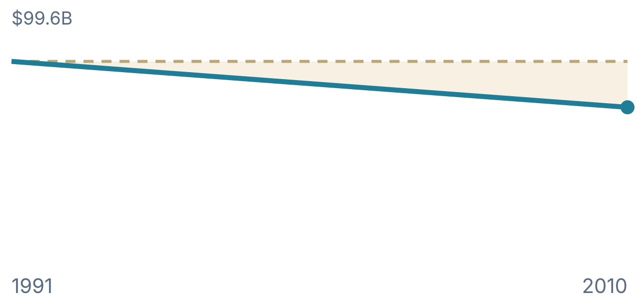
2026-07-18
drift.analyticadss.com
Public GAO · CRS · DoD sources

F-22 Raptor

F-22 · Air Force · Lockheed Martin TRUNCATED

-22% $86.6B (1991) → $67.3B (2010)



Dashed = promised baseline · solid = actual estimate · shaded = growth

BASELINE **$86.6B (1991)**	CURRENT ESTIMATE **$67.3B (2010)**
COST GROWTH **−22%**	COST BASIS **TY**
UNITS **648 → 187**	QUANTITY CHANGE **−71%**
UNIT-COST CHANGE **+169%**	SCHEDULE SLIP **—**
QUANTITY EFFECT **−$61.6B**	UNIT-COST EFFECT **+$42.3B**
CONFIDENCE **medium · reconciled**	IOC **1990s (planned) → 2005**

ASSESSMENT

> Total acquisition FELL 22% — but the buy was gutted 648 → 187 (originally ~750), so program acquisition UNIT cost soared to ~$369M/jet. The textbook truncation death-spiral: fixed R&D spread over a quarter of the planned fleet. (1991 vs 2010 are different then-year bases.)

SOURCE

GAO/NSIAD-95-59 (1991 Milestone II baseline: $86.6B, 648 aircraft); CRS RL31673 + F-22 SAR Dec 31 2010 ($67.3B then-year, full 195-aircraft / 187-production program). 1991 and 2010 are different then-year bases.