

c. Consultation involving observers of both the inspecting and the host countries.

Agreement was reached on the rules for observers for aircraft safety as well as local flying rules. Observers from the inspected country were also briefed on aircraft instrumentation (and sensors).

The trial flight:

It was conducted on 06 January and flew the requested routing and profile, taking off 16 minutes later than the originally requested time of 09:00 hours local due to a minor technical problem with the aircraft. The flight route was: Ferihegy (Budapest) - Tatabánya - Győr - Sármellék - Dombóvár - Székesfehérvár - Várpalota - Keszthely - Ferihegy - Sajóhidvég - Debrecen - Kecskemét - Ferihegy. The altitudes ranged between 1500 and 4900 meters.

Ground control was provided in English by Ferihegy ATC utilizing standard ICAO procedures. As the flight was on a Saturday, as proposed in the flight plan submitted by the Canadian authorities, specific flight safety concerns could not be fully assessed because no military flying normally occurs on that day. Two Hungarian specialists were present on the flight deck throughout the flight and monitored radio contact with ATC on a continuous basis.

The flight was carried out according to the flight plan originally proposed by the Canadian side. There were no changes to it. The aircraft landed at 1205 (local time) at Ferihegy Airport.