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The background of the slide is a dark blue gradient. Faintly visible in the background is a composite image. On the right side, there is a tall, white airport control tower. In the center and left, there are several commercial airplanes in flight, some appearing to be in a queue or taking off. The overall theme is aviation and air traffic control.

# SAREX - TZANEEN - SOUTH AFRICA FEBRUARY 2004

# OBJECTIVES

- To test and assess the overall operational readiness of the ARCC considering the following:
  - Response times
  - Resource availability
  - Command and control aspects
  - Interaction in the public area of operation
- To exercise the operational resources of the ARCC and to test the interaction between the various resources/units
- To increase the public awareness of SASAR, its activities and roles
- To exercise the SAROPS conclusion handover to the SACAA and South African Police Services, together with the SRU's fulfilling a dual role in support of both phases e.g. Mountain Club of South Africa

# PLANNING

- Information was shared on a need to know basis only
- Individual resource organisational objectives were considered and included in the scenario planning
- More than one scenario was planned to address changing meteorological conditions
- Go/no-go criteria was decided on and agreed
- Various site visits were undertaken to ensure realism and relevance of the SAREX

# EXECUTION

- Voluntary resources were accommodated to relocate the evening before the exercise commenced
- Command and control was exercised with a number of organisations having to act as on scene commanders (OSC's), under supervision and evaluation, during the entire execution phase
- Weather was poor and the result was a more ground based operation as search flights were not possible

# LESSONS LEARNT 1

- The support of the voluntary resources to the ARCC was highlighted as essential to achieve successful operational SAROPS execution
- A number of the institutional resources did in the end not partake in the exercise, as planned and anticipated
- Some communication difficulties existed between the ARCC and the OSC as at times technology failed



# LESSONS LEARNT 2

- The functioning of individuals as OSC's proved challenging, particularly those without any previous SAROPS/Aviation experience
- Local knowledge is essential to support the detail of the operation and provide alternatives when circumstances dictate
- Awareness still needs to be created around SASAR and the interaction between SASAR and other governmental institutions

# LESSONS LEARNT 3

- Harmonisation of the various roles and activities of institutions involved with disaster management also needs to take place
- The area used as the JOC was too busy at one stage
- Time delays in deployment of resources as a result of the inclement weather caused frustrations



# LESSONS LEARNT 4

- Resource internal command and control structures to include backups
- Logistical hardware problems in the field operations with printers and laptop computers not being fully compatible
- A radio relay station misinterpreted a message and passed on an incorrect message by applying discretion and changing the retransmitted message rather than a verbatim retransmission of the message

# LESSONS LEARNT 5

- Frequency separations between the crash site and the command centre should be implemented when required
- The processes between the SAPS and the SACAA needs to be rigidly applied to accept responsibility for the bodies recovered etc
- Confidential matters such as names and identities of deceased were discussed on the open radio frequencies

# LESSONS LEARNT 6

- Resource organisations should keep an up to date occurrence log recording all relevant information in a meticulous manner
- Search dog handlers should interact with accident inspectors as the dogs are trained to find foreign objects in the area

The background of the slide is a dark blue overlay on a photograph of an air traffic control room. In the upper half, three controllers are visible at their consoles, with a large commercial jet flying in the sky behind them. In the lower half, a fighter jet is shown in flight, and the cockpit of another aircraft is visible in the foreground. The overall scene conveys a sense of professional aviation and safety.

**THANK YOU FOR YOUR ATTENTION**