



Reaching Critical Will

Women's International League for Peace and Freedom
777 UN Plaza, 6th Floor, New York, NY 11377 Tel: 212.682.1265 Fax: 212.286.8211
Email: info@reachingcriticalwill.org Web: <http://www.reachingcriticalwill.org>



The Dirty Dozen

Boeing and aerospace profiteering

- 1. Boeing's missile defense contracts more than doubled from \$1,350 million in 2001 to \$2,930 million in 2004, in large part due to increased spending on missile defense.** As a member of the US Air Force's Intercontinental Ballistic Missile Prime Integration team, Boeing will provide engineering, flight controls, ground subsystems, and weapons systems testing for the US Intercontinental Ballistic Missile fleet until 2012.
- 2. Boeing is the prime contractor for the Pentagon's largest missile defense effort, the Ground-based Midcourse system.** Boeing is currently developing, testing, and integrating all components for the system.
- 3. Boeing's design for the Ground-based system's Exoatmospheric Kill Vehicle was rejected in favor of Raytheon's design – not because it was technologically inferior, but because it stole the design from Raytheon.** The Center for Defense Information reports, "The Department of Defense spent \$800 million over eight years to determine whether Boeing or Raytheon would win the EKV contract, only to be forced to hastily call off the competition in December 1998 and award it to Raytheon after discovering Boeing employees had misused proprietary software of Raytheon's."
- 4. This incident did not prevent Raytheon and Boeing from teaming up to work on the Standard Missile-3.** The two companies were contracted by the US Missile Defense Agency to build the Standard Missile-3, which is intended to be used to knock out incoming ballistic missiles, for the Aegis Ballistic Missile Defense System (which is part of the Sea-based Midcourse Defense System).
- 5. Boeing is also one of Lockheed Martin's subcontractors for the production of Patriot Advanced Capability (PAC-3) Missiles.** The PAC-3 is used to destroy tactical ballistic missiles, cruise missiles, aircraft, and potentially satellites. The PAC-3 missile system is to be used with Lockheed Martin's Terminal High Altitude Area Defense Weapon System. This system is intended to smash into "enemy" objects outside areas currently covered by the US' missile defense shield, enlarging the "battlefield" during space wars. Boeing built the propulsion system, which provides the Terminal High Altitude Area Defense Weapon System interceptor with the ability to maneuver as it closes in on its targets.
- 6. Boeing built the Experimental Spacecraft System-10 (XSS-10), the first in a series of XSS microsatellites.** The XSS is intended to inspect, maintain, and repair orbiting spacecraft "at a lower cost and more quickly than an alternative program of replacement from the ground." However, defense officials and technology experts agree that the XSS microsatellites have dual-applications as anti-satellite weapons. Theresa Hitchens and Jeffrey Lewis of the Center for Defense Information in Washington argue, "such a satellite could house a small kinetic-kill vehicle designed to smash into a nearby enemy satellite," while the Air Force's 1999 Microsatellite Technology and Requirements Study "raised the possibility of borrowing technology from the Army's Kinetic Energy Anti-Satellite, or KE-ASAT, program for its own microsatellites." Boeing's XSS-10 proved in its test flight that it does not need any modifications to kill a satellite.

7. The Boeing Orbital Express System is another project aimed at developing a fully autonomous (unmanned) satellite. The contract, given to Boeing by the US Defense Advanced Research Project's Agency, is worth over \$100 million. Like the XSS-10, its primary objective is to refuel and service satellites on-orbit, and, also like the XSS-10, it has clear military applications. The concept of an autonomous satellite has been riddled with questions of technical and financial feasibility. Multiple tests of unmanned objects, such as the Demonstration of Autonomous Rendezvous Technology satellite, have ended in failure. *Aviation Week* asks who would be willing to risk billions of dollars on this technology – the answer is apparently Boeing.

This fact sheet was prepared by Ray Acheson of Reaching Critical Will, a project of the Women's International League for Peace and Freedom, in coordination with the Secure World Foundation.

<http://www.reachingcriticalwill.org/corporate/dd/ddindex.html>