

Statement of

**Mr. Roger A. Krone
President, Network and Space Systems
The Boeing Company**

On

“SBI*net*: Does it Pass the Border Security Test? Part II”

Before the

**Committee on Homeland Security
Subcommittee on Border, Maritime and Global
Counterterrorism**

and

**Subcommittee on Management, Investigations and
Oversight**

U.S. House of Representatives

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Thank you, Mr. Chairman

It's been three months since we last appeared here to discuss the *SBI*net Program.

At that time, I described the status of our two southern and two northern border deployments, the work remaining on *SBI*net Block 1 technology to achieve System Acceptance from the Customs and Border Protection (CBP) customer, and our positive experience with Early Operations, an initiative that allows the Border Patrol to use the Tucson 1 (TUS1) System during the swing and night shifts when our contractor team must clear the operational area where the towers are located.

On all these projects, I am able to report strong performance by our team and excellent progress in meeting the milestones of the program.

Northern Border

On the Northern Border, we have completed the Detroit and Buffalo Projects, both of which included installing cameras along the St. Clair and Upper Niagara Rivers, respectively. Both projects have been accepted by CBP and are now part of daily operations for the agents there.

Tucson 1

In March, I discussed the remaining developmental issues for the first deployment of the *SBI*net Block 1 technology known as Tucson 1 (TUS1). The TUS1 deployment, covering approximately 24 linear miles of border and 1,000 square miles around the Sasabe Port of Entry, has incorporated expanded testing into the program plan to validate system success and acceptance by the customer. We have now incorporated the hardware fixes identified by earlier testing and updated the software to address critical program change requests (PCR).

Our progress over the past three months puts the program into position to start the preliminary readiness activities and tests that lead into System Acceptance Test (SAT). We will complete the Preliminary Test Readiness Review (PTRR) this month and will then begin conducting dry run tests of the routes used during SAT. With satisfactory completion of the dry runs, we will proceed to the Test Readiness Review (TRR) and then to System Acceptance Test runs for record in July.

All of this progress is the result of hard work and dedication by the Boeing, CBP, and Border Patrol teams. We are adhering to the Integrated Master Schedule that was developed in February 2010, and have focused on critical path management and risk management. Challenges remain, but we are tracking to a mid-September delivery to CBP.

Ajo 1

The second deployment, Ajo 1 (AJO1), covering approximately 30 linear miles of border and 1,500 square miles around the Lukeville Port of Entry in an environmentally sensitive area, is progressing well. Seven of the 10 towers have been erected as we speak, and most have the sensors packages installed. We have begun the tower characterization step, which will provide the initial check-out of each completed tower. System Acceptance Test for AJO1 is scheduled to begin early this fall with final delivery to CBP around the end of the calendar year.

Similar to TUS1, the CBP and Boeing team has been focused on managing the critical path to schedule completion. Improvement in risk management, including bi-weekly Risk Management Board meetings and increased discipline in risk and issue identification and resolution have helped to ensure that the schedule is realistic and manageable.

Cost Effectiveness

Throughout the development and deployment of TUS1 and AJO1, Boeing has maintained a detailed cost database and developed an in-depth life cycle cost model that we continue to refine. We are sharing this information with CBP and are committed to identify potential cost savings that will be reflected in future deployments.

System Component Performance

The user assessment conducted in Playas, New Mexico, in 2009 identified deficiencies in performance in the ground surveillance radar, the electro-optical camera and the laser range finder. Playas is the representational testbed we established to test and validate the system, and I can tell you today that the issues identified there during the user assessment have been addressed. Boeing worked directly with the radar component's original equipment manufacturer (OEM) to develop software changes that improved the performance of the radar and provide the user with more controls. Working closely with the CBP and the camera OEM, settings were adjusted in the daylight, electro-optical cameras, resulting in significant performance improvement. Regarding the laser range finder, Border Patrol agents are using it today in TUS1 Early Operations to enhance the accuracy of coordinates when appropriate.

Probably more significant is the overall performance of the Block 1 technology in the Tucson area of responsibility. Observations from Early Operations and feedback from the end-users tell us those component-level issues are not present in TUS1. Moreover, we are seeing improved performance of the total system through interaction and integration with other border security systems and personnel resources.

Early Operations

In March, we also discussed Early Operations of the TUS1 system. At that time, the Border Patrol had been using the TUS1 system for nightly operations for about five weeks. At the request of Rep. McCaul, a video of an encounter using the system was shown and narrated by

Chief Fisher. As he said then, the system gives agents “a better sense of situational awareness, we have a better sense of identifying the particular threat.”

Today, we have more than four months of Early Operations experience totaling nearly 5,000 agent-hours on the system. Availability has been excellent despite interruptions due to our planned developmental work, and we continue to get very positive feedback from the agents. The high utilization rate of the system, in my opinion, is evidence that the agents want to use the TUS1 capabilities whenever possible.

While we have a considerable amount of testing left to accomplish before government acceptance of the system later this summer, the fact that the system has been in the hands of the operators, being used in actual operations for thousands of hours, makes a strong statement about its maturity and its suitability for use along the Southern Border.

SAT will provide the official measurement of whether the system meets the requirements set out for it in the contract. We are on schedule to complete that by mid September.

Next Steps

We know today that we have a system that Border Patrol agents helped design and are using in real operations along the Arizona-Mexico Border. In September, we expect to have successfully accomplished SAT for TUS1 and to complete AJO1 by the end of the calendar year. This brings us to the questions of, where do we deploy the Block 1 System next; how long will it take to build; and, how much will it cost?

These are questions for the government to answer, but it has always been our position that once the technology is proven, we could embark on serial deployments of the system that would be rapid, efficient and cost effective.