NZSAR

New Zealand Search and Rescue Council

Annual Report

2006/2007

Chair's Report

Welcome to the New Zealand Search and Rescue (NZSAR) Council's Year in Review. Search and Rescue plays a vital role in ensuring New Zealanders and our overseas guests are able to use and enjoy the many outdoor activities this country offers. We have a long and proud history of helping people who find themselves in peril in the New Zealand environment.

NZSAR has a mandate from the Government to provide strong strategic leadership to this large sector of invaluable organisations and individuals.

With this in mind the Council's focus has been to build a more cohesive sector. We continue to develop and grow relationships between organisations ensuring common goals and targets benefit their commitment to search and rescue tasks. By being connected we are more able to give robust advice to Government on search and rescue matters.

Search and rescue operates in a complex and evolving environment. Some challenges we face are outlined in this report. Two, of many, examples come to mind. Firstly, we have featured the technological advances on page 12 that provide the sector with more efficient and timely ways to carry out their mission. But these advances involve a big commitment from SAR personnel to raise their skill levels. Often these personnel are volunteers. The second example illustrates social change. As the population ages, SAR teams are increasingly called upon to find missing Alzheimer patients, requiring another set of specific skills.

It is imperative then that those involved in the sector are assisted to understand the environmental influences that impact on their work and on search and rescue in New Zealand. Because sustainability of this sector relies on an effective, coordinated and cohesive environment to successfully tackle the ever-changing issues we face.

Finally, I would like to express my respect and thanks to those of you who have been involved in the search for and/or rescue of someone over the past year. Thanks to the many thousands of volunteers who gave their time willingly to train and then assist people in need, and to those behind the scenes providing vital support to the front line.

I am very proud to be involved in this sector and I trust you will enjoy reading more about it and our work in this report.

Alan Thompson
Chair
New Zealand Search and Rescue Council

Search and rescue operates in a complex and evolving environment.

Secretariat Manager's Report

The 2006/2007 year was a busy one for the New Zealand Search and Rescue (NZSAR) Secretariat with a number of different projects and events worth noting.

The NZSAR strategic goals were redeveloped with the assistance of the Consultative Committee and approved by the Council. The changes made to the goals recognised the constrained resources of the sector and how the sector has evolved since they were first developed in 2004. The NZSAR Award scheme was also redeveloped during the year to make the scheme more accessible and relevant to the SAR sector. The new scheme has two tiers with the NZSAR Gold award and NZSAR Certificates of Achievement. Individuals or groups who make a significant contribution to search and rescue can be considered for recognition.

The national education campaign for distress radio beacons entered its second year. The purpose of the campaign is to inform 121.5 MHz distress beacon owners of the need to switch to 406 MHz beacons before February 2009 when the old 121.5 system is closed down. Maritime and Aviation rules around beacon use were developed and approved. A range of new advertising material was developed and distributed during the year. A survey conducted in March/April 2007 indicated a higher than expected penetration of the core message with 73% of the target audience being aware they need to switch beacons.

An independent review of the Secretariat was conducted in December 2006. This review endorsed the Secretariat as an appropriate structure to link the Consultative Committee and the Council and serve the sector in general. It recommended some improvements to reduce the ambiguity of the Secretariat's role and improve accountability arrangements. It noted that the capacity of the Secretariat to effectively deliver outputs was constrained due to limited resources. The review made a number of recommendations which, when fully implemented, will lead to a more effective and capable Secretariat.

The Secretariat organised four NZSAR Council meetings and four NZSAR Consultative Committee meetings as well as numerous smaller meetings and workshops on various issues. The Secretariat attended annual SAR conferences hosted by NZ Coastguard, LandSAR New Zealand, the NZ Police as well as SARSCENE, a Canadian Search and Rescue conference of international standing.

The ACC led drowning prevention strategy engaged with the SAR sector during the year. The Secretariat represented the SAR sector and reported back on the deliberations of the drowning prevention working group. The strategy was approved by Cabinet in mid 2007 and the challenge remains to effectively reduce New Zealand's drowning rate.

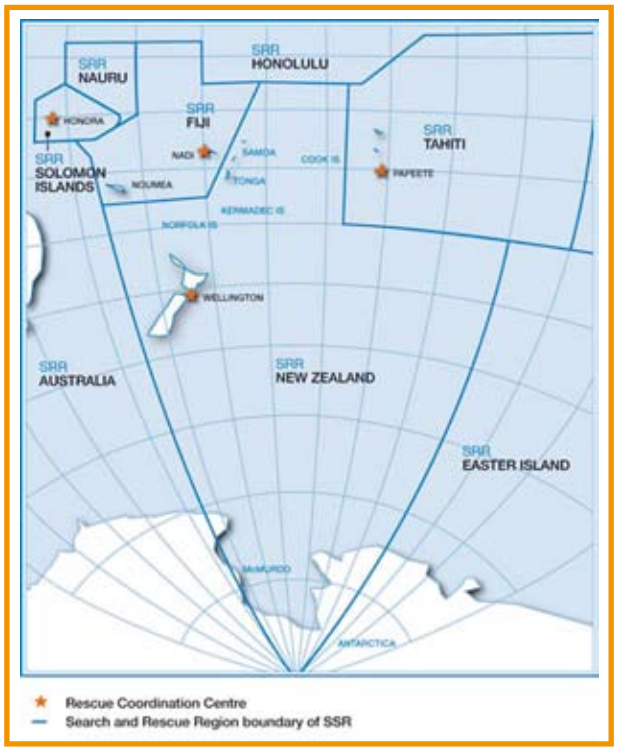
The Secretariat developed a number of briefing papers and documents for the Council relating to the strategic risks within the NZSAR sector. The first ever stocktake of the NZSAR sector was conducted during 2007 and the results are contained in this annual report along with consolidated NZSAR statistics.

A host of other activities occupied the Secretariat during the year including conducting follow-up action from the ZK-HTF SAR incident, maintaining two websites, www.beacons.org.nz and www.nzsar.org.nz and assisting Te Ara, The Encyclopaedia of New Zealand prepare its entry on search and rescue (see http://www.teara.govt.nz).

In looking to 2008 and beyond, the Secretariat will continue to address the strategic risks, assist in the development of service level agreements, redevelop the strategic plan along with a host of other initiatives.

Duncan Ferner
NZSAR Secretariat Manager

The NZSAR Environment in New Zealand



The New Zealand Search and Rescue Region (NZSRR) covers over six million square miles of ocean expanses and relatively small, isolated land masses. The map shows the SRR boundaries, which in general span a wide east – west segment (163E to 131W) with north – south limits ranging from 5S to the Pole.

New Zealand's maritime area of responsibility is known as Nav Area XIV. Nav Area XIV is bounded by the points South Pole, 45°S 160°E, 29°S 170°E, Equator 170°E, Equator 120°W, South Pole. This area is bigger than the NZSRR although its boundaries include most of the SRR itself.

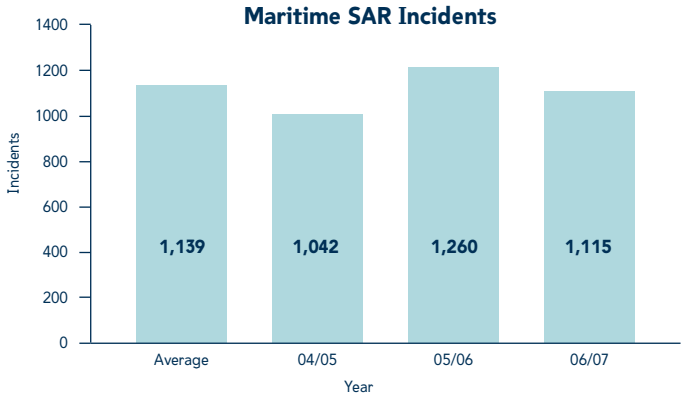
Maritime Search and Rescue

Maritime SAR refers to search and rescue activities within New Zealand's oceanic area of responsibility under International Maritime Organisation agreements. It also includes lakes and inlets but not inland waterways. The response to maritime SAR is managed by either the NZ Police or the rescue coordination centre. The division of responsibility between the Police and RCCNZ is determined by the class system. Class 3 SAR incidents are coordinated by RCCNZ while Class 2 incidents are coordinated by the Police.

Coastguard New Zealand plays an important role in Maritime SAR regardless of who has coordinating authority. In the 2006/2007 year, Coastguard volunteers conducted 20,172 operational SAR hours, assisting 5026 people and responded to 447 calls involving the Police.

Aircraft are also frequently used in response to marine SAR incidents. Helicopters and light fixed wing aircraft are used for inshore incidents and the Defence Force P3K Orions are often used for long range incidents within the NZSRR. In addition, fishing boats and other ships of opportunity are used frequently to respond to marine SAR incidents.

In the 2006/2007 year 1,115 marine related SAR incidents were handled by the RCCNZ and the NZ Police. This was 145 fewer than the previous year and slightly below the three year average.

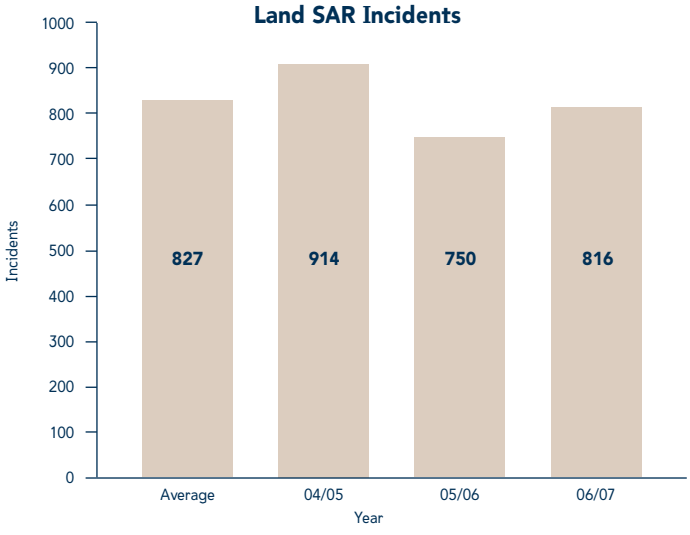


Land Search and Rescue

Land SAR refers to search and rescue activities conducted on land and on inland waterways. Generally, Police are responsible for coordinating land SAR. RCCNZ does, however, coordinate a modest number of land operations due to distress beacon alerts. Of the 816 land incidents in 2006/2007, RCCNZ were involved in 79 with the remainder being the responsibility of the Police.

LandSAR New Zealand also plays an important role assisting Police in responding to a wide range of land based search and rescue incidents. In the 2006/2007 year LandSAR New Zealand assisted the Police in 224 incidents utilising 16,924 volunteer hours. Helicopters are frequently used in response to land incidents for search, rescue and dropping of ground based search parties. New Zealand's rugged terrain and changeable weather makes helicopters a very useful asset for rapid response to SAR incidents.

2006/2007 saw a rise in land search and rescue incidents compared to the previous year but the number of incidents was closely aligned with the three year average of 827.

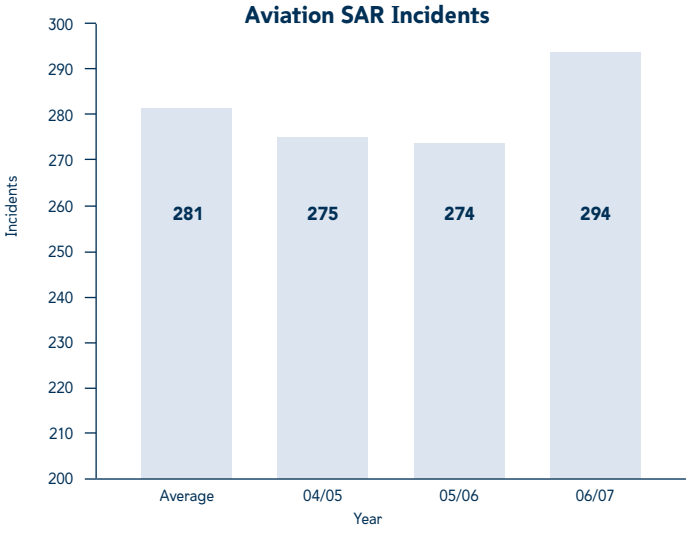


Aviation Search and Rescue

Aviation or Air SAR refers to any type of search and rescue activity for aircraft over land or water. New Zealand's Rescue Coordination Centre has responsibility for coordinating the response to air search and rescue incidents. The response assets utilised by RCCNZ for air SAR are determined by the nature and assumed location of the incident. In addition, expert advice is frequently sought from the Civil Aviation Authority.

New Zealand has a high number of privately owned aircraft, both rotary and fixed wing by international standards. This, combined with our variable terrain and changeable weather has led to frequent air SAR incidents. 294 were recorded in the 2006/2007 which was 20 more than the previous year and slightly higher than the three year average.

While the number of air SAR incidents is small when compared with land and marine SAR, the searches for missing aircraft are occasionally very difficult and a relatively high number of incidents involve loss of life. In most cases, air SAR involved light aircraft carrying only a few people. Fortunately, it remains very rare for larger passenger carrying aircraft to be the cause of an air SAR incident.



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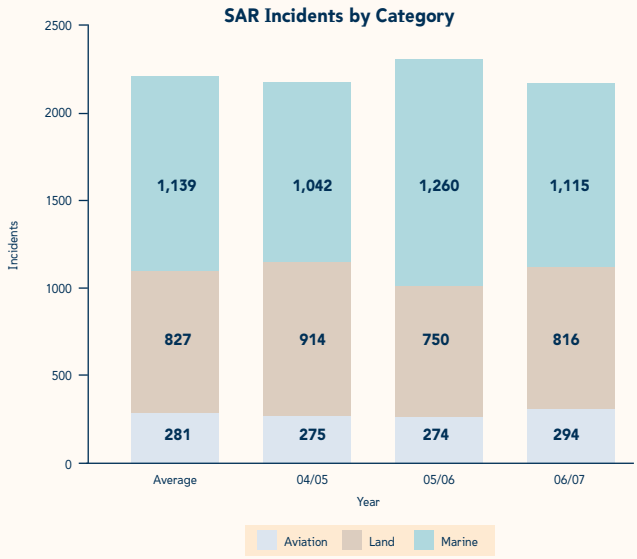
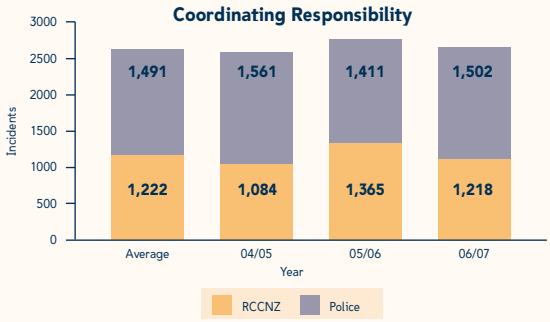
When examining the number of incidents by category, 2006/2007 saw a decline in marine incidents but an increase in both land and aviation incidents.

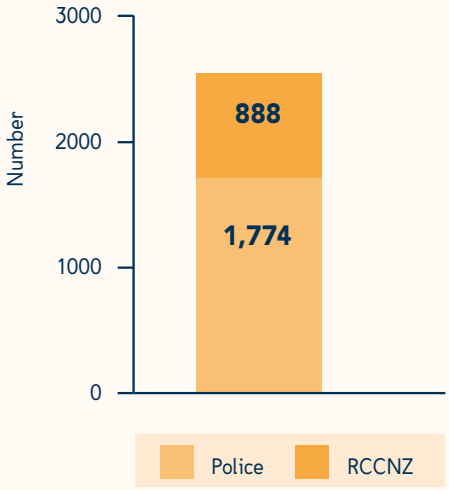


Police and RCCNZ

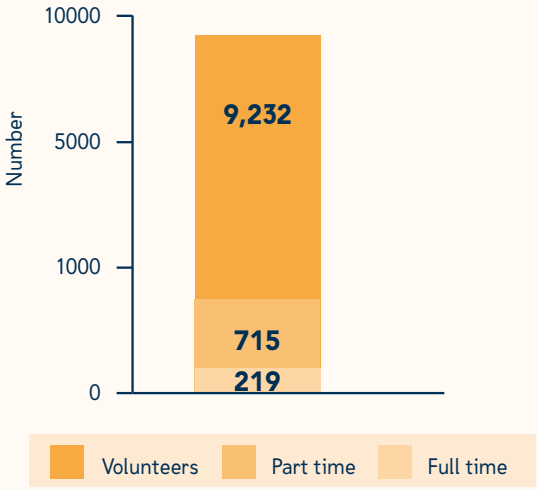
In terms of coordinating responsibilities, RCCNZ handled 1218 incidents while the NZ Police handled 1502. These figures are close to the average over the last three years and represent a near even split in the management of SAR incidents.



2662 People Assisted in 06/07



People in the Sector: 10,161



Challenges for New Zealand Search and Rescue

The New Zealand Search and Rescue (SAR) sector operates in a complex and evolving environment characterised by scarce resources, technological change, increased public expectations and a heavy reliance on the voluntary sector. The New Zealand SAR Council understands that while no response system can be rendered fail-safe, a number of current challenges facing the SAR sector can be addressed effectively. The Council aims to have an affordable, effective and sustainable SAR system available for all New Zealanders and guests to New Zealand within the New Zealand Search and Rescue Region (NZSRR). Specific challenges facing the sector include:

Distress Beacon Transition

One of the most far-reaching technical SAR innovations in recent years is the transition from the 121.5 MHz (and 243 MHz) distress beacon system to the 406 MHz COSPAS-SARSAT beacon. The 406 MHz emergency beacons come with self-identification features that are more accurate, speeding the rescue response and helping to save more lives. In addition, fewer resources are required to resolve false alarms; the identification feature of the 406 MHz beacon allows the SAR system to quickly contact registered beacon owners or their registered associates.

The deadline for the transition from the 121.5 MHz to the 406 MHz system is February 1, 2009. The COSPAS-SARSAT system will cease to monitor the older beacons on that date. While it is impossible to know precisely, it is estimated that there are several thousand 121.5 and 243 MHz beacons still in use throughout the NZSRR.

SAR Volunteers

Volunteers are the cornerstone of New Zealand's search and rescue system. They provide a trained and organised resource that is often called upon in SAR operations. They also help raise awareness of SAR – related risks among the general population and some provide a valuable preventative education and advice service. SAR volunteers are asked to give considerable amounts of their time for both training and incidents. They are also asked to operate in difficult conditions. The Council has concerns about the perceived decrease in rates of voluntarism in New Zealand and how this might affect the SAR sector.

Coordination

The coordination of SAR incidents is a complex, demanding task often conducted under extreme time pressure. Effective coordination requires the use of local knowledge, quickly and effectively in a wide variety of circumstances in order to minimise the possibility of lives being lost. The division of responsibility for coordinating response to marine incidents between NZ Police and Maritime NZ has proved problematic with several high profile incidents highlighting this issue in recent years.

Capacity and Availability

The coordinating agencies own almost no SAR assets of their own, meaning the sector is heavily reliant on quickly being able to access appropriate SAR resources. Is also vital that those resources are appropriate for the SAR task and the people involved have the appropriate training. Voluntary agencies in particular are vulnerable to variable income levels which makes effective planning, asset replacement and training difficult problems to address. The Council has developed initiatives to provide resource predictability which is intended to flow to SAR resource predictability in terms of both capacity and availability.

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Increasing Demand for SAR

The large number of SAR incidents is placing considerable strain on the sector. In 2006 it was estimated that there were 350,000 pleasure craft of all kinds in New Zealand with 1.6 million New Zealanders making a voyage in a pleasure boat each year. Assuming a correlation between boating activity and marine SAR incidents, Maritime NZ's projected 13.6% growth in boat numbers by 2009 will be matched by a corresponding increase in marine SAR incidents.

The aging population characterises our demographic landscape. Due to the increase in life expectancy, dropping birth rates and medical advances, the New Zealand population is growing older. This trend will see an increase in New Zealanders suffering from Alzheimer's and related dementia conditions. It is likely that requests for lost person searches could increase, which may have an impact on SAR resources.

There is increased ownership of private aircraft throughout New Zealand. This increase coupled with potentially less experienced pilots is likely to increase the number of aviation related SAR incidents over time.

Training

The Council has identified the need for more training throughout the sector. This includes individual training, cross organisation training as well as exercises and familiarity with common procedures and SAR systems. Training, practice and familiarity leads to competence and trust, two vital components of an effective SAR system.

NZSAR Stocktake

New Zealand Search and Rescue (NZSAR) Stocktake

NZSAR conducted a stocktake of all SAR providers and enablers (individuals or groups involved in education, training andprevention) within the New Zealand Search and Rescue Region in mid 2007. The aim was for the sector and its stakeholders to gain an understanding of the dimensions and capacity of the entire NZSAR sector.

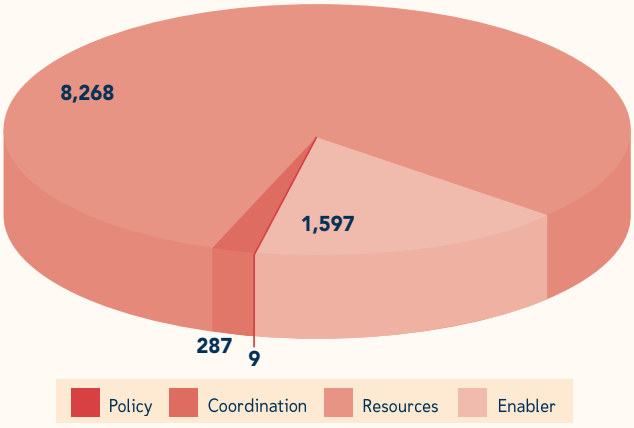
This is important information for key SAR organisations, decision makers and other interested parties to use. It offers a coherent, unified picture of the sector and provides a measure of the sector's scale within New Zealand society. It describes the size of the NZSAR sector, the elements that comprise it and its key capabilities. The stocktake is publicly available and will be repeated on an annual basis so we can track trends. It is intended that future stocktakes will include other measures such as funding levels and expenditure.

We acknowledge that for significant parts of the sector, the SAR role represents only a small part of their work and that many major SAR assets exist primarily for other purposes. With this in mind individuals or assets who were actively involved with SAR in some form or capacity during 2007 were included in this stocktake. On the next page is a taste of the information the 2007 Stocktake has provided. If you are interested in more detailed information visit www.nzsar.org.nz where you can download the stocktake.

SAR People by Organisation

Organisation	Full time	Part time	Volunteer	Total
NZSAR Secretariat	1			**1**
Maritime New Zealand (incl RCCNZ)	17			**17**
Maritime Operations Centre (contracted to MNZ)	20			**20**
New Zealand Police	5	255	10	**270**
New Zealand Defence Force	31			**31**
Land Search and Rescue	3	1	2,773	**2,777**
New Zealand Coastguard	25	6	1,768	**1799**
Rotary Aviation	52	32	86	**170**
Department of Conservation	4	4	4	**12**
Ruapehu Alpine Rescue Organisation			38	**38**
The New Zealand Mountain Safety Council	10	4	1,507	**1,521**
SAR Institute of New Zealand (SARINZ)	5	35	7	**47**
Emergency Management Academy NZ (EMANZ)	7	20		**27**
Surf Life Saving New Zealand	34	358	3,036	**3,428**
Civil Aviation Authority	1			**1**
Ministry of Transport	2			**2**
TOTAL				**10,161**

People by Functional Area



These figures clearly illustrate that the SAR sector is a lean one with the predominance of people involved with SAR operations and relatively few in administrative roles.

SAR Assets

While New Zealand search and rescue's most important component is its people, these people utilise a wide range of physical assets to support them in SAR operations.

The major physical SAR assets based in New Zealand include:

Helicopters	(all types)	19
Aeroplanes	(all types)	19
Vessels	(all sizes)	264

Almost no SAR asset is dedicated specifically for SAR work at all times, they are for the most part, multi-use and perform SAR tasks as a priority when it is required of them. An example is the New Zealand Defence Force P3K Orion fleet. While one aircraft and crew remain on SAR alert at all times, most of their work relates to military and other surveillance tasks. There are a number of only occasionally utilised SAR assets not included in this stocktake. Examples include commercial fishing vessels and non emergency helicopters. Search and rescue assets are located throughout New Zealand and are operated by a variety or organisations.

406 MHz Beacon Campaign

The four year campaign to have people transition to the new technology 406 MHz distress beacons for the aviation, land and marine environments by early 2009 is enjoying considerable success. There are now 8,640 of these new beacons registered in New Zealand, up from 1,600 less than four years ago, with more than 100 new registrations being received per week. An independent survey conducted in early 2007 indicated that 73% of 121.5MHz beacon owners were now aware of the need to switch to a digital 406 MHz beacon before the 1 February 2009 cut-off.

Distress beacons in the marine environment are known as EPIRBS (emergency position indicating radio beacons), in the aviation sector they are ELTs (electronic locator transmitters), and in the land environment they are PLBs (personal locator beacons). Each type has different design specifications but their purpose is the same, which is to transmit a radio signal when activated to help searchers locate it.

Old technology beacons transmit an analogue signal on 121.5 MHz (or 243 MHz). The signal is detected by satellites and radio direction finding equipment, from which a position can be determined. It can take many hours before the position can be narrowed down with these older beacons. The 121.5 MHz signal is difficult to distinguish from interference. This results in more than 90% of detections being either false alarms or not associated with an emergency. Also, the 121.5 MHz signal is anonymous; so searchers do not know what or who they are looking for unless there is some other form of communication that identifies the casualty.

The satellites that detect the old technology signals are decreasing in number as they age. The satellites are not being replaced and the 121.5 MHz system will be turned off world wide on 1 February 2009.

The new technology digital 406 MHz beacon transmits a digital signal, which is free from interference. Some 406 beacons are also fitted with Global Positioning System (GPS) technology, and coordinates are transmitted with the distress signal. These are the preferred type of beacons due to their improved speed and accuracy.

406 MHz signals are detected by a new fleet of satellites, and the beacon's location can be determined much more quickly and with far greater accuracy. Search areas for 406MHz beacons are typically reduced by up to 97% compared to 121.5MHz beacons.

The new beacons also transmit a code that is unique to the owner. Provided the owner has registered their beacon at the time of purchase – a free service – details of the beacon, the craft to which it is fitted, and contact details for the owner will held in a database at Rescue Coordination Centre New Zealand.

Rescuers will then know who they are looking for, and can quickly eliminate any false alarms, which do occur but at a greatly reduced frequency compared to the old technology.

For the entire aviation sector and certain parts of the marine sector, new rules mandate the change to 406MHz beacons by 1 July 2008. For the land sector and most of the marine sector, beacon ownership is voluntary but strongly encouraged.

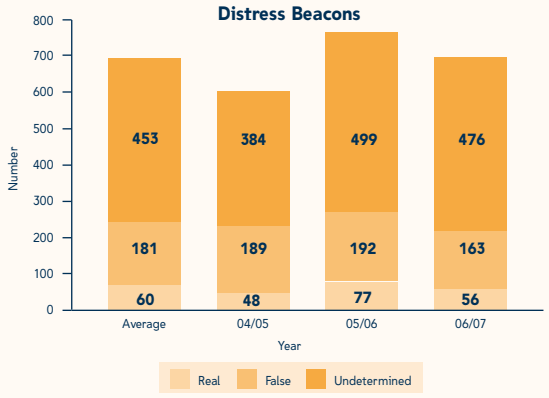
The old 121.5MHz and 243MHz beacons need to be disposed of properly. The batteries need to be disconnected from the unit and they should then be disposed of in accordance with local regulation as many beacons have batteries that can harm the environment.

The key things to remember about beacons are:

- Switch to a 406 MHz distress beacon (and do it soon).
- Register the 406 MHz beacon with Rescue Coordination Centre New Zealand (and keep the registration details up to date).
- Dispose of the old 121.5 Mhz (and 243 MHz) beacons by disconnecting their batteries and in accordance with local regulations.
- If you can, get a 406MHz beacon with inbuilt GPS.

Distress Beacons

At 695, the total number of distress beacon incidents in 2006 matched the average of the past 3 years, averaging approximately two per day. The number of undetermined incidents was high at 476 but the transition to 406MHz beacons in February 2009 should reduce this figure considerably.



SAR Technology

Technology's Helping Hand – the Present and the Future

Technology is constantly being updated to improve the chances of successful rescues. Satellite GPS systems, cellphones with pxting ability, night vision goggles and live tracking software are just some of the tools increasing the chances of survival.

Land SAR teams in Nelson and Waikato are currently trialing live tracking technology software, to keep tabs on teams during searches. Searchers press a button on their field radios every few minutes, which transmits to the computer screen at SAR headquarters, so the management team can see which areas have been searched by which team.

Handheld devices such as PDAs may eventually complement or take over from radios, pinpointing searchers with particular skills such as medical expertise and enabling them to transmit more sophisticated data swiftly to base.

Pxt cellphones and increased cellphone coverage will also mean photos can be sent back to base. For example, photos of footprints, found several kilometres apart, can be analysed to help determine whether a missing person has been through an area before it's been searched.

Night Vision Goggles (NVGs) are also revolutionising search and rescue. They have been used by the Philips SAR Trust in its Taupo search and rescue helicopters and are also being used in Otago, Wellington, Hawke's Bay and Rotorua.

NVGs intensify light six thousand times and operate best on clear moonlit nights. A camp fire is the easiest to see through the goggles, but a torch, cigarette lighter or a cellphone light pointed at the sound of the aircraft can also be seen from several kilometres.

In a search for missing endurance racers at the Wanganui river headwaters, the helicopter pilot asked all searchers to turn their lights off, leaving just two light sources.

Ground teams were directed to both points. One was a flashing light that had fallen off a mountain bike. The other was the missing party, just outside the search area, but crucially, wearing headlamps. It took 20 minutes to find the group using the helicopter equipped with NVGs, but may have taken days just using ground searchers.

Two sets of NVGs are used on each helicopter, one by the pilot and the other by SAR personnel on board, and are often used in conjunction with FLIR (infrared heat seeking technology). However, unlike FLIR, NVGs do not need to be as close to the target to find the missing person.

Air and Coastguard search and rescue are also increasingly using Global Positioning Satellite (GPS) tracking, monitoring aircraft and vessels from the moment they are deployed. Coastguard expects GPS technology to become standard on both leisure vessels and the SAR Fleet, as it becomes more affordable, getting teams to the rescue site faster. Monitoring GPS tracks also assists in ensuring an area is properly searched and as part of the debrief process.

GPS also helps Police, RCCNZ and Ambulance operational control rooms as they can follow the progress of search and rescue missions, getting the right skills to the rescue location as fast as possible, but keeping personnel safe.

The advent of digital 406 MHz Emergency Location Beacon is a significant advance for search and rescue. The technology recently alerted Search and Rescue to the plight of a solo sailor delivering his yacht to New Plymouth who struck a whale. Information stored with the beacon's individual number is picked up by a passing satellite, and downloaded as it passes over ground stations. (More about 406 beacons on page 10).

Coastguard has now almost completed a full network of Automatic Weather Stations. This will be a great help to those going to sea can as they can access a 24/7 updated automated weather forecast using technology called Now Casting on the VHF Network.

Trials are underway by Coastguard with automated text messaging. Better cellphone coverage, internet access, fully waterproof laptops and satellite phones will complement the VHF and UHF networks and allow real time data to be transmitted to and from vessels.

The NZ Defence Force is in the process of upgrading its P3 Orion Maritime Patrol Aircraft which will improve their SAR capacity. Improved electro-optic, infra red and radar sensors will enable them to detect objects at much greater ranges.

But despite the advances in search and rescue technology nothing can substitute for the basics. Making a realistic assessment of the conditions and one's own ability, wearing suitable clothing, using appropriate equipment and having a plan so that someone will alert the Police if people don't turn up when they are expected to. All common sense measures that can either prevent the need for a search and rescue, or make it a lot easier if one is needed.

NZSAR Governance

The New Zealand Search and Rescue (NZSAR) Council's role is to provide national level strategic governance to New Zealand Search and Rescue.

NZSAR Council Objectives

- To provide strategic search and rescue policy advice to government.
- To provide strong strategic coordination and leadership for all search and rescue strategies(sea, land and air) within New Zealand's search and rescue region.
- To provide a centralised public voice for strategic SAR issues.
- To monitor New Zealand international SAR obligations and provide strategic advice to the Government when needed.

NZSAR Council Vision

"Excellence in delivery of Search and Rescue services."

Mission

To achieve successful Search and Rescue outcomes.

Values

In fulfilling its mission, the New Zealand Search and Rescue sector will uphold the following values:

- Professionalism
- Cooperation
- Dedication
- Respect
- Efficiency
- Service

The council does not have a role in the coordination or execution of search and rescue operations at the functional, operational or tactical levels. Nor does it have a role with the narrower issues associated with functional responsibilities of individual SAR delivery agencies.

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Council Members

In keeping with the Council's high level strategic function, its membership is drawn from chief executive (or delegated to a person from the senior executive level) of the Ministry of Transport, New Zealand Police, New Zealand Defence Force, Maritime New Zealand and the Civil Aviation Authority.

Current NZSAR Council Members

Ministry of Transport (Chair)

Alan Thompson

Alan Thompson took up the role of Chief Executive for the Ministry of Transport in mid-July 2006. He brings to the NZSAR council more than 30 years of public sector experience.

Alan is a qualified engineer who also holds a Master of Science degree and a Diploma in Studies of Earth Sciences.

New Zealand Police

Howard Broad, Commissioner of Police

Appointed On 4 April, Howard Broad stepped up from his Assistant Commissioner role to become the 30th Commissioner of New Zealand Police. Howard has been in the police for 32 years and has a Bachelor of Law among several other qualifications.

New Zealand Defence Force

Peter Stockwell

Air Commodore Stockwell was appointed Air Component Commander at Headquarters Joint Force's New Zealand on 21 August 2006. His Defence Force career spans 34 years.

Maritime New Zealand

Catherine Taylor

Catherine Taylor became Director of Maritime New Zealand in December 2006. A chartered accountant, Catherine has held senior management positions in the transport sector since 1990.

Civil Aviation Authority

Steve Douglas

Steve Douglas took up the position as Director of CAA in June this year. He is a former aircraft design engineer who, for the past 12 years, has held senior management roles within the CAA.

NZSAR Secretariat and Consultative Committee

The Council is supported by the NZSAR Secretariat and the NZSAR Consultative Committee. The Secretariat has one full-time employee. Its purpose is to provide a national forum for all New Zealand SAR stakeholders including voluntary groups. It provides the Council with support services, policy advice and implements agreed measures to effectively coordinate strategic SAR in New Zealand. The Committee provides advice to the Council and informs the strategic decision making process.

The Council, Secretariat and Consultative Committee operate cohesively to ensure the objectives are successfully delivered.

Consultative Committee Members

Consultative Committee Member Organisations

NZSAR Secretariat (Chair)

Maritime New Zealand

Civil Aviation Authority

New Zealand Police

New Zealand Defence Force

Ministry of Transport

Land Search and Rescue Inc

Royal New Zealand Coastguard Federation

Aviation Industry Association

Amateur Radio Emergency Communications

Rescue Coordination Centre New Zealand

Department of Conservation

Ambulance New Zealand

The New Zealand Mountain Safety Council

The New Zealand Fire Service

Maritime Operations Centre

Surf Life Saving NZ

Federation of Commercial Fishermen

Antarctica NZ

New Zealand Search and Rescue Council

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Acknowledgment

The aeroplane cover photo courtesy of the Waikato Times and photographer Kelly Schicker.