

From: Keith Burrell [REDACTED]
Sent: Monday, November 10, 2025 13:05
To: Green Hill Solar <greenhill@planninginspectorate.gov.uk>
Subject: Planning Inspectorate Green Hill Solar Farm Beta Website Problems Submitting response for 7th November Midnight deadline.

Hello,

I submitted my Entry but during the process but the BETA Website did not allow me to access a 'LogIn', I am Registered as Interested Party and get Emails advising me of Progress, latest was 'Rule 8' Letter but cannot find any mention of my Registered Reference?

My email address was accepted but I could not find an my Official Registered 'Reference', I could only find a past Ticket 57281 to use. It wasn't rejected so continued to Submit plus Attached Files. Went through the whole Process and Submitted it. No acknowledgement.

Tried phoning '0303 444 5000', told I needed to contact you by email.

Made 2 Entries. Here is the Text and associated File Attachments by Name. Can you Confirm what has happened with my Submission Please. N.B I started just before 23:59hrs Friday 7th November but did not Complete until after that time : -

1st Entry to 'RR'

I am raising Objections to the acceptance of the Technical Basis for Proposal to Install Photovoltaic Solar Panels when the Technical Specification of the Fixed and Tracking Solar Panels is completely unstated, whether there will be a lower Specification of Solar Panels at different Sites or even a mixture of Specification within Sites. A key element is the 'anti-reflectance' coating / technology that is proposed as the answer to the Significant Issue of 'GLINT & GLARE' (G&G) to Airspace Users and Observers on the Ground etc. See attached Files. As a matter of Principle the Planning Inspectorate should appreciate that the maximum effectiveness of anti-reflective coating / technology is when the Sun is Vertically above with respect to the plane of Solar Panel Surface. This means that for the majority of the time Fixed Panels will generate G&G dependent on the Time of Day and Time of Year with respect to the Observer's Position in the Airspace and on the Ground. Tracking Installations are either Single or Dual Axis Mounts. Same G&G Issues exist for the Observer (unstated locations) but maybe to a 'lesser extent' but this moving arc of G&G is undefined for the yearly movement of the Sun across the sky 'Angle of Incidence' to each very large multiple Solar Panels and resultant G&G to the variable location and height of the Observer. At Schiphol Airport, Amsterdam earlier this year Runway Closures due to Solar Panel Farm G&G due to time of year Sun's height above horizon affecting Pilots etc. Big legal issue about how much Dutch Tax Payer will compensate Private Company for forced removal / modification of Panels (78,000 in 2 Fields and 150,000 in 2 other fields) on Aviation Safety grounds when they were granted Official Permission. Will the UK Tax Payer pick up the Bill for similar Planning Approvals found to affect Aviation Safety? Sywell Aerodrome and Engine Failure After Take Off, EFATO situations which the Safety Procedures for the Pilots are totally undermined due to existing farmland, open spaces are covered with thousands of

Solar Panels and their Infrastructure. How can Green Hill Solar Farm Developers stipulate the Pilot will be able to avoid their widespread Infrastructure Installations in the surrounding countryside / farmland? Additionally Sywell Aerodrome hosts regular Red Arrows Air Displays, not Fly Pasts, at very low level. What is the Safety Impact on these Displays and others utilising VFR, Visual Flight Rules with the High Risk of Glint and Glare affecting Pilots / Aircraft flying in Close Formation with so much acreage coverage in Solar Panels?

Documents uploaded

- ForgeSolar Module Reflectance Profiles Screenshot 2024-12-10 122152.jpg
- ForgeSolar Reflectivity Help Page Screenshot 2024-12-10 121346.jpg
- NL Times 30 June 2025 Solar Panel Glare at Schiphol could Cost 300 million Euros in Damages Court Case this week.pdf
- Schiphol Airport Newsroom 21st August 2025 Arrangements regarding solution for solar park near Schiphol.pdf
- NL Times 4th August Solar Farm Owners state facing Banruptcy due to Costs.pdf
- NL Times 20th June 2025 Schiphol asks Court to Demolish Solar Panels blinding landing Pilots.pdf

2nd Entry 'ExQ1' ?

I am raising concerns regarding Q15 Glint and Glare about the acceptance of the Technical Basis for Proposal to Install Photovoltaic Solar Panels when the Technical Specification of the Fixed and Tracking Solar Panels is completely unstated, whether there will be a lower Specification of Solar Panels at different Sites or even a mixture of Specification within Sites. A key element absent is the 'anti-reflectance' coating / technology that is proposed, its 'Performance over Time' and lack of Aerial Monitoring of Panel Anti-Reflectance Deterioration from Specification as a basis for Standards in a Maintenance Policy as an answer to the Significant Issue of 'GLINT & GLARE' (G&G) to Airspace Users and Observers on the Ground etc. See attached Files. As a matter of Principle the Planning Inspectorate should appreciate that the maximum effectiveness of anti-reflective coating / technology is when the Sun is Vertically above with respect to the plane of Solar Panel Surface. This means that for the majority of the time Fixed Panels will generate G&G dependent on the Time of Day and Time of Year with respect to the Observer's Position in the Airspace and on the Ground. Tracking Installations are either Single or Dual Axis Mounts. Same G&G Issues exist for the Observer (unstated locations) but maybe to a 'lesser extent' but this moving arc of G&G is undefined for the yearly movement of the Sun across the Sky i.e 'Angle of Incidence' to each of very large multiple Solar Panels and resultant G&G to the variable location and height of the Observer. At Schiphol Airport, Amsterdam earlier this year Runway Closures due to Solar Panel Farm G&G due to time of year Sun's height above horizon affecting Pilots etc. Big legal issue about how much the Dutch Tax Payer will compensate Private Company for forced removal / modification of Panels (78,000 in 2 Fields and 150,000 in 2 other fields) on Aviation Safety grounds when they were granted Official Permission. Will the UK Tax Payer pick up the Bill for similar Planning Approvals found to affect Aviation Safety or will Aircraft Safety be irrelevant? Sywell Aerodrome and Engine Failure After Take Off, EFATO situations which the Safety Procedures for the Pilots are totally undermined due to existing farmland, open spaces are covered with thousands of Solar Panels and their Infrastructure. How can Green Hill Solar

Farm Developers stipulate the Pilot will be able to avoid their widespread Infrastructure Installations in the surrounding countryside / farmland and Pilots faced with high levels of G&G due to EFATO low altitude and risk of a serious crash? Additionally Sywell Aerodrome hosts regular Red Arrows Air Displays, not Fly Pasts, at very low level. What is the Safety Impact on these Displays and others utilising VFR, Visual Flight Rules with the High Risk of Glint and Glare affecting Pilots / Aircraft flying in Close Formation with so much acreage coverage in Solar Panels?

Documents uploaded

- TravelTomorrow 25th August 2025 Dangerous Solar Panels Schiphol Airport.pdf
- Aviation24 Amsterdam Schiphol Airport and Partners agree solution for Solar Park Glare with ongoing Runway Closures to 29th Sept 2025.pdf

Can you what is Status of my 2 Entries Please.

Yours sincerely

Keith Burrell



Amsterdam Schiphol and partners agree on solution for solar park glare near runways

By **Bart Noëth** - 21 August 2025

After months of intensive consultations, Amsterdam Schiphol Airport, De Groene Energie Corridor (DGEC), the municipality of Haarlemmermeer, and the Ministry of Infrastructure and Water Management have reached an agreement on how to resolve the safety risks caused by glare from a solar park located beneath the approach routes of the Polderbaan (18R-36L) and Zwanenburgbaan (18C-36C) runways.

The parties have decided to dismantle the solar panels, cover them with anti-reflective film, and reinstall them, ensuring that the solar park can safely coexist with aviation activities at the airport.

Independent studies confirmed that the proposed solution meets the safety requirements of the Integral Safety Management System (ISMS), in which the aviation sector jointly works to guarantee safe operations. While all parties will contribute financially to the project, the arrangement still depends on approval by the Haarlemmermeer municipal council. In the meantime, DGEC has already started dismantling 78,000 panels in fields A and B, with the remaining 150,000 panels in fields C and D to follow in phases.

As the work progresses, temporary safety measures have been put in place. From 28 August until 29 September 2025, the Zwanenburgbaan Runway will be unavailable for landings during certain sunny afternoon periods, when glare poses a risk to air traffic. These closures will last from a few minutes to a maximum of one hour, depending on the sun's position, with traffic diverted to the Schiphol-Oostbaan Runway (04-22) if needed. The joint solution marks an important step in balancing flight safety with the Netherlands' ongoing energy transition.

[REDACTED]

[REDACTED]

Working for 25 years in the aviation industry, I changed my career and became a firefighter/EMT in 2021. I like to spend my free time with my two sons, girlfriend, family and friends. I love to travel, wine and dine and support my favourite football squad KV Mechelen. Once an Ironman 70.3 finisher and dreaming of completing a full distance.

[REDACTED]



FAQ

INTRODUCTION

DEMO VIDEO

REQUIREMENTS

FUNDAMENTALS

GLINT & GLARE

REFLECTIVITY

WORKFLOW

PROJECTS

SITE CONFIGURATIONS

Component Data File

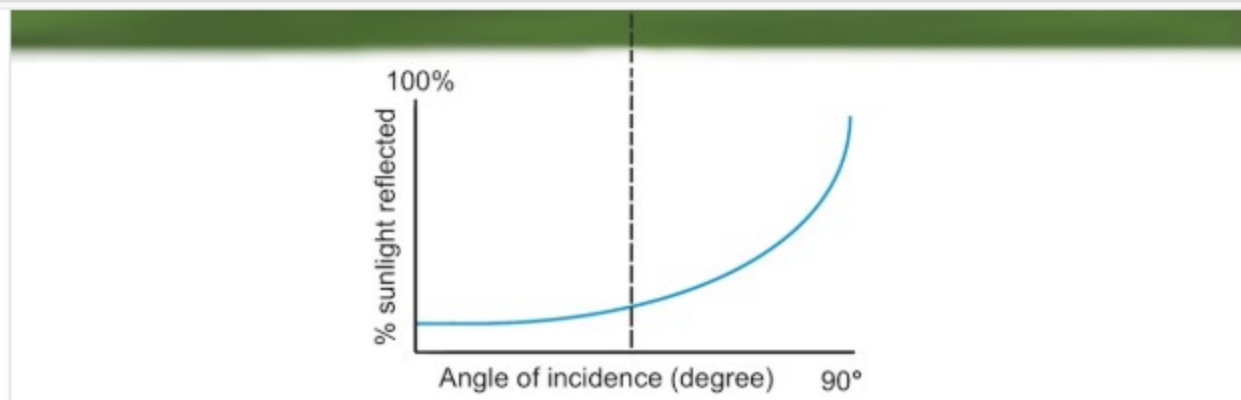
ANALYSIS RESULTS

Result Data File

Printable Analysis Reports

REFLECTIVE COMPONENTS

PV ARRAY



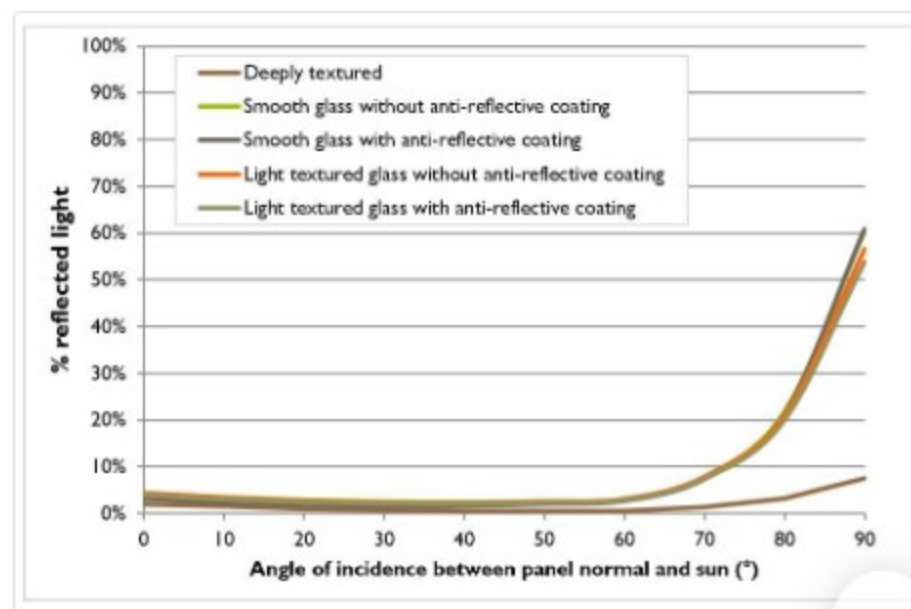
*PV panel reflectance depends on incidence angle between panel normal (i.e. facing) and sun position.
Large incidence angle yields more reflected sunlight.*

Module Reflectance Profiles

Sandia National Laboratories developed five generic PV module material reflectance profiles by analyzing over twenty PV module samples. These profiles are available in ForgeSolar and allow for customizing the material properties of the PV array during analysis.

The figure to the right illustrates the reflectance of each material profile as a function of incidence angle, where an angle of 0° implies the panels are directly facing the sun. For example, a high glancing angle near 90° for panels with 0° tilt (lying flat) occurs daily at sunrise and sunset.

Anti-reflective coatings (ARC) and surface texturing can reduce panel reflectivity, but this reduction is typically less than 8% (Yellowhair, 2015). In addition, greater surface texturing can increase the size of the subtended source angle (i.e. glare spot).



Reflectance profiles of typical PV module materials (Yellowhair, 2015).



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Result Data File

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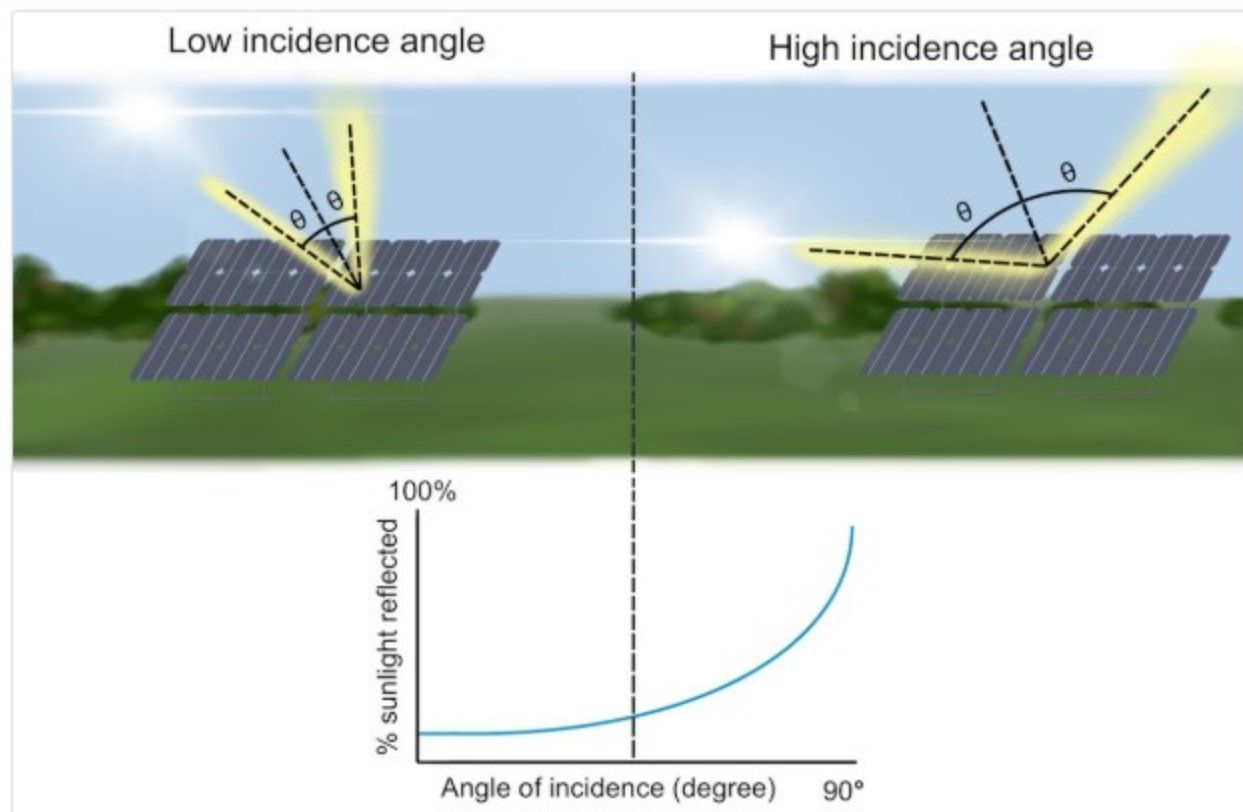
REFLECTIVE COMPONENTS

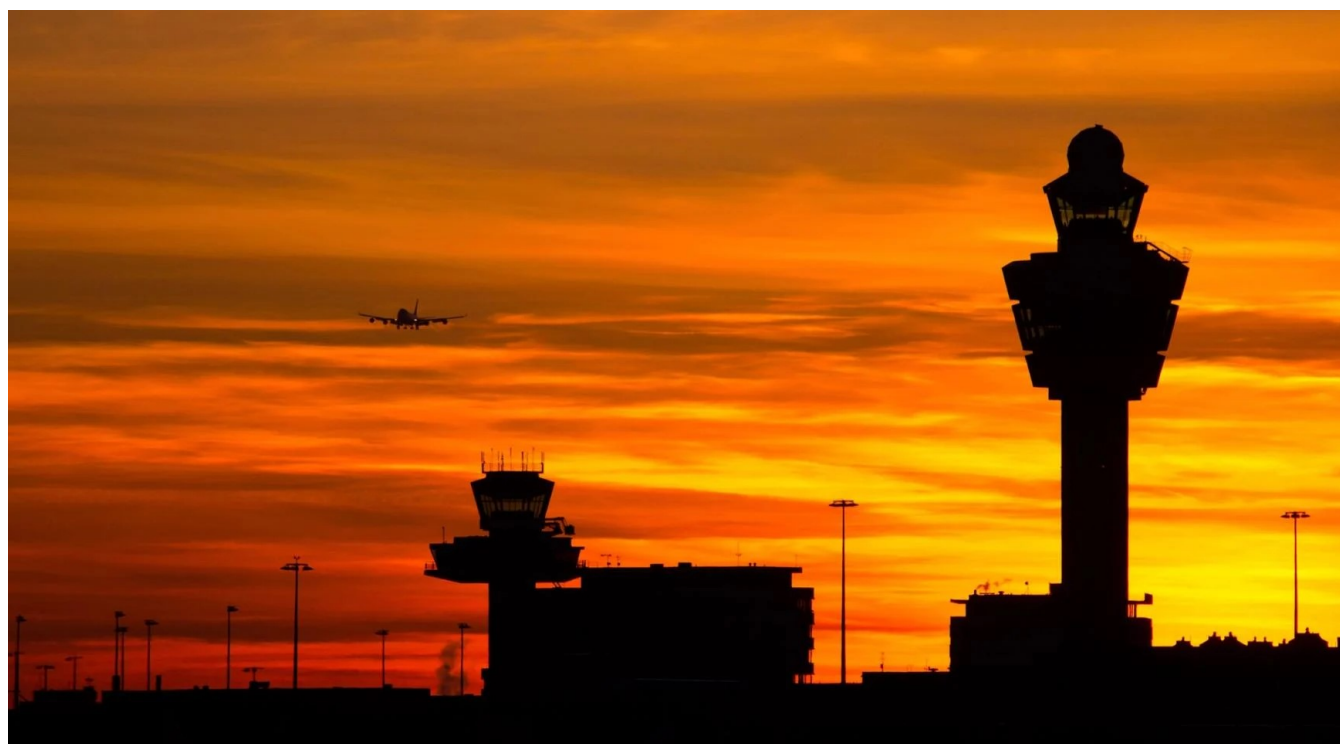
PV ARRAY

About Reflectivity

Reflections from PV panels may impair observers. Studies have found that 7 W/m^2 is enough to cause an after-image lasting 4 to 12 seconds (Ho, 2009). This represents a reflection of only 1-2% of typical solar irradiance (incoming sunlight) for a given location, which typically ranges between $800\text{-}1000 \text{ W/m}^2$.

A key factor of reflectance is the position of PV modules relative to the sun. A panel that absorbs 90% of direct sunlight may reflect up to 60% when not directly facing the sun. This situation is common for low-tilt panels during sunset and sunrise (Yellowhair, 2015). **The oft-repeated claim that PV panels reflect less than 5% of sunlight only holds true when the panels directly face the sun.** For fixed-mount panels, this claim only applies during a few minutes of the day, at most.





Plane landing at Schiphol Airport at sunset - Credit: Foto-VDW / DepositPhotos (<https://depositphotos.com/photo/airport-sunset-11408049.html>) - License: DepositPhotos (<https://depositphotos.com/license.html>)

POLITICS (/CATEGORIES/POLITICS) BUSINESS (/CATEGORIES/BUSINESS) AMSTERDAM'S SCHIPHOL AIRPORT (/TAGS/AMS

removal over flight safety

The solar energy firm De Groene Energie Corridor (DGEC) is reportedly facing financial ruin and escalating legal pressure after a Dutch court ordered [REDACTED]

[REDACTED] the removal of more than 78,000 solar panels near Schiphol Airport, citing a serious risk to flight safety caused by glare. DGEC has warned that full dismantling of the park, which includes nearly 230,000 panels, would force the company into bankruptcy, while Schiphol continues to push for complete removal and has asked the government to intervene, De Telegraaf reports. [REDACTED]

A court in Haarlem ruled that DGEC must remove panels from two of the park's four fields —A and B—by September 1. The court concluded the glare from the installation poses “a severe threat to flight safety” and agreed with Schiphol's argument that the reflections blind pilots approaching the airport's busy Polderbaan runway.

DGEC confirmed it would comply with the court order and expects to begin dismantling the required panels soon. However, the operator maintains that removing the entire park, as Schiphol demands, is both unnecessary and economically devastating.

In a letter to Infrastructure Minister [REDACTED] who remains in office in a demissionary capacity, DGEC representative [REDACTED] called the airport's demand “improper” and “disproportionately harmful.” He warned that forced dismantling without compensation would bankrupt the company and delay removal, driving up costs and harming all parties involved.



Instead, DGEK proposed cheaper alternatives such as applying anti-reflective spray or film to the panels, which it claims would solve the glare issue without requiring full dismantling. The company argues these measures could reduce risk at a fraction of the cost.

Schiphol rejected that approach, stating safety is the only priority. "Schiphol is not concerned with how the problem is solved, but demands that it be solved," a spokesperson said Monday. The airport described dismantling the panels as a "necessary first step."

The solar park lies directly under the approach routes to the Polderbaan and Zwanenburgbaan runways. Schiphol said that if the panels are not fully removed by early September, it will have no choice but to close Polderbaan daily from 10 a.m. to noon when glare conditions are most dangerous. A similar closure occurred in March. (<https://nltimes.nl/2025/03/24/schiphol-runway-closure-extended-solar-panel-glare-poses-safety-risk>) Such shutdowns, Schiphol said, would disrupt airport capacity, affect thousands of travelers, and cause more noise nuisance for residents as alternative runways are used.

Sources in the aviation sector estimate the economic impact of runway closures at



around 300 million euros, according to De Telegraaf. Schiphol plans to submit a damages claim to the municipality of Haarlemmermeer, which issued the park's environmental permit.

Despite growing pressure, the municipality has not revoked the permit. A municipal spokesperson told Dutch media they are "still trying to reach an agreement with all parties to prevent the Polderbaan from having to close again at the end of August." In March, the municipality stated the panels would be removed, but no enforcement action has followed. "We cannot yet enforce the removal of the solar panels," the spokesperson said.

The Dutch aviation safety regulator, the Inspectorate for the Environment and Transport (ILT), has backed Schiphol's position. The ILT advised Haarlemmermeer to revoke the park's permit, but the municipality insists it lacks legal grounds to do so. The ILT itself does not have enforcement powers over the municipality, only over Schiphol.

DGEC contends the situation is being mishandled. The company says that when the park was approved, no objections were filed by Schiphol, the ILT, or Air Traffic Control Netherlands (LVNL). The "prudential glare norm" that Schiphol now uses to justify removal was created later—at the airport's request—and has not been independently validated, according to DGEC.

Schiphol claims it did not object earlier because the original permit specified "deeply textured" anti-glare panels. A later, unpublished letter from the Environmental Service reportedly approved a switch to different panels without informing Schiphol. The airport says it only became aware of the change after the fact, prompting its legal action.

The Haarlem court has so far only ordered removal of the panels in fields A and B. Fields C and D, which contain the remaining panels, may continue operating for now. But Schiphol has made clear that all four fields contribute to the glare problem, and it continues to push for full dismantling.



For DGEC, the stakes are existential. “The uncompensated removal of the park would bankrupt the company,” Creemers wrote to Harbers. “This will further delay removal and increase costs and damage for all parties.” #

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SCHIPHOL CALLS FOR ACTION AS SOLAR PANEL GLARE CONTINUES TO AFFECT LANDINGS (/2025/03/15/SCHIPHOL-CALLS-ACTION-SOLAR-PANEL-GLARE-CONTINUES-AFFECT-LANDINGS)

SOLAR PANELS CAUSING BLINDING GLARE NEAR SCHIPHOL TO BE REMOVED TEMPORARILY (/2025/08/21/SOLAR-PANELS-CAUSING-BLINDING-GLARE-NEAR-SCHIPHOL-REMOVED-TEMPORARILY)





SCHIPHOL TO REMOVE DOZENS OF BROKEN CLOCKS; ONLY 30 WILL REMAIN IN KEY AREAS (/2025/08/03/SCHIPHOL-REMOVE-DOZENS-BROKEN-CLOCKS-30-WILL-REMAIN-KEY-AREAS)

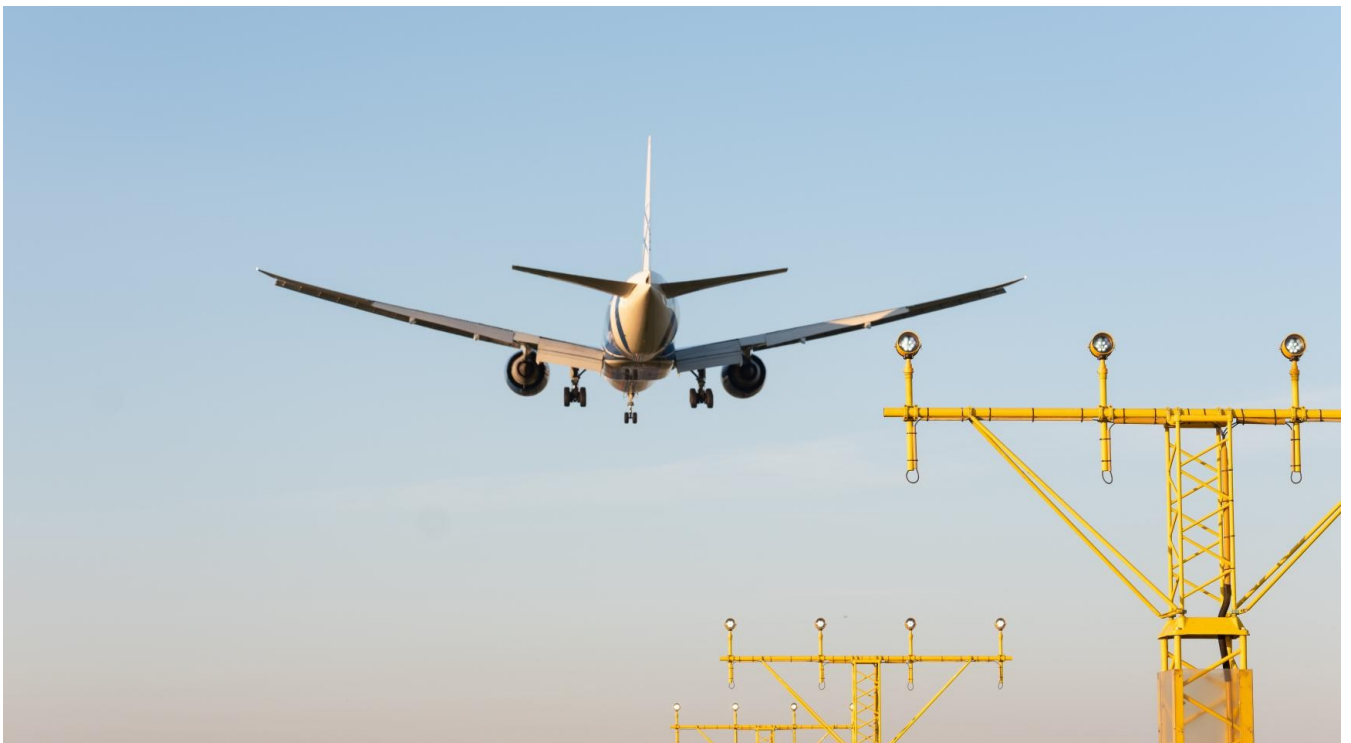


SMOKE IN COCKPIT FORCES EMERGENCY LANDING OF LONDON-BOUND JET AT SCHIPHOL (/2025/07/20/SMOKE-COCKPIT-FORCES-EMERGENCY-LANDING-LONDON-BOUND-JET-SCHIPHOL)



(<https://nltimes.nl/2025/07/20/smoke-cockpit-forces-emergency-landing-london-bound-jet-schiphol>)

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An airplane landing at the Polderbaan at Schiphol Airport in 2021 - Credit: [Roger Cremers / Amsterdam Airport Schiphol \(https://nieuws.schiphol.nl/beeldbank\)](https://nieuws.schiphol.nl/beeldbank) - License: [All Rights Reserved](#) ()

[BUSINESS \(/CATEGORIES/BUSINESS\)](#) [SOLAR PARK \(/TAGS/SOLAR-PARK\)](#) [POLDERBAAN \(/TAGS/POLDERBAAN\)](#) [SCHIPHOL](#)

FRIDAY, 20 JUNE 2025 - 13:40

Schiphol asks court to demolish solar panels blinding landing pilots

Schiphol is filing a lawsuit against an owner of nearby solar panels that are reflecting sunlight in such a way that it is blinding pilots. With a summary proceeding, the airport is attempting to force the owner to remove the solar panels. According to Schiphol, they pose an "unacceptable safety risk."

In March, Schiphol closed the Polderbaan runway (<https://nltimes.nl/2025/03/24/schiphol-runway-closure-extended-solar-panel-glare-poses-safety-risk>) for planes that needed to land between 10 a.m. and 12 p.m. for weeks due to the issue. The airport expects the disruption caused by the solar park to reoccur in August, as the sun will be lower then. "Removing the solar panels takes several weeks to months. That is why Schiphol feels forced into filing a lawsuit," a spokesperson said in response to a report from De Telegraaf.

Schiphol, the Dutch air traffic control, and the airlines do not want to have to close another runway due to the solar panels. They feel the consequences for the air traffic is too significant. In addition, certain groups of nearby residents could experience more nuisance if a runway is closed because it would then become busier at other landing areas.

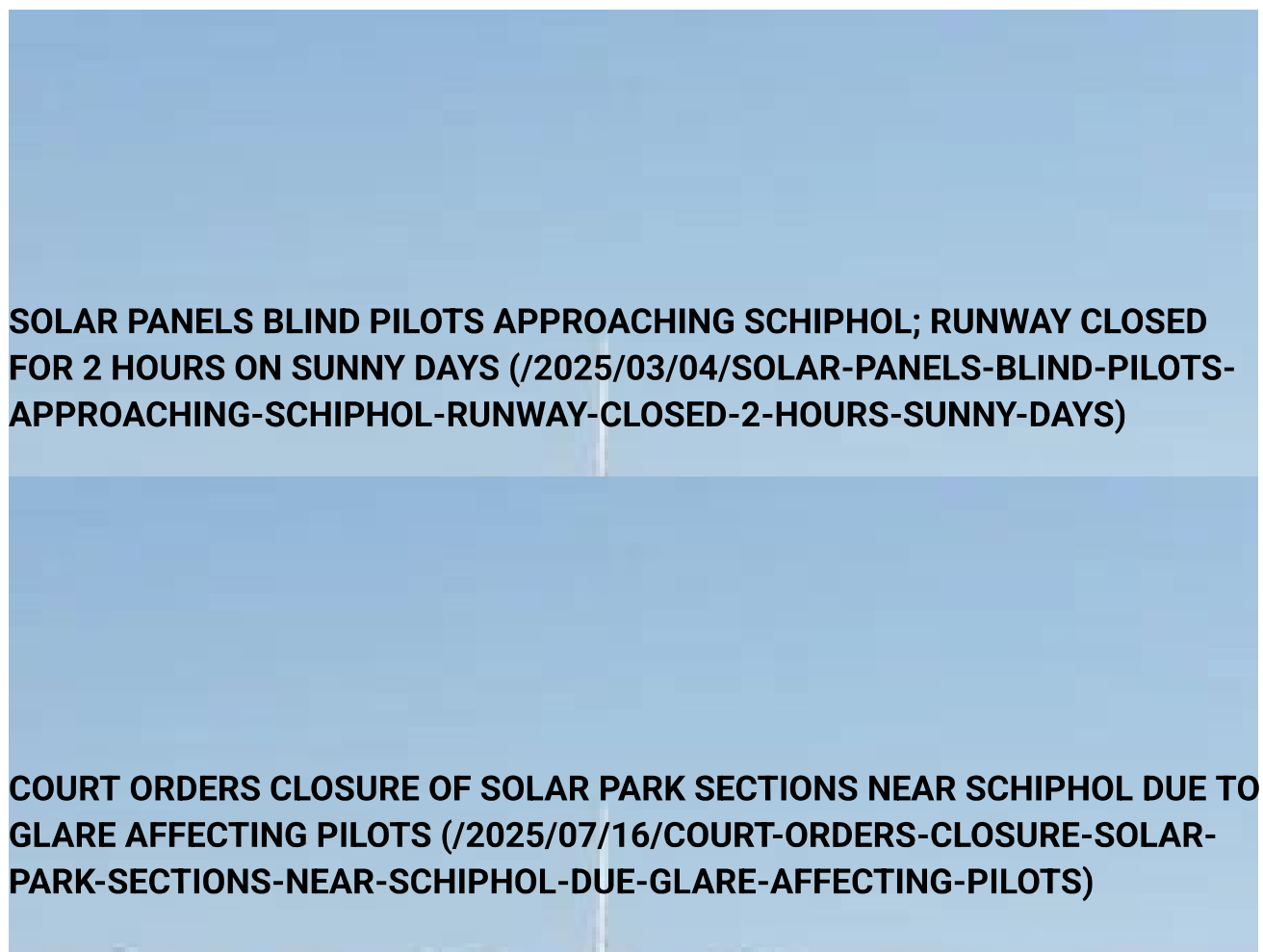
De Telegraaf reported (<https://www.telegraaf.nl/financieel/nieuws/schiphol-spant-kort-geding-aan-om-zonnepanelen-weg-te-krijgen-zorgen-voor-veiligheidsrisico-s/72818986.html>) that removing the solar panels will cost millions of euros. The municipality of Haarlemmermeer were warned of the risks that the solar park would have to planes years ago when it gave permission for the park. The glass used in the solar panels is not the same as the ones recommended by the safety platform IMS. It was said that this glass was no longer available, hence why they used a different type of glass. However, insiders have said that the glass is available, but it is more expensive.

According to Schiphol, there is no other solution for this problem. The airport held discussions for a while with the owner of the solar park, called the Groene Energie Corridor, the municipality of Haarlemmermeer, and the Ministry of Infrastructure and Water Management.

The Groene Energie Corridor has said that it will respond to the news at a later stage. <#>

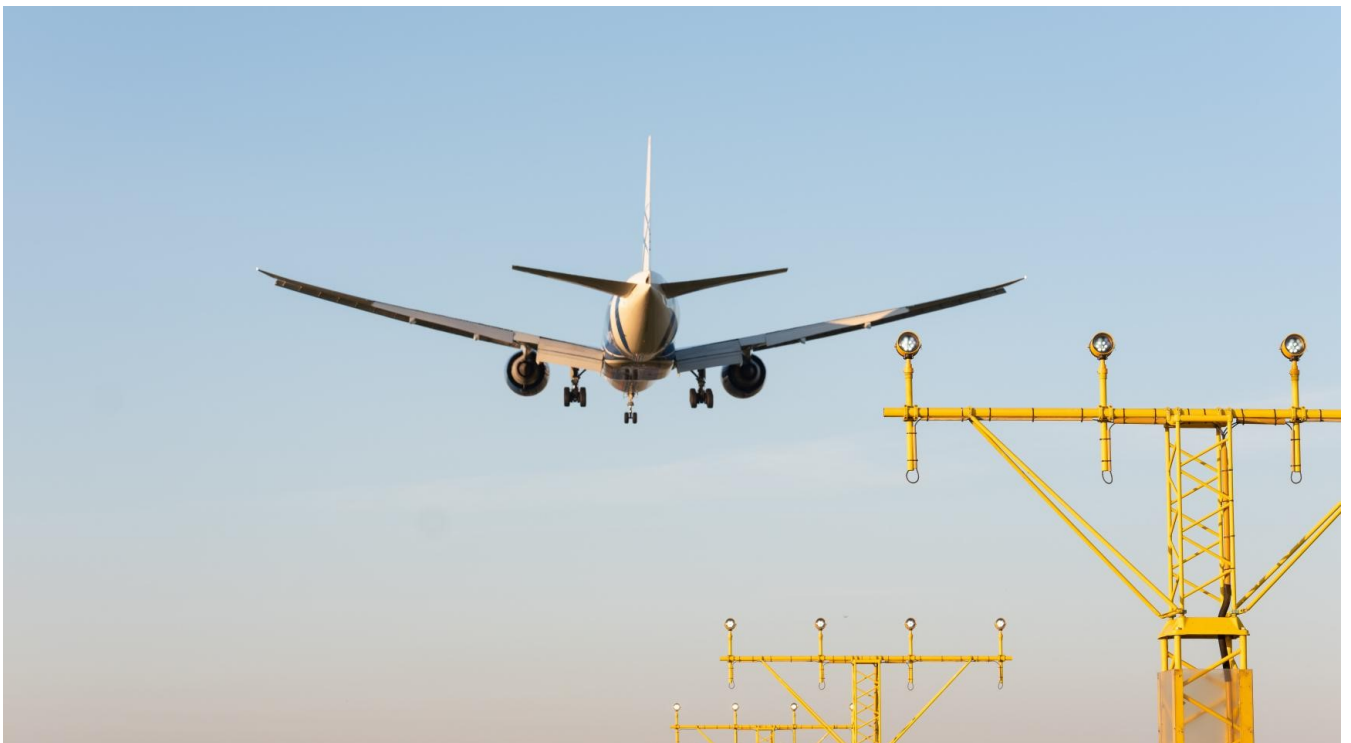
Reporting by ANP and NL Times

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SOLAR PANELS BLIND PILOTS APPROACHING SCHIPHOL; RUNWAY CLOSED FOR 2 HOURS ON SUNNY DAYS (/2025/03/04/SOLAR-PANELS-BLIND-PILOTS-APPROACHING-SCHIPHOL-RUNWAY-CLOSED-2-HOURS-SUNNY-DAYS)

COURT ORDERS CLOSURE OF SOLAR PARK SECTIONS NEAR SCHIPHOL DUE TO GLARE AFFECTING PILOTS (/2025/07/16/COURT-ORDERS-CLOSURE-SOLAR-PARK-SECTIONS-NEAR-SCHIPHOL-DUE-GLARE-AFFECTING-PILOTS)



An airplane landing at the Polderbaan at Schiphol Airport in 2021 - Credit: [Roger Cremers / Amsterdam Airport Schiphol \(https://nieuws.schiphol.nl/beeldbank\)](https://nieuws.schiphol.nl/beeldbank) - License: [All Rights Reserved](#) ()

BUSINESS (/CATEGORIES/BUSINESS) SCHIPHOL AIRPORT (/TAGS/SCHIPHOL-AIRPORT) ZWANENBURGBAAN (/TAGS/ZWANENBURGBAAN)

MONDAY, 30 JUNE 2025 - 09:33

Solar panel glare at Schiphol could cost €300 mil. in damages; Court case this week

If the owner of the solar panels that are blinding pilots approaching Schiphol (<https://nltimes.nl/2025/03/04/solar-panels-blind-pilots-approaching-schiphol-runway-closed-2-hours-sunny-days>)'s Polderbaan refuses to remove them, the damages could amount to around 300 million euros, insiders told the Telegraaf (<https://www.telegraaf.nl/financieel/drama-met-omstreden-zonnepanelen-schiphol-kost-300-miljoen-euro/74263096.html>). Schiphol will then have to close the runway again (<https://nltimes.nl/2025/03/24/schiphol-runway-closure-extended-solar-panel-glare-poses-safety-risk>) during certain times of day from the end of August.

A summary proceeding will appear in court (<https://nltimes.nl/2025/06/20/schiphol-asks-court-demolish-solar-panels-blinding-landing-pilots>) on Wednesday to convince the owner of the solar panels, DGEK, to remove them. According to Schiphol, the solar park under the approach route to the Polderbaan and the Zwanenburgbaan runways poses too great a risk to flight safety. When the sun hits the panels from a certain angle, the glare from the solar panels blinds pilots approaching the airport.

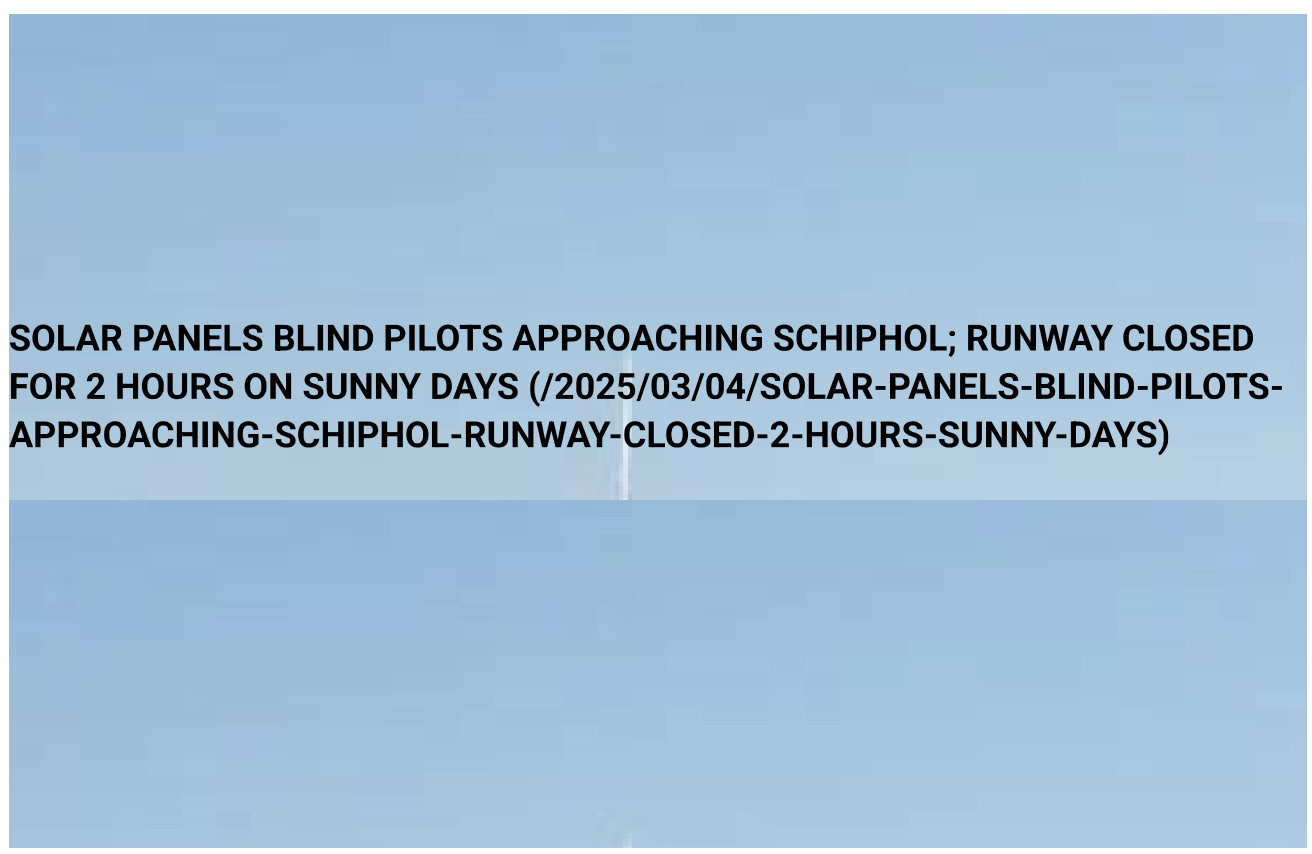
"If the panels are not removed, Schiphol will be forced to close the relevant runways at a certain position of the sun. This will have an impact on airport operations, the airport's capacity, and locals, because Schiphol will be forced to use runways that cause more nuisance if the Polderbaan and Zwanenburgbaan runways are closed," a spokesperson for the airport told the Telegraaf.

Sources in the aviation sector told the newspaper that the damages from that scenario will amount to around 300 million euros. Schiphol will submit the claim to the municipality of Haarlemmermeer, the sources said.

A spokesperson for the municipality told the newspaper that they were still trying to reach an agreement “with all parties to prevent the Polderbaan from having to close again at the end of August.” In March, the municipality said that the involved solar panels would be removed, but so far, nothing has come from that. “We cannot yet enforce the removal of the solar panels,” the spokesperson said.

DGEC, the owner of the solar park, is not yet considering removing the panels because discussions are still ongoing about other possible solutions, a spokesperson for the company told the newspaper. “This requirement from Schiphol is not based on any applicable standard and is therefore unacceptable to DGEC. The solar panels will not be removed at this time.” <#>

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SOLAR PANELS BLIND PILOTS APPROACHING SCHIPHOL; RUNWAY CLOSED FOR 2 HOURS ON SUNNY DAYS (/2025/03/04/SOLAR-PANELS-BLIND-PILOTS-APPROACHING-SCHIPHOL-RUNWAY-CLOSED-2-HOURS-SUNNY-DAYS)

[NL](#) | [EN](#)

21

August

2025

Arrangements regarding solution for solar park near Schiphol

After intensive consultations, Schiphol, De Groene Energie Corridor (DGEC), the municipality of Haarlemmermeer and the Ministry of Infrastructure and Water Management (I&W) have found a solution for the solar park located beneath the approach routes of the Polderbaan and Zwanenburgbaan runways. To eliminate the current safety risk, the removal of the solar panels has begun. All solar panels are to be covered with a special film that prevents glare, so that the solar park can coexist safely with the airport.



The solution

The parties have agreed to dismantle the solar panels, cover them with anti-reflective film and then reinstall them. All parties will make a financial contribution to this. These arrangements offer the prospect of a permanent solution for the solar park, subject to the wishes and reservations of the Haarlemmermeer municipal council.

This solution has been investigated by independent parties. Calculations show that the remaining reflected glare from the solar park is such that, on that basis, this solution is deemed safe by the Integral Safety Management System (ISMS), in which the aviation sector works together to ensure safe aviation.

'Safety is always top priority, both at and around our airport. We've been working hard to achieve this over the past few months. We're pleased to be on our way to a solution that ensures safe air traffic, reliable airport operations and sustainable energy. This will initially involve temporarily removing the solar panels and working together to find a safe solution. But also making long-term arrangements, as good neighbours, to ensure that the solar park can safely coexist with the airport. We appreciate DGEC's constructive approach and understand the significant impact this process has on them.'

[REDACTED], Chief Operations Officer Schiphol

X Post

'We are pleased that we have reached an overall solution together with Schiphol, the municipality and the ministry. The energy transition sometimes presents challenging issues. Thanks to the good cooperation with all parties involved, we can combine sustainable energy and flight safety. This is an important step, not only for this project, but also for other sustainable energy projects throughout the Netherlands.'

[REDACTED], Director of DGEC

X Post

'Haarlemmermeer is making a significant and essential contribution to the energy transition for both residents and businesses. We, Schiphol, the Ministry of Infrastructure and Water Management, and DGEC support this, but in practice, we encountered unforeseen glare. With this joint solution, we are focusing on both aviation safety and the energy transition. However, the added value lies primarily in our collaborative approach to future solutions from various perspectives, so we can further develop the solar block around the airport in a safe way.'

[REDACTED] Councillor for Climate & Energy, and [REDACTED], Councillor for Spatial Planning

X Post

'We've seen that the glare from the solar panels poses problems for flight safety. In addition, there was a risk to airport operations, with potentially many delayed and cancelled flights, as well as a prolonged change in runway usage, which would result in additional noise nuisance for the surrounding area. Therefore, I've decided that the ministry will help to resolve the problem, together with the parties involved.'

[REDACTED], Infrastructure and Water Management

X Post

Current situation and temporary measures

DGEC has already begun dismantling fields A and B (78,000 solar panels), as recently ordered by the court. Fields C and D (150,000 solar panels) will be dismantled as soon as possible, carried out in phases. This takes time, and so the ISMS has been forced to take temporary measures to ensure the safety of air traffic.

Starting 28 August 2025, the Zwanenburgbaan Runway will be unavailable for landing aircraft at certain times in the afternoon in sunny weather. The exact times vary per day, depending on the position of the sun. These periods will be between 14:40 and 17:00, ranging from a few minutes to a maximum of one hour. At these times, landing aircraft will be diverted to the Schiphol-Oostbaan Runway if necessary. This measure will remain in effect until 29 September 2025 or until the solar panels in question have been removed. Every day, weather forecasts will be used to assess whether the Zwanenburgbaan Runway is safe for use.

Dangerous solar panels at Schiphol Airport to be solved by anti-reflection coating



▲ © Schiphol



26 August 2025 - 11:24

Aviation

Transport

 Netherlands



A disputed solar panel installation that dazzled pilots with reflections and forced closures on sunny days at one of Europe's busiest airports has found a reprieve in the face of demolition demands.

Originally an initiative from four Dutch landowners, the Groene Energie Corridor (DGEC) is run by Benelux energy firm Energy Solutions Group, and occupies around 100 hectares situated immediately below busy runways at Amsterdam's Schiphol Airport. It can generate approximately 123 GWh of green energy annually, which is equivalent to the

energy consumption of approximately 40,000 households.

But earlier this year, the solar farm had been threatened with removal due to the disruption caused by significant glare from its panels, which pilots said were affecting visibility and endangering planes and passengers.

Courts heard that the DGEC panels, put into place in 2024, were not textured enough to limit reflections and therefore were unsuitable for the location, in violation of the firm's duty of social care and legal responsibilities to the airport. Around a third of the installation was ordered to be removed.



But removing the installation comes at a huge cost, and could risk potential bankruptcy for the owners, who, while cooperating with authorities, have argued that they undertook extensive research prior to construction, based on internationally recognised Federal Aviation Administration (FAA) guidelines and had received positive feedback from stakeholders and expert assessments, including one from the Netherlands Aerospace Centre (NLR).

They also pointed out on their website that the solar farm's design keeps at least 25% of the land remaining green and maintains "unobstructed views from the polder ribbons" while possessing "flower-rich grassland and kilometres of green borders, which enhance biodiversity with flower and butterfly meadows and elephant grass."

Now, to avoid unsustainable losses to the DGEC, which invested €90 million in the project in 2024 and had raised €125 million, the park's panels, instead of being demolished, will be temporarily taken down, covered with an anti-reflection film, and put back into position.

The costs reportedly will be shared by the Ministry of Infrastructure and Water Management, Schiphol, the municipality of Haarlemmermeer, and DGEC, as long as the proposed solution is given the green light by the Haarlemmermeer council.

██████████, rector of DGEC and CEO of Energy Solutions Group, said in a press release: "The energy transition sometimes presents challenging issues. Thanks to the excellent cooperation with all parties involved, we can combine sustainable energy and aviation safety."