Lockheed Martin receives $726.6 million contract modification for F-22 Raptor sustainment

Lockheed Martin Corp. recently received a $726.6 million contract modification from the U.S. Air Force for sustainment of the F-22 Raptor fleet.

This modification is for the 2011 Follow-On Agile Sustainment for the Raptor (FASTeR) sustainment contract, which was initially awarded in 2008, with an option for 2009 that was exercised. A follow-on modification was issued for 2010.

FASTeR is a Performance-Based Logistics contract providing weapon systems sustainment of the F-22 fleet at all operational bases for the 2011 calendar year, including training systems, customer support, integrated support planning, supply chain management, aircraft modifications and heavy maintenance, sustained engineering, support products and systems engineering.

In 2010, the U.S. Air Force deployed the Raptor around the world, including to Guam, Japan, the United Arab Emirates and South Korea. In January, F-22s from Elmendorf AFB, Alaska, flew 100 percent of scheduled sorties during a deployment to Kadena Air Base, Japan.

"The Raptor is one of the U.S. Air Force's most highly deployed aircraft by fleet percentage and ensures that the United States and its allies can control the skies and access heavily defended theaters," said Scott Gray, vice president of sustainment for Lockheed Martin's F-22 Program. "We work in close partnership with the Air Force to sustain the Raptor and to enhance aircraft availability, performance and reliability, at the lowest cost possible."

F-22 Raptors are assigned to seven U.S. bases. Flight testing takes place at Edwards AFB, Calif. Operational tactics development is ongoing at Nellis AFB, Nev. Pilot training occurs at Tyndall AFB, Fla. Operational F-22 aircraft are assigned to Langley AFB, Va.; Elmendorf AFB, Alaska; Holloman AFB, N.M.; and Hickam AFB, Hawaii.

As the world's premier air dominance fighter and the only fully operational 5th generation fighter, the F-22 is able to defeat denied-access threats, enable legacy aircraft and joint and coalition operations in contested areas and promote deterrence and security. For more information on the F-22, visit www.lockheedmartin.com/products/f22/.

F-22 Raptor 4171 takes off from Lockheed Martin's Marietta, Ga., facility on its delivery flight to Langley Air Force Base, Va., Jan. 27. Lockheed Martin photo by Damien Guarnieri.

Assembly on last Raptor begins in Marietta as F-22 Program enters final year of production

By Chris McGee
F-22 Communications

Final assembly on Raptor 4195 – the last jet on contract – is underway in Marietta, Ga., as the F-22 Program has entered the last full year of production.

In December, production team members performed work on the forward fuel tank assembly, where F-22 manufacturing begins for Marietta. The two workstations performing the work officially ended operations with a closeout ceremony Jan. 19; team members transitioned to other programs, most of them joining F-35 center wing production in Marietta.

The final mid fuselage for 4195 is scheduled to arrive in Marietta from Lockheed Martin in Fort Worth, Texas, in May, with the final aft fuselage arriving from Boeing's Seattle plant in June. Workstation closeout ceremonies have taken place in Fort Worth and Marietta and will continue as production winds down; Lockheed Martin's facility in Palmdale, Calif., held a closeout ceremony for its F-22 production work for the Edge and Radome Fabrication teams Jan. 31.

Aircraft 4195 is expected to complete final assembly and roll off the production line in November; it is on track to make its delivery flight to the U.S. Air Force by April 2012. The F-22 Program plans to deliver 18 Raptors to the Air Force this year, with the final four aircraft to be delivered in 2012.

The program is pushing ahead with its Finish Strong campaign, executing the production shutdown schedule and preparing for a post-production era of partnering with the U.S. Air Force to sustain the fleet and continue to enhance the Raptor's capabilities to keep it ahead of emerging threats.

"We're at a critical transition point in the program's history," said Jeff Babione, vice president and general manager of the F-22 Program. "This will be a pivotal year as we stay focused on meeting our remaining delivery commitments, take steps to preserve key tooling and technical knowledge. It's important that we posture ourselves for an active future enhancing the Raptor's lethality and combat effectiveness, all while emphasizing aircraft performance, reliability and availability."

The program is following an Air Force directive to preserve production tooling, storing approximately 30,000 pieces of U.S. Government-owned tooling at the Sierra Army Depot in California. Production knowledge and tool usage information are being captured in electronic smart books that will enable the program to perform any necessary major repair work in the future.

The program enjoyed a successful production year in 2010, delivering 20 aircraft, two more than the 18 that were planned. The 175th overall Raptor DD250'd Feb. 24, making 95 consecutive F-22s delivered on or ahead of schedule.

In late January, Raptors 4171, 4172 and 4173 made their ferry flights to Langley Air Force Base, Va., and each was declared Platinum Star Quality aircraft for zero defects, the first time that three Raptors received the designation in the same week. The total number of Raptors earning the designation stands at 47.

"The Raptor team is the most dedicated and skilled workforce in the industry," said Babione. "I have no doubt they will finish strong and position our customer to operate the Raptor worldwide successfully for decades to come."

The F-22 production line is shown in late 2010. Production of the F-22 Raptor has entered its last full year, and the program is executing its Finish Strong production shutdown plan. Lockheed Martin photo by John Rossino.

The F-22 Raptor: Air dominance delivered – just in time

By Jeff Babione
Vice President and General Manager
Lockheed Martin F-22 Program

As the world's only fully operational 5th generation fighter, the F-22 Raptor plays a critical role in the combined force, projecting U.S. military power around the world.

The Raptor spent a good deal of 2010 deployed to the Pacific theater either at Andersen Air Force Base, Guam, or Kadena Air Base, Japan. In exercises at both locations, the Raptor demonstrated why it is the world's greatest fighter, performing an order of magnitude better than legacy aircraft in air-to-air engagements and pounding the ground with precision ordnance.

According to news reports, North Korean leader Kim Jong-il took shelter in an underground bunker for fear of F-22 attacks while Raptors participated in exercises with the Republic of Korea Air Force. That revelation confirms that the mere presence of F-22s can influence behavior in the direction of peace.

The F-22 is essential to America's present and future ability to gain and maintain control of the skies. With its unmatched combination of stealth, speed and maneuverability, the Raptor can overcome and defeat denied-access threats such as increasingly sophisticated surface-to-air missile defense systems and advanced aircraft that would put legacy fighters at risk. The F-22 has a 360-degree view of the battle space, freeing it to prosecute targets at will or to help direct legacy fighters to their targets.

This capability is more important than ever. With recent flights of the Chinese J-20 and Russian PAK FA-50, it is clear that the United States' lead in stealth technology is being challenged. While these aircraft may not pose an immediate threat to our air superiority, they will in time. The likelihood these aircraft will be exported further increases the potential that the United States or its allies may face them in large numbers in the future.

While we are well into shutting down the F-22 production line, America can rest assured that the proud men and women of the Raptor contractor community will continue to manufacture and deliver the highest quality product. The last Raptor, tail number 195, is working its way through sub-assembly in the factory. That last F-22 will roll off the production line in November and will make its delivery flight in April 2012. Fortunately, as production winds down, we are preserving key F-22 production tooling and capturing critical product knowledge. Both will enable us to perform major repair work or even restart the line in the future, if necessary.

Given the increasing threat and the limited number of aircraft, it is imperative we continue to make sure the Raptor is the most capable and the most available fighter possible. Lockheed Martin and our industry partners are committed to working with our U.S. Air Force customer to ensure the Raptor stays ahead of the threat. Whether alone, alongside the only other 5th generation fighter, the F-35 Lightning II, or enabling the 4th generation fleet, a strong Raptor is essential to ensuring the U.S. maintains air dominance for decades to come.

Flying Highlights

Total sorties flown: 75,631
Operational flight hours: 96,596
Test flight hours: 11,392
Total: 107,988

Totals through Jan. 31, 2011

F-22 Raptor 4173 takes off from Lockheed Martin's Marietta, Ga., facility on its delivery flight to Langley Air Force Base, Va., Jan. 27. Lockheed Martin photo by Damien Guarnieri.

F-22 Delivery Status:
Lockheed Martin delivered Raptor 4175 Feb. 24 to the U.S. Air Force. The delivery marked the 95th consecutive F-22 delivered on or ahead of schedule. It was the second delivery for 2011. A total of 175 tails have been delivered. The total number of aircraft achieving Platinum Star Quality – or zero defect – is 47.

F-22 Program Status

The F-22 Mission Brief Contact: Christopher McGee | 770-494-2578 | chistopher.mcgee@lmco.com

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