

as depicted on the Global Navigation Chart (GNC) topographical map so as to ensure flight safety in the event that the flight was flown in cloud or on top of cloud without visual reference to the ground; and

(6) change altitudes in the vicinity of airways to see if the flight would conflict with other commercial traffic and how Air Traffic Control would react; and

c. determine the formatting of the Flight Plan - either in latitude/longitude format or as radials and distances from Navigation Facilities.

Flight Safety concerns identified prior to the flight were:

- a. the language of Air Traffic Control outside of commercial airways and specifically in the vicinity of military aerodromes;
- b. assurance that army exercise areas are 100 per cent non-active; and
- c. availability of flight information and approach let-down charts for en route aerodromes.

Types of personnel and the skills required for personnel were assessed in terms of the following roles:

- a. aircrew to fly the "Open Skies" mission;
- b. hosting country in-flight observers; and
- c. host country aircraft inspecting team members.

Key Canadian correspondence:

- a. 18 December in Budapest, the proposed itinerary and Open Skies Trial Flight routing and profile were presented to Hungarian officials;
- b. 19 December in Prague, the proposed transitting overflight routes and times were presented to Czechoslovakian officials;
- c. 29 December, a formal diplomatic request for overflight clearance through Czechoslovakia was sent to Prague;
- d. 02 January, a formal diplomatic message was sent to Budapest advising of the Canadian intention to conduct an "Open Skies Trial Flight" over Hungary. This flight - CANFORCE 6039 - was to arrive Ferihegy International Airport at approximately 1115 hours 04 January 1990.