



Unlock more solar opportunities with reduced glare¹ risk.

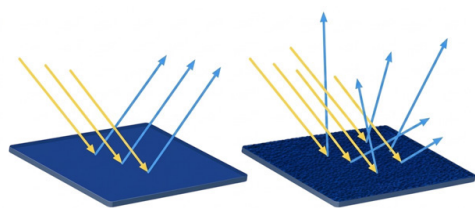
In certain locations, reflected sunlight from PV panels can create glare-related concerns — particularly near airports & highways. Our PV panels are designed to reduce the intensity of reflected light. This supports safer, more acceptable solar deployment in environments where glare matters.



Glare concerns may require additional assessments, stakeholder discussions, or design changes — especially for solar installations near airports or flight paths. Using anti-glare PV panels, you can proactively address these concerns and improve project confidence from the early design stage.

Suited for

- ✓ Airport-adjacent² rooftops and ground-mounted PV
- ✓ Highway- and railway-adjacent projects
- ✓ Solar carports and parking canopies
- ✓ Commercial rooftops in urban environments
- ✓ Sites near neighboring buildings or public spaces



STANDARD GLASS **ANTI-GLARE GLASS** direct reflection → diffused reflection → possible glare concern reduced glare intensity

TCL Solar PV panels help make solar projects easier to integrate into glare-sensitive environments. For C&I customers, they provide more than a product feature — they offer a practical pathway to safer, smoother, and more flexible solar deployment.

All TCL Solar PV panels are anti-glare certified⁵.

What's the benefit for you ?

Airport-adjacent compatibility

Helps reduce glare risk for solar projects located near airports, aviation facilities, or flight paths².

Smoother project approval

Provides a practical mitigation measure for permitting, safety reviews, and stakeholder communication.

Greater site flexibility

Enables solar deployment in locations where conventional modules may face visual impact concerns.

Improved safety and comfort

Reduces intense reflected light for drivers, workers, building occupants, and nearby communities.

Responsible solar design

Supports ESG goals by combining clean energy generation with thoughtful environmental and community integration.



TCL SOLAR

Deploy solar where glare matters **with greater confidence.**



TCL Solar has obtained several approvals from airports and air force bases for solar installation at their facilities. Additional letters/approvals may be available pending on the airports or air force bases authorization to share such document. If examples of approvals are needed, it can be requested to our technical support engineers.

¹There is no universally harmonised legal definition that automatically distinguishes “anti-glare” from “reduced-glare” for PV modules.

²For photovoltaic systems proposed within or near an airport, airfield, heliport, runway approach/departure path, or air traffic control tower, the system designer and project developer are responsible for assessing and managing potential solar-reflection and glare impacts.

The selection or use of anti-glare PV modules, including modules with third-party anti-glare certification, does not replace a project-specific aviation glare assessment or any applicable permitting, safeguarding, and aviation-safety review.

Before finalizing the PV layout, tilt, azimuth, tracker operation, or module selection, designers must:

- ✓ comply with all applicable country-specific, regional, and local aviation regulations and airport safeguarding requirements;
- ✓ consult the relevant airport operator, air navigation service provider, civil aviation authority, and/or planning authority, where required;
- ✓ conduct a site-specific glint-and-glare assessment using recognized specialist software—such as ForgeSolar, or another modeling tool accepted by the relevant authority; and
- ✓ model the final PV configuration and relevant aviation receptors, including, where applicable, runways, aircraft approach/departure paths, taxiways, and air traffic control tower observation points.

The assessment must be based on the final project geometry and local conditions, including PV array location, module dimensions, tilt, azimuth, tracking behavior, terrain, surrounding obstructions, and receptor locations.

The project designer, developer, EPC contractor, and system owner remain solely responsible for obtaining all required approvals and for ensuring that the final installation does not create an unacceptable glare risk to pilots, air traffic control personnel, or airport operations.

³University of Stuttgart, Institut für Technische Optik, Germany, reported on 11/05/2026, “...modules significantly outperform water-covered surfaces, producing substantially less glare across all angles.”