

From: Ross Franklin  
Sent: Tue, 12 Mar 2024 16:10:43 +0000  
To: PlanningAndGrowth Email  
Cc: [REDACTED]  
Subject: [EXTERNAL]:UPDATE: CONSULTATION RESPONSE: 24/00161/FUL

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Ref: 24/00161/FUL

Our ref: EMA 2024-78

Proposal: Construction, operation and subsequent decommissioning of a renewable energy park comprising ground mounted Solar PV with co-located battery energy storage system (BESS) at the point of connection, together with associated infrastructure, access, landscaping and cabling.

Location: Land West Of Bradmore Road And North Of Wysall Road Land West Of Wysall Wysall

Dear RBC,

Further to our response dated 11/03/2024 we hereby withdraw our holding objection. We have no aerodrome safeguarding objections to this development. Please include the following informatives if permission is granted:

-The Glint and Glare Assessment for the site shows potential for glint and glare with potential for after image. In the event of reports and evidence of an unacceptable glint/glare hazard emanating from the solar installation, East Midlands Airport will (through the Air Navigation Order) require mitigation to remove the hazard.

-The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

-Due to the location of the proposals underneath the approach path for Runway 27 care should be taken to ensure dust and smoke emissions are prevented from transiting into the flight path.

Kind regards,

**Ross Franklin** (ARaES, EngTech)

Group Aerodrome Safeguarding Technical Officer

Strategic Planning & Investment

East Midlands Airport, Castle Donington, Derby, DE74 2SA



From: Ross Franklin  
Sent: Monday, March 11, 2024 5:53 PM  
To: PlanningAndGrowth Email <planningandgrowth@rushcliffe.gov.uk>  
Cc: [REDACTED]  
Subject: CONSULTATION RESPONSE: 24/00161/FUL

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Dear RBC,

Thank you for consulting with the aerodrome safeguarding authority for East Midlands Airport; Please find our formal response below containing a HOLDING OBJECTION:

The aerodrome safeguarding authority for East Midlands Airport objects to these proposals as the Glint and Glare assessment needs to demonstrate that the solar PV installation has no predictions of yellow or red glare. Unfortunately, there are predictions of yellow glare for aircraft on approach/departure paths for Runway 27, aircraft visual circuit, DTY STAR and 5x5 overhead area.

The aerodrome safeguarding authority cannot agree to the siting of a hazard that is predicted to produce yellow glare. Yellow glare means that the level of glare has the potential for temporary ocular after-image. An observer upon exposure to yellow glare, may experience a temporary disturbance in their vision after the exposure. Yellow Glare is a significant impairment to aircraft safety due to the criticality for pilots to have unaffected vision, especially during critical phases of flight.

East Midlands Airport is a licensed aerodrome, and it is our legal obligation to always safeguard the aerodrome and its associated airspace. Further, it is relevant to note the Air Navigation Order (ANO) 2016 (as amended) articles relating to aircraft endangerment:

Article 240 - Endangering safety of an aircraft -A person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft.

Article 241 - Endangering safety of any person or property - A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property.

The onus must be on the applicant to prove beyond reasonable doubt that there is no risk of endangerment to aircraft. So far, the evidence provided suggests the opposite and that there is a risk of endangerment to aircraft through the potential to cause an ocular hazard to pilots.

As per Section 7.1 of the Glint and Glare Assessment a conservative worst-case scenario panel type has been used within the modelling results. In such an event that the proposed panel type for the development would better match an alternative and less reflective panel type we would be supportive in re-modelling the results; this may result in the elimination of the current predicted yellow glare. Furthermore, it is noted that the proposed panel installation angles are not yet confirmed, it may be the case that panel angle refinement could reduce the expected glint and glare values.

It is our opinion that, any development that has the potential to cause an ocular after image whilst in a high cockpit workload stage of flight, is a significant and demonstrable impairment to aviation safety.

Kind Regards,

**Ross Franklin** (ARAS, EngTech)

Group Aerodrome Safeguarding Technical Officer

Strategic Planning & Investment

East Midlands Airport, Castle Donington, Derby, DE74 2SA

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