



Strategic Air and Marine Plan Update

March 20, 2016

Fiscal Year 2015 Report to Congress



Homeland
Security

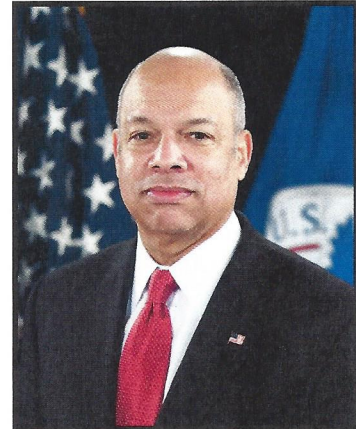
U.S. Customs and Border Protection

Message from the Secretary

March 20, 2016

I am pleased to present the following report, "Strategic Air and Marine Plan Update," prepared by U.S. Customs and Border Protection (CBP).

This report was compiled pursuant to language set forth in the *Fiscal Year (FY) 2015 Department of Homeland Security Appropriations Act* (P.L. 114-4). It provides an update on changes to aircraft and marine vessel acquisitions set forth in the original strategic plan submitted to Congress in August 2006.



Pursuant to Congressional requirements, this report is provided to the following Members of Congress:

The Honorable John Hoeven
Chairman, Senate Appropriations Subcommittee on Homeland Security

The Honorable Jeanne Shaheen
Ranking Member, Senate Appropriations Subcommittee on Homeland Security

The Honorable John Carter
Chairman, House Appropriations Subcommittee on Homeland Security

The Honorable Lucille Roybal-Allard
Ranking Member, House Appropriations Subcommittee on Homeland Security

If you have any questions, please do not hesitate to contact me or the Department's Deputy Under Secretary for Management and Chief Financial Officer at (202) 447-5751.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeh Charles Johnson". The signature is stylized with large loops and a long horizontal stroke at the end.

Jeh Charles Johnson

Executive Summary

The Strategic Air and Marine Plan (StAMP) ends in the second quarter of FY 2016. Over nine years, the acquisition and recapitalization efforts detailed in the original plan (and its periodic updates) transformed the capabilities that CBP can deploy to the Nation's borders and maritime approaches.

Pursuant to requirements in the *FY 2015 DHS Appropriations Act*, CBP has no changes to report. Therefore, this StAMP report updates the information provided in the FY 2014 report to Congress.



Strategic Air and Marine Plan Update Fiscal Year 2015

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I. Legislative Language

This document was compiled pursuant to the legislative language set forth in the *Fiscal Year (FY) 2015 Department of Homeland Security (DHS) Appropriations Act* (P.L. 114-4):

That the Secretary of Homeland Security shall report to the Committees on Appropriations of the Senate and the House of Representatives, not later than 90 days after the date of enactment of this Act, on any changes to the 5-year strategic plan for the air and marine program required under the heading “Air and Marine Interdiction, Operations, and Maintenance” in Public Law 112–74.

II. Background

In August 2006, the Office of Air and Marine (OAM) submitted a report to Congress on the U.S. Customs and Border Protection (CBP) Air Strategic Plan, as directed by Conference Report 109-241 accompanying the *Department of Homeland Security Appropriations Act, 2006* (P.L. 109-90). The 2006 report outlined how OAM aviation assets would support CBP's priority mission of preventing terrorists and terrorist weapons from entering the United States, as well as broader DHS goals. In their letter accepting the report, and through continued coordination, the committees directed OAM to provide regular updates to the plan.

In March 2007, the report to Congress on the CBP Air and Marine National Strategic Plan combined an update to the original air strategy with its approach for providing security and law enforcement in the maritime domain. Pursuant to reporting requirements in the *Fiscal Year 2008 Consolidated Appropriations Act* (P.L. 110-161), an update to the original strategic air and marine plan was submitted to the committees in April 2008.

Pursuant to reporting requirements in the *Fiscal Year 2010 Department of Homeland Security Appropriations Act* (P.L. 111-83), CBP submitted a Strategic Air and Marine Implementation Plan update to the committees in April 2010. In December 2012, CBP provided an update to the plan in response to reporting requirements contained in the Joint Explanatory Statement accompanying the *Fiscal Year 2012 Consolidated Appropriations Act* (P.L. 112-74). In FY 2013, another update to the plan was provided in response to House Report 112-492 accompanying the *Consolidated and Further Continuing Appropriations Act, 2013* (P.L. 113-6). Lastly, in FY 2014, an update was provided in response to House Report 113-91 accompanying the *Fiscal Year 2014 Department of Homeland Security Appropriations Act* (P.L. 113-76). This report updates information provided in previous submissions of the Strategic Air and Marine Plan (StAMP) as the plan draws to a close.

In August 2012, the Department of Homeland Security (DHS) Acting Deputy Secretary outlined DHS Aviation Business Rules that will affect DHS aviation initiatives going forward and established the Aviation Governance Board (AGB). The AGB is responsible for integrating mission support for DHS aviation capabilities. In addition, in July 2014, the Secretary established the DHS Joint Requirements Council (JRC) to analyze, validate, and prioritize DHS requirements as part of the Secretary's broad-based initiative to "Strengthen Departmental Unity of Effort." To address aviation-specific requirements, the JRC established an Aviation Commonality portfolio team. The portfolio team works with the AGB and DHS Components to maximize effectiveness and efficiency, leveraging commonality in aviation acquisitions. To that end, in April 2015, the JRC

validated and published the Department's first Joint Operational Requirements Document (J-ORD) for Fixed Wing Maritime Patrol Aircraft Mission Systems, establishing a baseline mission system configuration for these aircraft.

III. Progress Toward Plan Completion

The tables below show the number of aircraft and marine vessels comprising the core elements of the StAMP, which have been delivered or are in work and funded, as well as the number remaining to reach the end-state. The one exception is the addition of PC-12 light patrol aircraft, a legacy acquisition in progress before the original StAMP was submitted, which is shown for completeness. When the StAMP ends in mid-FY 2016, one aircraft contract and one aircraft interagency agreement will still be active.

HELICOPTERS	DELIVERED	ON-ORDER OR IN-WORK	REMAINING	PERCENT DELIVERED OR ON-ORDER
EC-120 Light Observation	20	0	0	100%
AS-350 Light Enforcement	46	0	0	100%
UH-60M (New) Medium Lift	4	0	0	100%
UH-60L (Recap/Mission Systems) Medium Lift	5	1	10	38%
Note: The UH-60A-L recap effort has ended; the Army's offer of newer HH-60Ls that only require mission systems installation is under review.				

FIXED-WING AIRCRAFT	DELIVERED	ON-ORDER OR IN-WORK	REMAINING	PERCENT DELIVERED OR ON-ORDER
PC-12 Single-Engine Patrol (Legacy)	3	0	0	100%
C-550 Jet Interceptor Mission System Recap	3	0	0	100%
DHC-8 Maritime Patrol Aircraft	7	0	0	100%
KA-350 Multi-Role Enforcement Aircraft (MEA)	9	3	38	24%
MQ-9 Unmanned Aircraft System (Predator B/Guardian)	10	0	0	100%
P-3 Long Range Patrol Aircraft SLEP	12	2	0	100%

FIXED-WING AIRCRAFT	DELIVERED	ON-ORDER OR IN-WORK	REMAINING	PERCENT DELIVERED OR ON-ORDER
Note: The PC-12 was a legacy procurement in place when OAM was formed. Four C-550 recap efforts were funded, but one aircraft was lost before delivery and is still in litigation. The end-state for the MEA, originally 50 aircraft, is under review and may change.				

As noted on the previous page, the revised approach for the UH-60L effort (which eliminates the recapitalization of older UH-60A Black Hawks and replaces them with newer U.S. Army assets to be missionized at substantial cost savings) is under review. A decision on the revised approach is expected by the end of calendar year 2015. The end-state for the KA-350 MEA is also under review, and CBP also expects a decision on the final number of aircraft to be purchased before the end of calendar year 2015.

MARINE VESSELS	DELIVERED	ON-ORDER OR IN- WORK	REMAINING	PERCENT DELIVERED OR ON-ORDER
Riverine Airboats	12	0	0	100%
Riverine Shallow Draft Vessels	9	24	12	73%
Coastal Enforcement Vessels	12	0	0	100%
SAFE Boat Interceptors, 33 and 38 foot	26	0	0	100%
Coastal Interceptor Vessels	8	22	38	44%
Note: The RFP for the re-procurement of the Coastal Interceptor Vessel closed in October 2014 and up to 22 vessels are funded. Contract was awarded on June 29, 2015. The Riverine Shallow Draft Vessel is in full production at 1 - 2 vessels per month.				

IV. The President’s FY 2016 Budget Request

The table below contains details for “Air and Marine Interdiction, Operations, and Maintenance” submitted with the President’s FY 2016 request. Two MEA are shown for \$44.4 million.

Also shown is initial funding for the multi-year Federal Aviation Administration (FAA) NextGen compliance requirement. The FAA requires all general aviation and commercial aircraft operating in the national airspace system to be outfitted with Automatic Dependent Surveillance-Broadcast (ADS-B) transponders by 2020. Funds will be used to start integrating the new hardware into aircraft cockpits and mission systems.

	Enacted FY 2014		Enacted FY 2015		Requested FY 2016	
	(\$m)	Qty	(\$m)	Qty	(\$m)	Qty
P-3 Aircraft Service Life Extension	32.5	N/A				
UH-60L Recap/Mission Systems (Note 1)	35.0	2				
KA-350CER MEA	43.0	2	43.7	2	44.4	2
Aircraft Sensor Upgrade/Replacement	3.5	3	9.3	9		
Broad Area Electronic Sensor	17.3	2				
FAA NextGen ADS-B (Note 2)					1.6	TBD
Marine Vessels	3.5	5				
Totals:	\$134.8 million		\$53.0 million		\$46.0 million	

Note 1: The revised approach will enable the Army to provide newer assets that only require mission systems installation, and could gain CBP three helicopters versus the two shown. The revised approach is under review and a decision is expected before the end of the calendar year.

Note 2: The number and type of ADS-B transponders will be determined through a competitive procurement.

V. Appendices

Appendix A: Core Asset

Helicopters



EC-120 Light Observation
Border surveillance
On Hand: 19
Average Age: 6 Years



AS-350 Light Enforcement
Border surveillance, interdiction, ICE mission, and light lift
On Hand: 86
Average Age: 9 Years



UH-60A/L/M Medium Lift
Border and maritime, interdiction, Air Mobility, tactical teams, National Special Security Events
On Hand: 20
Average Age: 18 Years

Fixed-Wing Aircraft



KA-350 Multi-Role Enforcement
Border and maritime surveillance, interdiction, air-to-air intercept
On Hand: 9
Average Age: 2 Years



C-550 Jet Interceptor (Legacy)
Border surveillance and high speed air intercept
On Hand: 24 (15 to be retired)
Average Age: 33 Years



DHC-8 Maritime Patrol
Medium range maritime patrol (land border patrol planned)
On Hand: 7
Average Age: 5 Years



MQ-9 Predator B / Guardian
Long duration border and maritime surveillance/interdiction, and disaster response
On Hand: 9
Average Age: 5 Years

*Fixed-Wing
(continued)*



P-3 Long Range Patrol

Maritime patrol, interdiction, and disaster response

On Hand: 14

Average Age: Recapitalized aircraft can serve 18 to 20 more years

Riverine Vessels



Air Boats

Purchased: 12

On Hand: 13



Riverine Shallow Draft Vessel

Purchased: 33

End State: 45

On Hand: 7



Riverine SAFE Boat

On Hand: 98

*Coastal and Great
Lakes Interceptors*



33-foot and 38-foot SAFE Boat

Purchased: 26

On Hand: 32



Coastal Interceptor Vessel

Purchased: 8

End State: 52

On Hand: 47

Planned Retirements: 47

*Coastal
Enforcement*



Coastal Enforcement Vessel

Purchased: 12

On Hand: 26

Appendix B: Aircraft Retirement Plan Summary

Aircraft Retirements Based on End of FY 2014 Inventory

Inventory at End of FY 2014 Helicopters			Planned Retirements	Ending Inventory	Est Year of Retirement
Aircraft Category	Type	Quantity			
Single Engine	EC-120	19		19	FY 2016
	AS-350	86		86	
	MD-500	Retired			
	MD-600	Retired			
	OH-6	Retired			
	UH-1H/II	10	7	3	
	Total	115	7	108	
Twin Engine	AW-139	Retired			
	UH-60L/M	20		20	
	S-76B	3		3	
	UH-1N	8		8	
	Total	31	0	31	
Inventory at End FY 2014 Fixed Wing Aircraft			Planned Retirements	Ending Inventory	Est Year of Retirement
Aircraft Category	Type	Quantity			
Single Engine	C-172	Retired			Note 1 TBD Note 2
	C-182	Retired			
	C-206	16		16	
	C-210	17	17	0	
	PA-18	Retired			
	PC-12	3		3	
	Total	36	17	19	
Twin Engine	B-200	5	5	0	TBD Note 3
	C-404	Retired			TBD Note 3
	C-12	8	3	5	
	C-12M	Retired			
	DHC-8	7		7	
	PA-42	Retired			Note 4
	KA-350	8		12	
Total	28	8	24		
Jet Engine	C-550	24	15	9	FY 2018
Multi-Engine	P-3A	Retired			
	P-3B	14		14	
	Total	14		14	
Unmanned Aircraft	MQ-9	9		9	

Note 1: Eight C-206 to be retired when unserviceable or when replacement aircraft are obtained.

Note 2: C-210 are aircraft essential to ICE missions and will be retired when unserviceable.

Note 3: B-200 & C-12 aircraft will be retired as soon as sufficient KA-350 MEA are delivered.

Note 4: KA-350 still in production; quantity reflects planned deliveries of funded assets.

Summary Comparison	End FY14	Retirements	End Invent
Total Rotary Wing	146	7	139
Total Fixed Wing	111	40	71
Total Inventory	257	47	210

Appendix C: List of Acronyms

Acronym	Definition
ADS-B	Automatic Dependent Surveillance-Broadcast
CBP	U.S. Customs and Border Protection
DHS	Department of Homeland Security
FAA	Federal Aviation Administration
FY	Fiscal Year
MEA	Multi-Role Enforcement Aircraft
OAM	Office of Air and Marine
StAMP	Strategic Air and Marine Plan