

# CRISIS PLANS – CRISIS MANAGEMENT

NORWEGIAN AIRPORTS

1970 -1990

# 1972 – 73

## Serious airports accidents in Norway

- December 1972 – Braathen SAFE – Focker – Asker 20 km from Oslo – 45 dead.
- January 1973 – SAS – Airplane ended in the sea at Oslo airport when landing.
- And others in the following years.

# Emergency plans

- Start of the crisis plans at the airports.
- Emergency plans were made at all the airports – and after some years all of the airports had emergency plans.
- They also had emergency plan committees and they started with exercises.
- The airports also made Security plans and other crisis plans.

# Different plans

- One problem that occurred was that there were no all over planning.
- Most of the plans were different. Some of them were good – but some of them did not work at all.
- There were no system in how the CAA head office were contacted when an accident happened and how they work with the airports.

# Exercises

- Some airports had a lot of exercises
- But at many airports exercises were not a priority.

# 1990 - 2000

- CAA Norway found out that there were a lot of crisis plans at the airports. All different and far too many.
- The crisis management were done in many different ways.
- The connection between CAA head office and the airports had to be better when an accident took place.

- CAA Norway started the work of making the plans at the airports in the same way.
- This was a difficult work – the airports did not agree – they did not want to change their plans.
- The work was not quite successful. But it improved the situation a lot.