

The airborne part of the program involved two flights. The first one, on 15 January 1992, was an orientation/familiarization flight carried out using a CC115 Buffalo transport aircraft. It flew the same routing as the sensor flight of the next day and allowed for visual observation and recognition of the sensor targets (FIGURE 1). A total of fourteen observers from both countries participated. This flight also tested procedures for the notification and clearance of restricted areas. The aircraft overflew Canadian Forces Air Base Trenton, Canadian Forces Army Base Petawawa, two commercial nuclear power plants and a major industrial automobile manufacturing facility in Oshawa.

The flight planning for the second, sensor-equipped flight was executed by the Canada Center for Remote Sensing (CCRS) based upon the agreed mission plan (FIGURE 2). Routings and altitudes were modified by CCRS to make optimum use of the sensor capabilities and aircraft restrictions. The aircraft used was a Convair 580 equipped with:

- a. CCRS synthetic aperture radar (C-band with a 6 metre resolution);
- b. Fixed optical camera (RC-10 with a 152 millimetre focal length lens);
- c. Low light level TV (RCA TC 1030/H); and
- d. Standard colour video camera.

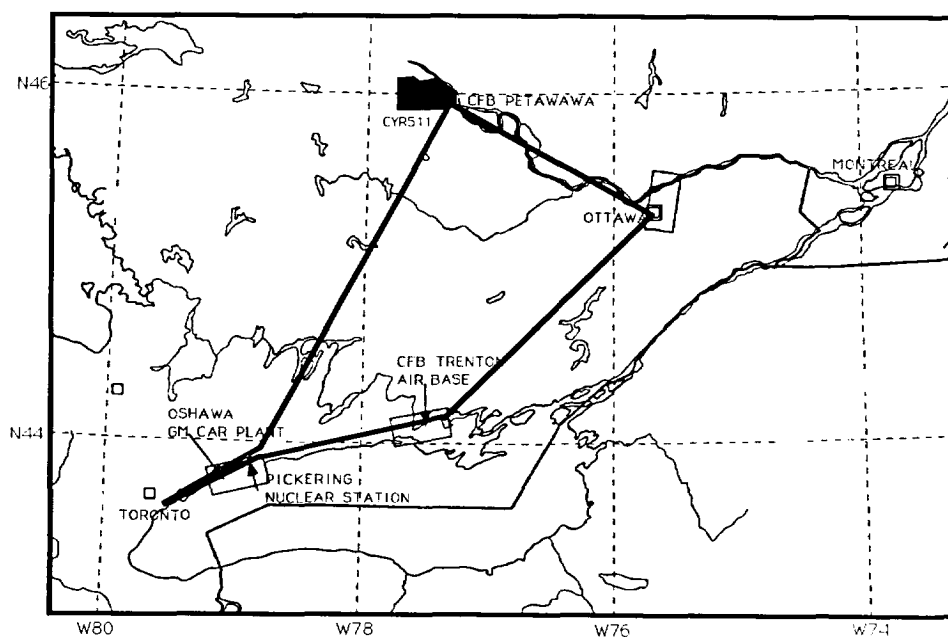


FIGURE 1

Map showing the flight path of the CC115 Buffalo transport aircraft for the orientation/familiarization flight.