



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 4 Reference 4.1.3.1.1 Standard	<p>4.1.3 Frequencies used for particular functions</p> <p>4.1.3.1 <i>Emergency channel</i></p> <p>4.1.3.1.1 The emergency channel (121.500 MHz) shall be used only for genuine emergency purposes, as broadly outlined in the following:</p> <ul style="list-style-type: none"> a) to provide a clear channel between aircraft in distress or emergency and a ground station when the normal channels are being utilized for other aircraft; b) to provide a VHF communication channel between aircraft and aerodromes, not normally used by international air services, in case of an emergency condition arising; c) to provide a common VHF communication channel between aircraft, either civil or military, and between such aircraft and surface services, involved in common search and rescue operations, prior to changing when necessary to the appropriate frequency; d) to provide air-ground communication with aircraft when airborne equipment failure prevents the use of the regular channels; e) to provide a channel for the operation of emergency locator transmitters (ELTs), and for communication between survival craft and aircraft engaged in search and rescue operations; f) to provide a common VHF channel for communication between civil aircraft and intercepting aircraft or intercept control units and between civil or intercepting aircraft and air traffic 	CARs.	Less protective or partially implemented or not implemented	Not specified.	Despite the lack of a specific reference, 121.5 MHz is recognised as the emergency channel.



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
	<p>services units in the event of interception of the civil aircraft.</p> <p><i>Note 1.— The use of the frequency 121.500 MHz for the purpose outlined in c) is to be avoided if it interferes in any way with the efficient handling of distress traffic.</i></p> <p><i>Note 2.— The ITU Radio Regulations (RR 5.200) permit the use of the aeronautical emergency frequency 121.500 MHz by mobile stations of the maritime mobile service under the conditions laid down in Article 31 of the Radio Regulations for distress and safety purposes with stations of the aeronautical mobile service.</i></p>				

- END -