

Dear London City Duty Management,

As discussed, **COMPANY NAME** a wholly owned company of **COMPANY NAME** conducts demonstration and support flights under the U.S. CFR Pt 91 (private flights). I attest that all our pilot crewmembers have been thoroughly trained in the aircraft to which they are operating. Also, the handling pilot of our aircraft will have completed a formal training program for steep approaches, specifically for London City Airport, and have completed a minimum of three steep approaches prior to operating at LCY. Additionally, these pilots will be totally familiar with the Noise Abatement Departure Procedure (NADP) to mitigate any noise migration to noise sensitive areas.

We have established procedures for recurrent training which can be provided to London City Airport management team upon request.

Our aircraft is equipped with the necessary OEM-approved modifications to perform steep approach at an angle of 5.5 degrees or greater. Full details of the procedures and limitations can be found within the steep approach supplement of the aircraft flight manual (AFM).

I confirm that we will operate in accordance with the Airport's AIP (ref: AD 1.1-5, section 4.2.3) 'All flight operations by aircraft within the UK Flight Information Region (FIR) are to operate with an aerodrome operating minima (AOM) no lower than calculated using the UK Air Operations Regulation. This is the same method as used to calculate minima published on commercially available flight guides.'

Our aircraft will apply full public transport calculated landing distances for all flights at London City Airport.

Please accept this as our declaration of compliance and advise same of your approval authorisation.