



## New Zealand

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Chapter 2  Reference 2.4.1   <b>Standard</b>	<b>2.4 SUPERVISION</b>  2.4.1 Each State shall designate the authority responsible for ensuring that the international aeronautical telecommunication service is conducted in accordance with the Procedures in this Annex.	Civil Aviation (CA) Act 1990.	Less protective or partially implemented or not implemented	The Civil Aviation Authority of New Zealand (CAANZ) is the de facto telecommunications authority. The delegation has yet to be formally ratified by the Minister of Transport.	Awaiting response from Miniater.
Chapter 2  Reference 2.4.4  <b>Recommendation</b>	2.4.4 <b>Recommendation.</b> — <i>The authorities designated in 2.4.1 should exchange information regarding the performance of systems of communication, radio navigation, operation and maintenance, unusual transmission phenomena, etc.</i>	CAR Part 171.	Less protective or partially implemented or not implemented	Not specifically mandated.	



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Chapter 3  Reference 3.9.1  Standard	<p><b>3.9 GLOBALLY UNIQUE FLIGHT IDENTIFIER (GUFI)</b></p> <p><i>Note.— Procedures and guidance concerning FF-ICE services and the use of GUFIs are contained in the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) and the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).</i></p> <p>3.9.1 The originator of a preliminary flight plan (PFP) or eFPL shall assign a single GUFIs to a flight for which the flight plan is to be submitted.</p> <p><i>Note. — In the context of GUFIs assignment, a flight refers to a single intended operation of an aircraft with specified aircraft identification that starts at a specified departure aerodrome at a specified date and time and finishes at an arrival aerodrome.</i></p>	N/A	Less protective or partially implemented or not implemented	Not yet implemented	Work is underway
Chapter 3  Reference 3.9.2  Standard	<p>3.9.2 The originator of a PFP or eFPL shall ensure that all FF-ICE messages submitted for a flight are identified by the same GUFIs.</p>	n/a	Less protective or partially implemented or not implemented	Not yet implemented	Work is underway
Chapter 3  Reference 3.9.4  Standard	<p>3.9.4 An FF-ICE services unit shall reject an FF-ICE message if the message includes a GUFIs identical to that of another flight known to the FF-ICE services unit.</p>	N/A	Less protective or partially implemented or not implemented	Not yet implemented	Work is underway



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Chapter 3 Reference 3.9.5  Standard	3.9.5 The format of a GUFU shall include a unique identification of the entity that generated the GUFU.	N/A	Less protective or partially implemented or not implemented	Not yet implemented	Work is underway
Chapter 3 Reference 3.9.6  Standard	3.9.6 The originator of a PFP or eFPL shall ensure that the GUFU assigned to the flight does not duplicate any other GUFU submitted by that originator within the past 10 years.  _____	N/A	Less protective or partially implemented or not implemented	Not yet implemented	Work is underway
Chapter 5 Reference 5.1.5  Recommendation	5.1.5 <b>Recommendation.</b> — <i>After a call has been made to the aeronautical station, a period of at least 10 seconds should elapse before a second call is made. This should eliminate unnecessary transmissions while the aeronautical station is getting ready to reply to the initial call.</i>	AC91-9.	Less protective or partially implemented or not implemented	Not specified.	



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Chapter 5 Reference 5.1.8.6  Standard	<p>5.1.8.6 <i>Flight regularity messages</i> shall comprise the following:</p> <ol style="list-style-type: none"> <li>1) messages regarding the operation or maintenance of facilities essential for the safety or regularity of aircraft operation;</li> <li>2) messages concerning the servicing of aircraft;</li> <li>3) instructions to aircraft operating agency representatives concerning changes in requirements for passengers and crew caused by unavoidable deviations from normal operating schedules. Individual requirements of passengers or crew shall not be admissible in this type of message;</li> <li>4) messages concerning non-routine landings to be made by the aircraft;</li> <li>5) messages concerning aircraft parts and materials urgently required;</li> <li>6) messages concerning changes in aircraft operating schedules.</li> </ol>	CAR Part 171.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5 Reference 5.1.8.8  Standard	<p>5.1.8.8 Interpilot air-to-air communication shall comprise messages related to any matter affecting safety and regularity of flight. The category and priority of these messages shall be determined on the basis of their content in accordance with 5.1.8.</p>	CARs.	Less protective or partially implemented or not implemented	Not specified.	

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Chapter 5  Reference 5.1.9.1  <b>Standard</b>	<b>5.1.9 Cancellation of messages</b>  5.1.9.1 <i>Incomplete transmissions.</i> If a message has not been completely transmitted when instructions to cancel are received, the station transmitting the message shall instruct the receiving station to disregard the incomplete transmission. This shall be effected in radiotelephony by use of an appropriate phrase.	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5  Reference 5.1.9.2.1  <b>Recommendation</b>	5.1.9.2 Complete transmissions  <b>Recommendation.—</b> <i>When a completed message transmission is being held pending correction and the receiving station is to be informed to take no forwarding action, or when delivery or onward relay cannot be accomplished, transmission should be cancelled. This should be effected in radiotelephony by the use of an appropriate phrase.</i>	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5  Reference 5.1.9.3  <b>Standard</b>	5.1.9.3 The station cancelling a transmission shall be responsible for any further action required.	CARs.	Less protective or partially implemented or not implemented	Not specified.	



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Chapter 5 Reference 5.2.1.4.1.2  Standard	<p>5.2.1.4.1.2 Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds, which shall be transmitted by pronouncing the digit of the whole hundred followed by the word HUNDRED.</p> <p><i>Note.— The following examples illustrate the application of this procedure (see 5.2.1.4.3.1 for pronunciation).</i></p>	AC91-9, 4.3.2.	Less protective or partially implemented or not implemented	AC91-9 is currently (29 Nov 18) being updated to include this information.	
Chapter 5 Reference 5.2.1.4.1.3  Standard	<p>5.2.1.4.1.3 The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1 000 hPa which shall be transmitted as ONE THOUSAND.</p> <p><i>Note.— The following examples illustrate the application of this procedure (see 5.2.1.4.3.1 for pronunciation).</i></p>	AC91-9, 4.3.2.	Less protective or partially implemented or not implemented	AC91-9 is currently (29 Nov 18) being updated to include this information.	
Chapter 5 Reference 5.2.1.4.1.4  Standard	<p>5.2.1.4.1.4 All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word THOUSAND.</p> <p><i>Note.— The following examples illustrate the application of this procedure (see 5.2.1.4.3.1 for pronunciation).</i></p>	AC91-9, 4.3.2.	Less protective or partially implemented or not implemented	AC91-9 is currently (29 Nov 18) being updated to include this information.	



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Chapter 5  Reference 5.2.1.4.1.6  Standard	5.2.1.4.1.6 When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the double digits as TEN, ELEVEN, or TWELVE [O'CLOCK].	AC91-9.	Less protective or partially implemented or not implemented	AC91-9 is currently (29 Nov 18) being updated to include this information.	



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Chapter 5  Reference 5.2.1.7.2.2.1   Standard	<p>5.2.1.7.2.2 <i>Abbreviated call signs</i></p> <p>5.2.1.7.2.2.1 The aircraft radiotelephony call signs shown in 5.2.1.7.2.1.1, with the exception of Type c), may be abbreviated in the circumstances prescribed in 5.2.1.7.3.3.1. Abbreviated call signs shall be in the following form:</p> <p>Type a) — the first character of the registration and at least the last two characters of the call sign;</p> <p>Type b) — the telephony designator of the aircraft operating agency, followed by at least the last two characters of the call sign;</p> <p>Type c) — no abbreviated form.</p> <p><i>Note.— Either the name of the aircraft manufacturer or of the aircraft model may be used in place of the first character in Type a).</i></p> <p><b>Table 5-1. Examples of full call signs and abbreviated call signs</b> (see 5.2.1.7.2.1 and 5.2.1.7.2.2)</p>	CAR 91.249.	More Exacting or Exceeds	Abbreviated call signs types (a) and (b) are not permitted.	





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Chapter 5 Reference 5.2.2.1.4  Standard	5.2.2.1.4 When it is necessary for an aircraft station or aeronautical station to suspend operation for any reason, it shall, if possible, so inform other stations concerned, giving the time at which it is expected that operation will be resumed. When operation is resumed, other stations concerned shall be so informed.	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5 Reference 5.2.2.1.5  Recommendation	5.2.2.1.5 <b>Recommendation.</b> — <i>When two or more ATS frequencies are being used by a controller, consideration should be given to providing facilities to allow ATS and aircraft transmissions on any of the frequencies to be simultaneously retransmitted on the other frequencies in use thus permitting aircraft stations within range to hear all transmissions to and from the controller.</i>	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5 Reference 5.2.2.3.3  Recommendation	5.2.2.3.3 <b>Recommendation.</b> — <i>If a frequency designated by an aeronautical station proves to be unsuitable, the aircraft station should suggest an alternative frequency.</i>	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5 Reference 5.2.2.4.1  Standard	5.2.2.4 Establishment of communications  5.2.2.4.1 Aircraft stations shall, if possible, communicate directly with the air-ground control radio station appropriate to the area in which the aircraft are flying. If unable to do so, aircraft stations shall use any relay means available and appropriate to transmit messages to the air-ground control radio station.	CAR 91.223; AC91-9.	Less protective or partially implemented or not implemented	Relay provision not specified.	



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Chapter 5 Reference 5.2.2.7.2.3  <b>Recommendation</b>	5.2.2.7.2.3 <b>Recommendation.</b> — <i>If the attempts specified in 5.2.2.7.2.1 fail, the aeronautical station should transmit messages addressed to the aircraft, other than messages containing air traffic control clearances, by blind transmission on the frequency(ies) on which the aircraft is believed to be listening.</i>	MATS RAC 7 IFERC.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5 Reference 5.2.2.7.2.4  <b>Standard</b>	5.2.2.7.2.4 Blind transmission of air traffic control clearances shall not be made to aircraft, except at the specific request of the originator.	MATS RAC 7 IFERC.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5 Reference 5.3.1.2.1  <b>Standard</b>	5.3.1.2.1 At the commencement of any subsequent communication in distress and urgency traffic, it shall be permissible to use the radiotelephony distress and urgency signals.	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5 Reference 5.3.1.3  <b>Standard</b>	5.3.1.3 The originator of messages addressed to an aircraft in distress or urgency condition shall restrict to the minimum the number and volume and content of such messages as required by the condition.	CARs.	Less protective or partially implemented or not implemented	Not specified.	



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Chapter 5 Reference 5.3.1.4  Standard	<p>5.3.1.4 If no acknowledgement of the distress or urgency message is made by the station addressed by the aircraft, other stations shall render assistance, as prescribed in 5.3.2.2 and 5.3.3.2 respectively.</p> <p><i>Note.— “Other stations” is intended to refer to any other station which has received the distress or urgency message and has become aware that it has not been acknowledged by the station addressed.</i></p>	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5 Reference 5.3.2.3.2  Standard	<p>5.3.2.3.2 The use of the signals specified in 5.3.2.3.1 shall be reserved for the aircraft station in distress and for the station controlling the distress traffic.</p>	CARs.	Less protective or partially implemented or not implemented	Not specified.	

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Chapter 5  Reference 5.3.2.4.1  <b>Standard</b>	<p>5.3.2.4 Action by all other stations</p> <p>5.3.2.4.1 The distress communications have absolute priority over all other communications, and a station aware of them shall not transmit on the frequency concerned, unless:</p> <p>a) the distress is cancelled or the distress traffic is terminated;</p> <p>b) all distress traffic has been transferred to other frequencies;</p> <p>c) the station controlling communications gives permission;</p> <p>d) it has itself to render assistance.</p>	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5  Reference 5.3.2.4.2  <b>Standard</b>	<p>5.3.2.4.2 Any station which has knowledge of distress traffic, and which cannot itself assist the station in distress, shall nevertheless continue listening to such traffic until it is evident that assistance is being provided.</p>	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5  Reference 5.3.2.5.1  <b>Standard</b>	<p>5.3.2.5 Termination of distress communications and of silence</p> <p>5.3.2.5.1 When an aircraft is no longer in distress, it shall transmit a message cancelling the distress condition.</p>	CARs.	Less protective or partially implemented or not implemented	Not specified.	



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Chapter 5 Reference 5.3.2.5.2  Standard	<p>5.3.2.5.2 When the station which has controlled the distress communication traffic becomes aware that the distress condition is ended, it shall take immediate action to ensure that this information is made available, as soon as possible, to:</p> <p>1) the ATS unit concerned;</p> <p>2) the aircraft operating agency concerned, or its representative, in accordance with pre-established arrangements.</p>	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5 Reference 5.3.2.5.3  Standard	<p>5.3.2.5.3 The distress communication and silence conditions shall be terminated by transmitting a message, including the words "DISTRESS TRAFFIC ENDED", on the frequency or frequencies being used for the distress traffic. This message shall be originated only by the station controlling the communications when, after the reception of the message prescribed in 5.3.2.5.1, it is authorized to do so by the appropriate Authority.</p>	CARs.	Less protective or partially implemented or not implemented	Not specified.	



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Chapter 5  Reference 5.3.3.2.1   Standard	<p>5.3.3.2 Action by the station addressed or first station acknowledging the urgency message</p> <p>5.3.3.2.1 The station addressed by an aircraft reporting an urgency condition, or first station acknowledging the urgency message, shall:</p> <p>a) acknowledge the urgency message;</p> <p>b) take immediate action to ensure that all necessary information is made available, as soon as possible, to:</p> <p>1) the ATS unit concerned;</p> <p>2) the aircraft operating agency concerned, or its representative, in accordance with pre-established arrangements;</p> <p><i>Note.— The requirement to inform the aircraft operating agency concerned does not have priority over any other action which involves the safety of the flight in distress, or of any other flight in the area, or which might affect the progress of expected flights in the area.</i></p> <p>c) if necessary, exercise control of communications.</p>	CARs.	Less protective or partially implemented or not implemented	Not specified.	



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Chapter 5  Reference 5.3.3.3.1   <b>Standard</b>	5.3.3.3 Action by all other stations  5.3.3.3.1 The urgency communications have priority over all other communications, except distress, and all stations shall take care not to interfere with the transmission of urgency traffic.	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5  Reference 5.3.3.4.1  <b>Standard</b>	5.3.3.4 Action by an aircraft used for medical transports  5.3.3.4.1 The use of the signal described in 5.3.3.4.2 shall indicate that the message which follows concerns a protected medical transport pursuant to the 1949 Geneva Conventions and Additional Protocols.	CARs.	Less protective or partially implemented or not implemented	Not specified.	



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Chapter 5 Reference 5.3.3.4.2  Standard	<p>5.3.3.4.2 For the purpose of announcing and identifying aircraft used for medical transports, a transmission of the radiotelephony urgency signal PAN PAN, preferably spoken three times, and each word of the group pronounced as the French word “panne”, shall be followed by the radiotelephony signal for medical transports MAY-DEE-CAL, pronounced as in the French “médical”. The use of the signals described above indicates that the message which follows concerns a protected medical transport. The message shall convey the following data:</p> <ul style="list-style-type: none"> <li>a) the call sign or other recognized means of identification of the medical transports;</li> <li>b) position of the medical transports;</li> <li>c) number and type of medical transports;</li> <li>d) intended route;</li> <li>e) estimated time en route and of departure and arrival, as appropriate; and</li> <li>f) any other information such as flight altitude, radio frequencies guarded, languages used, and secondary surveillance radar modes and codes.</li> </ul>	CARs.	Less protective or partially implemented or not implemented	Not specified.	





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Chapter 5  Reference 5.3.3.5.1   Standard	5.3.3.5 Action by the station addressed or by other stations receiving a medical transports message  5.3.3.5.1 The provisions of 5.3.3.2 and 5.3.3.3 shall apply as appropriate to stations receiving a medical transports message.	CARs.	Less protective or partially implemented or not implemented	Not specified.	

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