



Vince Catich <vince@catfishrenewable.com>

Tanner Road Solar – Request for KARR Input on Glint/Glare Review

Andras, Steve <AndrasS@aurora.il.us>

To: Vince Catich <vince@catfishrenewable.com>

Cc: Kent Catich <kcatich@aol.com>, Mike Catich <mkcatic@gmail.com>, "Maveus, Amy" <MaveusA@aurora.il.us>

Good morning Vince,

Thank you again for reaching out to us.

After reviewing your email and attachments and in light of the fact that ARR has been approved for two solar fields on airport property, we will not require a specific glare analysis.

However, if for some reason your panels, once constructed create a safety hazard to ARR traffic, the FAA may require you to address these concerns.

Good luck with your project.

Best regards,

Steve



Stephen K. Andras, P.E. – Airport Manager

Aurora Municipal Airport

City of Aurora | 43W636 US Route 30 | Sugar Grove, Illinois 60554

Office: (630) 256-3120 | Email: AndrasS@aurora.il.us

From: Vince Catich <vince@catfishrenewable.com>

Sent: Tuesday, July 14, 2026 10:59 AM

To: Andras, Steve <AndrasS@aurora.il.us>

Cc: Kent Catich <kcatich@aol.com>; Mike Catich <mkcatic@gmail.com>

Subject: Tanner Road Solar – Request for KARR Input on Glint/Glare Review

You don't often get email from vince@catfishrenewable.com. [Learn why this is important](#)

*Warning! This e-mail originated outside the organization. **DO NOT** click links or open attachments unless you confirm the incoming address of the sender and know the content is safe.*

Dear Mr. Andras,

My name is Vince Catich, and I am developing a proposed Tanner Road Solar Project on my family's farm approximately 4.5 nautical miles northeast of Aurora Municipal Airport. The proposer generating capacity of approximately 3.5 MWac.

I am preparing a special-use permit application for Kane County. The County's application materials identify a solar glint-and-glare analysis as an optional exhibit, and I would appreciate KARR would like such an analysis performed for this project.

I completed the FAA Notice Criteria Tool review for the proposed facility, which indicated that filing FAA Form 7460-1 is not required. I recognize, however, that this height-based determination potential solar reflections affecting airport operations or aircraft approaching or departing KARR.

For additional context, I reviewed the glare analysis prepared for the Orchard Solar project. Orchard Solar is located southeast of KARR, where reflected light from its north-south single-axis is directed toward aircraft approaching Runway 9 from the west. Even under conservative assumptions, that analysis predicted only 115 annual minutes of low-intensity green glare, no yellow gl and no glare at the air traffic control tower.

Based on preliminary mapping and the attached aviation exhibits, the project appears to be laterally offset from the final approach courses serving the nearest potentially affected runways. Th less conducive to glare affecting aircraft established on final approach than the geometry evaluated for Orchard Solar. A project-specific glare analysis would nevertheless be necessary to cor assessment.

Because Kane County identifies the glint-and-glare analysis as an optional exhibit, I would prefer not to commission a project-specific study unless KARR believes one is warranted from an op perspective. My purpose in contacting you is to obtain the airport's judgment before incurring that additional work. If, after reviewing the attached location and preliminary layout, KARR does n study, a brief email confirming that position would be very helpful for the County application. If KARR believes a study would be prudent, I will arrange for one and would appreciate your guida approaches, observation points, traffic patterns, or other operational areas that should be evaluated.

For context, I grew up in Aurora and have a longstanding connection to KARR. As a Navy pilot in the 1990s, I routinely flew the T-34C into Aurora to visit family. I later transferred to the Air For pilot. Since 2013, I have flown for United Airlines and have operated the Boeing 787 for more than ten years.

I have also attached IFR, VFR, and aerial exhibits from ForeFlight showing the project location relative to WUYFI and KAREY, the final approach fixes associated with the two closest runway ; potentially be affected. These exhibits are intended to illustrate the project's lateral relationship to the associated final approach courses and to help KARR evaluate whether a project-specific are informational only and are not intended to substitute for a formal glare analysis. I plan to submit the SUP application by Friday, July 17. If you are available, I would be happy to stop by or s Alternatively, a brief email advising whether KARR recommends a project-specific glint-and-glare analysis would be very helpful.

Please let me know if you have any questions or would like additional project information.

Sincerely,

Vince Catich

Managing Member

Catfish Renewable Energy LLC

(916) 995-8570

vince@catfishrenewable.com





