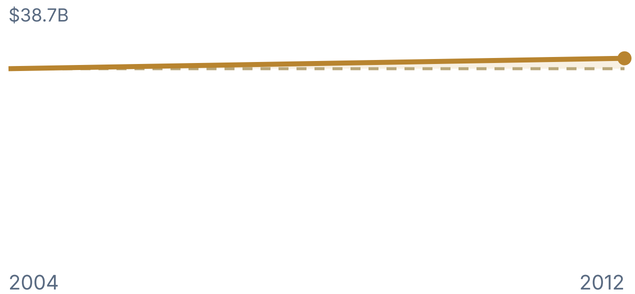
P-8A Poseidon

P-8A · Navy · Boeing

+5% $31.9B (2004) → $33.6B (2012)



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

BASELINE **$31.9B (2004)**	CURRENT ESTIMATE **$33.6B (2012)**
COST GROWTH **+5%**	COST BASIS **BY**
UNITS **115 → 122**	QUANTITY CHANGE **+6%**
UNIT-COST CHANGE **−1%**	SCHEDULE SLIP **0 yr**
QUANTITY EFFECT **+$1.9B**	UNIT-COST EFFECT **−$242M**
CONFIDENCE **high · reconciled**	IOC **2013 (planned) → 2013**

ASSESSMENT

> A 737 off Boeing's commercial line with a sonar rack in the back — and one of the only MDAPs that kept its 2004 promise: total up ~5% while the Navy ADDED seven aircraft, so the per-aircraft price actually fell slightly. Delivered on the original 160-month schedule.

SOURCE

GAO-13-294SP, P-8A assessment p.109 — Program Performance table, constant FY2013 $M: first full estimate 06/2004 $31,935.9M / 115 aircraft vs latest 08/2012 $33,637.7M / 122; PAUC −0.7%; IOC 7/2013, cycle time unchanged. Corroborated by GAO-15-342SP Table 7 (+0.4% FY15$) and GAO-19-336SP Table 20 (+5.3% FY19$).