in Figure 3.10-1, there is only one known shipwreck that is further than 50 nm (93 km) offshore and within the TMAA. The probability of a sunken vessel settling on a submerged cultural resource is extremely unlikely and can be discounted. Therefore, conducting a SINKEX would not impact submerged cultural resources.

Under Alternative 2, the number of Navy training events in the TMAA would increase (refer to Table 2-7). These increases, which would also include SINKEX, would not change from those described under the other alternatives. Aerial, surface, and subsurface training activities would not affect submerged cultural resources resting on or buried in bottom sediments.

3.10.3 Mitigation

No substantial impacts on cultural resources from the proposed activities were identified. Therefore, no additional mitigation measures are necessary or appropriate.

3.10.4 Summary of Effects

Table 3.10-3 summarizes the effects of the No Action Alternative, Alternative 1, and Alternative 2 on cultural resources under both NEPA and EO 12114.

Table 3.10-3: Summary of Effects by Alternative

Alternative	NEPA (U.S. Territorial Seas, 0 to 12 nm)	EO 12114 (Non-U.S. Territorial Seas, > 12 nm)
No Action Alternative	<ul style="list-style-type: none"> • Current Navy activities were considered and are consistent with those analyzed in the previous environmental documentation (USAF 1995, USAF 2007, Army 1999, Army 2004). These documents concluded that no significant impacts related to cultural resources onshore would occur. • Aircraft overflights above 15,000 ft (915 m) altitude between the shore and the TMAA would have no impact on cultural resources. 	<ul style="list-style-type: none"> • Submerged cultural resources would not be impacted because of the type of training activities and the low density of submerged cultural resources within the area of effect.
Alternative 1	<ul style="list-style-type: none"> • Under Alternative 1, Navy activities were considered and would be consistent with those analyzed in the previous environmental documentation (USAF 1995, USAF 2007, Army 1999, Army 2004). These documents concluded that no significant impacts related to cultural resources onshore would occur. • Aircraft overflights above 15,000 ft (915 m) altitude between the shore and the TMAA would have no impact on cultural resources. 	<ul style="list-style-type: none"> • Submerged cultural resources would not be impacted because of the type of training activities and the low density of submerged cultural resources within the area of effect.

Table 3.10-3: Summary of Effects by Alternative (continued)

Alternative	NEPA (U.S. Territorial Seas, 0 to 12 nm)	EO 12114 (Non-U.S. Territorial Seas, > 12 nm)
Alternative 2 (Preferred Alternative)	<ul style="list-style-type: none"> • Under Alternative 2, Navy activities were considered and would be consistent with those analyzed in the previous environmental documentation (USAF 1995, USAF 2007, Army 1999, Army 2004). These documents concluded that no significant impacts related to cultural resources onshore would occur. • Aircraft overflights above 15,000 ft (915 m) altitude between the shore and the TMAA would have no impact on cultural resources. 	<ul style="list-style-type: none"> • Submerged cultural resources would not be impacted because of the type of training activities and the low density of submerged cultural resources within the area of effect.

This page intentionally left blank.