

Key correspondence received by Canada:

- a. 29 December, Hungarian acceptance of the Trial Flight proposal as presented 18 December; and
- b. 03 January, Czechoslovakian overflight clearance granted for CANFORCE 6039. Note that overflight authorization still required five days after the formal request.

Arrival of the aircraft:

The C-130 landed at Ferihegy International Airport in Budapest at 11:25 local time on 04 January 1990. Formalities (passport control, visa procedures, custom inspection) were performed by the Hungarian authorities upon arrival of the aircraft.

Responsibilities of Canada as overflying country and Hungary as the host country:

The two countries discussed the programme of the test flight during the afternoon of 04 January. Responsibility for different parts of the test flight was divided according to the following pattern:

- a. the overflying nation (Canada) would be responsible for:
 1. the actual carrying out of the flight; and
 2. the appropriate technical condition of the aircraft.
 3. accommodation, meals and incidental expenses of the overflying country's aircrew and observers.
- b. the host nation (Hungary) would be responsible for:
 1. providing all the information necessary for the preparation of the flight and briefing of the aircrew; (Note: the information provided is listed under section a below.)
 2. providing the necessary assistance to the crew in case of emergency;
 3. ground control of the aircraft by the Air Traffic Control (ATC) and its separation from other aircraft;
 4. providing the necessary working space and information at the airport for the joint work of the two teams; and
 5. providing for security and guarding of aircraft.