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Annex Reference	SEARCH AND RESCUE  Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
<p>Chapter 1 Reference</p> <p><b>Definition</b></p>	<p style="text-align: center;"><b>INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES</b></p> <p><i>Note.— This Annex is supplemented by the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, Volume I — Organization and Management, Volume II — Mission Co-ordination, and Volume III — Mobile Facilities (Doc 9731), the purpose of which is to assist States in meeting their search and rescue (SAR) needs and obligations accepted under the Convention on International Civil Aviation. These obligations, as they relate to the provision of SAR services, are specified in this Annex as Standards and Recommended Practices. The three volumes of the IAMSAR Manual provide guidance for a common aviation and maritime approach to organizing and providing SAR services. States are encouraged, by use of the manual, to develop and improve their SAR services and to cooperate with neighbouring States.</i></p> <p style="text-align: center;"><b>CHAPTER 1. DEFINITIONS</b></p> <p>When the following terms are used in the Standards and Recommended Practices for Search and Rescue, they have the following meanings:</p> <p><b>Rescue subcentre (RSC).</b> A unit subordinate to a rescue coordination centre, established to complement the latter according to particular provisions of the responsible authorities.</p>	<p>CARs.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>Not specifically defined.</p>	
<p>Chapter 1 Reference</p> <p><b>Definition</b></p>	<p><b>Alert phase.</b> A situation wherein apprehension exists as to the safety of an aircraft and its occupants.</p>	<p>Airways Corporation of New Zealand (ACNZ) Manual of Air Traffic Services (MATS) RAC 1.</p>	<p>No Difference</p>		



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Chapter 1 Reference  Definition	<b>Alerting post.</b> Any facility intended to serve as an intermediary between a person reporting an emergency and a rescue coordination centre or rescue subcentre.	Civil Aviation Rules (CAR).	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference  Definition	<b>Distress phase.</b> A situation wherein there is a reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger and require immediate assistance.	MATS RAC 1.	No Difference		
Chapter 1 Reference  Definition	<b>Ditching.</b> The forced landing of an aircraft on water.	MATS RAC 1.	No Difference		
Chapter 1 Reference  Definition	<b>Emergency phase.</b> A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.	MATS RAC 1.	No Difference		
Chapter 1 Reference  Definition	<b>Joint rescue coordination centre (JRCC).</b> A rescue coordination centre responsible for both aeronautical and maritime search and rescue operations.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Note: Rescue Coordination Centre New Zealand (RCCNZ) is a JRCC.



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Chapter 1 Reference  Definition	<b>Operator.</b> A person, organization or enterprise engaged in or offering to engage in an aircraft operation.	Civil Aviation (CA) Act 1990; CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Pilot-in-command.</b> The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.	CA Act 1990; CAR Part 1.	Different in character or other means of compliance	Pilot-in-command, in relation to any aircraft, means the pilot responsible for the operation and safety of the aircraft.	
Chapter 1 Reference  Definition	<b>Rescue coordination centre (RCC).</b> A unit responsible for promoting efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.	CA Act 1990 s14(1)(a).	No Difference		
Chapter 1 Reference  Definition	<b>Rescue.</b> An operation to retrieve persons in distress, provide for their initial medical or other needs, and deliver them to a place of safety.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage term.
Chapter 1 Reference  Definition	<b>Search and rescue aircraft.</b> An aircraft provided with specialized equipment suitable for the efficient conduct of search and rescue missions.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage term.



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Chapter 1 Reference  Definition	<i>Search and rescue facility.</i> Any mobile resource, including designated search and rescue units, used to conduct search and rescue operations.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage term.
Chapter 1 Reference  Definition	<i>Search and rescue region (SRR).</i> An area of defined dimensions, associated with a rescue coordination centre, within which search and rescue services are provided.	AIPNZ GEN 3.6, 2.	No Difference		
Chapter 1 Reference  Definition	<i>Search and rescue service.</i> The performance of distress monitoring, communication, coordination and search and rescue functions, initial medical assistance or medical evacuation, through the use of public and private resources, including cooperating aircraft, vessels and other craft and installations.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage term.
Chapter 1 Reference  Definition	<i>Search and rescue unit.</i> A mobile resource composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue operations.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage term.
Chapter 1 Reference  Definition	<i>Search.</i> An operation normally coordinated by a rescue coordination centre or rescue subcentre using available personnel and facilities to locate persons in distress.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage term.



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Chapter 1 Reference  Definition	<i>State of Registry.</i> The State on whose register the aircraft is entered.	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<i>Uncertainty phase.</i> A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.	MATS RAC 1.	No Difference		
Chapter 2 Reference 2.1.1  Standard	<p style="text-align: center;"><b>CHAPTER 2. ORGANIZATION</b></p> <p style="text-align: center;"><b>Search and rescue services</b></p> <p>Contracting States shall, individually or in cooperation with other States, arrange for the establishment and prompt provision of search and rescue services within their territories to ensure that assistance is rendered to persons in distress. Such services shall be provided on a 24-hour basis.</p>	CA Act 1990 s14B & 14C.	No Difference		
Chapter 2 Reference 2.1.1.1  Standard	<p>Those portions of the high seas or areas of undetermined sovereignty for which search and rescue services will be established shall be determined on the basis of regional air navigation agreements. Contracting States having accepted the responsibility to provide search and rescue services in such areas shall thereafter, individually or in cooperation with other States, arrange for the services to be established and provided in accordance with the provisions of this Annex.</p> <p><i>Note.— The phrase “regional air navigation agreements” refers to the agreements approved by the Council of ICAO normally on the advice of Regional Air Navigation Meetings.</i></p>	ICAO Doc 9673 Vol I, Part VII, Chart SAR 1; CA Act 1990 s14B & 14C.	No Difference		



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Chapter 2 Reference 2.1.1.2  Standard	Basic elements of search and rescue services shall include a legal framework, a responsible authority, organized available resources, communication facilities and a workforce skilled in coordination and operational functions.	CA Act 1990 s14B & 14C; NZ SAR Manual 2009, section "Nzsar Governance".	No Difference		
Chapter 2 Reference 2.1.1.3  Standard	Search and rescue services shall establish processes to improve service provision, including the aspects of planning, domestic and international cooperative arrangements and training.	RCCNZ Standard Operating Procedures.	No Difference		
Chapter 2 Reference 2.1.2  Standard	In providing assistance to aircraft in distress and to survivors of aircraft accidents, Contracting States shall do so regardless of the nationality or status of such persons or the circumstances in which such persons are found.	NZ SAR Manual 2009, section "Nzsar Governance", sub-section "Purpose".	No Difference		
Chapter 2 Reference 2.1.3  Standard	Contracting States having accepted responsibility to provide search and rescue services shall use search and rescue units and other available facilities to assist any aircraft or its occupants that are or appear to be in a state of emergency.	NZ SAR Manual 2009, section "Nzsar Governance", sub-section "Vision".	No Difference		
Chapter 2 Reference 2.1.4  Standard	Where separate aeronautical and maritime rescue coordination centres serve the same area, States shall ensure the closest practicable coordination between the centres.		Not Applicable		RCCNZ is an integrated facility.



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Chapter 2 Reference 2.1.5  Recommendation	<b>Recommendation.</b> — <i>Contracting States should facilitate consistency and cooperation between their aeronautical and maritime search and rescue services.</i>	CA Act 1990 s14B.	No Difference		RCCNZ is an integrated facility.
Chapter 2 Reference 2.1.6  Recommendation	<b>Recommendation.</b> — <i>Contracting States should establish joint rescue coordination centres to coordinate aeronautical and maritime search and rescue operations, where practical.</i>	CA Act 1990, s 14B.	No Difference		RCCNZ is an integrated facility.
Chapter 2 Reference 2.2.1  Standard	<p style="text-align: center;"><b>Search and rescue regions</b></p> <p>Contracting States shall delineate the search and rescue regions within which they will provide search and rescue services. Such regions shall not overlap and neighbouring regions shall be contiguous.</p> <p>N1. <i>Search and rescue regions are established to ensure the provision of adequate communication infrastructure, efficient distress alert routing and proper operational coordination to effectively support search and rescue services. Neighbouring States may cooperate to establish search and rescue services within a single SAR region.</i></p> <p>N2. <i>The delineation of search and rescue regions is determined on the basis of technical and operational considerations and is not related to the delineation of boundaries between States.</i></p>	ICAO Doc 9673 Vol I, Part VII, Chart SAR 1; AIPNZ GEN 3.6, 2.	No Difference		



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Chapter 2 Reference 2.2.1.1  Recommendation	<b>Recommendation.</b> — <i>Search and rescue regions should, in so far as practicable, be coincident with corresponding flight information regions and, with respect to those areas over the high seas, maritime search and rescue regions.</i>	ICAO Doc 9673, Part VII, Chart SAR 1.	No Difference		
Chapter 2 Reference 2.3.1  Standard	<b>Rescue coordination centres and rescue subcentres</b> Contracting States shall establish a rescue coordination centre in each search and rescue region. <i>Note.— A Contracting State may establish a rescue coordination centre with an associated search and rescue region that, in accordance with regional air navigation agreement, extends over an area greater than its sovereign airspace.</i>	CA Act 1990 s 14B.	No Difference		
Chapter 2 Reference 2.3.2  Recommendation	<b>Recommendation.</b> — <i>Where all or part of the airspace of a Contracting State is included within a search and rescue region associated with a rescue coordination centre in another Contracting State, that former State should establish a rescue subcentre subordinate to the rescue coordination centre wherever this would improve the efficiency of search and rescue services within its territory.</i>		Not Applicable		
Chapter 2 Reference 2.3.3  Standard	Each rescue coordination centre and, as appropriate, rescue subcentre, shall be staffed 24 hours a day by trained personnel proficient in the use of the language used for radiotelephony communications.	NZ SAR Manual 2009, section "SAR Responsibilities and Roles", subsection "Rescue Coordination Centre New Zealand (RCCNZ)".	No Difference		





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Chapter 2 Reference 2.3.4  Recommendation	<b>Recommendation.</b> — <i>RCC personnel involved in the conduct of radiotelephony communications should be proficient in the use of the English language.</i>		Not Applicable		Primary language of NZ.
Chapter 2 Reference 2.3.5  Recommendation	<b>Recommendation.</b> — <i>In areas where public telecommunications facilities would not permit persons observing an aircraft in emergency to notify the rescue coordination centre concerned directly and promptly, Contracting States should designate suitable units of public or private services as alerting posts.</i>	NZ Telephone Directories and other publicity material.	No Difference		The public procedure in New Zealand to report any emergency is to phone 111 and ask for the Police, or contact any local Police Station. The Police are the primary contact and will alert RCCNZ if appropriate.



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<p>Chapter 2 Reference 2.4.1  Standard</p>	<p style="text-align: center;"><b>Search and rescue communications</b></p> <p>Each rescue coordination centre shall have means of rapid and reliable two-way communication with:</p> <ul style="list-style-type: none"> <li>a) associated air traffic services units;</li> <li>b) associated rescue subcentres;</li> <li>c) appropriate direction-finding and position-fixing stations;</li> <li>d) where appropriate, coastal radio stations capable of alerting and communicating with surface vessels in the region;</li> <li>e) the headquarters of search and rescue units in the region;</li> <li>f) all maritime rescue coordination centres in the region and aeronautical, maritime or joint rescue coordination centres in adjacent regions;</li> <li>g) a designated meteorological office or meteorological watch office;</li> <li>h) search and rescue units;</li> <li>i) alerting posts; and</li> <li>j) the Cospas-Sarsat Mission Control Centre servicing the search and rescue region.</li> </ul> <p><i>Note.— Maritime rescue coordination centres are identified in relevant documents of the International Maritime Organization.</i></p>	<p>CA Act s14B.</p>	<p>No Difference</p>		<p>RCCNZ is co-located with the Maritime Operation Centre, which provides NZ Maritime Distress and Safety Radio coverage of NAVAREA XIV. RCCNZ also maintains communications with ATS through a variety of modes. AFTN, Facsimile and MF, HF and VHF communication are available. RCCNZ is also New Zealand's point of contact for distress beacon alerts through the COSPAS/SARSAT system.</p>
<p>Chapter 2 Reference 2.4.2  Standard</p>	<p>Each rescue subcentre shall have means of rapid and reliable two-way communication with:</p> <ul style="list-style-type: none"> <li>a) adjacent rescue subcentres;</li> <li>b) a meteorological office or meteorological watch office;</li> <li>c) search and rescue units; and</li> <li>d) alerting posts.</li> </ul>	<p>CA Act s14B.</p>	<p>No Difference</p>		<p>Note to 4.2.1 applies.</p>



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Chapter 2 Reference 2.5.1  Standard	<p align="center"><b>Search and rescue units</b></p> <p>Contracting States shall designate as search and rescue units elements of public or private services suitably located and equipped for search and rescue operations.</p> <p><i>Note.— The minimum units and facilities necessary for provision of search and rescue operations within a search and rescue region are determined by regional air navigation agreements and are specified in the appropriate Air Navigation Plan and Facilities and Services Implementation Document publications.</i></p>	NZ SAR Manual 2009, section "SAR Roles and Responsibilities".	No Difference		
Chapter 2 Reference 2.5.2  Standard	Contracting States shall designate as parts of the search and rescue plan of operation, elements of public or private services that do not qualify as search and rescue units but are nevertheless able to participate in search and rescue operations.	NZ SAR Manual 2009, section "SAR Roles and Responsibilities".	No Difference		
Chapter 2 Reference 2.6.1  Standard	<p align="center"><b>Search and rescue equipment</b></p> <p>Search and rescue units shall be provided with equipment for locating promptly, and for providing adequate assistance at, the scene of an accident.</p>	NZ SAR Manual 2009, section "SAR Roles and Responsibilities".	No Difference		The equipment carried by SAR units varies but units with DF equipment are available if specifically required by the coordinating authority.
Chapter 2 Reference 2.6.2  Recommendation	<b>Recommendation.—</b> <i>Each search and rescue unit should have means of rapid and reliable two-way communication with other search and rescue facilities engaged in the same operation.</i>	Ref required.	No Difference		This is achieved through a variety of means including radio and cellphone.



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Chapter 2 Reference 2.6.3  Standard	Each search and rescue aircraft shall be equipped to be able to communicate on the aeronautical distress and on-scene frequencies and on such other frequencies as may be prescribed.	Ref required.	No Difference		This is achieved but not always directly with the RCCNZ, usually via ATS.
Chapter 2 Reference 2.6.4  Standard	Each search and rescue aircraft shall be equipped with a device for homing on distress frequencies. <i>N1.Emergency locator transmitter (ELT) carriage requirements are given in Annex 6, Parts I, II and III. N2.Specifications for ELTs are given in Annex 10, Volume III.</i>	NZSAR Manual.	Less protective or partially implemented or not implemented	Not all have this facility.	
Chapter 2 Reference 2.6.5  Standard	Each search and rescue aircraft, when used for search and rescue over maritime areas, shall be equipped to be able to communicate with vessels. <i>Note.— Many vessels can communicate with aircraft on 2182 kHz, 4125 kHz and 121.5 MHz. However, these frequencies, and in particular 121.5 MHz, may not be routinely monitored by vessels.</i>	NZ SAR Manual 2009.	Less protective or partially implemented or not implemented	Not all have this facility.	
Chapter 2 Reference 2.6.6  Standard	Each search and rescue aircraft, when used for search and rescue over maritime areas shall carry a copy of the <i>International Code of Signals</i> to enable it to overcome language difficulties that may be experienced in communicating with such ships. <i>Note.— The International Code of Signals is published in English, French and Spanish by the International Maritime Organization as documents I994E, I995F and I996S.</i>	AIPNZ GEN 3.6, 5.8.	No Difference		Table included in AIPNZ.



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Chapter 2 Reference 2.6.7  Recommendation	<b>Recommendation.</b> — <i>Unless it is known that there is no need to provide supplies to survivors by air, at least one of the aircraft participating in a search and rescue operation should carry droppable survival equipment.</i>	NZ SAR Manual 2009.	No Difference		This facility is provided by Defence Force assets (P3K Orions).
Chapter 2 Reference 2.6.8  Recommendation	<b>Recommendation.</b> — <i>States should locate, at appropriate aerodromes, survival equipment suitably packed for dropping by aircraft.</i>	NZ SAR Manual 2009.	No Difference		Defence Force assets (P3K Orions) possess a drop capability.
Chapter 3 Reference 3.1.1  Standard	<b>CHAPTER 3. COOPERATION</b> <b>Cooperation between States</b> Contracting States shall coordinate their search and rescue organizations with those of neighbouring States.	Search and Rescue agreements with Australia, New Caledonia, the United States of America, Cook Islands, Fiji, Samoa, and Tonga.	No Difference		
Chapter 3 Reference 3.1.2  Recommendation	<b>Recommendation.</b> — <i>Contracting States should, whenever necessary, coordinate their search and rescue operations with those of neighbouring States especially when these operations are proximate to adjacent search and rescue regions.</i>	Search and Rescue agreements with Australia, New Caledonia, the United States of America, Cook Islands, Fiji, Samoa, and Tonga.	No Difference		
Chapter 3 Reference 3.1.2.1  Recommendation	<b>Recommendation.</b> — <i>Contracting States should, in so far as practicable, develop common search and rescue plans and procedures to facilitate coordination of search and rescue operations with those of neighbouring States.</i>	Search and Rescue agreements with Australia, New Caledonia, the United States of America, Cook Islands, Fiji, Samoa, and Tonga.	No Difference		



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Chapter 3 Reference 3.1.3  Standard	Subject to such conditions as may be prescribed by its own authorities, a Contracting State shall permit immediate entry into its territory of search and rescue units of other States for the purpose of searching for the site of aircraft accidents and rescuing survivors of such accidents.		Not Applicable		Would only apply to entry into the New Zealand territorial portion of the NZSRR, and that circumstance is unlikely to arise.
Chapter 3 Reference 3.1.4  Standard	The authorities of a Contracting State who wish their search and rescue units to enter the territory of another Contracting State for search and rescue purposes shall transmit a request, giving full details of the projected mission and the need for it, to the rescue coordination centre of the State concerned or to such other authority as has been designated by that State.	Search and Rescue agreements with Australia, New Caledonia, the United States of America, Cook Islands, Fiji, Samoa, and Tonga.	No Difference		
Chapter 3 Reference 3.1.4.1  Standard	The authorities of Contracting States shall: immediately acknowledge the receipt of such a request, and as soon as possible indicate the conditions, if any, under which the projected mission may be undertaken.	Search and Rescue agreements with Australia, New Caledonia, the United States of America, Cook Islands, Fiji, Samoa, and Tonga.	No Difference		
Chapter 3 Reference 3.1.5  Recommendation	<b>Recommendation.</b> — <i>Contracting States should enter into agreements with neighbouring States to strengthen search and rescue cooperation and coordination, setting forth the conditions for entry of each other's search and rescue units into their respective territories. These agreements should also provide for expediting entry of such units with the least possible formalities.</i>	Search and Rescue agreements with Australia, New Caledonia, the United States of America, Cook Islands, Fiji, Samoa, and Tonga.	No Difference		



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Chapter 3 Reference 3.1.6  Recommendation	<b>Recommendation.</b> — <i>Each Contracting State should authorize its rescue coordination centres to:</i> a) <i>request from other rescue coordination centres such assistance, including aircraft, vessels, persons or equipment, as may be needed;</i> b) <i>grant any necessary permission for the entry of such aircraft, vessels, persons or equipment into its territory; and</i> c) <i>make the necessary arrangements with the appropriate customs, immigration or other authorities with a view to expediting such entry.</i>	Search and Rescue agreements with Australia, New Caledonia, the United States of America, Cook Islands, Fiji, Samoa, and Tonga.	No Difference		
Chapter 3 Reference 3.1.7  Recommendation	<b>Recommendation.</b> — <i>Each Contracting State should authorize its rescue coordination centres to provide, when requested, assistance to other rescue coordination centres, including assistance in the form of aircraft, vessels, persons or equipment.</i>	Search and Rescue agreements with Australia, New Caledonia, the United States of America, Cook Islands, Fiji, Samoa, and Tonga.	No Difference		
Chapter 3 Reference 3.1.8  Recommendation	<b>Recommendation.</b> — <i>Contracting States should make arrangements for joint training exercises involving their search and rescue units, those of other States and operators, in order to promote search and rescue efficiency.</i>	Joint Training Exercises - ref required.	No Difference		
Chapter 3 Reference 3.1.9  Recommendation	<b>Recommendation.</b> — <i>Contracting States should make arrangements for periodic liaison visits by personnel of their rescue coordination centres and subcentres to the centres of neighbouring States.</i>	Liaison Visits - ref required.	No Difference		



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Chapter 3 Reference 3.2.1  Standard	<p align="center"><b>Cooperation with other services</b></p> <p>Contracting States shall arrange for all aircraft, vessels and local services and facilities which do not form part of the search and rescue organization to cooperate fully with the latter in search and rescue and to extend any possible assistance to the survivors of aircraft accidents.</p>	NZ SAR Manual 2009.	No Difference		
Chapter 3 Reference 3.2.2  Recommendation	<p><b>Recommendation.</b>— <i>Contracting States should ensure the closest practicable coordination between the relevant aeronautical and maritime authorities to provide for the most effective and efficient search and rescue services.</i></p>	NZ SAR Manual 2009.	No Difference		
Chapter 3 Reference 3.2.3  Standard	Contracting States shall ensure that their search and rescue services cooperate with those responsible for investigating accidents and with those responsible for the care of those who suffered from the accident.	RCCNZ procedures.	No Difference		Standard procedure is that RCCNZ will promptly notify CAA of any aircraft accident, and CAA will in turn notify the Transport Accident Investigation Commission (TAIC) if appropriate.
Chapter 3 Reference 3.2.4  Recommendation	<p><b>Recommendation.</b>— <i>To facilitate accident investigation, rescue units should, when practicable, be accompanied by persons qualified in the conduct of aircraft accident investigations.</i></p>		Not Applicable		Accident investigation is a separate activity, and it is unlikely that an investigator would be available immediately to accompany a rescue unit.





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Chapter 3 Reference 3.2.5  Standard	States shall designate a search and rescue point of contact for the receipt of Cospas-Sarsat distress data.	Cospas-Sarsat website (www.cospas-sarsat.org) SAR Points of Contact.	No Difference		
Chapter 3 Reference 3.3.1  Standard	<b>Dissemination of information</b> Each Contracting State shall publish and disseminate all information necessary for the entry of search and rescue units of other States into its territory or, alternatively, include this information in search and rescue service arrangements.	Search and Rescue agreements with Australia, New Caledonia, the United States of America, Cook Islands, Fiji, Samoa, and Tonga.	No Difference		
Chapter 3 Reference 3.3.2  Recommendation	<b>Recommendation.</b> — <i>When such information could benefit the provision of search and rescue services, Contracting States should make available, through the rescue coordination centres or other agencies, information regarding their search and rescue plans of operation.</i>	NZ SAR Manual 2009.	No Difference		Available on NZ SAR Council website <a href="http://searchandrescuecouncil.org.nz/publications/">http://searchandrescuecouncil.org.nz/publications/</a> . Comprehensive information also on RCCNZ website <a href="http://www.maritimenz.govt.nz/Commercial/Shipping-safety/Search-and-rescue/Search-and-rescue.asp">http://www.maritimenz.govt.nz/Commercial/Shipping-safety/Search-and-rescue/Search-and-rescue.asp</a>
Chapter 3 Reference 3.3.3  Recommendation	<b>Recommendation.</b> — <i>Contracting States should, to the extent desirable and practicable, disseminate information to the general public and emergency response authorities regarding actions to be taken when there is reason to believe that an aircraft's emergency situation may become cause for public concern or require a general emergency response.</i>	NZ Telephone Directories and other publicity material.	No Difference		The public procedure in New Zealand to report any emergency is to phone 111 and ask for the Police, or contact any local Police Station. The Police are the primary contact and will alert RCCNZ if appropriate.



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Chapter 4 Reference 4.1.1  Standard	<p align="center"><b>CHAPTER 4. PREPARATORY MEASURES</b></p> <p align="center"><b>Preparatory information</b></p> <p>Each rescue coordination centre shall have readily available at all times up-to-date information concerning the following in respect of its search and rescue region:</p> <ul style="list-style-type: none"> <li>a) search and rescue units, rescue subcentres and alerting posts;</li> <li>b) air traffic services units;</li> <li>c) means of communication that may be used in search and rescue operations;</li> <li>d) addresses and telephone numbers of all operators or their designated representatives, engaged in operations in the region; and</li> <li>e) any other public and private resources including medical and transportation facilities that are likely to be useful in search and rescue.</li> </ul>	RCCNZ Standard Operating Procedures.	No Difference		
Chapter 4 Reference 4.1.2  Recommendation	<p><b>Recommendation.</b>— <i>Each rescue coordination centre should have readily available all other information of interest to search and rescue, including information regarding:</i></p> <ul style="list-style-type: none"> <li>a) <i>the locations, call signs, hours of watch, and frequencies of all radio stations likely to be employed in support of search and rescue operations;</i></li> <li>b) <i>the locations and hours of watch of services keeping radio watch, and the frequencies guarded;</i></li> <li>c) <i>locations where supplies of droppable emergency and survival equipment are stored; and</i></li> <li>d) <i>objects which it is known might be mistaken for unlocated or unreported wreckage, particularly if viewed from the air.</i></li> </ul>	RCCNZ standard operating procedures.	No Difference		



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Chapter 4 Reference 4.1.3  Recommendation	<p><b>Recommendation.</b>— <i>Each rescue coordination centre whose search and rescue region includes maritime areas should have ready access to information regarding the position, course and speed of ships within such areas that may be able to provide assistance to aircraft in distress and information on how to contact them.</i></p> <p><i>Note.</i>— <i>This information may either be kept in the rescue coordination centre or be readily accessible.</i></p>	RCCNZ standard operating procedures.	No Difference		Note: RCCNZ is co-located with the Maritime Operations Centre (MOC).
Chapter 4 Reference 4.1.4  Recommendation	<p><b>Recommendation.</b>— <i>Contracting States should, individually or in cooperation with other States, either establish ship reporting systems in cooperation with maritime authorities or arrange communication links with Amver or regional ship reporting systems to facilitate search and rescue operations at sea.</i></p> <p><i>Note.</i>— <i>Amver is a cooperative international ship reporting system with worldwide coverage that is available for interrogation by all rescue coordination centres. A number of Contracting States also operate regional ship reporting systems.</i></p>	MOC standard operating procedures.	No Difference		New Zealand is a participant in the Amver system.
Chapter 4 Reference 4.2.1  Standard	<p style="text-align: center;"><b>Plans of operation</b></p> <p>Each rescue coordination centre shall prepare detailed plans of operation for the conduct of search and rescue operations within its search and rescue region.</p>	RCCNZ standard operating procedures.	No Difference		
Chapter 4 Reference 4.2.2  Recommendation	<p><b>Recommendation.</b>— <i>Search and rescue plans of operations should be developed jointly with representatives of the operators and other public or private services that may assist in providing search and rescue services or benefit from them, taking into account that the number of survivors could be large.</i></p>	NZ SAR Manual 2009; RCCNZ standard operating procedures.	No Difference		



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Chapter 4 Reference 4.2.3  Standard	The plans of operation shall specify arrangements for the servicing and refuelling, to the extent possible, of aircraft, vessels and vehicles employed in search and rescue operations, including those made available by other States.	NZ SAR Manual 2009.	No Difference		



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Chapter 4 Reference 4.2.4  Standard	The search and rescue plans of operation shall contain details regarding actions to be taken by those persons engaged in search and rescue, including: <ul style="list-style-type: none"> <li>a) the manner in which search and rescue operations are to be conducted in the search and rescue region;</li> <li>b) the use of available communication systems and facilities;</li> <li>c) the actions to be taken jointly with other rescue coordination centres;</li> <li>d) the methods of alerting en-route aircraft and ships at sea;</li> <li>e) the duties and prerogatives of persons assigned to search and rescue;</li> <li>f) the possible redeployment of equipment that may be necessitated by meteorological or other conditions;</li> <li>g) the methods for obtaining essential information relevant to search and rescue operations, such as weather reports and forecasts, appropriate NOTAM, etc.;</li> <li>h) the methods for obtaining, from other rescue coordination centres, such assistance, including aircraft, vessels, persons or equipment, as may be needed;</li> <li>i) the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft;</li> <li>j) the methods for assisting search and rescue or other aircraft to proceed to aircraft in distress; and</li> <li>k) cooperative actions to be taken in conjunction with air traffic services units and other authorities concerned to assist aircraft known or believed to be subject to unlawful interference.</li> </ul>	NZ SAR Manual 2009; RCCNZ standard operating procedures; local unit procedures.	No Difference		



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Chapter 4 Reference 4.2.5  Recommendation	<b>Recommendation.</b> — <i>Search and rescue plans of operation should be integrated with airport emergency plans to provide for rescue services in the vicinity of aerodromes including, for coastal aerodromes, areas of water.</i>	NZ SAR Manual 2009.	Less protective or partially implemented or not implemented	Not specifically provided for.	
Chapter 4 Reference 4.3.1  Standard	<b>Search and rescue units</b> Each search and rescue unit shall: a) be cognizant of all parts of the plans of operation prescribed in 4.2 that are necessary for the effective conduct of its duties; and b) keep the rescue coordination centre informed of its preparedness.	NZ SAR Manual 2009.	No Difference		
Chapter 4 Reference 4.3.2  Standard	Contracting States shall: a) maintain in readiness the required number of search and rescue facilities; and b) maintain adequate supplies of rations, medical stores, signalling devices and other survival and rescue equipment.	NZ SAR Manual 2009.	No Difference		
Chapter 4 Reference 4.4  Standard	<b>Training and exercises</b> To achieve and maintain maximum efficiency in search and rescue, Contracting States shall provide for regular training of their search and rescue personnel and arrange appropriate search and rescue exercises.	RCCNZ standard operating procedures.	No Difference		SAR exercises are conducted periodically as required.



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Chapter 4 Reference 4.5  Recommendation	<p style="text-align: center;"><b>Wreckage</b></p> <p><b>Recommendation.</b>— <i>Each Contracting State should ensure that wreckage resulting from aircraft accidents within its territory or, in the case of accidents on the high seas or in areas of undetermined sovereignty, within the search and rescue regions for which it is responsible, is removed, obliterated or charted following completion of the accident investigation, if its presence might constitute a hazard or confuse subsequent search and rescue operations.</i></p>	Ref required.	Less protective or partially implemented or not implemented	Watch this space.	
Chapter 5 Reference 5.1.1  Standard	<p style="text-align: center;"><b>CHAPTER 5. OPERATING PROCEDURES</b></p> <p style="text-align: center;"><b>Information concerning emergencies</b></p> <p>Any authority or any element of the search and rescue organization having reason to believe that an aircraft is in an emergency shall give immediately all available information to the rescue coordination centre concerned.</p>	CAR 119.73(b)(5), 119.121(b)(5)(i).	No Difference		
Chapter 5 Reference 5.1.2  Standard	Rescue coordination centres shall, immediately upon receipt of information concerning aircraft in emergency, evaluate such information and assess the extent of the operation required.	RCCNZ standard operating procedures.	No Difference		
Chapter 5 Reference 5.1.3  Standard	When information concerning aircraft in emergency is received from other sources than air traffic services units, the rescue coordination centre shall determine to which emergency phase the situation corresponds and shall apply the procedures applicable to that phase.	RCCNZ standard operating procedures.	No Difference		



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Chapter 5 Reference 5.2.1  Standard	<p align="center"><b>Procedures for rescue coordination centres during emergency phases</b></p> <p align="center">Uncertainty phase</p> <p>Upon the occurrence of an uncertainty phase, the rescue coordination centre shall cooperate to the utmost with air traffic services units and other appropriate agencies and services in order that incoming reports may be speedily evaluated.</p>	RCCNZ standard operating procedures.	No Difference		
Chapter 5 Reference 5.2.2  Standard	<p align="center">Alert phase</p> <p>Upon the occurrence of an alert phase the rescue coordination centre shall immediately alert search and rescue units and initiate any necessary action.</p>	RCCNZ standard operating procedures.	No Difference		





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Chapter 5 Reference 5.2.3  Standard	<p style="text-align: center;">Distress phase</p> <p>Upon the occurrence of a distress phase, the rescue coordination centre shall:</p> <ul style="list-style-type: none"> <li>a) immediately initiate action by search and rescue units in accordance with the appropriate plan of operation;</li> <li>b) ascertain the position of the aircraft, estimate the degree of uncertainty of this position, and, on the basis of this information and the circumstances, determine the extent of the area to be searched;</li> <li>c) notify the operator, where possible, and keep the operator informed of developments;</li> <li>d) notify other rescue coordination centres, the help of which seems likely to be required, or which may be concerned in the operation;</li> <li>e) notify the associated air traffic services unit, when the information on the emergency has been received from another source;</li> <li>f) request at an early stage such aircraft, vessels, coastal stations and other services not specifically included in the appropriate plan of operation and able to assist to:                             <ul style="list-style-type: none"> <li>1) maintain a listening watch for transmissions from the aircraft in distress, survival radio equipment or an ELT; <i>Note.— The frequencies contained in the specifications for ELTs given in Annex 10, Volume III, are 121.5 MHz and 406 MHz.</i></li> <li>2) assist the aircraft in distress as far as practicable; and</li> <li>3) inform the rescue coordination centre of any developments;</li> </ul> </li> <li>g) from the information available, draw up a detailed plan of action for the conduct of the search and/or rescue operation required and communicate such plan for the guidance of the authorities immediately directing the conduct of such an operation;</li> <li>h) amend as necessary, in the light of evolving</li> </ul>	RCCNZ standard operating procedures.	No Difference		



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	circumstances, the detailed plan of action; i) notify the appropriate accident investigation authorities; and j) notify the State of Registry of the aircraft. The order in which these actions are described shall be followed unless circumstances dictate otherwise.				



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<p>Chapter 5 Reference 5.2.4  Standard</p>	<p>Initiation of search and rescue action in respect of an aircraft whose position is unknown</p> <p>In the event that an emergency phase is declared in respect of an aircraft whose position is unknown and may be in one of two or more search and rescue regions, the following shall apply:</p> <ul style="list-style-type: none"> <li>a) When a rescue coordination centre is notified of the existence of an emergency phase and is unaware of other centres taking appropriate action, it shall assume responsibility for initiating suitable action in accordance with 5.2 and confer with neighbouring rescue coordination centres with the objective of designating one rescue coordination centre to assume responsibility forthwith.</li> <li>b) Unless otherwise decided by common agreement of the rescue coordination centres concerned, the rescue coordination centre to coordinate search and rescue action shall be the centre responsible for: <ul style="list-style-type: none"> <li>the region in which the aircraft last reported its position; or</li> <li>the region to which the aircraft was proceeding when its last reported position was on the line separating two search and rescue regions; or</li> <li>the region to which the aircraft was destined when it was not equipped with suitable two-way radio communication or not under obligation to maintain radio communication; or</li> <li>the region in which the distress site is located as identified by the Cospas-Sarsat system.</li> </ul> </li> <li>c) After declaration of the distress phase, the rescue coordination centre with overall coordination responsibility shall inform all rescue coordination centres that may become involved in the operation of all the circumstances of the emergency and subsequent developments. Likewise, all rescue coordination centres becoming aware of any information pertaining to the emergency shall inform</li> </ul>	<p>RCCNZ standard operating procedures.</p>	<p>No Difference</p>		



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	the rescue coordination centre that has overall responsibility.				
Chapter 5 Reference 5.2.5  Standard	<p>Passing of information to aircraft in respect of which an emergency phase has been declared</p> <p>Whenever applicable, the rescue coordination centre responsible for search and rescue action shall forward to the air traffic services unit serving the flight information region in which the aircraft is operating, information of the search and rescue action initiated, in order that such information can be passed to the aircraft.</p>	RCCNZ standard operating procedures.	No Difference		
Chapter 5 Reference 5.3  Standard	<p><b>Procedures where responsibility for operations extends to two or more Contracting States</b></p> <p>Where the conduct of operations over the entire search and rescue region is the responsibility of more than one Contracting State, each involved State shall take action in accordance with the relevant plan of operations when so requested by the rescue coordination centre of the region.</p>	RCCNZ standard operating procedures.	No Difference		
Chapter 5 Reference 5.4  Standard	<p><b>Procedures for authorities in the field</b></p> <p>The authorities immediately directing the conduct of operations or any part thereof shall:</p> <ul style="list-style-type: none"> <li>a) give instructions to the units under their direction and inform the rescue coordination centre of such instructions; and</li> <li>b) keep the rescue coordination centre informed of developments.</li> </ul>	NZ SAR Manual 2009; Police General Instructions.	No Difference		



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Chapter 5 Reference 5.5.1  Standard	<p align="center"><b>Procedures for rescue coordination centres — termination and suspension of operations</b></p> <p>Search and rescue operations shall continue, when practicable, until all survivors are delivered to a place of safety or until all reasonable hope of rescuing survivors has passed.</p>	RCCNZ standard operating procedures.	No Difference		
Chapter 5 Reference 5.5.2  Standard	<p>The responsible rescue coordination centre shall normally be responsible for determining when to discontinue search and rescue operations.</p> <p><i>Note.— Contracting States may require input from other appropriate State authorities in the decision-making process leading to termination of SAR operations.</i></p>	RCCNZ standard operating procedures.	No Difference		
Chapter 5 Reference 5.5.3  Standard	When a search and rescue operation has been successful or when a rescue coordination centre considers, or is informed, that an emergency no longer exists, the emergency phase shall be cancelled, the search and rescue operation shall be terminated and any authority, facility or service that has been activated or notified shall be promptly informed.	RCCNZ standard operating procedures.	No Difference		
Chapter 5 Reference 5.5.4  Standard	If a search and rescue operation becomes impracticable and the rescue coordination centre concludes that there might still be survivors, the centre shall temporarily suspend on-scene activities pending further developments and shall promptly inform any authority, facility or service which has been activated or notified. Relevant information subsequently received shall be evaluated and search and rescue operations resumed when justified and practicable.	RCCNZ standard operating procedures.	No Difference		



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Chapter 5 Reference 5.6.1  Standard	<p align="center"><b>Procedures at the scene of an accident</b></p> <p>When multiple facilities are engaged in search and rescue operations on-scene, the rescue coordination centre or rescue subcentre shall designate one or more units on-scene to coordinate all actions to help ensure the safety and effectiveness of air and surface operations, taking into account facility capabilities and operational requirements.</p>	RCCNZ standard operating procedures.	No Difference		
Chapter 5 Reference 5.6.2  Standard	<p>When a pilot-in-command observes that either another aircraft or a surface craft is in distress, the pilot shall, if possible and unless considered unreasonable or unnecessary:</p> <ul style="list-style-type: none"> <li>a) keep the craft in distress in sight until compelled to leave the scene or advised by the rescue coordination centre that it is no longer necessary;</li> <li>b) determine the position of the craft in distress;</li> <li>c) as appropriate, report to the rescue coordination centre or air traffic services unit as much of the following information as possible: <ul style="list-style-type: none"> <li>type of craft in distress, its identification and condition;</li> <li>its position, expressed in geographical or grid coordinates or in distance and true bearing from a distinctive landmark or from a radio navigation aid;</li> <li>time of observation expressed in hours and minutes Coordinated Universal Time (UTC);</li> <li>number of persons observed;</li> <li>whether persons have been seen to abandon the craft in distress;</li> <li>on-scene weather conditions;</li> <li>apparent physical condition of survivors;</li> <li>apparent best ground access route to the distress site; and</li> </ul> </li> <li>d) act as instructed by the rescue coordination centre or the air traffic services unit.</li> </ul>	AIPNZ GEN 3.6, 5.2.1.	No Difference		



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Chapter 5 Reference 5.6.2.1  Standard	If the first aircraft to reach the scene of an accident is not a search and rescue aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the scene of the accident. If, in the meantime, such aircraft is unable to establish communication with the appropriate rescue coordination centre or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first search and rescue aircraft.	AIPNZ GEN 3.6, 5.2.2.	No Difference		
Chapter 5 Reference 5.6.3  Standard	When it is necessary for an aircraft to convey information to survivors or surface rescue units, and two-way communication is not available, it shall, if practicable, drop communication equipment that would enable direct contact to be established, or convey the information by dropping a hard copy message.	RCCNZ standard operating procedures.	No Difference		
Chapter 5 Reference 5.6.4  Standard	When a ground signal has been displayed, the aircraft shall indicate whether the signal has been understood or not by the means described in 5.6.3 or, if this is not practicable, by making the appropriate visual signal.	AIPNZ GEN 3.6,5.10.	No Difference		
Chapter 5 Reference 5.6.5  Standard	When it is necessary for an aircraft to direct a surface craft to the place where an aircraft or surface craft is in distress, the aircraft shall do so by transmitting precise instructions by any means at its disposal. If no radio communication can be established, the aircraft shall make the appropriate visual signal.  <i>Note.— Air-to-surface and surface-to-air visual signals are published in Volume III of Doc 9731.</i>	AIPNZ GEN 3.6, 5.5.	No Difference		



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Chapter 5 Reference 5.7  Standard	<p align="center"><b>Procedures for a pilot-in-command intercepting a distress transmission</b></p> <p>Whenever a distress transmission is intercepted by a pilot-in-command of an aircraft, the pilot shall, if feasible:</p> <ul style="list-style-type: none"> <li>a) acknowledge the distress transmission;</li> <li>b) record the position of the craft in distress if given;</li> <li>c) take a bearing on the transmission;</li> <li>d) inform the appropriate rescue coordination centre or air traffic services unit of the distress transmission, giving all available information; and</li> <li>e) at the pilot's discretion, while awaiting instructions, proceed to the position given in the transmission.</li> </ul>	AIPNZ GEN 3.6, 5.3.	No Difference		
Chapter 5 Reference 5.8.1  Standard	<p align="center"><b>Search and rescue signals</b></p> <p>The air-to-surface and surface-to-air visual signals in the Appendix shall, when used, have the meaning indicated therein. They shall be used only for the purpose indicated and no other signals likely to be confused with them shall be used.</p>	AIPNZ GEN 3.6, 5.8.	No Difference		
Chapter 5 Reference 5.8.2  Standard	<p>Upon observing any of the signals in the Appendix, aircraft shall take such action as may be required by the interpretation of the signal given in that Appendix.</p>	AIPNZ GEN 3.6, 5.10.	No Difference		
Chapter 5 Reference 5.9.1  Recommendation	<p align="center"><b>Maintenance of records</b></p> <p><b>Recommendation.</b>— <i>Each rescue coordination centre should keep a record of the operational efficiency of the search and rescue organization in its region.</i></p>	RCCNZ standard operating procedures.	No Difference		





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Chapter 5 Reference 5.9.2  Recommendation	<b>Recommendation.</b> — <i>Each rescue coordination centre should prepare appraisals of actual search and rescue operations in its region. These appraisals should comprise any pertinent remarks on the procedures used and on the emergency and survival equipment, and any suggestions for improvement of those procedures and equipment. Those appraisals which are likely to be of interest to other States should be submitted to ICAO for information and dissemination as appropriate.</i>	RCCNZ standard operating procedures.	No Difference		

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