



**L3HARRIS™**

**Mr. Paul C. Walker**

Director – Flight Training

**AVIATION SYSTEMS / L3HARRIS TECHNOLOGIES**

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**Mr. Greg Pedroza**

Interim Director of Aviation

**PUEBLO MEMORIAL AIRPORT**

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11 May 2020

Dear Mr. Greg Pedroza,

L3Harris Doss Aviation Inc. Operations, following a teleconference on 15 April 2020, received a request for information concerning IFT program parameters from Mead & Hunt for the purpose of planning the future of the Pueblo Memorial Airport. Specifically the following information was requested: define terms, like sortie, goes, and syllabus hours, and explain how those relate to your contract and equate to annual operations; reiterate your contract stipulations, restrictions, and constraints; and include a table with forecast annual operations starting in 2020 and going through 2040.

Terms defined and contract stipulations:

**Sortie** – A designated flying event that consists of a briefing, ground operations, a flight, and a post flight de-brief. Sorties vary in length and operations required depending on the syllabus.

**Goes** – The flying window is subdivided into sections called “Goes”. This is a method of organizing a large number of sorties to mitigate inherent risks involved in scheduling a complex dynamic flight program. The number of “Goes” change based on the available flying window as directed by the Performance Work Statement for IFT. The number of sorties scheduled per “Go” depend on the Syllabus Flight Hour Band and other variables.

**Syllabus Flight Hours** – Flight hours as directed by each individual syllabus per student. Total annual Syllabus Flight Hours are determined by the US Air Force and can range from 18,000 to 51,000 hours in 3,000 hour increments. From the total annual syllabus flight hours the number of students per syllabus is determined per class. To determine total hours flown by the program add 10% of the syllabus flight hours. In other words 51,000 syllabus flight hours equates to 56,100 total flight hours.

The contract further stipulates, except for designated night sorties as described in the RPA Syllabus, that all sorties will be flown between the beginning of morning civil twilight to the end of evening civil twilight. Normal operating hours are Monday through Friday except as requested and approved by the USAF. The Program takes a two week student flying break in late December and early January. This results in approximately 245 flying training days per year. Due to syllabus constraints night sorties comprised approximately 1% of all sorties flown by the IFT Program in 2019.



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Contract renewal periods are five years, three years and two years beginning in 2017 and ending in 2027.

There is a possibility that L3Harris could add up to 10 more aircraft in future years to support increased student throughput.

#### Annual Operations Unconstrained forecast:

Year	Pub Total	L3Harris Uncnstrnd	L3Harris Syl Hours	Forecast
2019	????	287,772	37,284.5	XXXX
2020	????	337,226	XXXX	42,000
2021	????	361,314	XXXX	45,000
* TBD	????	409,489	XXXX	51,000

\* Anticipate 2021 – 2027 throughput to average between the 45,000 to 51,000 level.

Disclaimer: The above numbers are projections based on parameters that could change in the future and are not a commitment by L3Harris Doss Aviation, Inc. as to the number of operations that will be conducted by the IFT Program in the future.

Mr. Paul C. Walker