

Technical Appendix 13.6: Aviation Assessment Methodology

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1.1 Introduction

1.1.1 The methodology used for the aviation assessment is a desk-based review using the data sources as described in **Chapter 13: Aviation (EIAR Volume 1)**. However, defining categories of receptor sensitivity and magnitude of impact is not appropriate for aviation as baseline aviation activities and equipment are highly sensitive to impacts and any magnitude of restriction on, or compromise to, activities or equipment (without applied mitigation) is considered to be high. Therefore, the sensitivity of receptor and magnitude of impact have been explained via professional reasoning and judgement rather than via definitions of different categories. These judgements have fed into the determination of significance as shown in **Table 1-1**.

Significance

1.1.2 The predicted significance of the effect was determined through a standard method of assessment based on professional judgement, considering both sensitivity and magnitude of change as detailed in **Table 1-1** below. Major and moderate effects are considered significant in the context of EIA Regulations.

Table 1-1: Determination of Significance

Sensitivity of Receptor	Magnitude of Impact			
	High	Medium	Low	Negligible
High	Major	Moderate	Minor	Negligible
Medium	Moderate	Moderate	Minor	Negligible
Low	Minor	Minor	Negligible	Negligible
Negligible	Negligible	Negligible	Negligible	Negligible

1.1.3 Each level of significance can be described as follows:

- **Major** - Regular, frequent or permanent effects which require changes to existing operational and/or technical practice to mitigate adequately, or which are not capable of being mitigated adequately.
- **Moderate** - Periodic effects experienced which may require alterations to existing operational practice.
- **Minor** - Occasional effects experienced which do not require any alteration of existing operational and technical practice.
- **Negligible** - Normally no measurable change from baseline conditions which therefore do not require any alteration of existing operational and technical practice.

1.1.4 For the purposes of this assessment:

- a level of effect of moderate or more will be considered a ‘significant’ effect; and
- a level of effect of minor or less will be considered ‘not significant’.

1.1.5 Effects of moderate significance or above are therefore considered important in the decision-making process, whilst effects of minor significance or less warrant little, if any, weight in the decision-making process.

Cumulative Effects

1.1.6 In terms of cumulative impact, any potential impact on an aviation receptor is generally treated as a standalone effect. Whilst other wind turbine developments may be located in close proximity, the effect on each receptor is considered on a case-by-case basis and any significant effect is sufficient to trigger an

objection from the relevant aviation stakeholder. Although mitigation may have been agreed for other developments, it would still be necessary for negotiations and discussions with aviation stakeholders to be carried out under separate arrangement. As such, no specific cumulative effects on aviation stakeholders/receptors are expected.