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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>Definition</p>	<p style="text-align: center;">INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES</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;">CHAPTER 1. DEFINITIONS</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>Alert phase. A situation wherein apprehension exists as to the safety of an aircraft and its occupants.</p>	<p>CAR 172.97.</p>	<p>No Difference</p>		<p>Note: the rule is more detailed.</p>

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Chapter 1 Reference Definition	Alerting post. 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), Part 1, Definitions - "Alerting service"; see also "Air traffic service" which includes alerting service. Rule 172.97, Alerting service, expands on the requirements.	Different in character or other means of compliance	By inference, any air traffic service (ATS) unit is an alerting post.,	Note: for the Civil Aviation Act and Civil Aviation Rules (CAR) see the CAANZ website www.aviation.govt.nz . For an overview of the New Zealand SAR system see the document "Operational Framework for the New Zealand Search and Rescue Region" on the NZSAR website https://nzsar.govt.nz/ , also the JRCCNZ site https://www.maritimenz.govt.nz/about/what-we-do/safety-and-response/RCCNZ/ . The New Zealand Aeronautical Information Publication (AIPNZ) is available on www.aip.net.nz .
Chapter 1 Reference Definition	Distress phase. 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.	CAR 172.97.	No Difference		



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Chapter 1 Reference Definition	Ditching. The forced landing of an aircraft on water.	JRCC NZ SOPs.	No Difference		
Chapter 1 Reference Definition	Emergency phase. A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.	CAR 172.97; JRCC NZ SOPs.	No Difference		
Chapter 1 Reference Definition	Joint rescue coordination centre (JRCC). A rescue coordination centre responsible for both aeronautical and maritime search and rescue operations.	Rescue Coordination Centre New Zealand (RCCNZ) is a JRCC.	No Difference		See the JRCC NZ website https://www.maritimenz.govt.nz/about/what-we-do/safety-and-response/RCCNZ/ .
Chapter 1 Reference Definition	Operator. 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		Note: "Operate" is defined and operator has a corresponding meaning.
Chapter 1 Reference Definition	Pilot-in-command. 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.	



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Chapter 1 Reference Definition	Rescue. An operation to retrieve persons in distress, provide for their initial medical or other needs, and deliver them to a place of safety.	CARs. JRCC NZ SOPs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage term.
Chapter 1 Reference Definition	Rescue coordination centre (RCC). 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	Rescue subcentre (RSC). A unit subordinate to a rescue coordination centre, established to complement the latter according to particular provisions of the responsible authorities.		Not Applicable		Not applicable within New Zealand.
Chapter 1 Reference Definition	Search. An operation normally coordinated by a rescue coordination centre or rescue subcentre using available personnel and facilities to locate persons in distress.	JRCC NZ SOPs.	No Difference		
Chapter 1 Reference Definition	Search and rescue aircraft. 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.	NZSAR Operational Framework for the New Zealand Search and Rescue Region, 6.5.	No Difference		
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.	NZSAR Operational Framework for the New Zealand Search and Rescue Region, 1.5.5.	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.	NZSAR Operational Framework for the New Zealand Search and Rescue Region, 1.5.6.	No Difference		
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.	NZSAR Operational Framework for the New Zealand Search and Rescue Region, 6.5 (see 6.5.1 for more detailed information).	No Difference		
Chapter 1 Reference Definition	<i>State of Registry.</i> The State on whose register the aircraft is entered.	CAR Part 1.	No Difference		



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Chapter 1 Reference Definition	<i>Uncertainty phase.</i> A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.	CAR 172.97.	No Difference		Note: the rule is more detailed.
Chapter 2 Reference 2.1.1 Standard	<p style="text-align: center;">CHAPTER 2. ORGANIZATION</p> <p style="text-align: center;">2.1 Search and rescue services</p> <p>2.1.1 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 and 14C; SAR Arrangements with neighbouring SRR RCCs.	No Difference		



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Chapter 2 Reference 2.1.1.1 Standard	<p>2.1.1.1 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>	NZSAR Operational Framework for the New Zealand Search and Rescue Region, 4.3, International Support; and 4.4, SAR Agreements.	No Difference		
Chapter 2 Reference 2.1.1.2 Standard	<p>2.1.1.2 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.</p>	CA Act 1990 s14B and 14C; NZSAR Operational Framework for the New Zealand Search and Rescue Region.	No Difference		
Chapter 2 Reference 2.1.1.3 Standard	<p>2.1.1.3 Search and rescue services shall establish processes to improve service provision, including the aspects of planning, domestic and international cooperative arrangements and training.</p>	JRCC NZ SOPs.	No Difference		



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Chapter 2 Reference 2.1.2 Standard	2.1.2 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.	NZSAR Operational Framework for the New Zealand Search and Rescue Region, 4.3 and 4.4.	No Difference		
Chapter 2 Reference 2.1.3 Standard	2.1.3 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.	NZSAR Operational Framework for the New Zealand Search and Rescue Region, 1.3, Guiding Principles.	No Difference		
Chapter 2 Reference 2.1.4 Standard	2.1.4 Where separate aeronautical and maritime rescue coordination centres serve the same area, States shall ensure the closest practicable coordination between the centres.		Not Applicable		JRCC NZ is an integrated facility.
Chapter 2 Reference 2.1.5 Recommendation	2.1.5 Recommendation. — <i>Contracting States should facilitate consistency and cooperation between their aeronautical and maritime search and rescue services.</i>		Not Applicable		JRCC NZ is an integrated facility.
Chapter 2 Reference 2.1.6 Recommendation	2.1.6 Recommendation. — <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(1)(a).	No Difference		



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<p>Chapter 2 Reference 2.2.1</p> <p>Standard</p>	<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>	<p>Operational Framework for the New Zealand Search and Rescue Region; AIPNZ GEN 3.6, 2; JRCC NZ SOPs.</p>	<p>Different in character or other means of compliance</p>	<p>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.</p>	<p>This alignment makes the presentation and operational response areas more clear for both JRCCs.</p>
<p>Chapter 2 Reference 2.2.1.1</p> <p>Recommendation</p>	<p>2.2.1.1 Recommendation.— <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></p>	<p>CAR Part 1, definition of Auckland Oceanic FIR; Operational Framework for the New Zealand Search and Rescue Region; JRCC NZ SOPs; SAR Arrangements.</p>	<p>No Difference</p>		<p>The NZ SRR is coincident with the Auckland Oceanic FIR except in the area of the S25 E163 vertex, with the overlap described in 2.2.1.</p>



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Chapter 2 Reference 2.3.1 Standard	<p>2.3 Rescue coordination centres and rescue subcentres</p> <p>2.3.1 Contracting States shall establish a rescue coordination centre in each search and rescue region.</p> <p><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></p>	CA Act 1990 s 14B.	No Difference		
Chapter 2 Reference 2.3.2 Recommendation	<p>2.3.2 Recommendation.— <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></p>		Not Applicable		
Chapter 2 Reference 2.3.3 Standard	<p>2.3.3 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.</p>	JRCC NZ SOPs.	No Difference		Staffed 24/7 by a minimum of two fully trained SAROs.



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Chapter 2 Reference 2.3.4 Recommendation	2.3.4 Recommendation. — <i>RCC personnel involved in the conduct of radiotelephony communications should be proficient in the use of the English language.</i>	Primary language of NZ.	No Difference		
Chapter 2 Reference 2.3.5 Recommendation	2.3.5 Recommendation. — <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, Google and various publicity material.	No Difference		The public procedure in New Zealand to report any emergency is to telephone 111 and ask for the Police, or contact any local police station. The NZ Police are the primary contact, and will alert RCCNZ if appropriate.
Chapter 2 Reference 2.3.6 Standard	2.3.6 Each rescue coordination centre and, as appropriate, rescue subcentre shall maintain up-to-date contact details in the OPS Control Directory.	Not yet implemented	Less protective or partially implemented or not implemented	Policy work underway	
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	



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<p>Chapter 2 Reference 2.4.1 Standard</p>	<p>2.4 Search and rescue communications</p> <p>2.4.1 Each rescue coordination centre shall have means of rapid and reliable two-way communication with:</p> <ul style="list-style-type: none"> a) associated air traffic services units; b) associated rescue subcentres; c) appropriate direction-finding and position-fixing stations; d) where appropriate, coastal radio stations capable of alerting and communicating with surface vessels in the region; e) the headquarters of search and rescue units in the region; f) all maritime rescue coordination centres in the region and aeronautical, maritime or joint rescue coordination centres in adjacent regions; g) a designated meteorological office or meteorological watch office; h) search and rescue units; i) alerting posts; and j) the Cospas-Sarsat Mission Control Centre servicing the search and rescue region. <p><i>Note.— Maritime rescue coordination centres are identified in relevant documents of the International Maritime Organization.</i></p>	<p>CA Act s14B. JRCC NZ SOPs,</p>	<p>No Difference</p>		<p>JRCC NZ is co-located with the Maritime Operation Centre (MOC), which provides NZ Maritime Distress and Safety Radio coverage of NAVAREA XIV. JRCC NZ also maintains communications with ATS through a variety of modes; also MetService as required. JRCC NZ is also New Zealand's point of contact (SPOC) for distress beacon alerts through the COSPAS/SARSAT system.</p>



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Chapter 2 Reference 2.4.2 Standard	<p>2.4.2 Each rescue subcentre shall have means of rapid and reliable two-way communication with:</p> <ul style="list-style-type: none"> a) adjacent rescue subcentres; b) a meteorological office or meteorological watch office; c) search and rescue units; and d) alerting posts. 	CA Act s14B. JRCC NZ SOPs.	No Difference		Comments to 2.4.1 apply.
Chapter 2 Reference 2.5.1 Standard	<p style="text-align: center;">2.5 Search and rescue units</p> <p>2.5.1 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>	Operational Framework for the New Zealand Search and Rescue Region, 6.5 ; JRCC NZ SOPs and SAR resource database.	No Difference		



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Chapter 2 Reference 2.5.2 Standard	2.5.2 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.	Operational Framework for the New Zealand Search and Rescue Region; JRCC NZ SOPs and SAR resource database.	No Difference		
Chapter 2 Reference 2.6.1 Standard	2.6 Search and rescue equipment 2.6.1 Search and rescue units shall be provided with equipment for locating promptly, and for providing adequate assistance at, the scene of an accident.	Operational Framework for the New Zealand Search and Rescue Region, 6.5.	No Difference		Neither NZSAR nor JRCC NZ provides SAR units with SAR equipment, but the SAR resource database can be used to locate available resources with appropriate equipment for a particular SAR task.
Chapter 2 Reference 2.6.2 Recommendation	2.6.2 Recommendation. — <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>	JRCC NZ SOPs.	No Difference		Normally a consideration when tasking assets. Marine assets will have the appropriate marine comms; similarly air assets will have the standard aeronautical comms fit.
Chapter 2 Reference 2.6.3 Standard	2.6.3 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.	JRCC NZ SOPs.	No Difference		Normally a consideration when tasking assets. Air assets will have the standard aeronautical VHF comms fit, and HF if appropriate.



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Chapter 2 Reference 2.6.4 Standard	<p>2.6.4 Each search and rescue aircraft shall be equipped with a device for homing on distress frequencies.</p> <p><i>Note 1.— Emergency locator transmitter (ELT) carriage requirements are given in Annex 6, Parts I, II and III.</i></p> <p><i>Note 2.— Specifications for ELTs are given in Annex 10, Volume III.</i></p>	JRCC NZ SOPs.	No Difference		Only aircraft with homing capability are tasked to locate distress beacons.
Chapter 2 Reference 2.6.5 Standard	<p>2.6.5 Each search and rescue aircraft, when used for search and rescue over maritime areas, shall be equipped to be able to communicate with vessels.</p> <p><i>Note.— Until 25 November 2026, 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></p>	JRCC NZ SOPs.	No Difference		Normally a consideration when tasking assets. Marine communications with vessels is normally on Channel 16 or an agreed alternative frequency in the search area. 132.65 MHz is a dedicated SAR comms frequency.
Chapter 2 Reference 2.6.5 Standard	<p>2.6.5 Each search and rescue aircraft, when used for search and rescue over maritime areas, shall be equipped to be able to communicate with vessels.</p> <p><i>Note.— As of 26 November 2026, many vessels can communicate with aircraft on 2182 kHz, 4125 kHz, 121.5 MHz and 123.1 MHz. However, these frequencies, and in particular 121.5 MHz and 123.1 MHz, may not be routinely monitored by vessels. Rather, vessels monitor Channel 16 (156.8 MHz), the international maritime distress, safety and calling frequency.</i></p>				

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Chapter 2 Reference 2.6.6 Standard	<p>2.6.6 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 ships.</p> <p><i>Note.— The International Code of Signals is published in English, French and Spanish by the International Maritime Organization as documents 994E, 994F and 994S.</i></p>	AIPNZ GEN 3.6, 5.8.	No Difference		The table and related procedures are published in AIPNZ GEN 3.6, Search and Rescue.
Chapter 2 Reference 2.6.7 Recommendation	<p>2.6.7 Recommendation.— <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></p>	JRCC NZ SOPs.	No Difference		Normally a consideration when tasking assets. This capability is provided by Defence Force assets (P3K Orions) and some commercial aircraft operators.
Chapter 2 Reference 2.6.8 Recommendation	<p>2.6.8 Recommendation.— <i>States should locate, at appropriate aerodromes, survival equipment suitably packed for dropping by aircraft.</i></p>	JRCC NZ SAR asset database.	No Difference		Equipment is held in readiness by Defence Force and designated civil operators.
Chapter 2 Reference 2.6.9 Recommendation	<p>2.6.9 Recommendation.— <i>As of 26 November 2026, each search and rescue aircraft, when used for search and rescue over maritime areas, should carry a droppable device for measuring actual surface drift.</i></p>				



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Chapter 3 Reference 3.1.1 Standard	<p style="text-align: center;">CHAPTER 3. COOPERATION</p> <p style="text-align: center;">3.1 Cooperation between States</p> <p style="text-align: center;">3.1.1 Contracting States shall coordinate their search and rescue organizations with those of neighbouring States.</p>	Search and Rescue agreements with Australia, New Caledonia, the USA, Cook Islands, Samoa, and Tonga.	No Difference		Draft arrangements are in place with Chile, Fiji and Tahiti.
Chapter 3 Reference 3.1.2 Recommendation	<p>3.1.2 Recommendation.— <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></p>	Search and Rescue agreements with Australia, New Caledonia, the USA, Cook Islands, Samoa, and Tonga.	No Difference		Draft arrangement are in place with Fiji, Chile and Tahiti.
Chapter 3 Reference 3.1.2.1 Recommendation	<p>3.1.2.1 Recommendation.— <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></p>	Search and Rescue agreements with Australia, New Caledonia, the United States of America, Cook Islands, Samoa, and Tonga.	No Difference		New Zealand is working with Australia, France and the United States to develop a SAR Plan for the Pacific States and Territories.
Chapter 3 Reference 3.1.3 Standard	<p>3.1.3 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.</p>	SAR Arrangements; Operational Framework for the New Zealand Search and Rescue Region, section 4; JRCC NZ SOPs.	No Difference		



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Chapter 3 Reference 3.1.4 Standard	3.1.4 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 USA, Cook Islands, Samoa, and Tonga; and draft arrangement with Fiji, Tahiti and Chile.	No Difference		Requests received would be handled by the Ministry of Foreign Affairs and Trade (MFAT), and JRCC NZ would act as a conduit between the requesting RCC and MFAT.
Chapter 3 Reference 3.1.4.1 Standard	3.1.4.1 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.	JRCC SOPs; Search and Rescue agreements with Australia, New Caledonia, the USA, Cook Islands, Samoa, and Tonga; and draft arrangements with Fiji, Tahiti and Chile.	No Difference		As per 3.1.4.
Chapter 3 Reference 3.1.5 Recommendation	3.1.5 Recommendation. — <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 USA, Cook Islands, Samoa, and Tonga; and draft arrangements with Fiji, Tahiti and Chile.	No Difference		



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Chapter 3 Reference 3.1.6 Recommendation	3.1.6 Recommendation. — <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 USA, Cook Islands, Samoa, and Tonga; and draft arrangements with Fiji, Tahiti and Chile.; JRCC NZ SOPs.	No Difference		
Chapter 3 Reference 3.1.7 Recommendation	3.1.7 Recommendation. — <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 USA, Cook Islands, Samoa, and Tonga; and draft arrangements with Fiji, Tahiti and Chile; JRCC NZ SOPs.	No Difference		
Chapter 3 Reference 3.1.8 Recommendation	3.1.8 Recommendation. — <i>Until 25 November 2026, 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>	Operational Framework for the New Zealand Search and Rescue Region, 7.2; Joint Training Exercises - SAR Arrangements with adjacent SRR RCCs and the JRCC NZ training programme.	No Difference		Normally undertaken with each SRR RCC every two years. An internal national series of MROs is being undertaken with each of the 12 Police Districts over a two year period.



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Chapter 3 Reference 3.1.8 Recommendation	3.1.8 Recommendation. — <i>As of 26 November 2026, Contracting States should make arrangements for joint training exercises involving their RCCs, RSCs and search and rescue units, those of other States and operators, in order to promote search and rescue efficiency.</i>				
Chapter 3 Reference 3.1.9 Recommendation	3.1.9 Recommendation. — <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 are undertaken domestically to meet with Police and other SAR providers. An on-going liaison and training programme is in place for visits to the Pacific States within the NZSRR.	No Difference		
Chapter 3 Reference 3.2.1 Standard	3.2 Cooperation with other services 3.2.1 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.	Operational Framework for the New Zealand Search and Rescue Region; JRCC NZ SOPs; see also AIPNZ GEN 3.6, specifically 5.2 and 5.3.	No Difference		
Chapter 3 Reference 3.2.2 Recommendation	3.2.2 Recommendation. — <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>	Operational Framework for the New Zealand Search and Rescue Region; JRCC NZ SOPs.	No Difference		



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Chapter 3 Reference 3.2.3 Standard	3.2.3 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.	JRCC NZ SOPs.	No Difference		Standard procedure is that JRCC NZ will promptly notify CAA of any aircraft accident, and CAA will in turn notify the Transport Accident Investigation Commission (TAIC) if appropriate. Should there be any casualties involved, NZ Police will also be advised.
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.
Chapter 3 Reference 3.2.5 Standard	3.2.5 <i>Until 25 November 2026</i> , 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; JRCC NZ SOPs.	No Difference		
Chapter 3 Reference 3.2.5 Standard	3.2.5 <i>As of 26 November 2026</i> , States shall designate a 24-hour search and rescue point of contact available for the receipt and acknowledgement of Cospas-Sarsat distress alert data that ensures timely notification to the responsible RCC for the initiation of appropriate search and rescue response action.				

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Chapter 3 Reference 3.3.1 Standard	<p>3.3 Dissemination of information</p> <p>3.3.1 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.</p>	Search and Rescue agreements with Australia, New Caledonia, the USA, Cook Islands, Samoa, and Tonga; and drat arrangements with Fiji, Tahiti and Chile.	No Difference		
Chapter 3 Reference 3.3.2 Recommendation	<p>3.3.2 Recommendation.— <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></p>	Operational Framework for the New Zealand Search and Rescue Region. JRCC NZ website.	No Difference		The Operational Framework and related documents are Available on the NZSAR website www.nzsar.govt.nz ; the JRCC NZ site is https://www.maritimenz.govt.nz/about/what-we-do/safety-and-response/RCCNZ/ .
Chapter 3 Reference 3.3.3 Recommendation	<p>3.3.3 Recommendation.— <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></p>	NZ telephone directories; other publicity material.	No Difference		The public procedure in New Zealand to report any emergency is to telephone 111 and ask for the Police, or contact any local police station. The NZ Police are the primary contact and will alert RCCNZ if appropriate.



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Chapter 4 Reference 4.1.1 Standard	<p style="text-align: center;">CHAPTER 4. PREPARATORY MEASURES</p> <p style="text-align: center;">4.1 Preparatory information</p> <p>4.1.1 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"> a) search and rescue units, rescue subcentres and alerting posts; b) air traffic services units; c) means of communication that may be used in search and rescue operations; d) addresses and telephone numbers of all operators, or their designated representatives, engaged in operations in the region; and e) any other public and private resources including medical and transportation facilities that are likely to be useful in search and rescue. 	JRCC NZ SOPs; SAR asset database; AIPNZ.	No Difference		



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<p>Chapter 4 Reference 4.1.2</p> <p>Recommendation</p>	<p>4.1.2 Recommendation.— <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"> 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> b) <i>the locations and hours of watch of services keeping radio watch, and the frequencies guarded;</i> c) <i>locations where supplies of droppable emergency and survival equipment are stored;</i> d) <i>objects which it is known might be mistaken for unlocated or unreported wreckage, particularly if viewed from the air;</i> e) <i>as of 26 November 2026, the position, course and speed of aircraft that may be able to provide assistance to aircraft in distress; and</i> f) <i>as of 26 November 2026, where the search and rescue region includes maritime areas, the position, course and speed of ships that may be able to provide assistance to aircraft in distress.</i> 	<p>JRCC NZ SOPs; SAR asset database.</p>	<p>No Difference</p>		<p>Note re d): where historical aircraft or ship wreckage is visible, and removal has not been practicable, the sites are marked on the NZ Topo50 maps.</p>



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<p>Chapter 4 Reference 4.1.3 Recommendation</p>	<p>4.1.3 Recommendation.— <i>Until 25 November 2026, 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 centres or be readily accessible.</i></p> <p>----- 1. Paragraph 4.1.3 and the accompanying Note will be deleted as of 26 November 2026.</p>	<p>JRCC NZ SOPs.</p>	<p>No Difference</p>		<p>Note: JRCC NZ is co-located with the Maritime Operations Centre (MOC). Both have access to AIS (automatic identification system (for shipping)).</p>
<p>Chapter 4 Reference 4.1.4 Recommendation</p>	<p>4.1.4 Recommendation.— <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>	<p>Maritime Operations Centre (MOC) SOPs.</p>	<p>No Difference</p>		<p>Note: New Zealand is a participant in the Amver system.</p>



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Chapter 4 Reference 4.2.1 Standard	<p style="text-align: center;">4.2 Plans of operation</p> <p>4.2.1 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>	JRCC NZ SOPs; Antarctic SAR Plan; Mass Rescue Operational Plan/s.	No Difference		
Chapter 4 Reference 4.2.2 Recommendation	<p>4.2.2 Recommendation.— <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>	Operational Framework for the New Zealand Search and Rescue Region; JRCC NZ SOPs.	No Difference		Note: An ongoing programme of visits and exercises works to keep these plans current and workable.
Chapter 4 Reference 4.2.3 Standard	<p>4.2.3 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.</p>	Operational Framework for the New Zealand Search and Rescue Region; JRCC NZ SOPs; SAR Arrangements.	No Difference		



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Chapter 4 Reference 4.2.4 Standard	4.2.4 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"> a) the manner in which search and rescue operations are to be conducted in the search and rescue region; b) the use of available communication systems and facilities; c) the actions to be taken jointly with other rescue coordination centres; d) the methods of alerting en-route aircraft and ships at sea; e) the duties and prerogatives of persons assigned to search and rescue; f) the possible redeployment of equipment that may be necessitated by meteorological or other conditions; g) the methods for obtaining essential information relevant to search and rescue operations, such as weather reports and forecasts, appropriate NOTAM, etc.; h) the methods for obtaining, from other rescue coordination centres, such assistance, including aircraft, vessels, persons or equipment, as may be needed; i) <i>until 25 November 2026</i>, the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft; j) <i>until 25 November 2026</i>, the methods for assisting 	Operational Framework for the New Zealand Search and Rescue Region; JRCC NZ SOPs; local unit procedures; SAR Arrangements.	No Difference		



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	<p>search and rescue or other aircraft to proceed to aircraft in distress; and</p> <p>k) <i>until 25 November 2026</i>, 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.</p> <p>l) <i>as of 26 November 2026</i>, 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.</p>				



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Chapter 4 Reference 4.2.4 Standard	4.2.4 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"> a) the manner in which search and rescue operations are to be conducted in the search and rescue region; b) the use of available communication systems and facilities; c) the actions to be taken jointly with other rescue coordination centres; d) the methods of alerting en-route aircraft and ships at sea; e) the duties and prerogatives of persons assigned to search and rescue; f) the possible redeployment of equipment that may be necessitated by meteorological or other conditions; g) the methods for obtaining essential information relevant to search and rescue operations, such as weather reports and forecasts, appropriate NOTAM, etc.; h) the methods for obtaining, from other rescue coordination centres, such assistance, including aircraft, vessels, persons or equipment, as may be needed; i) <i>as of 26 November 2026</i>, the methods for obtaining approval to allow search and rescue units from an 				



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	<p>assisting State to enter into the territory of the State of the RCC;</p> <p>j) <i>as of 26 November 2026</i>, the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft;</p> <p>k) <i>as of 26 November 2026</i>, the methods for assisting search and rescue or other aircraft to proceed to aircraft in distress; and</p> <p>l) <i>as of 26 November 2026</i>, 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.</p>				
<p>Chapter 4 Reference 4.2.5 Recommendation</p>	<p>4.2.5 Recommendation.— <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></p>	<p>Operational Framework for the New Zealand Search and Rescue Region, 1.6; JRCC NZ SOPs.</p>	<p>No Difference</p>		



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Chapter 4 Reference 4.3.1 Standard	<p style="text-align: center;">4.3 Search and rescue units</p> <p>4.3.1 Each search and rescue unit shall:</p> <p>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</p> <p>b) keep the rescue coordination centre informed of its preparedness.</p>	Operational Framework for the New Zealand Search and Rescue Region; SAR asset database.	No Difference		Note: Each unit that has information stored on the SAR database is responsible for maintaining its currency.
Chapter 4 Reference 4.3.2 Standard	<p>4.3.2 Contracting States shall:</p> <p>a) maintain in readiness the required number of search and rescue facilities; and</p> <p>b) maintain adequate supplies of rations, medical stores, signalling devices and other survival and rescue equipment.</p>	NZ SAR Manual 2009.	No Difference		



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Chapter 4 Reference 4.4 Standard	<p align="center">4.4 Training and exercises</p> <p><i>Until 25 November 2026, 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.</i></p> <p><i>Note.— The need for regular training and exercises may be moderated commensurate with the frequency of real search and rescue responses which demonstrate satisfactory and effective search and rescue performance.</i></p>	Operational Framework for the New Zealand Search and Rescue Region, Part 7; JRCC NZ SOPs; SAR Arrangements.	No Difference		SAR excises are conducted periodically as required.
Chapter 4 Reference 4.4 Standard	<p align="center">4.4 Training and exercises</p> <p><i>As of 26 November 2026, to achieve and maintain maximum efficiency in search and rescue, Contracting States shall provide for regular training and exercises for their search and rescue personnel, which include both land and maritime environments as appropriate, containing both search and rescue elements, remote from an aerodrome.</i></p> <p><i>Note.— The need for regular training and exercises may be moderated commensurate with the frequency of real search and rescue responses which demonstrate satisfactory and effective search and rescue performance.</i></p>				



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<p>Chapter 4 Reference 4.5.1 Recommendation</p>	<p style="text-align: center;">4.5 Wreckage <i>(Applicable until 25 November 2026)</i></p> <p>Recommendation.— <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>	<p>Land Information New Zealand (LINZ) Topo50 maps (1:50 000) include prominent ship or aircraft wreckage where removal has proven impracticable.</p>	<p>No Difference</p>		<p>Very few examples of this exist - most wreckage is recovered as a matter of course, and this is provided for in most aircraft insurance arrangements.</p>
<p>Chapter 4 Reference 4.5.1 Standard</p>	<p style="text-align: center;">4.5 Accident sites and wreckage <i>(Applicable as of 26 November 2026)</i></p> <p><i>4.5.1</i> Contracting States shall ensure that search and rescue personnel that may be required to respond to an aircraft accident site are trained in the management of related occupational health risks.</p> <p><i>Note.</i>— <i>Guidance related to effective occupational health practices at aircraft accident sites is contained in the Manual of Aircraft Accident and Incident Investigation, Part 1 – Organization and Planning (Doc 9756) and Circular 315 – Hazards at Aircraft Accident Sites.</i></p>				



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Chapter 4 Reference 4.5.2 Recommendation	<p>4.5.2 Recommendation.— <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>				
Chapter 5 Reference 5.1.1 Standard	<p style="text-align: center;">CHAPTER 5. OPERATING PROCEDURES</p> <p style="text-align: center;">5.1 Information concerning emergencies</p> <p>5.1.1 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); JRCC NZ SOPs; AIPNZ GEN 3.6, particularly 5.2 and 5.3.	No Difference		



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Chapter 5 Reference 5.1.2 Standard	5.1.2 Rescue coordination centres shall, immediately upon receipt of information concerning aircraft in emergency, evaluate such information and assess the extent of the operation required.	JRCC NZ SOPs.	No Difference		
Chapter 5 Reference 5.1.3 Standard	5.1.3 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.	JRCC NZ SOPs.	No Difference		
Chapter 5 Reference 5.2.1 Standard	<p>5.2 Procedures for rescue coordination centres during emergency phases</p> <p>5.2.1 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>	JRCC NZ SOPs.	No Difference		



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Chapter 5 Reference 5.2.2 Standard	5.2.2 Alert phase Upon the occurrence of an alert phase the rescue coordination centre shall immediately alert search and rescue units and initiate any necessary action.	JRCC NZ SOPs.	No Difference		



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<p>Chapter 5 Reference 5.2.3 Standard</p>	<p>5.2.3 Distress phase</p> <p>Upon the occurrence of a distress phase, the rescue coordination centre shall:</p> <ul style="list-style-type: none"> a) immediately initiate action by search and rescue units in accordance with the appropriate plan of operation; 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; c) notify the operator, where possible, and keep the operator informed of developments; d) notify other rescue coordination centres, the help of which seems likely to be required, or which may be concerned in the operation; e) notify the associated air traffic services unit, when the information on the emergency has been received from another source; 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"> 1) maintain a listening watch for transmissions from the aircraft in distress, survival radio equipment or an ELT; <p><i>Note.— Until 25 November 2026, the frequencies contained in the specifications for ELTs given in Annex 10, Volume III, are 121.5 MHz and 406 MHz.</i></p>	<p>JRCC NZ SOPs.</p>	<p>No Difference</p>		<p>The duty SARMC will be responsible for ensuring all these actions are undertaken.</p>



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	<p>2) assist the aircraft in distress as far as practicable; and</p> <p>3) inform the rescue coordination centre of any developments;</p> <p>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;</p> <p>h) amend as necessary, in the light of evolving circumstances, the detailed plan of action;</p> <p>i) notify the appropriate accident investigation authorities; and</p> <p>j) notify the State of Registry of the aircraft.</p> <p>The order in which these actions are described shall be followed unless circumstances dictate otherwise.</p>				



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<p>Chapter 5 Reference 5.2.3 Standard</p>	<p>5.2.3 Distress phase</p> <p>Upon the occurrence of a distress phase, the rescue coordination centre shall:</p> <ul style="list-style-type: none"> a) immediately initiate action by search and rescue units in accordance with the appropriate plan of operation; 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; c) notify the operator, where possible, and keep the operator informed of developments; d) notify other rescue coordination centres, the help of which seems likely to be required, or which may be concerned in the operation; e) notify the associated air traffic services unit, when the information on the emergency has been received from another source; 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"> 1) maintain a listening watch for transmissions from the aircraft in distress, survival radio equipment or an ELT; <p><i>Note.— As of 26 November 2026, the frequencies contained in the specifications for ELTs given in Annex 10, Volume III, are 121.5 MHz and 406.0 to 406.1 MHz. The</i></p>				



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	<p><i>Cospas-Sarsat 406 MHz channel assignment plan is contained in Cospas-Sarsat Document C/S T.012.</i></p> <p>2) assist the aircraft in distress as far as practicable; and</p> <p>3) inform the rescue coordination centre of any developments;</p> <p>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;</p> <p>h) amend as necessary, in the light of evolving circumstances, the detailed plan of action;</p> <p>i) notify the appropriate accident investigation authorities; and</p> <p>j) notify the State of Registry of the aircraft.</p> <p>The order in which these actions are described shall be followed unless circumstances dictate otherwise.</p>				



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<p>Chapter 5 Reference 5.2.4 Standard</p>	<p>5.2.4 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> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> — the region in which the aircraft last reported its position; or — the region to which the aircraft was proceeding when its last reported position was on the line separating two search and rescue regions; or — 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 — the region in which the distress site is located as identified by the Cospas-Sarsat system. 	<p>JRCC NZ SOPs.</p>	<p>No Difference</p>		<p>The duty SARMC is responsible for these actions.</p>



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	<p>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 the rescue coordination centre that has overall responsibility.</p>				
<p>Chapter 5 Reference 5.2.5</p> <p>Standard</p>	<p>5.2.5 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>	<p>JRCC NZ SOPs; SAR Arrangements.</p>	<p>No Difference</p>		
<p>Chapter 5 Reference 5.3</p> <p>Standard</p>	<p>5.3 Procedures where responsibility for operations extends to two or more Contracting States</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>	<p>JRCC NZ SOPs; SAR Arrangements.</p>	<p>No Difference</p>		



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Chapter 5 Reference 5.4 Standard	<p align="center">5.4 Procedures for authorities in the field</p> <p>The authorities immediately directing the conduct of operations or any part thereof shall:</p> <p>a) give instructions to the units under their direction and inform the rescue coordination centre of such instructions; and</p> <p>b) keep the rescue coordination centre informed of developments.</p>	Operational Framework for the New Zealand Search and Rescue Region; Police General Instructions; JRCC NZ SOPs.	No Difference		
Chapter 5 Reference 5.5.1 Standard	<p align="center">5.5 Procedures for rescue coordination centres – termination and suspension of operations</p> <p>5.5.1 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>	JRCC NZ SOPs.	No Difference		
Chapter 5 Reference 5.5.2 Standard	<p>5.5.2 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>	JRCC NZ SOPs; SAR Arrangements.	No Difference		



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Chapter 5 Reference 5.5.3 Standard	5.5.3 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.	JRCC NZ SOPs.	No Difference		
Chapter 5 Reference 5.5.4 Standard	5.5.4 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.	JRCC NZ SOPs; SAR Arrangements.	No Difference		
Chapter 5 Reference 5.6.1 Standard	<p style="text-align: center;">5.6 Procedures at the scene of an accident¹</p> <p>-----</p> <p>1. As of 26 November 2026, section 5.6 will be titled: 5.6 Procedures at the distress scene</p> <p>5.6.1 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>	JRCC NZ SOPs.	No Difference		The SARMC will appoint the appropriate On Scene Coordinators.



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<p>Chapter 5 Reference 5.6.2</p> <p>Standard</p>	<p>5.6.2 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> <p>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;</p> <p>b) determine the position of the craft in distress;</p> <p>c) as appropriate, report to the rescue coordination centre or air traffic services unit as much of the following information as possible:</p> <ul style="list-style-type: none"> — type of craft in distress, its identification and condition; — its position, expressed in geographical or grid coordinates or in distance and true bearing from a distinctive landmark or from a radio navigation aid; — time of observation expressed in hours and minutes Coordinated Universal Time (UTC); — number of persons observed; — whether persons have been seen to abandon the craft in distress; — <i>as of 26 November 2026</i>, whether any distress signals, including distress beacon transmissions, have been received or observed; — on-scene weather conditions; 	<p>AIPNZ GEN 3.6, 5.2.</p>	<p>No Difference</p>		



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	<ul style="list-style-type: none"> — apparent physical condition of survivors; — <i>as of 26 November 2026</i>, apparent best ground access route to the distress scene; — <i>as of 26 November 2026</i>, position and description of any other craft in the area that may assist; and <p>d) act as instructed by the rescue coordination centre or the air traffic services unit.</p>				



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<p>Chapter 5 Reference 5.6.2</p> <p>Standard</p>	<p>5.6.2 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> <p>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;</p> <p>b) determine the position of the craft in distress;</p> <p>c) as appropriate, report to the rescue coordination centre or air traffic services unit as much of the following information as possible:</p> <ul style="list-style-type: none"> — type of craft in distress, its identification and condition; — its position, expressed in geographical or grid coordinates or in distance and true bearing from a distinctive landmark or from a radio navigation aid; — time of observation expressed in hours and minutes Coordinated Universal Time (UTC); — number of persons observed; — whether persons have been seen to abandon the craft in distress; — on-scene weather conditions; — apparent physical condition of survivors; — <i>until 25 November 2026</i>, apparent best ground access route to the distress site; and 				



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	d) act as instructed by the rescue coordination centre or the air traffic services unit.				
Chapter 5 Reference 5.6.2.1 Standard	5.6.2.1 <i>Until 25 November 2026</i> , 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.	No Difference		
Chapter 5 Reference 5.6.2.1 Standard	5.6.2.1 <i>As of 26 November 2026</i> , if the first aircraft to reach the distress scene 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 distress scene. 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.				
Chapter 5 Reference 5.6.3 Standard	5.6.3 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.	JRCC NZ SOPs.	No Difference		In the case of maritime SAR responses, only RNZAF aircraft have the regular capability to drop radio and survival equipment.



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Chapter 5 Reference 5.6.4 Standard	5.6.4 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, specifically 5.10.	No Difference		
Chapter 5 Reference 5.6.5 Standard	5.6.5 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.— Until 25 November 2026, air-to-surface and surface-to-air visual signals are published in Volume III of Doc 9731.</i>	AIPNZ GEN 3.6, specifically 5.5.	No Difference		
Chapter 5 Reference 5.6.5 Standard	5.6.5 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.— As of 26 November 2026, air-to-surface and surface-to-air visual signals are published in the Appendix and in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, Volume III – Mobile Facilities (Doc 9731).</i>				



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Chapter 5 Reference 5.6.6 Recommendation	<p>5.6.6 Recommendation.— <i>As of 26 November 2026, when carrying a device for measuring actual surface drift in accordance with 2.6.9, a search and rescue aircraft should drop the device as soon as it reaches the scene of an accident.</i></p> <p><i>Note.</i>— <i>The deployment of such devices will assist with search area planning accuracy and, therefore, minimize search times.</i></p>				
Chapter 5 Reference 5.7 Standard	<p>5.7 Procedures for a pilot-in-command intercepting a distress transmission <i>(Applicable until 25 November 2026)</i></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"> a) acknowledge the distress transmission; b) record the position of the craft in distress if given; c) take a bearing on the transmission; d) inform the appropriate rescue coordination centre or air traffic services unit of the distress transmission, giving all available information; and e) at the pilot's discretion, while awaiting instructions, proceed to the position given in the transmission. 	AIPNZ GEN 3.6, specifically 5.3.	No Difference		



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Chapter 5 Reference 5.7.1 Standard	<p>5.7 Procedures for a pilot-in-command intercepting a distress transmission <i>(Applicable as of 26 November 2026)</i></p> <p>5.7.1 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"> a) acknowledge the distress transmission; b) record the position of the craft in distress if given; c) take a bearing on the transmission; d) inform the appropriate rescue coordination centre or air traffic services unit of the distress transmission, giving all available information; e) at the pilot's discretion, while awaiting instructions, proceed to the distress position; and f) attempt to establish communications with the person(s) in distress. 				



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<p>Chapter 5 Reference 5.7.2</p> <p>Standard</p>	<p>5.7.2 Whenever a pilot monitors 121.5 MHz, and intercepts a transmission from a distress beacon, the pilot shall also:</p> <ul style="list-style-type: none"> a) record, and report as soon as possible, the position where the transmission was first received; b) not alter any settings for squelch on the aircraft's radio; and c) if feasible, continue to monitor the frequency until such time as the signal ceases, and inform the appropriate rescue coordination centre or air traffic services unit of such. <p><i>Note.— Retaining the existing settings for squelch from the time the transmission is first received until the signal ceases provides rescue coordination centres with the most accurate potential location of the distress beacon</i></p>				
<p>Chapter 5 Reference 5.8.1</p> <p>Standard</p>	<p>5.8 Search and rescue signals</p> <p>5.8.1 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>	<p>AIPNZ GEN 3.6, specifically 5.8.</p>	<p>No Difference</p>		



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Chapter 5 Reference 5.8.2 Standard	5.8.2 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.	AIPNZ GEN 3.6, specifically 5.10.	No Difference		
Chapter 5 Reference 5.9.1 Recommendation	<p style="text-align: center;">5.9 Maintenance of records</p> <p>5.9.1 Recommendation.— <i>Each rescue coordination centre should keep a record of the operational efficiency of the search and rescue organization in its region.</i></p>	JRCC NZ SOPs.	No Difference		A record of all incidents is maintained as is the lesson to be learned.
Chapter 5 Reference 5.9.2 Recommendation	5.9.2 Recommendation. — <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>	JRCC NZ SOPs.	No Difference		Daily reports of JRCC NZ SAR activities are emailed to a predetermined distribution list. A summary of significant events is provided to NZSAR for wider circulation and publication. Significant beacon events are notified to Cospas-Sarsat.

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