Statement of

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On

The Future of Border Security: Can SBI*net* Succeed?

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

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Good afternoon, Chairwoman Sanchez, Ranking Member Souder, Chairman Carney and Ranking Member Rogers. It is a pleasure to be here before this joint meeting of the Border, Maritime, and Global Counterterrorism and Management, Investigations and Oversight Subcommittees.

 I am Roger Krone, President of Boeing's Network and Space Systems business unit. With me today at the witness table is Mr. Jerry McElwee, Vice President, Advanced Systems. As you know from prior meetings, Mr. McElwee led the Boeing team on SBI*net* from proposal through the first phase of the program. On August 1, when the program transitioned from Advanced Systems to Network and Space Systems, Mr. Dan Korte assumed that lead role as project manager. Mr. Korte, who is also with me here today, has more than 20 years of experience in design and system engineering, integrated product team leadership, and program management. Most recently, he served as Vice President of Supplier Management and Procurement for Boeing Integrated Defense Systems. His background in supply chain management is invaluable to the program, because we are integrating components from partners and suppliers into a system of systems.

On September 25, I briefed members of the Committee on the status of SBI*net*. I'm pleased to have this opportunity to update the committee on this important program. We realize that this is a program of great interest to you, as it is to the Department of Homeland Security (DHS), Customs and Border Protection (CBP), and the American public. It is also of critical importance to The Boeing Company. We are absolutely committed to making this program work, and we are dedicating the resources needed to achieve success for SBI*net*

As you know, the objective of the SBI*net* program is to design, deploy and sustain a technological and tactical infrastructure to support the Department of Homeland Security in its mission to secure America's borders. Since Boeing began working on SBI*net* just a little over a year ago, we have made significant progress in achieving these objectives:

- In the first phase of a project on the Barry M. Goldwater Range (BMGR) near Yuma, Arizona---where there is a serious problem of people crossing the border illegally onto an active bombing range---we successfully completed by April 1, 2007, nine miles of physical barriers and one mile of fencing.

- In July 2007, we began Phase 2 of this project to install an additional 22.5 miles of barriers and 30.5 miles of fencing. This was completed in late September. We are now working with CBP on Phase 3 of the BMGR project, which will add surveillance technology to the fencing.

- We are collaborating with CBP to specify requirements and have started preliminary design work for the remainder of the Yuma and Tucson Sectors, Texas Mobile System, and El Paso Sector. Each will be a separate task order and together they will deploy the SBI*net* system across all of Arizona, all of New Mexico, and about 70 miles of Texas.

- Our program set ambitious goals for Small Business participation, which I am pleased to report, we are exceeding. As of the end of August, 69 percent of our subcontract dollars were with small businesses

- On Project 28 ---which is a $20 million fixed price task order to install a demonstration of SBInet technologies along 28 miles of the Arizona-Mexico border---we have installed a network of sensors, communications equipment, and command and control capability to provide the Border Patrol a "common operating picture" (COP) for this critical border area. The equipment is in place and functioning, although not yet accepted by CBP. The system completed the first phase of testing in mid October, called Certification and Accreditation scans. We are addressing a few remaining issues, after which, the Project 28 system will enter the Systems Verification Test.

We appreciate the interest of the committee and the visit by staff to the command center in Tucson on October 5. As they saw, the center is very much a work site with engineering, software development, and testing as well as agent training in progress. They personally observed one of the issues we face: excess targets (clutter) on the radar screens. We continue to address that and all other issues, and have made significant progress. For example, improvements on the "clutter" issue include installation of anti-clutter software to reduce the number of targets showing on the screen; increased operator training to help classify targets; and the use of "tracks" rather than static hits to indicate potential crossers on the radar screen.

The development of Project 28 has not been without its challenges. When Boeing appeared before this Committee in early June, we targeted initial operating capability in approximately seven days time. Regrettably, we encountered system integration issues during the "dry run" testing that started on June 4, and we subsequently concluded that we would need more time to fix the software issues. The problems included camera focus and slewing to target; radar tracking and time delays; radar/camera interface; and radar/camera/ COP integration. We notified CBP that based on the tests, we could no longer hold to our engineering schedules. They alerted this committee on the following day. In retrospect, from the start, we should have done a better job of making the committee aware of the inherent schedule and performance risks associated with a demonstration program of this kind.

After addressing the system issues that emerged in June, and updating the necessary integration features, we entered Systems Verification Test with CBP in late July. After reviewing the test results, CBP concluded that additional functionality would be required. We met with CBP, and worked out a mutually agreed list of corrections and upgrades, and have been working through the list since early August. Among the upgrades are "slew-to-click," auto-focus, auto-ranging, increased communications bandwidth between the sensor towers and the station, and capabilities that allow mobile Border Patrol Agents

to not only view camera video from the towers, but also to control the pan, tilt, zoom and focus of the cameras from their vehicles.

Today, the system is substantially improved. Overall camera control is good. The system is consistently able to slew to new radar targets and successfully record people crossing the border. Camera elevation difficulties have been fixed and a solution for radar display delays has been implemented. As noted earlier, the system entered CBP testing in mid-October. CBP will determine when testing is complete and the system is ready for operational use.

Madam Chair, I know the delays have been disappointing for everyone. The additional effort to enhance this system has been funded by Boeing and our supplier team. The lessons we have learned in this demonstration will be extremely valuable in our continued efforts to protect our nation's borders.

Thank you and I look forward to your questions.