

During the aircraft inspections, the crew filed a flight-plan with the Hungarian authorities. The flight-plan called for a flight of approximately three hours duration which cut across a wide variety of air routes with considerable altitude changes en route. The Hungarian authorities had 24 hours to process the flight-plan. The overflight took place on January 6th.

During the overflight, the Hungarian Government placed observers aboard the Canadian Forces aircraft. The right of host governments to emplace such host observers is envisaged as a feature of the eventual Treaty. The observers had full access to all areas of the aircraft, and monitored the aircraft's flight-route to ensure that it was in keeping with the agreed flight-plan. Since there were no sensors aboard the aircraft, the host-observers did not monitor the operation of the sensor suite. It is believed that such observers will be permitted to monitor the sensor operations in the Treaty.

Upon completion of the overflight, the aircraft returned to Budapest where officials of the two governments discussed the overflight and identified areas for further discussion at the Open Skies Conference. In addition to the flight crew and officials from the Department of National Defence, the Government of Canada sent officials from External Affairs and International Trade Canada and Transport Canada to observe the mock overflight and participate in discussions on its results. The Canadians left Budapest on January 7.

The Government of Canada has extended an invitation to the Hungarian Government to conduct a reciprocal overflight of Canadian territory later in January. The Hungarian Government has expressed interest in the idea, but has yet to formally accept the invitation.