

NAVIGABLE AIRSPACE DETERMINATION: Mt. Cass Wind Farm Limited.

PURSUANT TO Rule Part 77 of the Civil Aviation Rules I, Sean Turangarau Kere Rogers, Head of Aeronautical Services, having received from Mt. Cass Wind Farm Limited. notification of intention to raise the height of Turbines for a Wind Farm at Mt. Cass, Christchurch, 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 previous Determination issued 12th August 2021 (21/77/57) is hereby cancelled and this determination will replace it.

The following conditions are specific to this Determination:

1. The Wind Farm must be lit with appropriate obstacle lights in accordance with CAR Part 77 – Appendix B, including that:
 - a. The highest turbines, those at the extremities, and other turbines around the perimeter must be lit to enable pilots to identify the extent of the windfarm; and
 - b. The spacing between lit turbines must not exceed 900 meters along the perimeter, except for turbines A06 to A07, which may be up to 1009 meters apart. The flashing of all lights in the wind farm must be coordinated so that they flash simultaneously. Lighting must be medium intensity red (not less than 1600 candela), flashing between 20 and 60 times per minute; and
 - c. Obstruction lights must be located on or above the top of the nacelle, visible from all directions, and may be shielded below the horizontal plane; and
 - d. Painting of turbines with obstruction marking will not be required. The rotor blades, nacelle and upper two-thirds of the supporting mast should be painted white, or a similar industry-accepted colour for visibility during hours of daylight; and
 - e. Comply with the following temporary lighting solutions:
 - i. A red medium intensity light must be installed and operational on any attendant crane until the permanent light is operational within the area of the turbine (either on this turbine or an adjacent turbine within 900m to 1009m), or

- ii. A temporary light must be installed on the turbine nacelle until a permanent light is operational within the area of the turbine.
2. The maximum height of the turbines must not exceed 150m above ground level (AGL) as proposed; and
3. Prior to the wind farm construction, Mt. Cass Wind Farm Limited is to contact Aeropath (Quote 2026-00774 to Part77@aeropath.aero) to request an appropriate NOTAM and/or AIP supplement is promulgated for the situational awareness of aviators; and
4. Prior to construction, Mt Cass Wind Farm Limited is to provide details of the wind turbine locations to Aeropath (Quote 2026-00774 to Part77@aeropath.aero) for inclusion in the relevant aeronautical charts (AIP) and for publication of revised Minimum Safe Altitudes for Instrument Flight Procedures (IFP) as assessed by Aeropath for this construction; and
5. Upon receipt of the information in (3.) above, Aeropath is to amend the AIP, as assessed for this proposal, and the new turbines are to be plotted and published, as appropriate, for the AIP pages and VNC chart. The wind turbines are also to be entered into the obstacle data base; and
6. Mt Cass Wind Farm Limited must provide the CAA (Quote 2026-00774 to aeronautical.services@caa.govt.nz) with at least seven days' notice before wind turbine construction commences and again once construction of all turbines with compliant lighting/markings is completed; and
7. Prior to construction Mt. Cass Wind Farm Limited. is to provide details of the wind turbine locations, heights and erection dates to the Airways NZ Policy and Standards Unit (Quote 2026-00774 to pt77@airways.co.nz); and
8. Upon receipt of the information in (6.) above, Airways Policy and Standards is to arrange for a re-assessment of the appropriate minimum safe altitude warning system (MSAW) and the RADAR Terrain map and ensure any updates to Skyline X are implemented as appropriate.

This Determination of Hazard shall become final on 12th August 2026 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 15th July 2026.



Nicholas George John Jackson

Team Leader Aeronautical Services