



NAVIGABLE AIRSPACE DETERMINATION: Tararua Wind Power Ltd – Isla Road, OTARAIA, Southland

PURSUANT TO Rule Part 77 of the Civil Aviation Rules I, Sean Turangarau Kere Rogers, Manager Aeronautical Services, having received from Tararua Wind Power Ltd, notification of intention to construct Stage 2 of the Kaiwera Downs Wind Farm, 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:

A Determination of Hazard in Navigable Airspace, attached to this paper, has therefore been submitted for consideration and issue to Tararua Wind Power Ltd.

1. The wind turbines are to be lit with appropriate obstacle lights as follows:
 - a. The windfarm must be lit in accordance with Appendix A and Appendix B of the “Kaiwera Downs Stage 2 Wind Farm Aviation Lighting Proposal” dated 4 August 2024 conducted by Mike Haines Aviation Limited. In addition to the plan this includes:
 - i. The 8 turbines are lit as proposed in the plan; and
 - ii. In addition, turbines ‘WTG 230’, ‘WTG 224’ and ‘WTG 210’ must also be lit to delineate the outside perimeter of the wind farm;
 - 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.

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, Tararua Wind Power 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 request the instrument flight procedures (IFP) are adjusted as identified in the Aeropath assessment for this proposal; and
3. Upon receipt of the information in (2) above from Tararua Wind Power Limited, Aeropath is to amend the relevant IFPs for this proposal; and
4. Tararua Wind Power 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
5. Prior to the wind farm construction, Tararua Wind Power 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.
6. This Determination revokes and replaces that issued for the same site under CAA work request 24/77/47.

This Determination of Hazard shall become final on 16 September 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 19th day of August 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.