

Direct preparations for the flight:

These were performed on 05 January by the three working teams set up according to the programme adopted by both sides the previous day. They included:

a. Briefing of the aircrew.

The briefing contained information by Hungarian specialists on:

1. geographical and navigational situation of Hungary;
2. map, traffic regulations and methods of Ferihegy Airport;
3. ground control and radio traffic during the flight;
4. dangerous zones, including those prohibited for air safety reasons;
5. flight safety regulations;
6. navigational plan of the flight and data on ground navigation equipment; and
7. weather forecast for the day of the flight.

(Note: A filled-out flight plan was also handed over to the Canadian aircrew as a courtesy by Hungarian specialists.)

b. Technical inspection of the aircraft.

The technical inspection lasted approximately 4.5 hours. It should be remarked that the inspection was conducted under the cooperative parameters established by Canadian and Hungarian authorities, which included acceptance by Hungarian authorities of Canadian assurances that no surveillance equipment was on the aircraft. A simulated technical inspection took place; its duration and degree of intrusiveness therefore serve illustrative purposes only. It was noted by both countries that the work of technical inspection would be facilitated by providing to the inspecting team the basic technical documentation of the aircraft, including a list of standard instruments on board. It was also observed that special equipment necessary for the partial dismantling of instruments to aid the technical inspection, as well as qualified personnel to handle them, should also be on board.