

Regional SAR Plan Monitoring and Reporting Form

SAR Performance Indicators

The following is a bank of indicators based on the Asia/ Pacific SAR Plan's performance improvement section, that can be used to assess whether an administration is either compliant or not and to internally evaluate their implementation status of the Asia/ Pacific SAR Plan. For each of the 41 elements (or as indicated in red), please indicate implementation status with either a 0 (not implemented) 0.5 (50% implemented), or other partial implementation may be indicated such as 0.1 (10% implemented). Indicate a 1 if the indicator is not applicable.

#	Performance Indicator	AP SAR Plan Reference	NZ Compliance	% complete
1	Enacted legislation that incorporates or is aligned to applicable international Conventions	7.1a ensure that it is party to, and/or aligned with the following Conventions, as applicable – iv. Convention on International Civil Aviation 1944; v. International Convention on Maritime Search and Rescue, 1979; vi. International Convention for the Safety of Life at Sea (SOLAS), 1974; vii. Convention on the High Seas, 1958; and viii. United Nations Convention on the Law of the Sea (UNCLOS), 1982;	Civil Aviation Act 1990, Maritime Transport Act 1994, Policing Act 2008, Coroners Act 2006	1
2	Unless delegated, establish an entity that provides H24, SAR services within its area of responsibility/SRR	7.1b unless delegated by written agreement, establish an entity that provides, on a 24- hour basis, SAR services within its territories and designated area of responsibility/SRR	Have established a H24 JRCC since 2004	1
3	Establish a National SAR Committee	7.1c establish a national SAR committee consisting of civil and where appropriate, military members to enable a whole-of-government approach	NZSAR Council provides national strategic governance, NZSAR Secretariat support the NZSAR Council with strategic coordination, NZSAR Consultative Committee is the national forum for NZSAR stakeholders	1
4	Empower SAR Mission Coordinators with the authority to adequately carry out their responsibilities	7.1d empower SAR Mission Coordinators with the authority to adequately carry out their responsibilities	Delegation by the Civil Aviation Act 1990 Section 14B	1

5	Establish an Administrative Single Point of Contact for SAR (ASPOCS) for non-urgent administrative matters	7.1e establish an Administrative Single Point of Contact for SAR (ASPOCS) for non-urgent, administrative matters, such details to be submitted to the ICAO Regional Office	Updated June 2019 with ICAO	1
6	Conduct studies to integrate aviation and maritime SAR, as far as practicable, civil and military activities	7.1f conduct studies to check the feasibility for, and develop an implementation plan if practicable, the integration of aviation and maritime SAR activities, and as far as practicable, civil and military activities, including joint training and familiarisation of staff and review of documentation to ensure harmonisation of procedures, and joint exercises	The New Zealand National SAR plan establishes procedures for effective coordination of maritime and aviation SAR. This includes a SAR Consultative committee JRCCNZ has been a joint RCC since 2004 responsible for the coordination of aviation and maritime SAR JRCCNZ has a MOU in place with the NZDF for the provision of SAR services	1
7	Conduct studies to align, as far as practicable, aeronautical and maritime SRRs, and SRRs and FIRs	7.1g conduct studies to align, as far as practicable, aeronautical and maritime Search and Rescue Regions (SRRs); and SRRs and Flight Information Regions (FIRs)	CAA submitted coordinates for FIR 2018 NZ Maritime and Aeronautical SRRs aligned (NW corner of FIR/SRR does not align) But an agreement is in place between France and New Zealand for the joint coordination of the region that overlaps	1
8	Establish a single state SAR plan	7.1h establish a single State SAR Plan that –	The National SAR plan is managed by the NZ SAR Secretariat and is reviewed every three years	1
		i. designates the responsible RCC(s), RSC(s) and 24-hour SPOC/ASPOC;	Civil Aviation Act 1990 Section 14B	
		ii. describes the relevant SRRs, including the coordinates and geographical chart depiction of the SRR and neighbouring SRRs;	Section 4.1	
		iii. details the National SAR Committee;	Section 3.4, 3.5	

			The National SAR plan includes a SAR Governance Committee, a SAR Consultative committee and various joint working groups	
		iv. details the governmental and non-governmental agencies with authority and responsibility for SAR coordination within its territories and designated area of responsibility;	Section 3.6 Within National SAR plan	
		v. details required and available SAR facilities, personnel, and equipment;	Section 6.5.1 (SAR Units), 6.5.2 (SAR Resources DB) National SAR data base established by NZSAR, managed by RCCNZ and available to all SAR coordinators	
		vi. details the SAR manuals, plans and procedures for national and regional cooperative SAR response arrangements;	Section 6.2 National SAR manual	
		vii. details the SAR personnel training and competency programme, qualification standards, SAR certification if applicable and SAR cooperation training;	Section 7.1 NZSAR manages national SAR training programmes and sets with relevant agencies the SAR standards and competency programmes	
		viii. details the SAR agreements required;	Section 4.4 SLAs in place between all NZ based SAR authorities. International SLA's in place with neighbouring countries except Fiji	
		ix. is electronic and accessible on the Internet, such details to be submitted to the ICAO Asia/Pacific Regional Office; and	Copy held on NZSAR website E copy available on MNZ file plan	
		x. is monitored by quality assurance processes	Section 7.3 SAR Assurance NZSAR maintain an independent quality assurance programme	
9	Establish aerodrome emergency plans that provide for co-operation and co-ordination with RCCs	7.2a establish aerodrome emergency plans that provide for co-operation and coordination with RCCs	Each a/d holds their emergency plan and JRCCNZ would access them via the airport authority	1

10	Establish SAR agreements with States having adjoining SRRs FIRs	7.2b establish SAR agreements with States having adjoining SRRs or FIRs, including trans-regional neighbours (the agreements should include clear responsibilities for overlapping or non-adjointing aeronautical and maritime SRRs)	Do not have one with Fiji or Tahiti but strong relationship exists through joint training programmes, exercises and SAR coordination. Potential improvement area: Work with Fiji and Tahiti to establish SLAs	.9
11	Provided up to date cross-border information on SAR capability to adjoining States	7.2c provide up to date cross-border information on SAR capability (this should be included in bilateral SAR agreements)	Through workshops, exercises, liaison visits, conferences and bilateral agreements	1
12	Pre-arranged procedures for cross-border SAR responses	7.2d pre-arrange procedures for cross-border SAR responses (this should be included in bilateral SAR agreements)	Set out in SAR agreements	1
13	Establish RCC plans for response to MROs integrated with national disaster plans	7.2f establish RCC plans for response to Mass Rescue Operations (MROs) integrated with national disaster plans	New Zealand has a national MRO plan, held by NZSAR JRCCNZ has an MRO plan aligned with the National Plan, police national and district plans	1
14	Establish operational plans and procedures for SRUs, proviso of support, communication and reporting	7.2g establish SAR Operations Plans between the State's SAR Authorities and Government, Military and Commercial operators including those with an overwater rotary wing or sea plane capability to include:	MOU with NZDF, and SLAs with commercial operators and Air desk Work in progress to update all aviation SLAs	.9
		i. procedures for cooperation and deployment of foreign SRUs	Cooperation with adjacent RCCs for tasking New Zealand ratified the Technical Agreement for SAR Cooperation with pacific Islands. SLA's in place with neighbouring RCC	
		ii. provision for translators/liaison Officers/Embassy Officers for the daily tasking of the SRUs at the RCC	Contact details kept for all	
		iii. provision of information for logistic and administrative support (hotels, fuel, security passes, food, medicine, etc.)	Maritime New Zealand has a National Response team which includes specialist logistics and administration support when needed Sourced on a case by case basis	

		iv. instructions on communication (ops normal reports, sightings, etc.) for search planning, command and control to foreign SRUs	Briefing forms include this information JRCCNZ SOPs	
		v. planning and arrangements that ensure the availability of State and other SRU assets, especially over-water rotary wing capability where applicable, to support a timely and effective SAR response	SLA's in place with SAR operators and NZDF, includes availability and SAR assets on Stand-by, The commercial SRUs used advise when they are unavailable. Military assets advise availability when requested for tasking	
		vi. daily end of day report by SRUs to the RCC (via mobile, email, fax, etc.)	Assets are requested to do this as per SLAs and briefing forms	
15	Establish SAR alerting procedures which are tested, integrated and include civil/ military protocols	7.2h) establish SAR Alerting procedures which: i. are tested and fully integrated with RCC procedures so that RCCs are rapidly notified of any SAR event 24 hours a day;	JRCCNZ SOPs Agreements in place for international alerting organisations including Cospas Sarsat and Inmarsat	1
		ii. include procedures for joint aeronautical and maritime distress alert notification, including reliable delivery and acknowledgement of Cospas-Sarsat distress alerts, support and response to both aviation and maritime SAR incidents; and	direct feed from AUMCC for COSPAS-SARSAT alerts, Airways provides aviation alerts and Kordia (MOC) and CG for maritime alerts, SLA with IERCC	
		iii. where applicable, include protocols for civil and military support and sharing of information.	Agreement with NZDF for information sharing	
16	Provide a fully equipped RCC of sufficient size with adequate provision for operational positions and human factors	7.3 RCC Facility: All States should ensure that RCCs are of sufficient size with adequate provision for operational positions designed in accordance with human factors principles (such as human machine interface) for a major search involving civil and military assets where applicable, and facilities such as:	24/7 Rescue Coordination Centre and 24/7 Maritime Operations Centre in place. Supported by on call Maritime Incident Response team, National response Team and other emergency response government agencies	1
		a) workstations, telephones (with international access), plotting tables, wall notice/status boards, computer, and communications equipment and systems, briefing/debriefing areas room for storage	Yes	

		including incident records and recorders, RCC staff break and rest facilities		
		b) computer resources which may provide support to RCCs with incident management, plotting, search planning, mapping, contact databases, web-based information, etc	Yes	
		c) charts, electronic or paper, which: i. apply to SAR (aeronautical, nautical, topographic and hydrographic); ii. depict SRR, neighbouring SRRs, FIR(s), SAR resources and made available for all relevant aeronautical and maritime RCCs, ATS units, aircraft operators; and iii. provide a means of plotting	Yes (Don't provide to ATSUs and a/c operators)	
		d) ability to reliably receive and acknowledge distress alerts 24 hours a day	Yes via AUMCC, MOC, IERCC, Police	
		e) maritime broadcast facilities	MNZ contract Kordia to provide the service	
		f) a means of recording, playback and archiving of communications	Have a telephone voice recorder and IMS with an archive function	
		g) shipping/vessel communications and maritime broadcast facilities such as Coast Radio Stations, RCC radio and satellite communications, marine radio networks	MNZ contract Kordia to provide the service	
		h) aircraft communications – via ATS units, aircraft operators, satellite communications or direct between RCC and aircraft	Provided by Airways NZ, sat and cell phone comms	
		i) access to aircraft and ship tracking data, e.g. ATS surveillance data, Automatic Identification System and Long Range Identification and Tracking of Ships (LRIT) allowing rapid identification of potential aircraft and vessels that may divert to assist	Use flight Explorer, Flight Radar 24, Satellite AIS (displayed 24/7) LRIT	
		j) a means of obtaining meteorological information – forecast, present and historical data	NZ MetService contracted to provide data on request	
		k) if applicable drift modelling software	Use SARMap	
		l) if applicable, ocean data including sea temperature, currents, winds, tides, etc	From SARMap and NZ MetService	
		m) if applicable, SAR Datum Buoys, preferably with satellite tracking capability	Used by the Military assets when searching	

		n) RCC documentation and reference material such as plans of operation, procedures manuals, guidance material, ICAO and IMO references, SAR agreements;	JRCCNZ keeps a hardcopy and e library of relevant material	
		o) Cospas-Sarsat equipment and reference material	Yes also accessed on COSPAS-SARSAT website	
		p) SWIM-enabled systems that can evolve the sharing of Flight Data, Aeronautical Information and MET data in alignment with contemporary practices being implemented under global and regional planning	Not applicable	
17	To provide adequate supervisory ATC resources to allow timely SAR alerts and information to RCCs	7.4a) provide adequate ATC resources (either an ATS supervisor or other staff) that can provide relief within Area Control Centres (ACCs) to allow timely response to SAR alerts and information to RCCs	Airways NZ provides a 24/7 ACC and OCA providing alerting services	1
18	Provide sufficient RCC staffing	7.4b) provide sufficient RCC staffing	JRCCNZ has 17 qualified SAROs all SMCs as at August 2019. 5 managers 3 support staff	1
19	Provide a sufficient number of trained specialist RCC officers including SMCs and A/SMCs	7.4c) provide a sufficient number of trained specialist RCC officers including SMCs and Assistant SMCs (A/SMCs);	RCC has 17 qualified SAROs all to SMC qualification	1
20	Availability of a pool of RCC support staff who are familiar with RCC operations, but not trained as coordinators	7.4d) provide availability of a pool of RCC support staff who are familiar with RCC operations, but not trained as coordinators, that can assist with the functioning of the RCC during SAR incident response	4 of the managers and the 3 support staff are competent to assist with the functioning of RCCNZ during a SAR response	1
21	Develop SAR personnel position descriptions detailing responsibilities and eligibility criteria	7.4e) develop SAR personnel position descriptions that detail responsibilities and eligibility criteria for recruitment of operational staff	MNZ HR have produced the recruitment criteria and positions descriptions which are signed by each SARO, SSARO and Watch Leader	1
22	Developed a comprehensive training programme that included SAR training for SAR coordinators and SRU staff	7.4f) develop a comprehensive training programme that includes SAR training for: i. RCC SAR Coordinators (SCs) based on a competency-based assessment approach to ensure technical and English language proficiency, cyclical (periodic) instruction that provides continuous	The initial course is completed to benchmarked standards to new entrants with OTJT for operational competence. Bimonthly training days on SAR topics for all SAROs. In late 2019 a workbook will be introduced for continuation training	1

		training to ensure competency is maintained, and a system for maintaining training records; and		
		ii. SRU staff, including military personnel	SRUs are commercial or volunteer organisations which conduct their own training The national SAR manual and the Air Operators standard, set guidelines for training activity.	
23	Facilitated RCC staff to be proficient in the English language	7.4g) facilitate RCC staff to be proficient in the English language	All SAROs have English as a first language	1
24	Facilitated a programme of regular liaison visits between relevant RCCs, ATC units and airline operating centres	7.4h) facilitate a programme of regular liaison visits between relevant RCCs, ATC units and airline operating centres in order to understand those organizations, facilities and capabilities	Visits have been conducted to other RCCs and ATSUs Potential improvement area: Liaison/structured visits to a/c ops/ ANSPs	.8
25	Established additional oceanic SAR capability as far as practicable to ensure a timely and adequate SAR response.	7.5 Where applicable, States should establish additional oceanic SAR capability as far as practicable to ensure a timely and adequate SAR response is available to all oceanic areas of their SRRs. This may be met through cooperative arrangements with neighbouring States or other RCCs.	JRCCNZ works closely with other states and the NZDF to ensure coverage of oceanic areas, however there are some parts of the SRR that cannot be serviced by any SRUs due to distances, vessels of opportunity are the only option	1
26	Established sufficient SRU capabilities (crews, availability, military assets, communications, authority etc)	7.6 Search and Rescue Units: All States should establish capabilities enabling:		1
		a) availability and deployment of suitably crewed, trained and equipped SRUs (including a pool of air search observers trained in visual search techniques), public and/or private, civil and military, for rapid SAR response;	JRCCNZ trains a pool of air observers. Also use Surf Life Saving, LANDSAR and police. SRUs train their crews The are national training programmes for Incident management and On Scene Coordinators	

		b) availability and deployment of SRU craft that may be in use for another primary purpose but made available to RCCs for SAR purposes on an as needed emergency basis (vessels, aircraft and land units);	JRCCNZ tasks commercial SAR equipped civil helicopters and fixed wing a/c and military assets as required.	
		c) protocols for civil SAR authorities to request the assistance of military assets, and similarly military SAR authorities to request civil assets	Protocols in place	
		d) a communication means and information protocols between the State's Aeronautical and Maritime SAR Authorities	JRCCNZ as a joint RCC doesn't have this problem	
		e) cooperative use and/or sharing of SAR assets with protocols incorporated within National SAR Plans and bilateral SAR Agreements;	As above	
		f) pre-arranged government authority for funding of costs associated with hiring of SRUs, and payment for critical supporting logistics such as fuel, to avoid any delays in response availability	The NZ government provides funding for SRU tasking's. JRCCNZ has a budget for tasking of SRUs and associated costs	
		g) diplomatic pre-approval) or cross-SRR boundary (which may not require diplomatic approval if operating within international airspace);	Only required for military assets, they organise their own clearances	
		h) aircraft with the ability and regulatory approval to safely conduct SAR missions	SLAs with SRUs require this	
27	Established procedures and necessary infrastructure to coordinate distress beacon alert responses	7.7a) where separate ARCCs and MRCCs exist with responsibility for coincident aviation and maritime SRRs, coordinate distress beacon alert procedures to ensure both RCCs are aware of any distress beacon activations within their areas to avoid duplication of response. For example, MRCCs should ensure their procedures alert ARCCs and ATS units to any EPIRB activations	JRCCNZ prosecutes all distress beacon alerts within the NZ SRR and assist with alerts for NZ coded beacons worldwide	1
28	Established a reliable distress beacon registration system	7.7b) have a reliable distress beacon registration system that: i) provides a readily-accessible mechanism (preferably one that is available by Internet as well as other conventional means) to enable distress beacon owners to fulfil their obligation to register ELTs, EPIRBs and PLBs, and update the registration data as information changes (e.g., change in ownership)	A web based registration system is in place. Also contains useful info about beacons www.beacons.org.nz . A new web based site for registrations is under development	1

		7.7b)ii) is available to RCCs 24 hours a day and includes up-to-date registration details for all national civil and military ELTs, EPIRBs and PLBs	JRCCNZ holds the beacon registration with direct 24/7 access	
29	Planned and prepared for the implementation of next generation beacons	7.7c) take steps (including education) required to prepare for, and to implement changes related to, the introduction of second generation beacons, the transition to the MEOSAR satellite architecture, and the pending Return Link Service provided by the Galileo constellation	JRCCNZ is a member of Cospas-Sarsat and regularly attends meetings on SGB implementation and with AMSA for the Return Link Service. JRCCNZ receives MEOSAR alerts for operation purposes (the new DB will cater for the 23 bit hex id)	1
30	Established an appropriate nationwide means of disposal for old distress beacons	7.7d) establish an appropriate nationwide means of disposal for old distress beacons	JRCCNZ has an understanding with police and beacon suppliers to collect of and dispose of old beacons but it is not always effective. Potential improvement area: Education of public/ police/ CG/ suppliers/ CAA	1
*	Not included in 41 points	7.7e) conduct promotional programmes, including, where appropriate, with airworthiness agencies and civil aviation authorities, related to the minimization of false alerts	CAA have written articles in their Vector Magazine and are in contact with maintenance organizations regarding false alerts. They are provided with a list of inadvertent activations each month.	
31	Established contingency facilities, or procedures for the temporary delegation of SAR to another body or State	7.8 All States should ensure there are established contingency facilities, or when a SAR service is not able to be provided, procedures in place for the temporary delegation of the SAR responsibility to another appropriate national body or State. All States should test their contingency arrangements periodically, but not less than once every six months	RCCNZ has contingency plans and facilities in place to ensure BCP, these plans are regularly exercised JRCCNZ are in negotiation with AMSA as a BCP option when all other national options have failed Potential improvement area: Develop a more encompassing BCMS (in progress)	.5
32	Established a centralised information source publishing all AIP information required on SAR	7.9 Provision of Information: All States should ensure the: a) establishment of a centralised information source publishing all Asia/Pacific State Aeronautical Information Publication (AIP)		1

		<p>information as required by ICAO Annex 15 Appendix 1, page APP 1-8 including:</p> <ul style="list-style-type: none"> i. The agency responsible for providing SAR services ii. The area of SAR responsibility where SAR services are provided; iii. The type of SAR services and facilities provided including indications where SAR aerial coverage is dependent upon significant deployment of aircraft; iv. SAR agreements; v. The conditions of SAR facility and service availability; and vi. SAR procedures and signals used; 	<p>Airways are responsible for the publication of the AIP. RCC provide corrections as necessary. SAR agreements and SAR procedures and signals used are not included.</p>	
33	Established an internet-based SAR information sharing system	<p>7.9b) establishment of an Internet-based SAR information sharing system (with security protocols as required and in accordance with the emerging System Wide Information Management – SWIM concept as applicable) to share SAR activity with States and key stakeholders participating in a SAR activity (the information sharing system should include a means of handling media and next of kin enquiries, and recognise the need to avoid premature media statements);</p>	<p>Maritime NZ uses WEBEOC for an incident management system which is easily shared across agencies.</p> <p>RCCNZ has a lotus notes incident management system which is currently being upgraded to allow better interoperability NZ SAR website, information only (don't share with other states) MNZ website provides media for JRCCNZ. SARNET can be used to share information during an incident between agencies involved</p>	.9
34	Established systems for the maximum practicable cooperation between State entities for information when required	<p>7.9c maximum practicable cooperation between State entities in the provision of accurate and timely information when required, including from military sources except where national security could be adversely affected</p>	<p>Close cooperation with agencies via email, phone, Liaisons officers and SARNET can be used to share information during an incident</p>	1
35	Developed and maintained a current, comprehensive electronic list of State SAR Facilities, SAR equipment and SRUs	<p>7.10 All States should develop and maintain a current, comprehensive electronic list of State SAR Facilities, SAR Equipment, and SAR Units (SRUs), including joint or shared facilities and equipment, and provide the Internet link to that list to the ICAO Asia/Pacific Regional Office.</p>	<p>The SAR Resources DB provides this information. Military not included (Have to pass the link to ICAO) https://nzsar-resources.org.nz/</p>	.9

			Potential improvement area: Expand the DB to cover the Island Nations	
36	Established an internet-based SAR library, or cooperate by contributing to an internet Asia/Pacific resource	7.11a) establish a web-based SAR Library, or cooperate by contributing to an Internet based Asia/Pacific resource	JRCCNZ has a hardcopy and electronic library in accordance with (SAR7/ Cir12) Potential improvement area: Web base solution in progress	1
37	Provided each RCC and SAR Authority with ready access to a current copy of SAR reference docs.	7.11b) ensure that each RCC and SAR Authority has ready access to a current copy (either electronic or hard copy) of the following reference documents at a minimum: i. ICAO Annex 12; ii. IAMSAR Manual Volumes I, II and III; iii International Convention on Maritime SAR (SAR Convention); iv. Asia/Pacific SAR Plan/electronic Air Navigation Plan; and v. relevant regional, national and agency SAR documents	Hardcopy/ electronic hardcopy/electronic hardcopy electronic copy hardcopy/ electronic	1
38	Conduct regular SAREX to test and evaluate coordination procedures, data and information sharing and SAR responses	7.12 Search and Rescue Exercises (SAREX): All States should conduct regular SAREX (at least once every two years) to test and evaluate existing coordination procedures, data and information sharing and SAR response arrangements involving	NZSAR maintain a national SAREX programme include MRO exercises 20 MRO SAREXs have been conducted over the last 3 years nationally Potential improvement area: better debriefing across agencies	.8
		7.12a) both aeronautical and maritime SAR authorities including both civil and military agencies as applicable, and related bodies such as Air Navigation Service Providers (ANSPs) and Airline Operations Centres (AOCs);	Haven't done with ANSPs but work with them regularly on real incidents, don't involve AOCs but do have yearly discussions with them Potential improvement area: Exercise with ANSPs/ AOC for next SAREX	
		7.12b) where appropriate, cross-aeronautical SRR boundary coordination (SAREX should routinely involve SAR authorities of adjacent SRRs);	Proposed between NZ/ Fiji/ Aus Nov 2019, Noumea in Sept 2019 and Chili in Oct 2019	
		7.12c SAREX effectiveness through a post-SAREX review and written report, completed to ensure that deficient areas or latent problems are identified and remedied	Debriefs are always conducted after a SAREX. Large real incidents are debriefed	

39	Implementation SAR system Improvement and Assessment measures, including Safety Management and QA systems	7.13 All States should implement SAR System Improvement and Assessment measures, including Safety Management and Quality Assurance systems		•75
		a. provide performance and safety indicators, including post-incident/accident lessons learned and management reviews (RCC and SAR System Continuous Improvement process), and feedback from RCC staff, SAR system users or SAR stakeholders	RCCNZ has an incident review policy allowing for different levels of review including full independent external reviewers when required. Incident reviews are conducted on a regular basis with lessons learnt captured on a spread sheet	
		b. identifies risk and corrective and preventive actions that prevent or minimise risk and the possibility of substandard SAR performance	Operation Framework for NZSRR 7.3	
		c. establishes an internal quality assurance programme, which includes regular internal audits of the RCC, SAR operations, SAR facilities and procedures that are conducted by trained auditors	NZSAR employ a quality assurance manager who oversees the national quality assurance programme, this include SLA reviews, managing incident reviews, H & S committees etc	
		d. ensures the person responsible for internal quality assurance within the entity responsible for SAR services has direct access to report to the Head of the entity responsible for SAR services on matters of quality assurance	QA is monitored by management. An extensive QA structured programme is under development	
		e. where appropriate, provides submissions to the JWG to share lessons learned and experiences with other global States for the continuous improvement of the worldwide SAR system	RCCNZ has a maritime member on the JWG and one observer. NZ are regular contributors to the JWG programme and have led several JWG correspondence groups.	
40	Conduct and annual or more frequent analysis of their current State SAR system to identify gaps in capability	7.14 SAR Management Review: All States should conduct an annual or more frequent analysis of their current State SAR system to identify specific gaps in capability against the minimum requirements of Annex 12 and the guidelines of the IAMSAR Manual to:	Via NZSAR the national SAR plan and SAR system are regularly reviewed, this includes a three year review carried out by independent auditors	1

		a. enable the ICAO Asia/Pacific SAR data to be updated to accurately reflect the State's capability	In progress using this report form	
		b. be informed regarding the availability and capability of SAR services in neighbouring States	RCCNZ are members of PACSAR which maintains readiness plans for all Pacific Island nations Through liaison visits and SAR conferences	
		c. identify SAR research and development programmes, especially those which could be conducted if possible in cooperation with other States	RCCNZ is a member of the IMRF who monitor SAR technology and improvements, along with providing SAR training programmes. NZSAR also run regular SAR technology workshops	
		d) establish a common set of basic SAR system statistics, which include- i. number of SAR incidents per year; ii. number of lives at risk versus number of lives saved; iii. records of time from first alert to tasking the SRU; iv. records of time from first alert to arrival on scene of first SRU; and v. records of time from first alert to rescue.	Currently have a statistics package associated with the IMS, which captures some of this information. A new statistics package (SARDONYX) is in development across all NZ SAR agencies to capture most of the required information	
		d. plan for any necessary improvements to gradually build and improve capability over time, which would be detailed in the State SAR Plan	NZSAR manage the National SAR Support Program (NSSP) which is a programme designed around continual improvement for the SAR sector Included in the JRCCNZ annual report	
		e. regularly review and update SAR agreements as appropriate	Undertaken by JRCCNZ management team	
41	Conduct SAR promotional programs	7.15 SAR Promotion: All States should conduct SAR promotional programs (e.g. Seminars, Workshops and public safety campaigns) to:		.75

		a. encourage higher SAR preparedness by persons that may require SAR services through public safety campaigns aimed at preventing persons getting into distress situations	MNZ, CG and CAA conduct promotional programmes. JRCCNZ and MNZ conduct SAR training in the Pacific islands	
		b. ensure the support of government decision-makers for SAR facilities and improvements, in particular adequate funding availability	Minister of Transport supports the work of JRCCNZ. NZSAR is a section within the Ministry of Transport.	
		c. assist media to understand SAR operations in order to minimise the need for explanations during SAR responses	NZSAR maintains the national media plan, which includes prompts to assist when working with the media Needs more work with the MNZ media team Potential improvement area: Engage with MNZ media team to promote understanding of SAR	
		d. recognise improvement in State SAR systems	See NZSAR Nssp programme above	
		e. enhance cooperation between SAR services and – i. civil, military and police agencies; ii. ANSPs; iii. aerodrome and port operators; iv. aircraft and shipping operators; v. meteorological agencies; vi. accident investigation agencies; vii. government and non-government agencies affected by SAR operations, in particular large scale national and international responses involving whole of government agencies and viii. other States	JRCCNZ holds regular meetings with NZDF and police and are involved with the SAR Council, Committee and Secretariat. Large scale whole of government MRO exercises are held regularly Potential improvement area: More liaison needs to be conducted with a/c and shipping operators.	