



New Zealand

Annex Reference	AERONAUTICAL TELECOMMUNICATIONS 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
Chapter 9 Reference 9.1.1.1 Recommendation	<p>9.1.1.1 Recommendation.— <i>Mode S transponders used under specific conditions stated in 9.1.1 should not have any negative impact on the performance of existing ATS surveillance systems and ACAS.</i></p> <p>-----</p> <p>* Tables 3-1 and 3-2 are located at the end of this chapter. * Tables 3-1 and 3-2 are located at the end of this chapter.</p>	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 2 Reference 2.3.2.8.4 Standard	2.3.2.8.4 Requirements for mandatory compliance of the provisions of 2.3.2.8.3 shall be made on the basis of regional air navigation agreements which specify the airspace of operation and the implementation timescales.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 2 Reference 2.3.2.8.4.1 Standard	2.3.2.8.4.1 The agreement indicated in 2.3.2.8.4 shall provide at least two years' notice of mandatory compliance of airborne systems.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 5 Reference 5.1.2 Standard	5.1.2 All installations of emergency locator transmitters operating on 406 MHz shall meet the provisions of 5.3.	CAR Part 91 Appendix A, A.15(a)(1).	Different in character or other means of compliance	Rule specifies the requirements of TSO C126.	



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Chapter 5 Reference 5.1.3 Standard	5.1.3 All installations of emergency locator transmitters operating on 121.5 MHz shall meet the provisions of 5.2.	CAR Part 91 Appendix A, A.15(a)(1).	Different in character or other means of compliance	Rule specifies the requirements of TSO C126.	
Chapter 5 Reference 5.1.6 Standard	5.1.6 The technical characteristics for the 406 MHz component of an integrated ELT shall be in accordance with 5.3.	CAR Part 91 Appendix A, A.15(a)(1).	Different in character or other means of compliance	Rule specifies the requirements of TSO C126.	
Chapter 5 Reference 5.1.7 Standard	5.1.7 The technical characteristics for the 121.5 MHz component of an integrated ELT shall be in accordance with 5.2.	CAR Part 91 Appendix A, A.15(a)(1).	Different in character or other means of compliance	Rule specifies the requirements of TSO C126.	

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Chapter 5 Reference 5.2.1.1 Standard	<p align="center">5.2 SPECIFICATION FOR THE 121.5 MHz COMPONENT OF EMERGENCY LOCATOR TRANSMITTER (ELT) FOR SEARCH AND RESCUE</p> <p><i>Note 1.— Information on technical characteristics and operational performance of 121.5 MHz ELTs is contained in RTCA Document DO-183 and European Organization for Civil Aviation Equipment (EUROCAE) Document ED.62.</i></p> <p><i>Note 2.— Technical characteristics of emergency locator transmitters operating on 121.5 MHz are contained in ITU-R Recommendation M.690-1. The ITU designation for an ELT is Emergency Position — Indicating Radio Beacon (EPIRB).</i></p> <p align="center">5.2.1 Technical characteristics</p> <p>5.2.1.1 Emergency locator transmitters (ELT) shall operate on 121.5 MHz. The frequency tolerance shall not exceed plus or minus 0.005 per cent.</p>	CAR Part 91 Appendix A, A.15(a)(1).	Different in character or other means of compliance	Rule specifies the requirements of TSO C126.	
Chapter 5 Reference 5.2.1.3 Standard	<p>5.2.1.3 Over a period of 48 hours of continuous operation, at an operating temperature of minus 20°C, the peak effective radiated power (PERP) shall at no time be less than 50 mW.</p>	CAR Part 91 Appendix A, A.15(a)(1).	Different in character or other means of compliance	Rule speci fies the requirements of TSO C126.	



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Chapter 5 Reference 5.2.1.4 Standard	5.2.1.4 The type of emission shall be A3X. Any other type of modulation that meets the requirements of 5.2.1.5, 5.2.1.6 and 5.2.1.7 may be used provided that it will not prejudice precise location of the beacon by homing equipment. <i>Note.— Some ELTs are equipped with an optional voice capability (A3E) in addition to the A3X emission.</i>	CAR Part 91 Appendix A, A.15(a)(1).	Different in character or other means of compliance	Rule specifies the requirements of TSO C126.	
Chapter 5 Reference 5.2.1.5 Standard	5.2.1.5 The carrier shall be amplitude modulated at a modulation factor of at least 0.85.	CAR Part 91 Appendix A, A.15(a)(1).	Different in character or other means of compliance	Rule specifies the requirements of TSO C126.	
Chapter 5 Reference 5.2.1.6 Standard	5.2.1.6 The modulation applied to the carrier shall have a minimum duty cycle of 33 per cent.	CAR Part 91 Appendix A, A.15(a)(1).	Different in character or other means of compliance	Rule specifies the requirements of TSO C126.	
Chapter 5 Reference 5.2.1.7 Standard	5.2.1.7 The emission shall have a distinctive audio characteristic achieved by amplitude modulating the carrier with an audio frequency sweeping downward over a range of not less than 700 Hz within the range 1 600 Hz to 300 Hz and with a sweep repetition rate of between 2 Hz and 4 Hz.	CAR Part 9 1 Appendix A, A.15(a)(1).	Different in character or other means of compliance	Rule specifies the requirements of TSO C126.	



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Chapter 5 Reference 5.2.1.8 Standard	5.2.1.8 After 1 January 2000, the emission shall include a clearly defined carrier frequency distinct from the modulation sideband components; in particular, at least 30 per cent of the power shall be contained at all times within plus or minus 30 Hz of the carrier frequency on 121.5 MHz.	CAR Part 91 Appendix A, A.15(a)(1).	Different in character or other means of compliance	Rule specifies the requirements of TSO C126.	
Chapter 5 Reference 5.3.1.1 Standard	<p>5.3 SPECIFICATION FOR THE 406 MHz COMPONENT OF EMERGENCY LOCATOR TRANSMITTER (ELT) FOR SEARCH AND RESCUE</p> <p>5.3.1 Technical characteristics</p> <p><i>Note 1.— Transmission characteristics for 406 MHz emergency locator transmitters are contained in ITU-R M.633.</i></p> <p><i>Note 2.— Information on technical characteristics and operational performance of 406 MHz ELTs is contained in RTCA Document DO-204 and European Organization for Civil Aviation Equipment (EUROCAE) Document ED-62.</i></p> <p>5.3.1.1 Emergency locator transmitters shall operate on one of the frequency channels assigned for use in the frequency band 406.0 to 406.1 MHz.</p> <p><i>Note.— The COSPAS-SARSAT 406 MHz channel assignment plan is contained in COSPAS-SARSAT Document C/S T.012.</i></p>	CAR Part 91 Appendix A, A.15(a)(1).	Different in character or other means of compliance	Rule specifies the requirements of TSO C126.	



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Chapter 5 Reference 5.3.1.2 Standard	5.3.1.2 The period between transmissions shall be 50 seconds plus or minus 5 per cent.	CAR Part 91 Appendix A, A.15(a)(1).	Different in character or other means of compliance	Rule specifies the requirements of TSO C126.	
Chapter 5 Reference 5.3.1.3 Standard	5.3.1.3 Over a period of 24 hours of continuous operation at an operating temperature of -20°C , the transmitter power output shall be within the limits of 5 W plus or minus 2 dB.	CAR Part 91 Appendix A, A.15(a)(1).	Different in character or other means of compliance	Rule specifies the requirements of TSO C126.	
Chapter 5 Reference 5.3.1.4 Standard	5.3.1.4 The 406 MHz ELT shall be capable of transmitting a digital message.	CAR Part 91 Appendix A, A.15(a)(1).	Different in character or other means of compliance	Rule specifies the requirements of TSO C126.	

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