

Solar Project Near Final Approach Path for Airports (FAA-3)

Proposed Construction of Solar Facility Near Final Approach Path for Airports Federal Aviation Agency

Reason for Permit: While there is no federal legal mandate for “off airport” installation/construction of a solar facility near an airport to receive FAA permit approval, the practice that has been adopted and is currently observed that requires a the local government authorities and the solar developers to notify the FAA about a proposed solar project so that the FAA can determine if this project, especially if it is large, would present any safety or navigational problems. As of October 23, 2013, FAA published an Interim Policy that emphasized the need for off airport solar projects to establish to the FAA that a proposed solar project does not pose a potential for glare or ‘low potential for after-image’ along the final approach path [for an airport] for any existing landing thresholds or future landing thresholds”. FAA defines the “final approach path” ... “as two (2) miles from fifty (50) feet above the landing threshold using a standard three (3) degree glidepath.” The Interim Policy does reference the tool to access and measure “Ocular Impact”.

Approval Authority: Federal Aviation Agency (FAA)

Fees:

References: 14 CFR Part 77.9’ 49 U.S.C. 47107(a)(16)

Websites:

Technical Guidance for Evaluating Selected Solar Technologies on Airports:

http://www.faa.gov/airports/environmental/policy_guidance/media/airport_solar_guide.pdf

Interim Policy: <http://federalregister.gov/a/2013-24729>

Checklist	Estimated Time
1. Contact FAA Administration and provide the Agency information and data on the location of the proposed installation in terms of the Airport and known Airport final approach ways. Pursuant to the Interim Policy, the solar developer must be prepared to provide the FAA analysis of the potential Ocular Impact from glare or glare in the event of the proposed installation is within the immediate area of final approach path of the airport measured in terms of two miles from fifty feet above the landing thresholds	
2. FAA makes a determination as to the potential impact and the appropriateness of the siting the proposed solar project at that location and sends a letter to applicant and local government approval authorities.	--
Total Estimated Time from Application Acceptance	

WESTERN-PACIFIC REGION (Arizona, California, Hawaii, Nevada, Guam, American Samoa, Marshall Islands)

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