

**NAVIGABLE AIRSPACE DETERMINATION: Stewart Family Assets Limited,  
136 Colyer, Awarua, Southland.**

PURSUANT TO Rule Part 77 of the Civil Aviation Rules I, Sean Turangarau Kere Rogers, Head of Aeronautical Services, having received from Stewart Family Assets Limited, notification of intention to erect seven (7) Wind Farm Turbines at 136 Colyer, Awarua, Southland reviewed an aeronautical study in consultation with such persons, representatives and organisations as I considered appropriate.

After completing the aeronautical study, I am satisfied that the proposed action, if executed, could constitute a hazard in navigable airspace.

THEREFORE I HEREBY ISSUE a

**DETERMINATION OF HAZARD IN NAVIGABLE AIRSPACE**

in respect of the above notification.

The following conditions are specific to this Determination:

1. The wind turbines are to be lit with appropriate obstacle lights meeting the applicable aspects of the CAA Lighting and Marking of Wind Farm Turbines Policy, International Civil Aviation Organisation Annex 14 and Civil Aviation Rule Part 77, Appendix B as follows:
  - a. The highest turbines, those at the extremities of the site, and other turbines around the perimeter of the site will be lit to enable pilots to identify the extent of the windfarm. The spacing between lit turbines will not exceed 900m along the perimeter and the flashing should be coordinated between all the lights in the wind farm so that they flash simultaneously; and
  - b. Lighting will be medium intensity red as defined in Rule Part 77, Appendix B10, i.e. an effective intensity of not less than 1600 candela of red light and will flash between 20 and 60 times per minute; and
  - c. For turbines exceeding 150m AGL, a secondary back up light is required plus an array of 3 intermediate low intensity lights installed at a distance of half the nacelle height; and
  - d. The obstruction lights shall be located on or above the top of the nacelle, shall be visible from all directions, and may be shielded below the horizontal plane; and
  - e. The painting of turbines with obstruction marking will not be required. The rotor blades, nacelle and upper 2/3 of the supporting mast of wind turbines should be painted white, or a similar industry accepted colour, so that they are visible to aviators during hours of daylight.

2. At least 5 working days prior to construction, Stewart Family Assets Limited is to advise Aeropath – (Quote 2025-01555 to [Part77@aeropath.aero](mailto:Part77@aeropath.aero)) and request the instrument flight procedures (IFP) are adjusted as identified in the Aeropath assessment for this proposal; and
3. When a date for construction has been finalised, Stewart Family Assets Limited are to engage with Aeropath (Quote 2025-01555 to [Part77@aeropath.aero](mailto:Part77@aeropath.aero)) and request the wind farm is promulgated into the appropriate aeronautical publications (AIP) and entered into the electronic obstacle data base; and
4. The maximum height of the wind turbines and blades is not to exceed 200m above ground level (AGL); and
5. Stewart Family Assets Limited is to advise CAA (Quote 2025-01555) at [Aeronautical.services@caa.govt.nz](mailto:Aeronautical.services@caa.govt.nz)) with notice of the wind turbine construction commencing and again when the construction of all turbines with associated compliant lighting/markings has been completed; and
6. When the construction of the wind farm is being completed, Stewart Family Assets Limited is to comply with the following temporary lighting solutions:
  - a. A red medium intensity light is to be installed and operational on any attendant crane until such time the permanent light is operational within the area of the turbine (i.e. either on this turbine or an adjacent turbine within 900m – 1040m); **or**
  - b. A temporary light is to be installed on the turbine nacelle until such time as a permanent light is operational within the area of the turbine.

This Determination of Hazard shall become final on 15th December 2025 unless a petition for review is received by the Director prior to that date.

This Determination of Hazard shall not expire but may be revoked, in writing, by the Director.

Dated at Wellington this 17th day of November 2025.



Sean Turangarau Kere Rogers  
**Head of Aeronautical Services**