



NAVIGABLE AIRSPACE DETERMINATION: Pahiatua Wind Limited – Wind farm at 20 Makomako Road, Pahiatua

PURSUANT TO Rule Part 77 of the Civil Aviation Rules I, Sean Turangarau Kere Rogers, Manager Aeronautical Services, having received from Pahiatua Wind Limited, notification of intention to construct a wind farm comprising 11 wind turbines up to 506m AMSL, conducted 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 as follows:
 - a. Pahiatua Wind Limited must develop a lighting plan and provide to CAA (Aeronautical.services@caa.govt.nz) for acceptance prior to construction, based on the following principles:
 - i. All unlit masts are contained within a line created by joining all masts that are lit (as much as practicable)
 - ii. Large gaps of unlit masts are avoided to the maximum extent possible
 - iii. The mast that demarcates the highest point AMSL is lit.
 - b. Lighting will be medium intensity red as defined in Rule Part 77, Appendix B10, that is an effective intensity of not less than 1600 candela of red light and will flash between 20 and 60 times per minute. The lights should be coordinated between all the lights in the wind farm so that they flash simultaneously; and
 - c. 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
 - d. 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; and

The provisions of this determination are in addition to and not in derogation of the provisions of any other Act, or any orders or regulations made thereunder.

2. Prior to construction, Pahiatua Wind Limited is to provide details of the wind turbine locations and erection dates to Aeropath - Quote 24/77/47 (Part77@aeropath.aero) to request the addition of the wind farm to the obstacle database, AIPNZ; and
3. Pahiatua Wind Limited is to provide CAA (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 is completed; and
4. Prior to the wind farm construction, Pahiatua Wind Limited are to promulgate with Aeropath (Part77@aeropath.aero) an appropriate NOTAM and/or AIP supplement for situational awareness of aviators and are to comply with the following temporary lighting solutions:
 - a. A red medium intensity light in accordance with CAR 77 Appendix B 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; and
5. Pahiatua Wind Limited must coordinate with all local aerial top dressing operators prior to the construction of the wind farm to ensure the risks to neighbouring farm aviation activities has been mitigated; and
6. Pahiatua Wind Limited must liaise with the New Zealand Defence Force to ensure that the using agency of Danger Area NZD522 is aware of the wind farm construction prior to commencement. NZD522 should only be amended upon confirmation of construction of any wind turbines at the site.

This Determination of Hazard shall become final on 31st October 2024 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 3rd Day of October 2024



Sean Turangarau Kere Rogers
Manager Aeronautical Services

The provisions of this determination are in addition to and not in derogation of the provisions of any other Act, or any orders or regulations made thereunder.