

Key Documents forming the technical study	Summary of findings	Ongoing obligations/testing requirements
Arcadis Technical assessment	No significant impact that cannot be mitigated	To be read in conjunction with Hazard Log, and Safety Justification document
Arcadis Hazard Log	No significant risks that cannot be mitigated	Open hazards to be closed as Construction Methodologies are finalised, development is implemented and ongoing tests/monitoring completed
Arcadis Safety Justification Report	No significant safety matters that cannot be mitigated	
Proposed IFA2 Facility, Daedalus: Occupier Impact Assessment. Lambert Smith Hampton October 2017	No significant impact on commercial operation of Daedalus and delivery of Vision	
Draft construction Methodology and Specification for the Converter station, and Converter Station Design and Access Statement addendum 7.17, and Baker Hicks external flood lighting design and Luminaire Schedule	Safeguarding measures and management controls to address construction on airfield being developed to address all identified hazards	Development of document, detailed design, specification and method statements ongoing
Draft construction Methodology and Specification for the Cable Installation (including landfall)	Safeguarding measures and management controls to address construction on airfield being developed to address all identified hazards	Development of document, detailed design, specification and method statements ongoing
Supplementary evidence forming part of the overall technical assessment		
IFA2 IJV CAB TTR 0004 Technical Note: Tests of aircraft in Electric and Magnetic Fields from IFA2 cables at Solent Airport	No significant impact that cannot be mitigated by design	Test electromagnetic field from cables once in place – to confirm test outputs from trials, to confirm compliance with planning conditions, and monitoring once operational
Technical Assessment – Wind Flow Analysis and Wind flow analysis for the IFA2 Facility reports; National Grid Interconnector IFA2 – Assessment of {Possible Wind Effects on Flying Operations of HMS Daedalus – Ove Arup Report	No significant impact that cannot be mitigated	
Radio Frequency Survey Test Report for IFA2 development at Solent Airport plus peer review, LSA Electromagnetics report, and RTCA/D160 radiated emissions analysis for	No significant impact that cannot be mitigated by design	FISO radios to be tested, and testing to demonstrate acceptable RFI emissions

aircraft radios		
IFA2 Converter TV and Radio Reception Study	No significant impact that cannot be mitigated	Post completion assessment to be undertaken
Radio and Telecomms Interference and EMF assessment ABB HVDC 6.17	No significant impact that cannot be mitigated	
Preliminary impressed voltage assessment for cables at Daedalus	No significant impact that cannot be mitigated by design	Processes to be put in place to ensure any future developments at the Airport do not give rise to risk
Bird Hazard Management Plan	No significant impact that cannot be mitigated by design and management	
Audible Noise Assessment for Planning Application ABB HVDC 7.17	No significant impact that cannot be mitigated by design	Measurements of noise to be taken during commissioning
IFA 2 Fire Systems Description report HVDC 9.16	No significant impact that cannot be mitigated by design	Detailed design as per system description
Consideration of Maritime and Coastal Agency equipment	No significant impact that cannot be mitigated by design	All relevant equipment to be covered by final cable testing once in place.
Assessment of potential impact on Instrument Landing Systems	No significant impact that cannot be mitigated by design, but not relevant as ILS not planned for Solent Airport. No further action.	
Assessment of impact on Unmanned Aerial Vehicles	No significant impact that cannot be mitigated	
Aircraft Magnetic Field Susceptibility Assessment Report for IFA2 – LSA; Electromagnetics Assessment of magnetic field effects on Islander and Defender Aircraft.	No significant impact that cannot be mitigated by design	
Islander and Defender Magnetic Field Susceptibility Assessment Report for IFA2	No significant impact that cannot be mitigated by design	
Quinetiq Assessment of magnetic field effects on Islander and Defender aircraft	No significant impact that cannot be mitigated by design	
Magnetic effect – impact on UK MoD Islander and Defender Aircraft	No significant impact that cannot be mitigated by design	
TUV-SUD IFA22 interconnector review of EMC/EMF Assessment Reports	No significant impact that cannot be mitigated by design	
M16a Assessment of baseline radio blackspots and future testing of new equipment report	No significant impact that cannot be mitigated	Future testing to be carried out for new radio equipment as this comes into use
M16b Survey of TV and Digital networks including Fire	No significant impact	

Brigade, Police, Ambulance/medical		
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