



New Zealand

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
Chapter 2 Reference 2.2.1 Standard	<p>2.2 Search and rescue regions</p> <p>2.2.1 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><i>Note 1.— 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><i>Note 2.— 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>	Operational Framework for the New Zealand Search and Rescue Region; AIPNZ GEN 3.6, 2; JRCC NZ SOPs.	Different in character or other means of compliance	There is an overlap (by arrangement) with the New Caledonia SRR between 26 and 25 degrees south; there is work in progress to make the agreed boundary at 25 south.	This alignment makes the presentation and operational response areas more clear for both JRCCs.
Chapter 2 Reference 2.3.6 Standard	<p>2.3.6 Each rescue coordination centre and, as appropriate, rescue subcentre shall maintain up-to-date contact details in the OPS Control Directory.</p>	Not yet implemented	Less protective or partially implemented or not implemented	Policy work underway	



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Chapter 2 Reference 2.3.7 Standard	2.3.7 Each rescue coordination centre and, as appropriate, rescue subcentre shall subscribe and maintain access to the location of an aircraft in distress repository (LADR). <i>Note.— Guidance on the use of the OPS Control Directory and the LADR is contained in the Manual on Global Aeronautical Distress and Safety System (GADSS) (Doc 10165).</i>	Not yet implemented	Less protective or partially implemented or not implemented	Policy work underway	
Chapter 3 Reference 3.2.4 Recommendation	3.2.4 Recommendation. — <i>To facilitate accident investigation, rescue units should, when practicable, be accompanied by persons qualified in the conduct of aircraft accident investigations.</i>	JRCC NZ SOPs.	Different in character or other means of compliance	JRCC NZ SOPs do not provide for this as this is not a SAR function, but JRCC NZ will monitor the system until the event is taken over by Police or CAA/TAIC as appropriate.	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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