Engineering Connection Assessment

P2520 Laramide Battery Storage Facility Connection

2569059 Alberta Inc.

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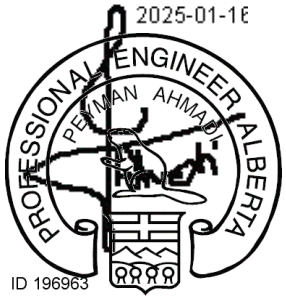

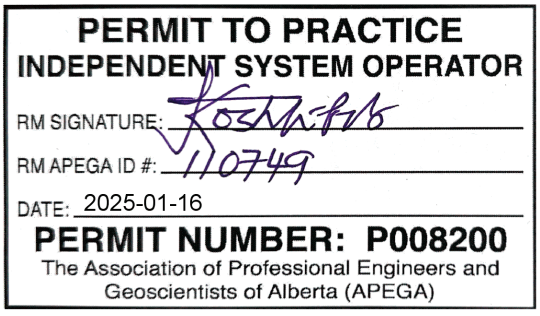

NOTE:

The conclusions and recommendations in this report are based on the results presented in *Attachment B: Engineering Connection Assessment: Study Results*, which was prepared by a third party consultant in accordance with the AESO Connection Process.

The AESO has reviewed the *Engineering Connection Assessment: Study Results*, and finds it acceptable for the purpose of assessing the potential impacts of the proposed connection on the performance of the Alberta interconnected electric system.

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1 Introduction

This Alberta Electric System Operator (AESO) Engineering Connection Assessment describes the engineering studies that were completed to assess the impact of the Project (as defined below) on the performance of the Alberta interconnected electric system (AIES). This report also provides the AESO's conclusions and recommendations based on the results of the engineering studies.

Attached to this Engineering Connection Assessment are the results of the engineering studies (see Attachment B) and the scope and methodology used to perform the studies (see Attachment B-1). These attachments provide details regarding the technical criteria, assumptions, and methods for performing these engineering studies, and the results of the engineering studies.

1.1 Project Overview

2569059 Alberta Inc. (Market Participant) has submitted a request for system access service to the AESO to connect its proposed Laramide Battery Storage Facility (Facility)[1] to the AIES. The Facility includes a proposed collector substation to be designated as Laramide 1172S substation.

The Market Participant's request includes: a request for a new system access service in the area, with a Rate STS, Supply Transmission Service, contract capacity of 100 MW and a Rate DTS, Demand Transmission Service, contract capacity of 50 MW; and a request for transmission development (collectively, the Project).

The scheduled in-service date (ISD) for the Project is June 1, 2026.

[1] Power Plant Application 28906-A001, 2569059 Alberta Inc., Laramide Battery Storage Facility (March 14, 2024)

2 Assessment Scope

2.1 Objectives

The objectives of the AESO Engineering Connection Assessment are as follows:

- Assess the impact of the Project on the performance of the AIES.
- Evaluate Project connection alternatives and identify the AESO's preferred alternative.
- Recommend mitigation measures, if required, to reliably connect the Project to the AIES.
- Identify Project dependencies, including any TFO projects or AESO plans to expand or enhance the transmission system that must be completed prior to connection.

2.2 Existing System

Geographically, the Project is located in the AESO planning area of High River (Area 46), which is part of the AESO South planning region. High River (Area 46) is surrounded by the planning areas of Calgary (Area 6), Seebe (Area 44), Strathmore/Blackie (Area 45), Stavely (Area 49), and Fort Macleod (Area 53).

From a transmission system perspective, High River (Area 46) consists primarily of a 69 kV, 138 kV and 240 kV transmission system. High River (Area 46) is connected to Calgary (Area 6) though two 240 kV transmission lines 1106L and 1107L, connected to Strathmore/Blackie (Area 45) through two 138 kV transmission lines 850L and 753L, and connected to Stavely (Area 49) through two 240 kV transmission lines 1037L and 1038L.

Existing constraints in the South planning region are managed in accordance with the procedures set out in Section 302.1 of the ISO rules*, Real Time Transmission Constraint Management* (TCM Rule).

2.3 Study Area

The Study Area for the Project consists of the AESO Planning areas of Calgary (area 6), Strathmore/Blackie (Area 45), High River (area 46), and Fort Macleod (Area 53), including the tie lines connecting these planning areas to the rest of the AIES. All transmission facilities within the Study Area will be studied and monitored for violations of the Reliability Criteria (defined in Section 3.1 of Attachment B-1).

3 Connection Alternatives

3.1 Overview

The AESO, in consultation with the TFO in the Study Area and the Market Participant, examined 5 transmission alternatives to meet the MP's request for system access service, as detailed in Section 3.2.

3.2 Connection Alternatives Examined

Below is a description of the developments associated with the transmission alternatives that were examined for the Project.[2]

Alternative 1 – Radial 240 kV Connection to Foothills 237S substation

This alternative includes the following developments:

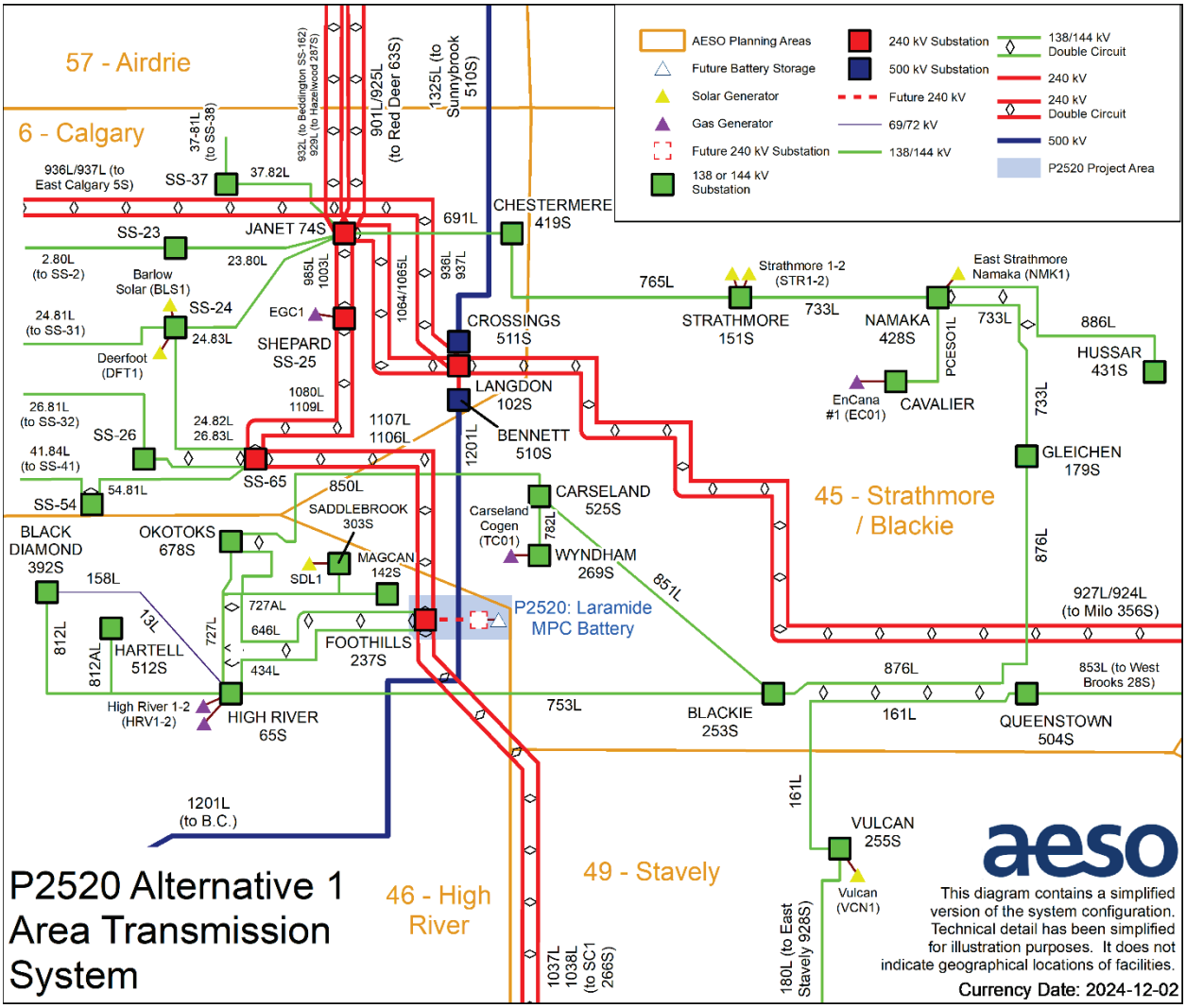
- Add one 240 kV circuit, approximately 1 km[3] in length, to connect the Facility to the existing Foothills 237S substation using a radial configuration.
- Modify Foothills 237S substation, including adding two 240 kV circuit breakers; and
- Add or modify associated equipment as required for the above transmission developments.

The proposed connection configuration is shown in Figure 3-1.

[2] This project was initially submitted with 400 MW STS and 400 MW DTS. A project change proposal was submitted and approved to reduce the STS to 100 MW and DTS to 50 MW. Following the reduction, the MP has indicated potential plans for future site expansion to 400 MW.

[3] Exact line length to be determined by the TFO.

Figure 3-1: Connection Alternative 1



Alternative 2 – In-and-out connection to 240 kV transmission line 1107L

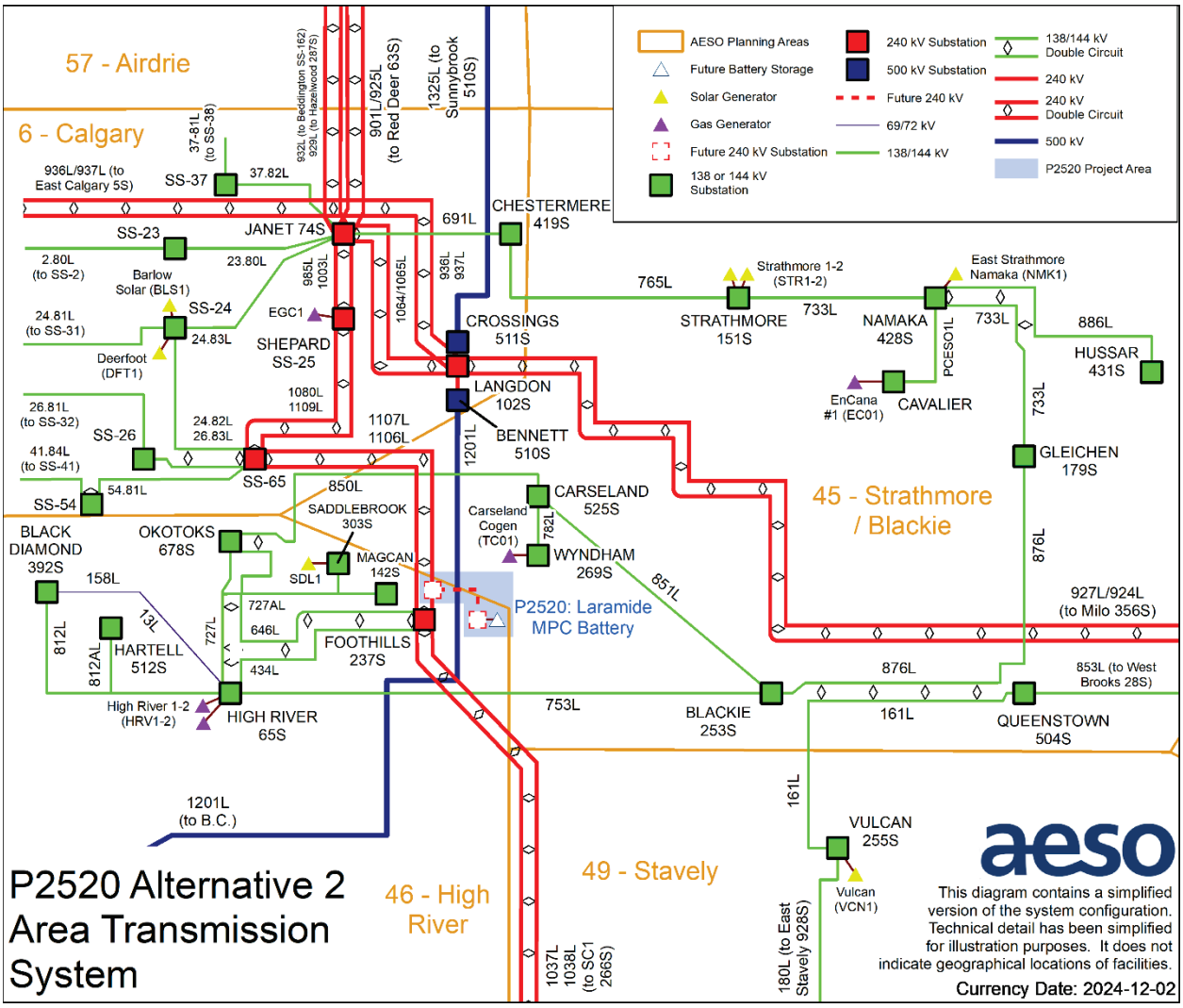
This alternative includes the following developments:

- Add a 240 kV switching substation, including three 240 kV circuit breakers, to be connected to the existing 240 kV transmission line 1107L (between the existing Foothills 237S and SS-65 substations) using an in-and-out configuration.
- Add one 240 kV circuit, approximately 100 m in length,[4] to connect the Facility to the proposed 240 kV substation; and
- Add or modify associated equipment as required for the above transmission developments.

[4] Exact line length to be determined by the TFO.

The proposed connection configuration is shown in Figure 3-2.

Figure 3-2: Connection Alternative 2



Alternative 3 – In-and-out connection to 240 kV transmission line 1106L

This alternative includes the following developments:

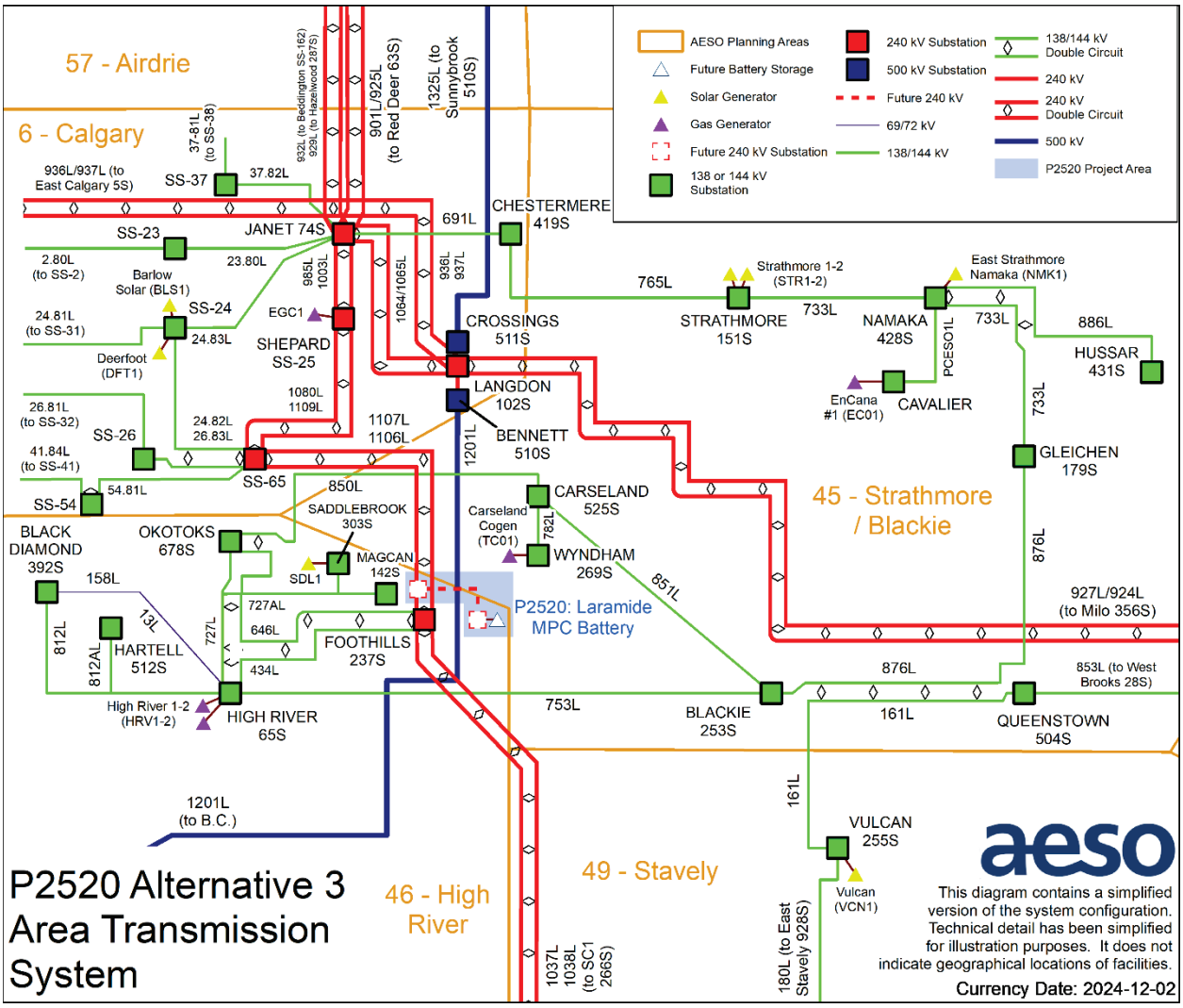
- Add a 240 kV switching substation, including three 240 kV circuit breakers, connected to the 240 kV transmission line 1106L (between the existing Foothills 237S and SS-65 substation) using an in-and-out configuration.
- Add one 240 kV circuit, approximately 100 m in length[5], to connect the Facility to the proposed 240 kV substation, which would require crossing the 240 kV transmission line1107L; and

[5] Exact line length to be determined by the TFO.

- Add or modify associated equipment as required for the above transmission developments.

The proposed connection configuration is shown in Figure 3-3.

Figure 3-3: Connection Alternative 3



Alternative 4 – T-tap connection to 138 kV transmission line 753L

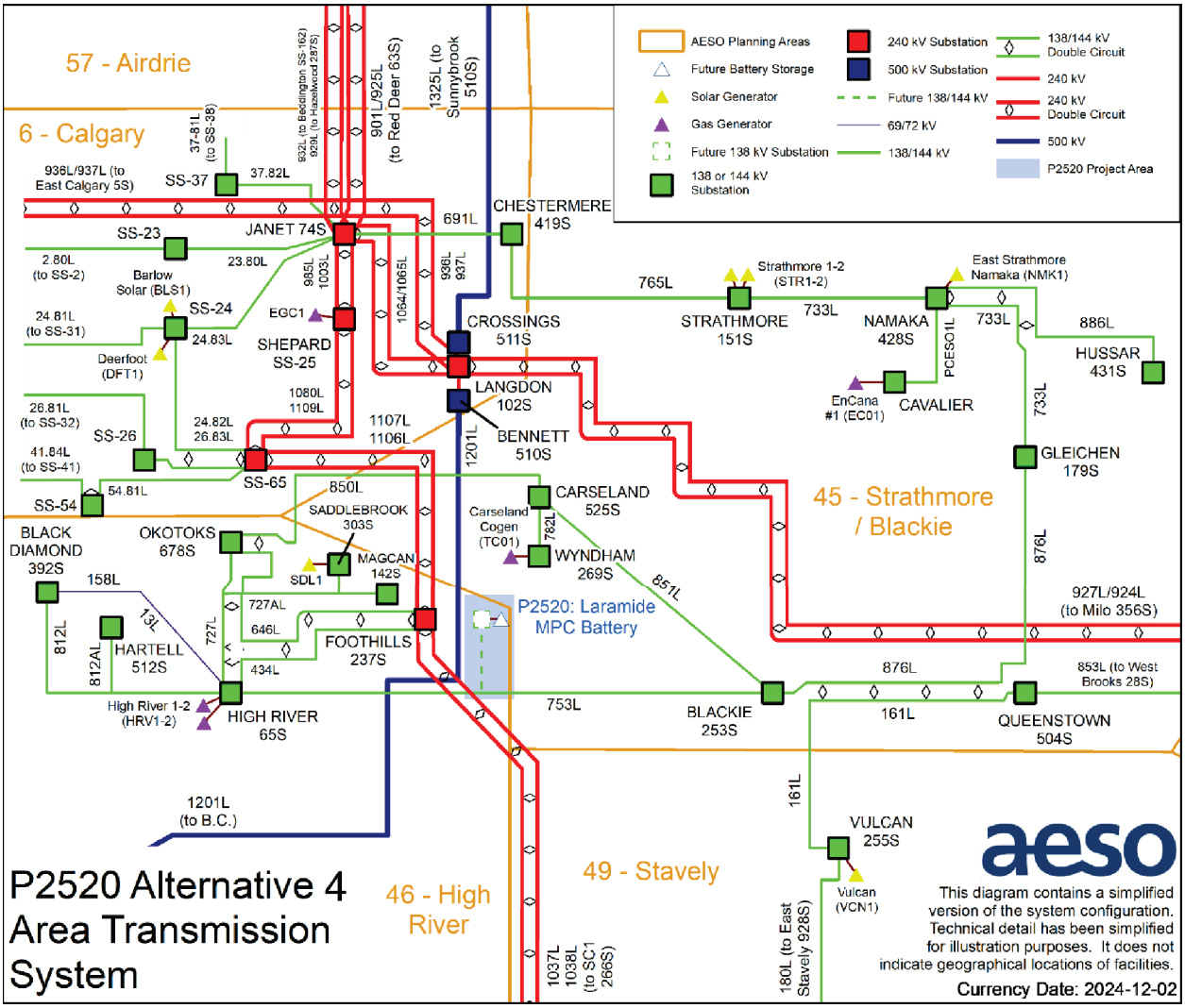
This alternative includes the following developments:

- Add one 138 kV circuit, approximately 1 km in length[6], to connect the Facility to the existing 138 kV transmission line 753L (between Blackie 253S and High River 65S) using a T-tap configuration; and
- Add or modify associated equipment as required for the above transmission developments.

[6] Exact line length to be determined by the TFO.

The proposed connection configuration is shown in Figure 3-4.

Figure 3-4: Connection Alternative 4



3.3 Connection Alternatives Selected for Further Study

Alternative 1 is considered technically feasible and was selected for further study.

3.4 Connection Alternatives Not Selected for Further Study

Alternatives 2 and 3 were ruled out due to higher transmission development scope and cost compared to Alternative 1. Therefore, Alternatives 2 and 3 were not selected for further study.

Alternative 4 was ruled out due to lack of capacity on the 138 kV system in the High River and Strathmore area which would significantly increase the congestion observed in that area.

4 Assessment Approach

4.1 Standards, Criteria and Assumptions

A detailed description of the standards, criteria, and assumptions that were used for the connection assessment is provided in Attachment B (see Attachment B-1).

4.2 Studies Performed

At the time of study, the scheduled ISD for the Project was September 8, 2025. As a result, studies were performed using scenarios for 2028 Summer Light High Renewables (SL HR), 2028 Summer Peak High Renewables (SP HR), 2028 Summer Peak Low Generation (SP LG), and 2028 Winter Peak Low Generation (WP LG). During the course of studies, the ISD of the Project was changed to June 1, 2026. Furthermore, the requested rate DTS was reduced from 100 MW to 50 MW after the completion of the studies. The AESO determined that neither the ISD change nor the DTS reduction would have material impact on the connection alternative, the mitigation measures and the conclusions for the study scenarios conducted.

Short-circuit studies were performed using the 2028 SP HR and 2033 WP scenarios.

Table 4-1 lists the study scenarios. Post-Project scenarios reflect the requested Rate STS and Rate DTS contract capacity of 100 MW and 100 MW[7], respectively, at the Laramide 1172S substation.

Table 4-1: Connection Study Scenarios

Scenario No.	Year/Season	System Generation Dispatch Conditions	Scenario Name	Project Load (MW)	Project Generation (MW)
Pre-Project for STS Studies					
1	2028 Summer Light (SL)	High Renewables (HR)	2028 SL HR Pre-Project	0	0
2	2028 Summer Peak (SP)	HR	2028 SP HR Pre-Project	0	0
Post-Project for STS Studies					
3	2028 SL	HR	2028 SL HR Post-Project	0	100
4	2028 SP	HR	2028 SP HR Post-Project	0	100
5	2033 Winter Peak (WP)	All study area generators in-service.	2033 WP Post-Project	0	100
Pre-Project for DTS Studies					

[7] The Market Participant submitted a rate DTS reduction request after the completion of the studies. Therefore, in the studies the previous rate DTS request of 100 MW is assumed. The 100 MW DTS assumption captures a more conservative scenario compared to the 50 MW DTS.

Scenario No.	Year/Season	System Generation Dispatch Conditions	Scenario Name	Project Load (MW)	Project Generation (MW)
6	2028 SP	Low Generation (LG)	2028 SP LG Pre-Project	0	0
7	2028 WP	LG	2028 WP LG Pre-Project	0	0
Post-Project for DTS Studies					
8	2028 SP	LG	2028 SP LG Post-Project	100	0
9	2028 WP	LG	2028 WP LG Post-Project	100	0

The AESO Planning Region load forecasts used for the connection studies were based on the *AESO's 2024 Long-Term Outlook (2024 LTO)*.

4.2.1 Power Flow Studies

The purpose of the power flow studies is to identify and quantify any thermal and voltage criteria violations in the Study Area.

In addition, power flow studies are also used to identify point of delivery (POD) low voltage bus voltage deviations beyond the limits listed in Table 3-1 of Attachment B-1.[8]

Power flow studies were performed for 2028 Summer Light High Renewable, 2028 Summer Peak High Renewable, 2028 Summer Peak Low Generation, and 2028 Winter Peak Low Generation pre-Project scenarios (scenarios 1, 2, 6, 7), and post-Project scenarios (scenarios 3, 4, 8, 9).

4.2.2 Voltage Stability Studies

The purpose of the voltage stability studies is to determine the ability of the transmission system to maintain voltage stability at the busses in the Study Area.

Voltage stability studies were performed for 2028 Summer Peak Low Generation, 2028 Winter Peak Low Generation post-Project scenarios (scenarios 8, 9).

4.2.3 Transient Stability Studies

The purpose of the transient stability studies is to assess the post-Project stability of the transmission system after three-phase to ground faults are applied on select transmission lines in the Study Area.

Transient stability studies were performed for 2028 Summer Light High Renewable and 2028 Summer Peak High Renewable post-Project scenarios (scenarios 3, 4).

[8] The AESO's desired post-contingency voltage deviations for low voltage busses represent guidelines rather than criteria. A POD bus voltage deviation that exceeds the desired limits shown in Table 3-1 of Attachment B-1 does not represent a Reliability Criteria violation. Mitigation measures would not be developed to specifically address POD bus voltage deviations that exceed the desired values in Table 3-1 of Attachment B-1.

4.2.4 Short-Circuit Current Level Studies

The purpose of short-circuit current level studies is to determine the expected system short-circuit current levels in the vicinity of the Project.

Short circuit studies were performed for the 2028 Summer Peak High Renewable pre-Project scenario and for 2028 Summer Peak High Renewables and 2033 Winter Peak post-Project scenarios (scenarios 2, 4, 5).

4.3 Mitigation Measure Development and Evaluation

As explained in Section 6 of Attachment B-1, mitigation measures were developed to address system performance issues that were identified in the post-Project scenarios. Studies performed to assess the effectiveness of mitigation measures are briefly outlined below.

4.3.1 Post-Mitigation Studies

Power flow studies were performed to assess the impact of the Project on the performance of the AIES following implementation of the AESO's proposed mitigation measures.

4.3.2 Constraint Effective Factor Studies

Constraint effective factor studies were used to determine the generator and load constraint effective factors and to identify the most effective generators or loads to manage thermal criteria violations that were observed under Category A and B conditions.

5 Interpretation of Results

5.1 Results Overview

This section provides an assessment of the impact of the Project on the performance of the AIES. The Reliability Criteria violations observed during the connection assessment studies, and the proposed mitigation measures are summarized in Attachment A.

- Section 5.2 includes an overview of the pre-Project studies results.
- Section 5.3 includes an overview of the post-Project studies results.
- Section 5.4 includes a description of the proposed mitigation measures to address observed Reliability Criteria violations.

Detailed study results are provided in Attachment B.

Table 5-1: Summary of Category A Reliability Criteria Violations, Project Impact and Mitigation Measures (STS Studies)

Scenario	Type of Reliability Criteria Violation		Details of Violation	Project Impact	Pre-Project Mitigation Measures	Post-Project Mitigation Measures
	Pre-Project	Post-Project				
2028 Summer Light (SL)	Thermal - above emergency rating	Thermal - above emergency rating	691L (Janet 74S to Chestermere 419S)	Materially increased violation	Real-time operational practices (RTOP)	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	765L (Chestermere 419S to Strathmore 151S)	Marginally increased violation	RTOP	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	1109L (SS-65 to SS-25)	Materially increased violation	RTOP	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	1080L (SS-65 to SS-25)	Materially increased violation	RTOP	RTOP
2028 Summer Peak (SP)	Thermal - below emergency rating	Thermal - below emergency rating	924L (Langdon 102S to P2396 Tap)	Marginally increased violation	RTOP	RTOP
	Thermal - below emergency rating	Thermal - below emergency rating	927L (Langdon 102S to P2378 Tap)	Marginally increased violation	RTOP	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	691L (Janet 74S to Chestermere 419S)	Materially increased violation	RTOP	RTOP
	Thermal - below emergency rating	Thermal - below emergency rating	733L (Namaka 428S to Strathmore 151S)	Marginally increased violation	RTOP	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	765L (Chestermere 419S to Strathmore 151S)	Marginally increased violation	RTOP	RTOP
	Thermal - below emergency rating	Thermal - below emergency rating	1107L (SS-65 to Foothills 237S)	Materially increased violation	RTOP	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	1109L (SS-65 to SS-25)	Materially increased violation	RTOP	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	1080L (SS-65 to SS-25)	Materially increased violation	RTOP	RTOP
	Thermal - below emergency rating	Thermal - below emergency rating	1106L (SS-65 to 540510)	Materially increased violation	RTOP	RTOP

Notes:

- Marginally increased (or marginally decreased) refers to a percent loading difference (post-Project percent loading minus pre-Project percent loading) between 0% and 3% (or -3%).
- Materially increased (or materially decreased) refers to a percent loading difference (post-Project percent loading minus pre-Project percent loading) above or equal to 3% (or below or equal to -3%).

5.2 Pre-Project Study Results

5.2.1 Category A Conditions

As shown in Table 5-1, with the inclusion of additional projects planning to connect in the South region, the pre-Project STS power flow studies identified several thermal violations under Category A conditions (i.e., all elements in service) including the 138 kV transmission lines 691L, 765L, 733L, and the 240 kV transmission lines 924L, 927L, 1106L, 1107L, 1109L, and 1080L.

No thermal criteria violations were observed in the pre-Project DTS power flow studies under Category A conditions.

The short-circuit fault levels were found to be within the typical capabilities of the nearby facilities.

5.2.2 Category B Conditions

The pre-Project STS power flow studies identified several thermal violations under Category B conditions (i.e., loss of a single system element). See Attachment A for details.

No thermal criteria violations were observed in the pre-Project DTS power flow studies under Category B conditions.

No Reliability Criteria violations or voltage deviations were observed that were beyond the limits listed in Table 3-1 of Attachment B-1 (hereafter referred to as point of delivery (POD) bus voltage deviations) under Category B conditions.

5.3 Post-Project Study Results

5.3.1 Category A Conditions

Following the connection of the Project and with the inclusion of additional projects planning to connect in the South region, several of the thermal violations observed in the pre-Project STS scenarios were materially increased including violations on the 138 kV transmission line 691L, and the 240 kV transmission lines 1107L, 1106L, 1109L, and 1080L; and marginally increased including violations on the 138 kV transmission lines 765L, 733L, and the 240 kV transmission lines 924L, and 927L.

No thermal criteria violations were observed in the post-Project DTS power flow studies under Category A conditions.

A summary of thermal criteria violations observed under Category A system conditions for 2028 Summer Peak STS scenarios is shown in Table 5-2.

Table 5-2: Thermal Criteria Violations under N-0 Condition in the 2028 Summer Peak STS scenario

Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)
			Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading	
691L (Janet 74S to Chestermere 419S)	120	132	170.0	141.7	174.1	145.1	3.4%
1107L (SS-65 to Foothills 237S)	971	1071	978.8	100.8	1016.6	104.7	3.9%
1109L (SS-65 to SS-25)	487	584	737.3	151.4	767.5	157.6	6.2%
1080L (SS-65 to SS-25)	487	584	734.4	150.8	764.6	157.0	6.2%
1106L (SS-65 to P2510 Tap)	971	1071	995.3	102.5	1033.1	106.4	3.9%
924L (Langdon 102S to P2396 Tap)	547	656	632.9	115.7	634.5	116	0.3%
927L (Langdon 102S to P2378 Tap)	576	691	608.3	105.6	608.8	105.7	0.1%
733L (Namaka 428S to Strathmore 151S)	120	132	124.1	103.4	127.1	105.9	2.5%
765L (Chestermere 419S to Strathmore 151S)	120	132	150.8	125.7	153.8	128.2	2.5%

Table 5-2 indicates that the project has material impact on several of the Category A thermal criteria violations in the Study Area following the inclusion of the Project and additional projects planning to connect in the South region.

Post-Project short-circuit fault levels were not significantly higher than pre-Project levels.

5.3.2 Category B Conditions

Post-Project STS power flow studies identified several system performance issues under Category B conditions.

Following the connection of the Project, several thermal violations observed in the pre-Project STS scenarios were exacerbated and new thermal violations were observed.

No Reliability Criteria violations were observed in the post-Project DTS power flow studies under Category B conditions. No POD bus voltage deviations were observed under Category B conditions.

The voltage stability margin was met for all studied conditions. Results did not indicate any transient stability concerns, and the system showed acceptable dynamic response to all Category B conditions studied.

5.4 Mitigation Measures

This section discusses the AESO's proposed mitigation measures to address the system performance issues that were identified in the pre-Project and post-Project scenarios.

5.4.1 Pre-Project

The Category A thermal reliability criteria violations observed in pre-Project STS scenarios can be managed by applying Section 302.1 of the ISO rules, *Real-Time Transmission Constraint Management* (TCM Rule) to curtail generation until such a time that system developments are in place to alleviate congestion. If necessary, the AESO will file an application for an "exception" under Section 15(2) of the *Transmission Regulation* (TReg).

Prior to connection of the Project, several of the observed thermal criteria violations in STS scenarios under Category B system conditions can be managed by using real-time operational practices. The remaining thermal criteria violations can be mitigated with the existing RAS 175, 178, 174, modified planned RAS 193,[9] and planned RAS to mitigate 1037L/1038L overload.

The total amount of generation tied to existing RAS 175, planned RAS 193, and planned RAS for 1037L/1038L overload mitigation exceeds the Most Severe Single Contingency (MSSC) limit of 466 MW. Pre-contingency generation curtailment under normal conditions may be required using real-time operational practices to prevent generation curtailment by RAS action above the MSSC limit. The probability of pre-curtailment being required would be dependent on generation profiles and operating conditions.

5.4.2 Post-Project

The Category A thermal reliability criteria violations observed in Post-Project STS scenarios can be managed by applying the TCM Rule to curtail generation until such a time that system developments are in place to alleviate congestion. If necessary, the AESO will file an application for an "exception" under Section 15(2) of the TReg.

After connection of the Project, several of the thermal criteria violations observed in the STS scenarios under Category B system conditions can be mitigated by using real-time operational practices. Some of the remaining thermal criteria violations can be mitigated by existing RAS 175, 178, 174, and planned RAS for 1037L/1038L overload mitigation. The remaining thermal criteria violations can be mitigated by modification of planned RAS 193 by including the Project in the RAS logic.

The total amount of generation tied to existing RAS 175, modified planned RAS 193, and planned RAS for 1037L/1038L overload mitigation exceeds the Most Severe Single Contingency (MSSC) limit of 466 MW. Pre-contingency generation curtailment under normal conditions may be required using real-time operational practices to prevent generation curtailment by RAS action above the MSSC limit. The probability of pre-curtailment being required would be dependent on generation profiles and operating conditions.

5.4.3 Post-Project Mitigation Study Results

Most of the thermal criteria violations observed under Category B conditions in the STS scenarios can be alleviated by existing RAS 174, 175, 178, planned 1037L/1038L RAS, and modified planned RAS 193. After modified planned RAS 193 action in post-project scenarios, real-time operational procedures would be required to fully alleviate the thermal criteria violations observed on 240 kV transmission lines 1080L and 1109L under certain Category B conditions.

[9] The planned RAS 193 was split into three logics and renamed to RAS 223, 224, and 225 after the completion of studies for this project. The project will be added to all the three RASs. In this report as well as the study results tables, presented in Attachment B, the RAS 193 notation is used.

6 Project Dependencies

The Project does not require the completion of any other AESO plans to expand or enhance the transmission system prior to connection.

7 Conclusions and Recommendations

Based on the study results, Alternative 1 is technically viable. The connection assessment identified several pre-Project and post-Project system performance issues.

The connection assessment uses credible worst-case conditions to assess the impact of the Facility connecting on the AIES. Category A thermal criteria violations were observed in the STS scenarios, exacerbating pre-Project violations under these credible worst-case load and generation forecast conditions.

The Category A violations will be mitigated using real-time operational practices, which include applying the TCM Rule to curtail generation as required. The probability of Category A thermal violations materializing is highly dependent upon the production profile of the Facility and other generation facilities in the area. The AESO will continue to monitor the pace of generation development and will notify Market Participants if it determines that it is necessary to obtain approval for a Section 15(2) exception.

The thermal and voltage criteria violations under Category B conditions in the STS scenarios can be mitigated through the use of existing RAS 174, 175, 178, planned 1037L/1038L RAS, the modified planned RAS 193, and real-time operational practices, alone or in combination, as appropriate. With implementation of these mitigation measures, connecting the project with the preferred alternative does not adversely affect the performance of the AIES.

The total amount of generation tied to existing RAS 175, modified planned RAS 193, and planned RAS to mitigate 1037L/1038L overload exceeds the MSSC limit of 466 MW. Pre-contingency generation curtailment under the Category A condition may be required using real-time operational practices to prevent generation curtailment by RAS action above the MSSC level. The probability of pre-curtailment being required would be dependent on generation profiles and operating conditions.

The AESO recommends proceeding with the Project using Alternative 1 as the preferred alternative to respond to the Market Participant's request for system access service. Real-time operational practices and the RAS mentioned above are recommended to mitigate the identified system performance issues.

Alternative 1 involves adding one 240 kV transmission line, approximately 1 km in length, to connect the Facility to the existing Foothills 237S substation using a radial configuration and modifying Foothills 237S substation including adding two 240 kV circuit breakers.

The new 240 kV circuit should have a minimum thermal rating of 112 MVA to meet the Market Participant's required STS/DTS contract capacity.

Attachment A:
Table A-1: Summary of Category B Reliability Criteria Violations, Project Impact and Mitigation Measures- STS Scenarios

Table A-1: Summary of Category B Reliability Criteria Violations, Project Impact and Mitigation Measures (STS Scenarios)

Scenario	Type of Reliability Criteria Violation		Contingency (System Element Lost)	Details of Violation	Project Impact	Pre-Project Mitigation Measures	Post-Project Mitigation Measures
	Pre-Project	Post-Project					
2028 Summer Light	Thermal - above emergency rating	Thermal - above emergency rating	1003L (Janet 74S to SS-25)	985L (Janet 74S to SS-25)	Materially increased violation	Planned RAS 193	Modified planned RAS 193
	Thermal - above emergency rating	Thermal - above emergency rating	985L (Janet 74S to SS-25)	1003L (Janet 74S to SS-25)	Materially increased violation	Planned RAS 193	Modified planned RAS 193
	Thermal - above normal rating	Thermal - above normal rating	955L (Peigan 59S to Goose Lake 103S)	956L (Peigan 59S to P2481 Tap)	Marginally reduced violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	1048L (Pegan 59S to Windy Flats 138S)	1049L (Peigan 59S to Windy Flats 138S)	Marginally reduced violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	1049L (Pegan 59S to Windy Flats 138S)	1048L (Peigan 59S to Windy Flats 138S)	Marginally reduced violation	RTOP	RTOP
	None	Thermal - above normal rating	733L (Strathmore 151S to Namaka 428S)	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	733L (Strathmore 151S to Namaka 428S)	1080L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	765L (Strathmore 151S to Chestermere 419S)	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	765L (Strathmore 151S to Chestermere 419S)	1080L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	SS-65 T1 (SS-65 Transformer T1)	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	SS-65 T1 (SS-65 Transformer T1)	1080L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	SS-65 T2 (SS-65 Transformer T2)	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	SS-65 T2 (SS-65 Transformer T2)	1080L (SS-65 to SS-25)	New violation	None	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	1107L (SS-65 to Foothills 237S)	1106L (SS-65 to 540510)	Materially increased violation	Planned RAS 193	Modified planned RAS 193
	Thermal - above emergency rating	Thermal - above emergency rating	1107L (SS-65 to Foothills 237S)	1106L (Foothills 237S to P2510 Tap)	Materially increased violation	Planned RAS 193	Modified planned RAS 193
	Thermal - above emergency rating	Thermal - above emergency rating	1109L (SS-65 to SS-25)	1080L (SS-65 to SS-25)	Materially increased violation	Planned RAS 193	Modified planned RAS 193
	Thermal - above emergency rating	Thermal - above emergency rating	1080L (SS-65 to SS-25)	1109L (SS-65 to SS-25)	Materially increased violation	Planned RAS 193	Modified planned RAS 193
	None	Thermal - above normal rating	26.83L (SS-65 to SS-26)	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	24.82L (SS-24 to SS-65)	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	24.82L (SS-24 to SS-65)	1080L (SS-65 to SS-25)	New violation	None	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	1155L (Windy Flats 138S to Willow Creek 1132S)	1037L (Foothills 237S to SC1 266S)	Marginally reduced violation	Planned 1037L/1038L RAS	Planned 1037L/1038L RAS
	Thermal - above emergency rating	Thermal - above emergency rating	1155L (Windy Flats 138S to Willow Creek 1132S)	1037L (SC1 266S to P2445 Tap)	Marginally reduced violation	Planned 1037L/1038L RAS	Planned 1037L/1038L RAS
	None	Thermal - above normal rating	967L (North Lethbridge 370S to Windy Flats 138S)	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	SS-24 T2	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	SS-24 T2	1080L (SS-65 to SS-25)	New violation	None	RTOP

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	None	Thermal - above normal rating	SS-26 T1	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	SS-26 T2	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	SS-26 T2	1080L (SS-65 to SS-25)	New violation	None	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	1106L (SS-65 to Foothills 237S)	1107L (SS-65 to Foothills 237S)	Materially increased violation	Planned RAS 193	Modified planned RAS 193
	None	Thermal - above normal rating	151ST1T2 (Strathmore 151S Transformer T1 or T2)	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	151ST1T2 (Strathmore 151S Transformer T1 or T2)	1080L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	419ST1 (Chestermere 419S Transformer T1)	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	419ST1 (Chestermere 419S Transformer T1)	1080L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	419ST2 (Chestermere 419S Transformer T2)	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	419ST2 (Chestermere 419S Transformer T2)	1080L (SS-65 to SS-25)	New violation	None	RTOP
	Thermal - above normal rating	Thermal - above normal rating	924L (Milo 356s to Langdon 102s)	927L (Langdon 102S to P2378 Tap)	Marginally reduced violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	924L (Milo 356s to Langdon 102s)	1109L (SS-65 to SS-25)	Materially increased violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	924L (Milo 356s to Langdon 102s)	1080L (SS-65 to SS-25)	Materially increased violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	927L (Milo 356s to Langdon 102s)	924L (Langdon 102S to P2396 Tap)	Marginally reduced violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	927L (Milo 356s to Langdon 102s)	1109L (SS-65 to SS-25)	Materially increased violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	927L (Milo 356s to Langdon 102s)	1080L (SS-65 to SS-25)	Materially increased violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	15ST1 (Fort MacLeod 15S Transformer T1)	853L (Queenstown 504S to 853AL Tap)	Marginally increased violation	RTOP	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	15ST1 (Fort MacLeod 15S Transformer T1)	161L (Queenstown 504S to 161AL Tap)	Marginally increased violation	RAS 174	RAS 174
	Thermal - above emergency rating	Thermal - above emergency rating	1038L (Foothills 237S to P2619 Switching Sub)	1037L (Foothills 237S to SC1 266S)	Marginally reduced violation	Planned 1037L/1038L RAS	Planned 1037L/1038L RAS
	Thermal - above emergency rating	Thermal - above emergency rating	1038L (Foothills 237S to P2619 Switching Sub)	1037L (SC1 266S to P2445 Tap)	Marginally reduced violation	Planned 1037L/1038L RAS	Planned 1037L/1038L RAS
	Thermal - above normal rating	Thermal - above normal rating	1037L (Foothills 237S to P2616 Switching Sub)	1038L (Foothills 237S to SC1 266S)	Marginally reduced violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	1037L (Foothills 237S to P2616 Switching Sub)	1038L (SC1 266S to P2509 Tap)	Marginally reduced violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	1037L (Foothills 237S to P2616 Switching Sub)	1038L (Willow Creek 1132S to P2509 Tap)	Marginally reduced violation	RTOP	RTOP
2028 Summer Peak	Thermal - above emergency rating	Thermal - above emergency rating	1003L (Janet 74S to SS-25)	985L (Janet 74S to SS-25)	Materially increased violation	Planned RAS 193	Modified planned RAS 193
	Thermal - above emergency rating	Thermal - above emergency rating	985L (Janet 74S to SS-25)	1003L (Janet 74S to SS-25)	Materially increased violation	Planned RAS 193	Modified planned RAS 193
	Thermal - above normal rating	Thermal - above normal rating	1048L (Pegan 59S to Windy Flats 138S)	1049L (Peigan 59S to Windy Flats 138S)	Marginally reduced violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	1049L (Pegan 59S to Windy Flats 138S)	1048L (Peigan 59S to Windy Flats 138S)	Marginally reduced violation	RTOP	RTOP
	None	Thermal - above normal rating	765L (Strathmore 151S to Chestermere 419S)	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	765L (Strathmore 151S to Chestermere 419S)	1080L (SS-65 to SS-25)	New violation	None	RTOP

	None	Thermal - above normal rating	SS-65 T1 (SS-65 Transformer T1)	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	SS-65 T1 (SS-65 Transformer T1)	1080L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	SS-65 T2 (SS-65 Transformer T2)	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	SS-65 T2 (SS-65 Transformer T2)	1080L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	1107L (SS-65 to Foothills 237S)	924L (Langdon 102S to P2396 Tap)	New violation	None	RTOP
	None	Thermal - above normal rating	1107L (SS-65 to Foothills 237S)	765L (Chestermere 419S to Strathmore 151S)	New violation	None	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	1107L (SS-65 to Foothills 237S)	1106L (SS-65 to 540510)	Materially increased violation	Planned RAS 193	Modified planned RAS 193
	Thermal - above emergency rating	Thermal - above emergency rating	1107L (SS-65 to Foothills 237S)	1106L (Foothills 237S to P2510 Tap)	Materially increased violation	Planned RAS 193	Modified planned RAS 193
	Thermal - above emergency rating	Thermal - above emergency rating	1109L (SS-65 to SS-25)	1080L (SS-65 to SS-25)	Materially increased violation	Planned RAS 193	Modified planned RAS 193
	Thermal - above emergency rating	Thermal - above emergency rating	1080L (SS-65 to SS-25)	1109L (SS-65 to SS-25)	Materially increased violation	Planned RAS 193	Modified planned RAS 193
	None	Thermal - above normal rating	24.82L (SS-24 to SS-65)	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	24.82L (SS-24 to SS-65)	1080L (SS-65 to SS-25)	New violation	None	RTOP
	Thermal - above normal rating	Thermal - above normal rating	1155L (Windy Flats 138S to Willow Creek 1132S)	924L (Langdon 102S to P2396 Tap)	Marginally reduced violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	1155L (Windy Flats 138S to Willow Creek 1132S)	927L (Langdon 102S to P2378 Tap)	Marginally reduced violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	1155L (Windy Flats 138S to Willow Creek 1132S)	1037L (Foothills 237S to SC1 266S)	Marginally reduced violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	1155L (Windy Flats 138S to Willow Creek 1132S)	1037L (SC1 266S to P2445 Tap)	Marginally reduced violation	RTOP	RTOP
	None	Thermal - above normal rating	SS-24 T2	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	SS-24 T2	1080L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	1106L (SS-65 to Foothills 237S)	924L (Langdon 102S to P2396 Tap)	New violation	None	RTOP
	None	Thermal - above normal rating	1106L (SS-65 to Foothills 237S)	765L (Chestermere 419S to Strathmore 151S)	New violation	None	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	1106L (SS-65 to Foothills 237S)	1107L (SS-65 to Foothills 237S)	Materially increased violation	Planned RAS 193	Modified planned RAS 193
	None	Thermal - above normal rating	419ST1 (Chestermere 419S Transformer T1)	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	419ST2 (Chestermere 419S Transformer T2)	1109L (SS-65 to SS-25)	New violation	None	RTOP
	None	Thermal - above normal rating	419ST2 (Chestermere 419S Transformer T2)	1080L (SS-65 to SS-25)	New violation	None	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	924L (Milo 356s to Langdon 102s)	927L (Langdon 102S to P2378 Tap)	Marginally increased violation	RAS 175	RAS 175
	Thermal - above normal rating	Thermal - above normal rating	924L (Milo 356s to Langdon 102s)	1109L (SS-65 to SS-25)	Materially increased violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	924L (Milo 356s to Langdon 102s)	1080L (SS-65 to SS-25)	Materially increased violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	924L (Milo 356s to Langdon 102s)	927L (Milo 356s to 927AL Tap)	Marginally increased violation	RTOP	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	927L (Milo 356s to Langdon 102s)	924L (Langdon 102S to P2396 Tap)	Marginally increased violation	RAS 175	RAS 175

	Thermal - above normal rating	Thermal - above normal rating	927L (Milo 356s to Langdon 102s)	1109L (SS-65 to SS-25)	Materially increased violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	927L (Milo 356s to Langdon 102s)	1080L (SS-65 to SS-25)	Materially increased violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	927L (Milo 356s to Langdon 102s)	924L (Milo 356S to P2396 Tap)	Marginally increased violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	255ST1 (Vulcan 255S Transformer T1)	180L (Fort MacLeod 15S to 180AL Tap)	Marginally reduced violation	RTOP	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	161L (Vulcan 255S to Queenstown 504S)	180L (Fort MacLeod 15S to 180AL Tap)	Marginally reduced violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	161L (Vulcan 255S to Queenstown 504S)	463L (Fort MacLeod 15S to 463AL Tap)	No impact	RTOP	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	725L (Bowron 674S to Coalbanks 111S)	463L (Fort MacLeod 15S to 463AL Tap)	Marginally reduced violation	RAS 178	RAS 178
	Thermal - above emergency rating	Thermal - above emergency rating	15ST1 (Fort MacLeod 15S Transformer T1)	853L (Queenstown 504S to 853AL Tap)	No impact	RAS 174	RAS 174
	Thermal - above emergency rating	Thermal - above emergency rating	15ST1 (Fort MacLeod 15S Transformer T1)	161L (Queenstown 504S to 161AL Tap)	No impact	RAS 174	RAS 174
	Thermal - above normal rating	Thermal - above normal rating	240ST1 (McBride Lake 244S Transformer T1)	180L (Fort MacLeod 15S to 180AL Tap)	Marginally reduced violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	1038L (Foothills 237S to P2619 Switching Sub)	924L (Langdon 102S to P2396 Tap)	Marginally reduced violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	1038L (Foothills 237S to P2619 Switching Sub)	927L (Langdon 102S to P2378 Tap)	Marginally reduced violation	RTOP	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	1038L (Foothills 237S to P2619 Switching Sub)	1037L (Foothills 237S to SC1 266S)	Marginally reduced violation	Planned 1037L/1038L RAS	Planned 1037L/1038L RAS
	Thermal - above emergency rating	Thermal - above emergency rating	1038L (Foothills 237S to P2619 Switching Sub)	1037L (SC1 266S to P2445 Tap)	Marginally reduced violation	Planned 1037L/1038L RAS	Planned 1037L/1038L RAS

Notes:

- Marginally increased (or marginally decreased) refers to a percent loading difference (post-Project percent loading minus pre-Project percent loading) between 0% and 3% (or -3%).
- Materially increased (or materially decreased) refers to a percent loading difference (post-Project percent loading minus pre-Project percent loading) above or equal to 3% (or below or equal to -3%).
- RAS 174, 175, and 178 are existing RASs.
- RAS 1037L/1038L is a RAS proposed for the planned projects P2616, P2619, P2445, and P2509.
- RAS 193 is a RAS proposed for the planned projects P2616, P2619, P2422, P2445, P2503, P2509, and P2592. Modification to the planned RAS 193 is proposed for P2520 Laramide (the project). The modified version of planned RAS 193 is referred to herein as “Modified planned RAS 193.”
- In this table, “Modify” refers to adding the Project to the logic of the respective RAS

Attachment B:
Engineering Connection Assessment Results

Engineering Connection Assessment: Study Results

P2520 Laramide

Enfinite

Date: August 20, 2024

Version: 0

Role	Name	Date	Signature
Prepared	Carl Wang, P. Eng.	08-29-2024	
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Attachment A6 Dynamic Data and Assumptions
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1 Introduction

This report presents the results of the engineering studies that were completed by KNW Professionals Ltd. (the Studies Consultant) to assess the impact of the Project (as defined in Attachment A1: AESO Engineering Connection Assessment Scope) on the performance of the Alberta interconnected electric system (AIES). The studies were performed in accordance with Attachment A1: AESO Engineering Connection Assessment: Study Scope, which was prepared by the AESO.

The power system network analysis tool that was used for the studies in this connection assessment was PSS/E version 34.

2 Pre-Project Study Results

This section describes the results of the pre-Project power flow studies.

2.1 Power Flow Studies

Power flow diagrams illustrating the pre-Project power flow studies results for Category A and Category B conditions are provided in Attachment A2.

2.1.1 Scenario 1: 2028 Summer Light High Renewables Pre-Project

Category A Conditions

Thermal criteria (as defined in Section 3.1 of Attachment A1) violations were observed under Category A conditions.

Table 2-1: Thermal Criteria Violations under Category A Conditions for Scenario 1

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow[a] (MVA)	% Loading[b]
None	691L (Janet 74S to Chestermere 419S)	120	132	141.6	118.0
	765L (Chestermere 419S to Strathmore 151S)	120	132	134.8	112.3
	1109L (Enmax 65 to Enmax 25)	487	584	709.1	145.6
	1080L (Enmax 65 to Enmax 25)	487	584	706.2	145.0

Notes:

[a] Power flow (MVA) is current expressed as MVA (i.e., $S = \sqrt{3} \times V_{base} \times I_{actual}$)

[b] Reported as a percentage of the power flow (in MVA, i.e., $S = \sqrt{3} \times V_{base} \times I_{actual}$) relative to the transmission line's Normal Rating (also in MVA).

Thermal criteria violations were observed under Category A conditions. Hence, Category A curtailments were conducted prior to commencing Category B studies. The most effective generators were scaled down to mitigate Category A overloads. The generation adjustments for this scenario were performed based on the post-project Category A violations.

Updated generation dispatch values for Scenario 1 are shown in the table below.

Table 2-2: Generation Curtailment for Scenario 1

Generator Name	Bus Number	CSS (MW)	Dispatch (MW)
P2510	562513	126.96	0.0
P2422	560023	95.22	0.0
P2334	562240	42.96	0.0
P2592	560070	63.48	0.0

Generator Name	Bus Number	CSS (MW)	Dispatch (MW)
HRV2	2242	8.82	0.0
HRV1	4242	8.82	0.0
TC01	3251, 4251	67.45	0.0
P2509	561122, 561142	253.93	0.0
P2619	561040, 562040, 563040, 564040	199.97	0.0
P2503	560204, 560205	244.01	104.01

Thermal criteria violations under Category A Conditions prior to and after generation curtailment for Scenario 1 are shown in the table below:

Table 2-3: Thermal Loading under Category A Conditions for Scenario 1

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Seasonal Continuous Rating (MVA)	Short-term (Emergency) Rating (MVA)	Pre-Project Results (Pre-contingency Curtailment)		Pre-Project Results (Post-Curtailment)	
				Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
None	691L (Janet 74S to Chestermere 419S)	120	132	141.6	118.0	52.6	43.9
	765L (Chestermere 419S to Strathmore 151S)	120	132	134.8	112.3	84.2	70.2
	1109L (Enmax 65 to Enmax 25)	487	584	709.1	145.6	425.8	87.4
	1080L (Enmax 65 to Enmax 25)	487	584	706.2	145.0	424.1	87.1

Category B Conditions

Thermal Criteria Violations

Thermal criteria violations were observed under certain Category B conditions as shown in Table 2-4.

Table 2-4: Thermal Criteria Violations under Category B Conditions for Scenario 1

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow[a] (MVA)	% Loading[b]
1003L (Janet 74S to Enmax 25)	985L (Janet 74S to Enmax 25)	973	1017	1062.6	109.2
985L (Janet 74S to Enmax 25)	1003L (Janet 74S to Enmax 25)	973	1017	1062.5	109.2

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow[a] (MVA)	% Loading[b]
955L (Peigan 59S to Goose Lake 103S)	956L (Peigan 59S to P2481 Tap)	611	751	636.2	104.1
1048L (Pegan 59S to Windy Flats 138S)	1049L (Peigan 59S to Windy Flats 138S)	611	751	738.7	120.9
1049L (Pegan 59S to Windy Flats 138S)	1048L (Peigan 59S to Windy Flats 138S)	611	751	738.7	120.9
1107L (Enmax 65 to Foothills 237S)	1106L (Enmax 65S to P2510 Tap)	971	1071	1092.4	112.5
	1106L (Foothills 237S to P2510 Tap)	971	1071	1092.4	112.5
1109L (Enmax 65 to Enmax 25)	1080L (Enmax 65 to Enmax 25)	487	584	807.0	165.7
1080L (Enmax 65 to Enmax 25)	1109L (Enmax 65 to Enmax 25)	487	584	807.4	165.8
1155L (Windy Flats 138S to Willow Creek 1132S)	1037L (Foothills 237S to SC1 266S)	973	1071	1108.2	113.9
1155L (Windy Flats 138S to Willow Creek 1132S)	1037L (SC1 266S to P2445 Tap)	973	1071	1109.2	114.0
1106L (Enmax 65 to Foothills 237S)	1107L (Enmax 65s to Foothills 237S)	971	1071	1092.4	112.5
924L (Milo 356s to Langdon 102s)	927L (Langdon 102S to P2378 Tap)	576	691	609.4	105.8
	1109L (Enmax 65 to Enmax 25)	487	584	495.8	101.8
	1080L (Enmax 65 to Enmax 25)	487	584	493.8	101.4
927L (Milo 356s to Langdon 102s)	924L (Langdon 102S to P2396 Tap)	547	656	638.3	116.7
	1109L (Enmax 65 to Enmax 25)	487	584	495.8	101.8
	1080L (Enmax 65 to Enmax 25)	487	584	493.8	101.4
15ST1 (Fort MacLeod 15S Transformer T1)	853L (Queenstown 504S to 853AL Tap)	121	133	129.1	106.7
	161L (Queenstown 504S to 161AL Tap)	117	129	130.3	111.4
1038L (Foothills 237S to P2619 Switching Sub)	924L (Langdon 102S 159_540053)	547	656	548.6	100.3
	1037L (Foothills 237S to SC1 266S)	973	1071	1139.4	117.1
	1037L (SC1 266S to P2445 Tap)	973	1071	1140.4	117.2
	1038L (Foothills 237S to SC1 266S)	973	1071	1000.2	102.8
	1038L (SC1 266S to P2509 Tap)	973	1071	1001.2	102.9

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow[a] (MVA)	% Loading[b]
1037L (Foothills 237S to P2616 Switching Sub)	1038L (Willow Creek 1132S to P2509 Tap)	973	1071	1001.2	102.9

Notes:

[a] Power flow (MVA) is current expressed as MVA (i.e., $S = \sqrt{3} \times V_{base} \times I_{actual}$)

[b] Reported as a percentage of the power flow (in MVA, i.e., $S = \sqrt{3} \times V_{base} \times I_{actual}$) relative to the transmission line's Normal Rating (also in MVA).

Voltage Criteria Violations

No voltage criteria violations were observed under Category B conditions.

POD Bus Voltage Deviations

No voltage deviations beyond the limits listed in Table 3-1 of Attachment A1 (hereafter referred to as point of delivery (POD) bus voltage deviations) were observed.

2.1.2 Scenario 2: 2028 Summer Peak High Renewables Pre-Project

Category A Conditions

Thermal criteria (as defined in Section 3.1 of Attachment A1) violations were observed under Category A conditions.

Table 2-5: Thermal Criteria Violations under Category A Conditions for Scenario 2

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow[a] (MVA)	% Loading[b]
None	924L (Langdon 102S to P2396 Tap)	547	656	632.9	115.7
	927L (Langdon 102S to P2378 Tap)	576	691	608.3	105.6
	691L (Janet 74S to Chestermere 419S)	120	132	170.0	141.7
	733L (Namaka 428S to Strathmore 151S)	120	132	124.1	103.4
	765L (Chestermere 419S to Strathmore 151S)	120	132	150.8	125.7
	1107L (Enmax 65s to Foothills 237S)	971	1071	978.8	100.8
	1109L (Enmax 65 to Enmax 25)	487	584	737.3	151.4
	1080L (Enmax 65 to Enmax 25)	487	584	734.4	150.8

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow[a] (MVA)	% Loading[b]
	1106L (Enmax 65S to P2510 Tab)	971	1071	995.3	102.5

Notes:

[a] Power flow (MVA) is current expressed as MVA (i.e., $S = \sqrt{3} \times V_{base} \times I_{actual}$)

[b] Reported as a percentage of the power flow (in MVA, i.e., $S = \sqrt{3} \times V_{base} \times I_{actual}$) relative to the transmission line's Normal Rating (also in MVA).

Thermal criteria violations were observed under Category A conditions. Hence, Category A curtailments were conducted prior to commencing Category B studies. The most effective generators were scaled down to mitigate Category A overloads. The generation adjustments for this scenario were performed based on the post-project Category A violations.

Updated generation dispatch values for Scenario 2 are shown in the table below.

Table 2-6: Generation Curtailment for Scenario 2

Generator Name	Bus Number	CSS (MW)	Dispatch (MW)
P2510	562513	160.84	0.0
P2422	560023	120.63	0.0
P2334	562240	68.77	0.0
P2592	560070	80.42	0.0
HRV2	2242	8.82	0.0
HRV1	4242	8.82	0.0
TC01	3251, 4251	67.45	0.0
P2509	561122, 561142	321.68	0.0
P2619	561040, 562040, 563040, 564040	253.33	143.33
P2503	560204, 560205	210.54	100.54
P2396	560055	188.89	98.89

Thermal criteria violations under Category A Conditions prior to and after generation curtailment for Scenario 2 are shown in the table below:

Table 2-7: Thermal Loading under Category A Conditions for Scenario 2

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Seasonal Continuous Rating (MVA)	Short-term (Emergency) Rating (MVA)	Pre-Project Results (Pre-contingency Curtailment)		Pre-Project Results (Post-Curtailment)	
				Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
None	924L (Langdon 102S to P2396 Tap)	547	656	632.9	115.7	528.5	96.6
	927L (Langdon 102S to P2378 Tap)	576	691	608.3	105.6	545.8	94.8
	691L (Janet 74S to Chestermere 419S)	120	132	170.0	141.7	64.3	53.6
	733L (Namaka 428S to Strathmore 151S)	120	132	124.1	103.4	71.2	59.4
	765L (Chestermere 419S to Strathmore 151S)	120	132	150.8	125.7	92.7	77.3
	1107L (Enmax 65s to Foothills 237S)	971	1071	978.8	100.8	622.9	64.2
	1109L (Enmax 65 to Enmax 25)	487	584	737.3	151.4	439.6	90.3
	1080L (Enmax 65 to Enmax 25)	487	584	734.4	150.8	437.8	89.9
	1106L (Enmax 65S to P2510 Tap)	971	1071	995.3	102.5	623.0	64.2

Category B Conditions

Thermal Criteria Violations

Thermal criteria violations were observed under certain Category B conditions as shown in Table 2-8.

Table 2-8: Thermal Criteria Violations under Category B Conditions for Scenario 2

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow[a] (MVA)	% Loading[b]
1003L (Janet 74S to Enmax 25)	985L (Janet 74S to Enmax 25)	973	1017	1051.9	108.1
985L (Janet 74S to Enmax 25)	1003L (Janet 74S to Enmax 25)	973	1017	1051.8	108.1

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow[a] (MVA)	% Loading[b]
1048L (Pegan 59S to Windy Flats 138S)	1049L (Peigan 59S to Windy Flats 138S)	611	751	615.3	100.7
1049L (Pegan 59S to Windy Flats 138S)	1048L (Peigan 59S to Windy Flats 138S)	611	751	615.3	100.7
1107L (Enmax 65 to Foothills 237S)	1106L (Enmax 65S to P2510 Tap)	971	1071	1087.5	112.0
	1106L (Foothills 237S to P2510 Tap)	971	1071	1087.5	112.0
1109L (Enmax 65 to Enmax 25)	1080L (Enmax 65 to Enmax 25)	487	584	788.9	162.0
1080L (Enmax 65 to Enmax 25)	1109L (Enmax 65 to Enmax 25)	487	584	789.4	162.1
1155L (Windy Flats 138S to Willow Creek 1132S)	924L (Langdon 102S to P2396 Tap)	547	656	561.8	102.7
	927L (Langdon 102S to P2378 Tap)	576	691	580.0	100.7
	1037L (Foothills 237S to SC1 266S)	973	1071	1051.8	108.1
	1037L (SC1 266S to P2445 Tap)	973	1071	1052.8	108.2
1106L (Enmax 65 to Foothills 237S)	1107L (Enmax 65s to Foothills 237S)	971	1071	1087.5	112.0
924L (Milo 356s to Langdon 102s)	927L (Langdon 102S to P2378 Tap)	576	691	711.9	123.6
	1109L (Enmax 65 to Enmax 25)	487	584	496.3	101.9
	1080L (Enmax 65 to Enmax 25)	487	584	494.3	101.5
	927L (Milo 356s to 927AL Tap)	576	691	603.1	104.7
927L (Milo 356s to Langdon 102s)	924L (Langdon 102S to P2396 Tap)	547	656	685.4	125.3
	1109L (Enmax 65 to Enmax 25)	487	584	494.3	101.5
	1080L (Enmax 65 to Enmax 25)	487	584	492.4	101.1
	924L (Milo 356S to P2396 Tap)	547	656	611.0	111.7
255ST1 (Vulcan 255S Transformer T1)	180L (Fort MacLeod 15S to 180AL Tap)	120	132	130.9	109.1
161L (Vulcan 255S to Queenstown 504S)	180L (Fort MacLeod 15S to 180AL Tap)	120	132	152.3	126.9
	463L (Fort MacLeod 15S to 463AL Tap)	107	118	117.6	109.9
725L (Bowron 674S to Coalbanks 111S)	463L (Fort MacLeod 15S to 463AL Tap)	107	118	155.6	145.4
	853L (Queenstown 504S to 853AL Tap)	121	133	202.3	167.2

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow[a] (MVA)	% Loading[b]
15ST1 (Fort MacLeod 15S Transformer T1)	161L (Queenstown 504S to 161AL Tap)	117	129	203.2	173.7
240ST1 (McBride Lake 244S Transformer T1)	180L (Fort MacLeod 15S to 180AL Tap)	120	132	122.2	101.8
1038L (Foothills 237S to P2619 Switching Sub)	924L (Langdon 102S to P2396 Tap)	547	656	579.8	106.0
	927L (Langdon 102S to P2378 Tap)	576	691	599.0	104.0
	1037L (Foothills 237S to SC1 266S)	973	1071	1144.2	117.6
	1037L (SC1 266S to P2445 Tap)	973	1071	1145.2	117.7
1037L (Foothills 237S to P2616 Switching Sub)	1038L (SC1 266S to P2509 Tap)	973	1071	973.0	100.0

Notes:

[a] Power flow (MVA) is current expressed as MVA (i.e., $S = \sqrt{3} \times V_{base} \times I_{actual}$)

[b] Reported as a percentage of the power flow (in MVA, i.e., $S = \sqrt{3} \times V_{base} \times I_{actual}$) relative to the transmission line's Normal Rating (also in MVA).

Voltage Criteria Violations

No voltage criteria violations were observed under Category B conditions.

POD Bus Voltage Deviations

No voltage deviations beyond the limits listed in Table 3-1 of Attachment A1 (hereafter referred to as point of delivery (POD) bus voltage deviations) were observed.

2.1.3 Scenario 6: 2028 Summer Peak Low Generation Pre-Project

Category A Conditions

No Reliability Criteria (as defined in Section 3.1 of Attachment A1) violations were observed under Category A conditions.

Category B Conditions

No Reliability Criteria violations were observed under Category B conditions.

2.1.4 Scenario 7: 2028 Winter Peak Low Generation Pre-Project

Category A Conditions

No Reliability Criteria (as defined in Section 3.1 of Attachment A1) violations were observed under Category A conditions.

Category B Conditions

No Reliability Criteria violations were observed under Category B conditions.

3 Post-Project Study Results

This section describes the results of the post-Project power flow studies, voltage stability studies, and transient stability studies.

As described in Section 2 of Attachment A1, the post-Project studies were performed using Alternative 1.

3.1 Power Flow Studies

Power flow diagrams illustrating the post-Project power flow studies results for Category A and Category B conditions are included in Attachment A3.

3.1.1 Scenario 3: 2028 Summer Light High Renewables Post-Project

Category A Conditions

Thermal criteria (as defined in Section 3.1 of Attachment A1) violations were observed under Category A conditions.

Table 3-1: Thermal Criteria Violations under Category A Conditions for Scenario 3

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Post-Project Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading
None	691L (Janet 74S to Chestermere 419S)	120	132	145.7	121.4
	765L (Chestermere 419S to Strathmore 151S)	120	132	137.8	114.8
	1109L (Enmax 65 to Enmax 25)	487	584	739.3	151.8
	1080L (Enmax 65 to Enmax 25)	487	584	736.3	151.2

Thermal criteria violations were observed under Category A conditions. Hence, Category A curtailments were conducted prior to commencing Category B studies. The most effective generators were scaled down to mitigate Category A overloads. The generation adjustments for this scenario were performed based on the post-project Category A violations.

Updated generation dispatch values for Scenario 3 are shown in the table below.

Table 3-2: Generation Curtailment for Scenario 3

Generator Name	Bus Number	CSS (MW)	Dispatch (MW)
P2510	562513	126.96	0.0
P2422	560023	95.22	0.0
P2334	562240	42.96	0.0
P2592	560070	63.48	0.0
HRV2	2242	8.82	0.0

Generator Name	Bus Number	CSS (MW)	Dispatch (MW)
HRV1	4242	8.82	0.0
TC01	3251, 4251	67.45	0.0
P2509	561122, 561142	253.93	0.0
P2619	561040, 562040, 563040, 564040	199.97	0.0
P2503	560204, 560205	244.01	104.01

Thermal criteria violations under Category A Conditions prior to and after generation curtailment for Scenario 3 are shown in the table below:

Table 3-3: Thermal Loading under Category A Conditions for Scenario 3

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Seasonal Continuous Rating (MVA)	Short-term (Emergency) Rating (MVA)	Post-Project Results (Pre-contingency Curtailment)		Post-Project Results (Post-Curtailment)	
				Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
None	691L (Janet 74S to Chestermere 419S)	120	132	145.7	121.4	56.9	47.4
	765L (Chestermere 419S to Strathmore 151S)	120	132	137.8	114.8	88.4	73.7
	1109L (Enmax 65 to Enmax 25)	487	584	739.3	151.8	467.4	96.0
	1080L (Enmax 65 to Enmax 25)	487	584	736.3	151.2	465.6	95.6

Category B Conditions

Thermal criteria violations were observed under certain Category B conditions as shown in Table 3-4.

Table 3-4: Thermal Criteria Violations under Category B Conditions for Scenario 3

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading	
1003L (Janet 74S to Enmax 25)	985L (Janet 74S to Enmax 25)	973.1	1017.0	1062.6	109.2	1117.1	114.8	5.6
985L (Janet 74S to Enmax 25)	1003L (Janet 74S to Enmax 25)	973.0	1017.0	1062.5	109.2	1116.0	114.7	5.5

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading	
955L (Peigan 59S to Goose Lake 103S)	956L (Peigan 59S to P2481 Tap)	611.1	751.0	636.2	104.1	634.3	103.8	-0.3
1048L (Pegan 59S to Windy Flats 138S)	1049L (Peigan 59S to Windy Flats 138S)	611.0	751.0	738.7	120.9	736.9	120.6	-0.3
1049L (Pegan 59S to Windy Flats 138S)	1048L (Peigan 59S to Windy Flats 138S)	611.0	751.0	738.7	120.9	736.9	120.6	-0.3
733L (Strathmore 151S to Namaka 428S)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	465.6	95.6	491.9	101.0	5.4
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	463.7	95.2	489.9	100.6	5.4
765L (Strathmore 151S to Chestermere 419S)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	470.0	96.5	496.3	101.9	5.4
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	468.1	96.1	494.3	101.5	5.4
EnmaxT1 (Enmax 65 Transformer T1)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	484.9	99.6	512.3	105.2	5.6
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	482.9	99.2	509.9	104.7	5.5
EnmaxT2 (Enmax 65 Transformer T2)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	485.2	99.6	512.3	105.2	5.6
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	483.3	99.2	510.4	104.8	5.6
1107L (Enmax 65 to Foothills 237S)	1106L (Enmax 65S to P2510 Tap)	971.0	1071.0	1092.4	112.5	1147.7	118.2	5.7
	1106L (Foothills 237S to P2510 Tap)	971.0	1071.0	1092.4	112.5	1147.7	118.2	5.7
1109L (Enmax 65 to Enmax 25)	1080L (Enmax 65 to Enmax 25)	487.0	584.0	807.0	165.7	853.7	175.3	9.6
1080L (Enmax 65 to Enmax 25)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	807.4	165.8	854.2	175.4	9.6
26.83L (Enmax 65 to Enmax 26)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	462.1	94.9	488.5	100.3	5.4
24.82L (Enmax 24 to Enmax 65)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	469.4	96.4	496.3	101.9	5.5

Engineering Connection Assessment: Study Results
P2520 Laramide
0

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading	
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	467.5	96.0	494.3	101.5	5.5
1155L (Windy Flats 138S to Willow Creek 1132S)	1037L (Foothills 237S to SC1 266S)	973.0	1071.0	1108.2	113.9	1082.9	111.3	-2.6
	1037L (SC1 266S to P2445 Tap)	973.0	1071.0	1109.2	114.0	1083.9	111.4	-2.6
967L (North Lethbridge 370S to Windy Flats 138S)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	461.4	94.8	488.0	100.2	5.5
Enmax 24S T2	1109L (Enmax 65 to Enmax 25)	487.0	584.0	469.8	96.5	496.7	102.0	5.5
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	467.9	96.1	494.8	101.6	5.5
Enmax #26 Transformer T1	1109L (Enmax 65 to Enmax 25)	487.0	584.0	460.8	94.6	487.0	100.0	5.4
Enmax #26 Transformer T2	1109L (Enmax 65 to Enmax 25)	487.0	584.0	463.8	95.2	490.4	100.7	5.5
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	462.0	94.9	488.5	100.3	5.4
1106L (Enmax 65 to Foothills 237S)	1107L (Enmax 65s to Foothills 237S)	971.0	1071.0	1092.4	112.5	1147.7	118.2	5.7
151ST1T2 (Strathmore 151S Transformer T1 or T2)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	465.1	95.5	491.4	100.9	5.4
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	463.2	95.1	489.4	100.5	5.4
419ST1 (Chestermere 419S Transformer T1)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	466.1	95.7	492.4	101.1	5.4
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	464.2	95.3	490.4	100.7	5.4
419ST2 (Chestermere 419S Transformer T2)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	470.5	96.6	496.7	102.0	5.4
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	468.6	96.2	494.8	101.6	5.4
924L (Milo 356s to Langdon 102s)	927L (Langdon 102S to P2378 Tap)	576.0	691.0	609.4	105.8	595.0	103.3	-2.5

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading	
	1109L (Enmax 65 to Enmax 25)	487.0	584.0	495.8	101.8	518.7	106.5	4.7
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	493.8	101.4	516.7	106.1	4.7
927L (Milo 356s to Langdon 102s)	924L (Langdon 102S to P2396 Tap)	547.0	656.0	638.3	116.7	624.1	114.1	-2.6
	1109L (Enmax 65 to Enmax 25)	487.0	584.0	495.8	101.8	519.1	106.6	4.8
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	493.8	101.4	516.7	106.1	4.7
15ST1 (Fort MacLeod 15S Transformer T1)	853L (Queenstown 504S to 853AL Tap)	121.0	133.0	129.1	106.7	129.2	106.8	0.1
	161L (Queenstown 504S to 161AL Tap)	117.0	129.0	130.3	111.4	130.5	111.5	0.1
1038L (Foothills 237S to P2619 Switching Sub)	1037L (Foothills 237S to SC1 266S)	973.0	1071.0	1139.4	117.1	1115.1	114.6	-2.5
	1037L (SC1 266S to P2445 Tap)	973.0	1071.0	1140.4	117.2	1115.1	114.6	-2.6
1037L (Foothills 237S to P2616 Switching Sub)	1038L (Foothills 237S to SC1 266S)	973.0	1071.0	1000.2	102.8	975.9	100.3	-2.5
	1038L (SC1 266S to P2509 Tap)	973.0	1071.0	1001.2	102.9	976.9	100.4	-2.5
	1038L (Willow Creek 1132S to P2509 Tap)	973.0	1071.0	1001.2	102.9	976.9	100.4	-2.5

Voltage Criteria Violations

No voltage criteria violations were observed under Category B conditions.

POD Bus Voltage Deviations

No POD bus voltage deviations were observed.

3.1.2 Scenario 4: 2028 Summer Peak High Renewables Post-Project

Category A Conditions

Thermal criteria (as defined in Section 3.1 of Attachment A1) violations were observed under Category A conditions.

Table 3-5: Thermal Criteria Violations under Category A Conditions for Scenario 4

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Post-Project Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading
None	924L (Langdon 102S to P2396 Tap)	547	656	634.5	116.0
	927L (Langdon 102S to P2378 Tap)	576	691	608.8	105.7
	691L (Janet 74S to Chestermere 419S)	120	132	174.1	145.1
	733L (Namaka 428S to Strathmore 151S)	120	132	127.1	105.9
	765L (Chestermere 419S to Strathmore 151S)	120	132	153.8	128.2
	1107L (Enmax 65s to Foothills 237S)	971	1071	1016.6	104.7
	1109L (Enmax 65 to Enmax 25)	487	584	767.5	157.6
	1080L (Enmax 65 to Enmax 25)	487	584	764.6	157.0
	1106L (Enmax 65S to P2510 Tap)	971	1071	1033.1	106.4

Thermal criteria violations were observed under Category A conditions. Hence, Category A curtailments were conducted prior to commencing Category B studies. The most effective generators were scaled down to mitigate Category A overloads. The generation adjustments for this scenario were performed based on the post-project Category A violations.

Updated generation dispatch values for Scenario 4 are shown in the table below.

Table 3-6: Generation Curtailment for Scenario 4

Generator Name	Bus Number	CSS (MW)	Dispatch (MW)
P2510	562513	160.84	0.0
P2422	560023	120.63	0.0
P2334	562240	68.77	0.0
P2592	560070	80.42	0.0
HRV2	2242	8.82	0.0
HRV1	4242	8.82	0.0
TC01	3251, 4251	67.45	0.0
P2509	561122, 561142	321.68	0.0
P2619	561040, 562040, 563040, 564040	253.33	143.33

Generator Name	Bus Number	CSS (MW)	Dispatch (MW)
P2503	560204, 560205	210.54	100.54
P2396	560055	188.89	98.89

Thermal criteria violations under Category A Conditions prior to and after generation curtailment for Scenario 4 are shown in the table below:

Table 3-7: Thermal Loading under Category A Conditions for Scenario 4

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Seasonal Continuous Rating (MVA)	Short-term (Emergency) Rating (MVA)	Post-Project Results (Pre-contingency Curtailment)		Post-Project Results (Post-Curtailment)	
				Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
None	924L (Langdon 102S to P2396 Tap)	547	656	634.5	116.0	528.9	96.7
	927L (Langdon 102S to P2378 Tap)	576	691	608.8	105.7	546.5	94.9
	691L (Janet 74S to Chestermere 419S)	120	132	174.1	145.1	67.5	56.2
	733L (Namaka 428S to Strathmore 151S)	120	132	127.1	105.9	74.2	61.9
	765L (Chestermere 419S to Strathmore 151S)	120	132	153.8	128.2	95.9	79.9
	1107L (Enmax 65s to Foothills 237S)	971	1071	1016.6	104.7	659.5	67.9
	1109L (Enmax 65 to Enmax 25)	487	584	767.5	157.6	469.2	96.3
	1080L (Enmax 65 to Enmax 25)	487	584	764.6	157.0	467.3	96.0
	1106L (Enmax 65S to P2510 Tap)	971	1071	1033.1	106.4	659.6	67.9

Category B Conditions

Thermal criteria violations were observed under certain Category B conditions as shown in Table 3-8.

Table 3-8: Thermal Criteria Violations under Category B Conditions for Scenario 4

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading	
1003L (Janet 74S to Enmax 25)	985L (Janet 74S to Enmax 25)	973.1	1017.0	1051.9	108.1	1112.3	114.3	6.2
985L (Janet 74S to Enmax 25)	1003L (Janet 74S to Enmax 25)	973.0	1017.0	1051.8	108.1	1111.2	114.2	6.1
1048L (Pegan 59S to Windy Flats 138S)	1049L (Peigan 59S to Windy Flats 138S)	611.0	751.0	615.3	100.7	614.1	100.5	-0.2
1049L (Pegan 59S to Windy Flats 138S)	1048L (Peigan 59S to Windy Flats 138S)	611.0	751.0	615.3	100.7	614.1	100.5	-0.2
765L (Strathmore 151S to Chestermere 419S)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	462.4	95.0	492.8	101.2	6.3
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	460.6	94.6	490.9	100.8	6.2
EnmaxT1 (Enmax 65 Transformer T1)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	476.9	97.9	508.4	104.4	6.5
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	475.0	97.5	506.5	104.0	6.5
EnmaxT2 (Enmax 65 Transformer T2)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	477.2	98.0	508.9	104.5	6.5
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	475.3	97.6	507.0	104.1	6.5
1107L (Enmax 65 to Foothills 237S)	924L (Langdon 102S to P2396 Tap)	547.0	656.0	546.5	99.9	549.2	100.4	0.5
	765L (Chestermere 419S to Strathmore 151S)	120.0	132.0	117.4	97.8	122.0	101.7	3.9
	1106L (Enmax 65S to P2510 Tap)	971.0	1071.0	1087.5	112.0	1152.6	118.7	6.7
	1106L (Foothills 237S to P2510 Tap)	971.0	1071.0	1087.5	112.0	1152.6	118.7	6.7
1109L (Enmax 65 to Enmax 25)	1080L (Enmax 65 to Enmax 25)	487.0	584.0	788.9	162.0	843.0	173.1	11.1

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading	
1080L (Enmax 65 to Enmax 25)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	789.4	162.1	844.0	173.3	11.2
24.82L (Enmax 24 to Enmax 65)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	461.4	94.7	492.8	101.2	6.5
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	459.6	94.4	490.9	100.8	6.4
1155L (Windy Flats 138S to Willow Creek 1132S)	924L (Langdon 102S to P2396 Tap)	547.0	656.0	561.8	102.7	560.7	102.5	-0.2
	927L (Langdon 102S to P2378 Tap)	576.0	691.0	580.0	100.7	579.5	100.6	-0.1
	1037L (Foothills 237S to SC1 266S)	973.0	1071.0	1051.8	108.1	1036.2	106.5	-1.6
	1037L (SC1 266S to P2445 Tap)	973.0	1071.0	1052.8	108.2	1037.2	106.6	-1.6
Enmax 24S T2	1109L (Enmax 65 to Enmax 25)	487.0	584.0	461.7	94.8	492.8	101.2	6.4
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	459.8	94.4	490.9	100.8	6.4
1106L (Enmax 65 to Foothills 237S)	924L (Langdon 102S to P2396 Tap)	547.0	656.0	546.6	99.9	549.2	100.4	0.5
	765L (Chestermere 419S to Strathmore 151S)	120.0	132.0	117.3	97.8	122.0	101.7	3.9
	1107L (Enmax 65s to Foothills 237S)	971.0	1071.0	1087.5	112.0	1152.6	118.7	6.7
419ST1 (Chestermere 419S Transformer T1)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	458.1	94.1	488.5	100.3	6.3
419ST2 (Chestermere 419S Transformer T2)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	462.7	95.0	493.3	101.3	6.3
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	460.9	94.6	491.4	100.9	6.3

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading	
924L (Milo 356s to Langdon 102s)	927L (Langdon 102S to P2378 Tap)	576.0	691.0	711.9	123.6	712.5	123.7	0.1
	1109L (Enmax 65 to Enmax 25)	487.0	584.0	496.3	101.9	525.0	107.8	5.9
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	494.3	101.5	523.0	107.4	5.9
	927L (Milo 356s to 927AL Tap)	576.0	691.0	603.1	104.7	603.6	104.8	0.1
927L (Milo 356s to Langdon 102s)	924L (Langdon 102S to P2396 Tap)	547.0	656.0	685.4	125.3	685.9	125.4	0.1
	1109L (Enmax 65 to Enmax 25)	487.0	584.0	494.3	101.5	523.0	107.4	5.9
	1080L (Enmax 65 to Enmax 25)	487.0	584.0	492.4	101.1	521.1	107.0	5.9
	924L (Milo 356S to P2396 Tap)	547.0	656.0	611.0	111.7	612.1	111.9	0.2
255ST1 (Vulcan 255S Transformer T1)	180L (Fort MacLeod 15S to 180AL Tap)	120.0	132.0	130.9	109.1	130.8	109.0	-0.1
161L (Vulcan 255S to Queenstown 504S)	180L (Fort MacLeod 15S to 180AL Tap)	120.0	132.0	152.3	126.9	152.2	126.8	-0.1
	463L (Fort MacLeod 15S to 463AL Tap)	107.0	118.0	117.6	109.9	117.6	109.9	0.0
725L (Bowron 674S to Coalbanks 111S)	463L (Fort MacLeod 15S to 463AL Tap)	107.0	118.0	155.6	145.4	154.5	144.4	-1.0
15ST1 (Fort MacLeod 15S Transformer T1)	853L (Queenstown 504S to 853AL Tap)	121.0	133.0	202.3	167.2	202.3	167.2	0.0
	161L (Queenstown 504S to 161AL Tap)	117.0	129.0	203.2	173.7	203.2	173.7	0.0
240ST1 (McBride Lake 244S Transformer T1)	180L (Fort MacLeod 15S to 180AL Tap)	120.0	132.0	122.2	101.8	121.1	100.9	-0.9

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading	
1038L (Foothills 237S to P2619 Switching Sub)	924L (Langdon 102S to P2396 Tap)	547.0	656.0	579.8	106.0	578.7	105.8	-0.2
	927L (Langdon 102S to P2378 Tap)	576.0	691.0	599.0	104.0	597.9	103.8	-0.2
	1037L (Foothills 237S to SC1 266S)	973.0	1071.0	1144.2	117.6	1127.7	115.9	-1.7
	1037L (SC1 266S to P2445 Tap)	973.0	1071.0	1145.2	117.7	1128.7	116.0	-1.7

Voltage Criteria Violations

No voltage criteria violations were observed under Category B conditions.

POD Bus Voltage Deviations

No POD bus voltage deviations were observed.

3.1.3 Scenario 8: 2028 Summer Peak Low Generation Post-Project

Category A Conditions

No Reliability Criteria violations were observed under Category A conditions.

Category B Conditions

No Reliability Criteria violations were observed under Category B conditions.

3.1.4 Scenario 9: 2028 Winter Peak Low Generation Post-Project

Category A Conditions

No Reliability Criteria violations were observed under Category A conditions.

Category B Conditions

No Reliability Criteria violations were observed under Category B conditions.

3.2 Voltage Stability Studies

3.2.1 Scenario 8: 2028 SP LG Post-Project

Voltage stability analysis was performed for the 2028 SP LG post-Project scenario. The reference load level for the Study Area is 302.05 MW. For Category B contingencies, the minimum incremental load transfer is 5% of the reference load, or 15.1 MW (0.05 x 302.05 MW = 15.1 MW), in order to meet the voltage stability criteria.

Table 3-9 provides the voltage stability study results under the Category A condition and for the five worst contingencies under Category B conditions. The voltage stability diagrams are provided in Attachment A4.

The voltage stability margin was met for all studied conditions.

Table 3-9: Voltage Stability Study Results under Category B Conditions for Scenario 8

Contingency (System Element Lost)	From	To	Maximum Incremental Transfer (MW)	Meets Criteria?
N-0	System Normal		560	Yes
691L	Janet 74S	Chestermere 419S	320	Yes
434L	High River 65S	Foothills 237S	480	Yes
646L	Okotoks 678S	Foothills 237S	540	Yes
733L	Gleichen 179S	Namaka 428S	540	Yes
525S T1	Carseland 525S, 138/25 kV Transformer		540	Yes

3.2.2 Scenario 9: 2028 WP LG Post-Project

Voltage stability analysis was performed for the 2028 WP LG post-Project scenario. The reference load level for the Study Area is 318.79 MW. For Category B contingencies, the minimum incremental load transfer is 5% of the reference load, or 15.9 MW (0.05 x 318.79 MW = 15.9 MW), in order to meet the voltage stability criteria.

Table 3-10 provides the voltage stability study results under the Category A condition and for the five worst contingencies under Category B conditions. The voltage stability diagrams are provided in Attachment A4.

The voltage stability margin was met for all studied conditions.

Table 3-10: Voltage Stability Study Results under Category B Conditions for Scenario 9

Contingency (System Element Lost)	From	To	Maximum Incremental Transfer (MW)	Meets Criteria?
N-0	System Normal		380	Yes
691L	Janet 74S	Chestermere 419S	220	Yes
434L	High River 65S	Foothills 237S	320	Yes

Contingency (System Element Lost)	From	To	Maximum Incremental Transfer (MW)	Meets Criteria?
646L	Okotoks 678S	Foothills 237S	380	Yes
733L	Gleichen 179S	Namaka 428S	380	Yes
525S T1	Carseland 525S, 138/25 kV Transformer		380	Yes

3.3 Transient Stability Studies

Transient stability studies were completed for Scenario 3 and Scenario 4.

The results did not indicate any transient stability concerns, and the system showed acceptable dynamic response to all Category B conditions studied, as shown in Table 3-11 and Table 3-12. The post-Project transient stability plots are provided in Attachment A5. The dynamic data and assumptions of all equipment proposed for the Facility are provided in Attachment A6.

Table 3-11: Transient Stability Study Results under Category B Conditions for Scenario 3

Studied Contingency	Fault Description and Location	Results
727L (High River 65S - Okotoks 678S)	High River 65S	Stable
	Okotoks 678S	Stable
850L (Carseland 525S - Okotoks 678S)	Carseland 525S	Stable
	Okotoks 678S	Stable
753L (High River 65S - Blackie 253S)	High River 65S	Stable
	Blackie 253S	Stable
434L (Foothills 237S – High River 65S)	Foothills 237S	Stable
	High River 65S	Stable
646L (Okotoks 678S – Foothills 237S)	Okotoks 678S	Stable
	Foothills 237S	Stable
851L (Blackie 253S - Carseland 525S)	Blackie 253S	Stable
	Carseland 525S	Stable
1106L (Foothills 237S – ENMAX SS-65)	Foothills 237S	Stable
	ENMAX SS-65	Stable
1037L (Stowe 1133S - Foothills 237S)	Stowe 1133S	Stable
	Foothills 237S	Stable
1038L (Willow Creek 1132S - Foothills 237S)	Willow Creek 1132S	Stable
	Foothills 237S	Stable
1152L (Windy Flats 138S - Stowe 1133S)	Windy Flats 138S	Stable

Studied Contingency	Fault Description and Location	Results
	Stowe 1133S	Stable
1155L (Windy Flats 138S - Willow Creek 1132S)	Windy Flats 138S	Stable
	Willow Creek 1132S	Stable
1080L (Enmax SS-65 - Shepard SS-25)	ENMAX SS-65	Stable
	Shepard SS-25	Stable
967L (Windy Flats 138S - North Lethbridge 370S)	Windy Flats 138S	Stable
	North Lethbridge 370S	Stable

Table 3-12: Transient Stability Study Results under Category B Conditions for Scenario 4

Studied Contingency	Fault Description and Location	Results
727L (High River 65S - Okotoks 678S)	High River 65S	Stable
	Okotoks 678S	Stable
850L (Carseland 525S - Okotoks 678S)	Carseland 525S	Stable
	Okotoks 678S	Stable
753L (High River 65S - Blackie 253S)	High River 65S	Stable
	Blackie 253S	Stable
434L (Foothills 237S – High River 65S)	Foothills 237S	Stable
	High River 65S	Stable
646L (Okotoks 678S – Foothills 237S)	Okotoks 678S	Stable
	Foothills 237S	Stable
851L (Blackie 253S - Carseland 525S)	Blackie 253S	Stable
	Carseland 525S	Stable
1106L (Foothills 237S – ENMAX SS-65)	Foothills 237S	Stable
	ENMAX SS-65	Stable
1037L (Stowe 1133S - Foothills 237S)	Stowe 1133S	Stable
	Foothills 237S	Stable
1038L (Willow Creek 1132S - Foothills 237S)	Willow Creek 1132S	Stable
	Foothills 237S	Stable
1152L (Windy Flats 138S - Stowe 1133S)	Windy Flats 138S	Stable
	Stowe 1133S	Stable
1155L (Windy Flats 138S - Willow Creek 1132S)	Windy Flats 138S	Stable
	Willow Creek 1132S	Stable
1080L (Enmax SS-65 - Shepard SS-25)	ENMAX SS-65	Stable

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Studied Contingency	Fault Description and Location	Results
	Shepard SS-25	Stable
967L (Windy Flats 138S - North Lethbridge 370S)	Windy Flats 138S	Stable
	North Lethbridge 370S	Stable

4 Short Circuit Studies

4.1 Pre-Project Results

Pre-Project short-circuit current levels are provided in Table 4-1[1].

Table 4-1: Pre-Project Short-Circuit Current Levels for Scenario 2

Substation Name and Number	Base Voltage (kV)	Pre-Fault Voltage (kV)	3-Φ Fault (kA)	Positive Sequence Thevenin Source Impedance (R1+jX1) (pu)	1-Φ Fault (kA)	Zero Sequence Thevenin Source Impedance (R0+jX0) (pu)
Foothills 237S	240	244.3	16.65	0.002258+ j0.014899	20.07	0.001376+ j0.006401
	138	143.3	15.77	0.002982+ j0.028006	17.73	0.001939+ j0.017507
Wind Flats 138s	240	251.5	16.62	0.002566+ j0.015508	16.59	0.002446+ j0.014796
	138	144.0	10.44	0.002542+ j0.043137	10.35	0.002969+ j0.043714
	138	141.1	10.33	0.002455+ j0.042726	9.64	0.003507+ j0.051241
SC1 266S	240	248.5	13.36	0.003527+ j0.018782	9.76	0.008070+ j0.038619
	240	248.5	13.20	0.003539+ j0.019025	9.24	0.009333+ j0.041942
Enmax SS-65	240	247.7	22.78	0.002072+ j0.010958	22.30	0.002186+ j0.011429
	138	141.5	25.09	0.003150+ j0.017203	23.39	0.002559+ j0.020923
High River 65S	138	142.3	9.96	0.007322+ j0.043550	9.66	0.009458+ j0.045046
Blackie 253S	138	143.0	5.75	0.022344+ j0.073213	5.64	0.023595+ j0.077046
Okotoks 678S	138	142.5	9.00	0.008832+ j0.048110	7.50	0.017093+ j0.074140

4.2 Post-Project Results

4.2.1 Scenario 4: 2028 SP HR Post-Project

Post-Project short-circuit current levels for Scenario 4 are provided in Table 4-2.

[1] Short-circuit current studies were based on modeling information provided to the AESO by third parties. The authenticity of the modeling information has not been validated. Fault levels could change as a result of system developments, new customer connections, or additional generation in the area. It is recommended that these changes be monitored and fault levels reviewed to ensure that the fault levels are within equipment operating limits. The information provided in this study should not be used as the sole source of information for electrical equipment specifications or for the design of safety-grounding systems.

Table 4-2: Post-Project Short-Circuit Current Levels for Scenario 4

Substation Name and Number	Base Voltage (kV)	Pre-Fault Voltage (kV)	3-Φ Fault (kA)	Positive Sequence Thevenin Source Impedance (R1+jX1) (pu)	1-Φ Fault (kA)	Zero Sequence Thevenin Source Impedance (R0+jX0) (pu)
Foothills 237S	240	243.9	16.62	0.002260+ j0.014902	20.04	0.001376+ j0.006401
	138	143.2	15.75	0.002985+ j0.028008	17.71	0.001939+ j0.017507
Wind Flats 138s	240	251.4	16.62	0.002565+ j0.015503	16.59	0.002446+ j0.014796
	138	143.9	10.44	0.002542+ j0.043134	10.35	0.002969+ j0.043714
	138	141.0	10.33	0.002454+ j0.042722	9.64	0.003507+ j0.051241
SC1 266S	240	248.1	13.34	0.003528+ j0.018784	9.75	0.008070+ j0.038619
	240	248.1	13.18	0.003541+ j0.019027	9.23	0.009333+ j0.041942
Enmax SS-65	240	247.3	22.72	0.002077+ j0.010966	22.25	0.002186+ j0.011435
	138	141.4	25.04	0.003157+ j0.017211	23.35	0.002559+ j0.020929
High River 65S	138	142.2	9.95	0.007326+ j0.043551	9.66	0.009458+ j0.045046
Blackie 253S	138	142.9	5.75	0.022347+ j0.073214	5.64	0.023595+ j0.077046
Okotoks 678S	138	142.4	9.00	0.008835+ j0.048111	7.49	0.017093+ j0.074140
Laramide 1172S	240	244.0	15.96	0.002306+ j0.015522	18.69	0.001639+ j0.007842
	34.5	35.6	28.78	0.003336+ j0.061273	37.36	0.000839+ j0.018333

4.2.2 Scenario 5: 2033 WP Post-Project

Post-Project short-circuit current levels for Scenario 5 are provided in Table 4-3.

Table 4-3: Post-Project Short-Circuit Current Levels for Scenario 5

Substation Name and Number	Base Voltage (kV)	Pre-Fault Voltage (kV)	3-Φ Fault (kA)	Positive Sequence Thevenin Source Impedance (R1+jX1) (pu)	1-Φ Fault (kA)	Zero Sequence Thevenin Source Impedance (R0+jX0) (pu)
Foothills 237S	240	255.3	17.30	0.002213+ j0.014772	20.78	0.001390+ j0.006465
	138	142.4	16.29	0.002947+ j0.026582	18.19	0.001845+ j0.017155
Wind Flats 138s	240	255.3	16.07	0.002659+ j0.015898	16.33	0.002467+ j0.014886
	138	143.4	10.24	0.002515+ j0.042851	10.21	0.002877+ j0.043177
	138	142.0	10.13	0.002518+ j0.042875	9.49	0.003528+ j0.051335
SC1 266S	240	257.1	13.79	0.003454+ j0.018543	9.89	0.008289+ j0.039616
	240	258.0	13.19	0.003685+ j0.019443	8.99	0.009820+ j0.044959
Enmax SS-65	240	252.8	24.71	0.001907+ j0.010186	23.57	0.002219+ j0.011520
	138	140.3	26.58	0.003060+ j0.015868	24.25	0.002481+ j0.020551
High River 65S	138	140.8	10.07	0.007824+ j0.041994	9.69	0.009345+ j0.044713

Substation Name and Number	Base Voltage (kV)	Pre-Fault Voltage (kV)	3-Φ Fault (kA)	Positive Sequence Thevenin Source Impedance (R1+jX1) (pu)	1-Φ Fault (kA)	Zero Sequence Thevenin Source Impedance (R0+jX0) (pu)
Blackie 253S	138	142.3	5.72	0.022822+ j0.072314	5.60	0.023567+ j0.076908
Okotoks 678S	138	141.4	9.06	0.009453+ j0.046700	7.47	0.017065+ j0.073993
Laramide 1172S	240	255.3	16.61	0.002259+ j0.015393	19.38	0.001652+ j0.007901
	34.5	36.5	29.15	0.003294+ j0.061157	37.83	0.000841+ j0.018340

5 Mitigation Measure Development and Evaluation

The Studies Consultant, in consultation with the AESO, developed mitigation measures to address the system performance issues that were identified in the post-Project scenarios. Existing remedial action schemes (RASs) are described in Section 1.2.2 of Attachment A1.

5.1 Pre-Project

Pre-Project mitigation measures are summarized in Table 5-1.

Table 5-1: Pre-Project Mitigation Measures

Mitigation Measure	Location of Observed Violation	Contingency
Existing RAS 174	161L (Queenstown 504S- Vulcan 253S)	Fort MacLeod 15S T1
	853L (Queenstown 504S – West Brooks 28S)	Fort MacLeod 15S T1
Existing RAS 175	927L (Langdon 102S – Milo 356S)	924L (Langdon 102S – Milo 356S)
	924L (Langdon 102S – Milo 356S)	927L (Langdon 102S – Milo 356S)
Existing RAS 178	463L (Fort MacLeod 15S – Chinook 181S)	725L (Bowron 674S – Coalbanks 111S)
Planned RAS 193[a]	1107L (Enmax 65S – Foothills 237S)	1106L (Foothills 237S – Enmax 65S)
	1109L (Enmax 65S – Enmax 25S)	1080L (Enmax 65S – Enmax 25S)
	1080L (Enmax 65S – Enmax 25S)	1109L (Enmax 65S – Enmax 25S)
	1106L (Foothills 237S – Enmax 65S)	1107L (Enmax 65S – Foothills 237S)
	985L (Janet 74S – Enmax 25S)	1003L (Janet 74S – Enmax 25S)
	1003L (Janet 74S – Enmax 25S)	985L (Janet 74S – Enmax 25S)
Planned 1037L/1038L RAS[b]	1037L (Foothills 237S – Windy Flats 138S)	1155L (Windy Flats 138S – Willow Creek 1132S) 1038L (Foothills 237S – Windy Flats 138S)
	1038L (Foothills 237S – Windy Flats 138S)	1037L (Foothills 237S – Windy Flats 138S)
Real time operational practices	180L (Fort MacLeod 15S – Vulcan 255S)	McBride Lake 240S T1 Vulcan 255S Transformer T1 161L (Vulcan 255S to Queenstown 504S)
	1048L (Peigan 59S – Windy Flats 138S)	1049L (Peigan 59S – Windy Flats 138S)
	956L (Peigan 59S – Goose Lake 103S)	955L (Peigan 59S – Goose Lake 103S)
	1049L (Peigan 59S – Windy Flats 138S)	1048L (Peigan 59S – Windy Flats 138S)

Notes:

[a] RAS 193 is a RAS proposed for the planned project P2616, P2619, P2422, P2445, P2503, P2509, P2510, and P2592.

[b] Planned 1037L/1038L RAS is a RAS proposed for the planned P2616, P2619, P2445, and P2509.

5.2 Post-Project

Post-Project mitigation measures are summarized in Table 5-2.

Table 5-2: Post-Project Mitigation Measures

Mitigation Measure	Location of Observed Violation	Contingency
Existing RAS 174	161L (Queenstown 504S- Vulcan 253S)	Fort MacLeod 15S T1
	853L (Queenstown 504S – West Brooks 28S)	Fort MacLeod 15S T1
Existing RAS 175	927L (Langdon 102S – Milo 356S)	924L (Langdon 102S – Milo 356S)
	924L (Langdon 102S – Milo 356S)	927L (Langdon 102S – Milo 356S)
Existing RAS 178	463L (Fort MacLeod 15S – Chinook 181S)	725L (Bowron 674S – Coalbanks 111S)
Modify Planned RAS 193[a]	1107L (Enmax 65S – Foothills 237S)	1106L (Foothills 237S – Enmax 65S)
	1109L (Enmax 65S – Enmax 25S)	1080L (Enmax 65S – Enmax 25S)
	1080L (Enmax 65S – Enmax 25S)	1109L (Enmax 65S – Enmax 25S)
	1106L (Foothills 237S – Enmax 65S)	1107L (Enmax 65S – Foothills 237S)
	985L (Janet 74S – Enmax 25S)	1003L (Janet 74S – Enmax 25S)
	1003L (Janet 74S – Enmax 25S)	985L (Janet 74S – Enmax 25S)
Planned 1037L/1038L RAS	1037L (Foothills 237S – Windy Flats 138S)	1155L (Windy Flats 138S – Willow Creek 1132S) 1038L (Foothills 237S – Windy Flats 138S)
	1038L (Foothills 237S – Windy Flats 138S)	1037L (Foothills 237S – Windy Flats 138S)
Real time operational practices	180L (Fort MacLeod 15S – Vulcan 255S)	McBride Lake 240S T1, or 255ST1 (Vulcan 255S Transformer T1), or 161L (Vulcan 255S – Queenstown 504S)
	463L (Fort MacLeod 15S – 463AL Tap)	161L (Vulcan 255S – Queenstown 504S)
	1109L (Enmax 65 – Enmax 25)	733L (Strathmore 151S – Namaka 428S), or 765L (Strathmore 151S – Chestermere 419S), or Enmax 65 T1 (Enmax 65 transformer T1), or Enmax 65 T2 (Enmax 65 transformer T2), or 26.83L (Enmax 65 – Enmax 26), or 24.82L (Enmax 24 – Enmax 65), or 967L (North Lethbridge 370S – Windy Flats 138S), or Enmax 24S T2 (Enmax 24S transformer T2), or Enmax 26 T1/T2 (Enmax 26 Transformer T1 or T2), or 151ST1T2 (Strathmore 151S Transformer T1 or T2), or 419ST1/T2 (Chestermere 419S Transformer T1 or T2), or 924L (Milo 356S – Langdon 102S), or 927L (Milo 356S – Langdon 102S)
	1080L (Enmax 65 – Enmax 25)	
	927L (Langdon 102S – P2378 Tap)	924L (Milo 356S – Langdon 102S), or 1155L (Windy Flats 138S – Willow Creek 1132S), or 1038L (Foothills 237S – P2619 Switching sub)
	924L (Langdon 102S – P2396 Tap)	927L (Milo 356S – Langdon 102S), or 1155L (Windy Flats 138S – Willow Creek 1132S), or 1106L (Enmax 65S – Foothills 237S), or 1107L (Enamx 65S – Foothills 237S), or 1038L (Foothills 237S – P2619 Switching sub)
	1038L (Foothills – SC1 – Willow Creek 1132S)	1037L (Foothills 237S – P2616 Switching Sub)
	765L (Chestermere 419S – Strathmore 151S)	1106L (Enmax 65S – Foothills 237S), or 1107L (Enmax 65S – Foothills 237S)
	1037L (Foothills – SC1 – P2445 Tap)	1155L (Windy Flats 138S – Willow Creek 1132S)

Mitigation Measure	Location of Observed Violation	Contingency
	1048L (Peigan 59S – Windy Flats 138S)	1049L (Peigan 59S – Windy Flats 138S)
	956L (Peigan 59S – Goose Lake 103S)	955L (Peigan 59S – Goose Lake 103S)
	1049L (Peigan 59S – Windy Flats 138S)	1048L (Peigan 59S – Windy Flats 138S)

Notes:

[a] "Modify" refers to adding the Project to the logic of the planned RAS 193.

5.3 Evaluation of Mitigation Measures

This section describes the results of the power flow studies that were performed to assess the impact of the Project on the performance of the AIES following the implementation of proposed mitigation measures.

The post-mitigation measures studies were performed under Category B conditions for scenarios 3 and 4 using Alternative 1 and the RASs described in the previous section.

The post-mitigation power flow diagrams for selected Category B conditions are provided in Attachment A7. Post-mitigation power flow diagrams present only those post-Project contingencies that result in thermal criteria violations that require RAS mitigation. Post-Project contingencies that result in thermal criteria violations that can be mitigated by real-time operational practices or TFO capital maintenance projects were not studied.

5.3.1 Scenario 3: 2028 SL HR Post-Project

Category B Conditions

Thermal and voltage criteria violations observed under certain Category B conditions in the post-Project studies were mitigated by RASs as shown in Table 5-3.

After RAS actions were complete, real-time operational practices are required to fully alleviate certain thermal criteria violations observed on 240 KV transmission lines 1080L and 1109L.

Table 5-3: Post-RAS Power Flow Study Results for Scenario 3

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Seasonal Continuous Rating (MVA)	Short-term (Emergency) Rating (MVA)	Post-Project Results		Post-RAS Action Results	
				Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
1003L (Janet 74S to Enmax 25)	985L (Janet 74S to Enmax 25)	973.1	1017.0	1117.1	114.8	816.4	83.9
985L (Janet 74S to Enmax 25)	1003L (Janet 74S to Enmax 25)	973.0	1017.0	1116.0	114.7	816.3	83.9
1107L (Enmax 65 to Foothills 237S)	1106L (Enmax 65S to P2510 Tap)	971.0	1071.0	1147.7	118.2	828.3	85.3

Engineering Connection Assessment: Study Results
P2520 Laramide
0

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Seasonal Continuous Rating (MVA)	Short-term (Emergency) Rating (MVA)	Post-Project Results		Post-RAS Action Results	
				Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
1107L (Enmax 65 to Foothills 237S)	1106L (Foothills 237S to P2510 Tap)	971.0	1071.0	1147.7	118.2	829.2	85.4
1109L (Enmax 65 to Enmax 25)	1080L (Enmax 65 to Enmax 25)	487.0	584.0	853.7	175.3	572.2	117.5[a]
1080L (Enmax 65 to Enmax 25)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	854.2	175.4	572.7	117.6[a]
1155L (Windy Flats 138S to Willow Creek 1132S)	1037L (Foothills 237S to SC1 266S)	973.0	1071.0	1082.9	111.3	884.5	90.9
1155L (Windy Flats 138S to Willow Creek 1132S)	1037L (SC1 266S to P2445 Tap)	973.0	1071.0	1083.9	111.4	886.4	91.1
1106L (Enmax 65 to Foothills 237S)	1107L (Enmax 65s to Foothills 237S)	971.0	1071.0	1147.7	118.2	829.2	85.4
15ST1 (Fort MacLeod 15S Transformer T1)	161L (Queenstown 504S to 161AL Tap)	117.0	129.0	130.5	111.5	91.1	77.9
1038L (Foothills 237S to P2619 Switching Sub)	1037L (Foothills 237S to SC1 266S)	973.0	1071.0	1115.1	114.6	912.7	93.8
1038L (Foothills 237S to P2619 Switching Sub)	1037L (SC1 266S to P2445 Tap)	973.0	1071.0	1115.1	114.6	913.6	93.9

Notes:

[a] After the RAS action, real-time operational practices will mitigate the overload.

5.3.2 Scenario 4: 2028 SP HR Post-Project

Category B Conditions

The thermal and voltage criteria violations observed under certain Category B conditions in the post-Project studies were mitigated by RASs as shown in Table 5-4.

After RAS actions were complete, real-time operational practices are required to fully alleviate certain thermal criteria violations observed on 138 kV transmission line 161L.

Table 5-4: Post-RAS Power Flow Study Results for Scenario 4

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Seasonal Continuous Rating (MVA)	Short-term (Emergency) Rating (MVA)	Post-Project Results		Post-RAS Action Results	
				Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
1003L (Janet 74S to Enmax 25)	985L (Janet 74S to Enmax 25)	973.1	1017.0	1112.3	114.3	725.9	74.6
985L (Janet 74S to Enmax 25)	1003L (Janet 74S to Enmax 25)	973.0	1017.0	1111.2	114.2	725.9	74.6
1107L (Enmax 65 to Foothills 237S)	1106L (Enmax 65S to P2510 Tap)	971.0	1071.0	1152.6	118.7	729.2	75.1
1107L (Enmax 65 to Foothills 237S)	1106L (Foothills 237S to P2510 Tap)	971.0	1071.0	1152.6	118.7	730.2	75.2
1109L (Enmax 65 to Enmax 25)	1080L (Enmax 65 to Enmax 25)	487.0	584.0	843.0	173.1	467.5	96.0
1080L (Enmax 65 to Enmax 25)	1109L (Enmax 65 to Enmax 25)	487.0	584.0	844.0	173.3	468.0	96.1
1106L (Enmax 65 to Foothills 237S)	1107L (Enmax 65s to Foothills 237S)	971.0	1071.0	1152.6	118.7	730.2	75.2
924L (Milo 356s to Langdon 102s)	927L (Langdon 102S to P2378 Tap)	576.0	691.0	712.5	123.7	514.9	89.4
927L (Milo 356s to Langdon 102s)	924L (Langdon 102S to P2396 Tap)	547.0	656.0	685.9	125.4	424.5	77.6

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Seasonal Continuous Rating (MVA)	Short-term (Emergency) Rating (MVA)	Post-Project Results		Post-RAS Action Results	
				Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
725L (Bowron 674S to Coalbanks 111S)	463L (Fort MacLeod 15S to 463AL Tap)	107.0	118.0	154.5	144.4	67.4	63.0
15ST1 (Fort MacLeod 15S Transformer T1)	853L (Queenstown 504S to 853AL Tap)	121.0	133.0	202.3	167.2	117.9	97.4
15ST1 (Fort MacLeod 15S Transformer T1)	161L (Queenstown 504S to 161AL Tap)	117.0	129.0	203.2	173.7	119.3	102.0[a]
1038L (Foothills 237S to P2619 Switching Sub)	1037L (Foothills 237S to SC1 266S)	973.0	1071.0	1127.7	115.9	865.0	88.9
1038L (Foothills 237S to P2619 Switching Sub)	1037L (SC1 266S to P2445 Tap)	973.0	1071.0	1128.7	116.0	866.0	89.0

Notes:
[a] After RAS actions are complete, real-time operational practices will mitigate the overload.

5.4 Constraint Effective Factor Studies

Constraint effective factor studies were conducted for all post-Project scenarios. The constraint effective factors were calculated for all Category B conditions when the loadings of the monitored transmission elements in the Study Area exceeded 100% (i.e., for all of the contingencies that resulted in thermal criteria violations). The results of the constraint effective factor studies are provided in Attachment A8.

Attachment A1
Engineering Connection Assessment: Study Scope

Engineering Connection Assessment: Study Scope

P2520 Enfinite Foothills MPC Battery

Enfinite LP

Date: January 22, 2024

Version: V1

Classification: Public

Company Name	Name and Credentials	Date	Signature
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Attachment A: Transmission Planning Criteria – Basis and Assumptions

1 Introduction

This Study Scope provides an overview of the engineering studies to be completed by KNW Professionals Ltd. (the Studies Consultant) to assess the impact of the Project (as defined in section 1.1) on the performance of the Alberta Interconnected Electric System (AIES). Technical criteria, assumptions and methods for performing these engineering studies are provided in this document.

1.1 Project Overview

Enfinite LP (Market Participant) has submitted a request for system access service to the Alberta Electric System Operator (AESO) to connect its proposed eCache2 - Foothills (Facility) to the AIES.

The Market Participant's request includes: a request for a new system access service in the area, with a Rate STS, *Supply Transmission Service*, contract capacity of 100 MW and a Rate DTS, *Demand Transmission Service*, contract capacity of 100 MW; and a request for transmission development (collectively, the Project).

The Project in-service date (ISD) used for the purpose of the studies is September 8, 2025.

Load and generation components of the Project are listed in Table 1-1.

Table 1-1: Project Load and Generation Details

Project Component		Description
Load	Existing Rate DTS, *Demand Transmission Service,* contract capacity	No existing contract
	Requested Rate DTS	100 MW
	Type	Battery storage
	Motors (number and size)	N/A
	Power factor	0.9 pf
	Future load expansion plans	No
Generation	Generation type	Battery
	Existing Rate STS, *Supply Transmission Service,* contract capacity	None
	Requested Rate STS	100 MW
	Number and size of generating units	N/A
	Maximum authorized real power (MARP)	100 MW
	Maximum capability (MC)	100 MW
	Reactive power capability	0.9 pf producing
		0.95 pf absorbing

Project Component		Description
	Future generation expansion plans	Yes; Future plans for the facility is to expand the BESS facility up to 400 MW

Note:

MARP and MC are defined in the AESO's *Consolidated Authoritative Document Glossary*, which can be found on the AESO's website.

1.2 Existing System Overview

1.2.1 Study Area

Geographically, the Project is located in the AESO planning area of High River (Area 46).

The Study Area consists of the AESO planning areas of Calgary (area 6), Strathmore/Blackie (Area 45), High River (area 46), and Fort Macleod (Area 53) including the tie lines connecting these planning areas to the rest of the AIES.

The existing transmission system in the Study Area is shown in Figure 1-1.

1.2.2 Existing Constraints

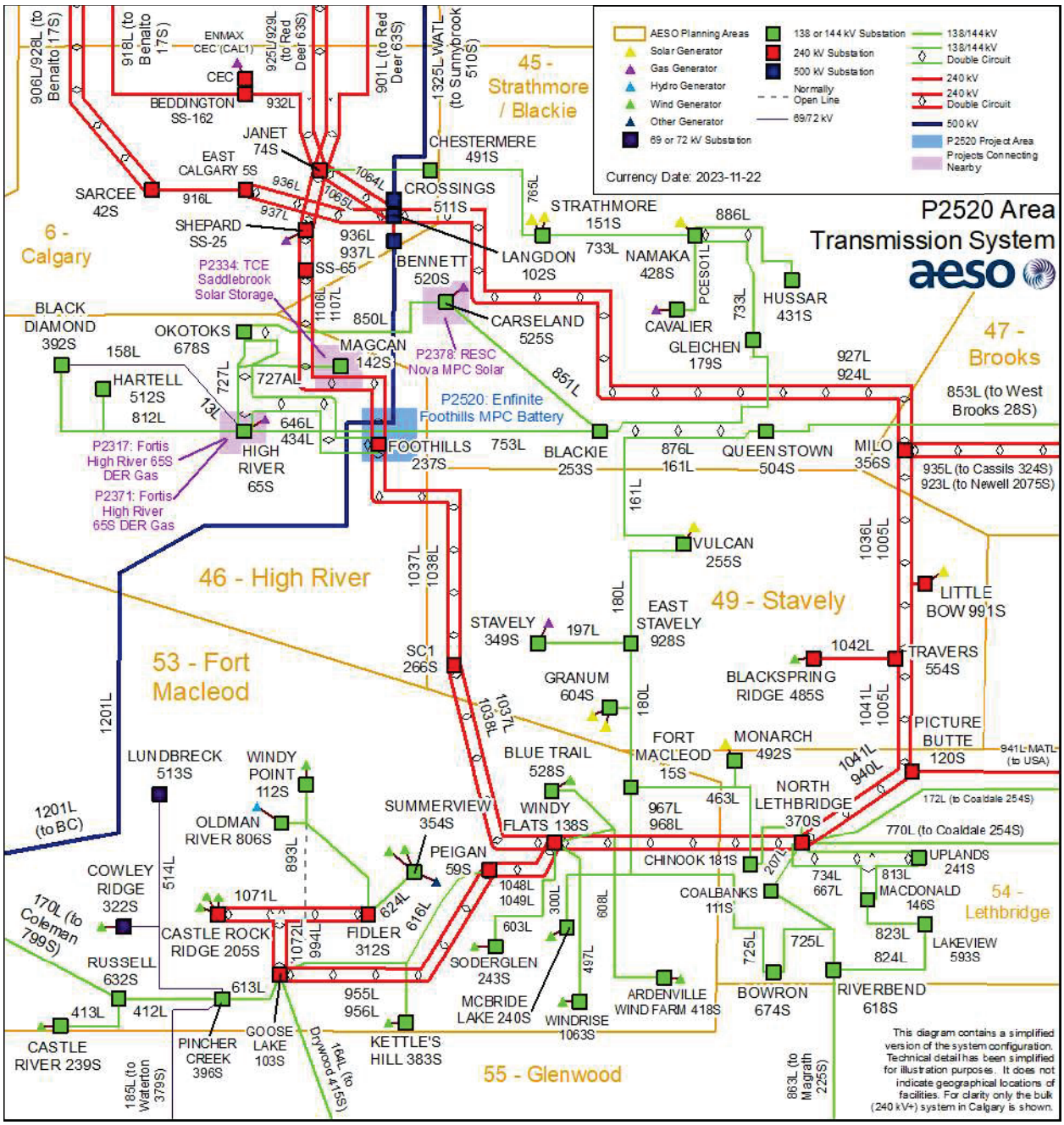
Existing constraints in the Study Area are managed in accordance with the procedures set out in Section 302.1 of the ISO rules, *Real Time Transmission Constraint Management* (TCM Rule).

There are a number of constraints in the Study Area that are mitigated by existing remedial action schemes (RASs) and/or other protection schemes.

The following existing RASs and/or other protection schemes are used to manage constraints in the area:

- RAS 145: Shepard RAS - Mitigation of 138 kV Thermal Constraints on ENMAX System
- RAS 154: 876L Overload Mitigation
- RAS 157: Chestermere 419S Load Shed Scheme
- RAS 175: Milo 356S – 924L/927L Overload Mitigation Scheme
- RAS 179: 765L overload mitigation scheme
- RAS 194: Chestermere 419S Area Overload Mitigation and Generation Tripping Scheme

Figure 1-1: Transmission System in the Study Area



2 Connection Alternatives

2.1 Alternative 1 – Radial 240 kV Connection to Foothills 237S

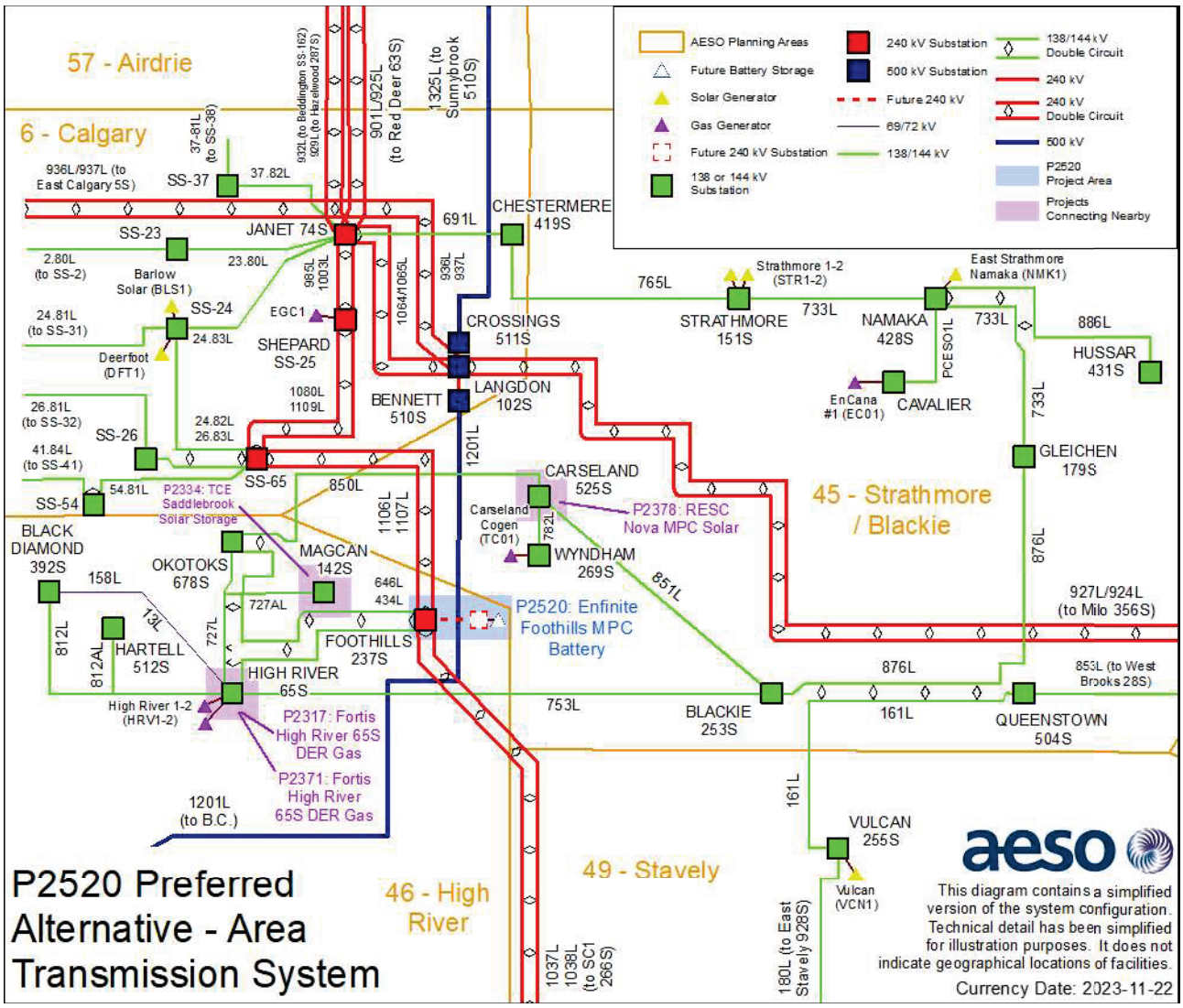
This alternative included the following developments:

- Add one 240 kV transmission line, approximately 1 km[1] in length, to connect the Facility to the existing Foothills 237S substation.
- Add one 240 kV breaker at Foothills 237S.
- Add or modify associated equipment as required for the above transmission developments.

The proposed connection configuration is shown in Figure 2-1.

[1] The exact line length to be determined by TFO.

Figure 2-1: Connection Alternative 1



3 Criteria, Standards and Requirements

3.1 AESO Reliability Criteria

The Transmission Planning (TPL) Standards, which are included in the Alberta Reliability Standards, and *Transmission Planning Criteria – Basis and Assumptions (see Attachment A),* (collectively, the Reliability Criteria) will be applied to evaluate system performance under Category A system conditions (i.e., all elements in-service) and following Category B contingencies (i.e., single element outage), prior to and following the studied alternatives. Below is a summary of Category A and Category B system conditions.

Category A, often referred to as the N-0 condition, represents a normal system with no contingencies and all facilities in service. Under this condition, the system must be able to supply all firm load and firm transfers to other areas. All equipment must operate within its applicable rating, voltages must be within their applicable range, and the system must be stable with no cascading outages.

Category B events, often referred to as an N-1 or N-G-1 with the most critical generator out of service, result in the loss of any single specified system element under specified fault conditions with normal clearing. These elements are a generator, a transmission circuit, a transformer, or a single pole of a DC transmission line. The acceptable impact on the system is the same as Category A. Planned or controlled interruptions of electric supply to radial customers or some local network customers, connected to or supplied by the faulted element or by the affected area, may occur in certain areas without impacting the overall reliability of the interconnected transmission systems. To prepare for the next contingency, system adjustments are permitted, including curtailments of contracted firm (non-recallable reserved) transmission service electric power transfers.

The TPL standards, TPL-001-AB-0 and TPL-002-AB1-0, have referenced Applicable Ratings when specifying the required system performance under Category A and Category B events. For the purpose of applying the TPL standards to the studies documented in this report, Applicable Ratings are defined as follows:

- Normal thermal rating of the line's loading limits for each season;
- The highest specified loading limits for transformers;
- For Category A conditions: Voltage range under normal operating condition per AESO Information Document #2010-007RS, *General Operating Practices – Voltage Control* (ID #2010-007RS). For the busses not listed in ID #2010-007RS, Table 2-1 in the *Transmission Planning Criteria – Basis and Assumptions* applies;
- For Category B conditions: The extreme voltage range values per Table 2-1 in the *Transmission Planning Criteria – Basis and Assumptions; and*
- Desired post-contingency voltage deviation limits for three defined post-event timeframes as provided in Table 3-1.

Table 3-1: Post-Contingency Voltage Deviation Guidelines for Low Voltage Busses

Parameter and reference point	Time Period		
	Post Transient (up to 30 sec)	Post Auto Control (30 sec to 5 min)	Post Manual Control (Steady State)
Voltage deviation from steady state at point of delivery (POD) low voltage bus.	±10%	±7%	±5%

3.2 ISO Rules and Information Documents

ID #2010-007RS will be used to establish system normal (i.e., pre-contingency) voltage profiles for the Study Area.

The TCM Rule will be followed to set up the study scenarios and assess the impact of the Project. In addition, due regard will be given to the following:

- The AESO's *Connection Study Requirements*;
- Section 502.7 of the ISO rules, *Load Facility Technical Requirements*;
- Section 502.13 of the ISO rules, *Battery Energy Storage Facility Technical Requirements*; and
- Section 502.14 of the ISO rules, *Battery Energy Storage Facility Operating Requirements*.

4 Scenarios and Assumptions

4.1 Scenarios

The following section describes the scenarios to be studied and the assumptions to be used in the studies.

Connection scenarios must be studied as outlined in Table 4-1.

Table 4-1: Connection Study Scenarios

Scenario No.	Year/Season	System Generation Dispatch Conditions	Scenario Name	Project Load (MW)	Project Generation (MW)
Pre-Project for STS Studies					
1	2028 Summer Light (SL)	High Renewables (HR)	2028 SL HR Pre-Project	0	0
2	2028 Summer Peak (SP)	HR	2028 SP HR Pre-Project	0	0
Post-Project for STS Studies					
3	2028 SL	HR	2028 SL HR Post-Project	0	100
4	2028 SP	HR	2028 SP HR Post-Project	0	100
5	2033 Winter Peak (WP)	All study area generators in-service.	2033 WP Post-Project	0	100
Pre-Project for DTS Studies					
6	2028 SP	Low Generation (LG)	2028 SP LG Pre-Project	0	0
7	2028 WP	LG	2028 WP LG Pre-Project	0	0
Post-Project for DTS Studies					
8	2028 SP	LG	2028 SP LG Post-Project	100	0
9	2028 WP	LG	2028 WP LG Post-Project	100	0

4.2 Assumptions

4.2.1 System Project Assumptions

The pre-Project and post-Project preliminary cluster assessment will not include any system transmission projects because there are no planned system transmission developments in the Southwest Cluster that are expected to be in service before the scheduled Project ISD.

4.2.2 Load Assumptions

The load forecast to be used for the studies is shown in Table 4-2 and is a forecast for the AESO Southwest Cluster based on the AESO's Preliminary 2023 Long-term Outlook (Preliminary 2023 LTO).

Table 4-2: Forecast Load in Southwest Cluster

AESO Planning Region Name	Forecast Peak Load by Year/Season (MW)			
	2028 SL High Renewable (HR)	2028 SP HR	2028 SP Low Generation (LG)	2028 WP LG
Southwest Cluster	357	415	471	519
AIES	9803	10186	11209	11976

4.2.3 Generation Assumptions

The generation forecast to be used for the studies is based on the Preliminary 2023 LTO with modifications to incorporate the latest forecast intelligence. The generation assumptions for the studies will assume high Southwest renewable generation dispatch for STS studies and low Southwest generation for DTS studies.

The existing generation (excluding wind and solar) dispatch conditions for the study scenarios are described in Table 4-3.

Table 4-3: Existing Generation (excluding Wind and Solar) Dispatch Conditions in the Southwest Cluster

Facility MPID	Bus No.	MC (MW)	AESO Planning Area No.	Unit Net Generation[a] (MW) by Scenario			
				2028 SL HR	2028 SP HR	2028 SP LG	2028 WP LG
Parkland (ALP2)	4235	10	49	0	0	10	0
Barrier (BAR)	222	12	44	0	0	2	1
Bearspaw (BPW)	183	17	44	0	0	9	6
Cascade Control Dam (CAS)	176	30	44	9	9	3	1
Drywood (DRW1)	4226	6	55	0	0	6	6
Cavalier (EC01)	3247, 4247	120	45	42	42	106	77
Ghost (GHO)	181	58	44	0	0	29	4
High River 1 (HRV1)	4242	10	46	9	9	9	9
High River 2 (HRV2)	2242	10	46	9	9	9	9
Horseshoe (HSH)	172	15	44	0	0	12	9
Irrican Hydro (ICP1)	450	7	55	0	0	5	0
Interlakes (INT)	377	5	44	0	0	1	0
Kananaskis (KAN)	196	20	44	0	0	13	8

Facility MPID	Bus No.	MC (MW)	AESO Planning Area No.	Unit Net Generation[a] (MW) by Scenario			
				2028 SL HR	2028 SP HR	2028 SP LG	2028 WP LG
Oldman River (OMRH)	2230	32	53	0	0	22	4
Pocaterra (POC)	214	14	44	0	0	4	0
Project2527_1_GN	557203	180	44	0	0	0	0
Rundle (RUN)	479	49	44	11	11	10	7
Raymond Reservoir (RYMD)	414	21	55	0	0	15	0
Spray (SPR)	174, 190	99	44	32	32	29	22
Summerview (SUM1)	61336	10	53	0	0	0	0
Taylor Hydro (TAY1)	4670	14	55	0	0	12	0
Carseland Cogen (TC01)	3251, 4251	96	45	67	67	68	85
Three Sisters (THS)	381	2	44	0	0	1	1

Notes:
[a] "Unit Net Generation" refers to gross generating unit output (MW) less unit service load.

Using this value, the wind and solar generation facilities will be dispatched to yield the credible worst-case generation dispatches for the Southwest Cluster. Pre- and post-Project dispatch levels for the existing and planned[2] wind and solar generation facilities for the Southwest Cluster are shown in Table 4-4 and Table 4-5.

Table 4-4: Dispatch Conditions for Existing and Planned Wind Generation Facilities in the Southwest Cluster

Facility MPID	Bus No.	MC (MW)	AESO Planning Area No.	Unit Net Generation[a] (MW) by Scenario			
				2028 SL HR	2028 SP HR	2028 SP LG	2028 WP LG
McBride Lake Windfarm (AKE1)	2901, 3901, 4901	73	53	71	70	3	2
Ardenville Wind (ARD1)	4735, 4740	68	53	67	24	1	2
Blackspring Ridge (BSR1)	61736, 61737	300	49	277	54	17	189
Blue Trail Wind (BTR1)	66328, 67328	66	53	65	54	6	2
Castle River #1 (CR1)	2234, 3234	39	53	36	33	7	1

[2] Planned generations refers to the projects which met inclusion criteria.

Facility MPID	Bus No.	MC (MW)	AESO Planning Area No.	Unit Net Generation[a] (MW) by Scenario			
				2028 SL HR	2028 SP HR	2028 SP LG	2028 WP LG
Cowley Ridge (CRE3)	4264	20	53	7	5	2	0
Castle Rock Wind Farm (CRR1)	67221	77	53	76	63	17	8
Castle Rock Ridge 2 (CRR2)	567221	29	53	28	24	1	7
Soderglen Wind (GWW1)	12358, 13358	71	53	66	67	1	8
Summerview 1 (IEW1)	2338, 3338	66	53	64	61	12	0
Summerview 2 (IEW2)	4339, 5337	66	53	62	58	5	2
Kettles Hill (KHW1)	2402, 3402	63	53	60	56	16	7
Old Man River Wind (OWF1)	61543	46	53	45	15	13	3
Project2391_1_GN	1752	60	55	59	52	3	26
Project2481_1_GN	567052	300	55	297	261	16	130
Project2482_1_GN	561739	70	53	69	25	1	2
Project2483_1_GN	561328	70	53	69	25	1	2
Project2503_1_GN	560204, 560205	250	53	244	211	6	61
Riverview Wind (RIV1)	69221	105	53	104	79	1	22
Suncor Magrath (SCR2)	11002	30	55	30	26	2	13
TransAlta Windrise (WRW1)	567031	207	53	204	204	21	54

Note:
[a] "Unit Net Generation" refers to gross generating unit output (MW) less unit service load.

Table 4-5: Dispatch Conditions for Existing and Planned Solar Generation Facilities in the Southwest Cluster

Facility Name and Code	Bus No.	MC (MW)	AESO Planning Area No.	Unit Net Generation[a] (MW) by Scenario			
				2028 SL HR	2028 SP HR	2028 SP LG	2028 WP LG
Claresholm 1 (CLR1)	60894	58	49	32	53	2	0
Claresholm 2 (CLR2)	61894	75	49	41	69	3	0
East Strathmore Namaka (NMK1)	552340	20	45	12	16	3	0

Facility Name and Code	Bus No.	MC (MW)	AESO Planning Area No.	Unit Net Generation[a] (MW) by Scenario			
				2028 SL HR	2028 SP HR	2028 SP LG	2028 WP LG
Project1862_1_GN	553246, 554246	30	55	19	26	5	0
Project1984_1_GN	554254	13	45	8	11	2	0
Project2300_1_GN	563070	65	49	43	57	10	0
Project2334_1_GN	562240	81	46	43	69	4	0
Project2335_1_GN	4244	15	49	10	13	2	0
Project2378_1_GN	569070	150	45	92	123	26	0
Project2396_1_GN	560055	230	45	142	189	40	0
Project2422_1_GN	560023	150	49	95	121	6	0
Project2445_1_GN	4275	400	53	254	322	16	0
Project2509_1_GN	561122, 561142	400	53	254	322	16	0
Project2510_1_GN	562513	200	46	127	161	8	0
Project2514_1_GN	560200	75	53	48	60	3	0
Project2592_1_GN	560070	100	46	63	80	4	0
Project2616_1_GN	563041, 564041	218	53	138	175	8	0
Project2619_1_GN	561040, 562040, 563040, 564040	315	53	200	253	12	0
Strathmore 1 (STR1)	557259	18	45	11	15	3	0
Strathmore 2 (STR2)	558259	23	45	14	18	4	0
Stavely (STV1)	4235	17	49	9	15	1	0
Travers (TVS1)	560026, 561026, 562026	465	49	383	465	44	0
Vulcan (VCN1)	4244	22	49	12	20	1	0

Note:
[a] "Unit Net Generation" refers to gross generating unit output (MW) less unit service load.

4.2.4 Intertie Flow Assumptions

The intertie flow assumptions for the Alberta-British Columbia (AB-BC), Alberta-Saskatchewan (AB-SK), and Alberta-Montana (MATL) interties are shown in Table 4-6.

Table 4-6: Intertie Flows for all Study Scenarios

Scenario Name	Import (-) / Export (+) (MW) by Intertie		
	AB-BC	AB-SK	MATL
2028 SL HR	745	0	183
2028 SP HR	892	150	183
2028 SP LG	-325	-150	-241
2028 WP LG	-78	-100	-145

Note: (+) refers to export and (–) refer to import

4.2.5 HVDC Power Order Assumptions

The Western Alberta Transmission Line (WATL) and the Eastern Alberta Transmission Line (EATL) are high-voltage direct current (HVDC) transmission lines. The HVDC power order assumptions for the studies will be set to minimize losses for the pre-Project and post-Project study scenarios.

4.2.6 Protection Fault Clearing Times

The transient stability studies will be performed using the actual fault clearing times for the selected contingencies, as provided by the TFOs and as shown in Table 4-7: Protection Fault Clearing Times. Only those contingencies shown in Table 4-7 will be studied for transient stability studies. If the TFOs did not specify the fault clearing times (e.g. for new transmission lines) for a selected contingency, then the studies for that contingency will be performed using the standard fault clearing times that are specified in Table 2-3 of the AESO's *Transmission Planning Criteria – Basis and Assumptions*.

Table 4-7: Protection Fault Clearing Times

Contingency (System Element Lost)	Fault Location	Clearing Times (Cycles)	
		Near End	Far End
727L (High River 65S - Okotoks 678S)	High River 65S	9	60[3]
	Okotoks 678S	9	60[4]
850L (Carseland 525S - Okotoks 678S)	Carseland 525S	9	30
	Okotoks 678S	9	30
753L (High River 65S – Blackie 253S)	High River 65S	9	30
	Blackie 253S	9	30
434L (Foothills 237S – High River 65S)	Foothills 237S	9	30
	High River 65S	9	30

[3] This is a three terminal line. More onerous scenario has been considered by using 60 cycles as fault clearing time for both far ends.

[4] This is a three terminal line. More onerous scenario has been considered by using 60 cycles as fault clearing time for both far ends.

Contingency (System Element Lost)	Fault Location	Clearing Times (Cycles)	
		Near End	Far End
646L (Okotoks 678S – Foothills 237S)	Okotoks 678S	9	30
	Foothills 237S	9	30
851L (Blackie 253S – Carseland 525S)	Blackie 253S	9	30
	Carseland 525S	9	30
1106L (Foothills 237S – ENMAX SS-65)	Foothills 237S	4	6
	ENMAX SS-65	5	5
1037L (Stowe 1133S - Foothills 237S)	Stowe 1133S	5.5	5.5
	Foothills 237S	5.5	5.5
1038L (Willow Creek 1132S - Foothills 237S)	Willow Creek 1132S	5.5	5.5
	Foothills 237S	5.5	5.5
1152L (Windy Flats 138S - Stowe 1133S)	Windy Flats 138S	5.5	5.5
	Stowe 1133S	5.5	5.5
1155L (Windy Flats 138S - Willow Creek 1132S)	Windy Flats 138S	5.5	5.5
	Willow Creek 1132S	5.5	5.5
1080L (ENMAX SS-65 – Shepard SS-25)	ENMAX SS-65	5	6
	Shepard SS-25	5	6
967L (Windy Flats 138S – North Lethbridge 370S)	Windy Flats 138S	4	6
	North Lethbridge 370S	5	5

4.2.7 Project Dynamic Data

Dynamic data for the Project will be based on the Stage 2 Project Data Update Package (PDUP-2).

4.2.8 Voltage Profile Assumption

ID #2010-007RS will be used to establish system normal (i.e., pre-contingency) voltage profiles for key area busses prior to commencing any studies. Table 2-1 of the *Transmission Planning Criteria – Basis and Assumptions* applies for the busses not included in ID #2010-007RS. These voltages will be used to set the voltage profile for the study base cases prior to the power flow studies.

5 Study Methodology

The studies to be performed for this connection assessment are identified in Table 5-1.

Table 5-1: Summary of the Studies to be Performed

Scenario No. and Name		Power Flow		Voltage Stability		Transient Stability		Motor Starting		Short Circuit
		Category		Category		Category		Category		Category A
		A	B	A	B	A	B	A	B	
Pre-Project for STS Studies										
1	2028 SL HR Pre-Project	X	X			X*	X*			
2	2028 SP HR Pre-Project	X	X			X*	X*			X
Post-Project for STS Studies										
3	2028 SL HR Post-Project	X	X			X	X			
4	2028 SP HR Post-Project	X	X			X	X			X
5	2033 WP Post-Project									X
Pre-Project for DTS Studies										
6	2028 SP LG Pre-Project	X	X	X*	X*					
7	2028 WP LG Pre-Project	X	X	X*	X*					
Post-Project for DTS Studies										
8	2028 SP LG Post-Project	X	X	X	X					
9	2028 WP LG Post-Project	X	X	X	X					

*Only required if post-Project studies show transient stability or voltage stability issues

For the engineering studies, all transmission facilities 69 kV and above, within the Study Area and the transmission lines connecting these planning areas to neighbouring planning areas will be studied and monitored to assess the impact of the Project on the performance of the AIES, including any violations of the Reliability Criteria (as defined in Section 3.1).

5.1 Study Case Validation

The study will be conducted on the AIES system model using the AESO's planning base cases. The seasonal light/peak scenarios will be studied as required. The base cases will be modified by the AESO to include the corresponding load and generation forecast information. The resulting cases, or seed cases, will be provided by the AESO to the Studies Consultant. These cases are provided in PSS/E v34. Upon request, the AESO can provide RAW and SEQ files. Software used by the Studies Consultant must be able to read and write these file types. Manual adjustments may be required to ensure full alignment with the details outlined in this Study Scope, as described in the process outlined below. The AESO will provide guidance to the Studies Consultant with regard to the setup of the study cases should any questions arise.

The expected process for the creation of acceptable study cases is as follows:

1. The AESO provides seed cases and any other applicable information required to the Studies Consultant.
2. If the cases show N-0 violations, AESO will work with the Studies Consultants to address the issues. The Studies Consultant verifies and makes adjustments as required to ensure the study cases represent the assumptions outlined within the Study Scope.
3. Upon creating the study cases, all the study cases are forwarded to the AESO for approval.
4. The Studies Consultant proceeds with the required engineering studies only after the study cases are approved by the AESO.

5.2 Power Flow Studies

Power flow studies will be performed to identify thermal and voltage criteria violations as per the Reliability Criteria, and any deviations from the limits listed in Table 3-1.

For information purposes, the Studies Consultant must also provide, as a separate file, a list of any transmission elements where the thermal loading exceeds 95% of the element's normal rating under Category A and Category B conditions.

For the Category B power flow studies, the transformer taps and switched shunt reactive compensating devices such as shunt capacitors and reactors will be locked and continuous shunt devices will be enabled.

Voltage deviations at point-of-delivery (POD) low voltage busses will also be assessed for both the pre-Project and post-Project networks by first locking all tap changers and area shunt reactive compensating devices to identify any post-transient voltage deviations above 10%. Second, tap changers will be allowed to move while shunt reactive compensating devices remained locked to determine if any voltage deviations above 7% would occur in the area. Third, all the taps and shunt reactive compensating devices will be allowed to adjust, and voltage deviations above 5% will be reported.

The scenarios to be studied are shown in Table 5-1.

5.2.1 Contingencies to be Studied

Power flow studies will be performed for the Category A, all Category B conditions in the Study Area as well as WATL.

5.3 Voltage Stability Studies

The objective of the voltage stability studies is to determine the ability of the transmission system to maintain voltage stability margin at all busses under Category A and Category B conditions. The power-voltage (PV) curve is a representation of voltage change as a result of increased power transfer between two systems. The incremental transfers will be reported at the collapse point.

Voltage stability studies will be performed for the post-Project scenarios. For load connection projects, the load level modeled in post-Project scenarios is the same as, or higher than, in pre-Project scenarios. Therefore, voltage stability studies for pre-Project scenarios will only be performed if post-Project scenarios show voltage stability criteria violations.

Voltage stability studies will be performed according to the Western Electricity Coordinating Council (WECC) Voltage Stability Assessment Methodology. WECC voltage stability criteria states, for load areas, post-transient voltage stability margin is required for the area modeled at a minimum of 105% of the reference load level for Category A conditions and for Category B conditions. For this standard, the reference load level is the maximum established planned load.

Typically, voltage stability studies are carried out assuming the worst case scenarios in terms of loading. In this connection assessment, the voltage stability studies will be performed by increasing load in planning area 45 and 46 and increasing generation in planning area 40.

The scenarios and cases to be studied are shown in Table 5-1.

5.3.1 Contingencies to be Studied

Voltage stability studies will be performed for all Category B contingencies in the Study Area. The Category A condition and the five contingencies with the smallest stability margin will be presented in the results.

5.4 Transient Stability Studies

Genesee unit 3 in AESO planning area Wabamun (Area 40) will be used as the reference for the studies.

The report presenting the results of the transient stability studies must provide response plots for several variables, including rotor angle, and active and reactive power output for the study area generating units. The results report must also provide the 500 kV, 240 kV and 138 kV bus voltage levels for substations near the point of connection. Other busses will be monitored and will be reported as determined by the results. The results report must also provide the key branch active and reactive power flow surrounding the Facility.

Transient stability studies will be performed for the post-Project scenarios as shown in Table 5-1. If any transient stability issues are observed, transient stability analysis will be performed for the corresponding pre-Project scenarios.

5.4.1 Contingencies to be Studied

Transient stability studies will be performed for the contingencies shown in The transient stability studies will be performed using the actual fault clearing times for the selected contingencies, as provided by the TFOs and as shown in Table 4-7: Protection Fault Clearing Times. Only those contingencies shown in Table 4-7 will be studied for transient stability studies. If the TFOs did not specify the fault clearing times (e.g. for new transmission lines) for a selected contingency, then the studies for that contingency will be performed using the standard fault clearing times that are specified in Table 2-3 of the AESO's *Transmission Planning Criteria – Basis and Assumptions*.

Table 4-7.

5.5 Short-Circuit Current Level Studies

A maximum fault level must be provided for the substations in the vicinity of the Project assuming normal system operation with all transmission elements in service and generation dispatched. Three-phase faults and single line-to-ground faults will be simulated. Polar coordinates and per-unit values will be used for reporting the results.

2028 Summer Peak High Renewable and 2033 Winter Peak scenarios will be used for the short-circuit studies.

Estimated maximum three-phase faults and single line-to-ground short-circuit current levels will be reported for the following substations:

- Foothills 237S
- Windy Flats 138S
- SC1 266S
- ENMAX SS-65
- High River 65S
- Blackie 253S
- Okotoks 678S
- Laramide 1172S (post-project studies only)

Further sensitivity studies, in consultation with the TFO, may be required if the primary short-circuit analysis indicates a potential to exceed or approach the existing fault rating of the transmission facilities.

The scenarios to be studied are as shown in Table 5-1.

5.6 Sub-Synchronous Interaction (SSI) Studies

The proposed Project is in the electrical vicinity of the series capacitors connected to the 240 kV transmission lines 1037L and 1038L. Once the type and model of the generation units are known, a detailed assessment will be carried out by the Market Participant to address the potential for sub-synchronous interaction (SSI) between the Project and the series compensated transmission lines. This assessment will determine if any mitigation and/or protection is required to protect the facility and avoid negative impact on the AIES.

6 Mitigation Measures

6.1 Development

Mitigation measures may be required if the post-Project study results identify system performance issues. Mitigation measures for the Project may involve modifying or adding real-time operational practices and/or remedial action schemes (RASs).

The Studies Consultant must notify the AESO of any system performance issues in a timely manner, following which the AESO Studies Engineer may instruct the Studies Consultant as follows:

- Develop tables showing the constraint effective factors[5] for generation or load based on thermal criteria violations that are observed.
- Collaborate with the AESO to propose changes, if any, to the connection alternatives that could remove the requirement for a RAS.
- Collaborate with the AESO to study modifications to existing and/or planned RASs, proposed by the AESO, to ensure the coordination of existing protection schemes with the addition of any proposed protection schemes.
- Collaborate with the AESO to identify and study new RASs, if any, that may be required to ensure system reliability is maintained after connecting the Project to the AIES.

The AESO Studies Engineer will work closely with the Studies Consultant and guide the development and/or modifications of the proposed mitigation measures to ensure system reliability, security and compliance with AESO ID #2018-018T, *Provision of System Access Service and the Connection Process*.

6.2 Evaluation

6.2.1 Post-Mitigation Studies

Studies to evaluate the effectiveness of mitigation measures, if required, will be performed in accordance with the technical criteria, assumptions, and methods provided in this Study Scope and in accordance with further instructions from the AESO.

6.2.2 Constraint Effective Factor Studies

Constraint effective factor analysis are used to determine the generator- and load- constraint effective factors and to identify the most effective generators or loads to manage the thermal criteria violations, if any, that are observed under Category B conditions.

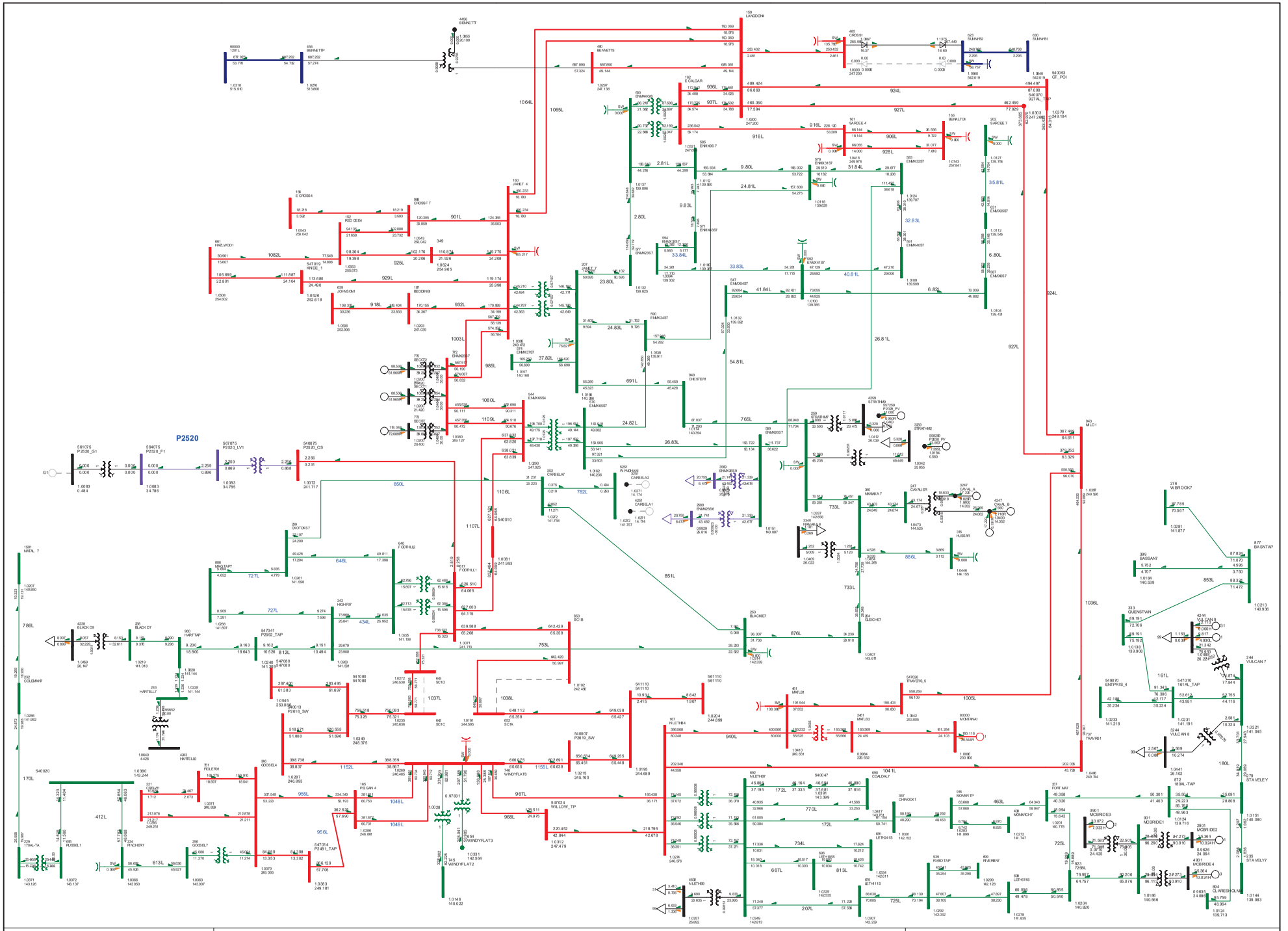
[5] Constraint effective factor studies are performed to determine the generator- and load- constraint effective factors. Constraint effective factors are used to estimate the ability of generators and loads to manage transmission constraints. A generator's or load's constraint effective factor is defined as the change in power flow over a specific transmission line following a change in the generator's energy production or in the load's energy consumption. The greater the constraint effective factor, the more effective a generator or load can be in managing a thermal criteria violation on the specific transmission line.

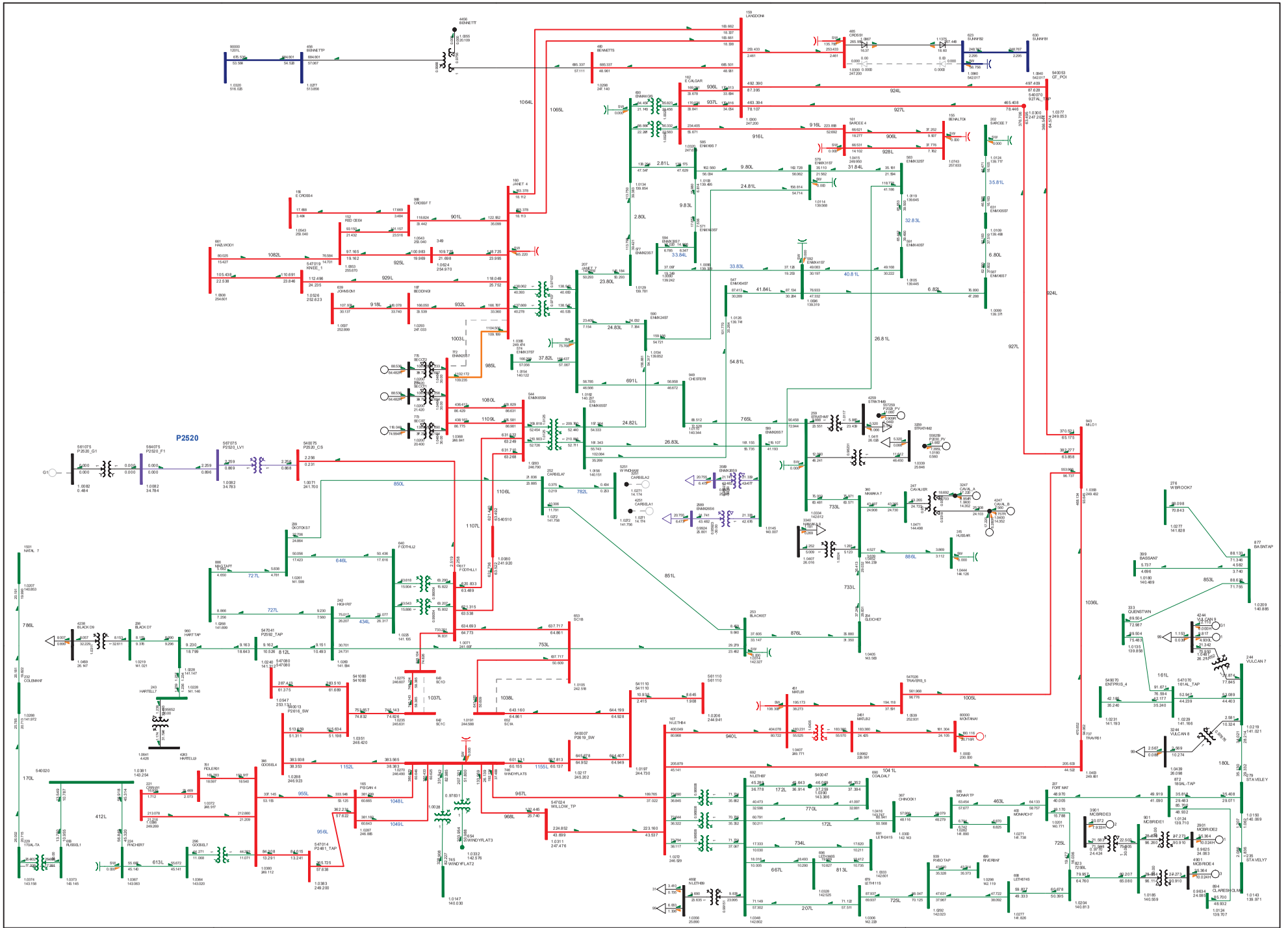
7 Changes to Study Assumptions

This study will utilize the AESO's planning base cases, which are based on the AESO's current corporate forecast (Preliminary 2023 LTO) with modifications to incorporate the latest forecast intelligence. Sensitivity studies or restudy may be required in the event of revisions to the AESO's corporate forecast, forecast intelligence, or other study assumptions. Additional engineering studies may also be required to assess new connection alternatives, changes to project ISD, or delays in proposed system developments. Any additional or revised study requirements shall be captured in a signed Study Scope Amendment document.

Attachment A: Transmission Planning Criteria – Basis and Assumptions

Attachment A2
Pre-Project Power Flow Diagrams


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.1-1-N-0: NORMAL OPERATION
2028 SUMMER LIGHT HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
BENNETT
BENNETTP
BENNETTS
LANDON4
E CALGAR
CROSSI
SUNNY82
SUNNY81
GF_POI
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ENMX32T
ENMX41T
ENMX40T
ENMX34T
ENMX33T
ENMX36T
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ENMX4T
ENMX3T
ENMX2T
ENMX1T
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CROSSF T
JANET 4
HALWOD1
KNEE_1
JOHNSON1
BECKNG1
SECOT2
SECOT1
SECOT3
SECOT4
SECOT5
SECOT6
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SECOT14
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SECOT16
SECOT17
SECOT18
SECOT19
SECOT20
SECOT21
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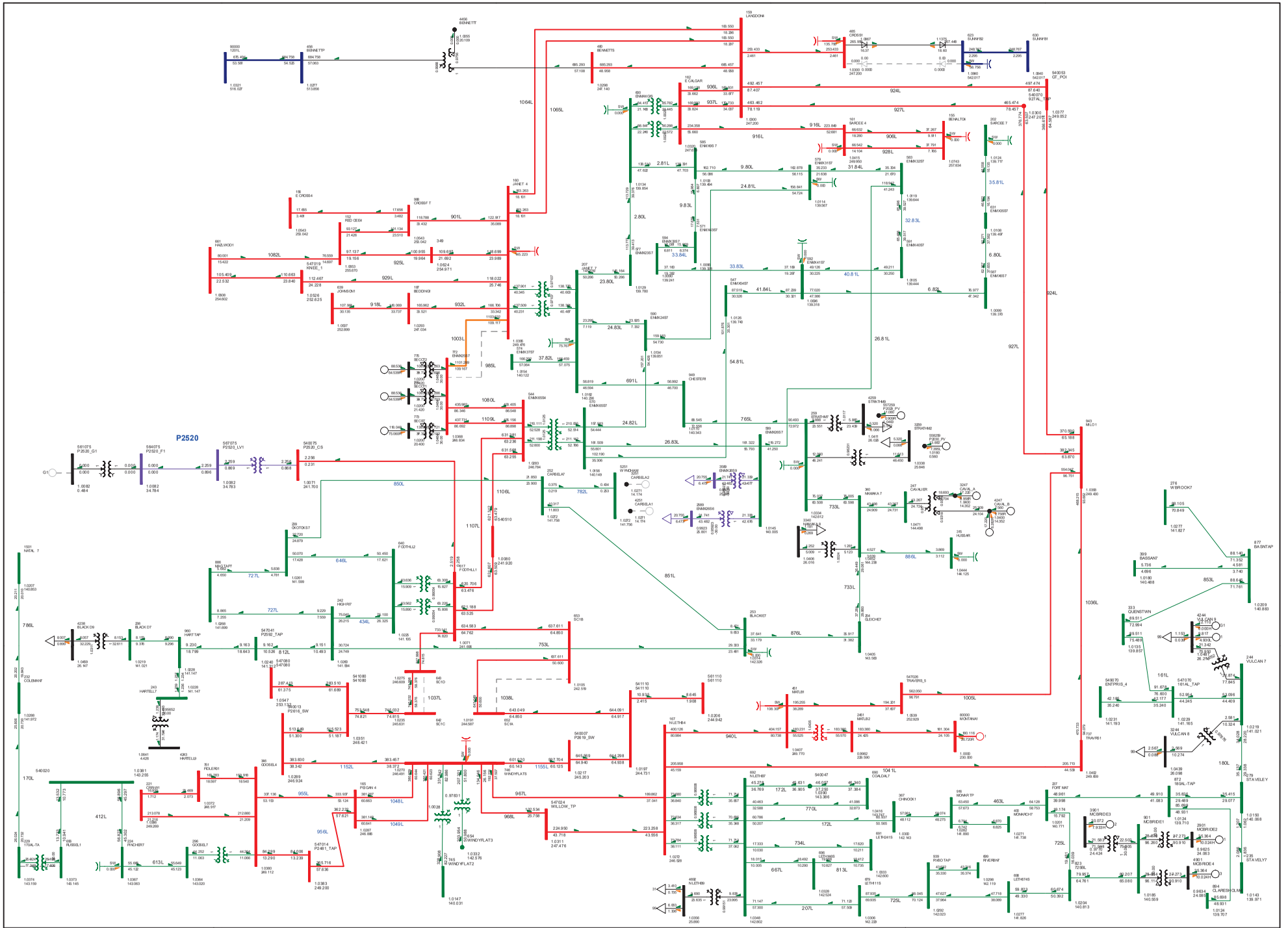
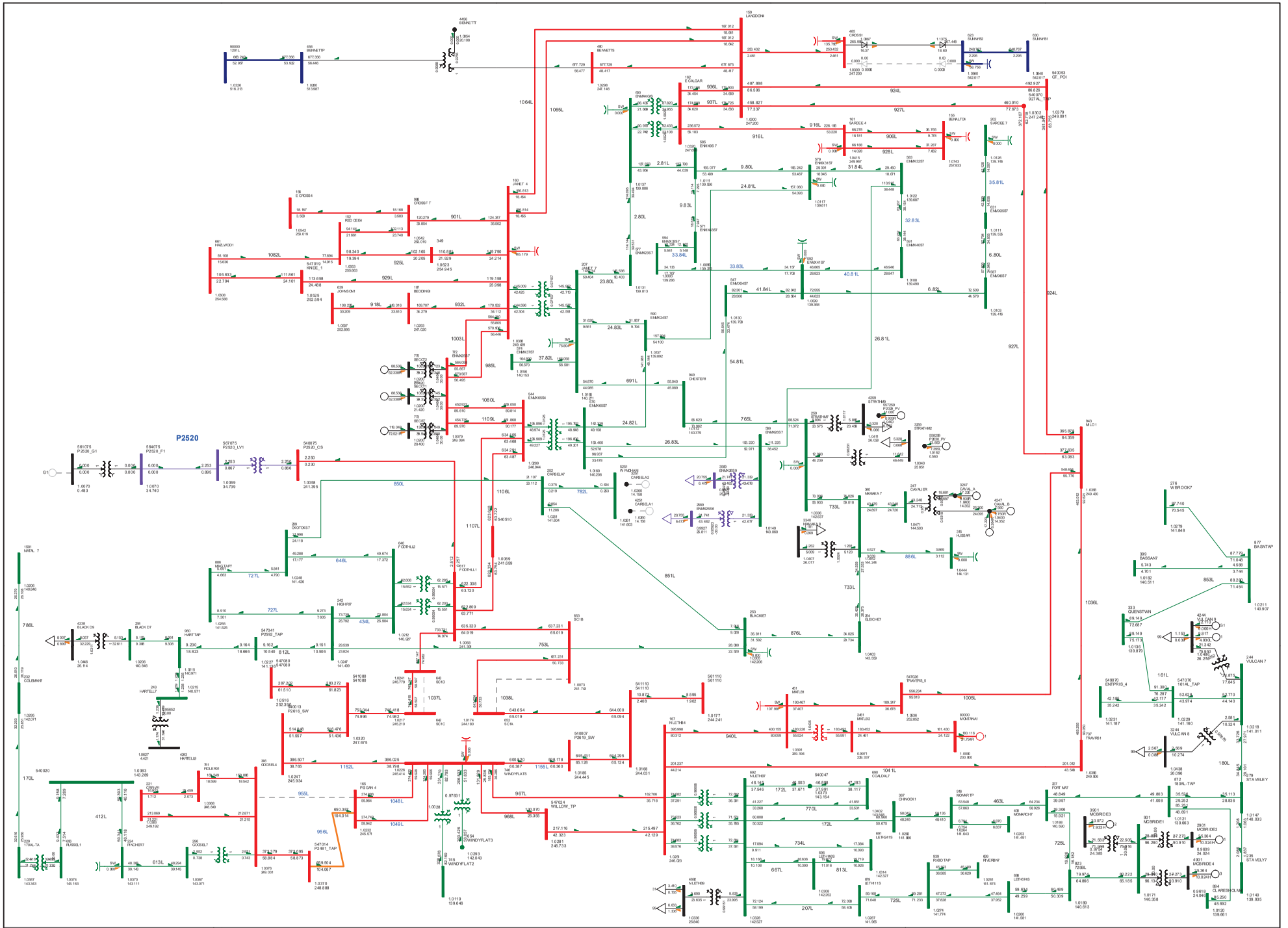
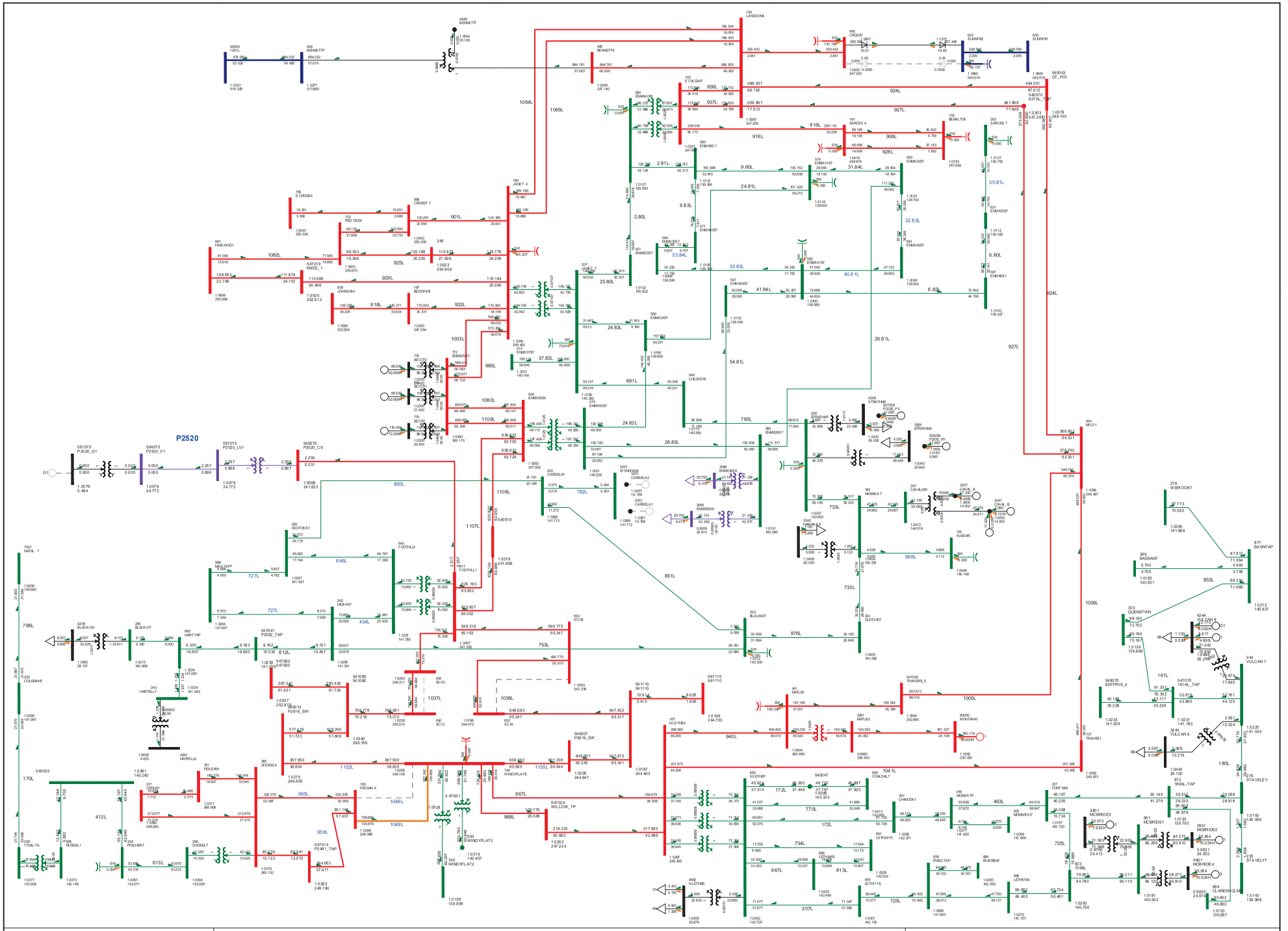
SECOT41
SECOT42


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.1-3 N-1: 985L (JANET 7 4S TO ENMAX 25)
2028 SUMMER LIGHT HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

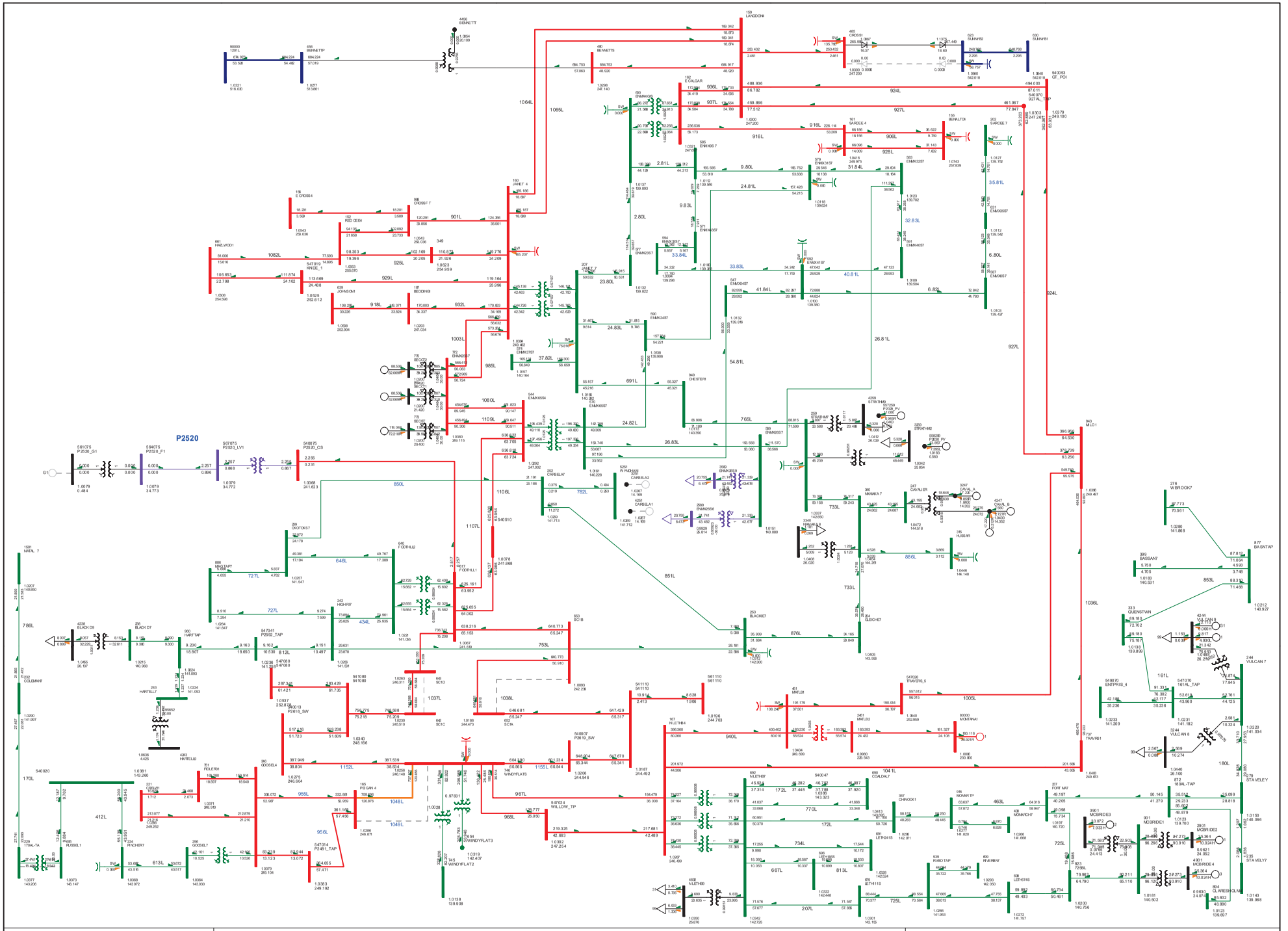

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.1-4 N-1: 955L (PEIGAN 59S TO GOOSE LAKE 103S)
2028 SUMMER LIGHT HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000



P2520 - Enfinite Foothills MPC Battery

FIGURE A2.1-5 N-1: 1048L (PEGAN 59S TO WINDY FLATS 138S)
2028 SUMMER LIGHT HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000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4456 BENNETT
456 BENNETTP
460 BENNETTS
159 LANDON4
E CALGAR
ENMX0S7
ENMX3S7
ENMX4S7
ENMX5S7
ENMX6S7
ENMX8S7
ENMX9S7
ENMX0S4
ENMX1S4
ENMX2S4
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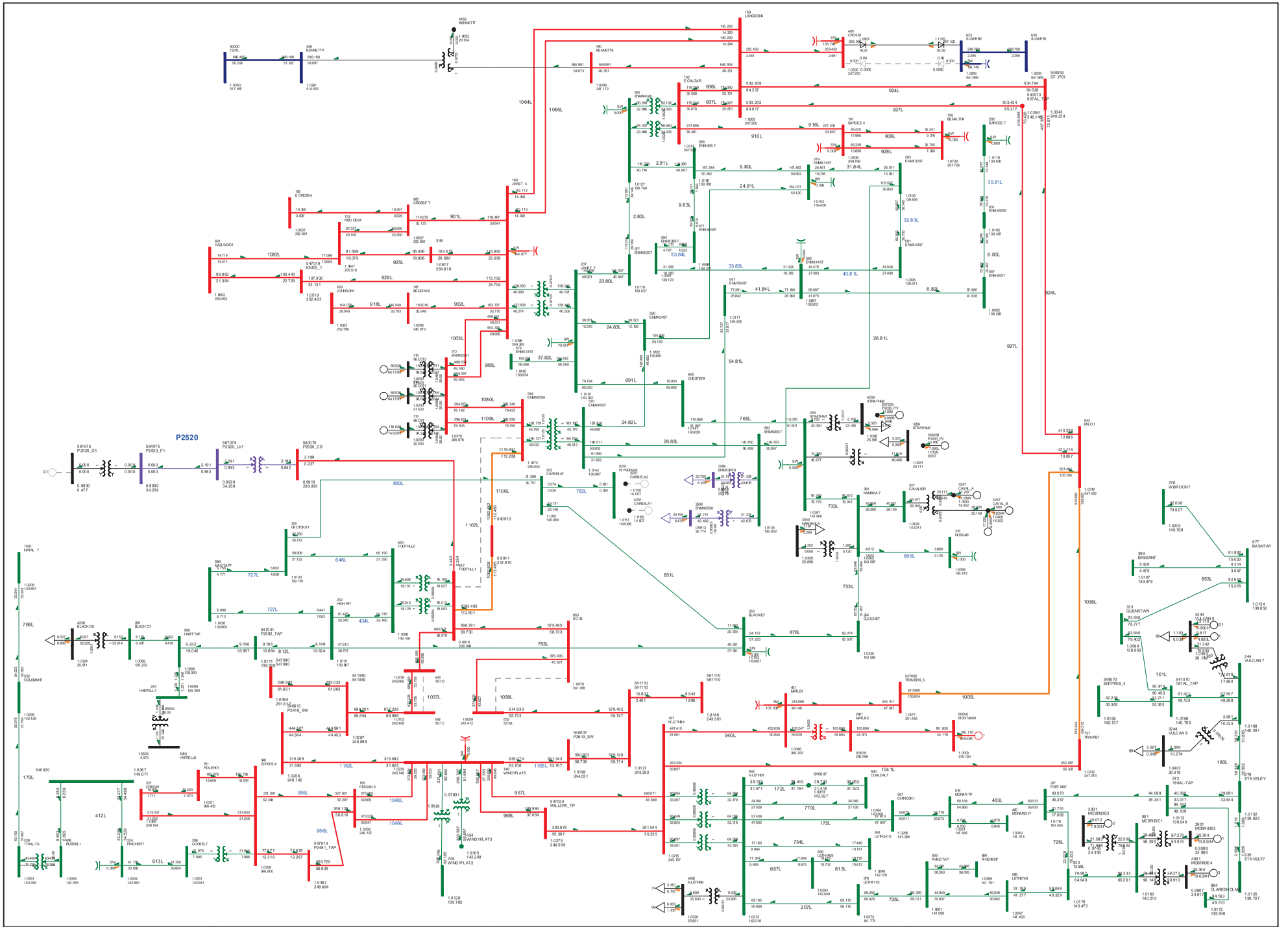
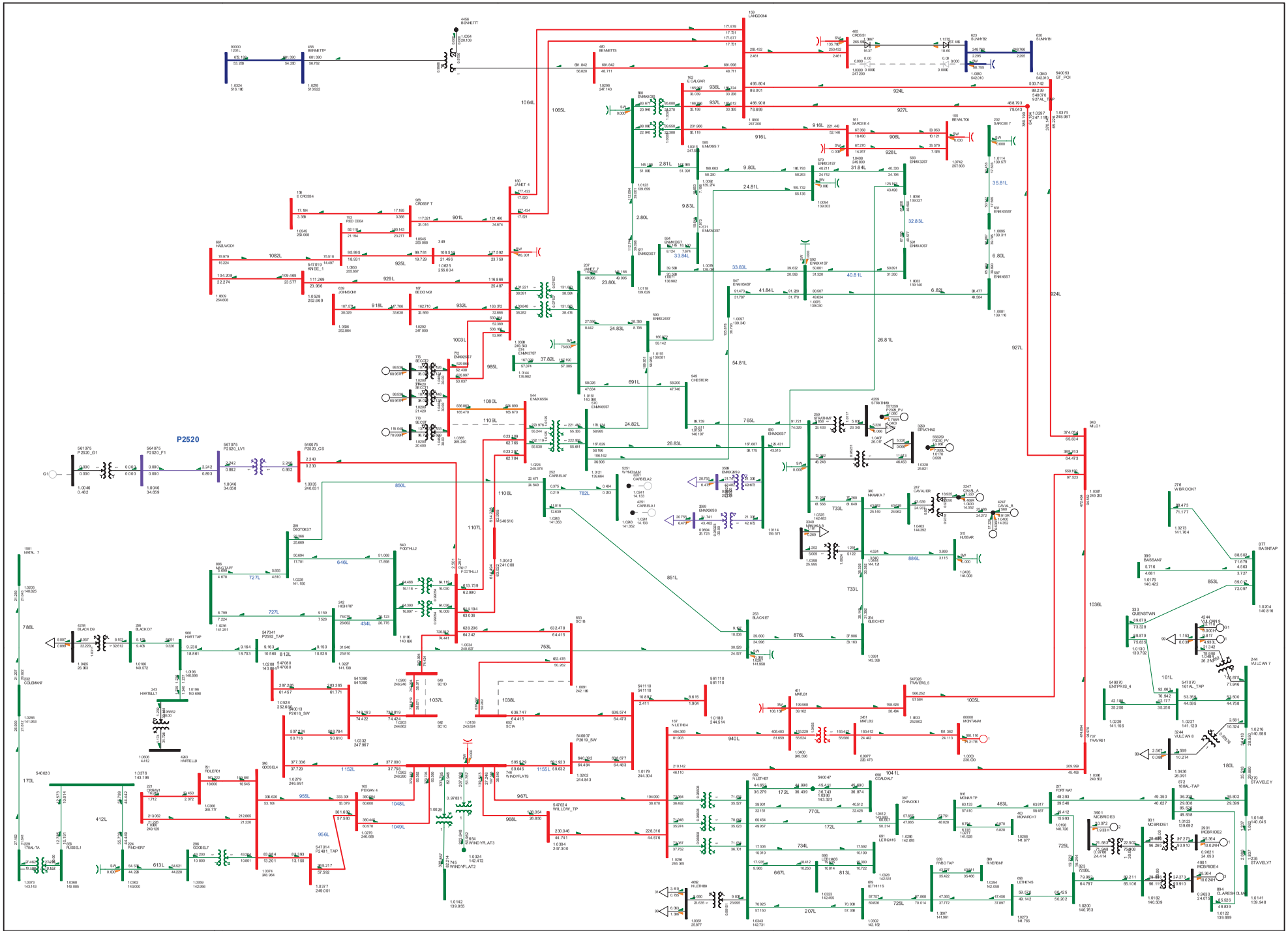
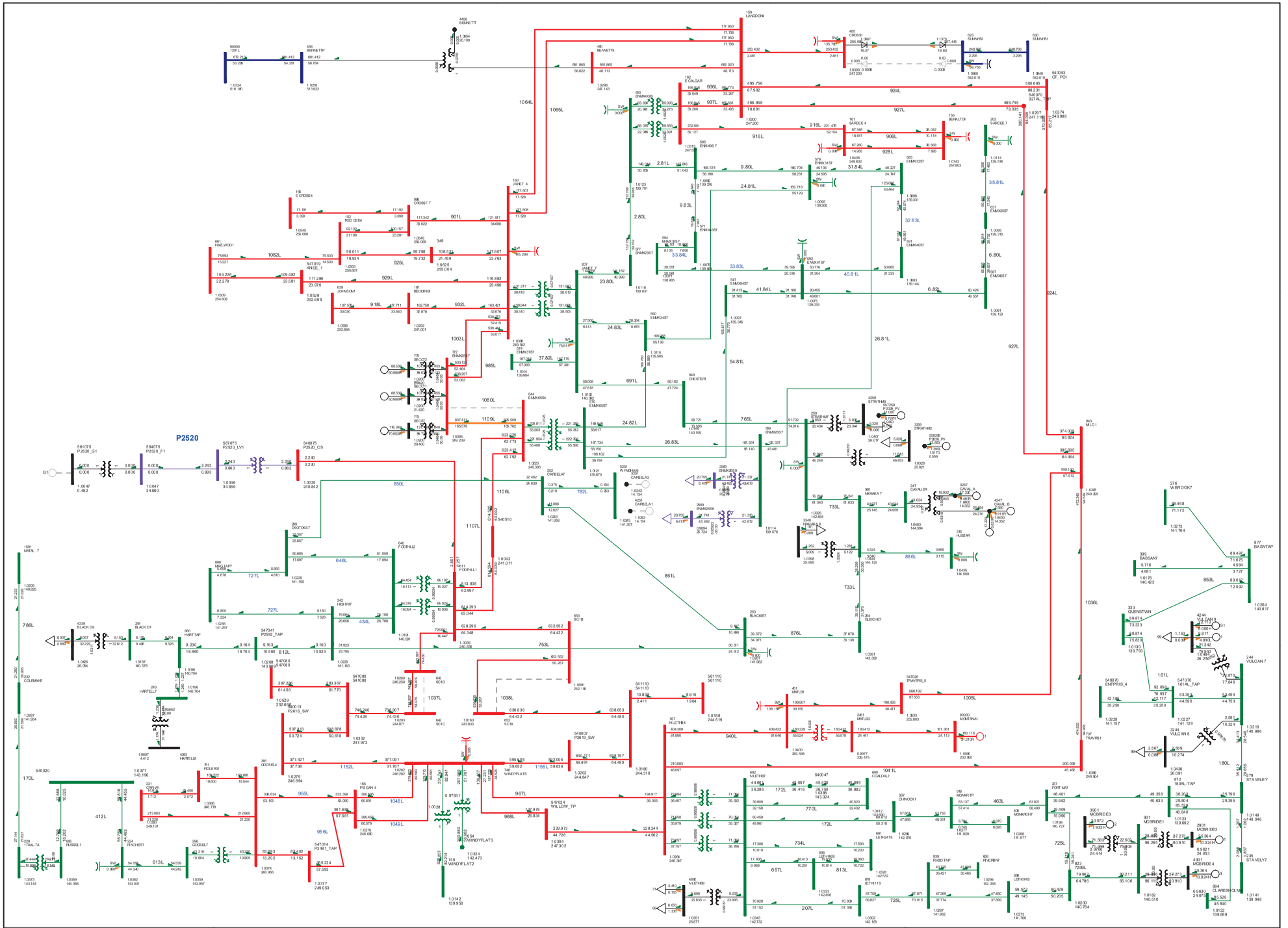

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.1-7 N-1: 1107L (ENMAX 65 TO FOOTHILLS 237S)
2028 SUMMER LIGHT HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.1-8 N-1: 1109L (ENMAX 65 TO ENMAX 25)
2028 SUMMER LIGHT HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
BENNETT
BENNETTS
LANDON4
E CALGAR
ENMX68S
ENMX69S
ENMX65 7
ENMX41S7
ENMX32S7
ENMX31S7
ENMX42S7
ENMX43S7
ENMX44S7
ENMX40S7
ENMX45S7
ENMX39S7
ENMX37S7
ENMX38S7
ENMX33S7
ENMX34S7
ENMX35S7
ENMX36S7
ENMX47S7
ENMX48S7
ENMX49S7
ENMX50S7
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ENMX77S7
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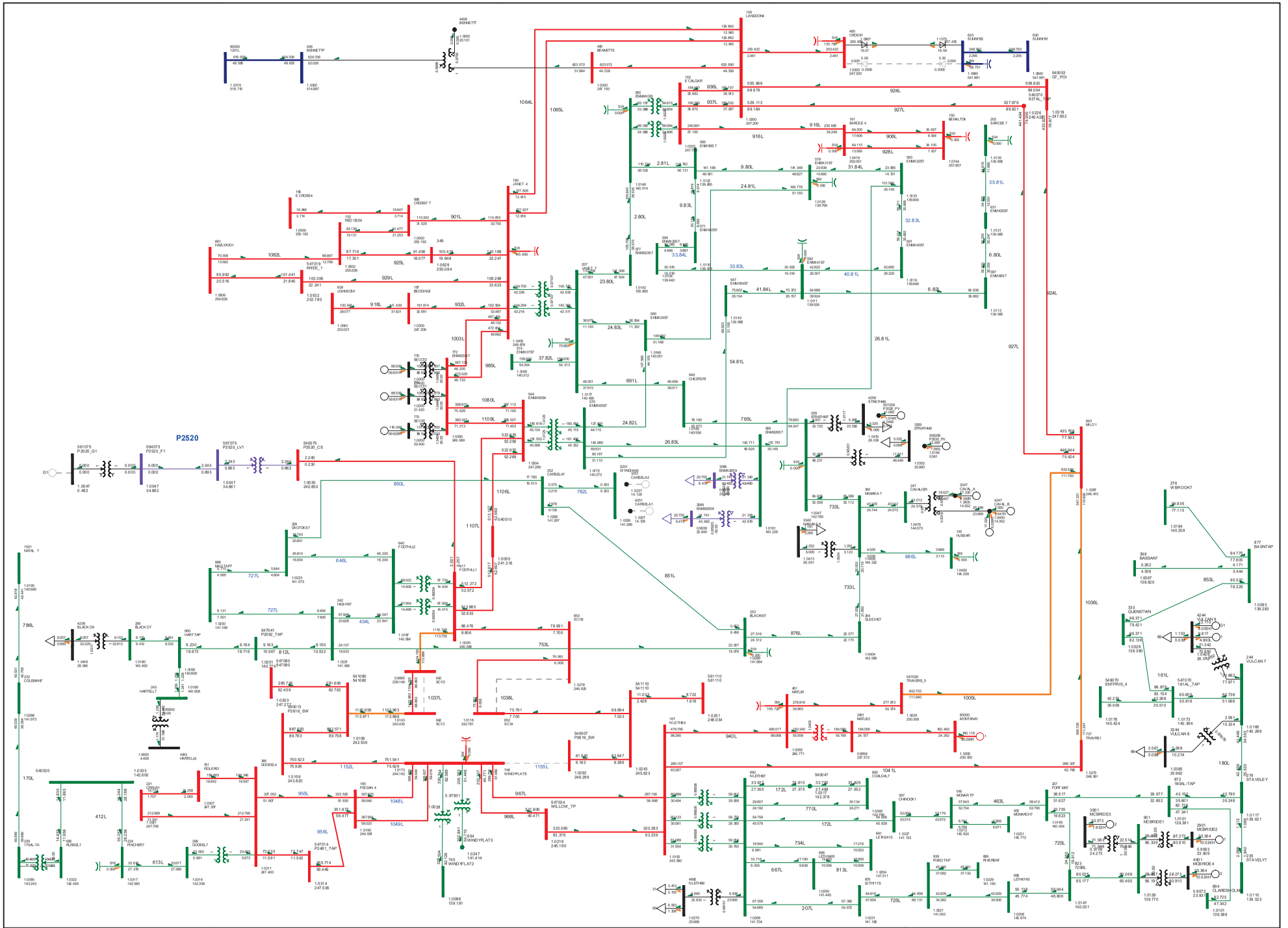
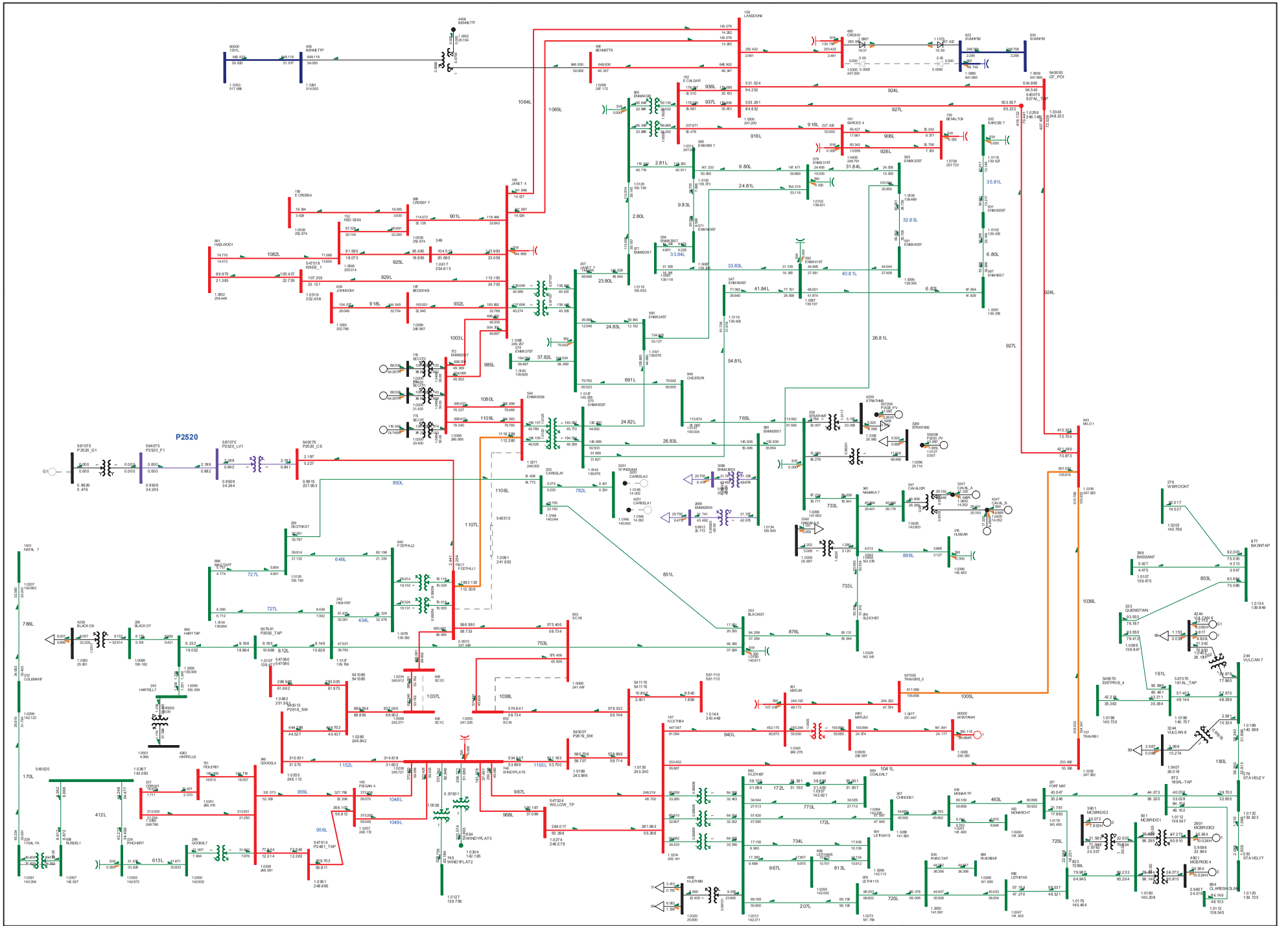
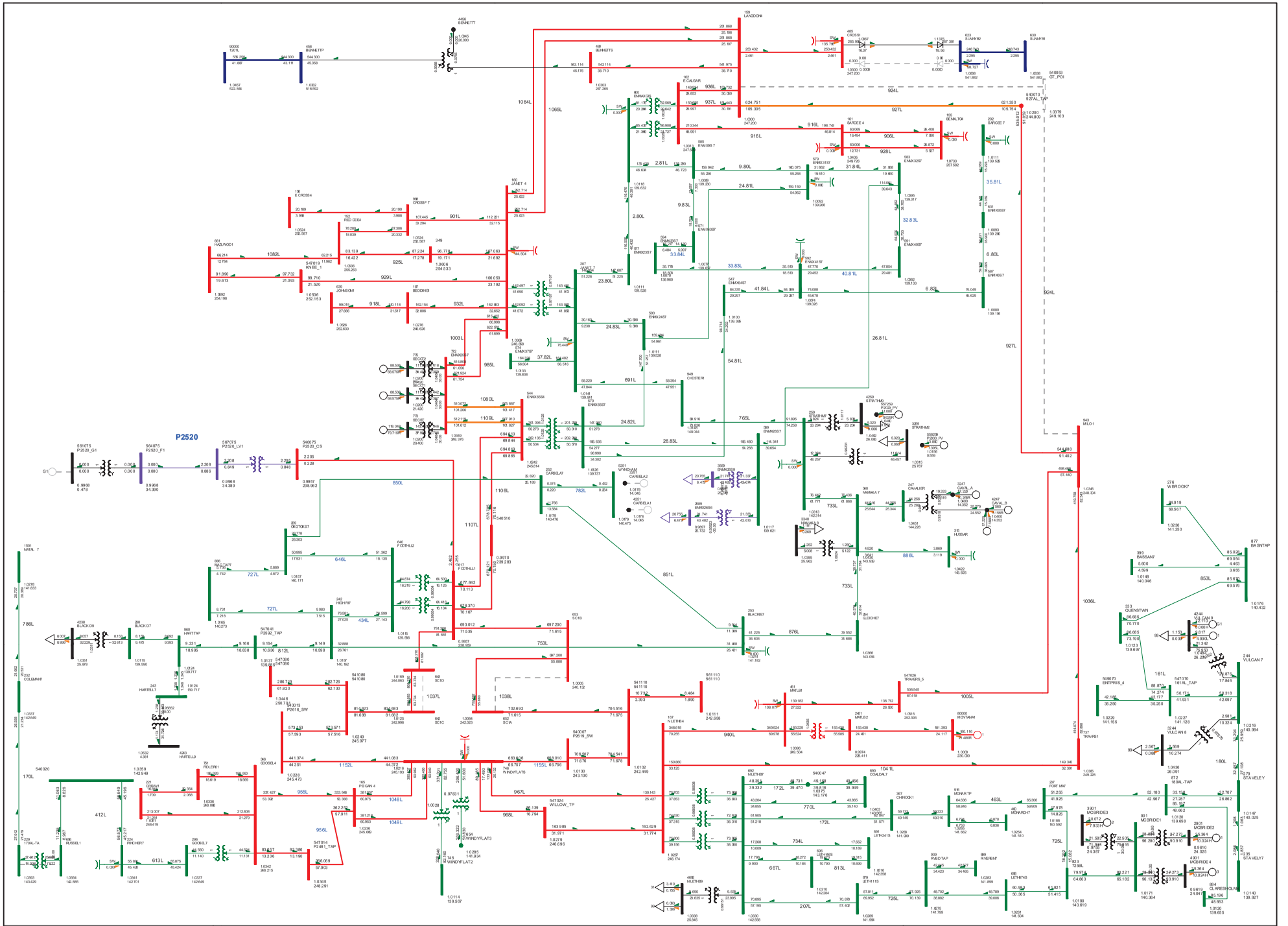
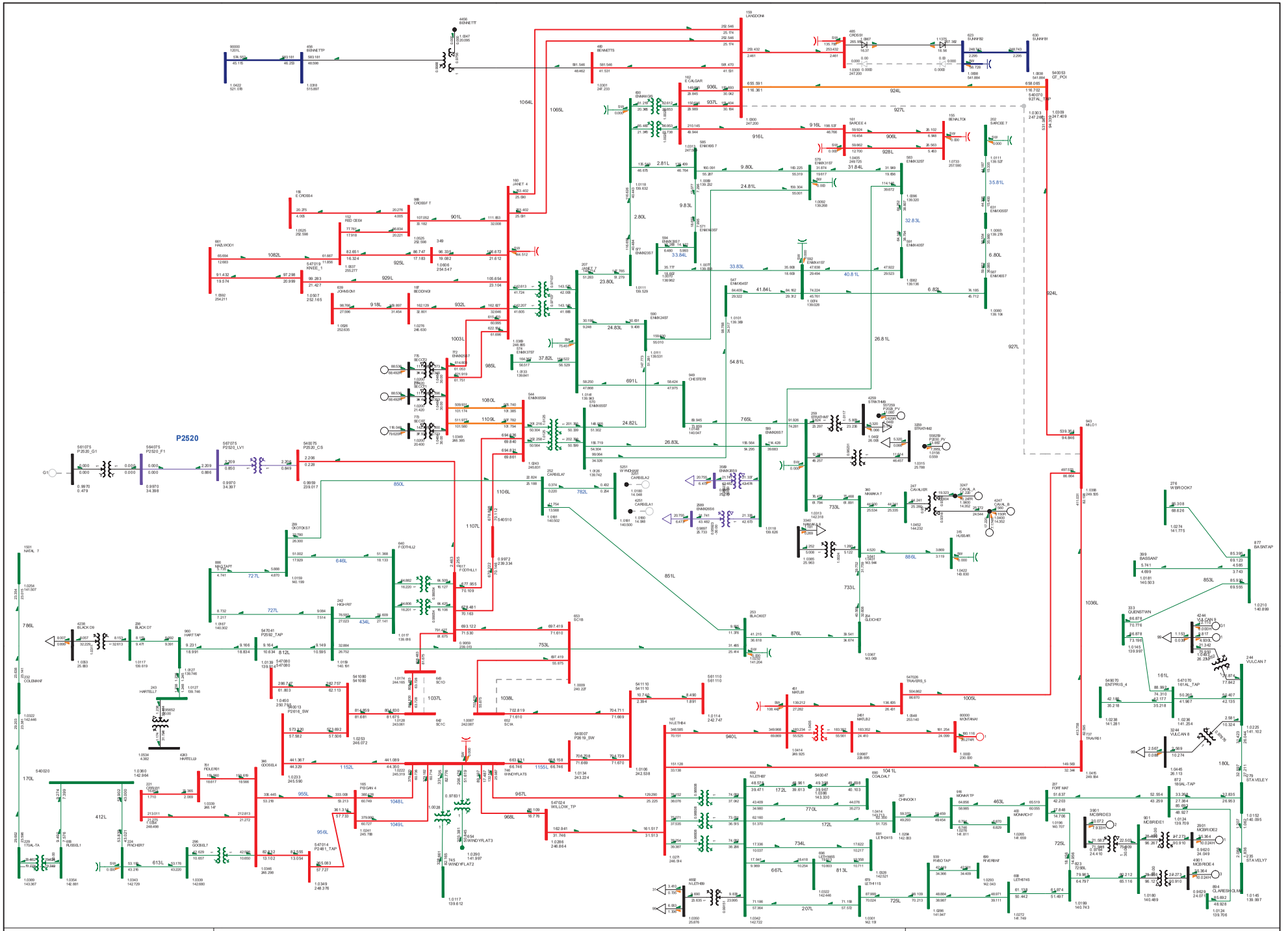
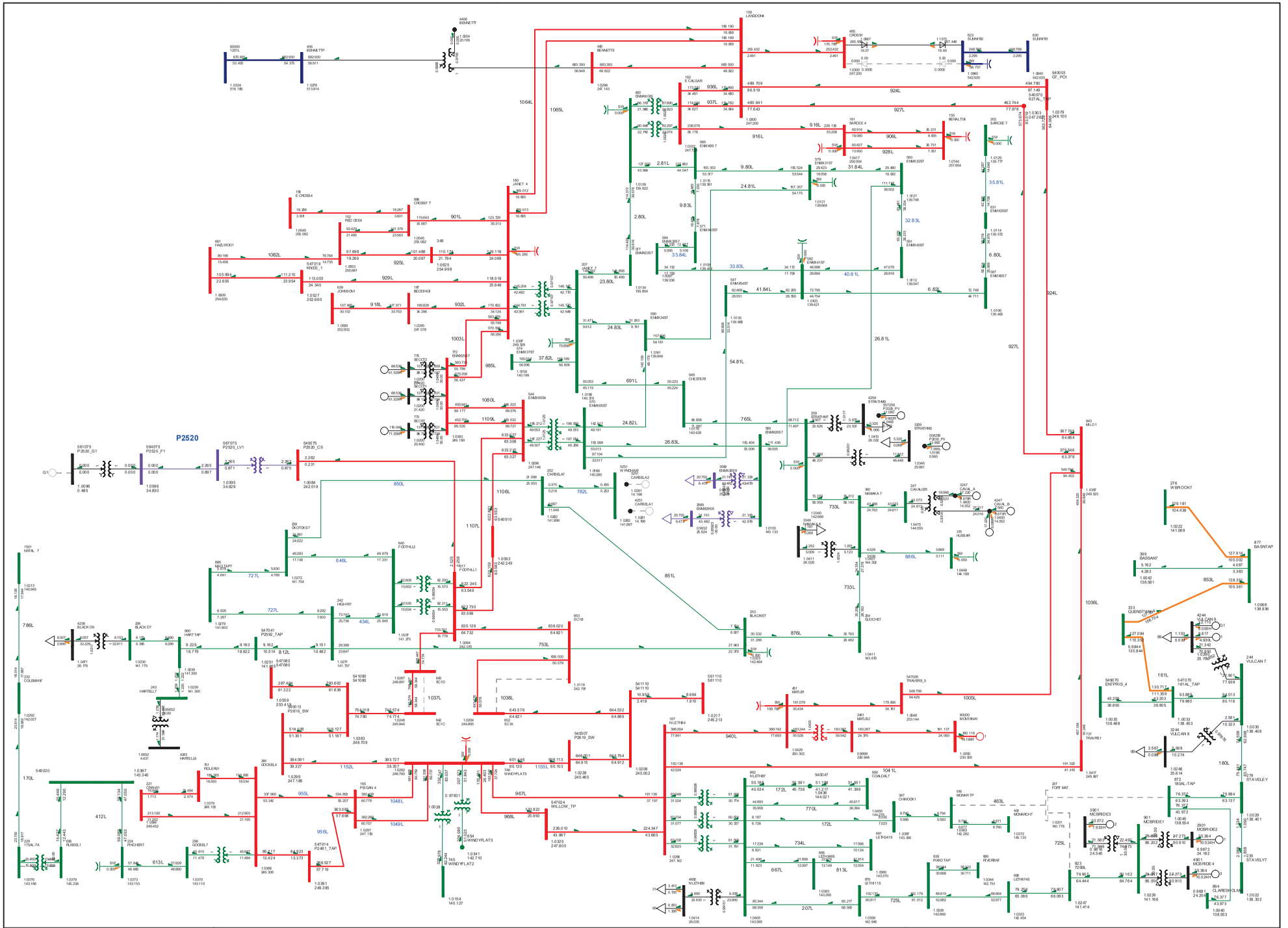
ENMX85S7
ENMX86S7

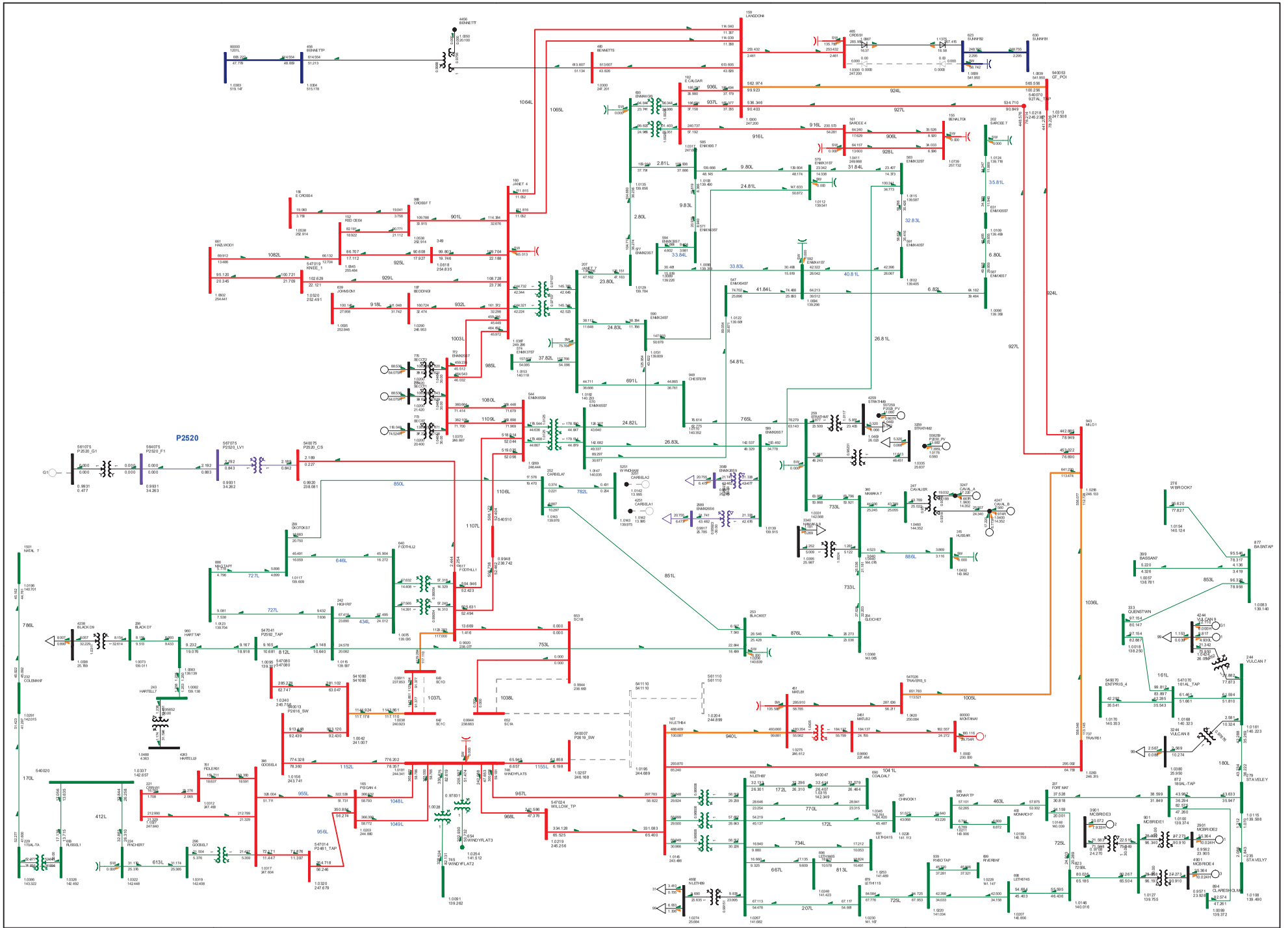

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.1-10 N-1: 1155L (WINDY FLATS 138S TO WILLOW CREEK 1132S)
2028 SUMMER LIGHT HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.1-11 N-1: 1106L (ENMAX 65 TO FOOTHILLS 237S)
2028 SUMMER LIGHT HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.1-12 N-1: 924L (LANGDON 102S TO MILO 356S)
2028 SUMMER LIGHT HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.1-13 N-1: 927L (MILO 356S TO LANGDON 102S)
2028 SUMMER LIGHT HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.1-14 N-1: 15ST1 (FORT MACLEOD 15S TRANSFORMER T1)
2028 SUMMER LIGHT HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
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456 BENNETTP
460 BENNETTS
169 LANDON4
485 CROSS1
623 SUNNY82
630 SUNNY81
540053 GF_POI
540070 927AL_TAP
162 E.CALGAR
600 ENMX08S
161 SARCEE 4
155 BENALTO1
202 SARCEE 7
580 ENMX07 7
583 ENMX32S7
579 ENMX31S7
631 ENMX05S7
632 ENMX40S7
597 ENMX63S7
594 ENMX39S7
592 ENMX37S7
590 ENMX24S7
547 ENMX45S7
549 ENMX41S7
160 JANET 4
207 JANET 7
195 E CROSS4
98 CROSSF T
102 CEG4
639 JOHNSON1
661 HALWOOD1
547019 KNEE_1
540075 P2520_CS
561075 P2520_G1
564075 P2520_F1
567075 P2520_LV1
772 ENMX05S7
775 SECO2
773 SECO1
776 SECO3
644 ENMX05S4
949 CHESTER
590 ENMX24S7
252 CARIBEL4
5251 WYNDHAM
4251 CARIBEL1
2599 ENMX26S6
2589 ENMX26S5
4259 STRATH49
5072200 P1030_PV
5072300 P1030_PV
3259 STRATHN2
559270 P1030_PV
559279 P1030_PV
359 STRATHM7
943 MILO1
442.852
78.949
441.278
78.690
113.474
924L
927L
928L
906L
916L
1064L
1065L
1082L
925L
929L
901L
918L
932L
1003L
985L
1080L
1109L
1107L
1106L
850L
782L
691L
765L
733L
886L
876L
851L
753L
1036L
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956L
727L
646L
434L
812L
786L
170L
412L
613L
540020
1501 NATAL_7
252 COLEMANT
1501 NATAL_T
1502 COLEMAN
1503 HARTELL7
1504 HARTELL8
243 HARTELL1
1505 HARTTAPT
960 HARTTAP
1506 BLACK D9
259 BLACK D7
1507 OKOTOKS7
269 OKOTOKS1
1508 HIGHR7
242 HIGHR1
1509 FOOTHLL2
640 FOOTHLL1
1510 P2616_SW
1511 P2616_SW
1512 P2616_SW
1513 P2616_SW
1514 P2616_SW
1515 P2616_SW
1516 P2616_SW
1517 P2616_SW
1518 P2616_SW
1519 P2616_SW
1520 P2616_SW
1521 P2616_SW
1522 P2616_SW
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1526 P2616_SW
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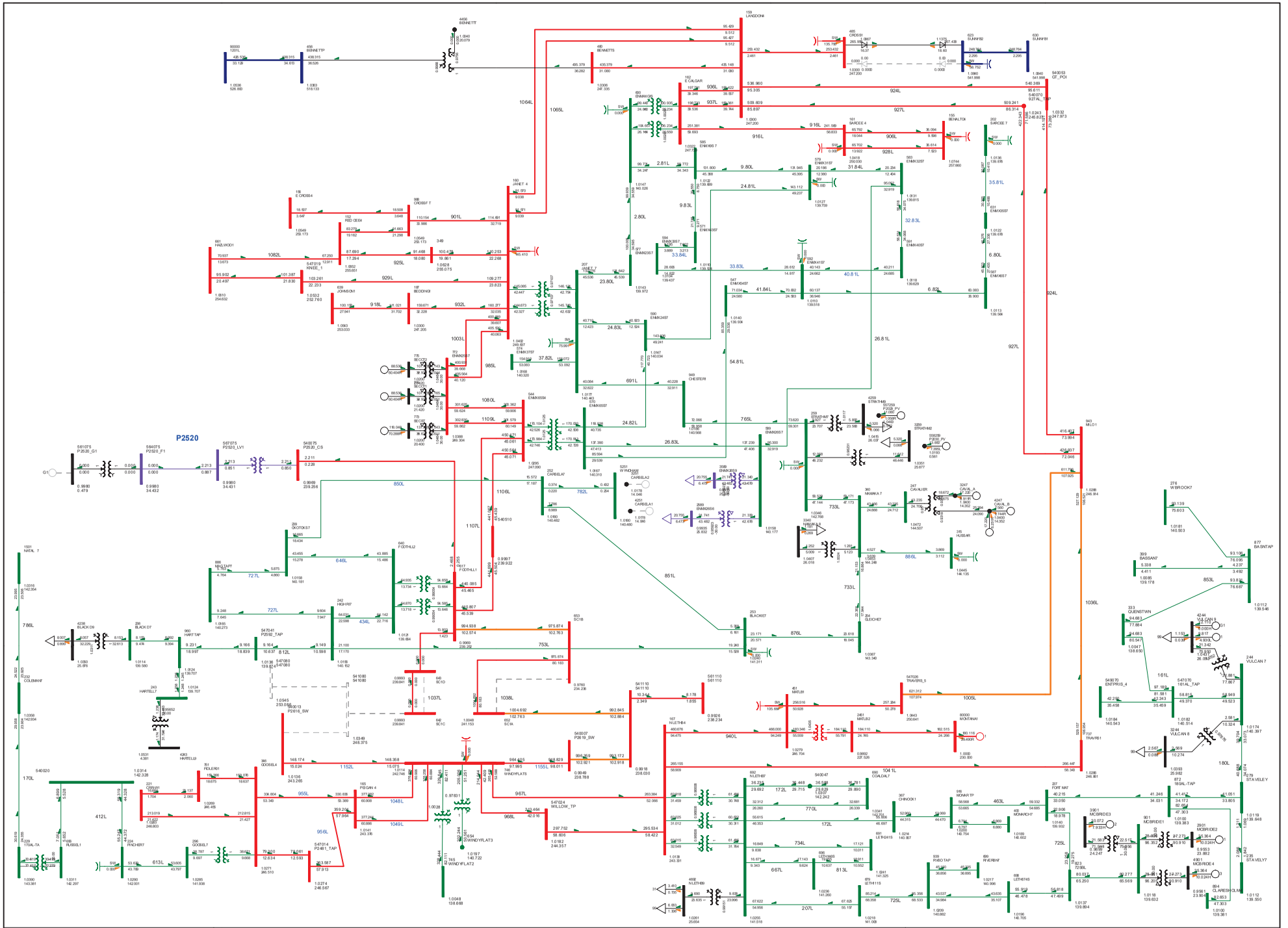
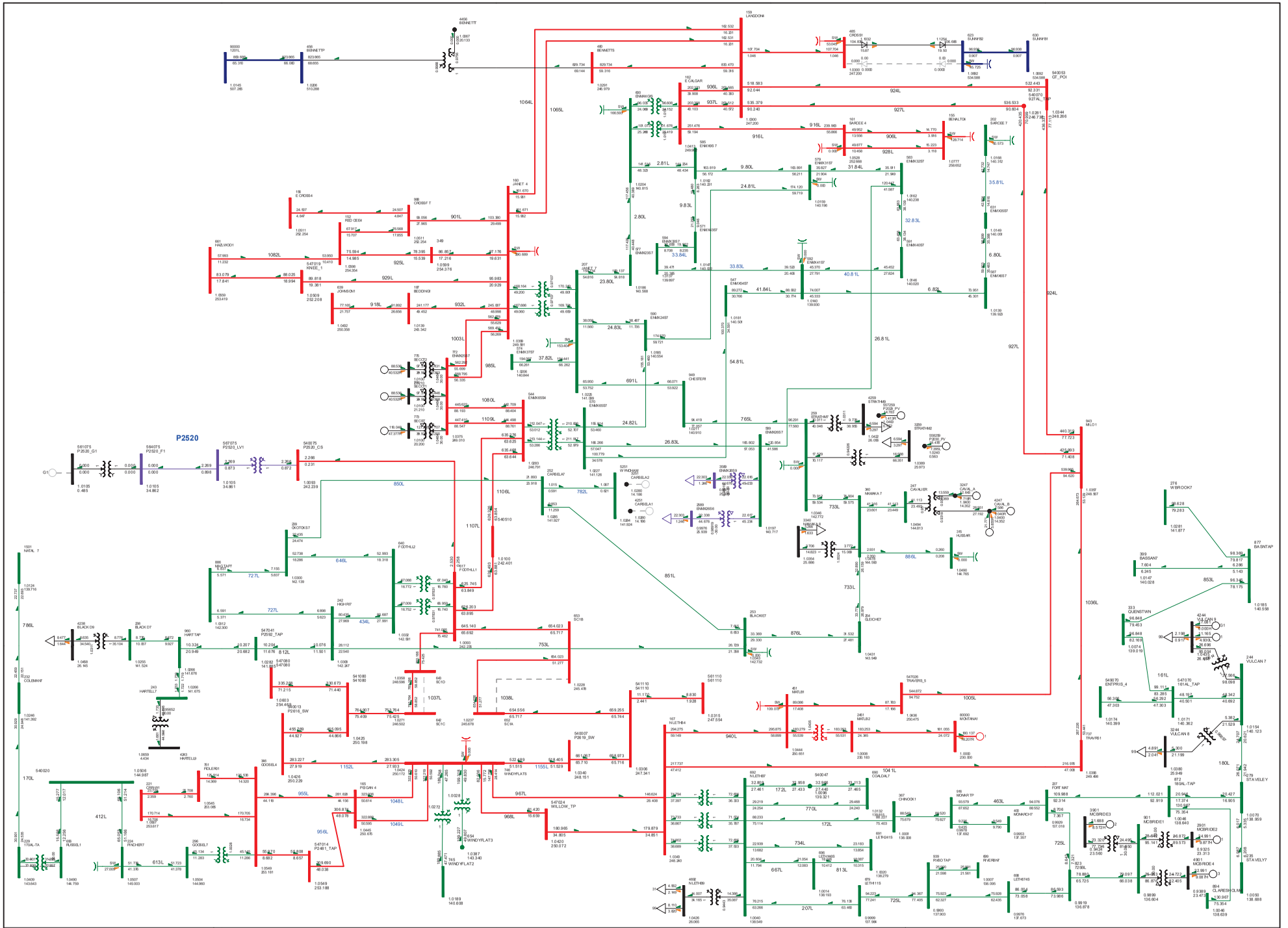
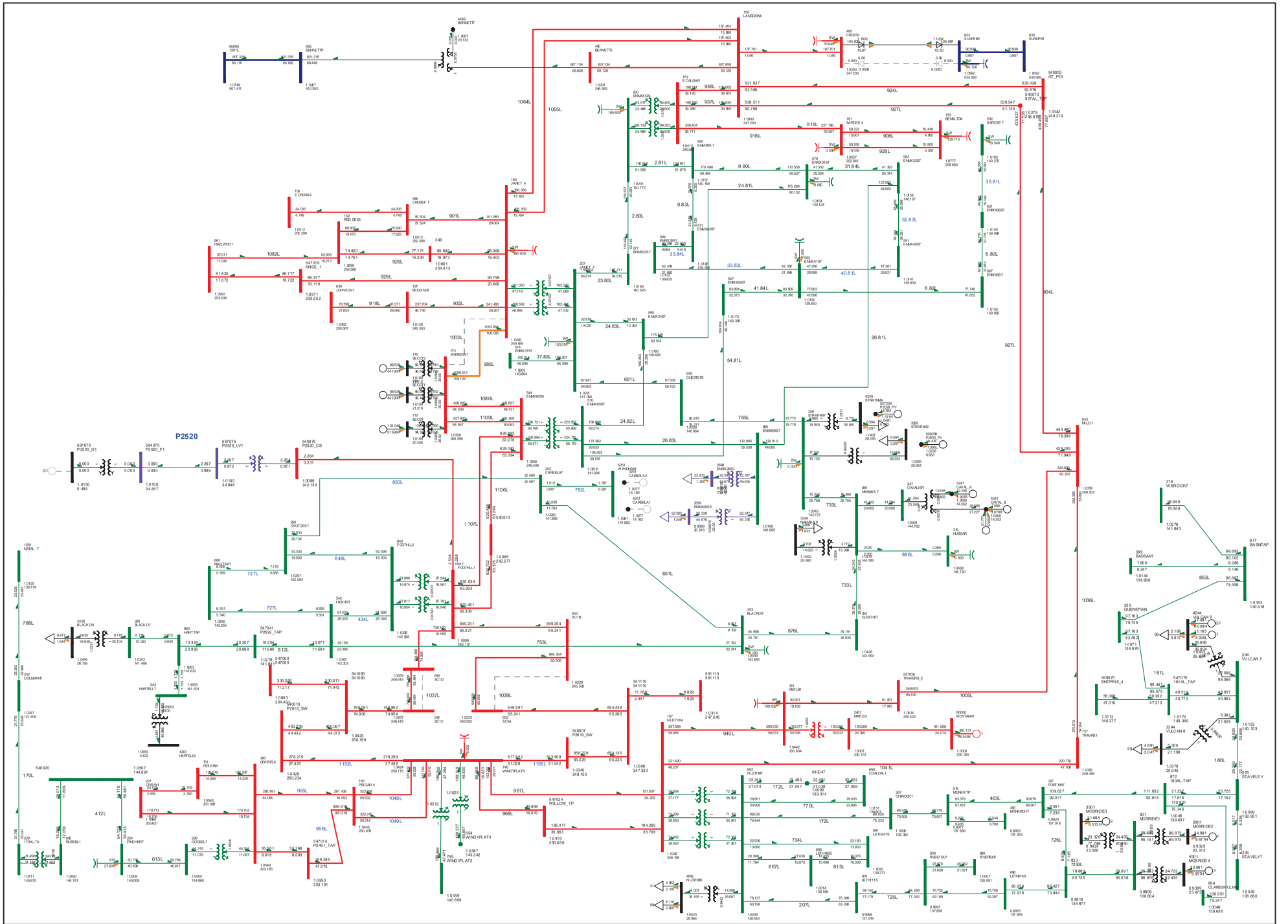
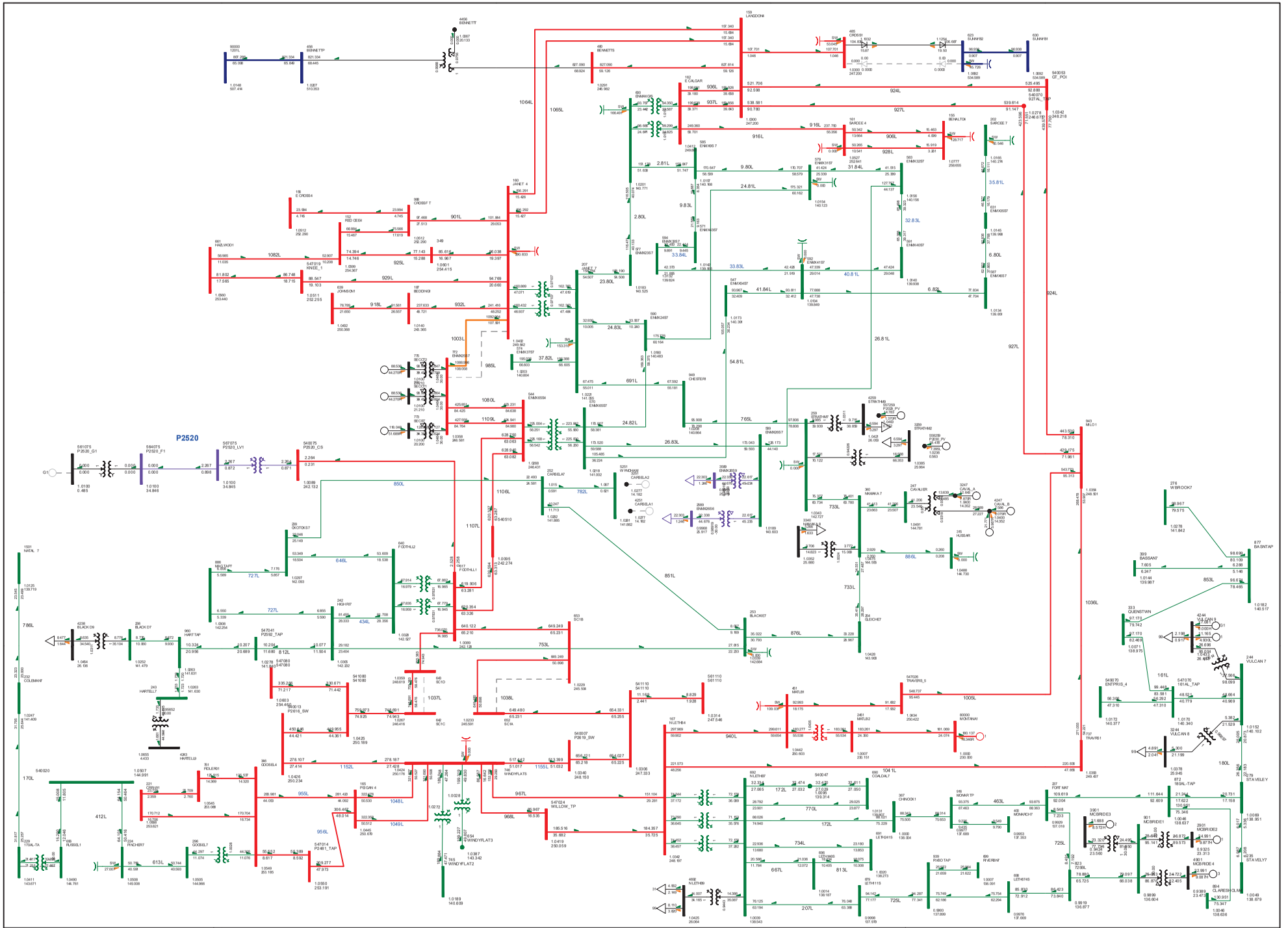
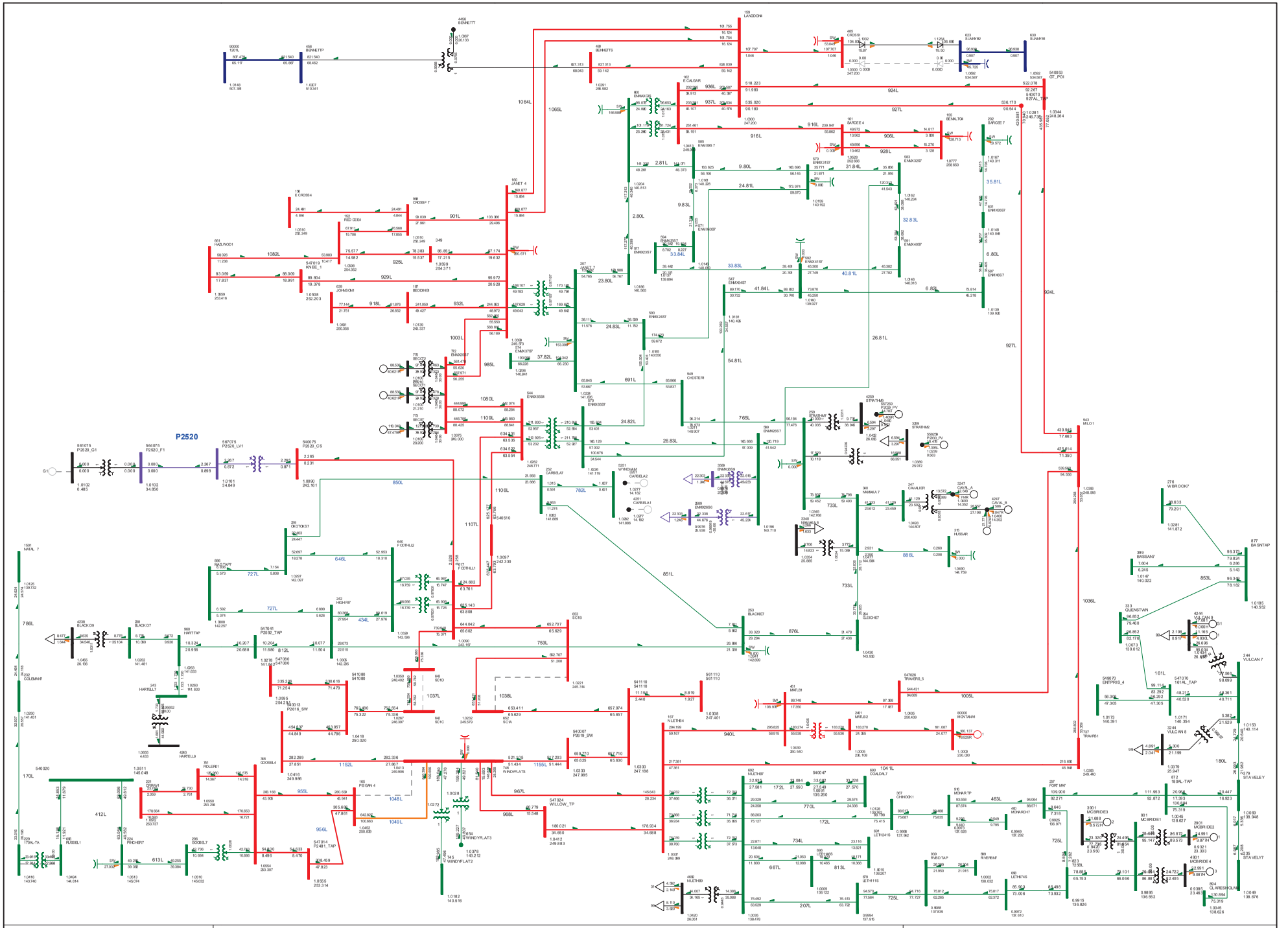
1528 P2616_SW
1529 P2616_SW

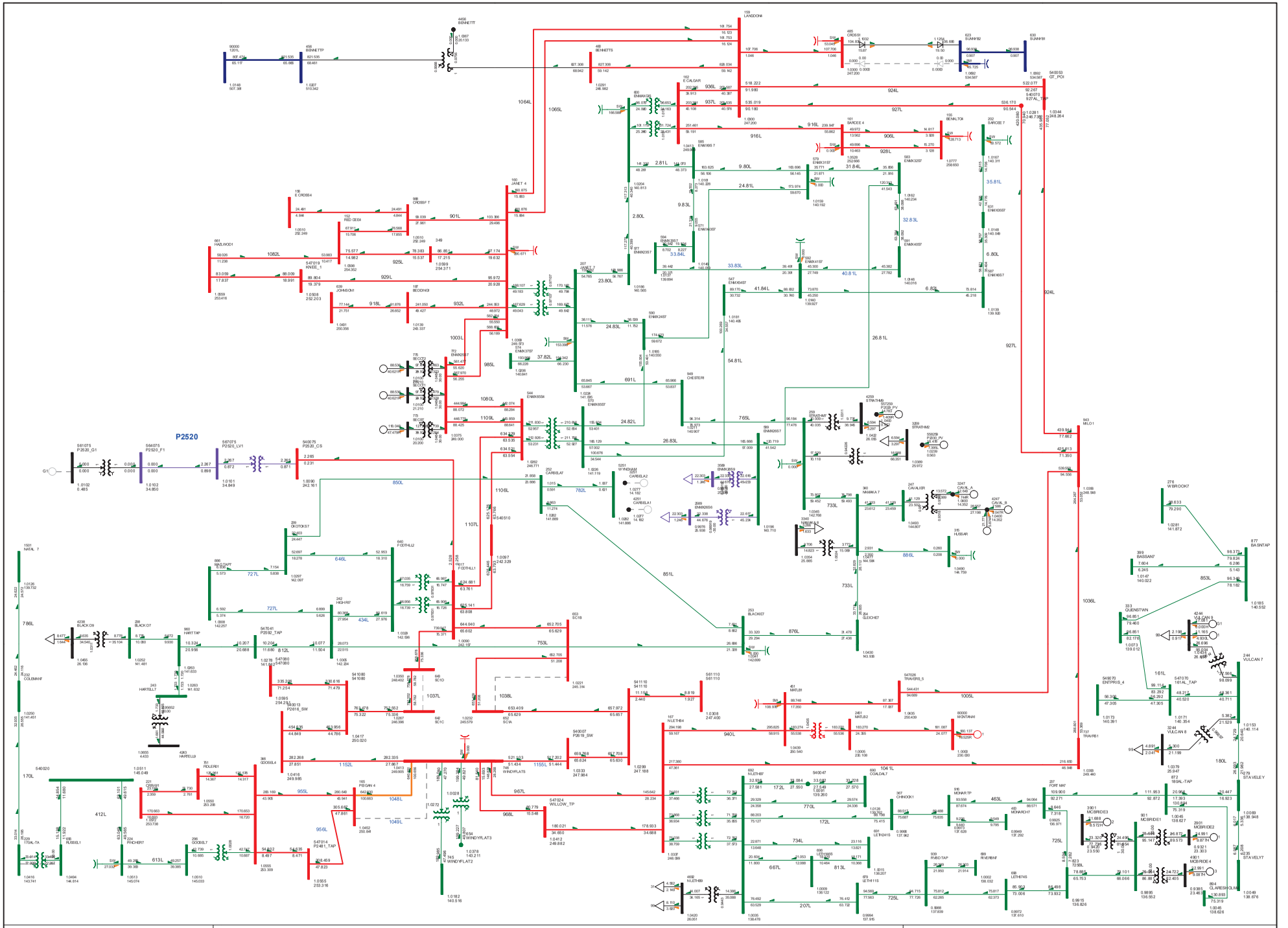

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.1-16 N-1: 1037L (FOOTHILLS 237S TO P2616 SWITCHING SUB)
2028 SUMMER LIGHT HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

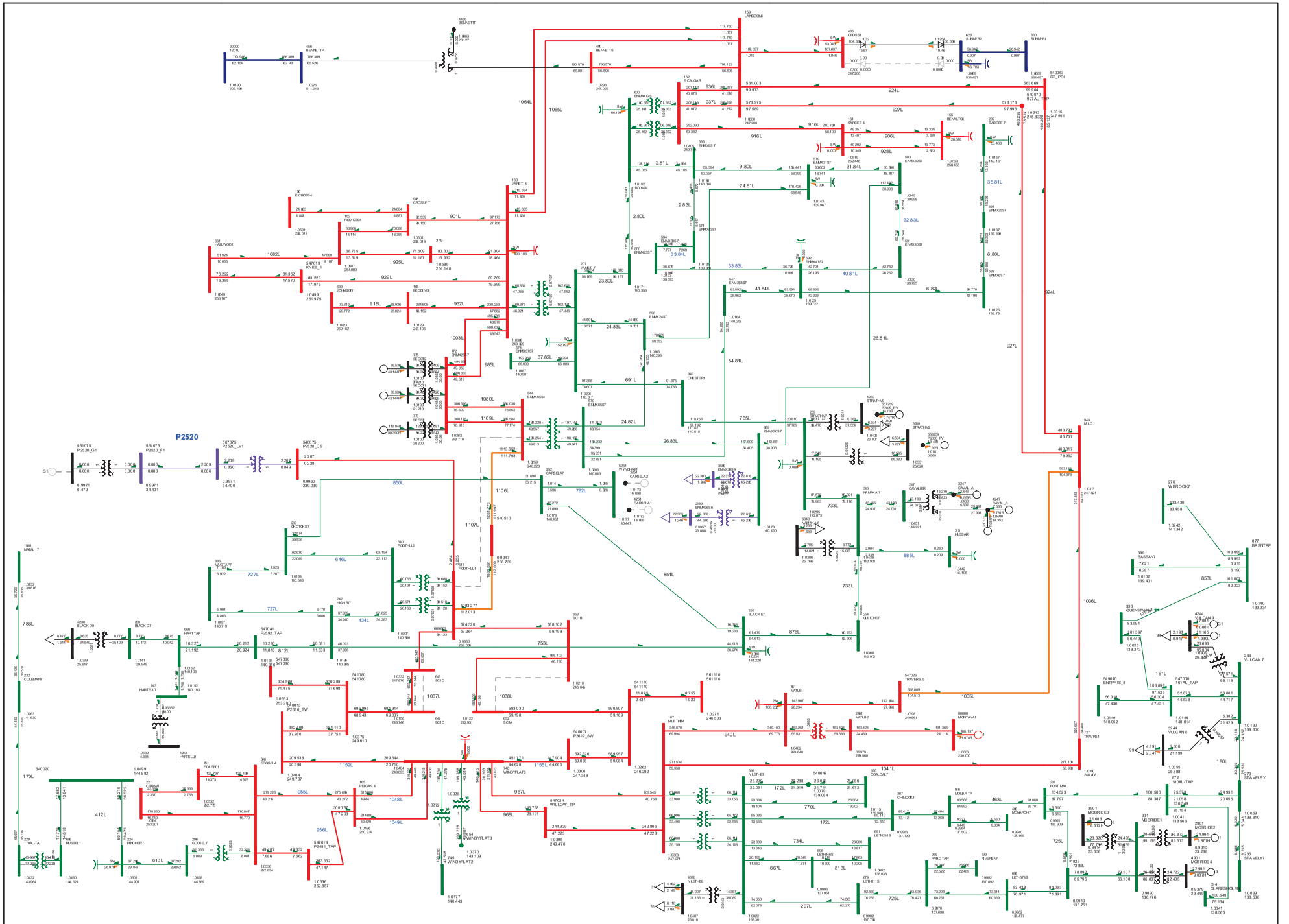

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.2-1-N-0: NORMAL OPERATION
2028 SUMMER PEAK HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

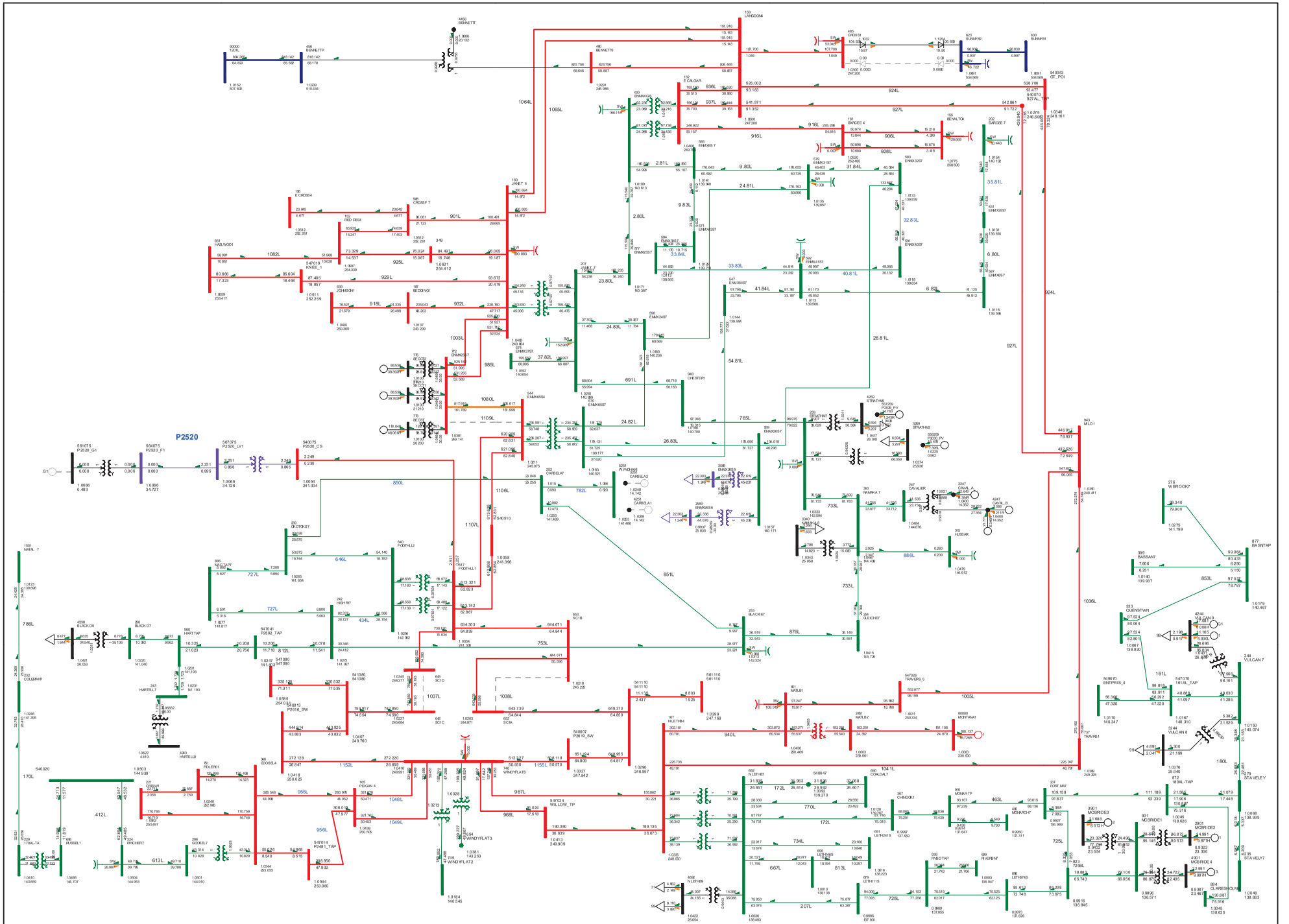

P2520
1003L (JANET 74S TO ENMAX 25)
2028 SUMMER PEAK HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
P2520 - Enfinite Foothills MPC Battery
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.2-3 N-1: 985L (JANET 7 4S TO ENMAX 25)
2028 SUMMER PEAK HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.2-4 N-1: 1048L (PEGAN 59S TO WINDY FLATS 138S)
2028 SUMMER PEAK HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.2-5 N-1: 1049L (PEGAN 59S TO WINDY FLATS 138S)
2028 SUMMER PEAK HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.2-6 N-1: 1107L (ENMAX 65 TO FOOTHILLS 237S)
2028 SUMMER PEAK HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000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456 BENNETTP
460 BENNETTS
169 LANDON4
485 CROSS1
623 SUNNY82
630 SUNNY81
540053 GF_POI
162 E CALGAR
937L
936L
924L
927L
916L
906L
928L
161 SARCEE 4
155 BENALTO1
202 SARCEE 7
540070 927AL_TAP
542.861
526.708
160 JANET 4
901L
1064L
1065L
176 E CROSS4
152 RED DEE4
98 CROSSF T
1082L
661 HALWOOD1
547019 KNEE_1
925L
929L
639 JOHNSON1
918L
932L
1003L
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1109L
985L
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765L
782L
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886L
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1152L
1155L
1048L
1049L
1037L
786L
727L
646L
434L
812L
170L
412L
613L
207L
725L
813L
667L
770L
172L
734L
463L
725L
180L
161L
853L
877 BANTAP
943 MLO1
446.954
72.549
547.861
96.065
1.0030 248.461
1.0179 140.467
1.0150 140.074
1.0148 138.883
1.0045 138.625
1.0167 140.310
1.0170 140.347
1.0179 140.497
1.0376 25.940
1.0275 141.799
1.0097 138.920
1.0107 138.971
1.0045 138.626
1.0046 138.805
1.0079 140.497
1.0148 138.883
1.0148 138.805
1.0148 138.626
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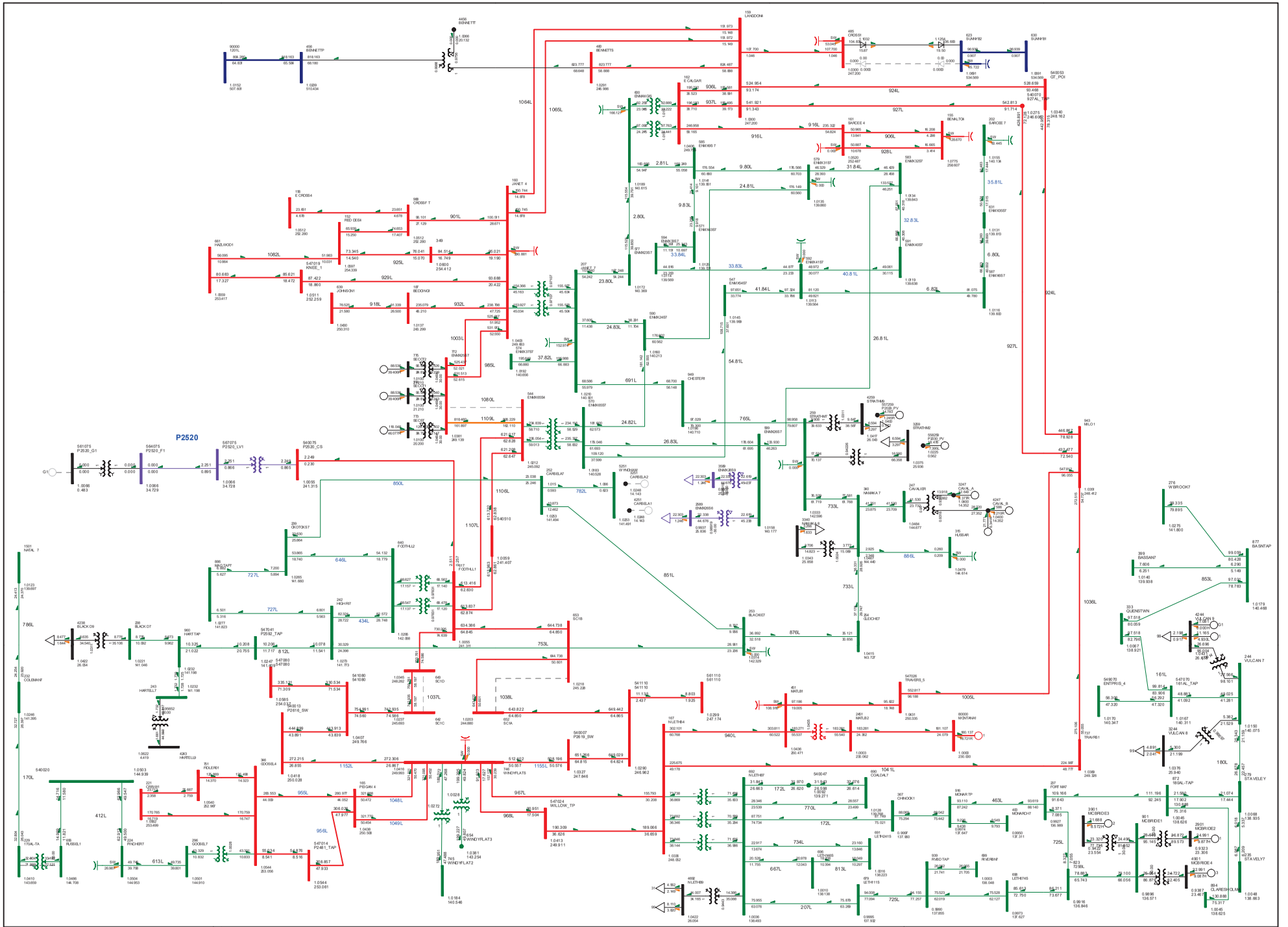
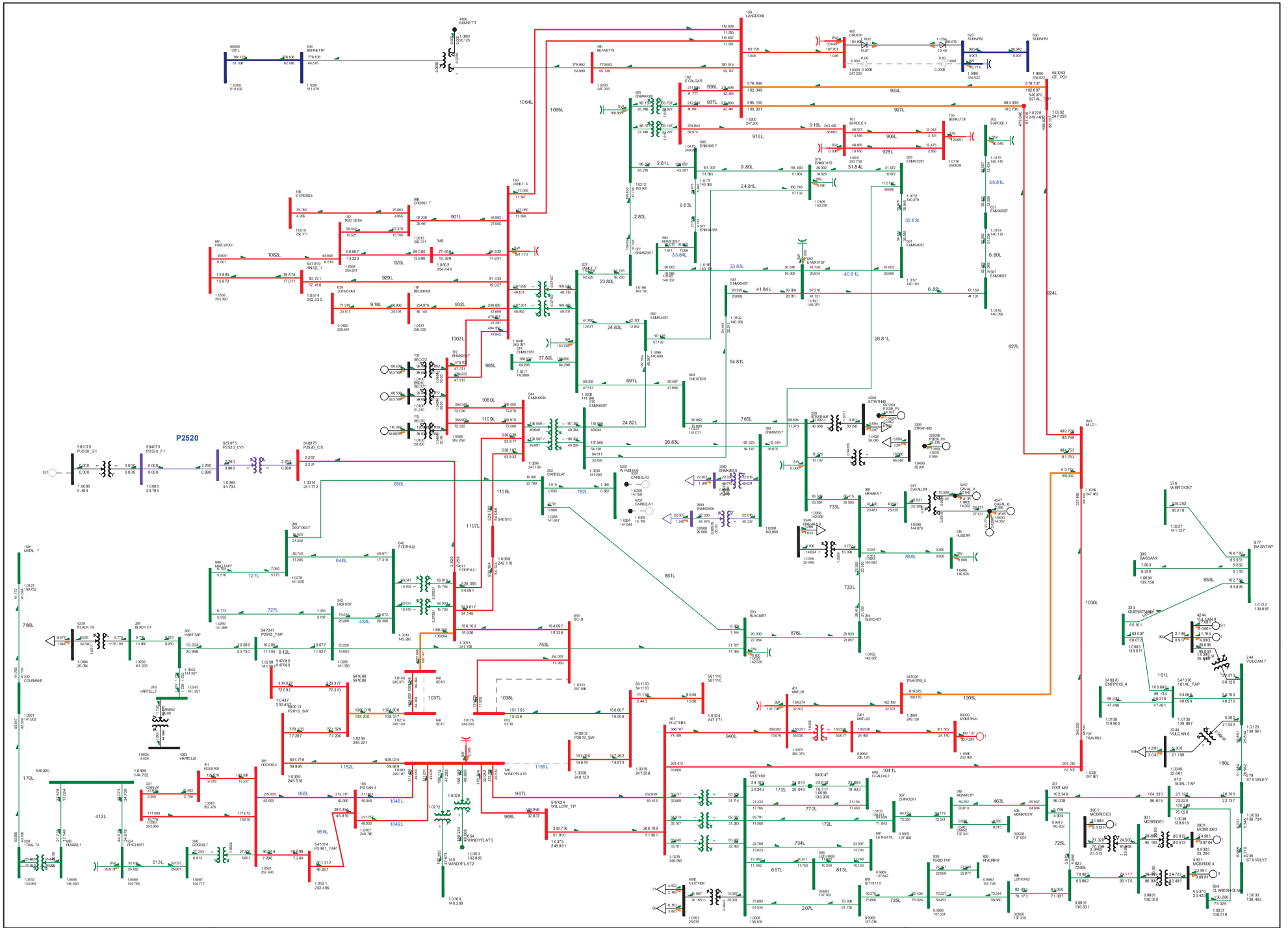
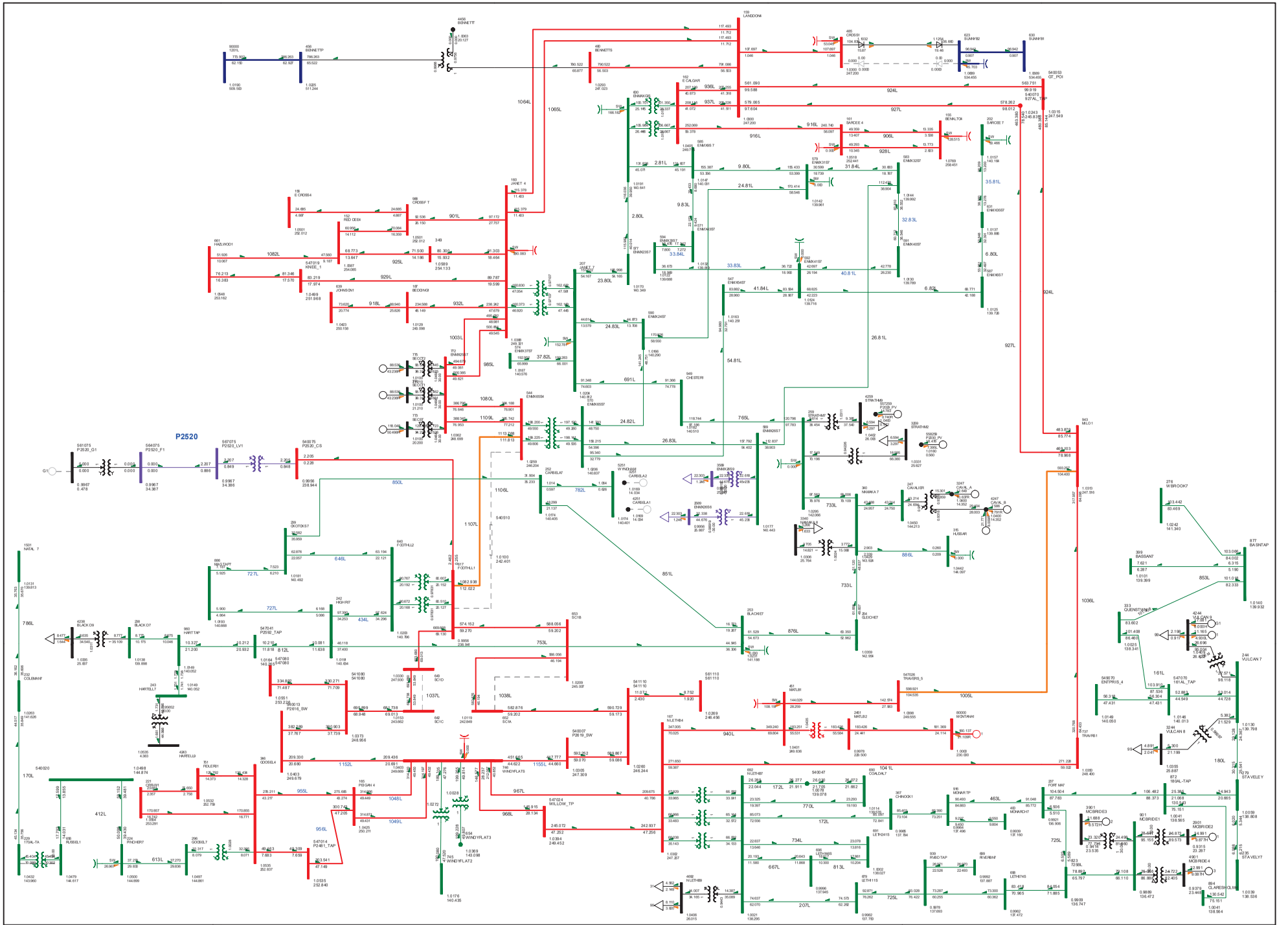
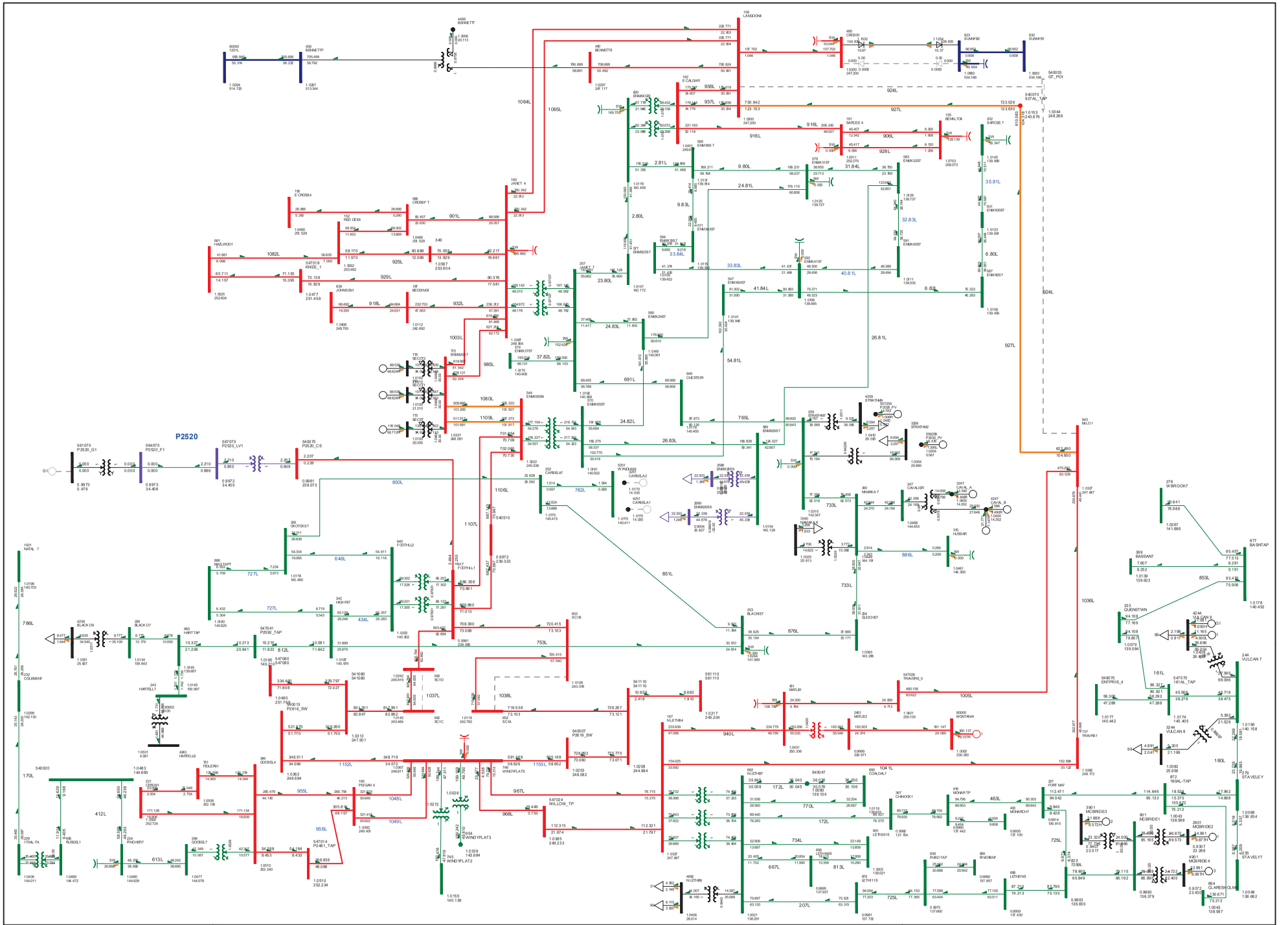
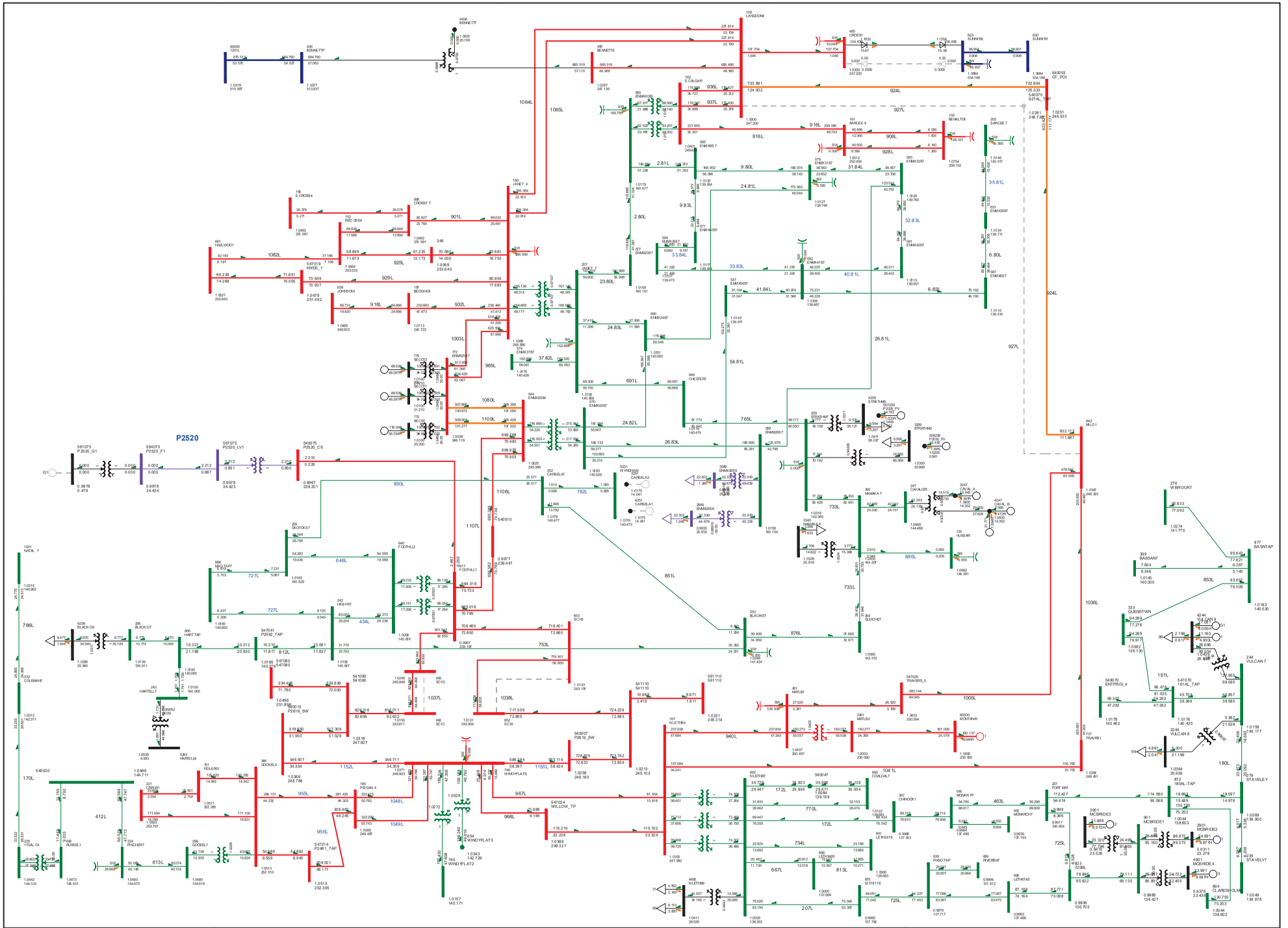
1.0148 138.625
1.0148 138.845
1.0148 138.656

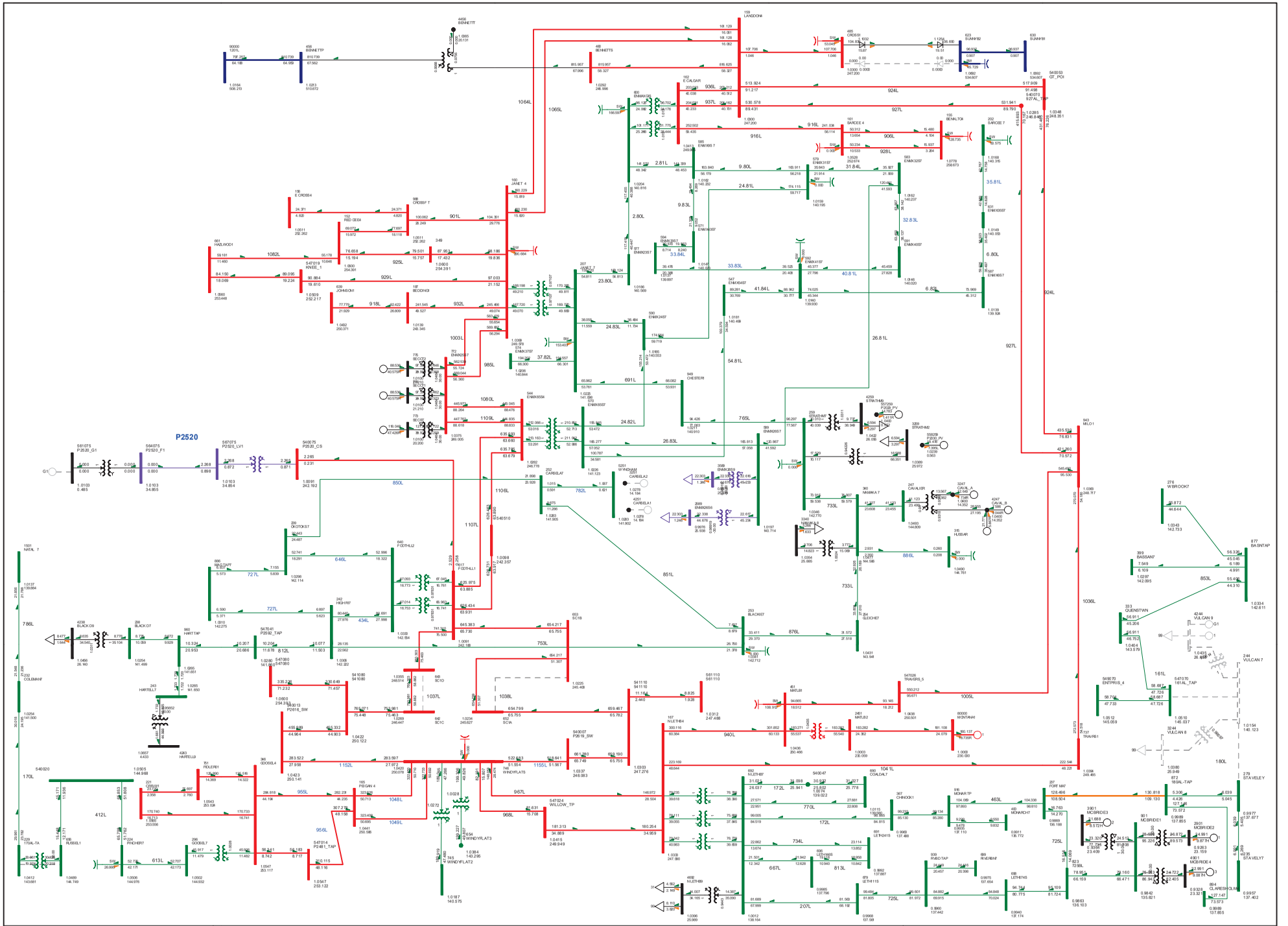

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.2-8 N-1: 1080L (ENMAX 65 TO ENMAX 25)
2028 SUMMER PEAK HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.2-9 N-1: 1155L (WINDY FLATS 138S TO WILLOW CREEK 1132S)
2028 SUMMER PEAK HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
4456 BENNETT
456 BENNETTP
460 BENNETTS
169 LANDON4
485 CROSS1
623 SUNNY82
620 SUNNY81
540053 GF_POI
162 E CALGAR
600 ENMX05E
599 ENMX05 7
161 SARCEE 4
155 BENALTO1
202 SARCEE 7
583 ENMX32S7
579 ENMX31S7
631 ENMX05S7
195 E CROSS4
198 RED DEE4
99B CROSSF T
901L
660 JANET 4
207 JANET 7
639 JOHNSON1
918L
932L
1003L
1080L
1109L
985L
772 ENMX05S7
775 SECST2
773 SECST
590 ENMX24S7
594 ENMX03S7
671 ENMX03S7
584 ENMX41S7
591 ENMX40S7
547 ENMX45S7
949 CHESTER
691L
782L
765L
733L
876L
886L
1106L
1107L
1064L
1065L
916L
906L
928L
927L
924L
1036L
963 MLO1
559 STRATHMF
4259 STRATHMB
5269 STRATHM2
247 CAVALIER
3247 CAVAL_A
4247 CAVAL_B
360 HANWKA 7
315 ALBSAR
252 CARIBELA7
5251 WYNDHAM
4251 CARIBLA1
599 ENMX02S6
589 ENMX02S7
253 BLACHE7
254 GLECHE7
1501 NATAL 7
252 COLEMANT
1131 138.913
1263 141.629
4236 BLACK D9
259 BLACK D7
990 HARTTAP
243 HARTELL7
4263 HARTELL9
890 HARTAPT
727L
646L
434L
812L
242 HIGHR7
640 FOOTHLL2
FOOTHLL1
5470 41 P2S92_TAP
5470 80
P2S92_SW
668 SC1D
1037L
642 SC1C
693 SC1B
753L
1038L
SC1A
1152L
1155L
1048L
1049L
956L
955L
412L
170L
613L
540020
5470 13 P2S16_SW
360 ODDSBL4
751 RIDLER1
221 CARDYW1
224 RHZHER7
229 1TOAL-TA
605 ALBSBL1
606 GOOSEL7
5470 14 P2S81_TAP
5470 15 WINDYFLAT3
745 WINDYFLAT2
5470 16 WINDYFLAT1
967L
968L
WINDYFLATS
5470 24 WILLOW_TP
540047
650 COALDALT
1041L
692 NLDT-6T
NLDT-6T
NLETHB4
NLETHB1
NLETHB9
401 MATLB1
2401 MATLB2
5470 26 TRAVERS_5
TRAVERS_4
60000 MONTANA1
5470 70 ENTPRIS_4
5470 71 161AL_TAP
161L
1005L
940L
1037 TRAVER1
1030 VULCAN 7
1031 VULCAN 8
1032 VULCAN 9
1033 VULCAN 10
1034 VULCAN 11
1035 VULCAN 12
1036 VULCAN 13
1037 VULCAN 14
1038 VULCAN 15
1039 VULCAN 16
1040 VULCAN 17
1041 VULCAN 18
1042 VULCAN 19


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.2-11 N-1: 924L (LANGDON 102S TO MILO 356S)
2028 SUMMER PEAK HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

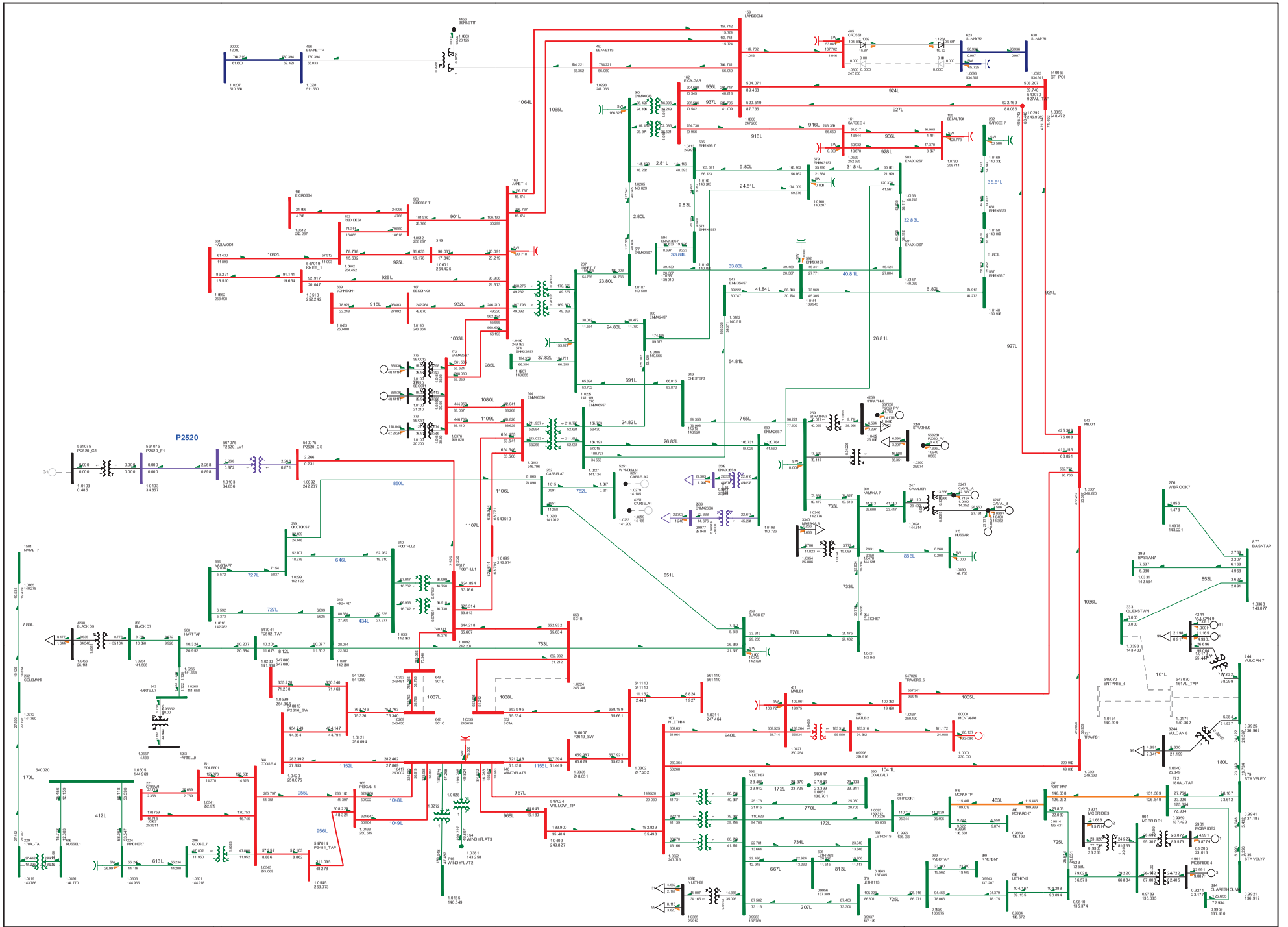

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.2-12 N-1: 927L (MILO 356S TO LANGDON 102S)
2028 SUMMER PEAK HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

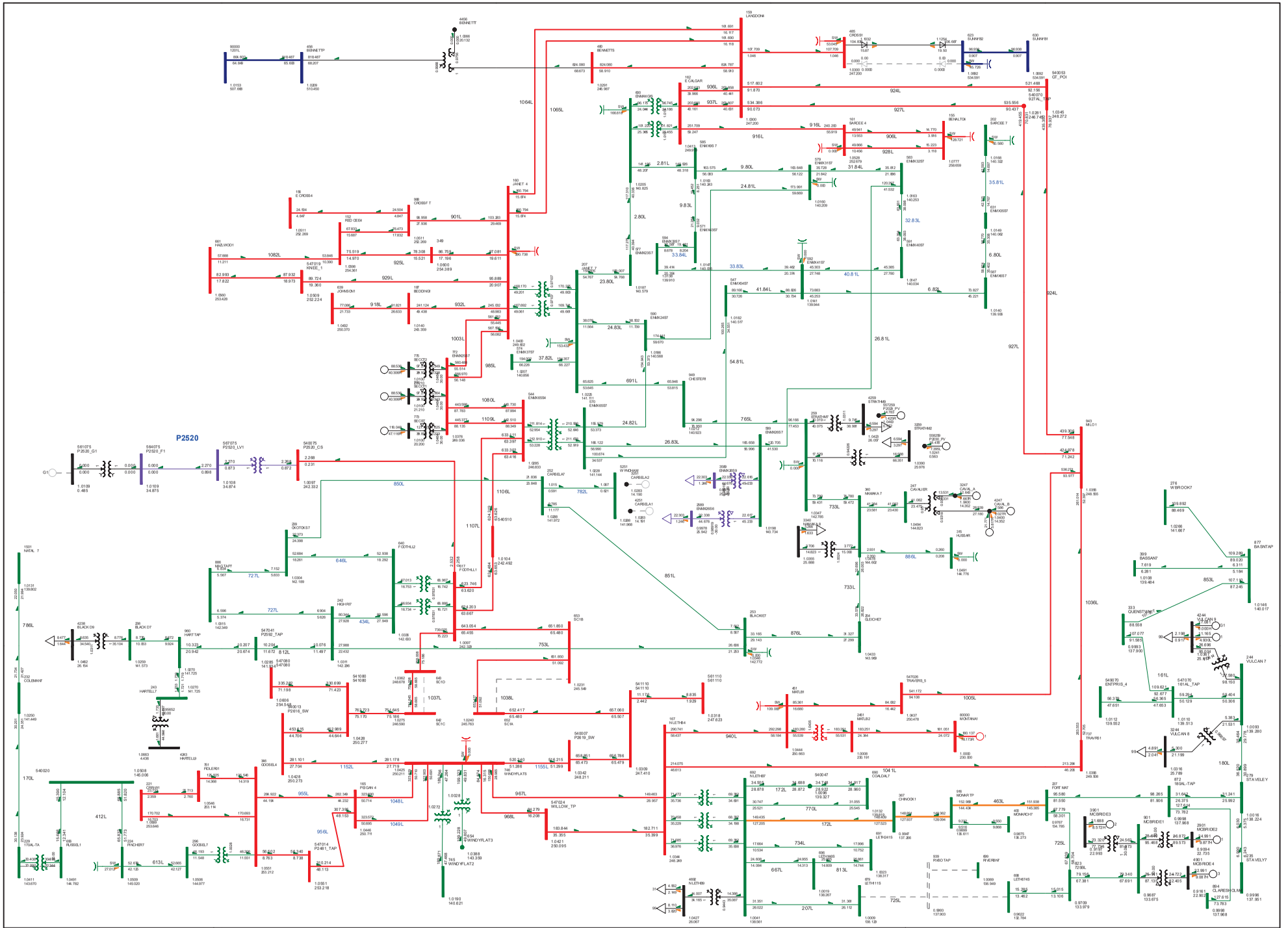


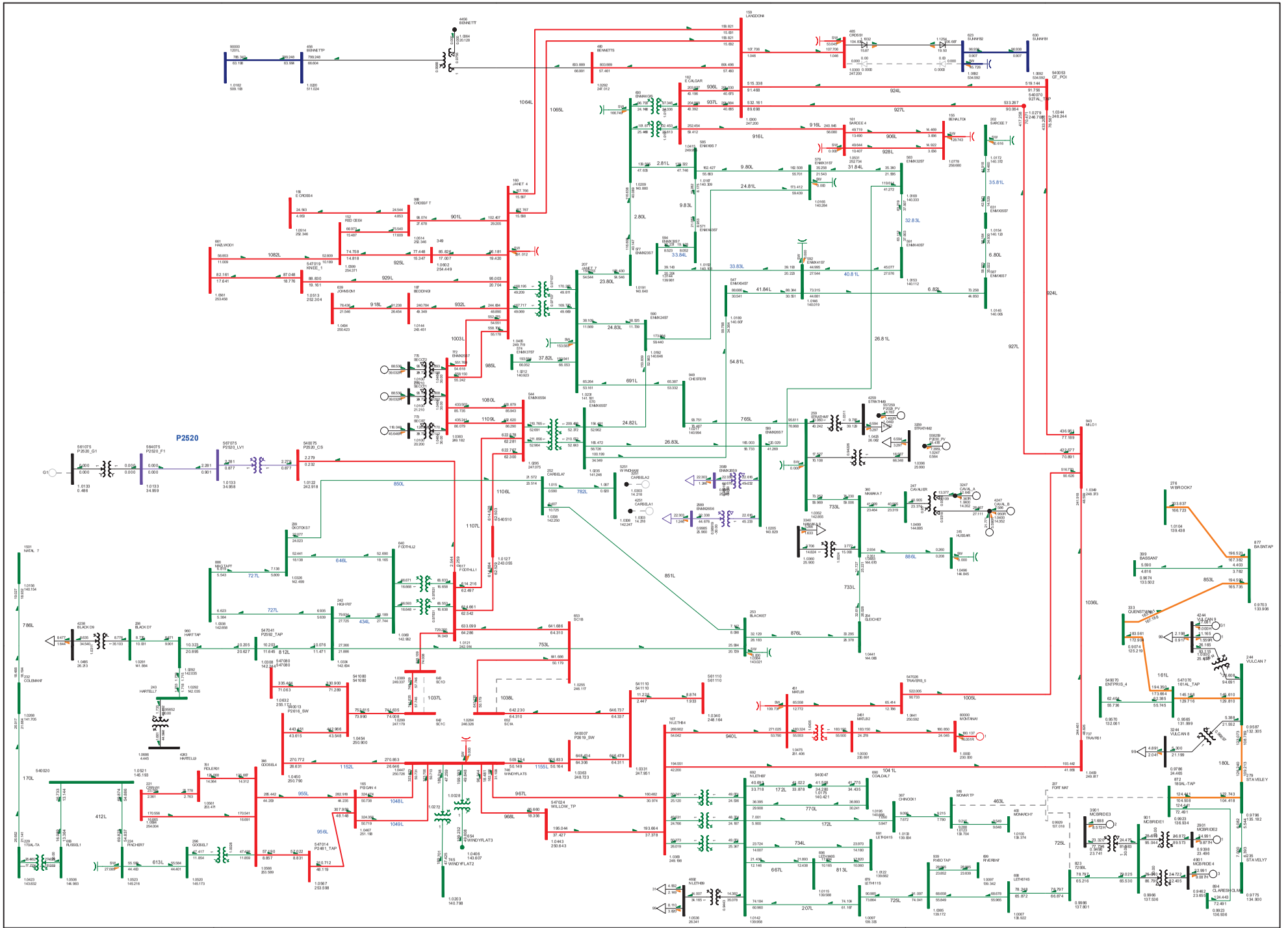
P2520 - Enfinite Foothills MPC Battery

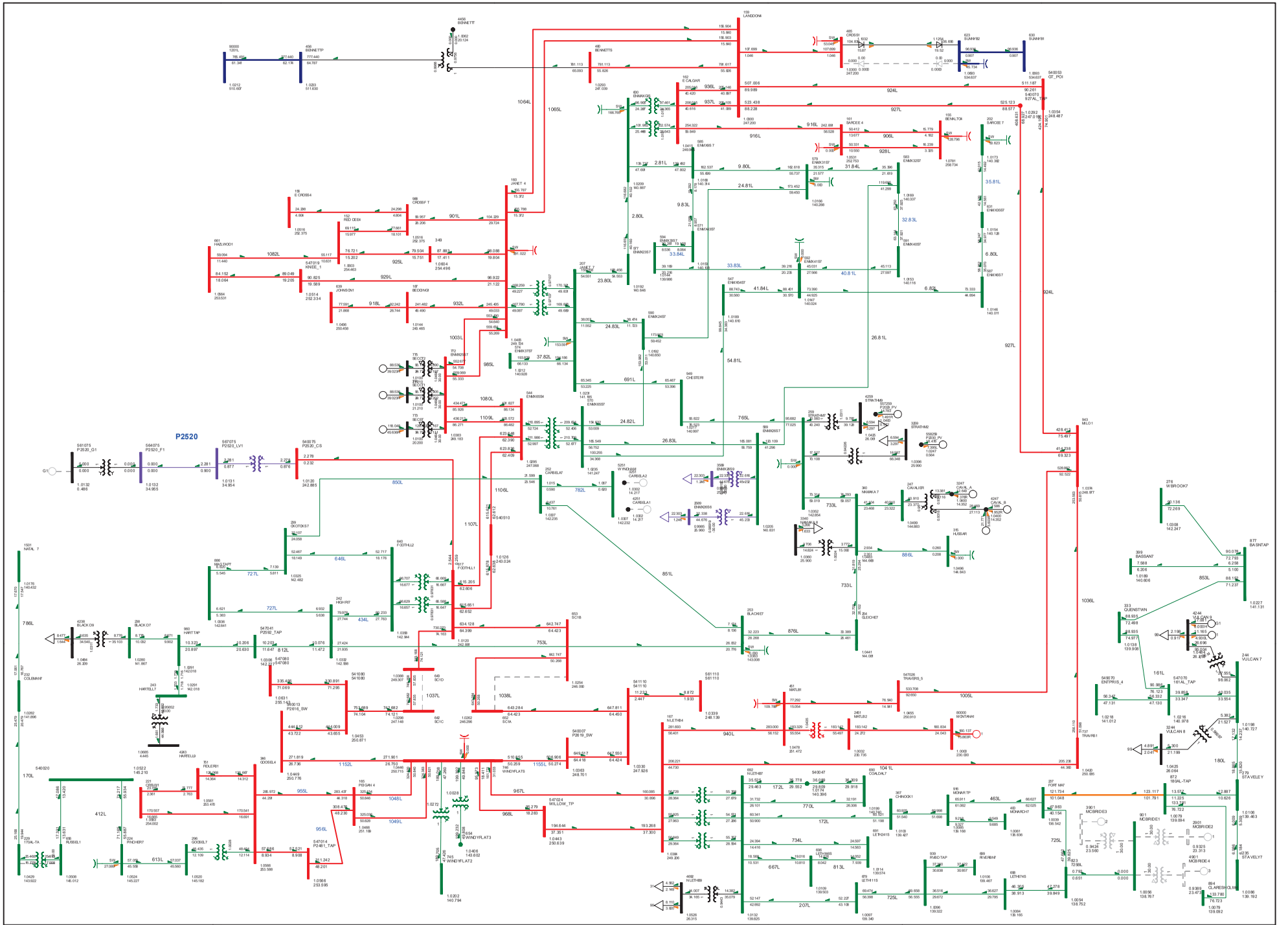
FIGURE A2.2-13 N-1: 255ST1 (VULCAN 255S TRANSFORMER T1)
2028 SUMMER PEAK HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024

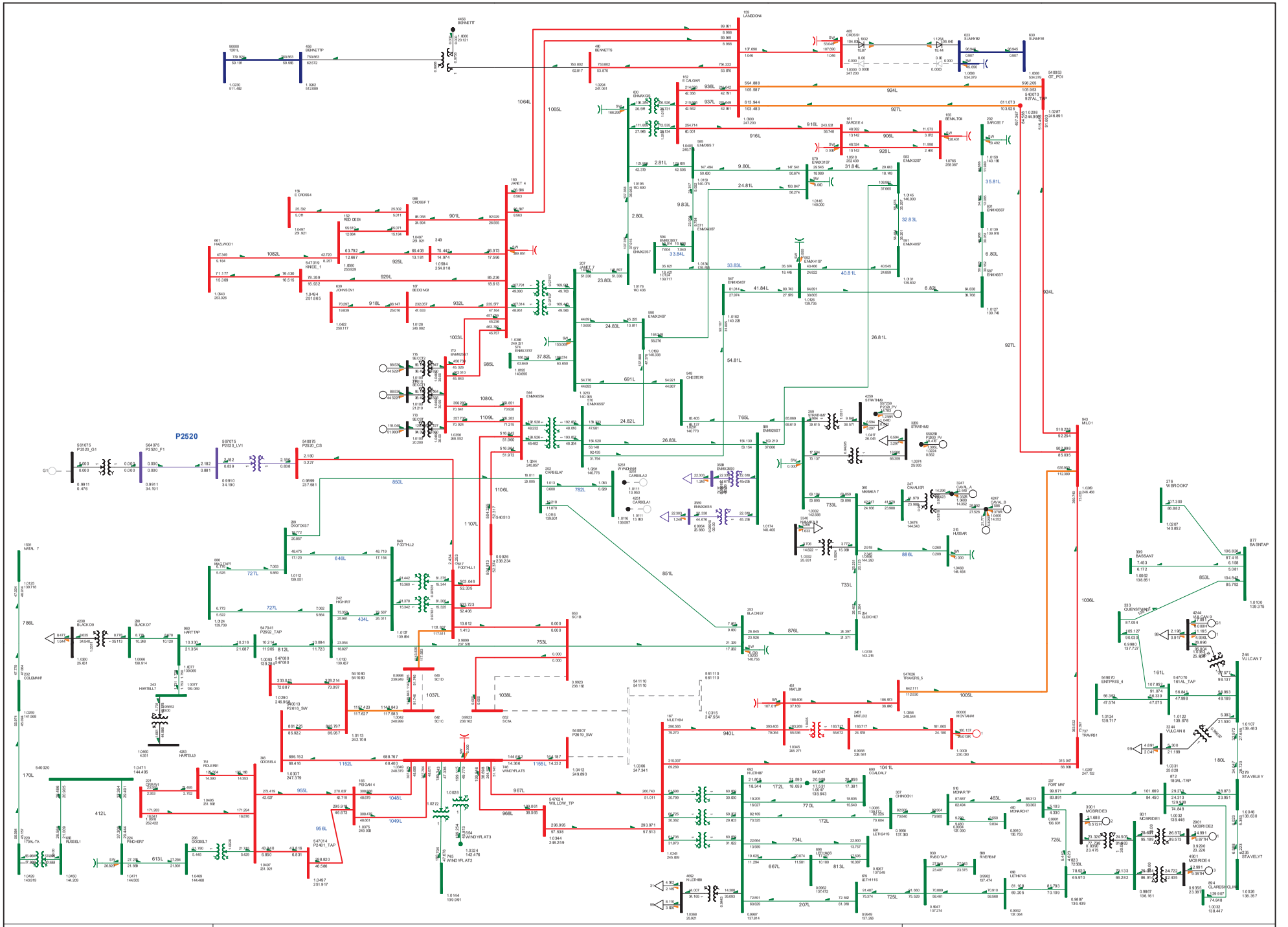
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

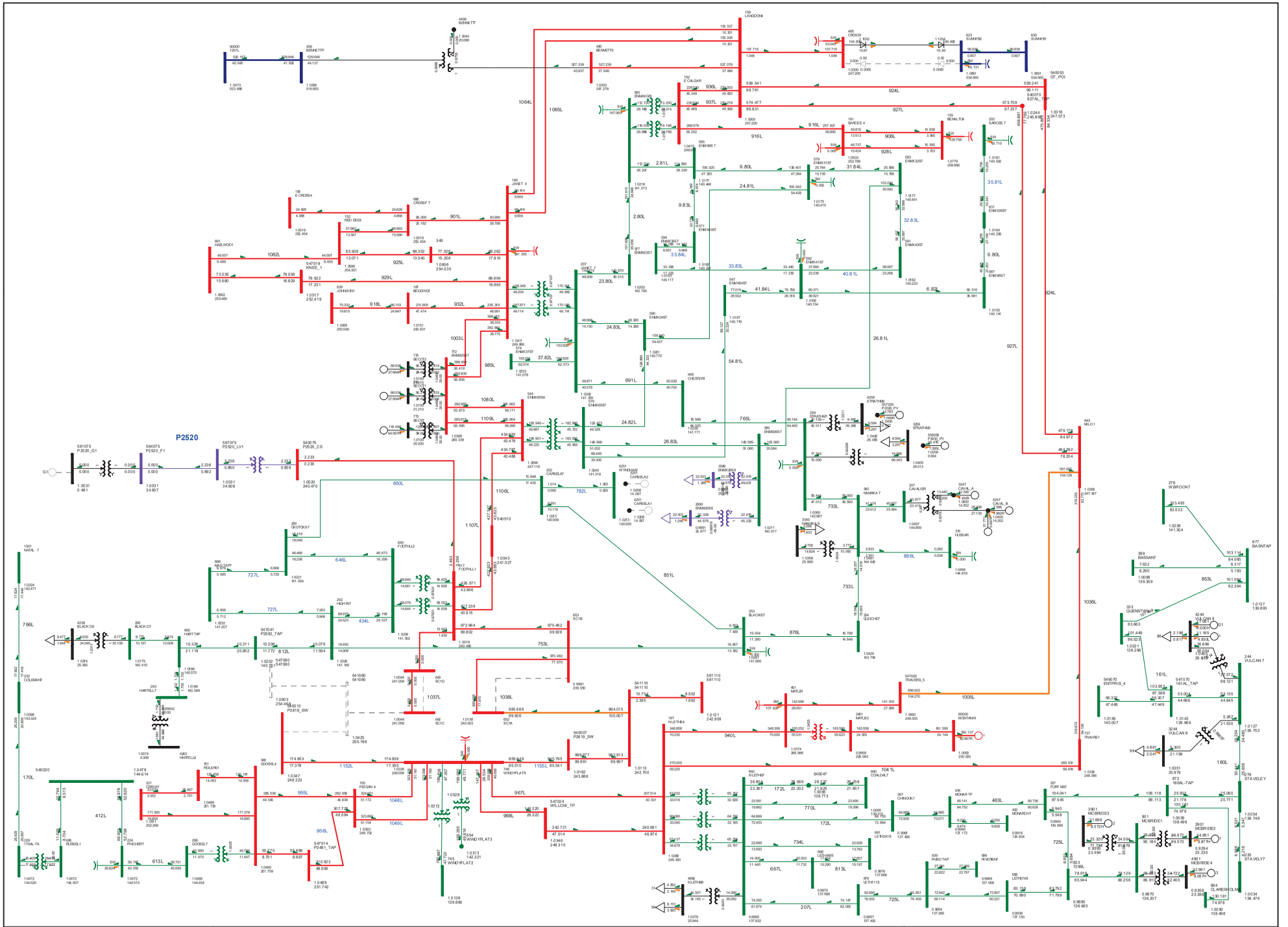

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.2-14 N-1: 161L (VULCAN 255S TO QUEENSTOWN 504S)
2028 SUMMER PEAK HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

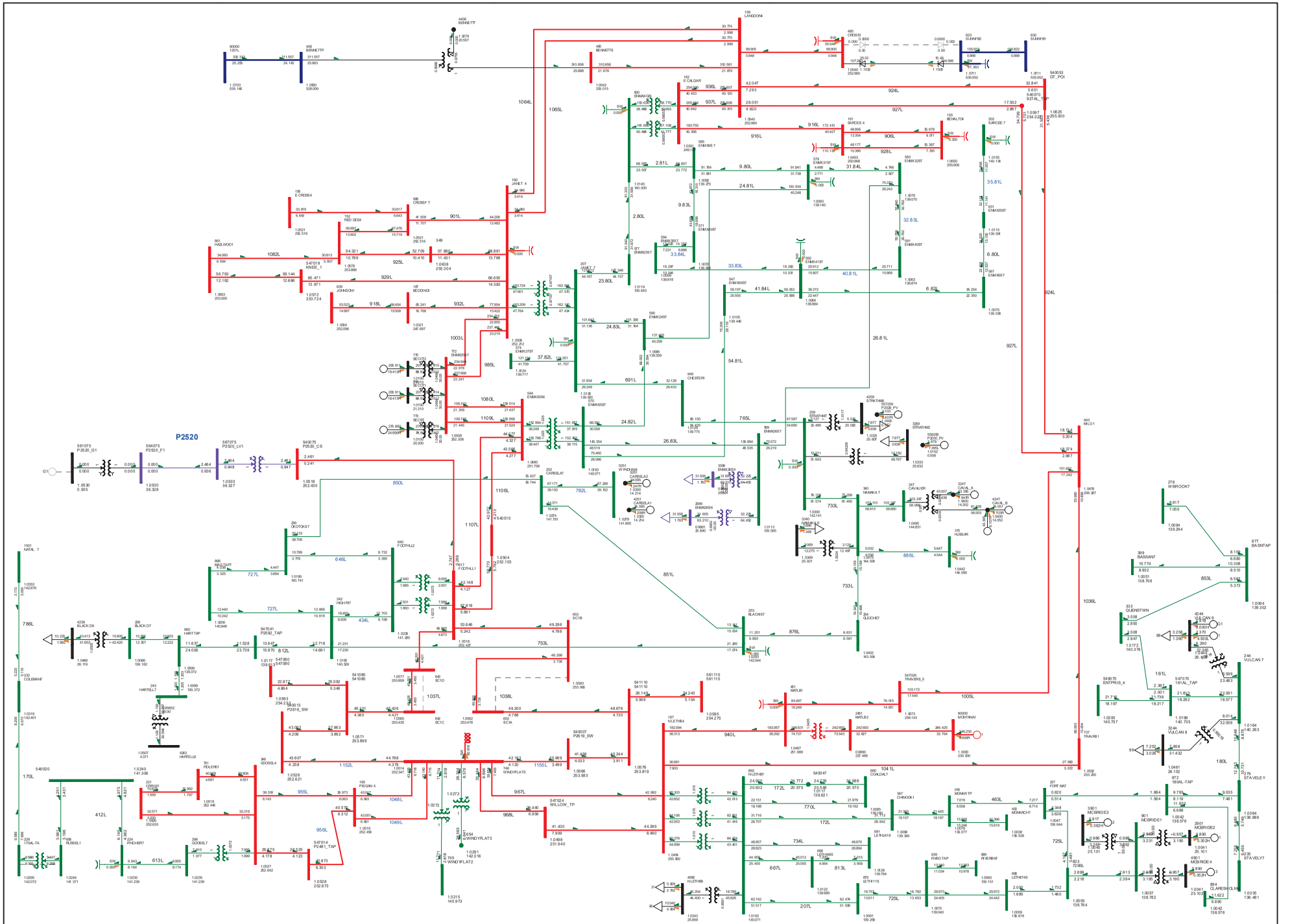

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.2-15 N-1: 725L (BOWRON 674S TO COALBANKS 111S)
2028 SUMMER PEAK HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

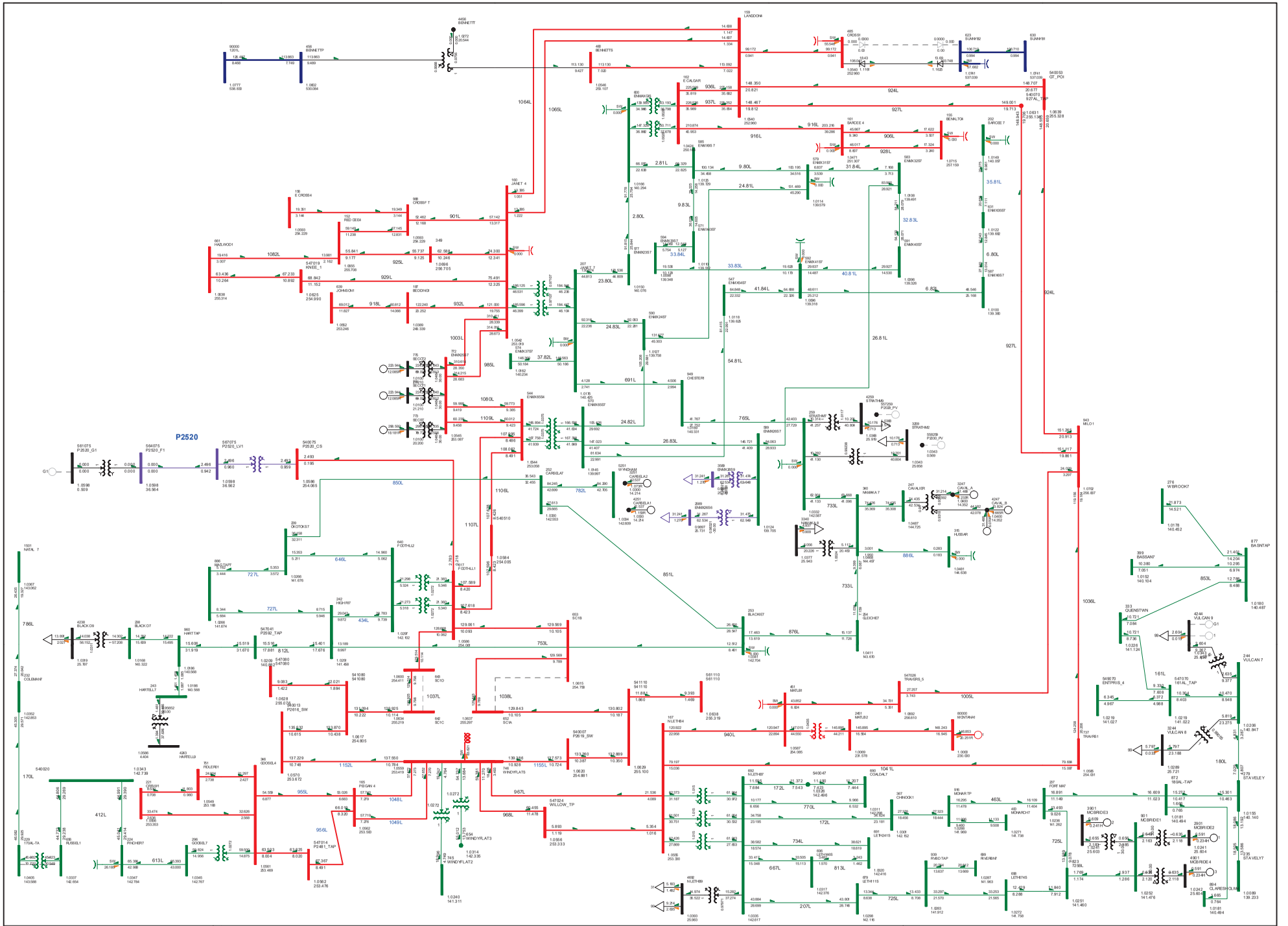

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.2-16 N-1: 15ST1 (FORT MACLEOD 15S TRANSFORMER T1)
2028 SUMMER PEAK HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.2-17 N-1: 240ST1 (MCBRIDE LAKE 244S TRANSFORMER T1)
2028 SUMMER PEAK HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

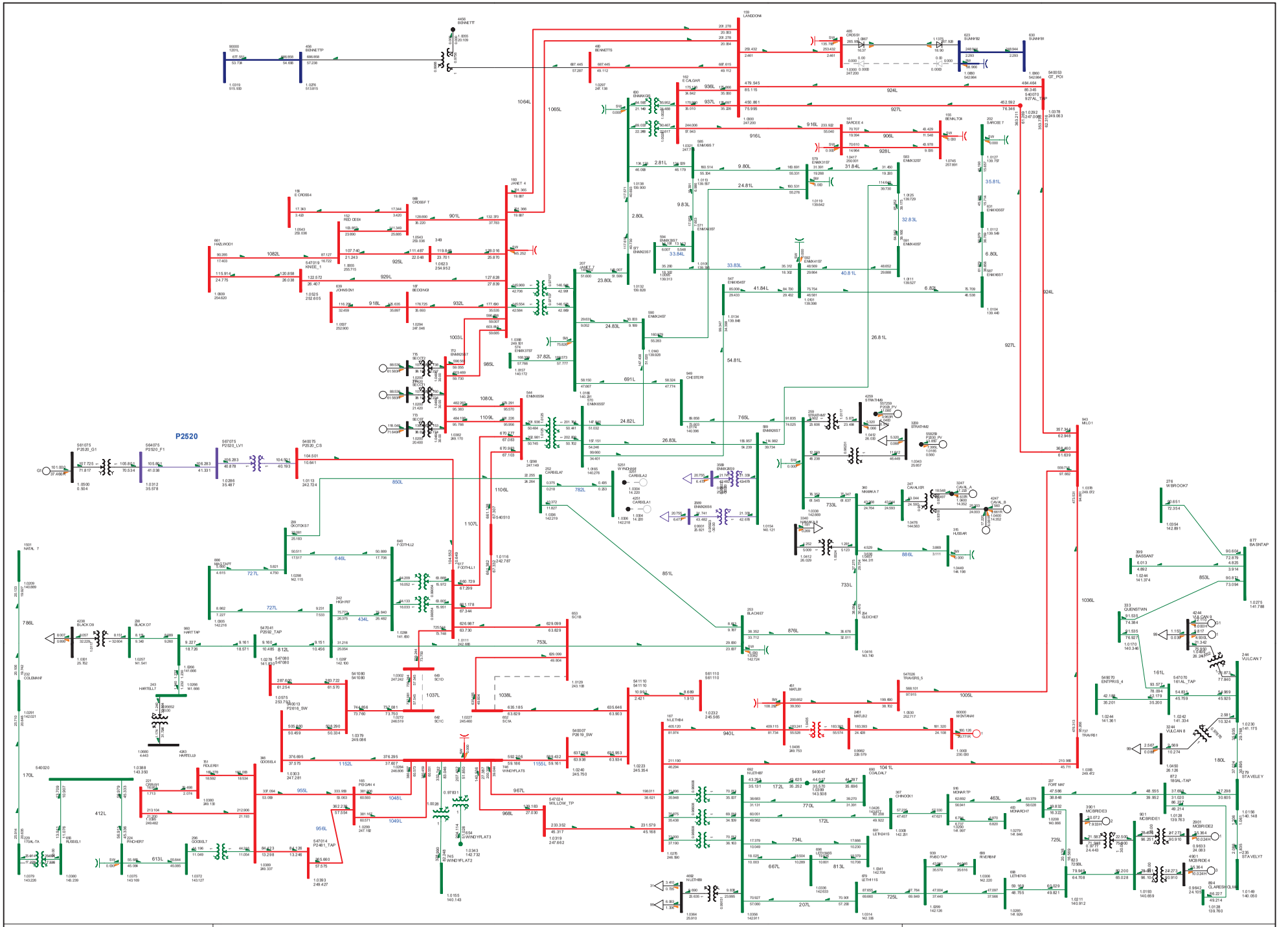

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.2-18 N-1: 1038L (FOOTHILLS 237S TO P2619 SWITCHING SUB)
2028 SUMMER PEAK HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

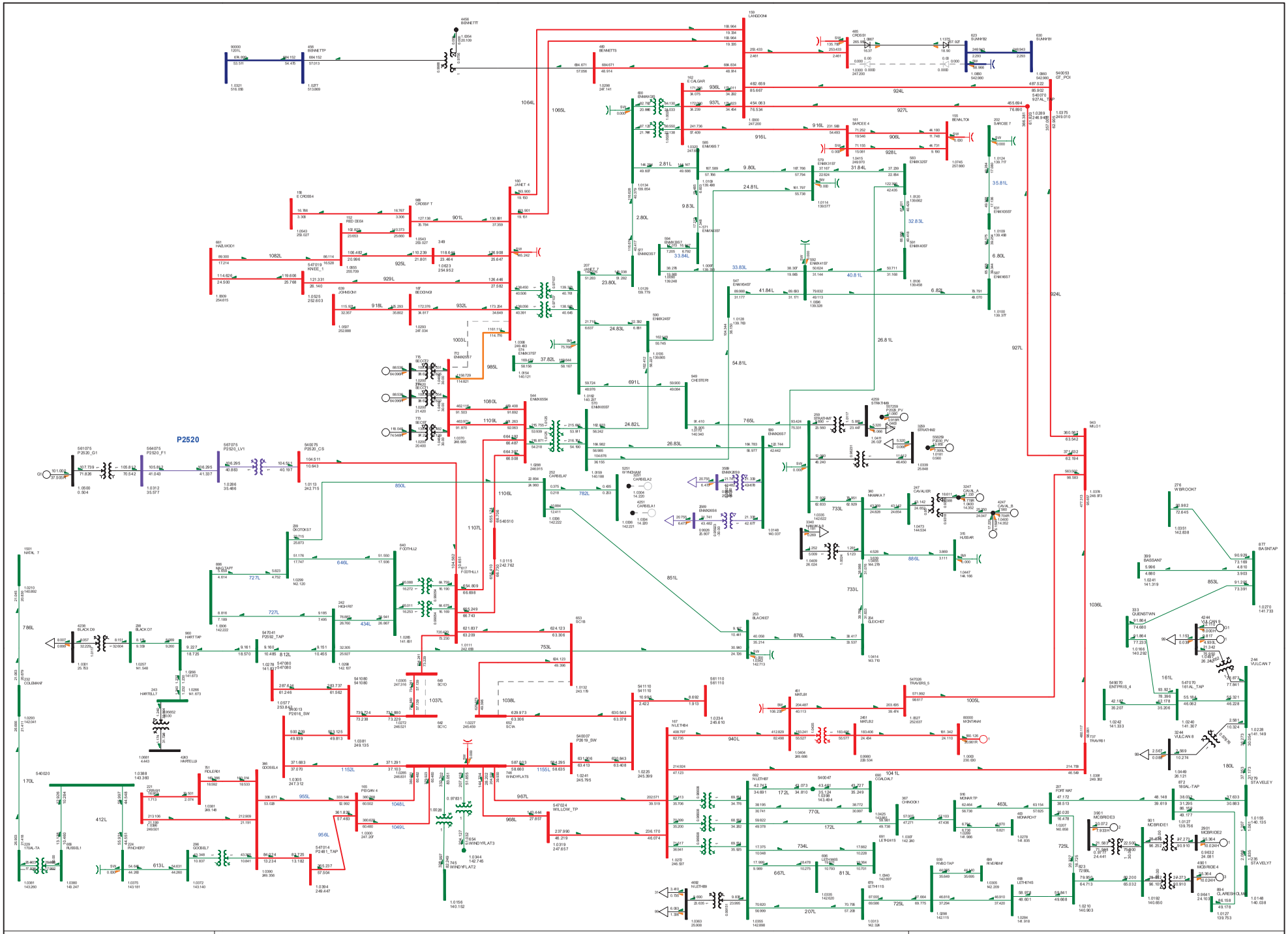

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.2-19 N-1: 1037L (FOOTHILLS 237S TO P2616 SWITCHING SUB)
2028 SUMMER PEAK HR (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

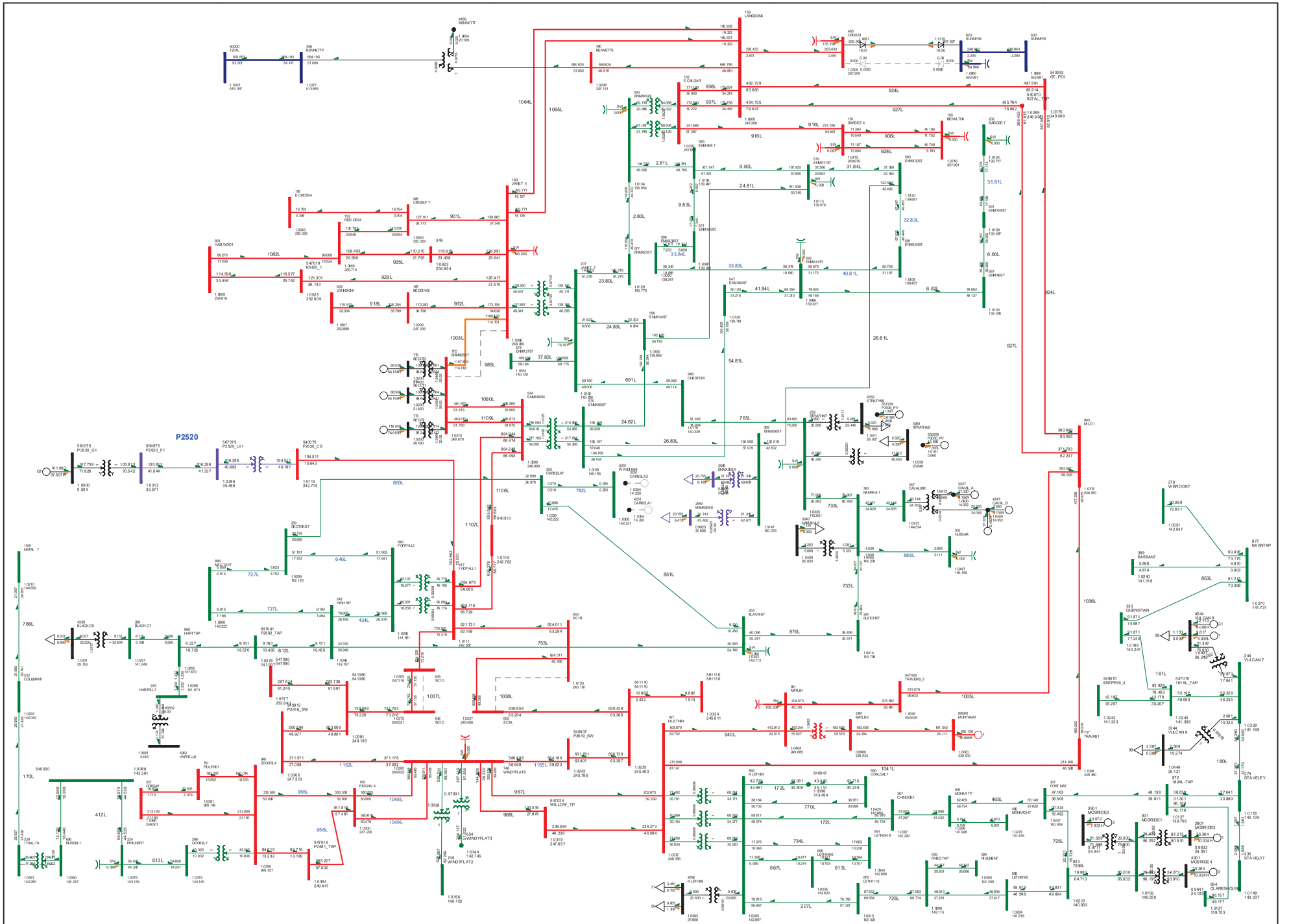

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.3-1-N-0: NORMAL OPERATION
2028 SUMMER PEAK LG (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A2.4-1-N-0: NORMAL OPERATION
2028 WINTER PEAK LG (PRE-CONNECTION)
PRINTED ON WEDNESDAY 26. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate B
Equipment - MW/Mvar
100.0% Rate B
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

Attachment A3
Post-Project Power Flow Diagrams


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.1-1-N-0: NORMAL OPERATION
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

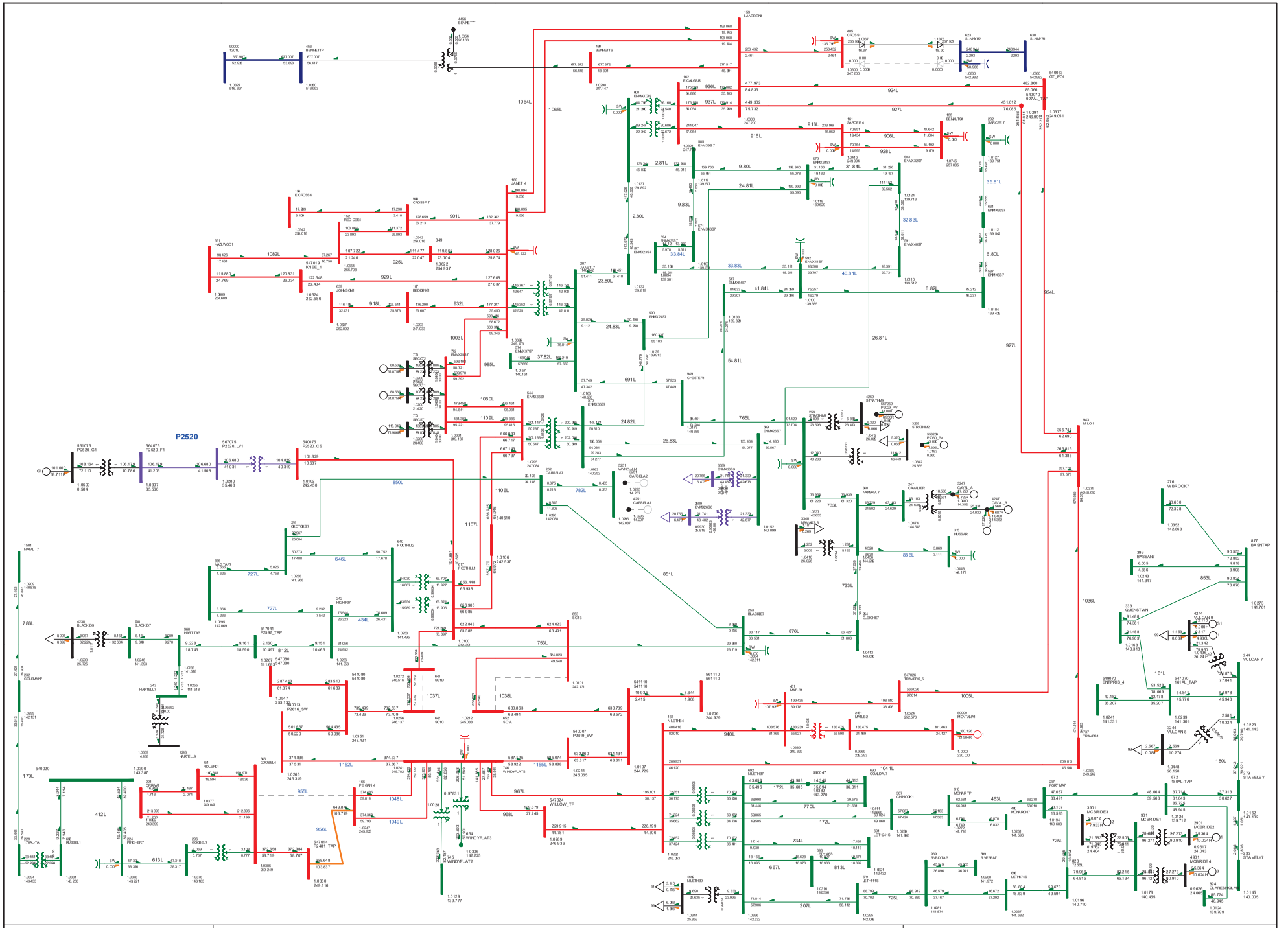

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.1-2 N-1: 1003L (JANET 74S TO ENMAX 25)
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

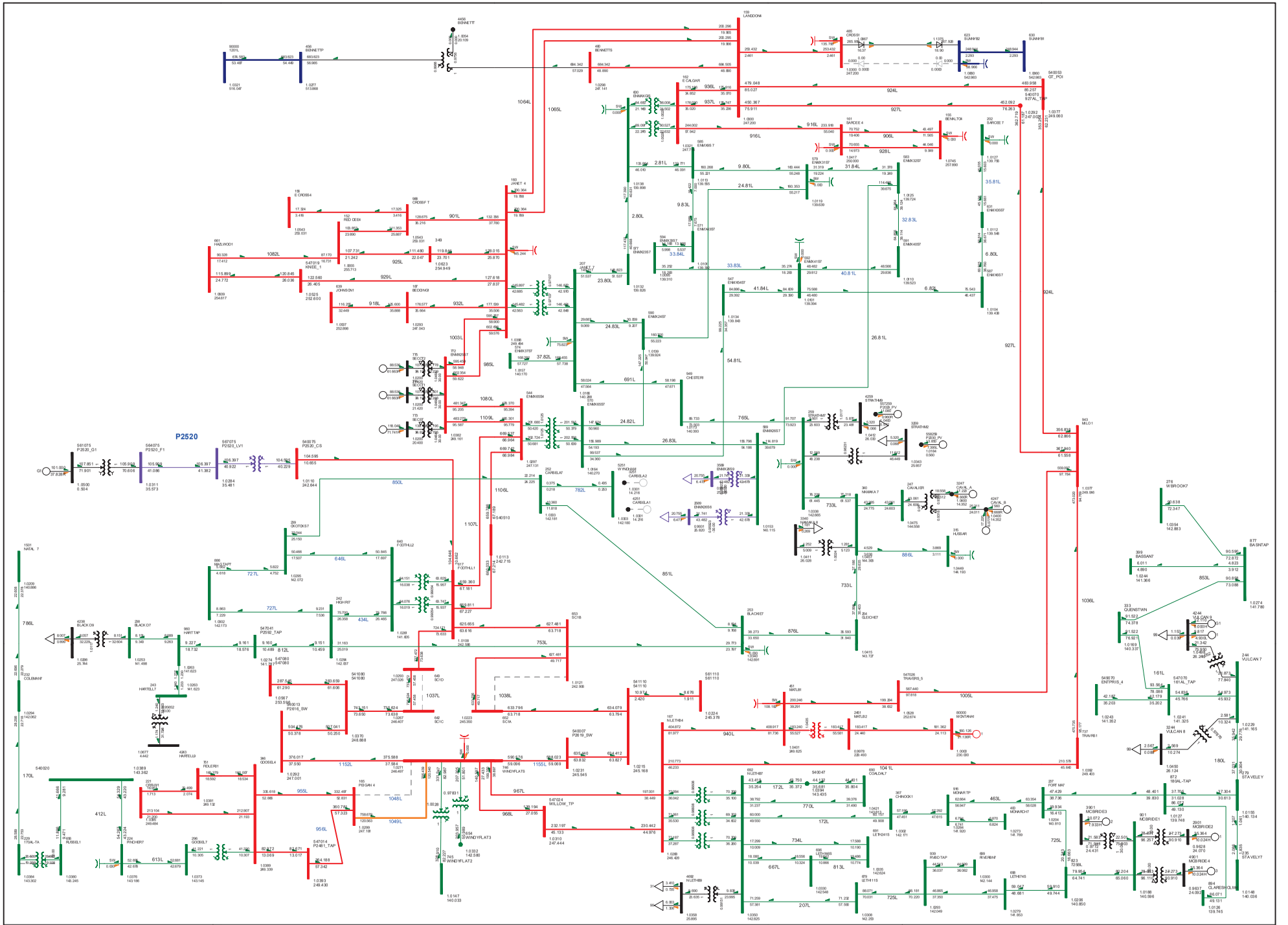


P2520 - Enfinite Foothills MPC Battery

FIGURE A3.1-3 N-1: 985L (JANET 74S TO ENMAX 25)
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.1-4 N-1: 955L (PEIGAN 59S TO GOOSE LAKE 103S)
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
4456 BENNETT
456 BENNETTP
460 BENNETTS
169 LANDON4
485 CROSSI
623 SUNNY82
630 SUNNY81
540053 GF_POI
162 E CALGAR
936L
937L
916L
924L
927L
906L
928L
161 SARCEE 4
155 BENALTO1
202 SARCEE 7
600 ENMX0S6
595 ENMX0S 7
579 ENMX3S7
583 ENMX32S7
631 ENMX05S7
697 ENMX6S7
594 ENMX3S7
671 ENMX43S7
684 ENMX40S7
547 ENMX45S7
590 ENMX24S7
949 CHESTER
944 ENMX0S54
989 ENMX0S7
160 JANET 4
207 JANET 7
572 ENMX0S57
573 SECO7
574 SECO8
575 SECO9
576 SECO10
577 SECO11
578 SECO12
579 SECO13
580 SECO14
581 SECO15
582 SECO16
583 SECO17
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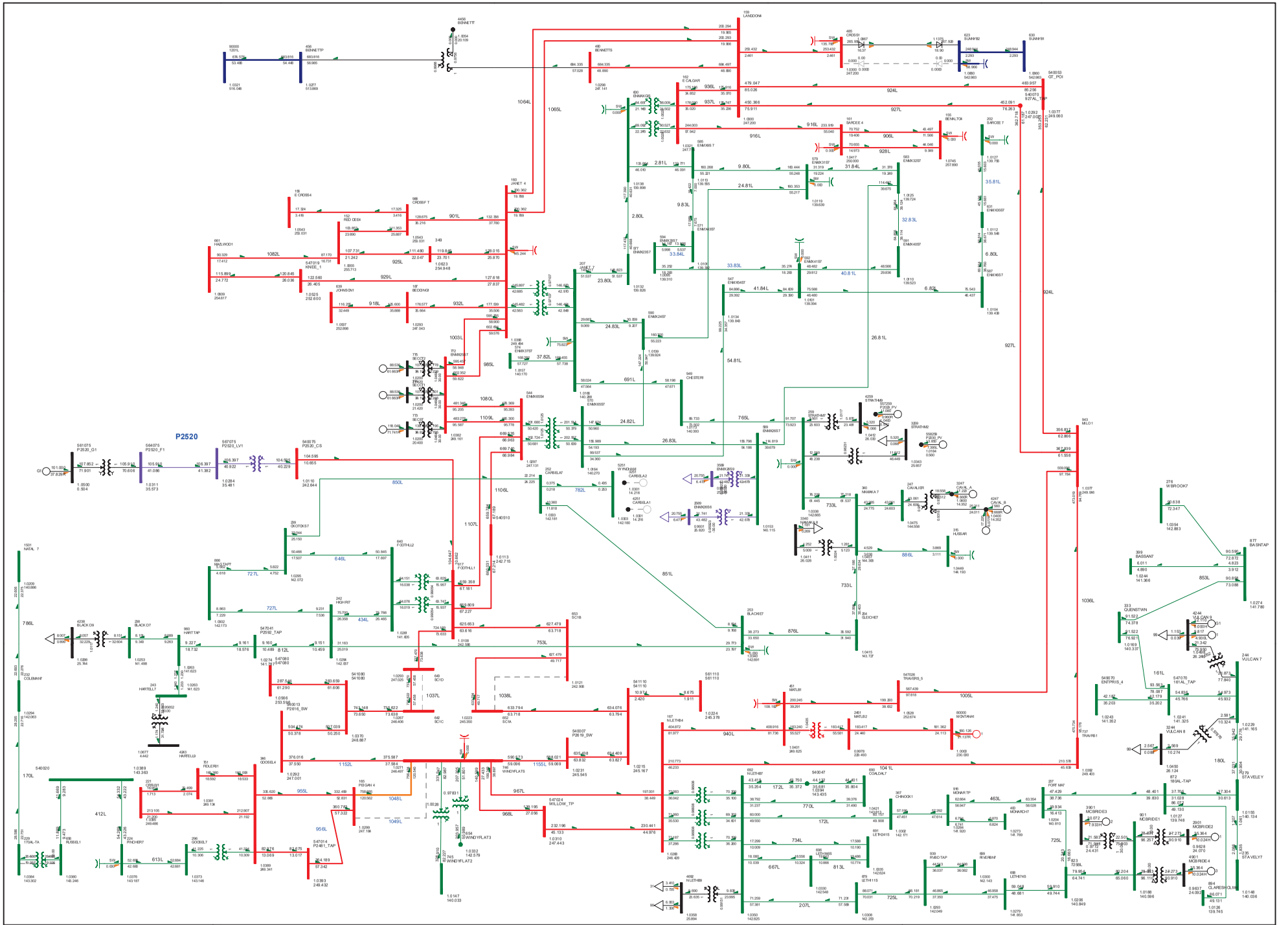
585 SECO19
586 SECO20
587 SECO21
588 SECO22
589 SECO23
590 SECO24
591 SECO25
592 SECO26


P2520
P2520_G1
P2520_F1
P2520_LV1
P2520_CS
BENNETT
BENNETTP
BENNETTS
LANDON4
E CALGAR
CROSSI
SUNNIS2
SUNNIS1
GF_POI
ENMX02S
ENMX03S
ENMX04S
ENMX05S
ENMX07
ENMX31S
ENMX32S
ENMX33S
ENMX34S
ENMX40S
ENMX41S
ENMX45S
ENMX57S
ENMX59S
ENMX60S
ENMX61S
ENMX62S
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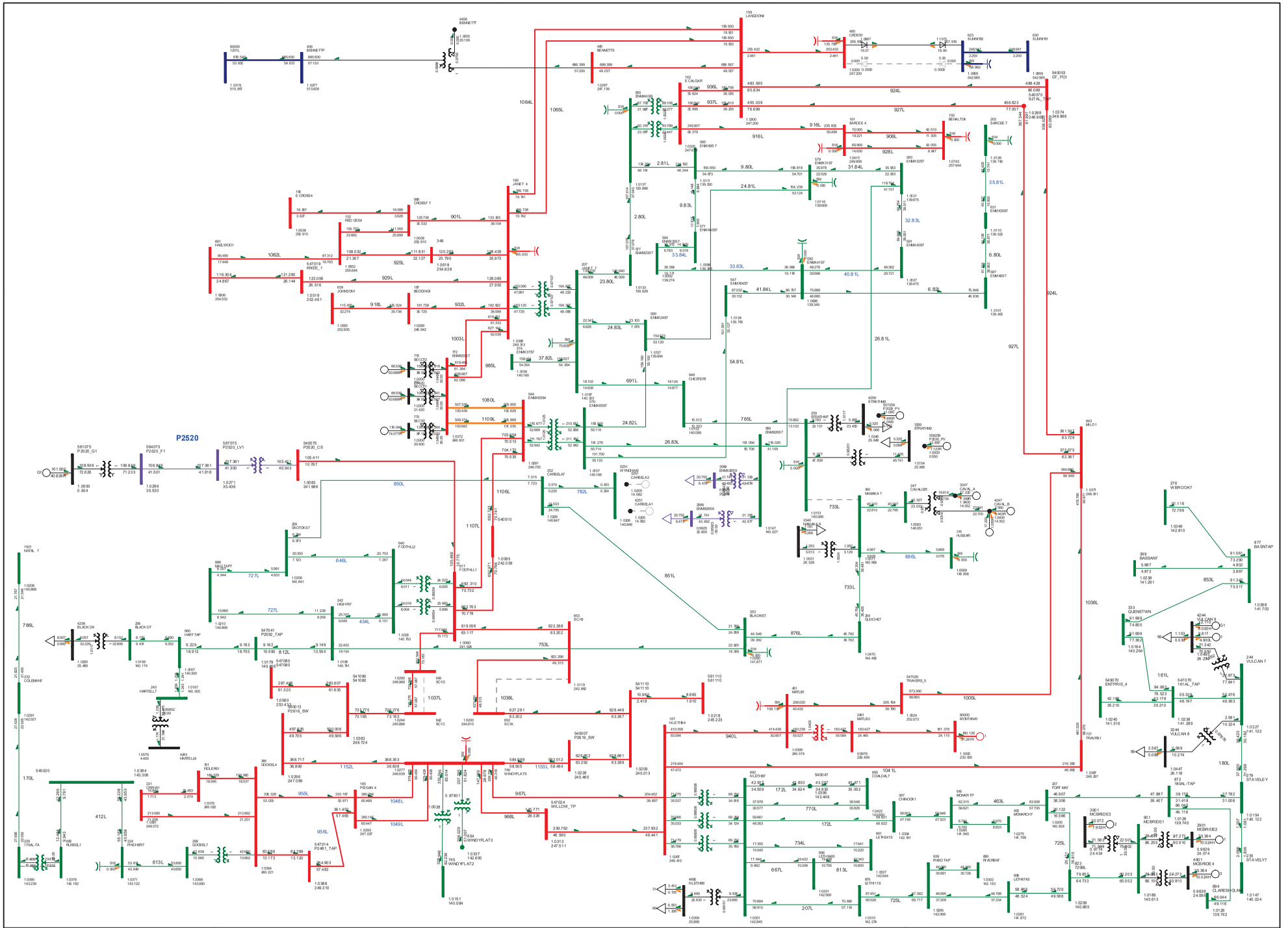
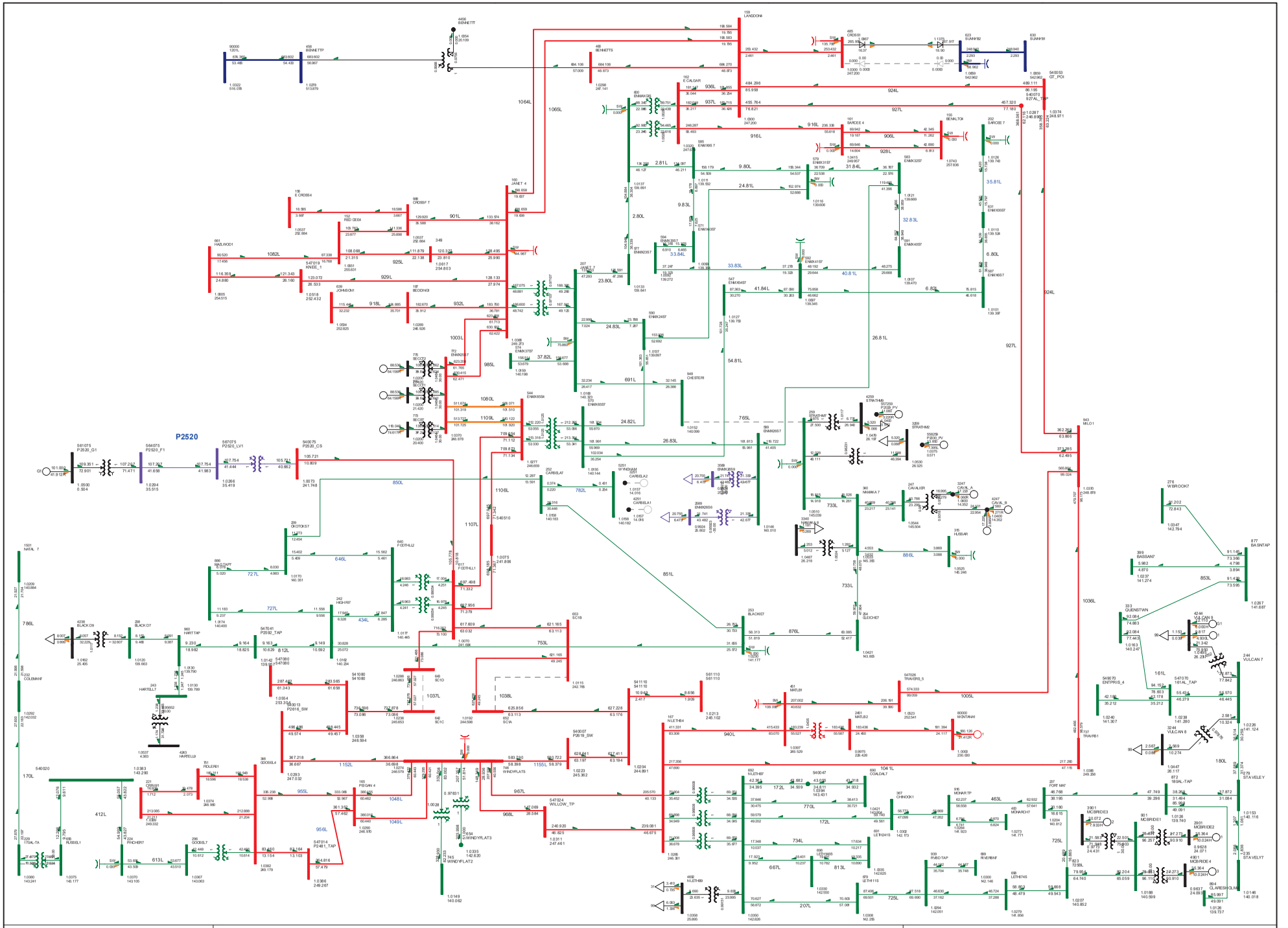
ENMX98S


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.1-7 N-1: 733L (STRATHMORE 151S TO NAMAKA 428S)
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
4456 BENNETT
480 BENNETTS
159 LANDON4
485 CROSS1
623 SUNNY82
620 SUNNY81
540053 GF_POI
162 E CALGAR
600 ENMK0S6
161 SARCEE 4
155 BENALTO1
202 SARCEE 7
580 ENMK3S7
583 ENMK32S7
631 ENMX05S7
160 JANET 4
195 E CROSS4
98 CROSSF T
152 RED DE64
661 HALWOD1
639 JOHNSON1
918L
932L
901L
925L
1082L
1064L
1065L
916L
927L
906L
928L
924L
35.81L
32.83L
6.80L
40.81L
2.81L
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24.81L
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41.84L
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54.81L
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985L
1080L
1109L
765L
691L
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37.82L
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24.82L
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1037L
1152L
1155L
967L
968L
1048L
1049L
956L
955L
540020
170L
412L
613L
540075 P2520_CS
561075 P2520_G1
564075 P2520_F1
567075 P2520_LV1
850L
646L
727L
434L
812L
786L
1501 NATAL 7
252 COLEMANT
1501 TITAL-TA
224 RHZHER7
229 KLBSIL1
296 GOOSIL7
1367 143.083
1375 143.177
1370 143.105
1380 143.241
1383 143.290
1393 143.360
1037 4.383
1030 139.760
1042 140.032
1252 140.252
1074 140.400
1070 140.351
1054 253.316
1093 247.032
1082 252.432
1005 254.015
1018 252.432
1034 252.825
1037 252.884
1031 255.691
1017 254.803
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1027 249.273
1038 249.273
1059 140.198
1070 249.878
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1073 241.748
1075 241.898
1059 140.183
1058 140.182
1057 140.186
1017 140.185
1018 140.204
1016 140.244
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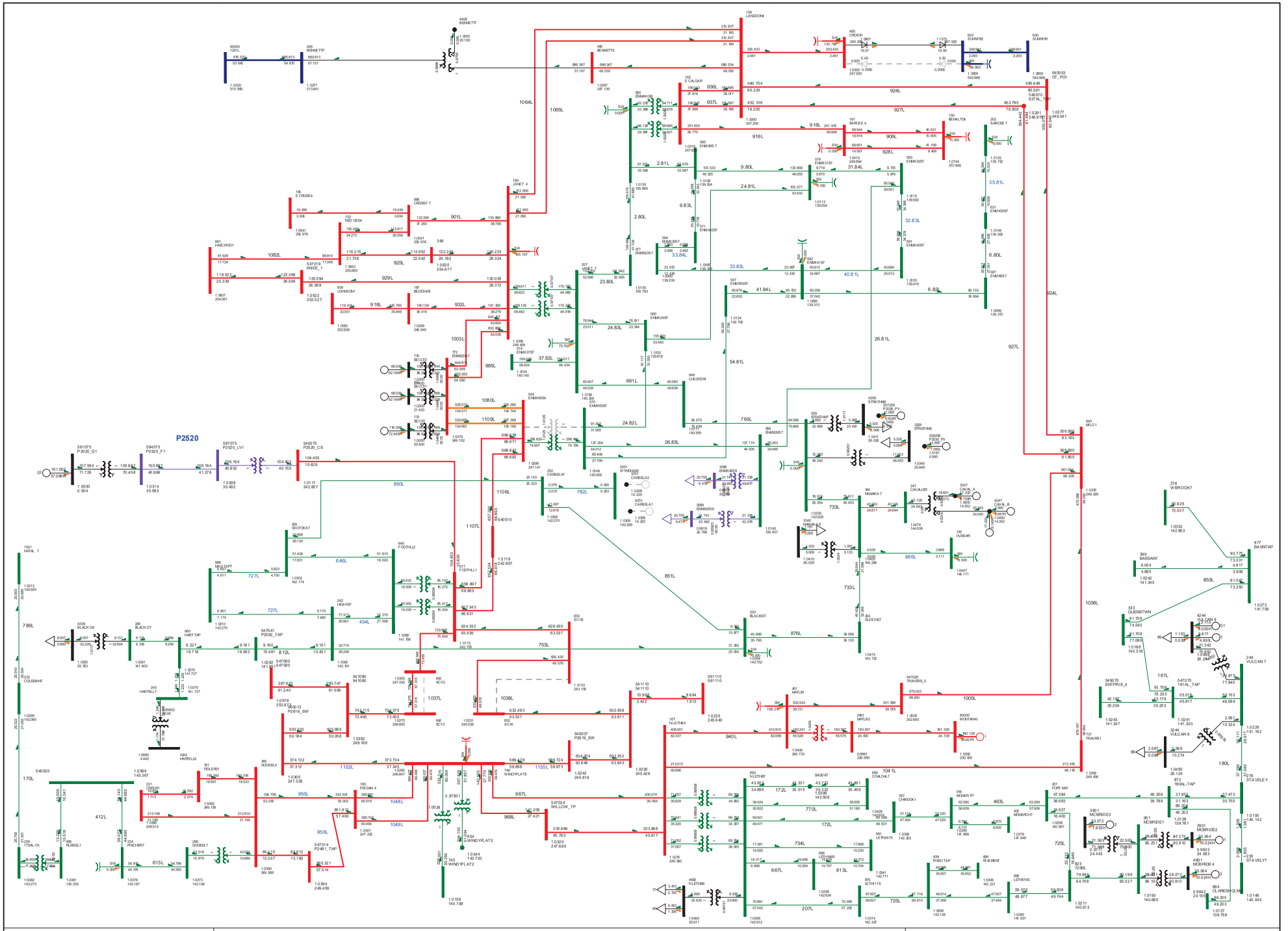
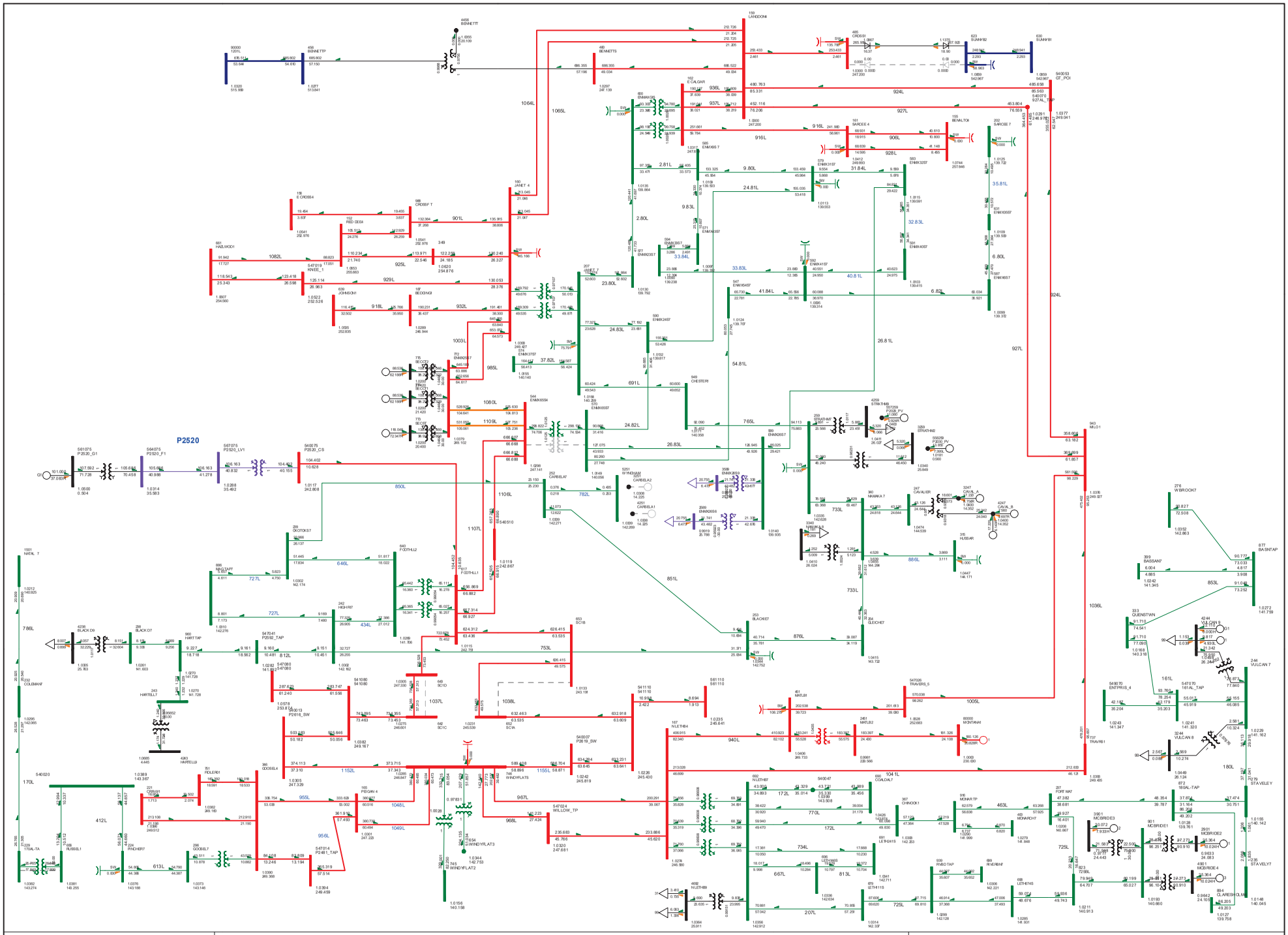
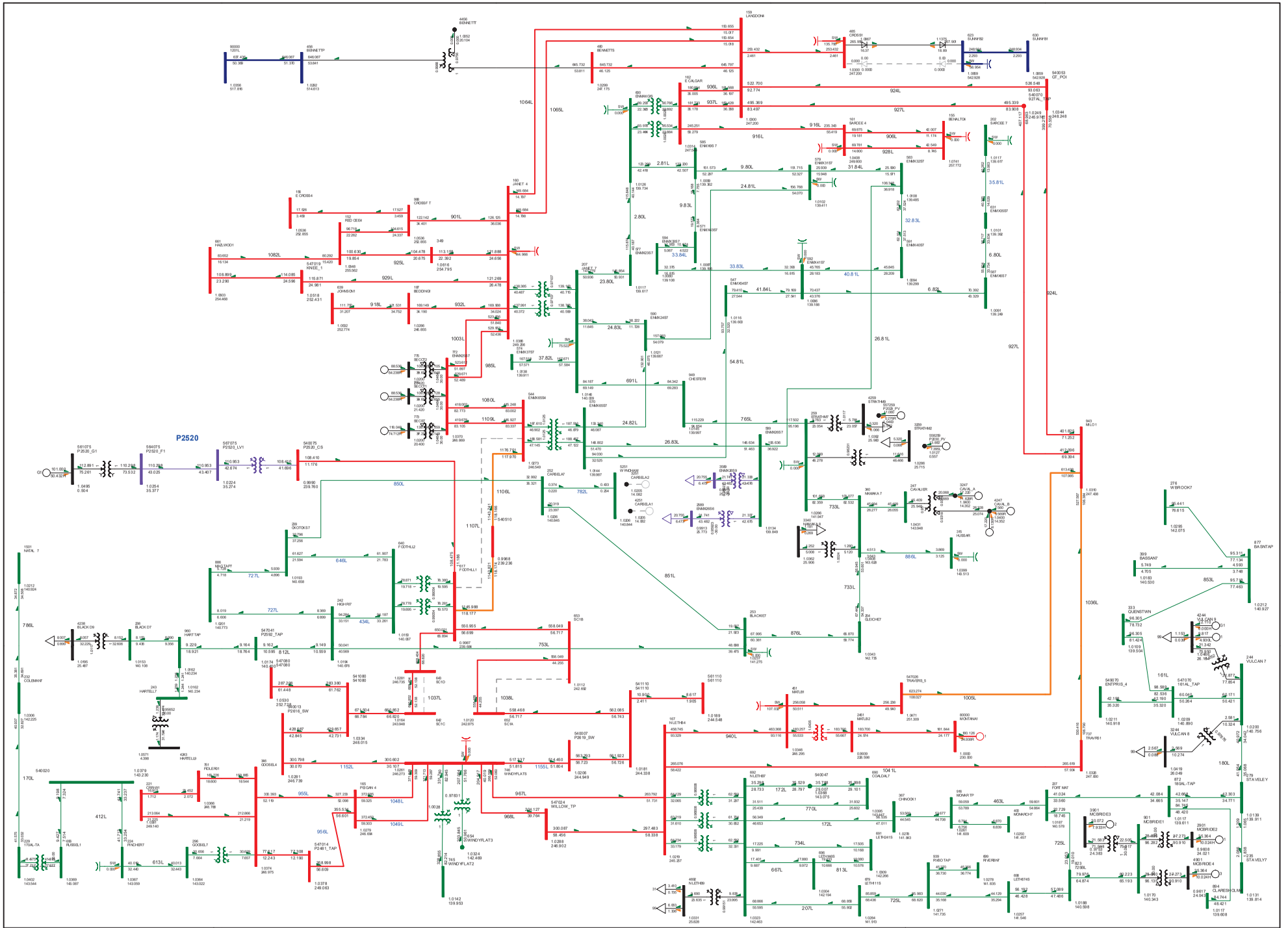

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.1-9 N-1: ENMAXT1 (ENMAX 65 TRANSFORMER T1)
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

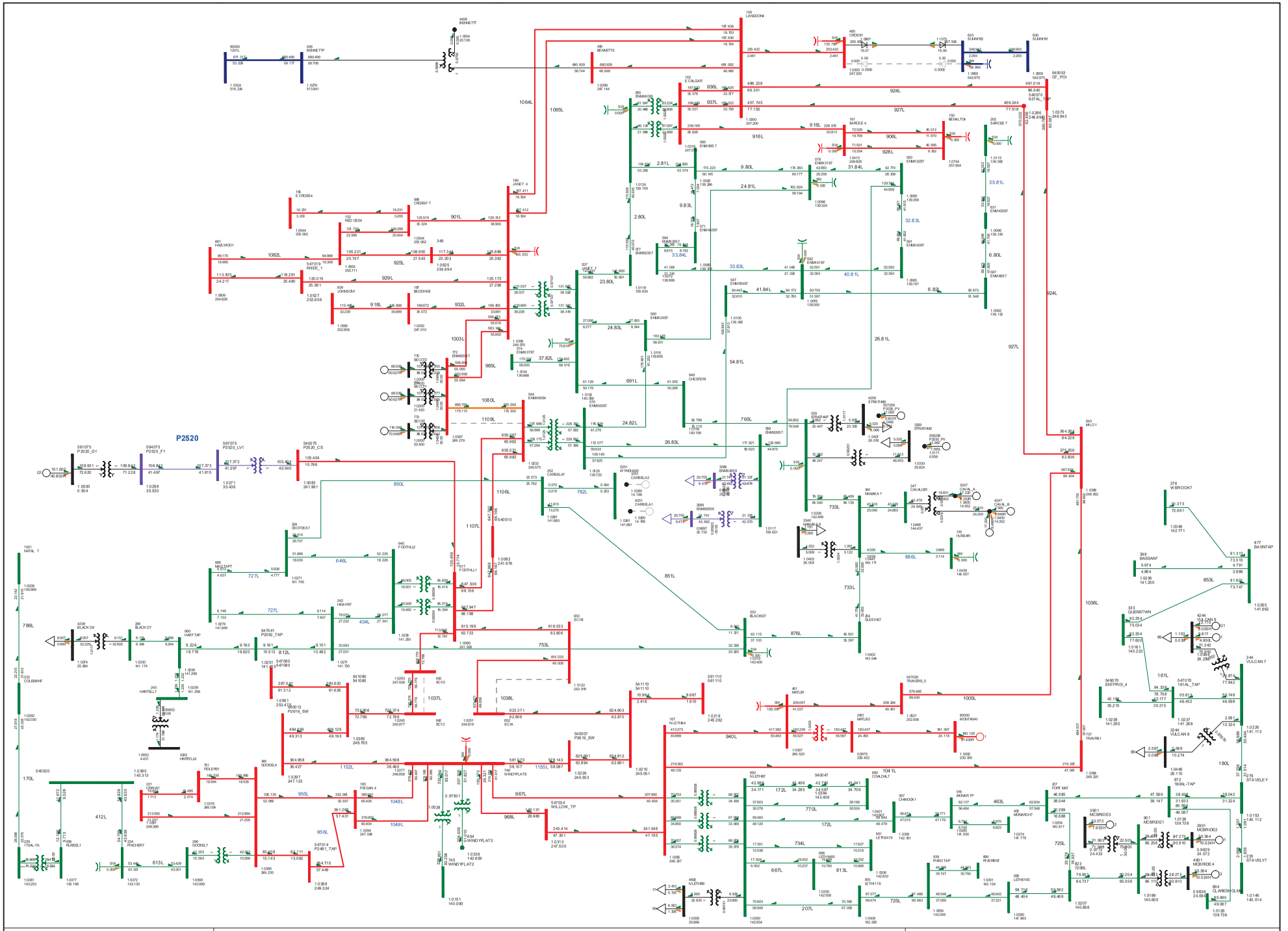

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.1-10 N-1: ENMAXT2 (ENMAX 65 TRANSFORMER T2)
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000



P2520 - Enfinite Foothills MPC Battery

FIGURE A3.1-11 N-1: 1107L (ENMAX 65 TO FOOTHILLS 237S)
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
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985L
1080L
1107L
1106L
851L
782L
850L
646L
727L
434L
812L
1152L
1155L
1037L
1038L
1048L
1049L
955L
956L
967L
968L
940L
1005L
924L
927L
916L
906L
928L
901L
925L
929L
932L
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1082L
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170L
412L
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1036L
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172L
770L
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1066L
1067L
1068L
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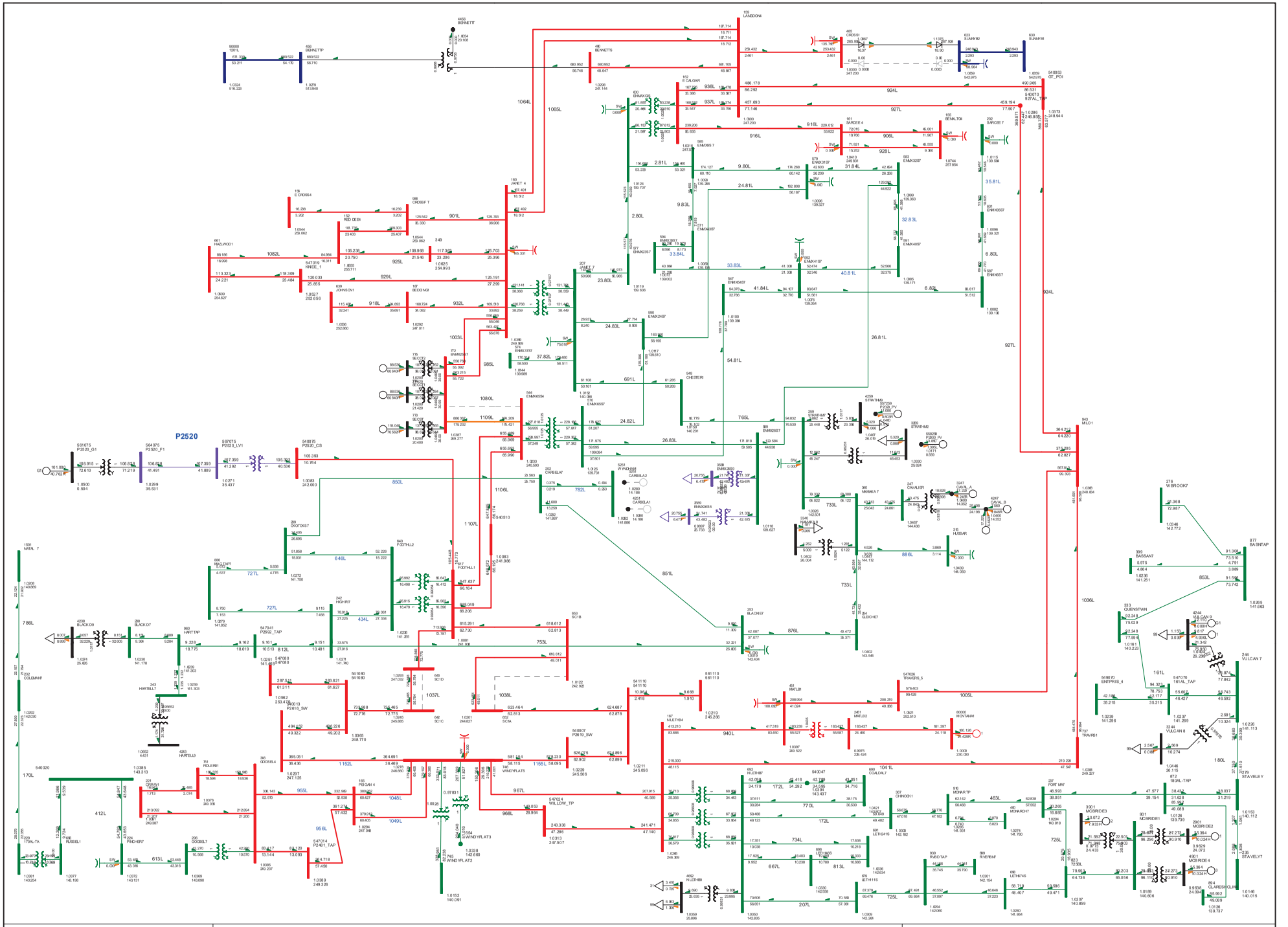
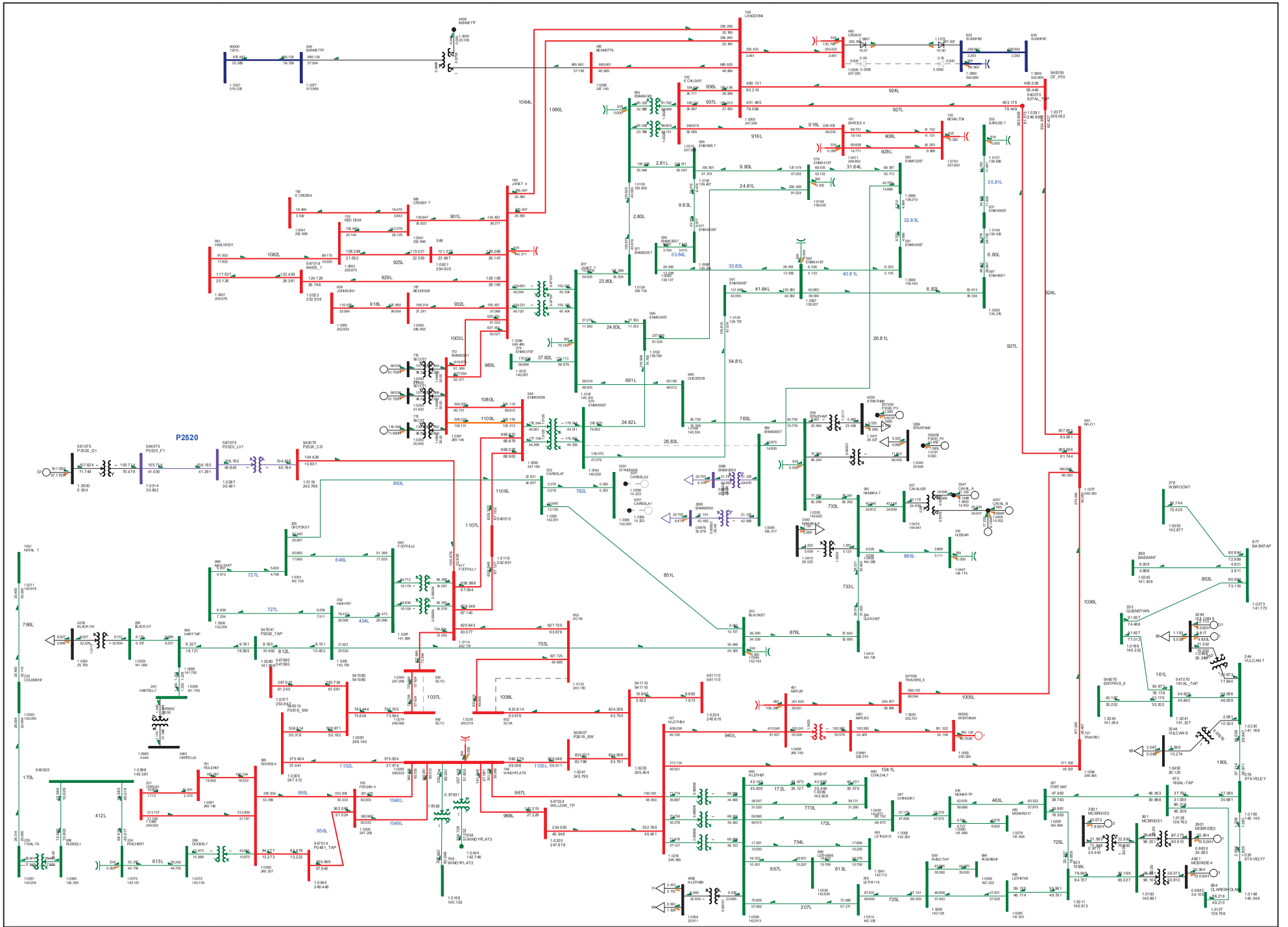
1080L

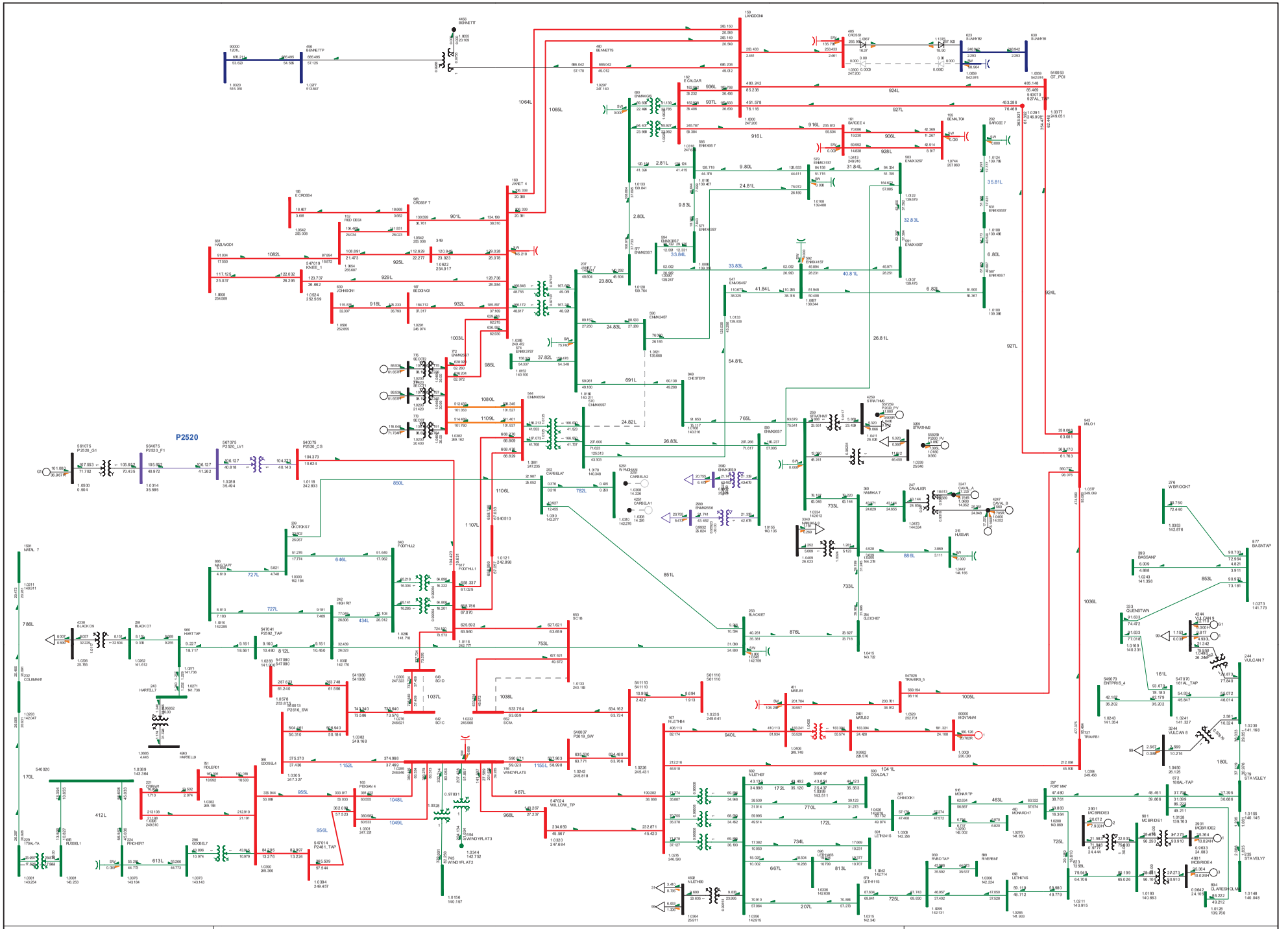


P2520 - Enfinite Foothills MPC Battery

FIGURE A3.1-13 N-1: 1080L (ENMAX 65 TO ENMAX 25)
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.1-14 N-1: 26.83 L (ENMAX 65 TO ENMAX 26)
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
BENNETT
BENNETTS
LANDON4
E CALGAR
ENMX0SE
ENMX0SE 7
ENMX3ST
ENMX32ST
CROSSI
SUNNY82
SUNNY81
SARCEE 7
BENALTO1
SARCEE 4
E CROSS4
CROSSF T
RED DE64
HALWOD1
KNEE_1
JOHNSON1
BEDDING3
JANET 4
JANET_7
ENMX37ST
ENMX41ST
ENMX40ST
ENMX45ST
ENMX24ST
ENMX05ST
CHESTER
ENMX0554
ENMX0557
ENMX0556
ENMX0559
ENMX0555
SECOT2
SECOT3
SECOT4
SECOT5
WINDHAM
CARIBLA2
CARIBLA1
STRATHM2
STRATHM3
CAVALIER
CAVAL_A
CAVAL_B
HAWKA 7
HAWKA 8
ALBSAR
BLACHE7
CLECHE7
MILO1
WBROOK7
BASSAN7
CLEWSTWN
VULCAN 7
VULCAN 8
ENTPRIS_4
ENTPRIS_5
MONTANAN
COLEMANF
HARTELL7
HARTELL8
HARTTAPT
HARTTAP
BLACK D9
BLACK D7
OKOTOKS7
FOOTHLL2
FOOTHLL1
HIGHR7
P2616_SW
P2619_SW
P2618_SW
SCTB
SCTC
SCTA
SCTD
SC1C
SC1A
SC1B
WINDYFLAT3
WINDYFLAT2
WILLOW_TP
WINDYPLAT3
WINDYPLAT5
CHINOOK1
MONARTP
MONARCH7
FORT MA7
MCBRIDE1
MCBRIDE3
MCBRIDE2
MCBRIDE4
CLARESH_CLM
STAVELEY
STAVELY7
COALDALT
RIVERBNF
RVBDTAP
LETH1415
LETH1418
LETH1419
LETH6745
ROSSDALE
TRAVERS1
TRAVERS_5
P2520_G1
P2520_F1
P2520_LV1
P2520_CS
P2520_PV
P2520_PV
P2520_PV
P2520_PV
1064L
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1082L
925L
929L
918L
932L
901L
1003L
985L
1080L
1109L
1107L
1106L
850L
782L
691L
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916L
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923.84L
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924.82L
926.81L
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924.80L
924.81L
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922.80L
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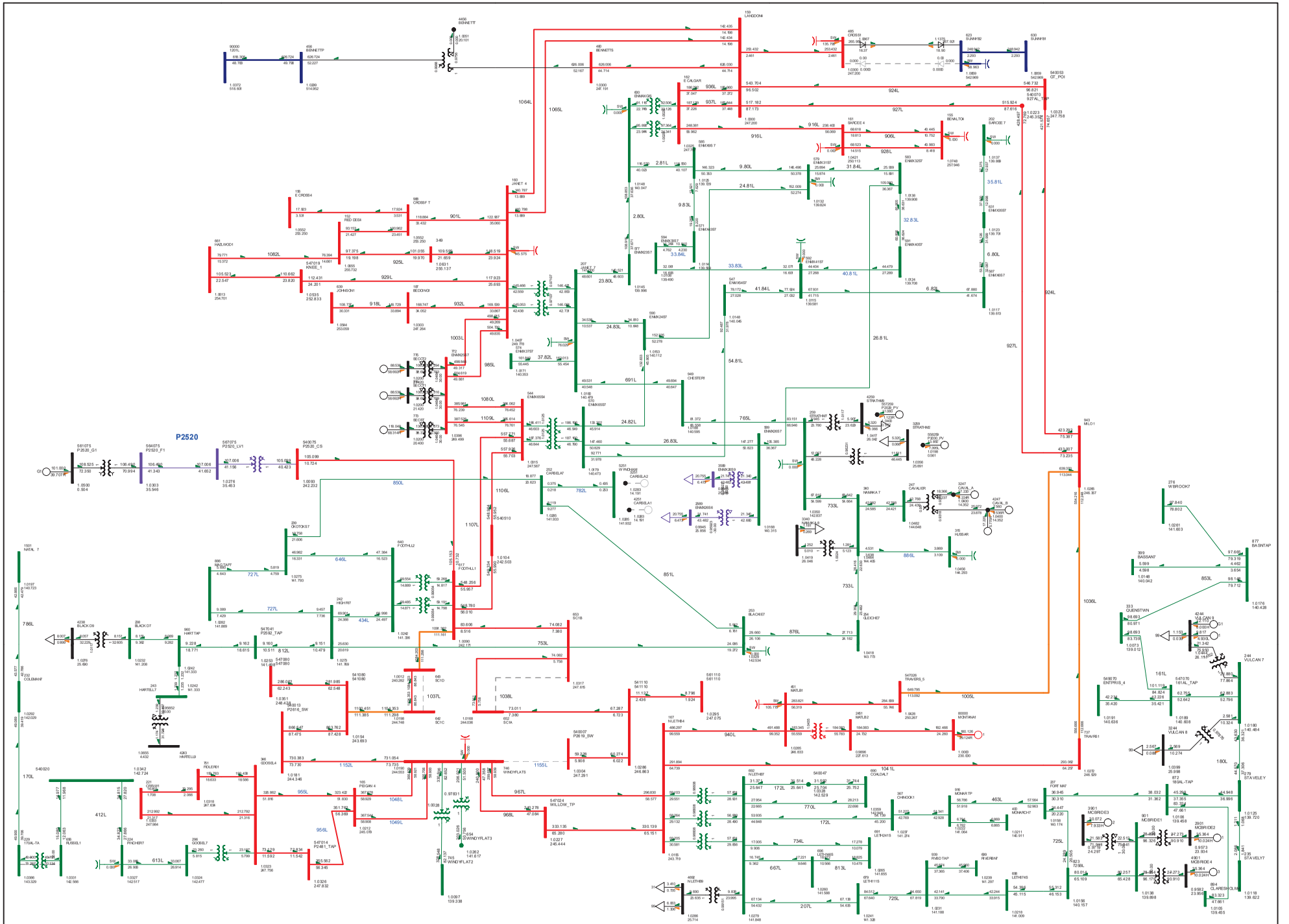
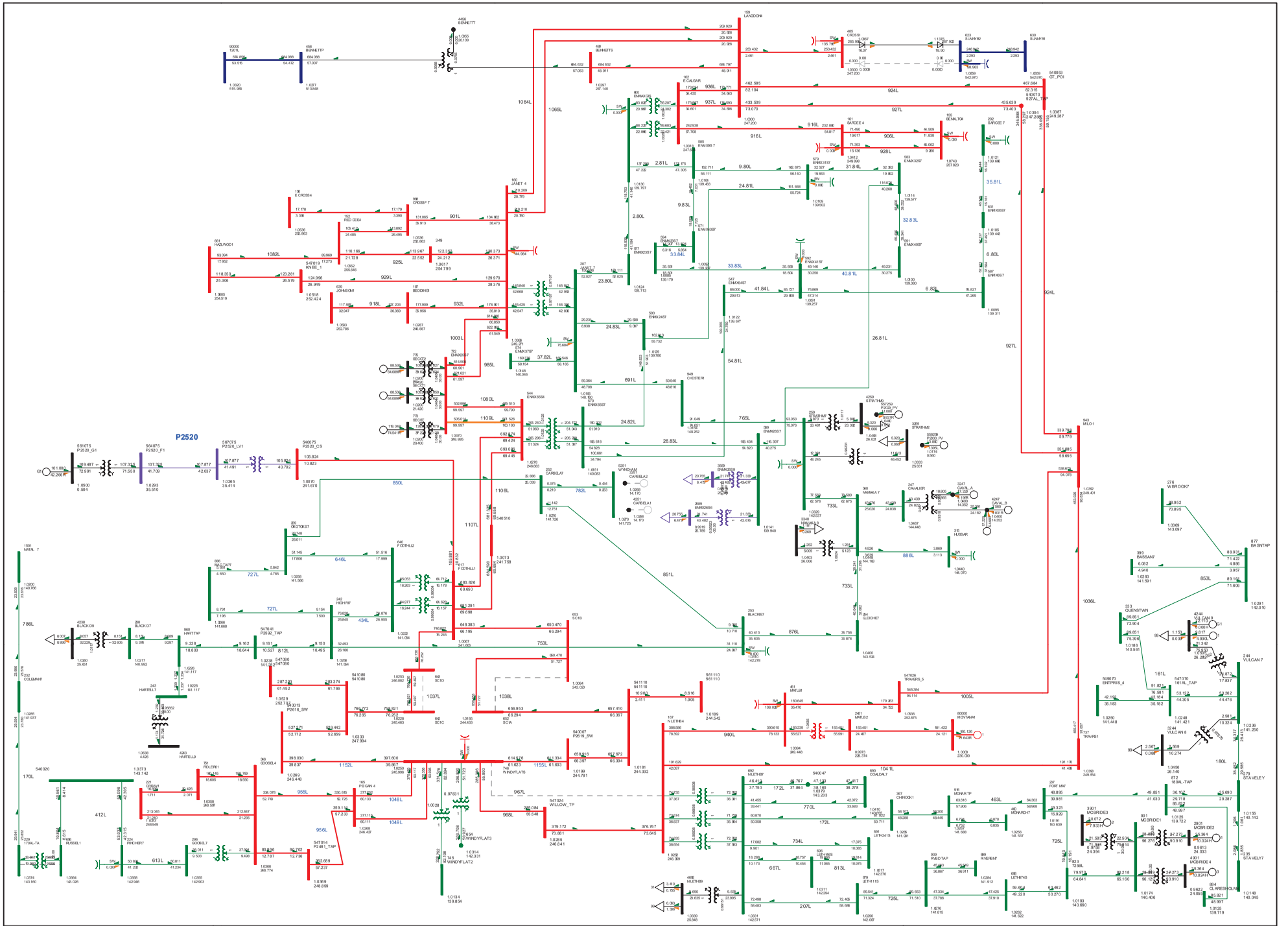
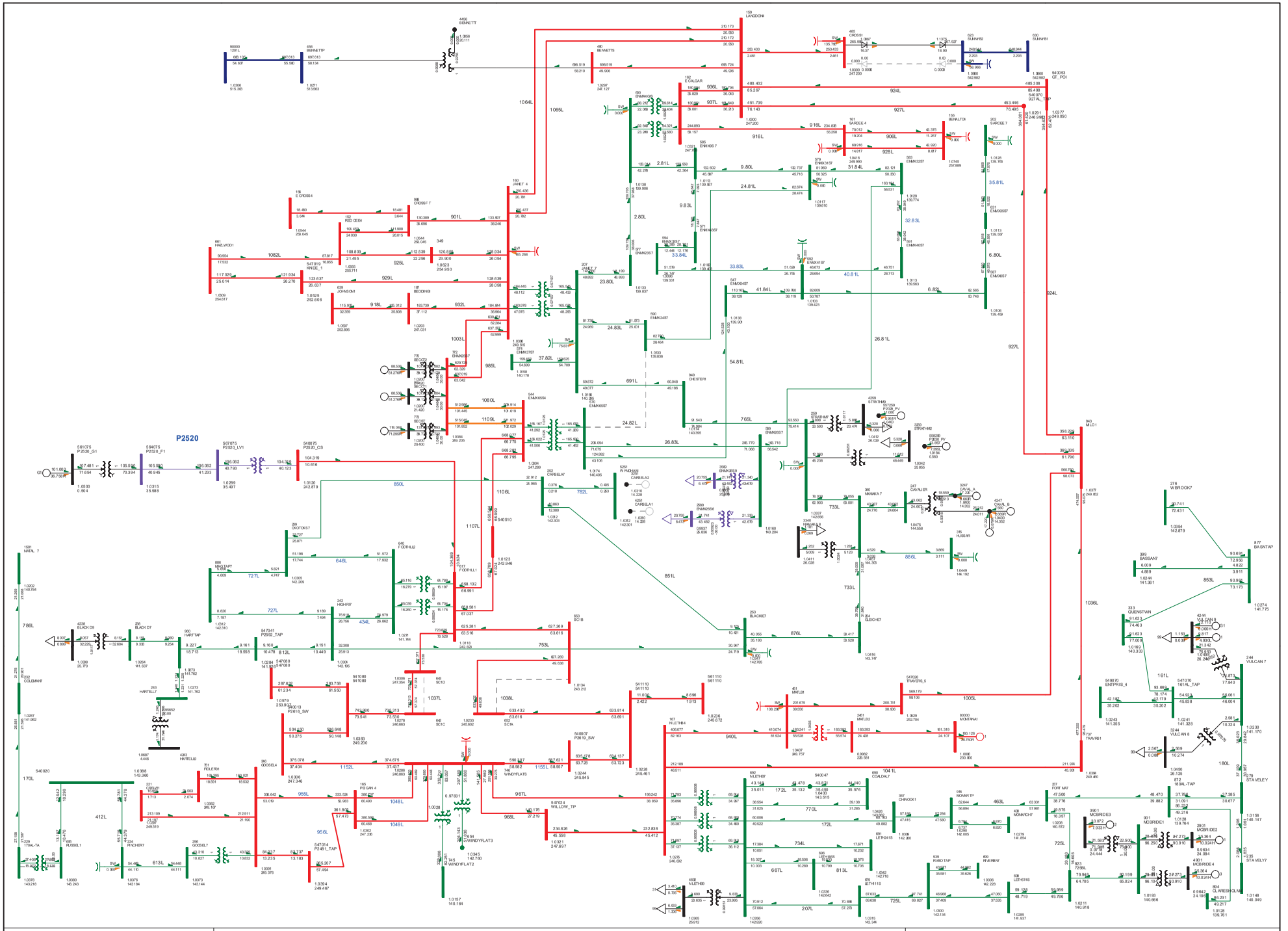
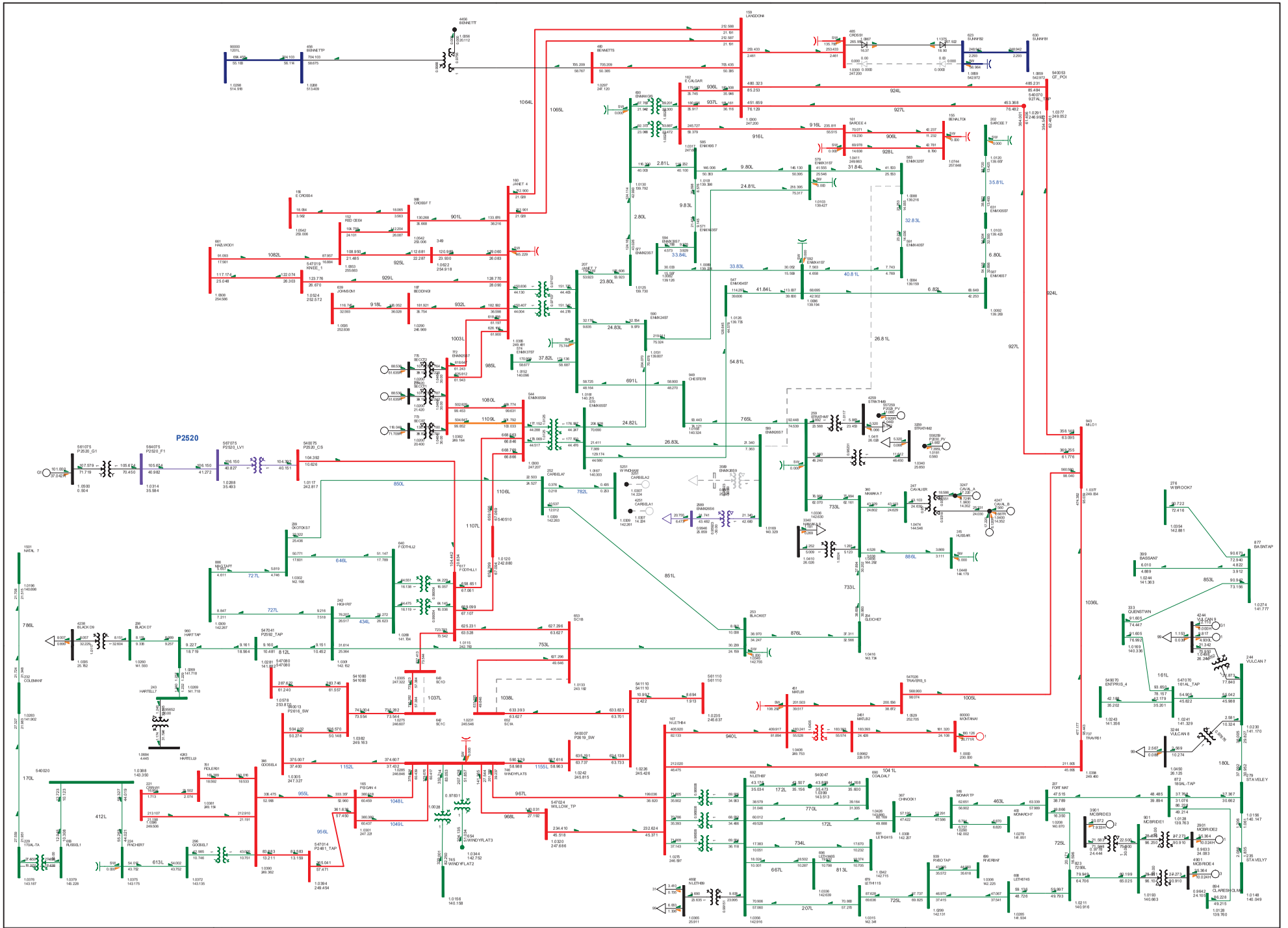
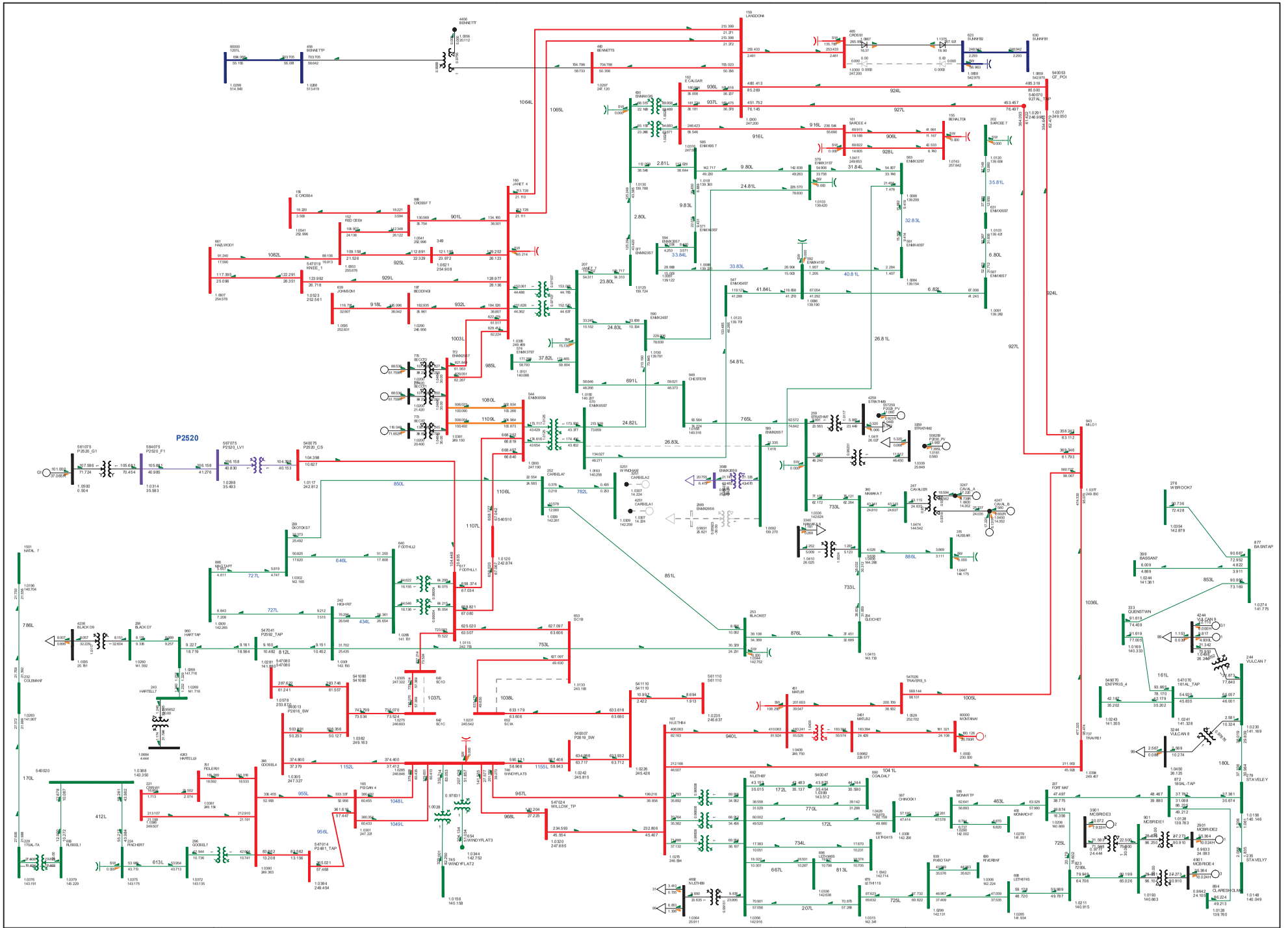
912.82L
912.81L


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.1-16 N-1: 1155L (WINDY FLATS 138S TO WILLOW CREEK 1132S)
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.1-17 N-1: 967L (NORTH LETHBRIDGE 370S TO WINDY FLATS 138S)
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.1-18 N-1: ENMAX 24S T2
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.1-19 N-1: ENMAX #26 TRANSFORMER T1
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
4456 BENNETT
456 BENNETTP
460 BENNETTS
169 LANDON4
162 E CALGAR
600 ENMX0S6
595 ENMX0S5 7
485 CROSSI
623 SUNNY82
630 SUNNY81
540053 GF_POI
540070 9J7AL_TAP
161 SARCEE 4
155 BENALTO1
202 SARCEE 7
579 ENMX31S7
583 ENMX32S7
631 ENMX05S7
547 ENMX45S7
594 ENMX39S7
590 ENMX24S7
599 ENMX41S7
ENMX40S7
ENMX43S7
ENMX37S7
ENMX05S7
ENMX09S7
ENMX34S7
ENMX33S7
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ENMX35S7
ENMX08S7
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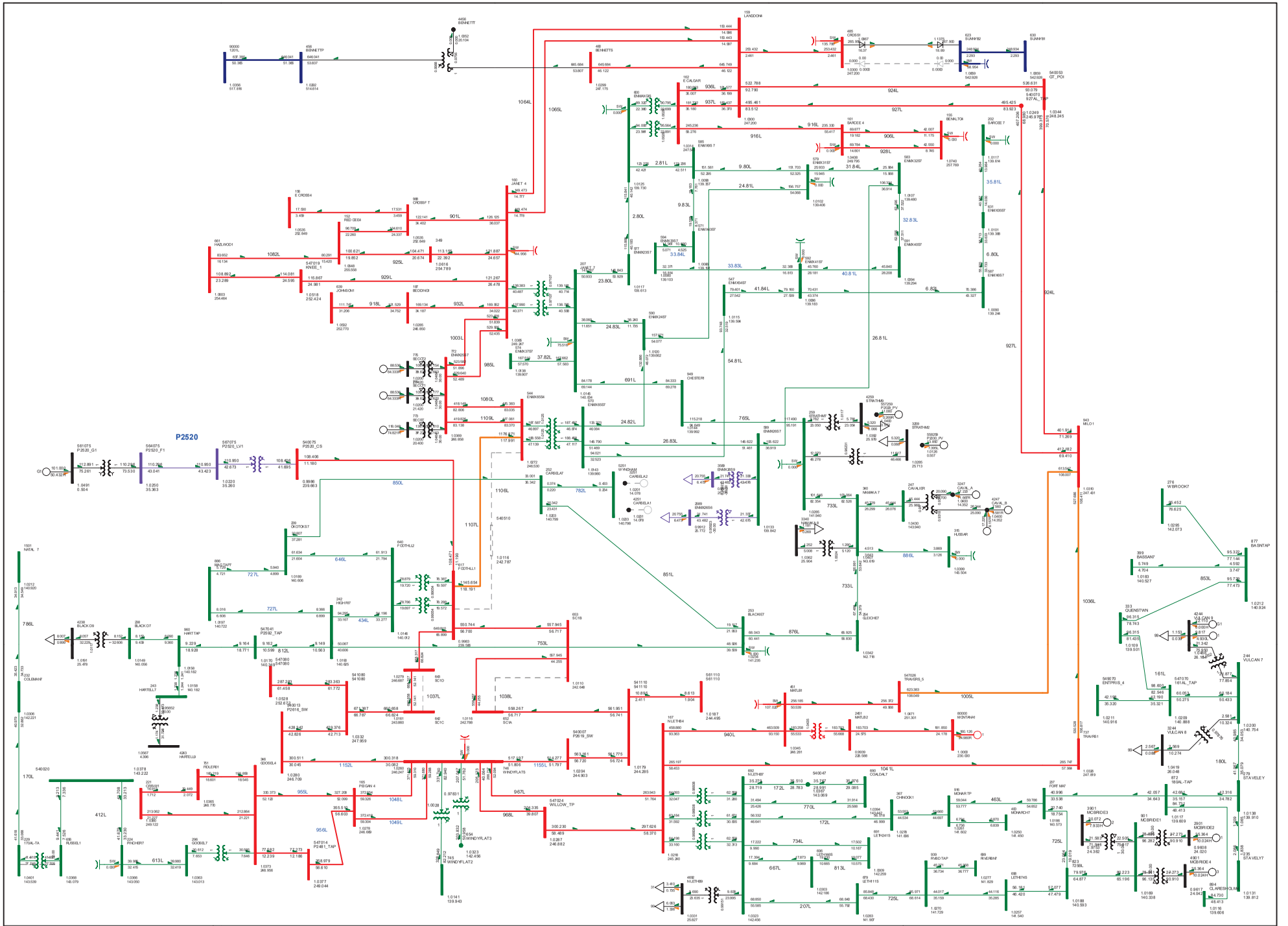
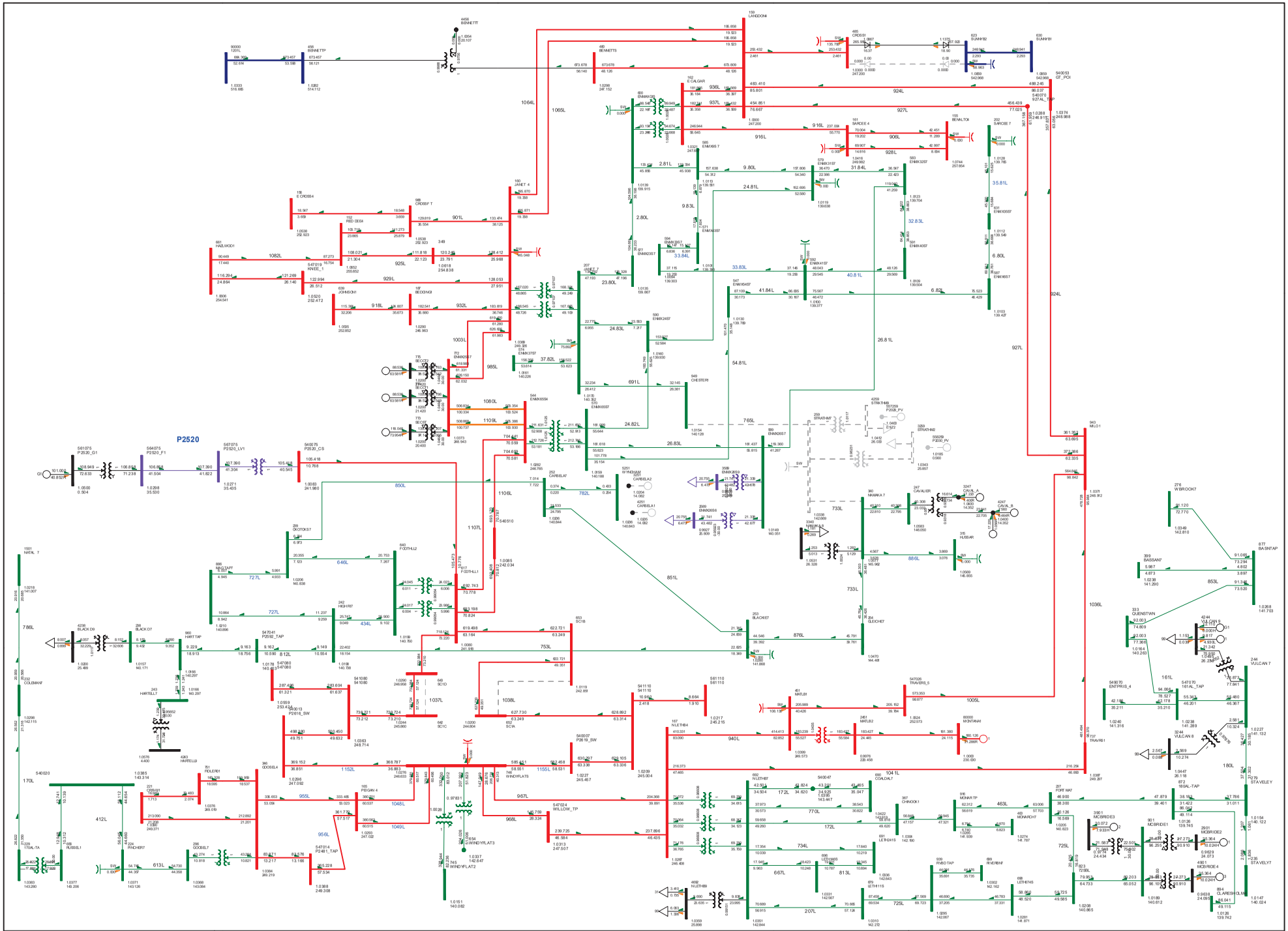
ENMX04S7
ENMX03


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.1-21 N-1: 1106L (ENMAX 65 TO FOOTHILLS 237S)
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
4456 BENNETT
480 BENNETTS
169 LANDON4
485 CROSSI
623 SUNNYB2
630 SUNNYB1
540053 GF_POI
162 E.CALGAR
936L
937L
924L
927L
916L
906L
928L
161 SARCEE 4
202 SARCEE 7
155 BENALTO1
600 ENMX0E6
598 ENMX0S7
579 ENMX3S7
583 ENMX32S7
35.81L
32.83L
6.80L
2.81L
9.80L
24.81L
9.83L
2.80L
33.84L
33.83L
40.81L
41.84L
6.82L
23.80L
37.82L
24.83L
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54.81L
26.83L
765L
691L
949 CHESTER
589 ENMX2487
594 ENMX3S7
597 ENMX0S7
571 ENMX43S7
572 ENMX0S7
544 ENMX0S94
547 ENMX54S7
631 ENMX05S7
632 ENMX40S7
697 ENMX6S7
661 HALWOOD1
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1003L
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733L
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968L
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667L
734L
770L
172L
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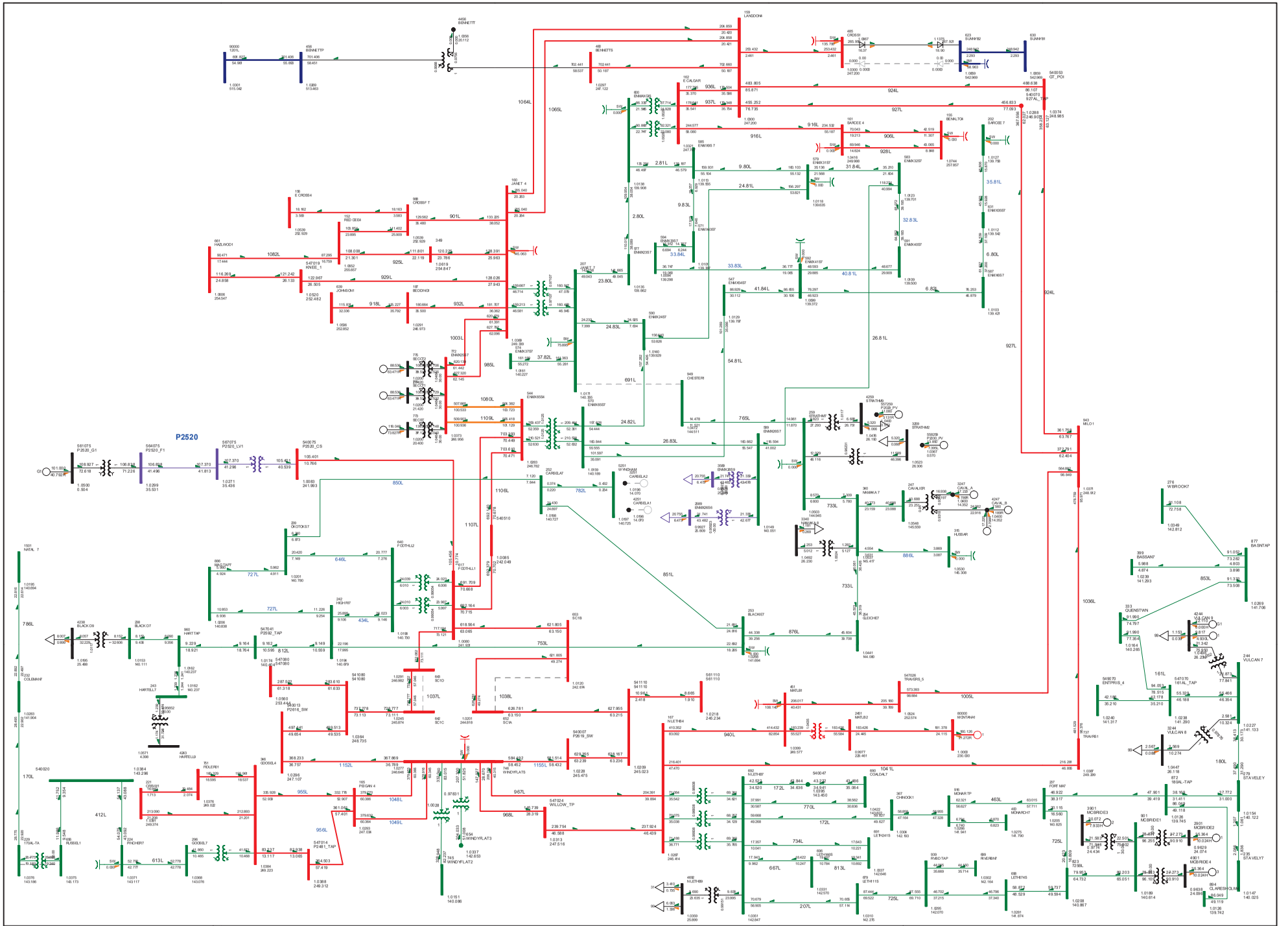
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456 BENNETTP
460 BENNETTS
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162 E.CALGAR
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599 ENMX05E 7
602 ENMX07E
594 ENMX03S7
590 ENMX24S7
547 ENMX45S7
549 ENMX41S7
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583 ENMX32S7
584 ENMX40S7
597 ENMX65S7
592 ENMX05S7
591 ENMX37S7
544 ENMX05S4
949 CHESTER
160 JANET 4
207 JANET 7
195 E CROSS4
98 CROSSF T
152 RED DEE4
639 JOHNSON1
661 HALWOOD1
547019 KNEE_1
547018 P2520_CS
547075 P2520_LV1
547074 P2520_F1
547073 P2520_G1
547076 P2520_PV
559229 P2520_PV
559230 P2520_PV
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559232 P2520_PV
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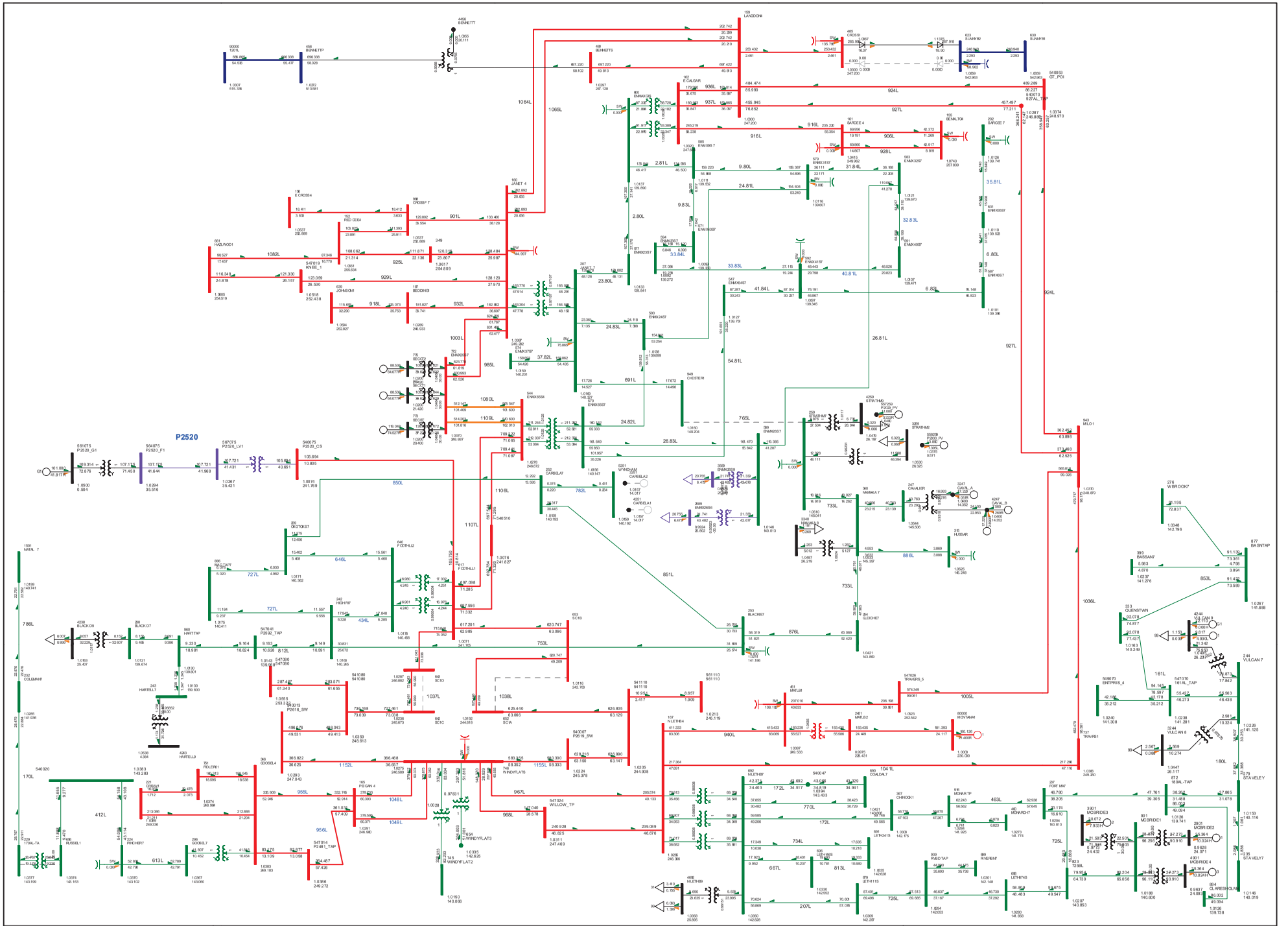
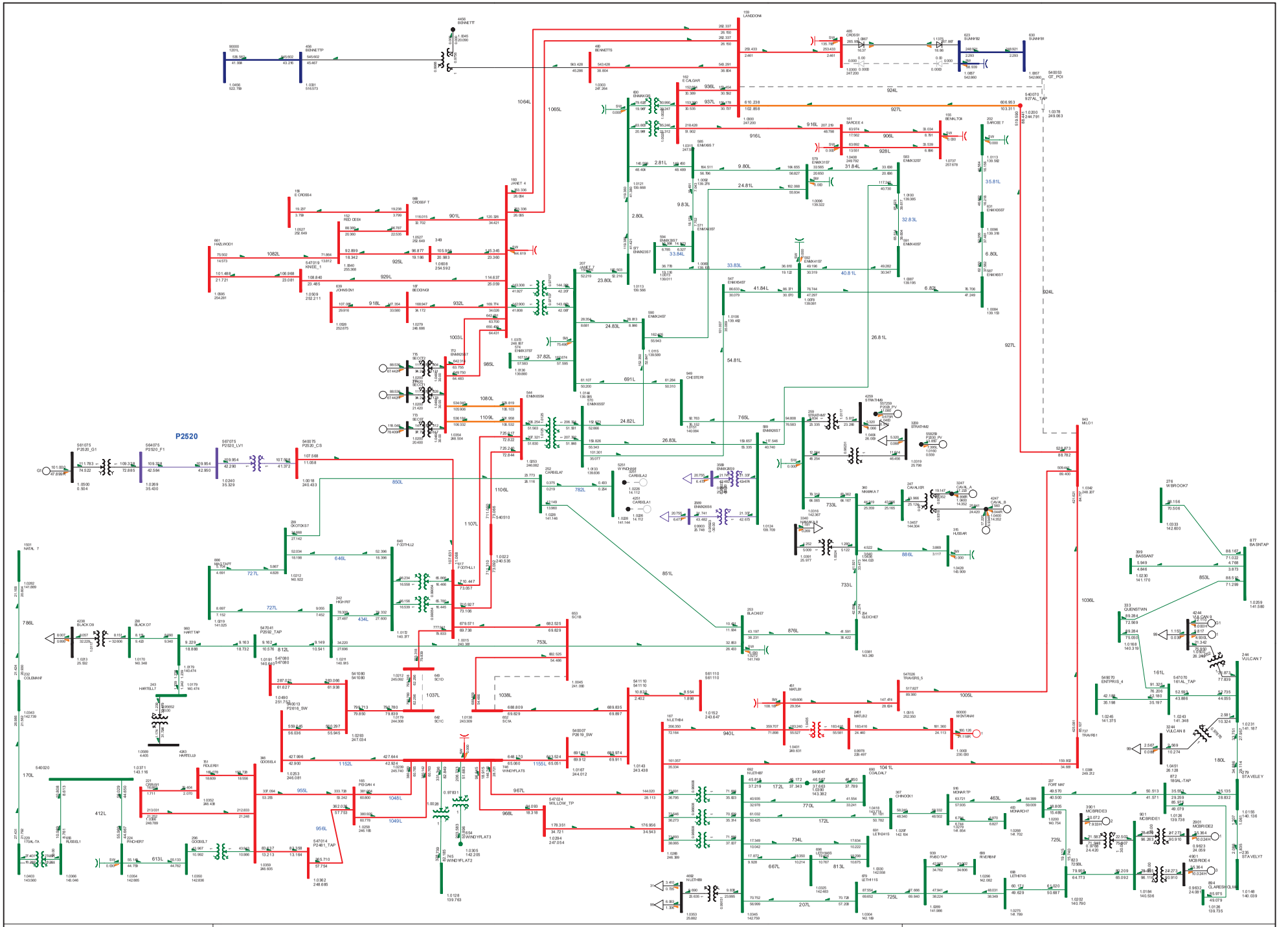
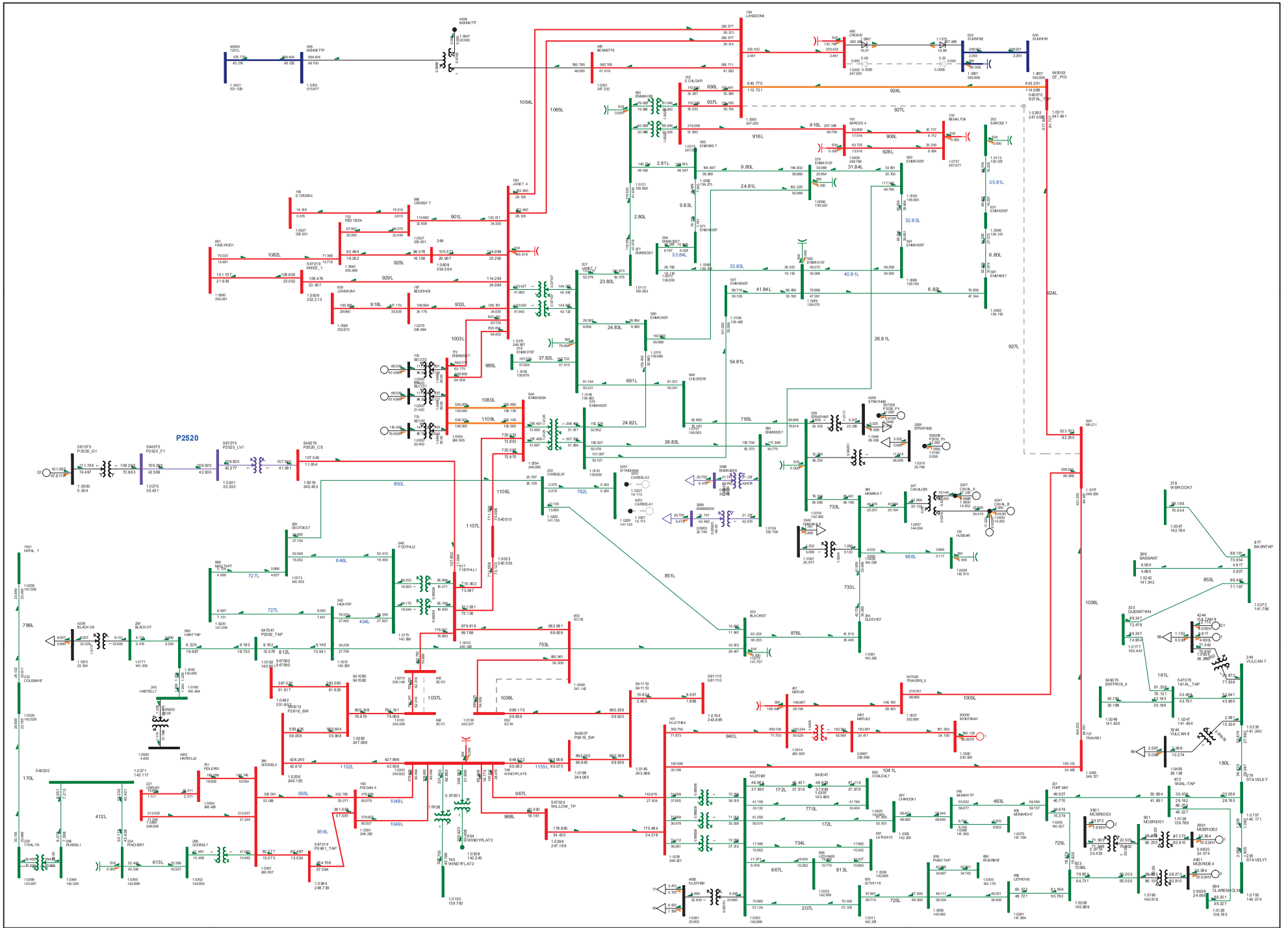
559247 P2520_PV
559248 P2520_PV


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.1-24 N-1: 419ST2 (CHESTERMERE 419S TRANSFORMER T2)
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.1-25 N-1: 924L (LANGDON 102S TO MILO 356S)
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000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460 BENNETTS
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485 CROSSI
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630 SUNNYB1
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937L
924L
927L
916L
906L
928L
161 SARCEE 4
155 BENALTO4
202 SARCEE 7
600 ENMX0S5
595 ENMX0S7
579 ENMX3S7
583 ENMX3S7
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6.82L
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31.84L
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98 CROSSF T
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691 HALWOD1
639 JOHNSON1
160 JANET 4
207 WATT 7
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540070 ENTPRIS_5
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540070 VULCAN 7
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540070 STA VELY7
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540070 WBROOK4
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540070 CAVAL_B
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540070 HANKA 4
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540070 CARIBELA1
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540070 TRAVERS_5
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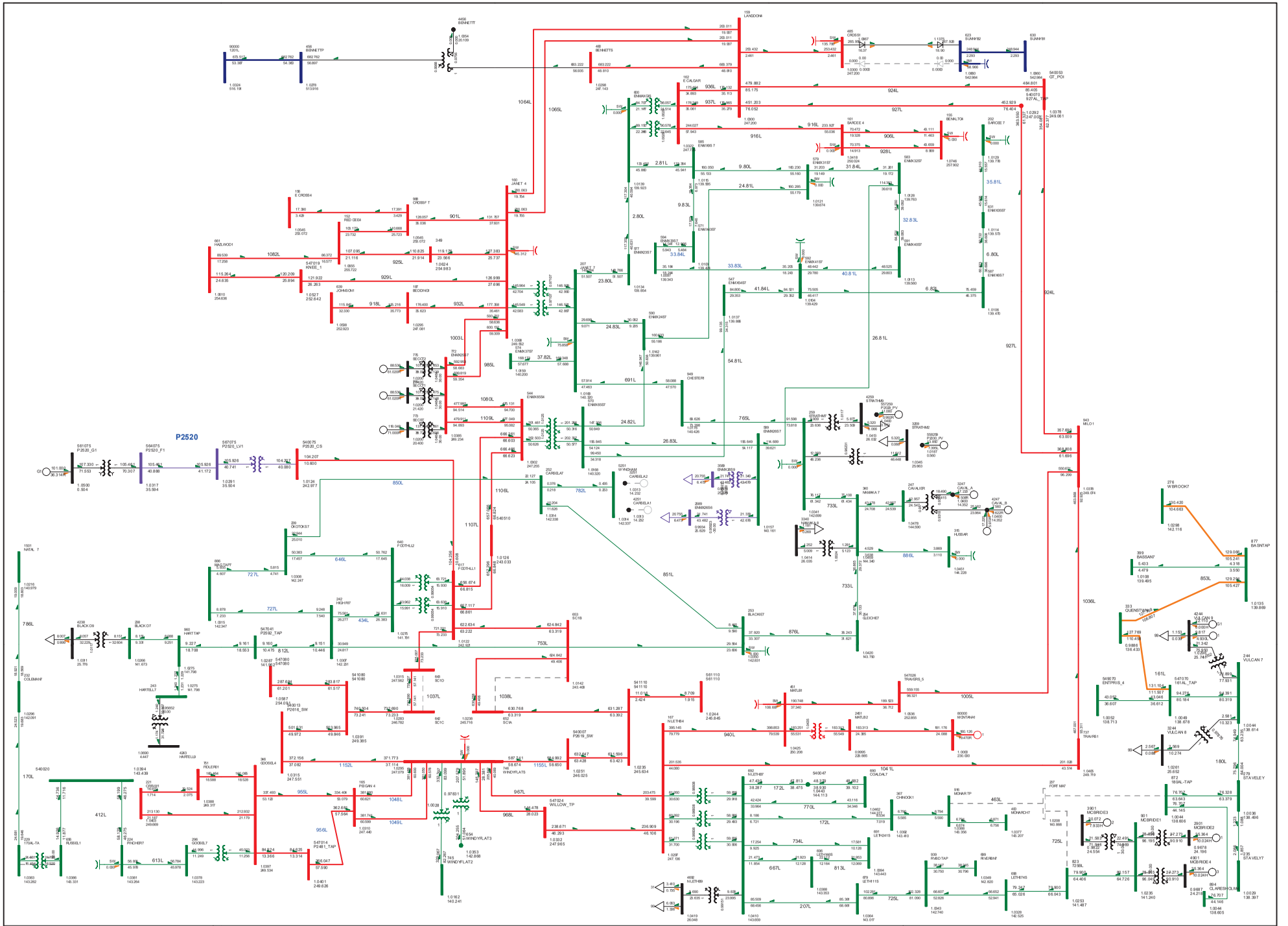
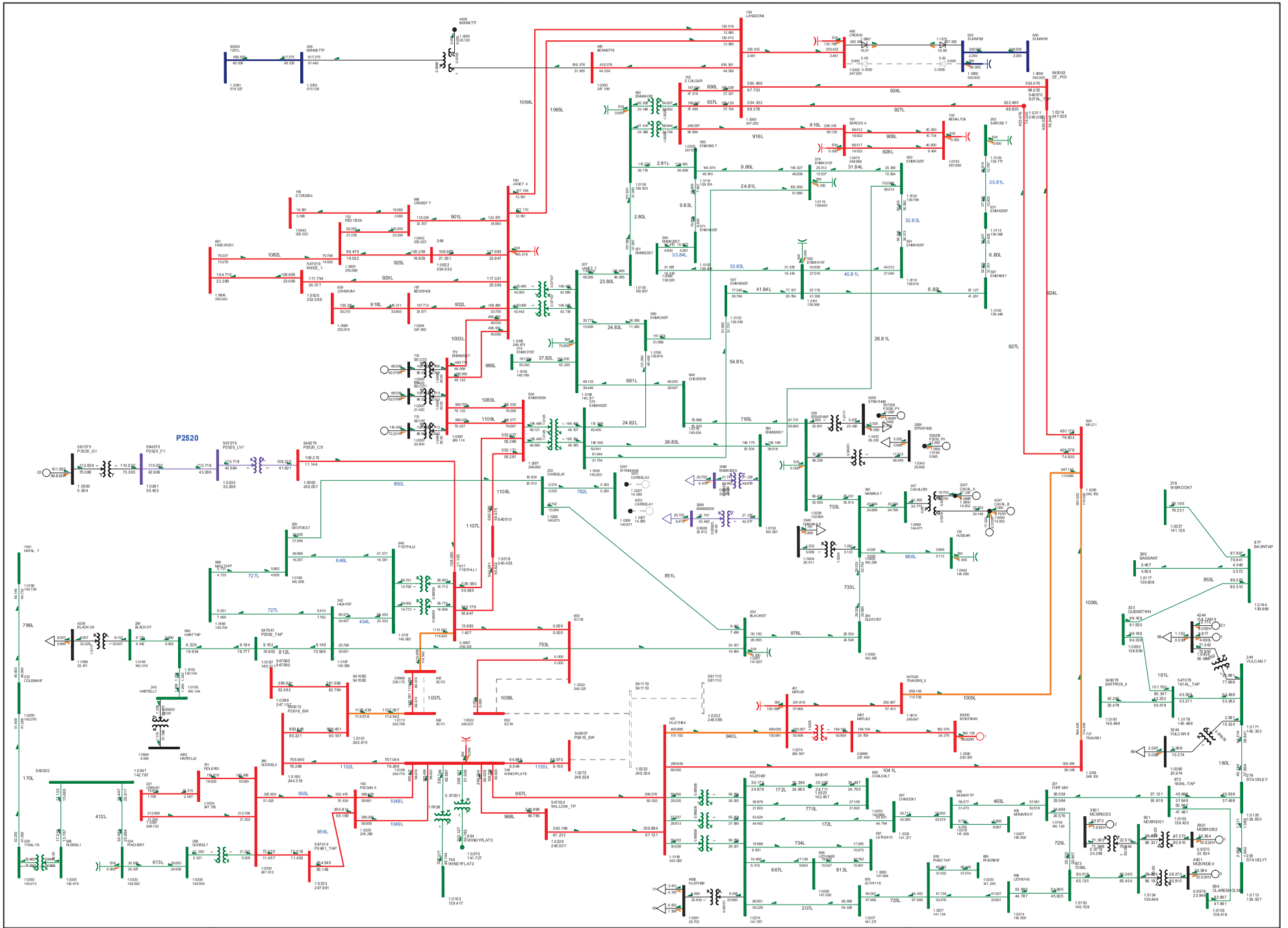

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.1-27 N-1: 15ST1 (FORT MACLEOD 15S TRANSFORMER T1)
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000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456 BENNETTP
460 BENNETTS
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485 CROSS1
623 SUNNY82
630 SUNNY81
540053 GF_POI
162 E.CALGAR
936L
937L
924L
927L
916L
906L
928L
161 SARCEE 4
155 BENALTO4
202 SARCEE 7
600 ENMX0R5
595 ENMX0S 7
579 ENMX3S7
583 ENMX32S7
160 JANET 4
207 JANET 7
901L
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1065L
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9.80L
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567075 P2520_LV1
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110.000
112.629
101.000
99.843R
1.0000 240.007
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1.0261 35.402
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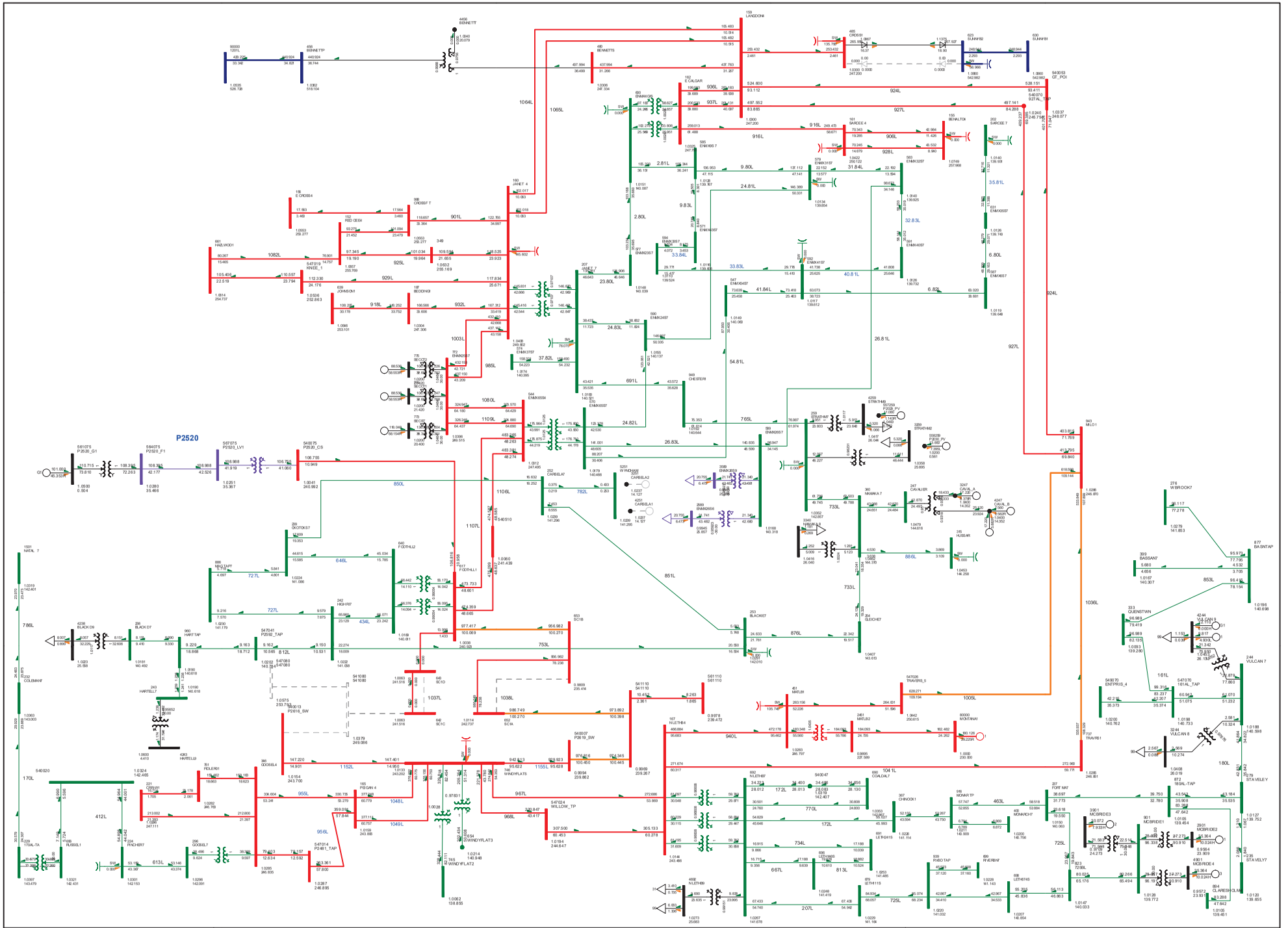
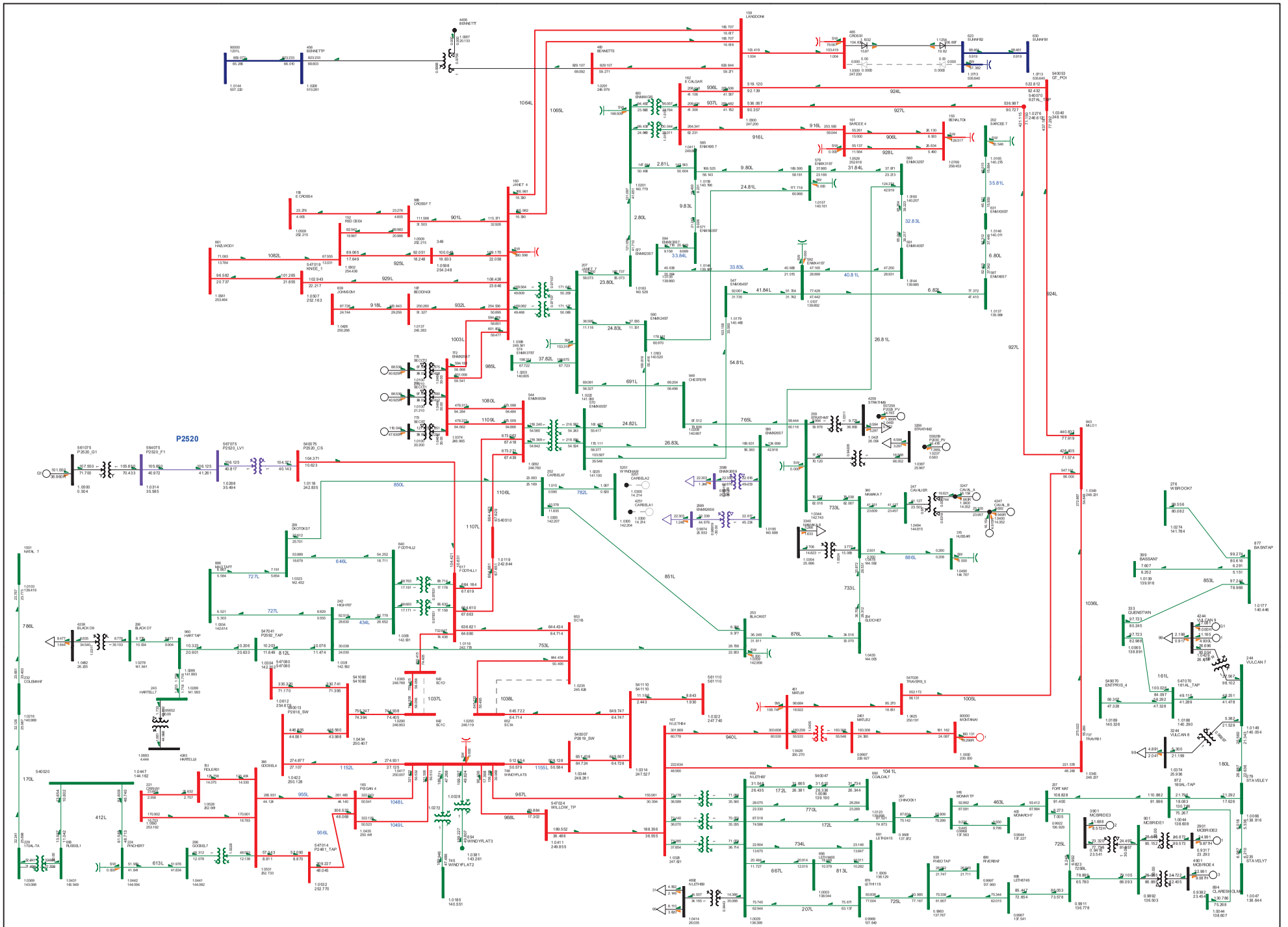
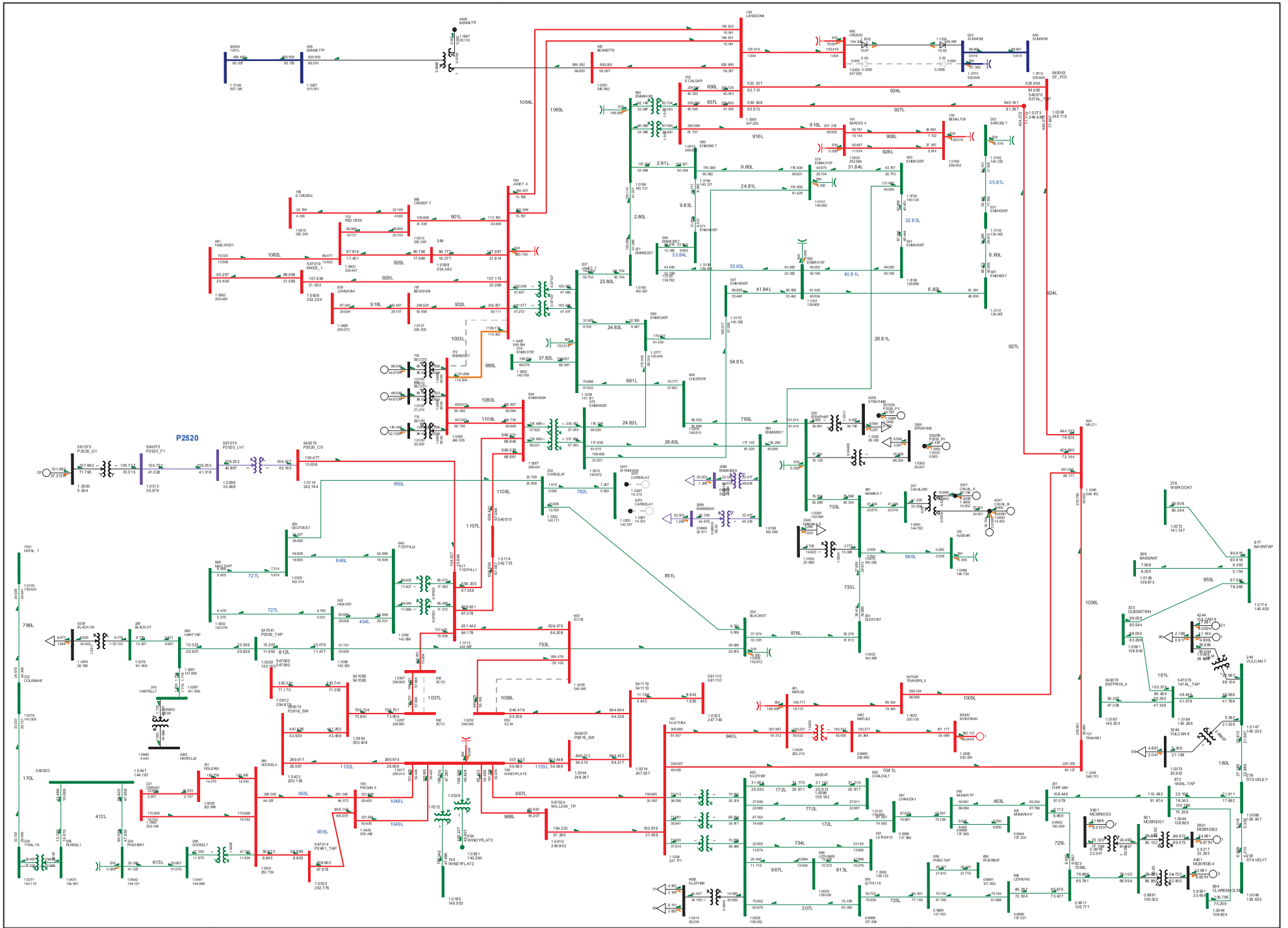
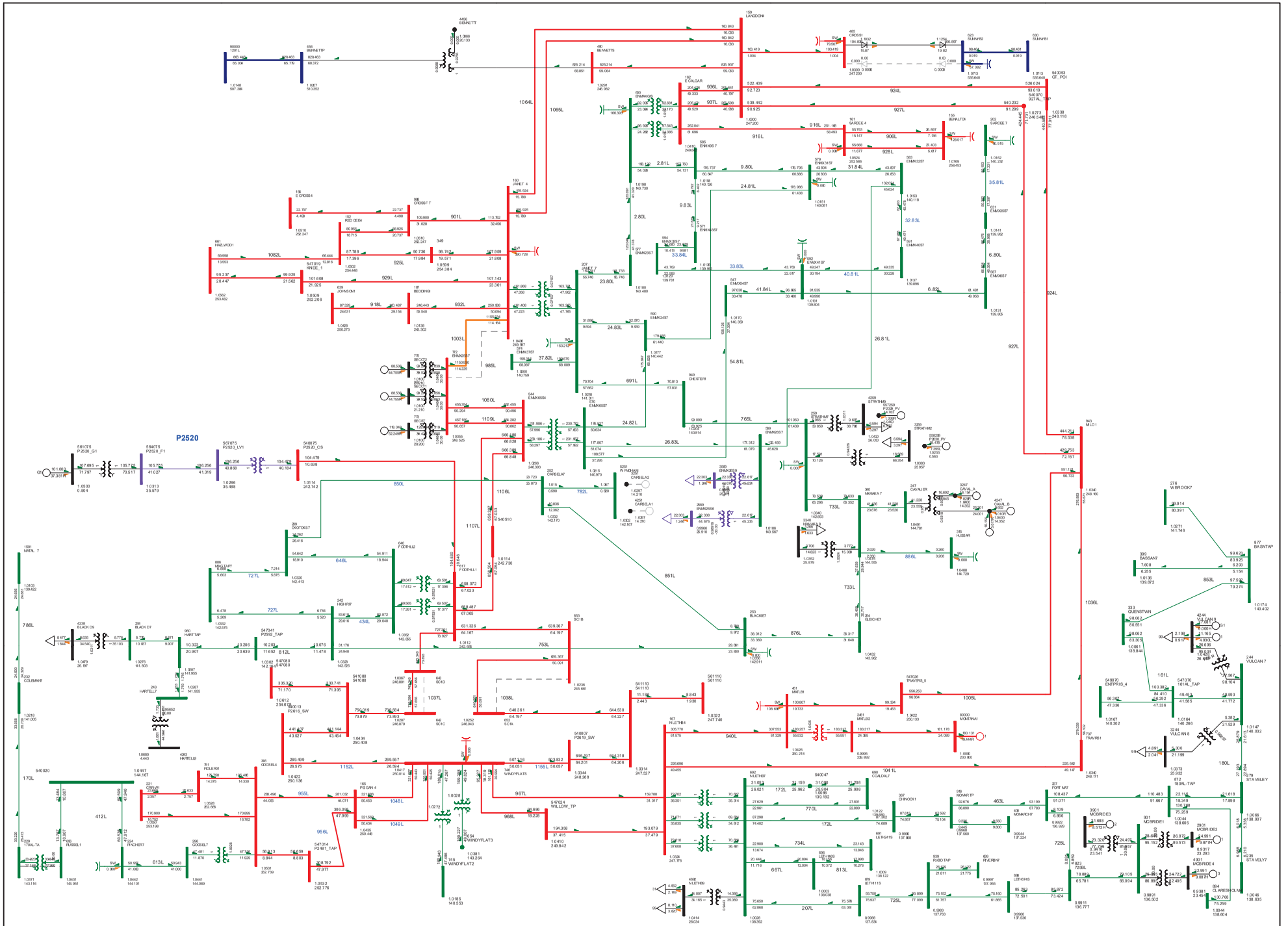
1.0500 73.380
1.0500 42.906
1.0500 43.265
1.0500 42.594
1.0500 70.080


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.1-29 N-1: 1037L (FOOTHILLS 237S TO P2616 SWITCHING SUB)
2028 SUMMER LIGHT HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-1-N-0: NORMAL OPERATION
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

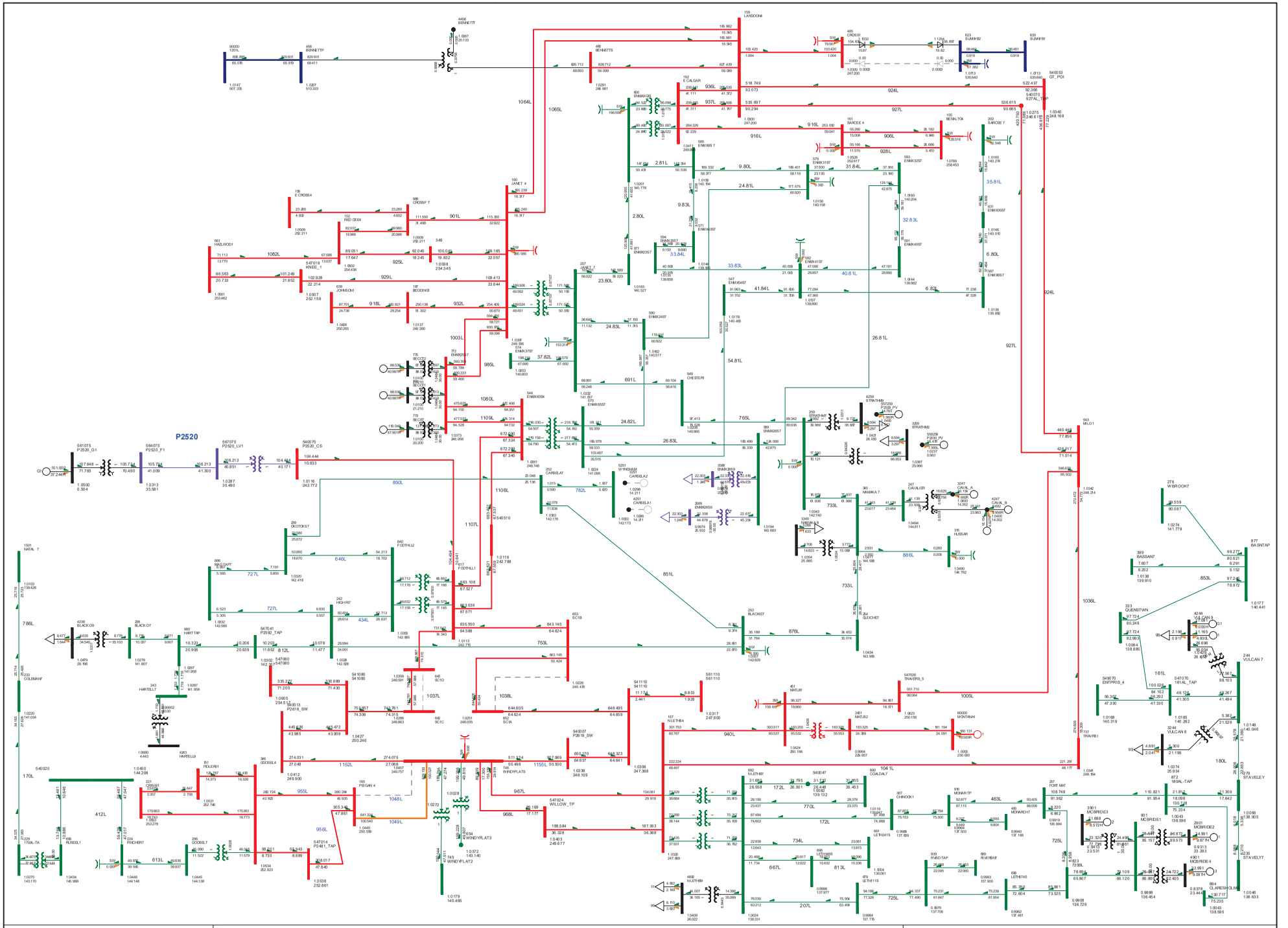

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-2 N-1: 1003L (JANET 7 4S TO ENMAX 25)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

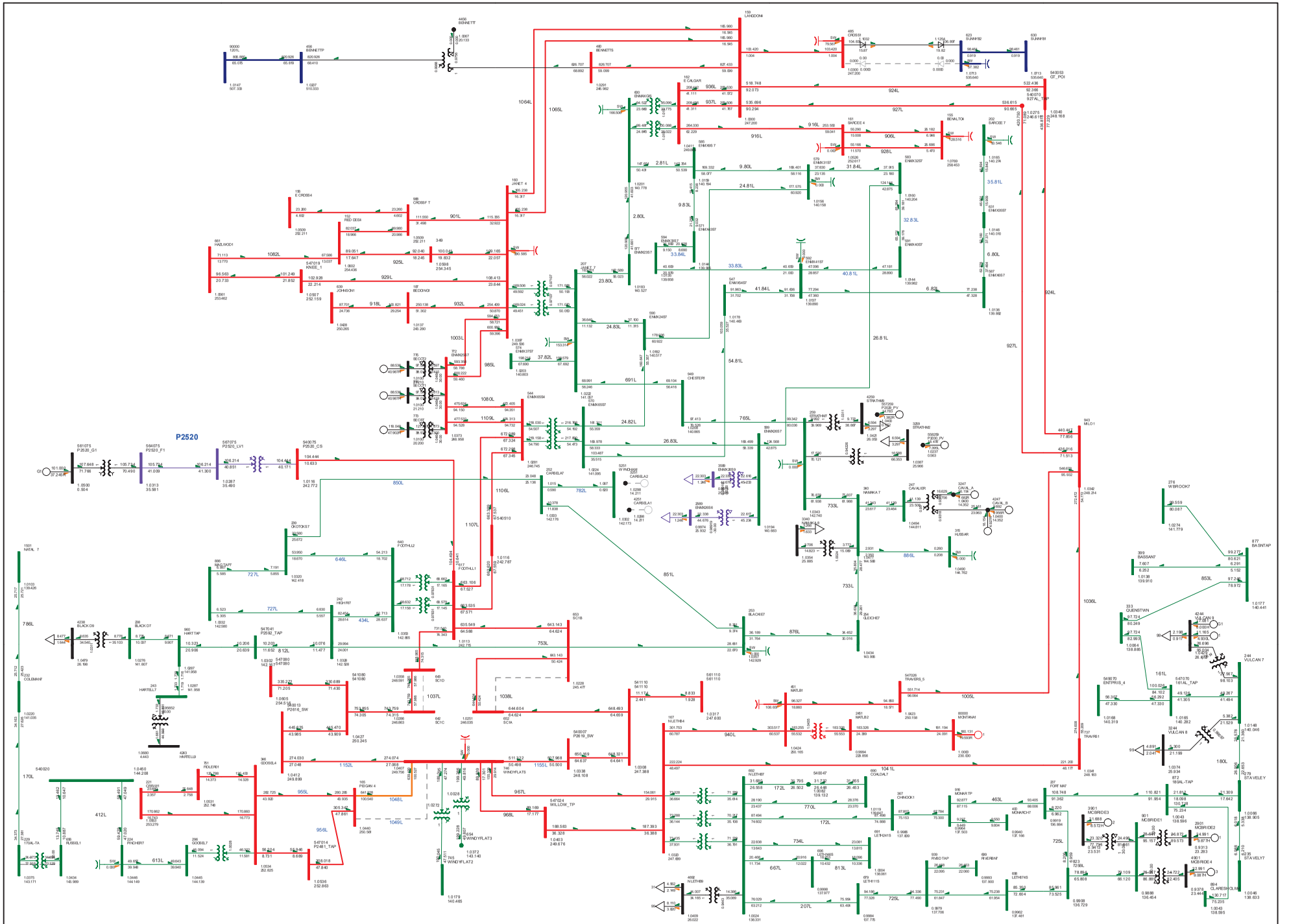


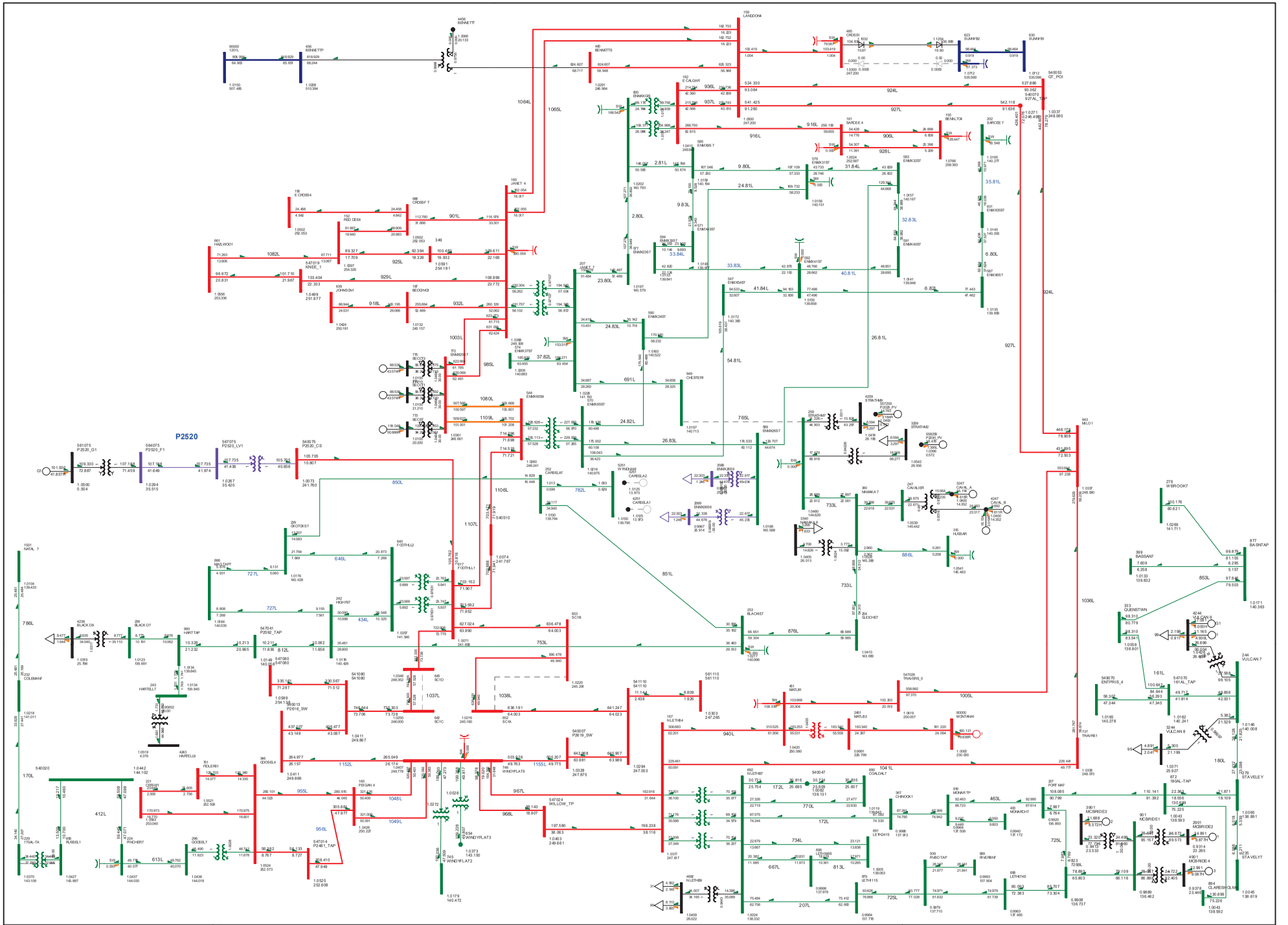
P2520 - Enfinite Foothills MPC Battery

FIGURE A3.2-3 N-1: 985L (JANET 74S TO ENMAX 25)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-4 N-1: 1048L (PEGAN 59S TO WINDY FLATS 138S)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

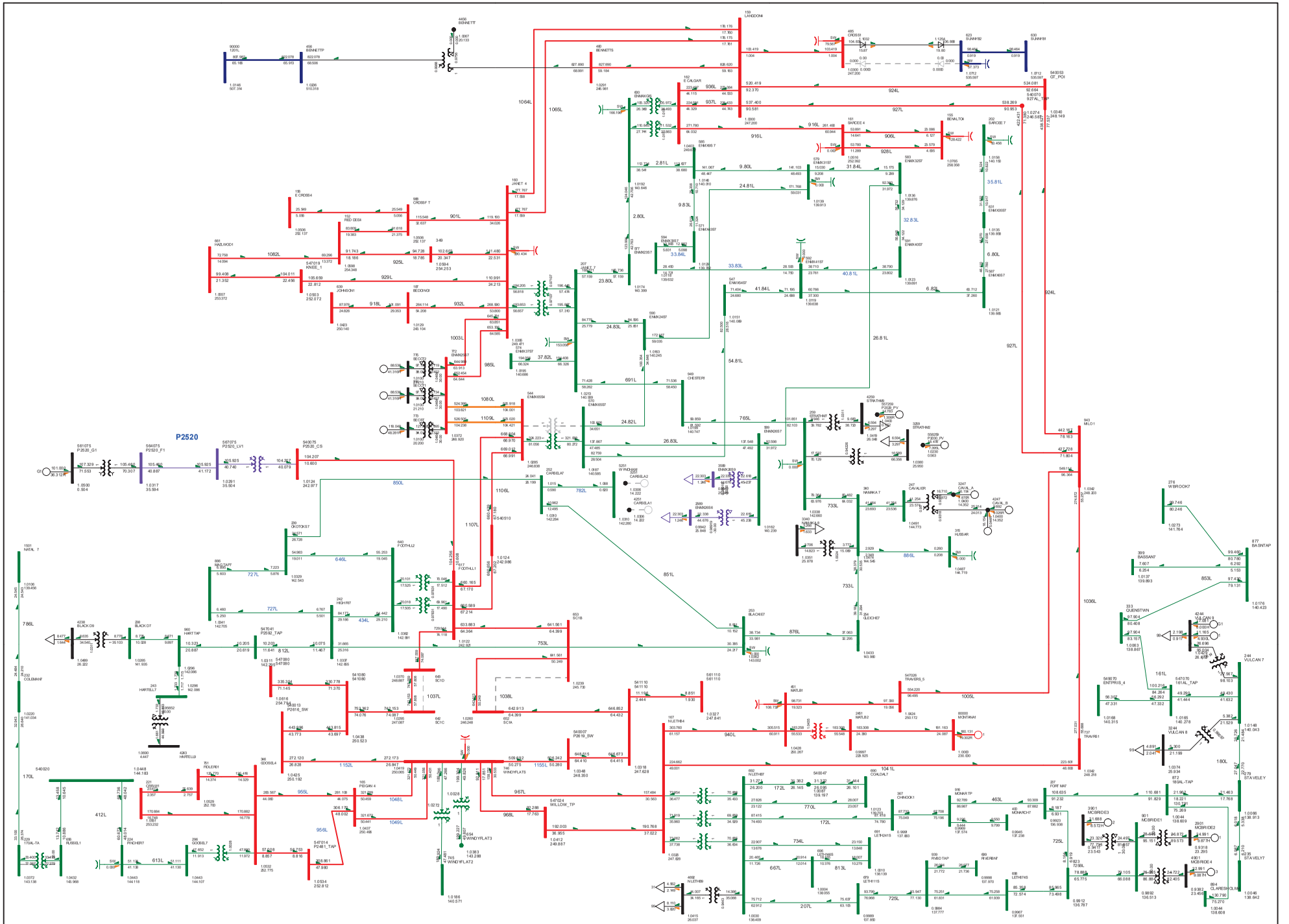

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-5 N-1: 1049L (PEGAN 59S TO WINDY FLATS 138S)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

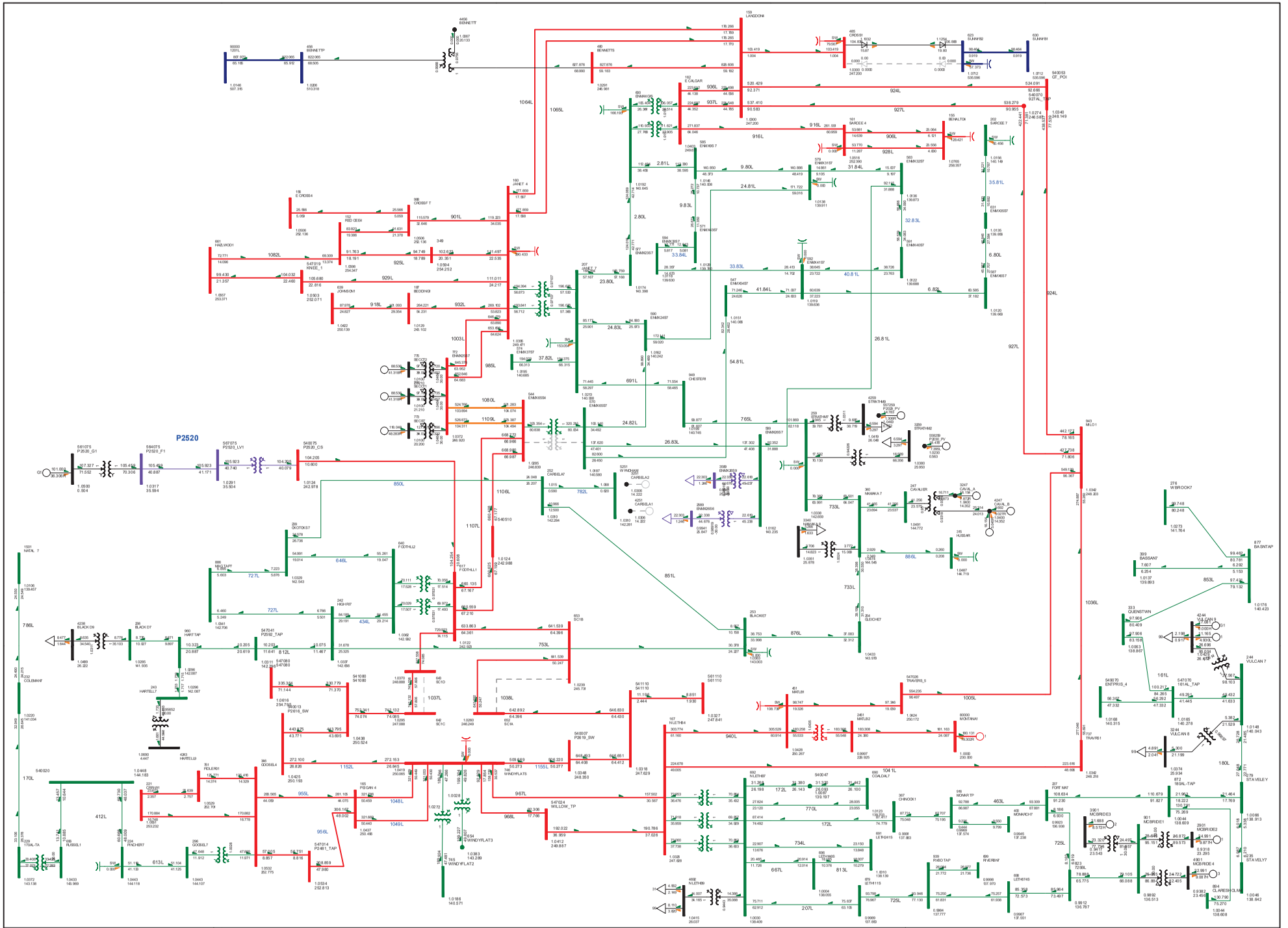


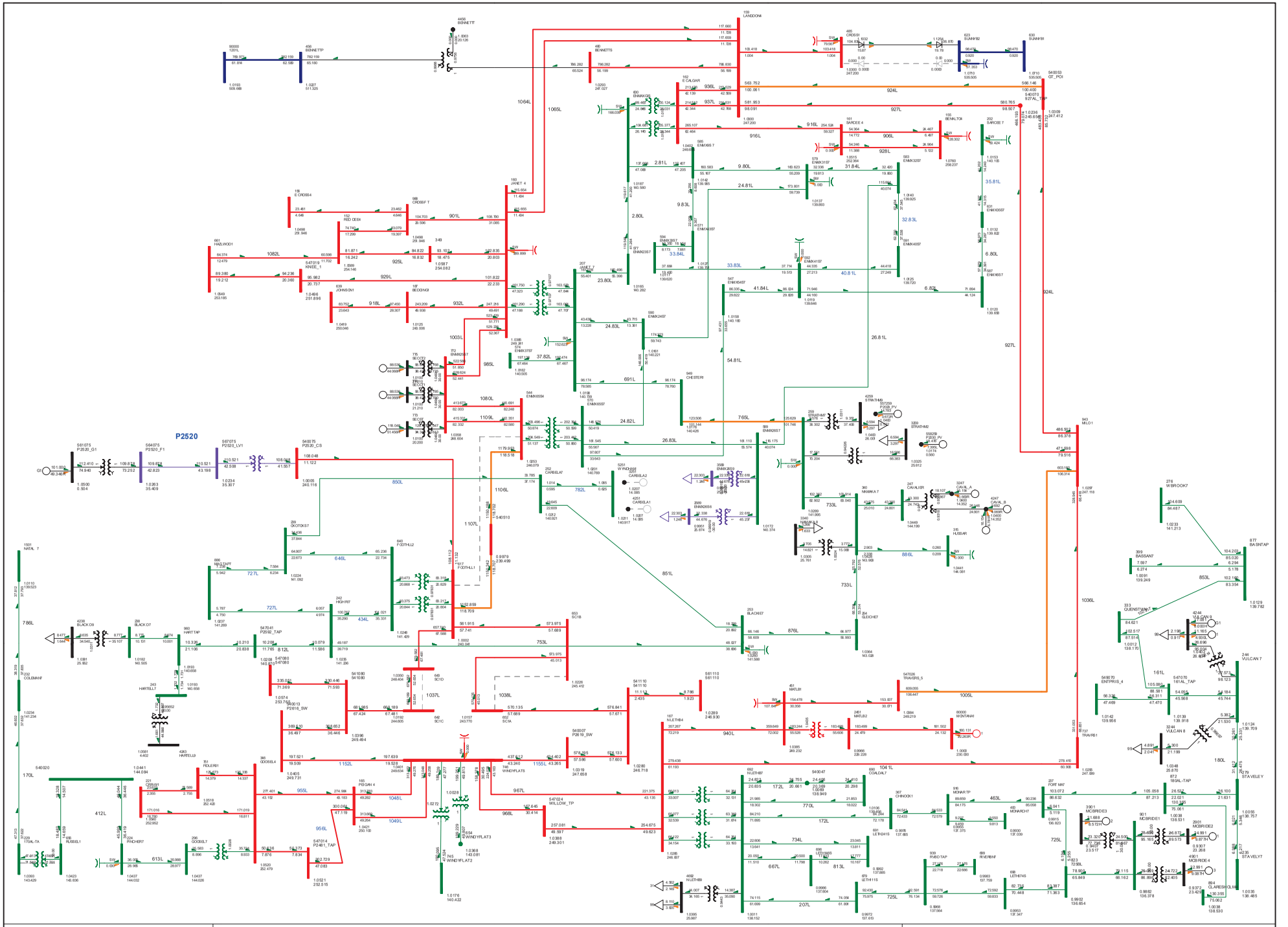
P2520 - Enfinite Foothills MPC Battery

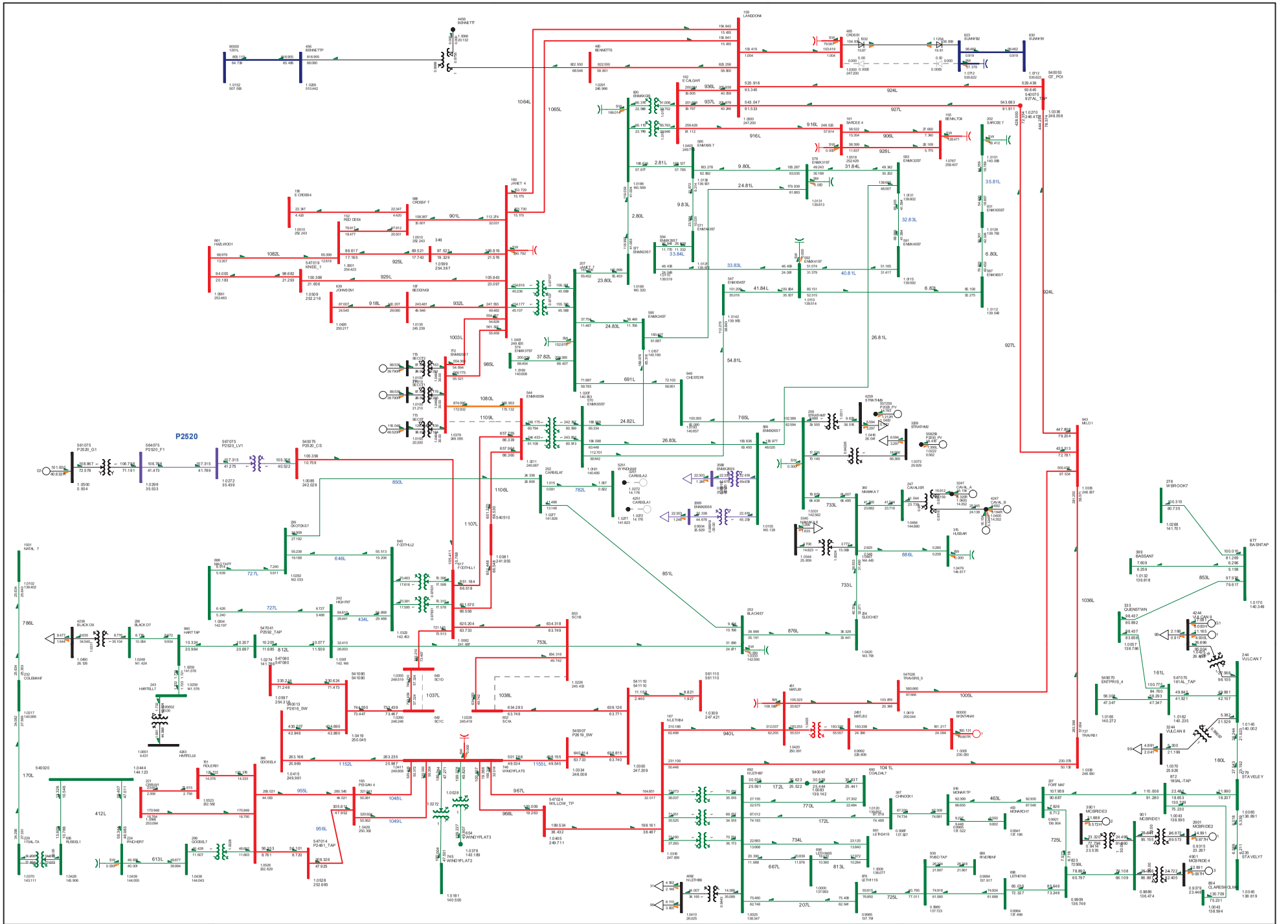
FIGURE A3.2-6 N-1: 765L (STRATHMORE 151S TO CHESTERMERE 419S)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-7 N-1: ENMAXT1 (ENMAX 65 TRANSFORMER T1)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-8 N-1: ENMAXT2 (ENMAX 65 TRANSFORMER T2)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-9 N-1: 1107L (ENMAX 65 TO FOOTHILLS 237S)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000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924L
927L
1036L
851L
850L
782L
753L
733L
876L
886L
646L
727L
434L
812L
786L
170L
412L
613L
540020
P2520_G1
P2520_F1
P2520_LV1
P2520_CS
P2520_G2
P2520_F2
P2520_LV2
P2520_PV
BENNETT
BENNETTP
BENNETTS
LANDON4
E CALGAR
ENMX68S
ENMX69S
ENMX37S
ENMX32S
ENMX31S
ENMX41S
ENMX40S
ENMX45S
ENMX44S
ENMX43S
ENMX42S
ENMX39S
ENMX38S
ENMX34S
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ENMX35S
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ENMX26S
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ENMX24S
ENMX23S
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ENMX20S
ENMX19S
ENMX18S
ENMX17S
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ENMX11S
ENMX10S
ENMX09S
ENMX08S
ENMX07S
ENMX06S
ENMX05S
ENMX04S
ENMX03S
ENMX02S
ENMX01S
CROSSI
SUNNY82
SUNNY81
SARCEE 7
SARCEE 4
BENALTO1
JANET 4
E CROSS4
RED CE64
CROSSF T
HALWOD1
KNEE_1
JOHNSON
BECKNG2
SECOT2
SECOT1
SECOT3
SECOT4
CHESTER
CARIBOU
CARIBLA2
CARIBLA1
WYNDHAM
CAVALIER
HAWKA 7
CAVAL_A
CAVAL_B
BLACH07
BLACH08
BLACH09
BLACH10
BLACH11
BLACH12
BLACH13
BLACH14
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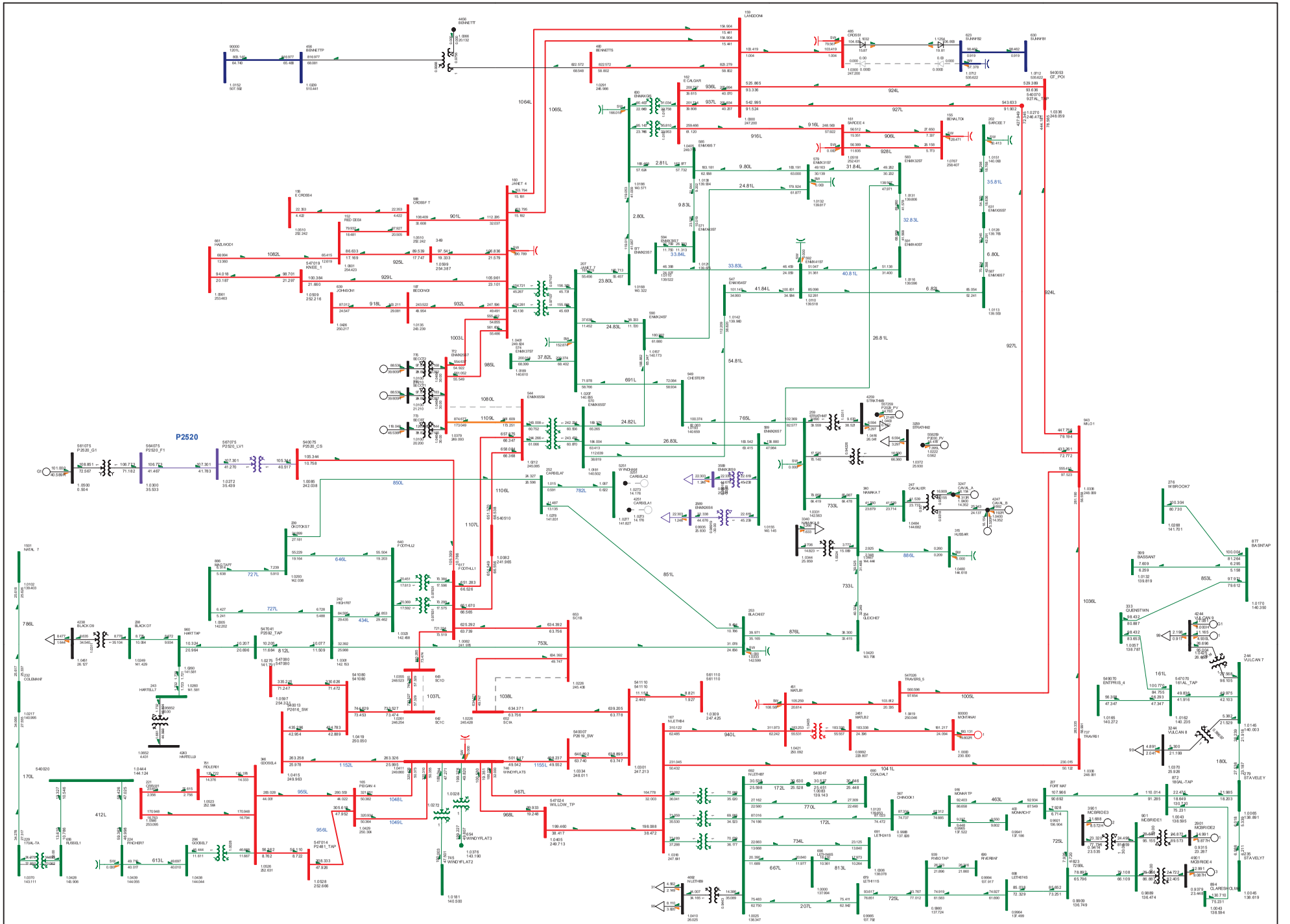
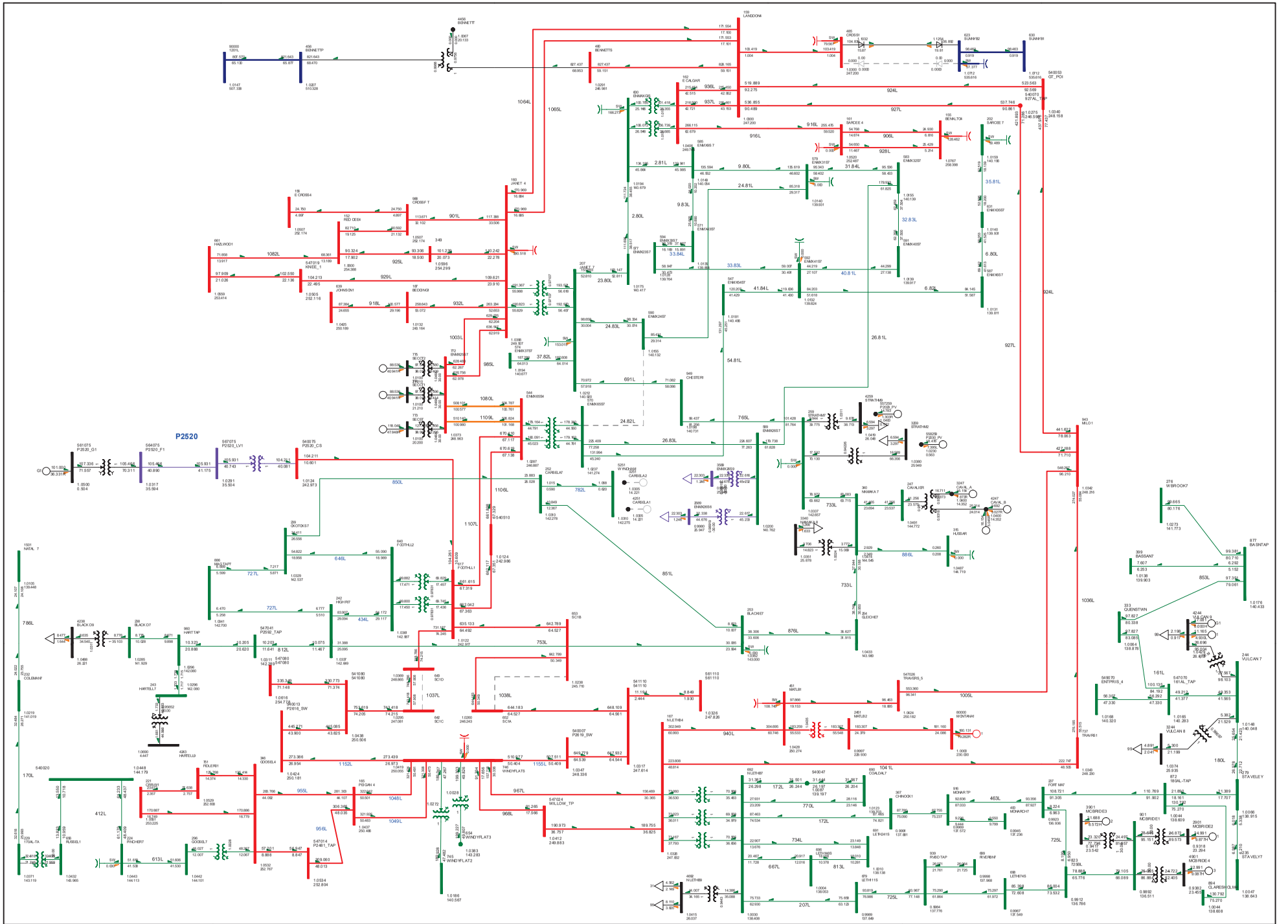
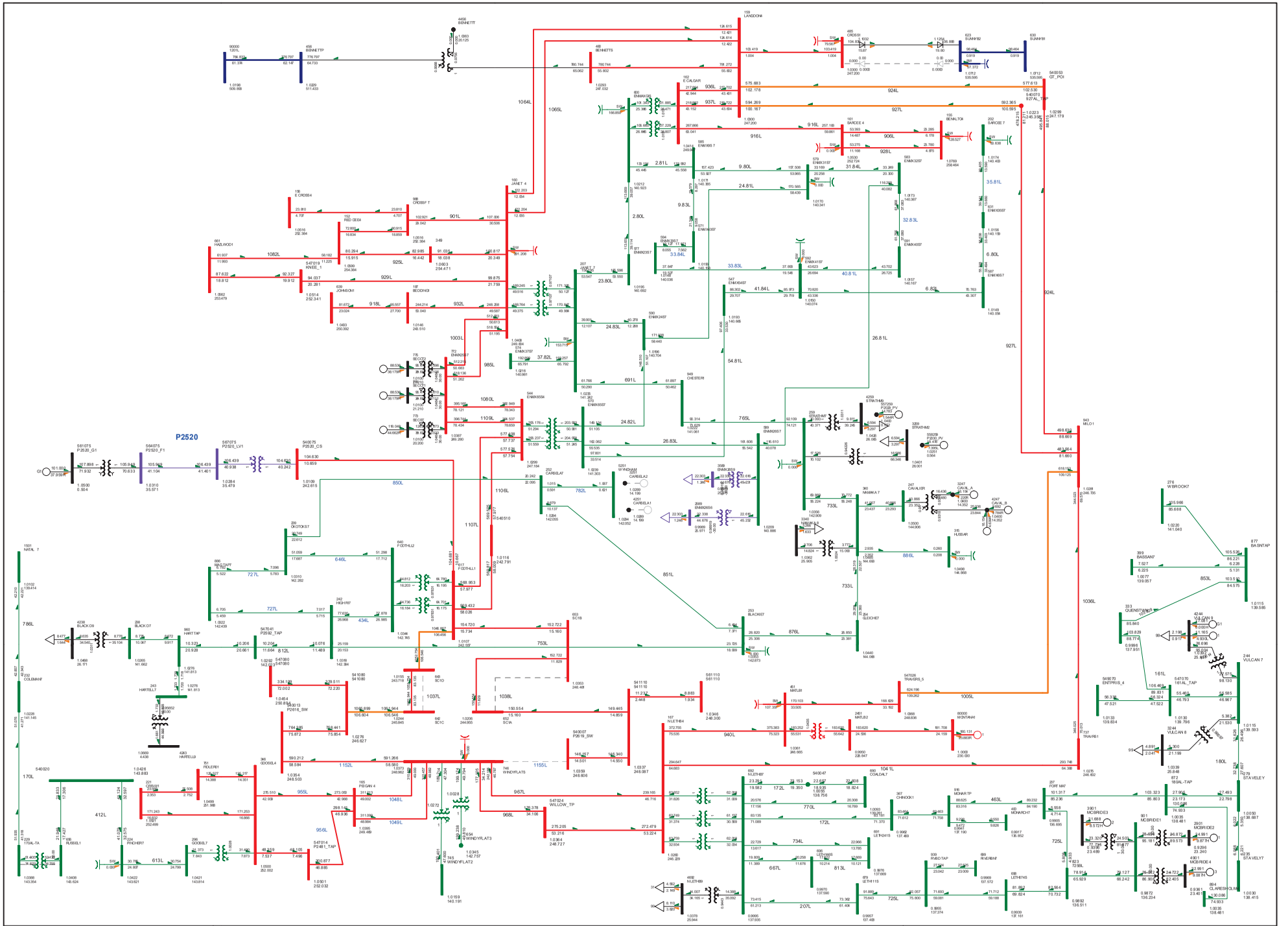
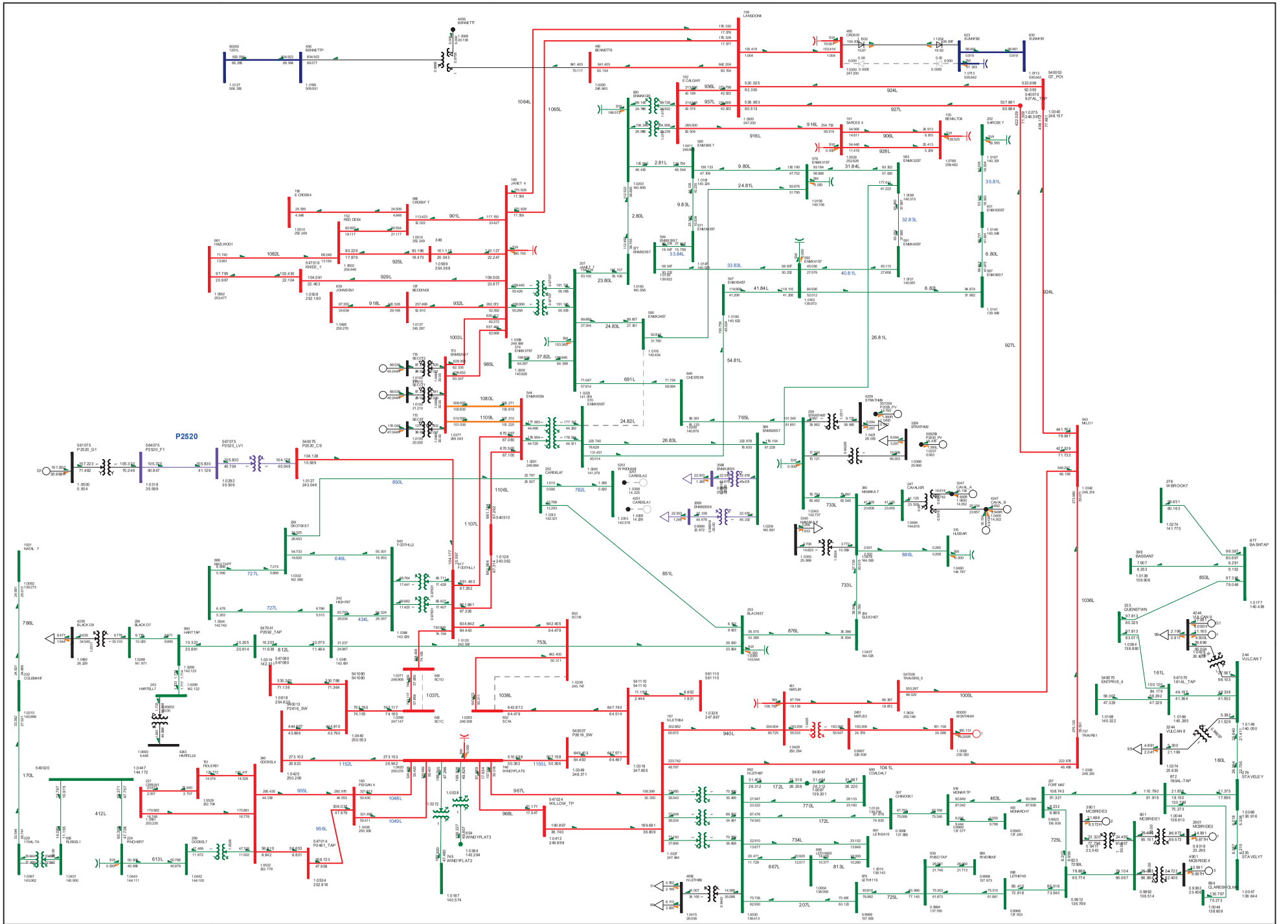
BLACH46


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-11 N-1: 1080L (ENMAX 65 TO ENMAX 25)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-12 N-1: 24.82L (ENMAX 24 TO ENMAX 65)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-13 N-1: 1155L (WINDY FLATS 138S TO WILLOW CREEK 1132S)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000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456 BENNETTP
480 BENNETTS
169 LANDON4
485 CROSS1
623 SUNNY82
630 SUNNY81
540053 GF_POI
162 E CALGAR
600 ENMX03E
599 ENMX05E 7
161 SARCEE 4
155 BENALTO1
202 SARCEE 7
579 ENMX31S7
583 ENMX32S7
631 ENMX05S7
176 E CROSS4
152 RED DEE4
98 CROSSF T
160 JANET 4
207 JANET 7
661 HALWOD1
547019 KNEE_1
639 JOHNSON1
18 BECKNG1
547014 P2481_TAP
547024 WILLOW_TP
540047 P2619_SW
540020 170L
221 CARDYW1
165 PIGAN 4
605 ALSBEL1
606 GOOSEL7
224 RNCHER7
540075 P2520_CS
561075 P2520_G1
564075 P2520_F1
567075 P2520_LV1
G1
G2
G3
G4
G5
G6
G7
G8
G9
G10
G11
G12
G13
G14
G15
G16
G17
G18
G19
G20
G21
G22
G23
G24
G25
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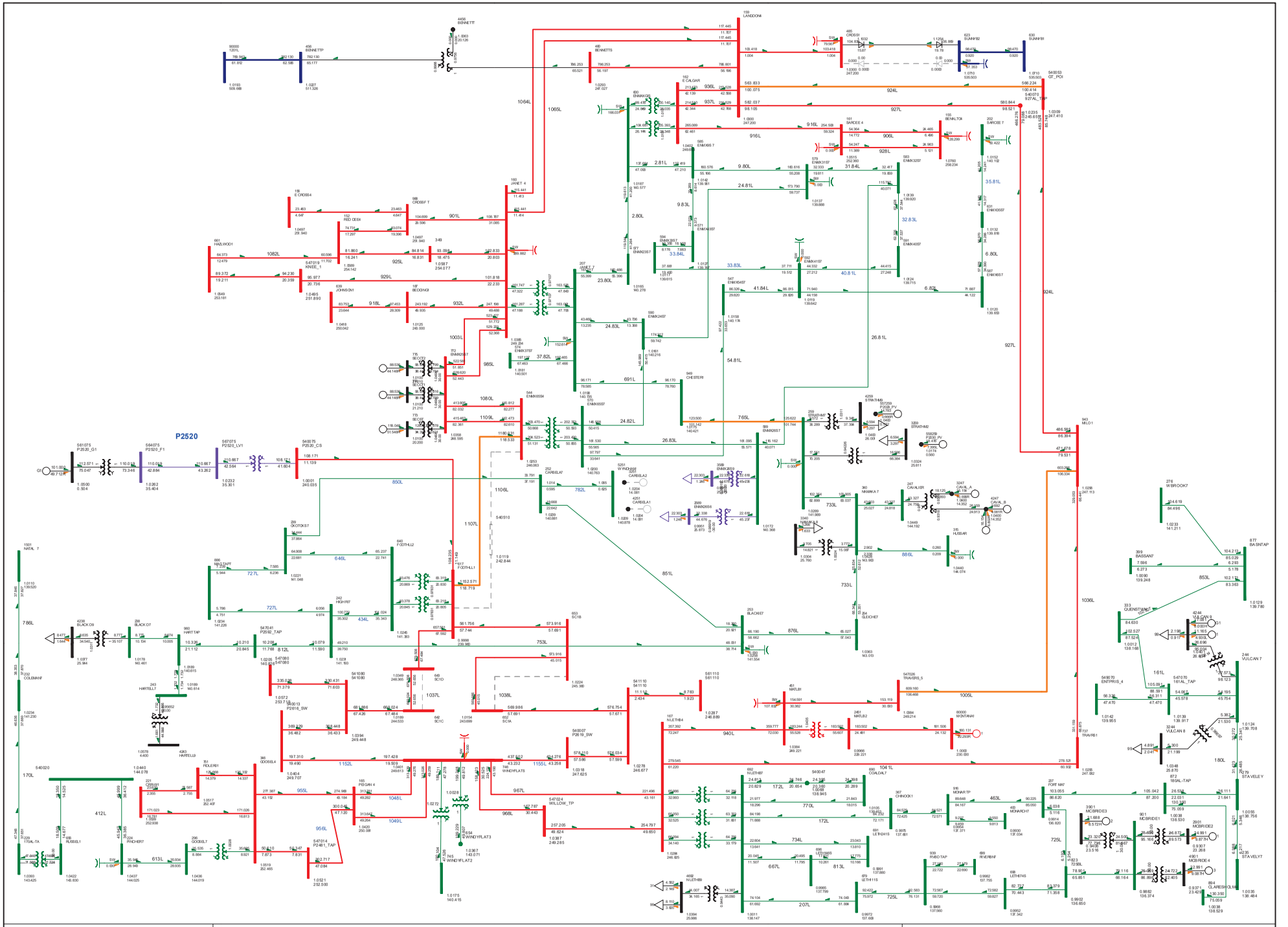
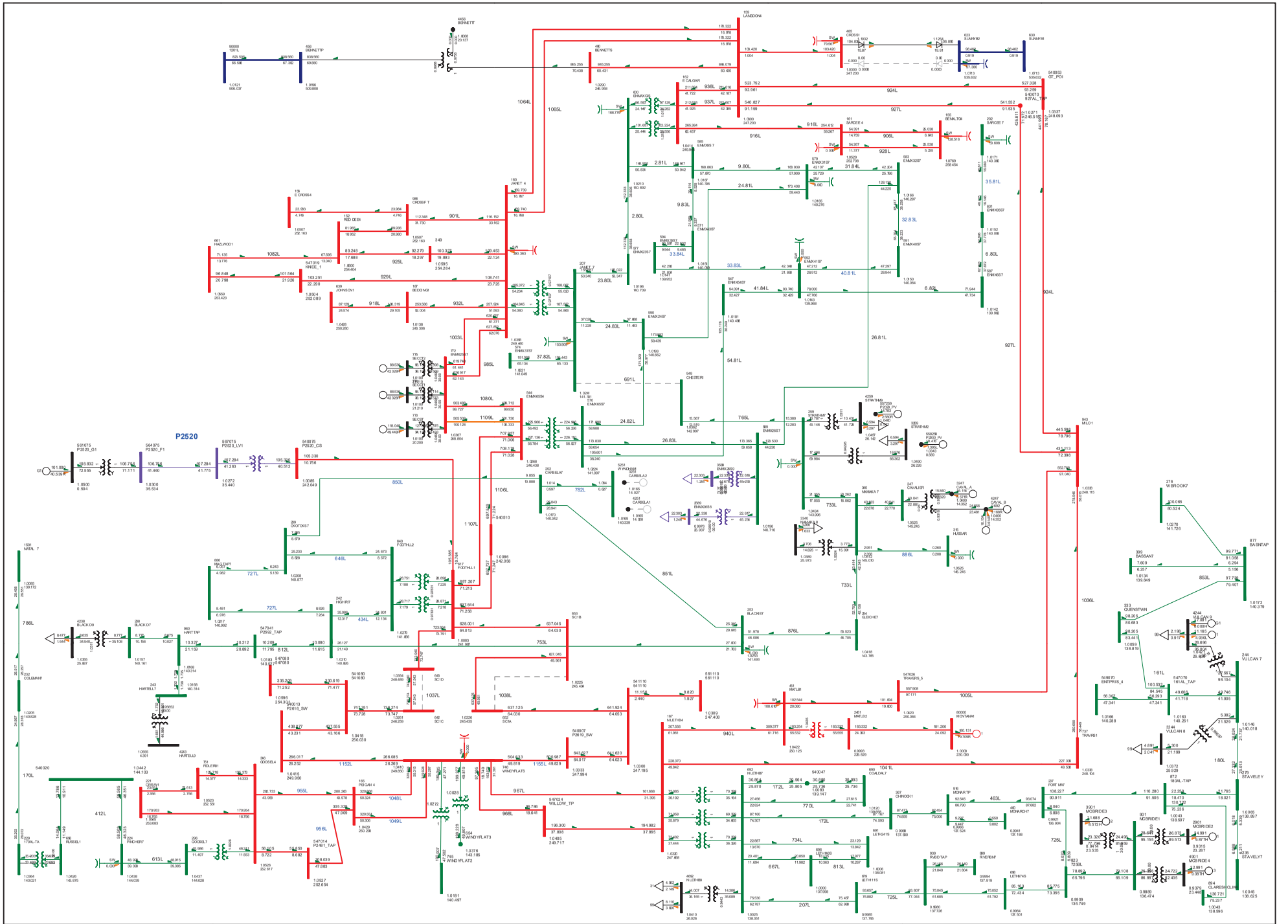
G35
G36
G37
G38
G39
G40


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-15 N-1: 1106L (ENMAX 65 TO FOOTHILLS 237S)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000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4456 BENNETT
169 LANDON4
480 BENNETTS
162 E CALGAR
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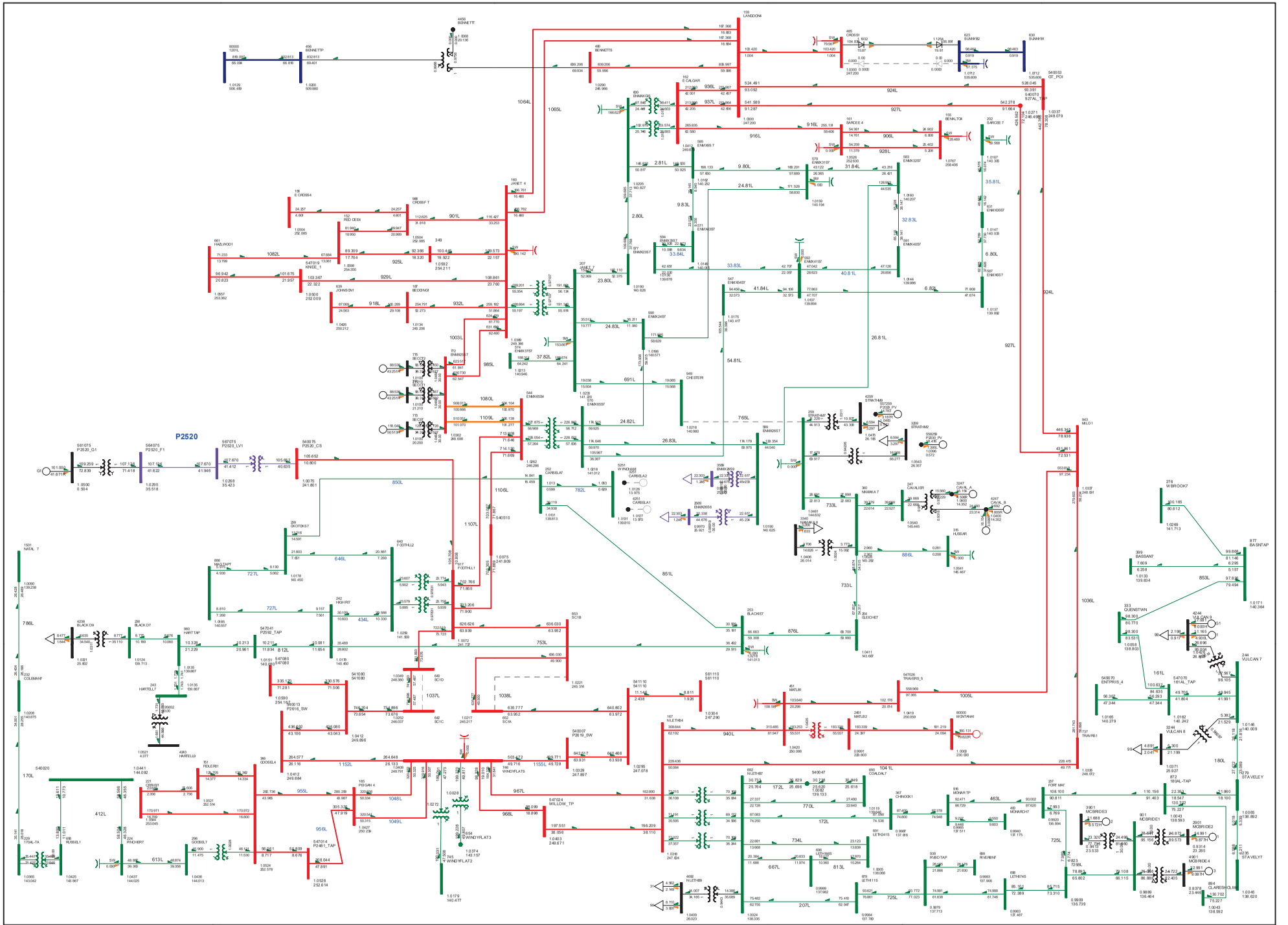
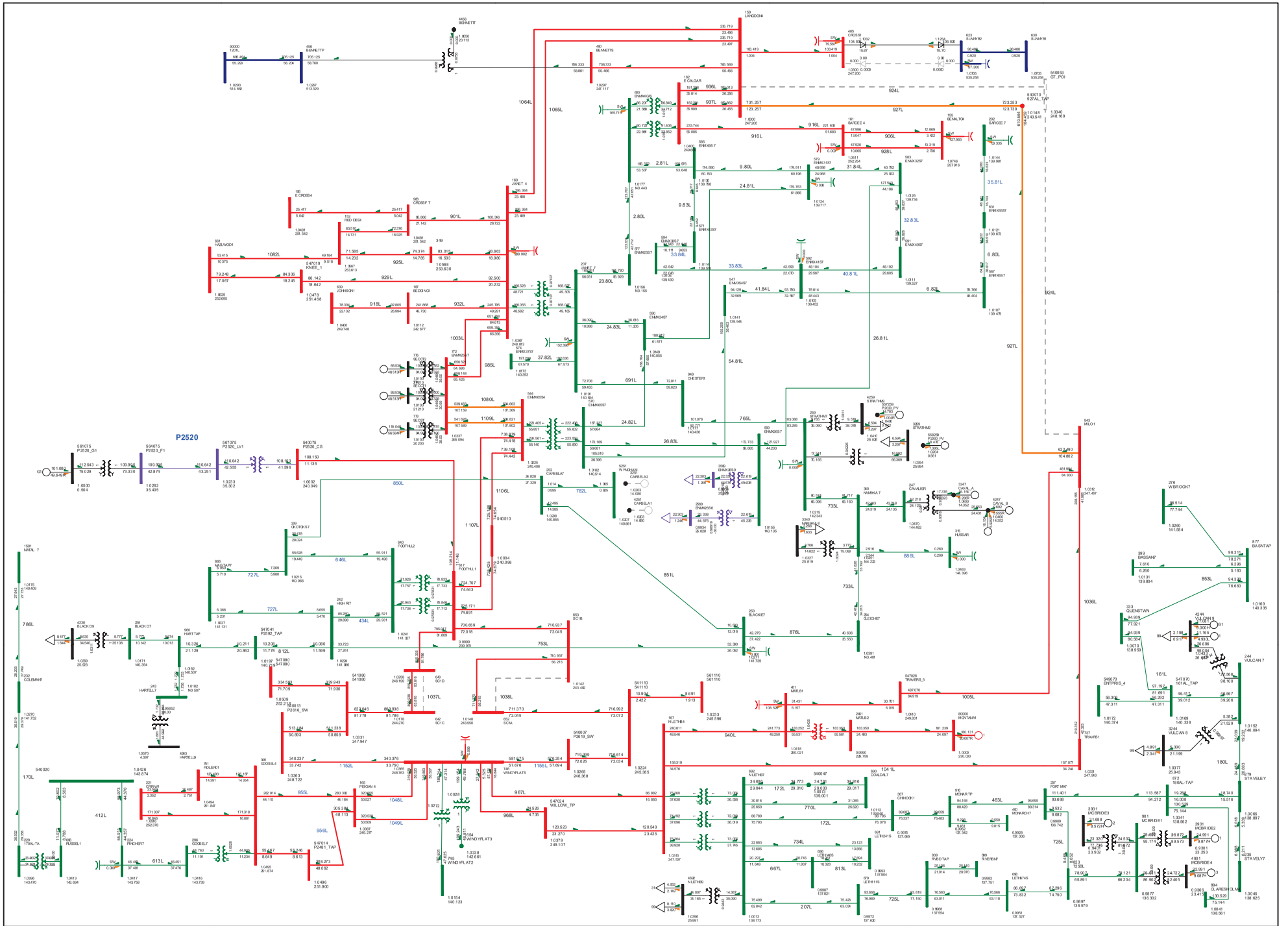
937L
1064L
1065L
916L
927L
924L
928L
906L
1005L
901L
925L
918L
932L
1082L
1003L
1080L
1109L
985L
691L
765L
782L
850L
1106L
1107L
851L
753L
876L
733L
886L
727L
646L
434L
812L
1152L
1155L
955L
956L
1048L
1049L
967L
968L
1038L
1037L
940L
1005L
1036L
853L
786L
170L
412L
613L
540020
540053 GF_POI
540070 927AL_TAP
561075 P2520_G1
564075 P2520_F1
567075 P2520_LV1
540075 P2520_CS
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-16 N-1: 419ST1 (CHESTERMERE 419S TRANSFORMER T1)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-17 N-1: 419ST2 (CHESTERMERE 419S TRANSFORMER T2)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000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1065L
916L
1003L
1080L
1109L
985L
1107L
1106L
850L
851L
782L
753L
1038L
1037L
1036L
1005L
940L
967L
968L
1155L
1152L
1048L
1049L
956L
955L
901L
932L
925L
929L
918L
1082L
1064L
727L
646L
434L
812L
786L
170L
412L
613L
540020
540053 GF_POI
540170 927AL_TAP
540310
540053 GF_POI
P2520_G1
P2520_F1
P2520_LV1
P2520_CS
P2520_PV
P2520_INV
P2520_XF
P2520_SW
P2520_TAP
P2520_1
P2520_2
P2520_3
P2520_4
P2520_5
P2520_6
P2520_7
P2520_8
P2520_9
P2520_10
P2520_11
P2520_12
P2520_13
P2520_14
P2520_15
P2520_16
P2520_17
P2520_18
P2520_19
P2520_20
P2520_21
P2520_22
P2520_23
P2520_24
P2520_25
P2520_26
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P2520_29
P2520_30
P2520_31
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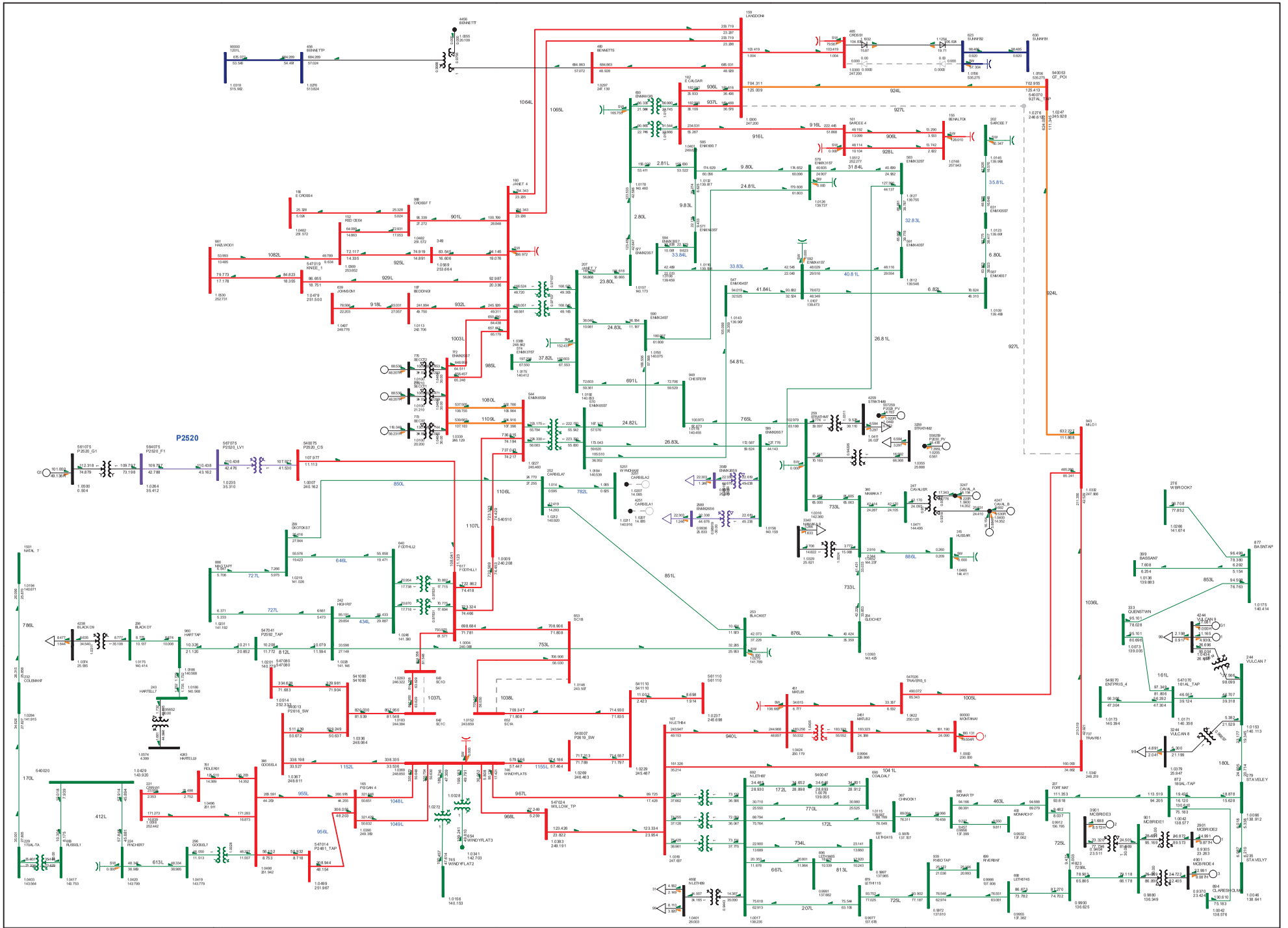
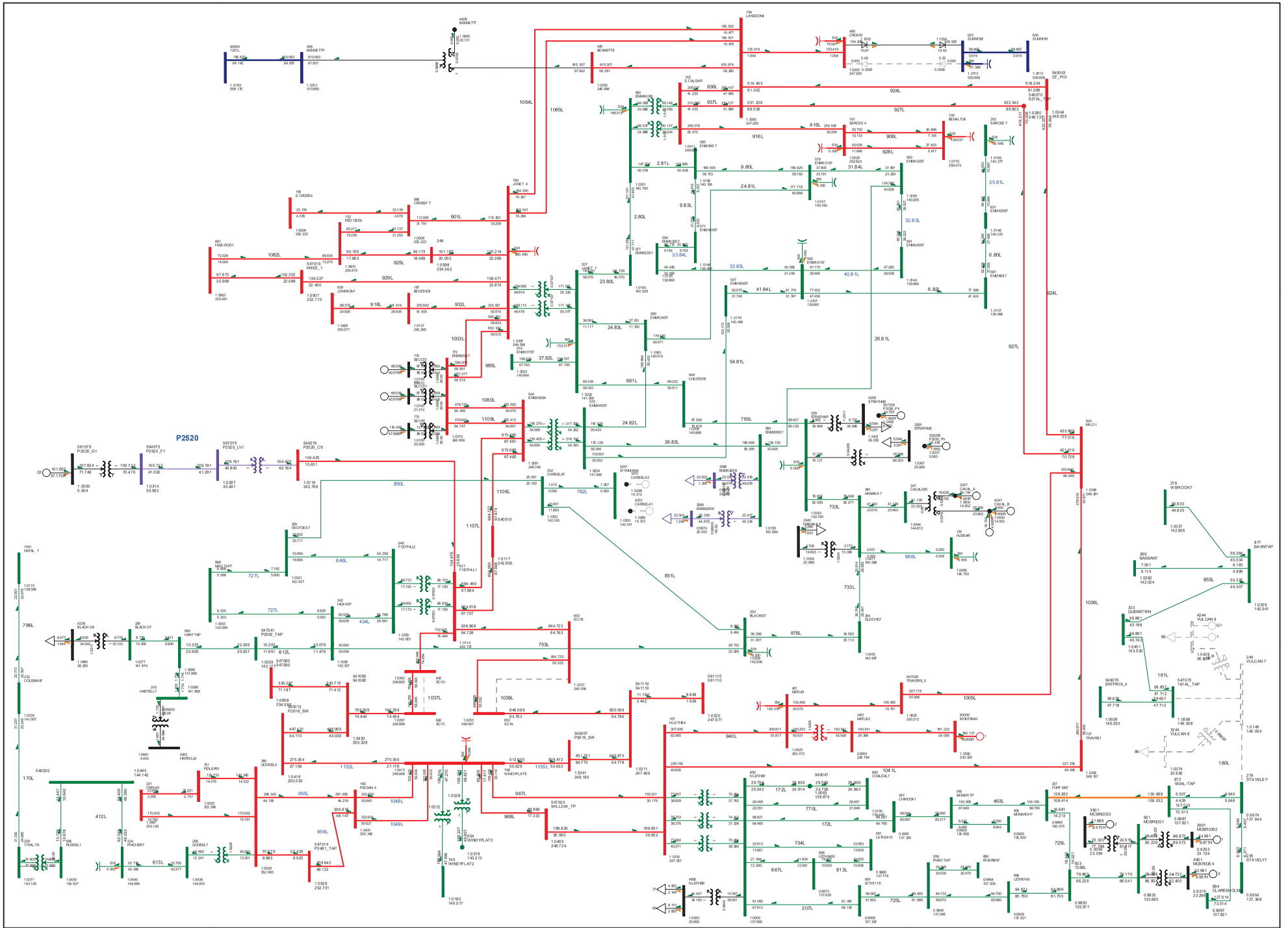
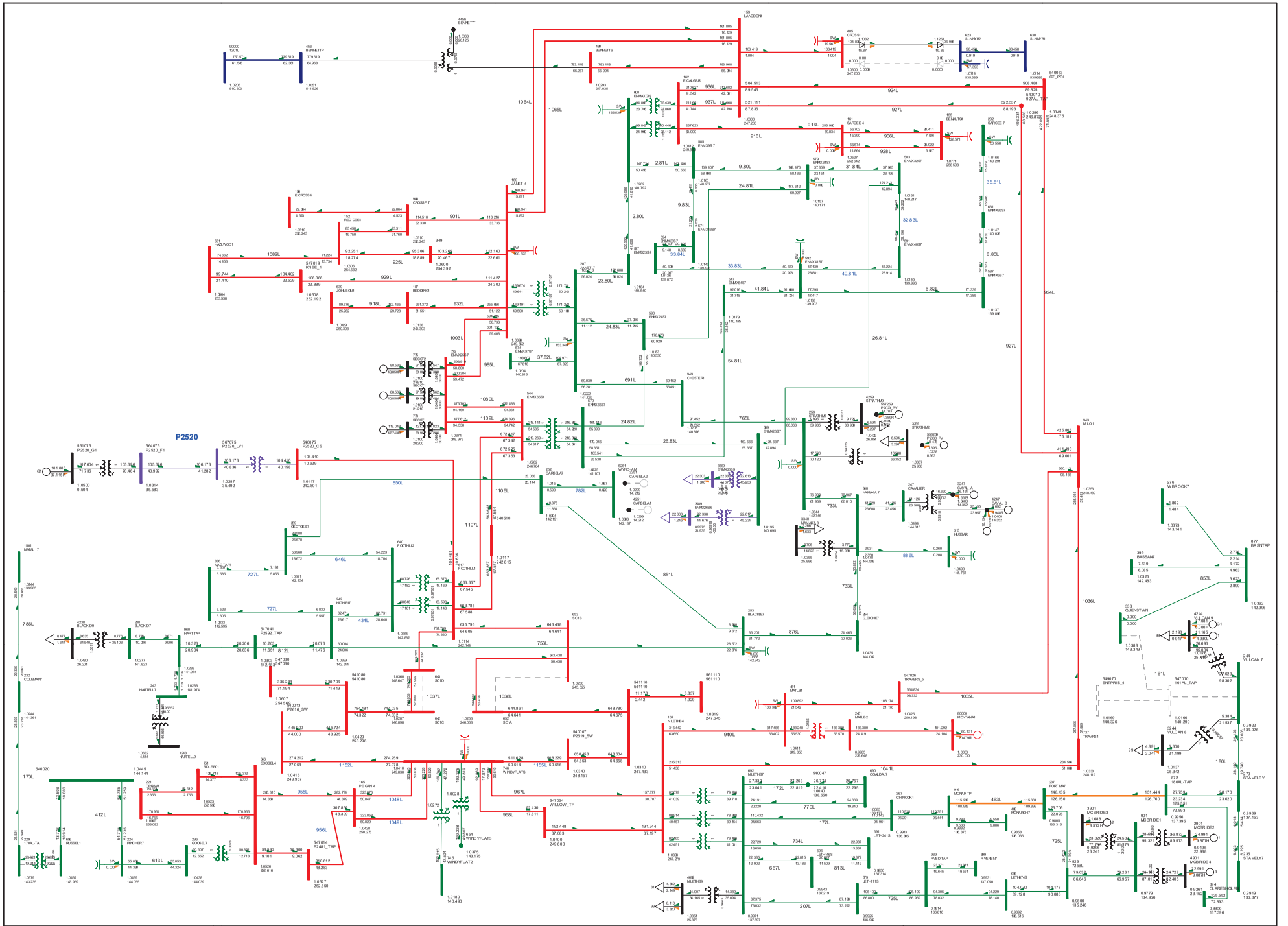
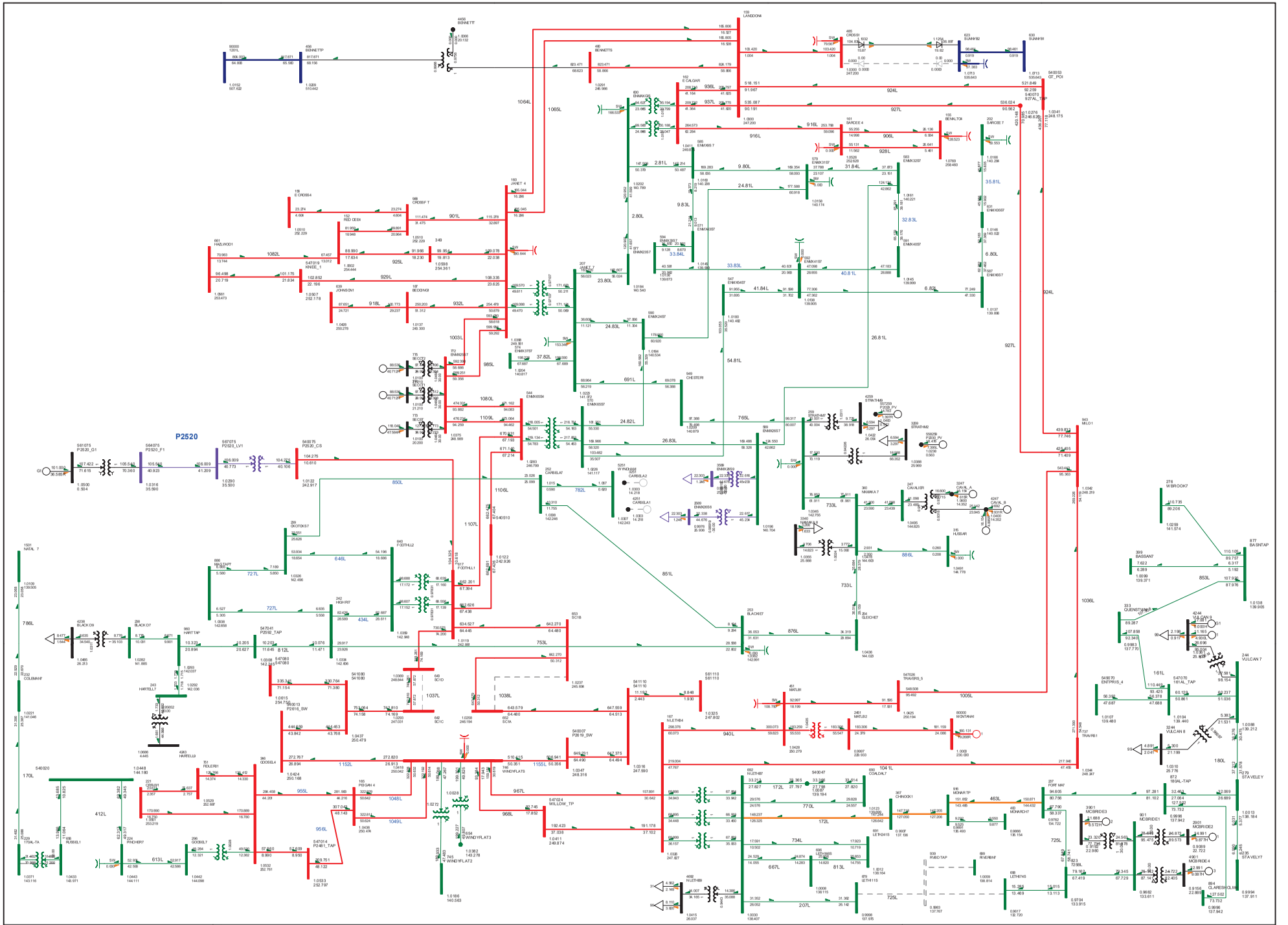
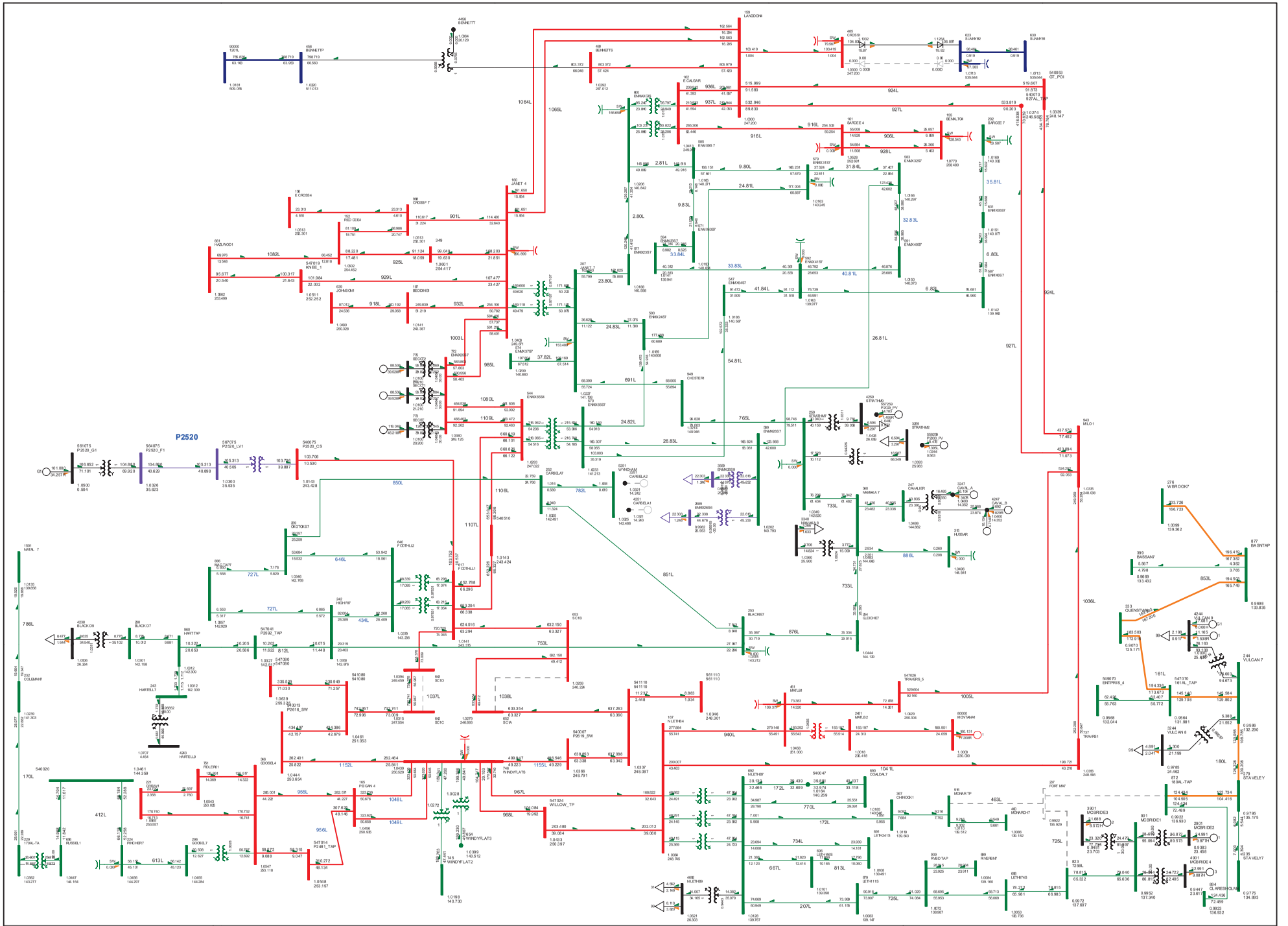
P2520_37
P2520_38
P2520_39
P2520_40

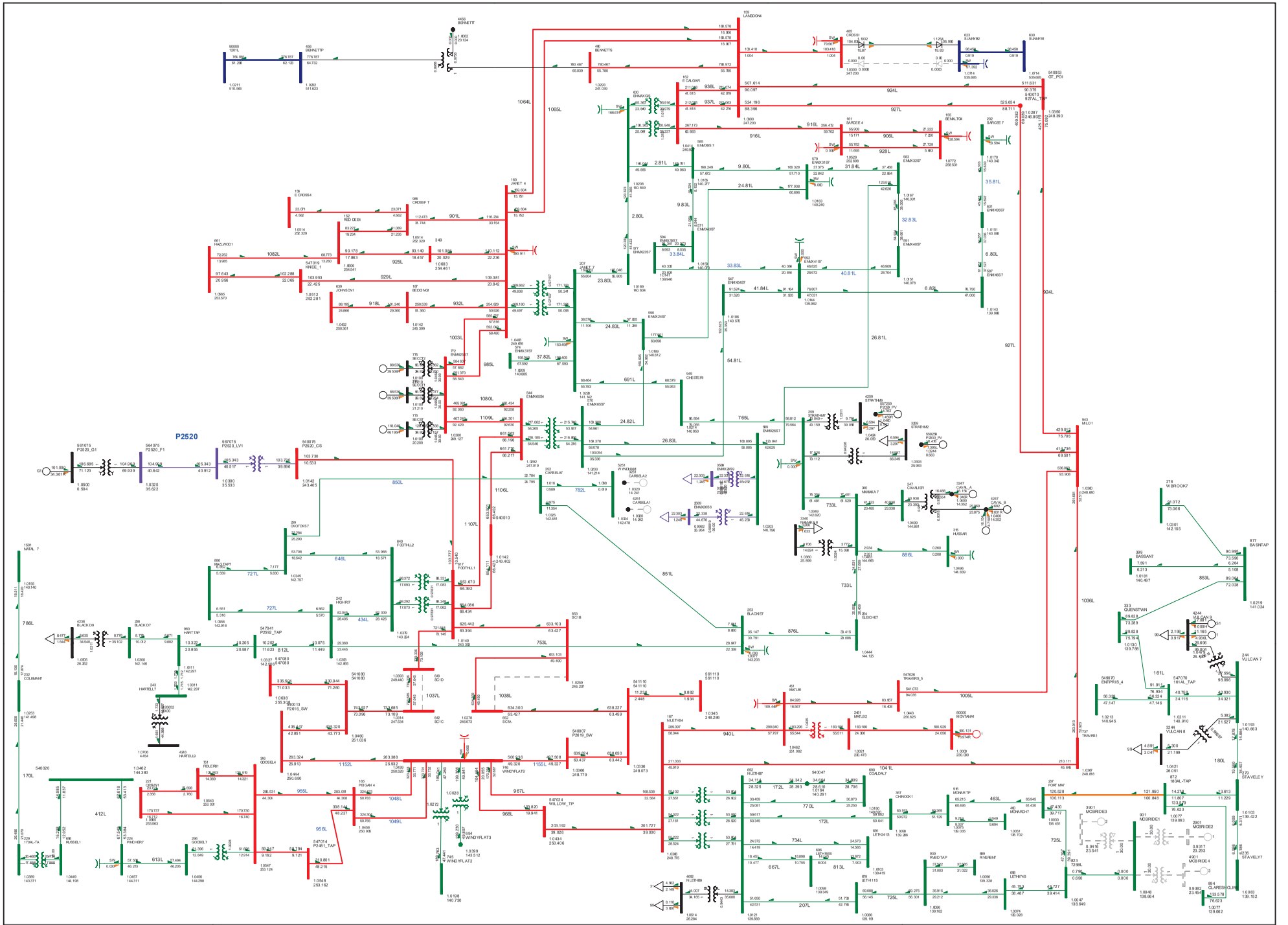

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-19 N-1: 927L (MILO 356S TO LANGDON 102S)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

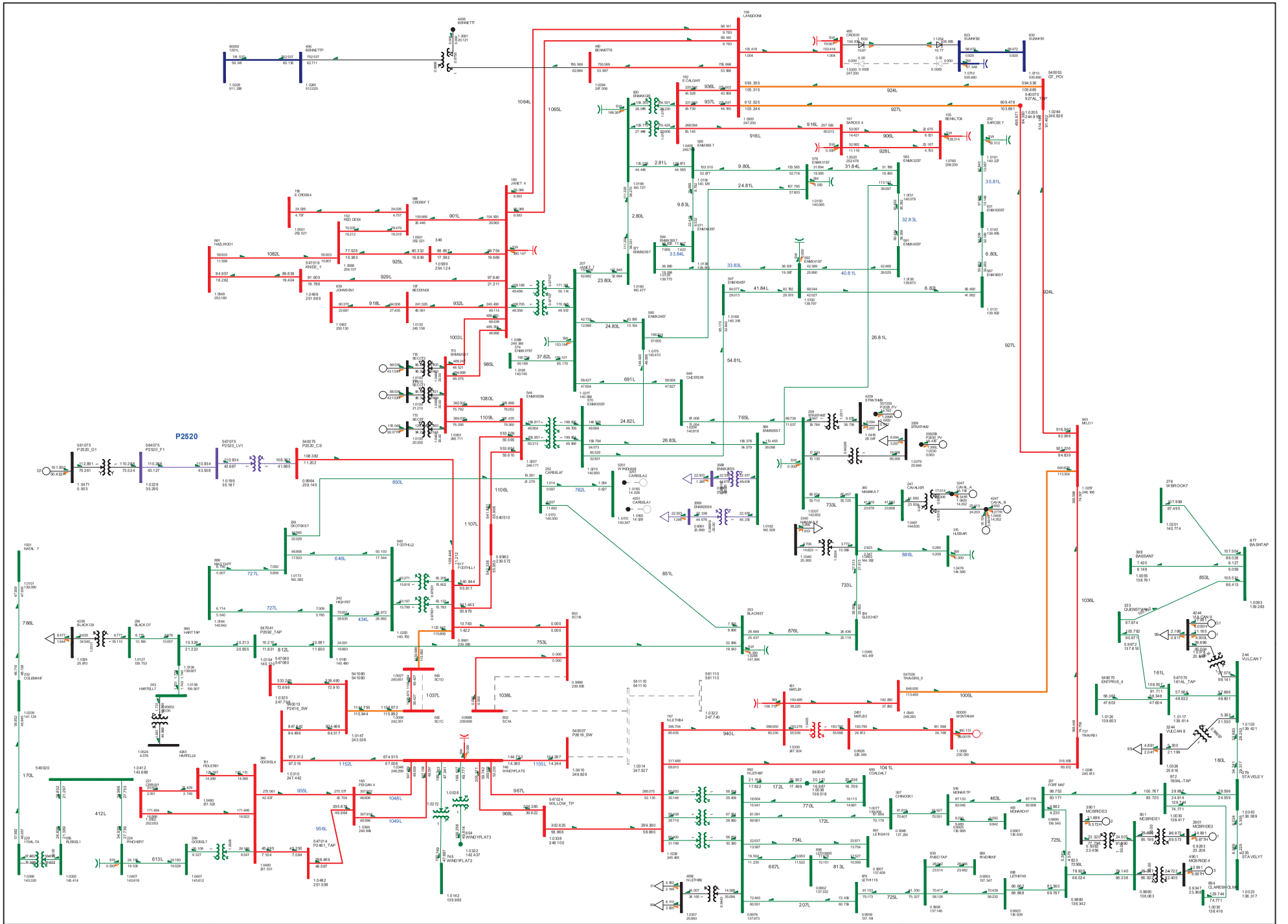

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-20 N-1: 255ST1 (VULCAN 255S TRANSFORMER T1)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-21 N-1: 161L (VULCAN 255S TO QUEENSTOWN 504S)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-22 N-1: 725L (BOWRON 674S TO COALBANKS 111S)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-23 N-1: 15ST1 (FORT MACLEOD 15S TRANSFORMER T1)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.2-24 N-1: 240ST1 (MCBRIDE LAKE 244S TRANSFORMER T1)
2028 SUMMER PEAK HR (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000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480 BENNETTS
456 BENNETTP
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1064L
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927L
1036L
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1037L
1107L
1106L
1003L
1080L
1109L
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691L
765L
782L
850L
851L
753L
876L
733L
886L
1005L
940L
1155L
1152L
967L
968L
1048L
1049L
955L
956L
812L
727L
646L
434L
786L
170L
412L
613L
540020
P2520_G1
P2520_F1
P2520_LV1
P2520_CS
P2520_PV
P2520_PV_PV
P2520_PV_LV
P2520_SW
P2520_TAP
P2520_F2
P2520_F3
P2520_F4
P2520_F5
P2520_F6
P2520_F7
P2520_F8
P2520_F9
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P2520_F11
P2520_F12
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P2520_F33
P2520_F34
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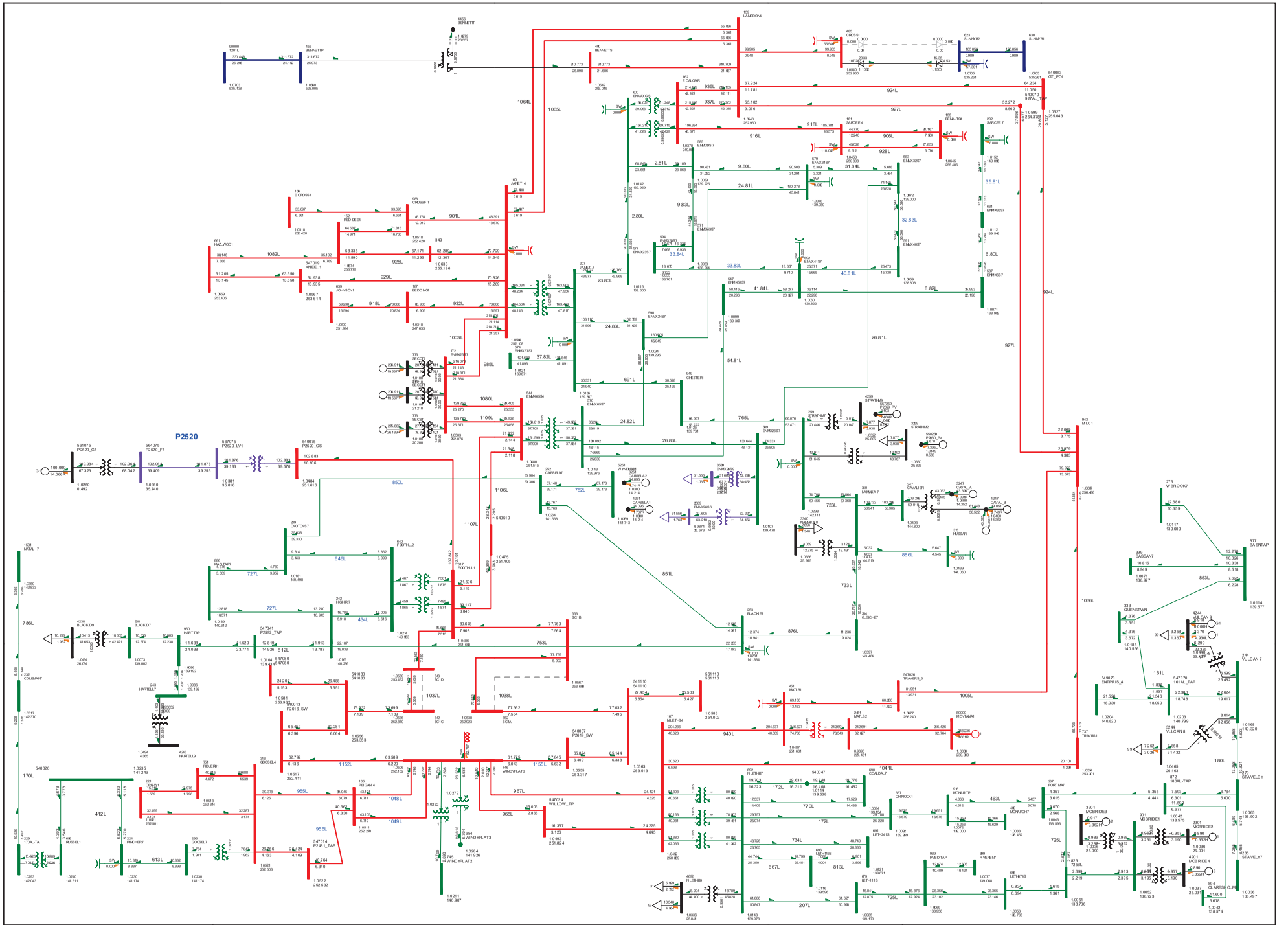
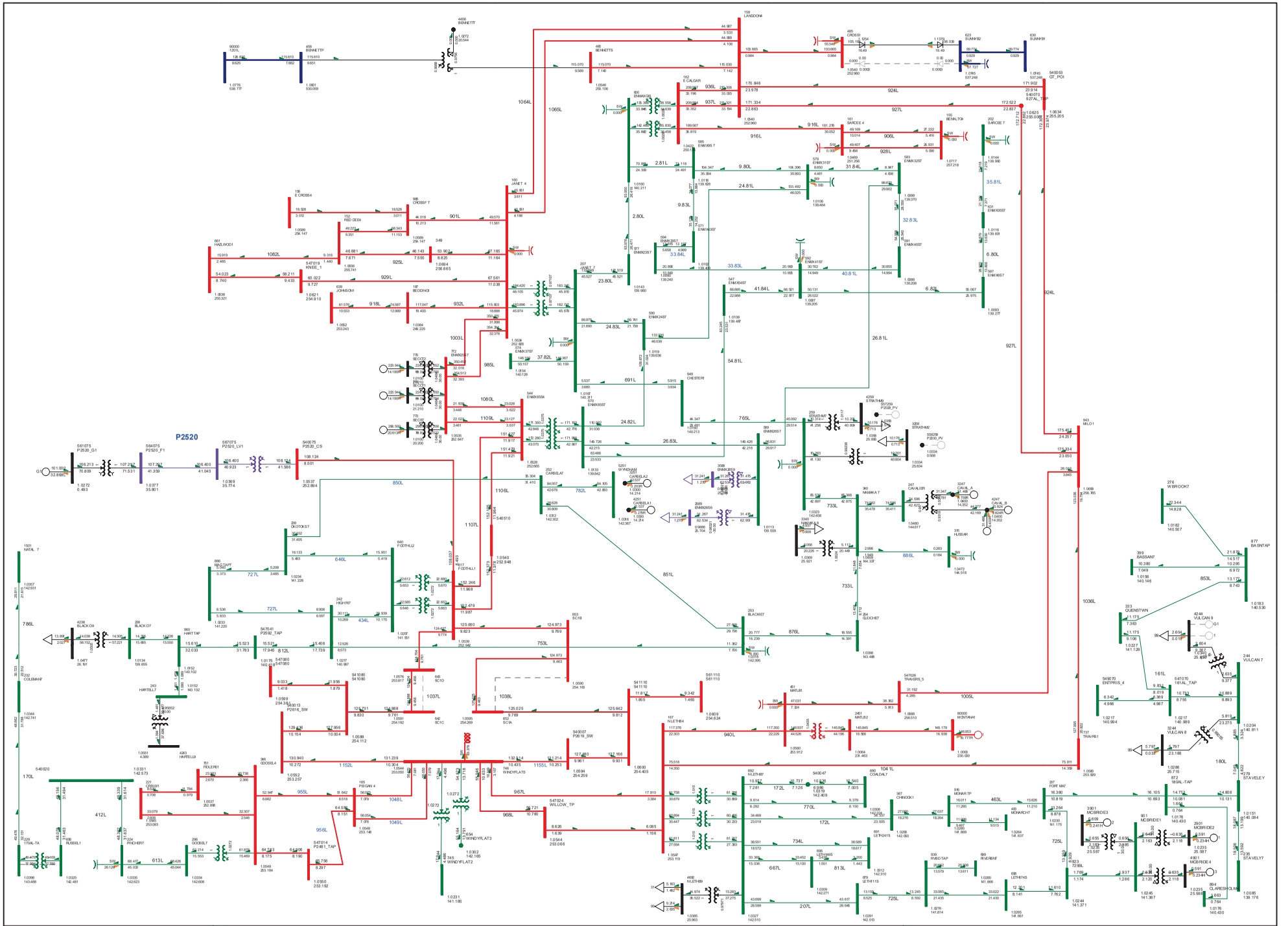
P2520_F39
P2520_F40
P2520_F41


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A3.3-1-N-0: NORMAL OPERATION
2028 SUMMER PEAK LG (POST-CONNECTION)
PRINTED ON THURSDAY 01. AUGUST 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
4456 BENNETT
456 BENNETTP
460 BENNETTS
169 LANDON4
485 CROSSI
623 SUNNY82
630 SUNNY81
540053 GF_POI
162 E CALGAR
937L
936L
924L
927L
916L
906L
928L
161 SARCEE 4
155 BENALTO1
202 SARCEE 7
583 ENMX32S7
579 ENMX31S7
ENMX41S7
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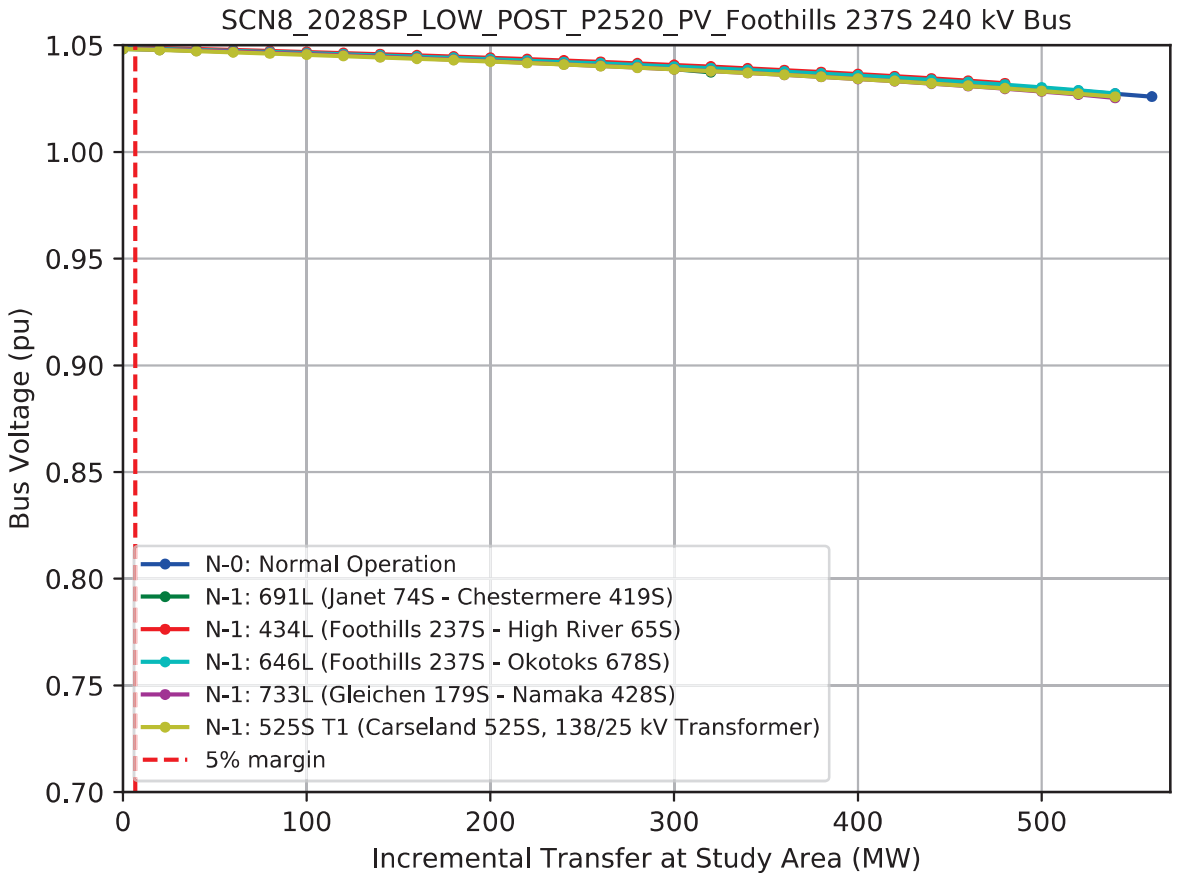
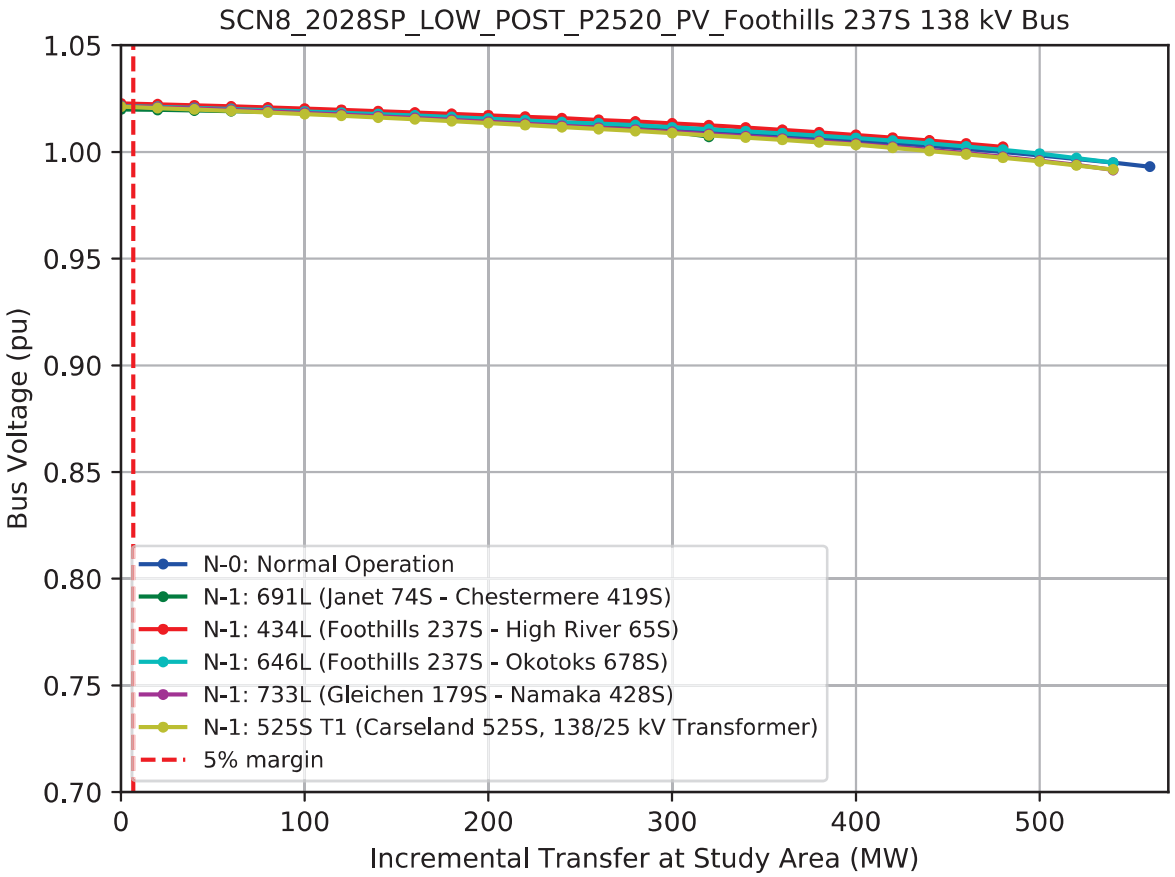
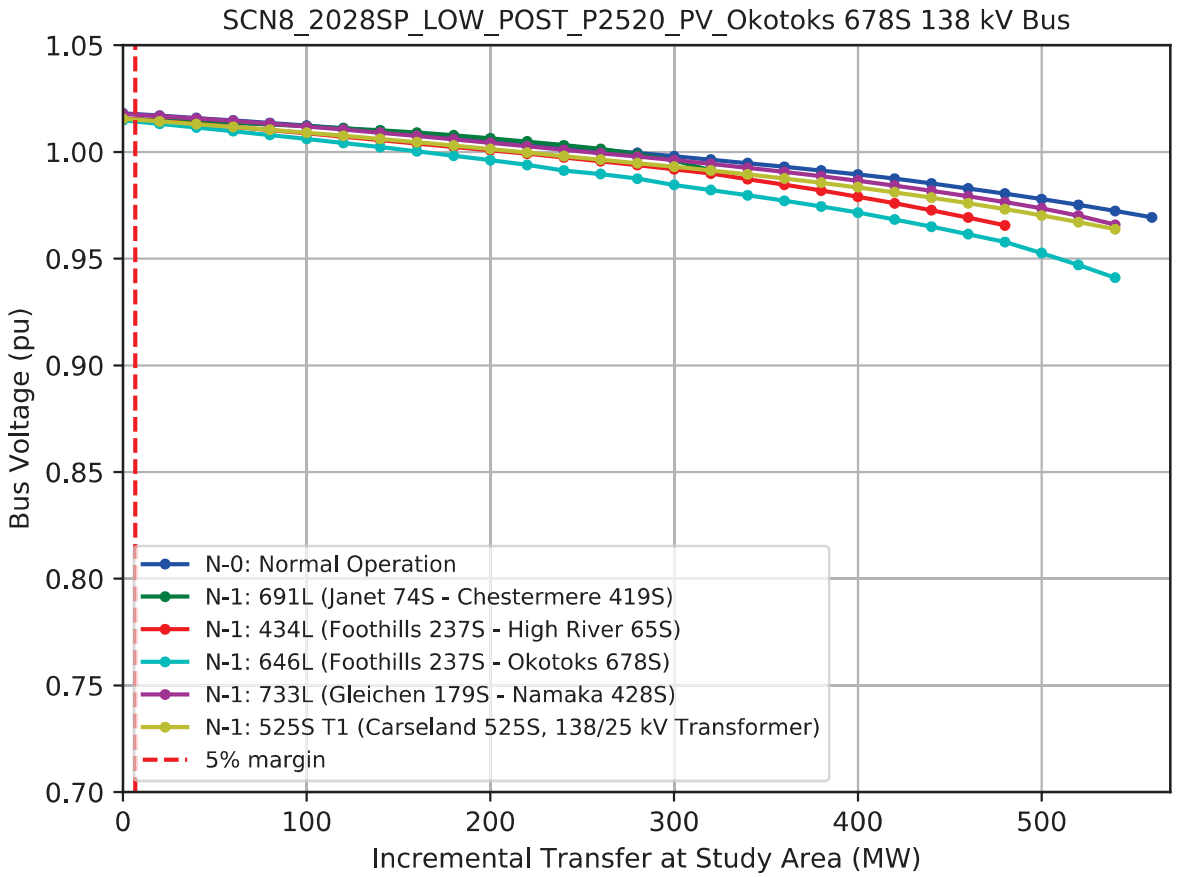
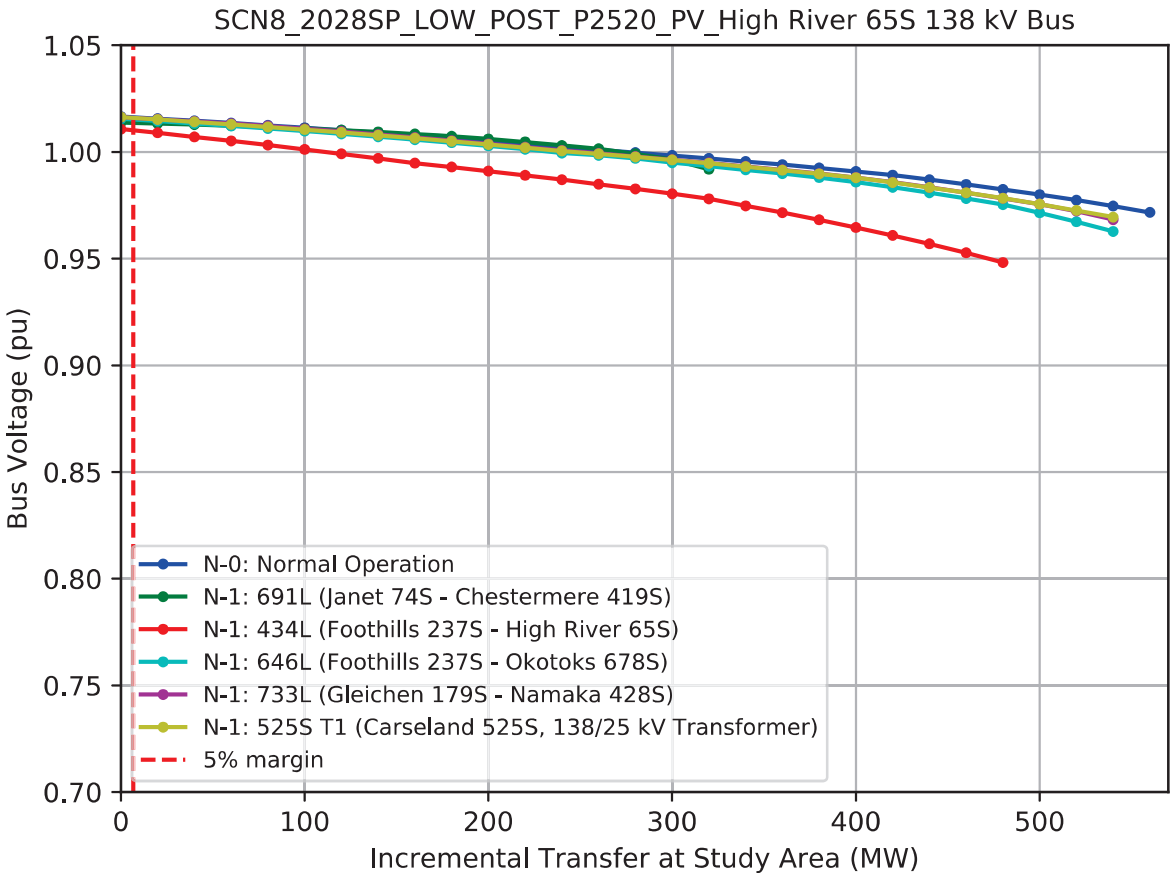
ENMX8S7
ENMX7S7
ENMX6S7
ENMX5S7
ENMX4S7
ENMX3S7
ENMX2S7
ENMX1S7
160 JANET 4
207 JANET 7
161 JANET 1
162 RED DEE4
163 RED DEE1
165 E CROSS4
166 E CROSS1
98 CROSSF T
18F BECKNG2
639 JOHNSON1
661 HALWOD1
547019 KNEE_1
547014 P2481_TAP
547024 WILLOW_TP
547026 P2519_SW
540047 P2519_SW
540020
540070 P2010_SW
540073 P2016_SW
540075 P2520_CS
561075 P2520_G1
564075 P2520_F1
567075 P2520_LV1
1501 NATAL 7
1502 COLEMANT
1503 TTAL-TA
1504 RALSBIL1
1505 RALSBIL2
1506 RALSBIL3
1507 RALSBIL4
1508 RALSBIL5
1509 RALSBIL6
1510 RALSBIL7
1511 RALSBIL8
1512 RALSBIL9
1513 RALSBIL10
1514 RALSBIL11
1515 RALSBIL12
1516 RALSBIL13
1517 RALSBIL14
1518 RALSBIL15
1519 RALSBIL16
1520 RALSBIL17
1521 RALSBIL18
1522 RALSBIL19
1523 RALSBIL20

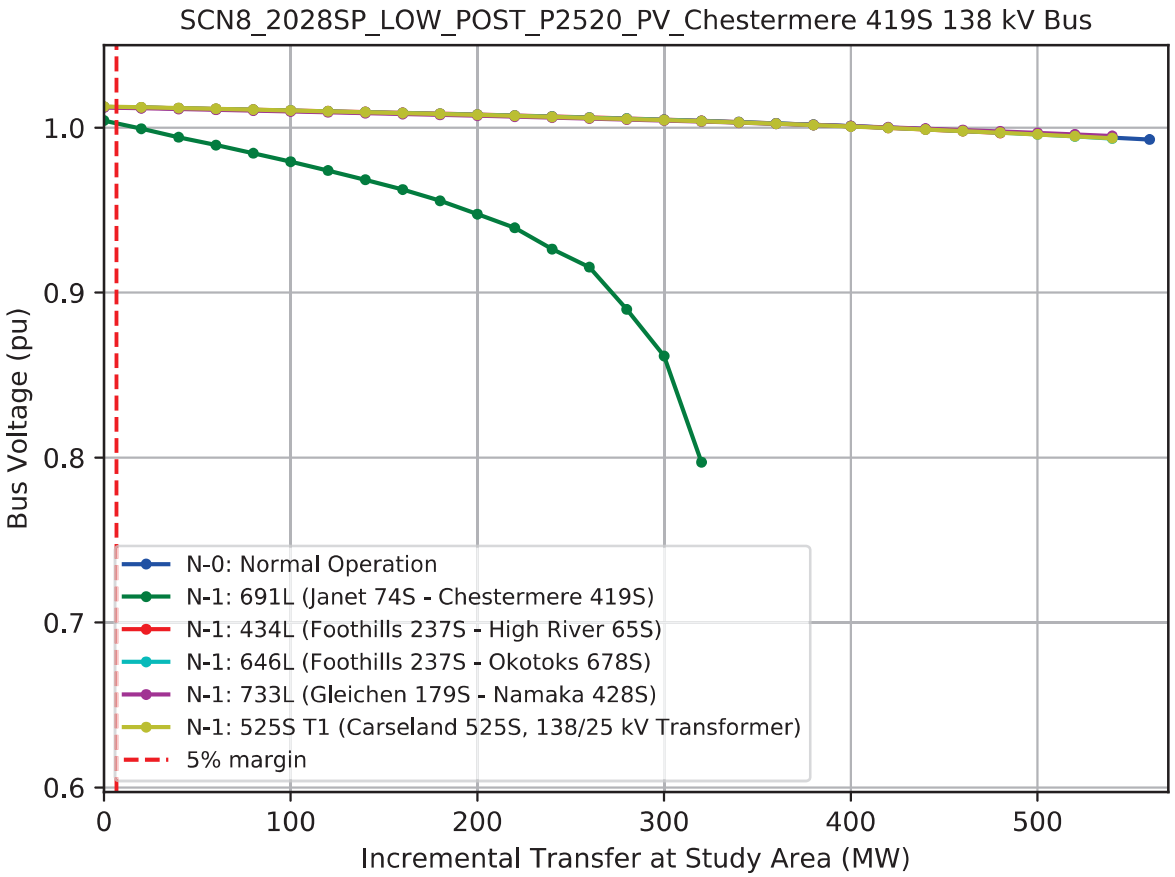
Attachment A4
Post-Project Voltage Stability Diagrams

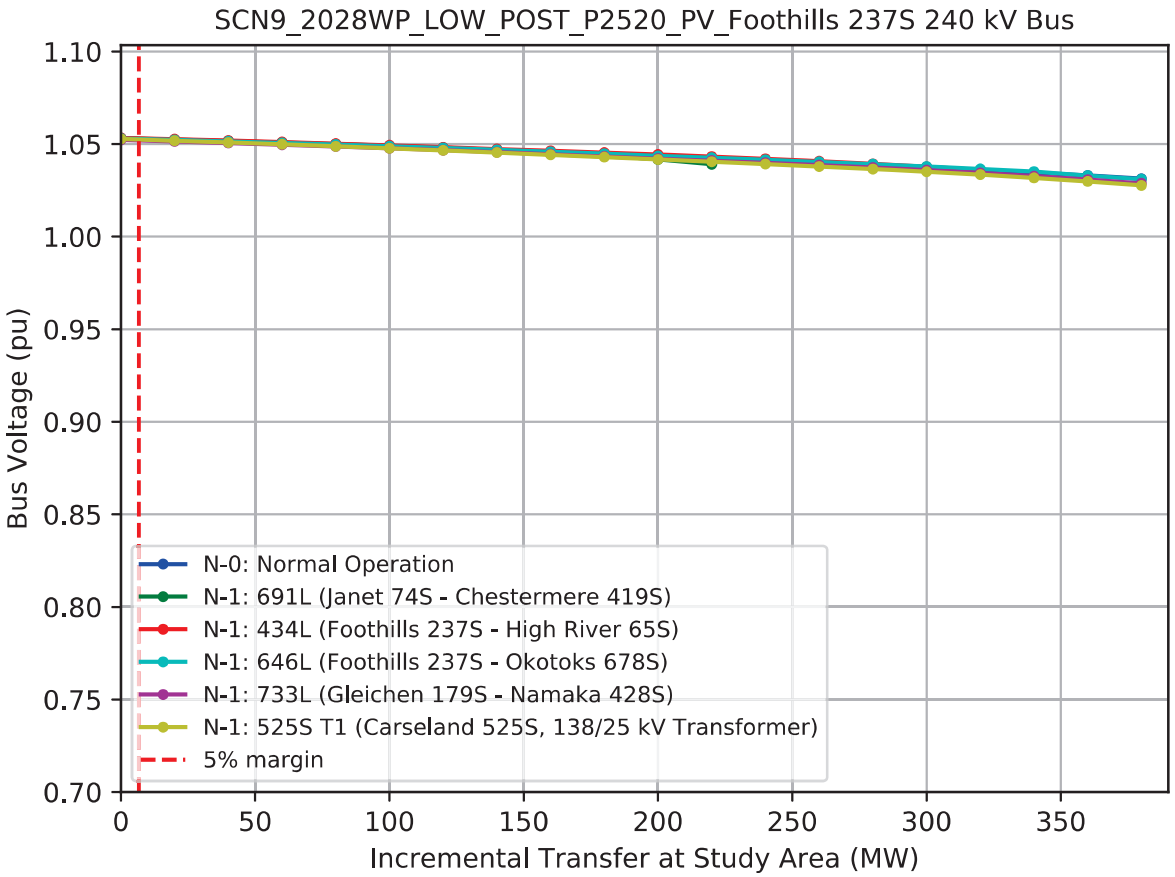

SCN8_2028SP_LOW_POST_P2520_PV_Foothills 237S 240 kV Bus
Bus Voltage (pu)
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
0
100
200
300
400
500
Incremental Transfer at Study Area (MW)
N-0: Normal Operation
N-1: 691L (Janet 74S - Chestermere 419S)
N-1: 434L (Foothills 237S - High River 65S)
N-1: 646L (Foothills 237S - Okotoks 678S)
N-1: 733L (Gleichen 179S - Namaka 428S)
N-1: 525S T1 (Carseland 525S, 138/25 kV Transformer)
5% margin

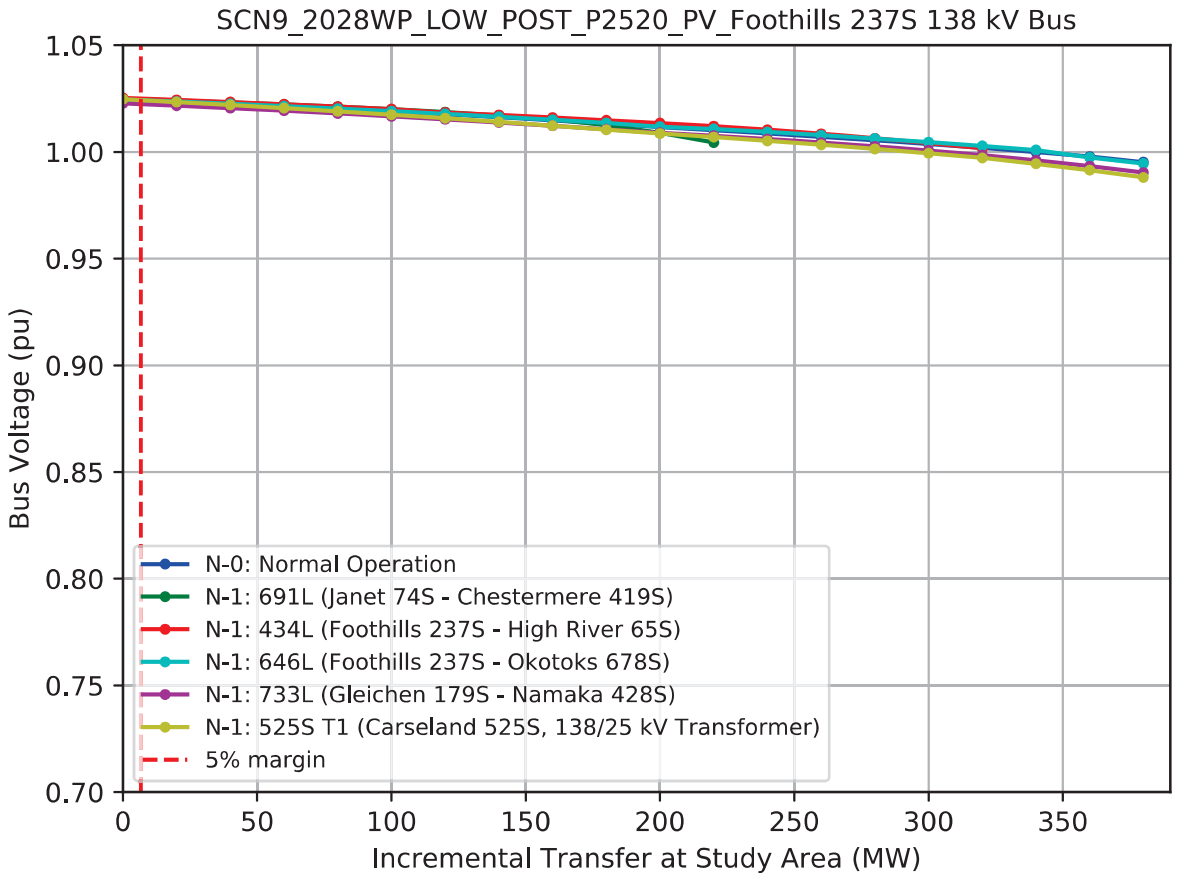

SCN8_2028SP_LOW_POST_P2520_PV_Foothills 237S 138 kV Bus
Bus Voltage (pu)
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
0
100
200
300
400
500
Incremental Transfer at Study Area (MW)
N-0: Normal Operation
N-1: 691L (Janet 74S - Chestermere 419S)
N-1: 434L (Foothills 237S - High River 65S)
N-1: 646L (Foothills 237S - Okotoks 678S)
N-1: 733L (Gleichen 179S - Namaka 428S)
N-1: 525S T1 (Carseland 525S, 138/25 kV Transformer)
5% margin

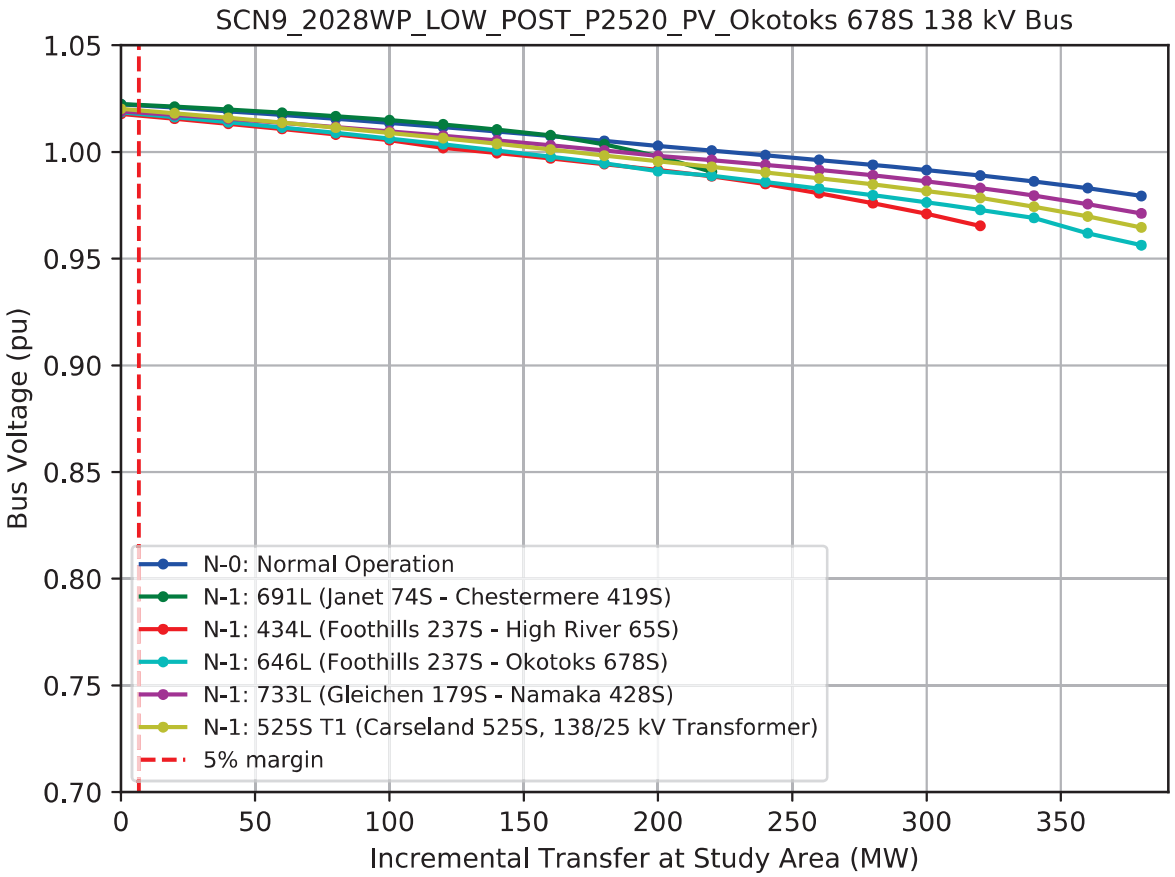

SCN8_2028SP_LOW_POST_P2520_PV_Okotoks 678S 138 kV Bus
Bus Voltage (pu)
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
0
100
200
300
400
500
Incremental Transfer at Study Area (MW)
N-0: Normal Operation
N-1: 691L (Janet 74S - Chestermere 419S)
N-1: 434L (Foothills 237S - High River 65S)
N-1: 646L (Foothills 237S - Okotoks 678S)
N-1: 733L (Gleichen 179S - Namaka 428S)
N-1: 525S T1 (Carseland 525S, 138/25 kV Transformer)
5% margin

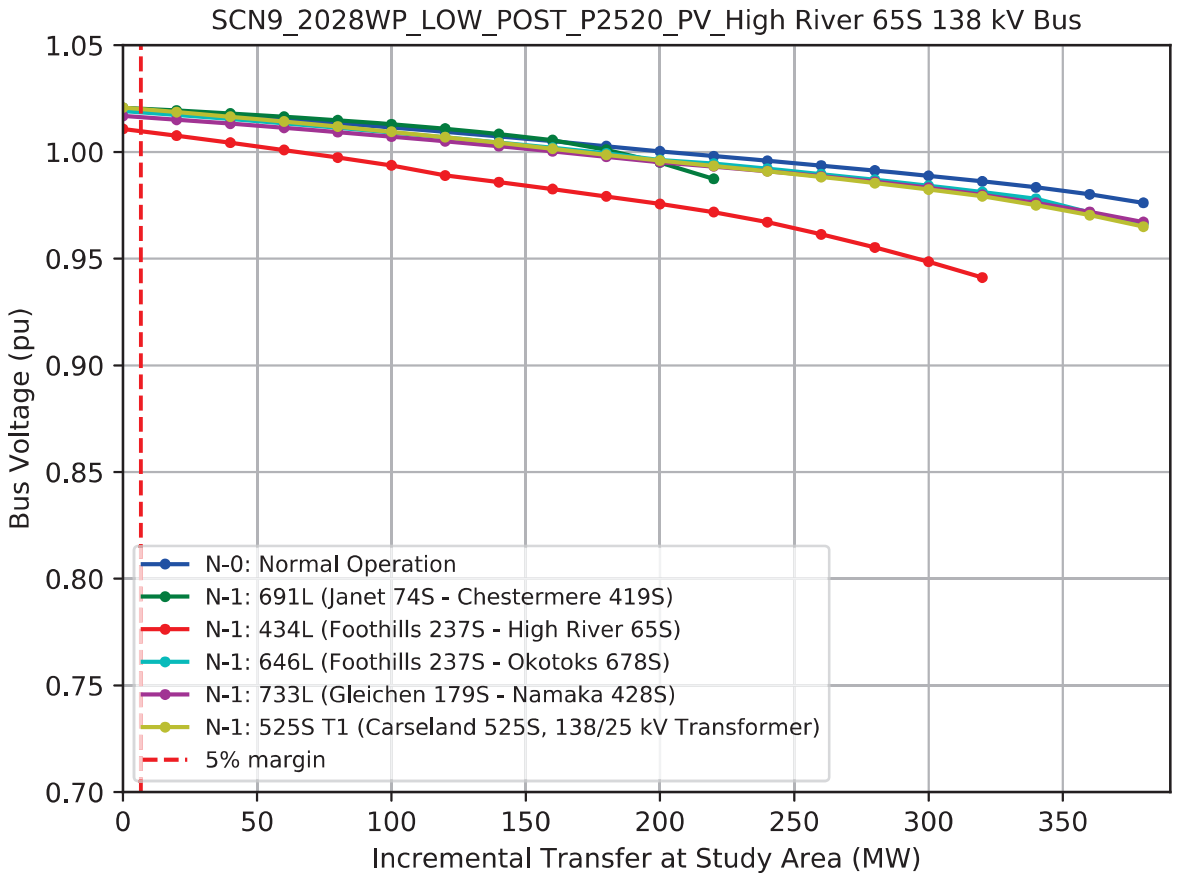

SCN8_2028SP_LOW_POST_P2520_PV_High River 65S 138 kV Bus
Bus Voltage (pu)
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
0
100
200
300
400
500
Incremental Transfer at Study Area (MW)
N-0: Normal Operation
N-1: 691L (Janet 74S - Chestermere 419S)
N-1: 434L (Foothills 237S - High River 65S)
N-1: 646L (Foothills 237S - Okotoks 678S)
N-1: 733L (Gleichen 179S - Namaka 428S)
N-1: 525S T1 (Carseland 525S, 138/25 kV Transformer)
5% margin

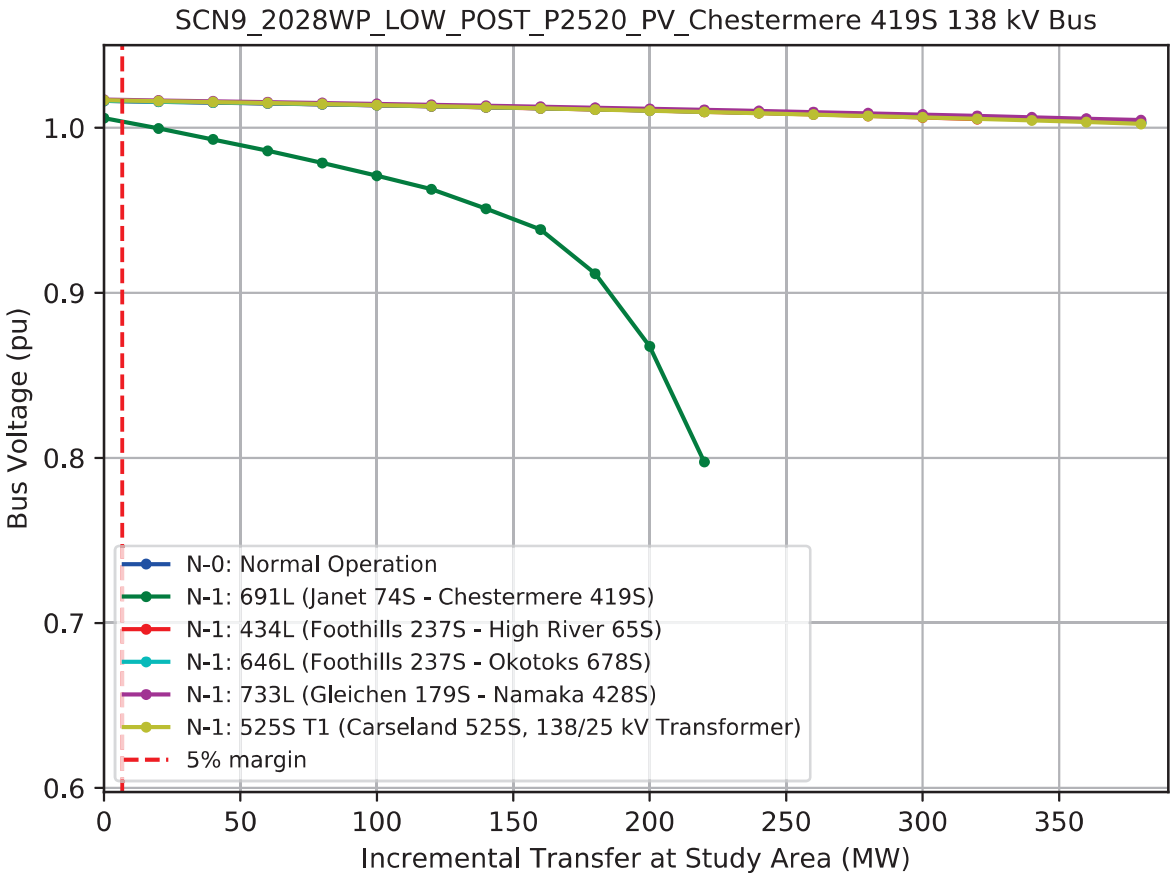

SCN8_2028SP_LOW_POST_P2520_PV_Chestermere 419S 138 kV Bus
Bus Voltage (pu)
1.0
0.9
0.8
0.7
0.6
0
100
200
300
400
500
Incremental Transfer at Study Area (MW)
N-0: Normal Operation
N-1: 691L (Janet 74S - Chestermere 419S)
N-1: 434L (Foothills 237S - High River 65S)
N-1: 646L (Foothills 237S - Okotoks 678S)
N-1: 733L (Gleichen 179S - Namaka 428S)
N-1: 525S T1 (Carseland 525S, 138/25 kV Transformer)
5% margin


SCN9_2028WP_LOW_POST_P2520_PV_Foothills 237S 240 kV Bus
Bus Voltage (pu)
1.10
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
0
50
100
150
200
250
300
350
Incremental Transfer at Study Area (MW)
N-0: Normal Operation
N-1: 691L (Janet 74S - Chestermere 419S)
N-1: 434L (Foothills 237S - High River 65S)
N-1: 646L (Foothills 237S - Okotoks 678S)
N-1: 733L (Gleichen 179S - Namaka 428S)
N-1: 525S T1 (Carseland 525S, 138/25 kV Transformer)
5% margin


SCN9_2028WP_LOW_POST_P2520_PV_Foothills 237S 138 kV Bus
Bus Voltage (pu)
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
0
50
100
150
200
250
300
350
Incremental Transfer at Study Area (MW)
N-0: Normal Operation
N-1: 691L (Janet 74S - Chestermere 419S)
N-1: 434L (Foothills 237S - High River 65S)
N-1: 646L (Foothills 237S - Okotoks 678S)
N-1: 733L (Gleichen 179S - Namaka 428S)
N-1: 525S T1 (Carseland 525S, 138/25 kV Transformer)
5% margin


SCN9_2028WP_LOW_POST_P2520_PV_Okotoks 678S 138 kV Bus
Bus Voltage (pu)
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
0
50
100
150
200
250
300
350
Incremental Transfer at Study Area (MW)
N-0: Normal Operation
N-1: 691L (Janet 74S - Chestermere 419S)
N-1: 434L (Foothills 237S - High River 65S)
N-1: 646L (Foothills 237S - Okotoks 678S)
N-1: 733L (Gleichen 179S - Namaka 428S)
N-1: 525S T1 (Carseland 525S, 138/25 kV Transformer)
5% margin


SCN9_2028WP_LOW_POST_P2520_PV_High River 65S 138 kV Bus
Bus Voltage (pu)
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
0
50
100
150
200
250
300
350
Incremental Transfer at Study Area (MW)
N-0: Normal Operation
N-1: 691L (Janet 74S - Chestermere 419S)
N-1: 434L (Foothills 237S - High River 65S)
N-1: 646L (Foothills 237S - Okotoks 678S)
N-1: 733L (Gleichen 179S - Namaka 428S)
N-1: 525S T1 (Carseland 525S, 138/25 kV Transformer)
5% margin


SCN9_2028WP_LOW_POST_P2520_PV_Chestermere 419S 138 kV Bus
Bus Voltage (pu)
1.0
0.9
0.8
0.7
0.6
0
50
100
150
200
250
300
350
Incremental Transfer at Study Area (MW)
N-0: Normal Operation
N-1: 691L (Janet 74S - Chestermere 419S)
N-1: 434L (Foothills 237S - High River 65S)
N-1: 646L (Foothills 237S - Okotoks 678S)
N-1: 733L (Gleichen 179S - Namaka 428S)
N-1: 525S T1 (Carseland 525S, 138/25 kV Transformer)
5% margin

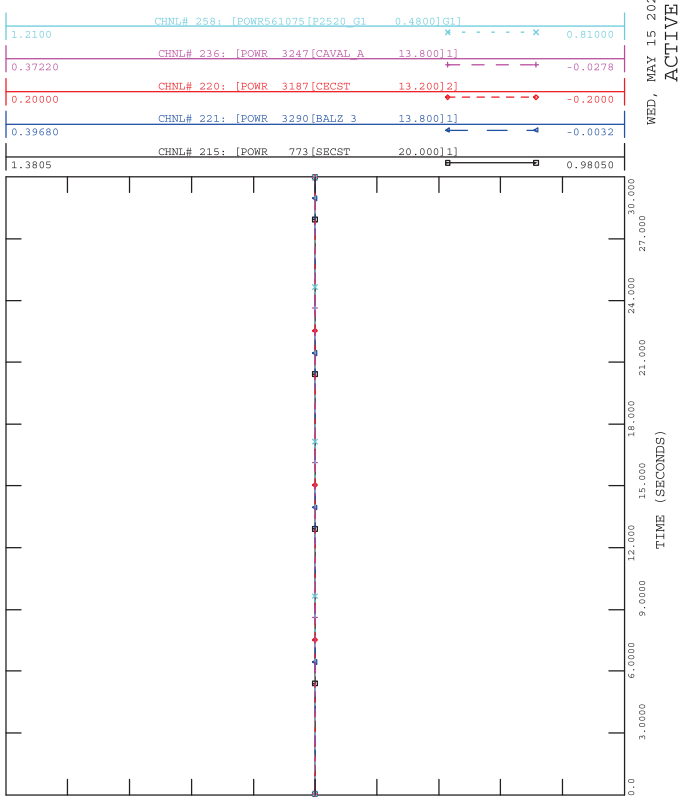
Attachment A5
Post-Project Transient Stability Diagrams

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_00_NOFAULT

FILE: Scn3_SL_00_nofault.out

WED, MAY 15 2024 22:36

ACTIVE POWER

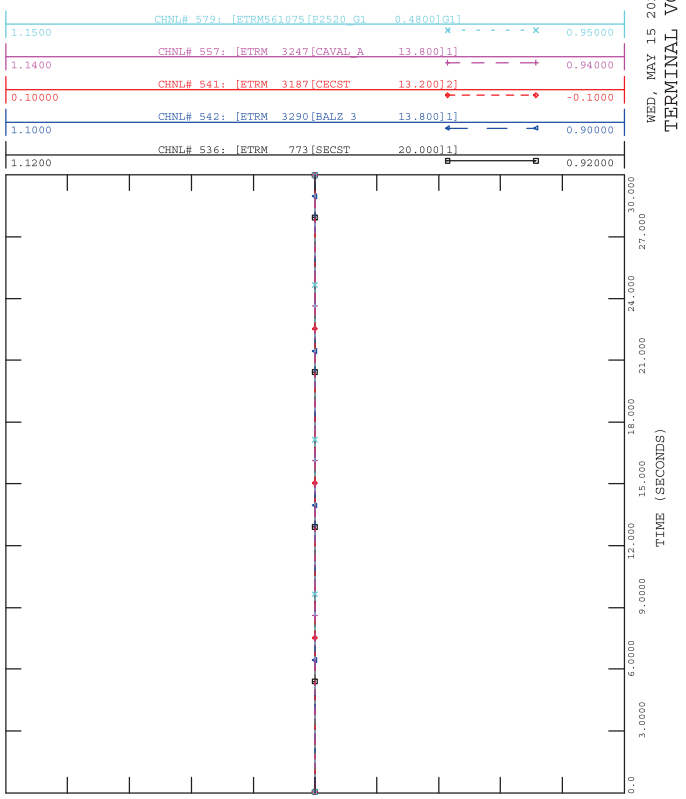


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_00_NOFAULT

FILE: Scn3_SL_00_nofault.out

WED, MAY 15 2024 22:36

TERMINAL VOLTAGE

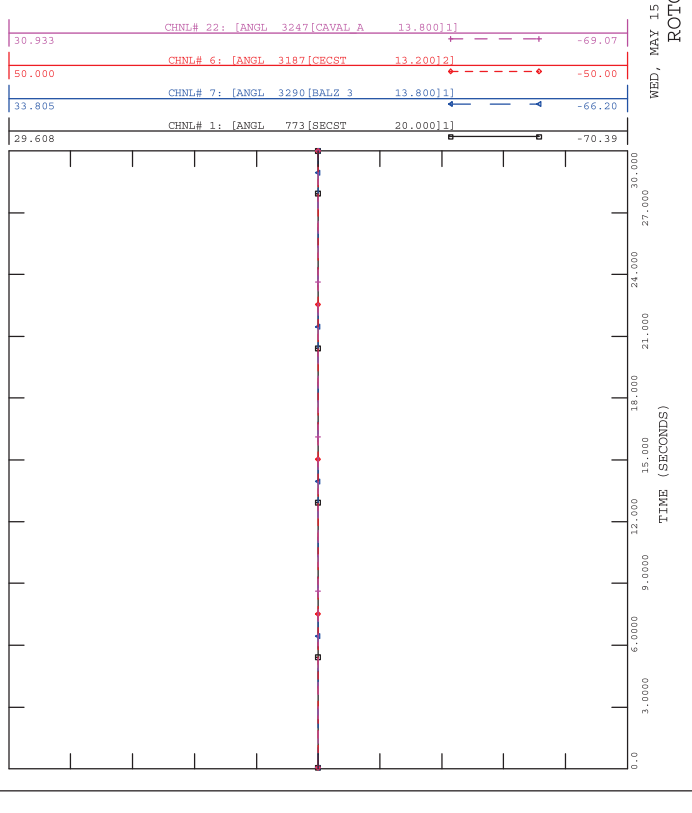


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_00_NOFAULT

FILE: Scn3_SL_00_nofault.out

WED, MAY 15 2024 22:36

ROTOR ANGLE

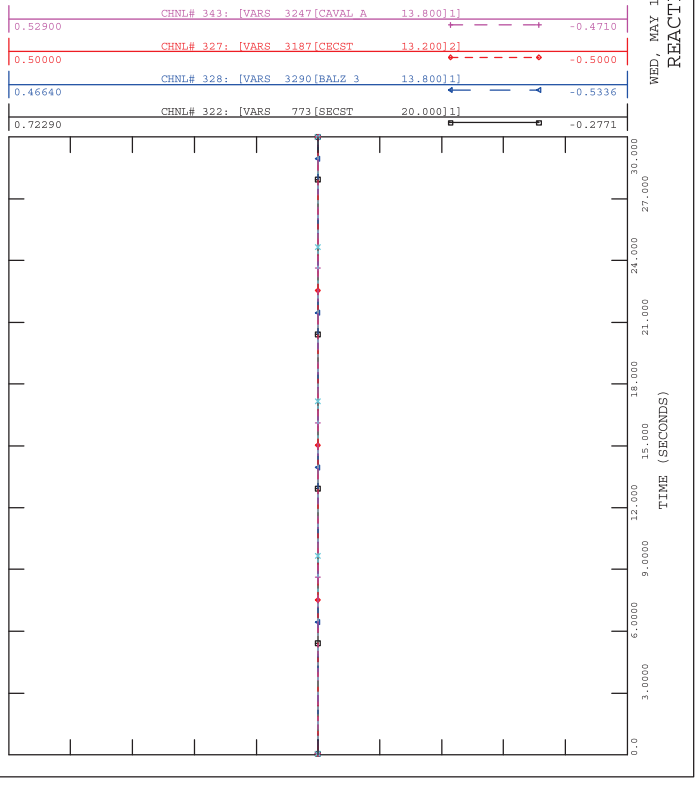


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_00_NOFAULT

FILE: Scn3_SL_00_nofault.out

WED, MAY 15 2024 22:36

REACTIVE POWER

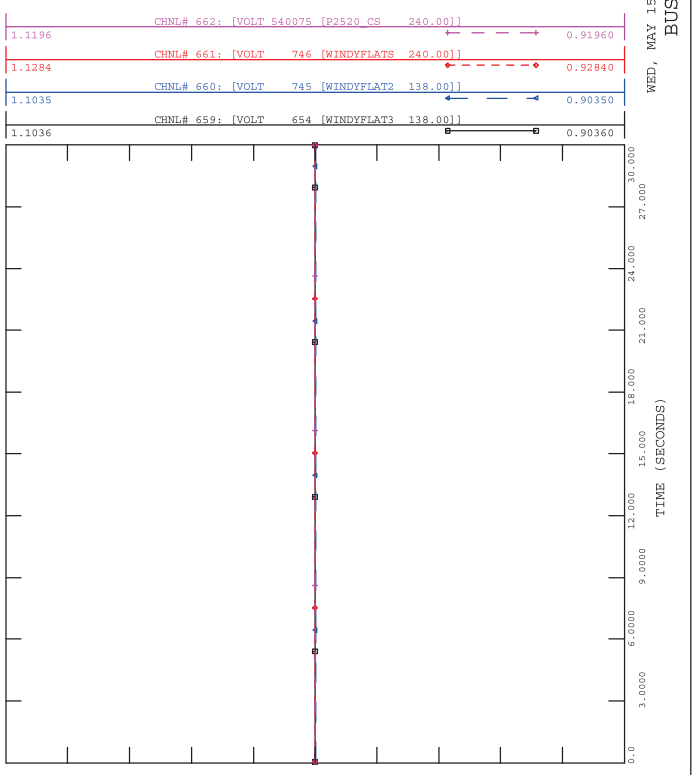


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_00_NOFAULT

FILE: Scn3_SL_00_nofault.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

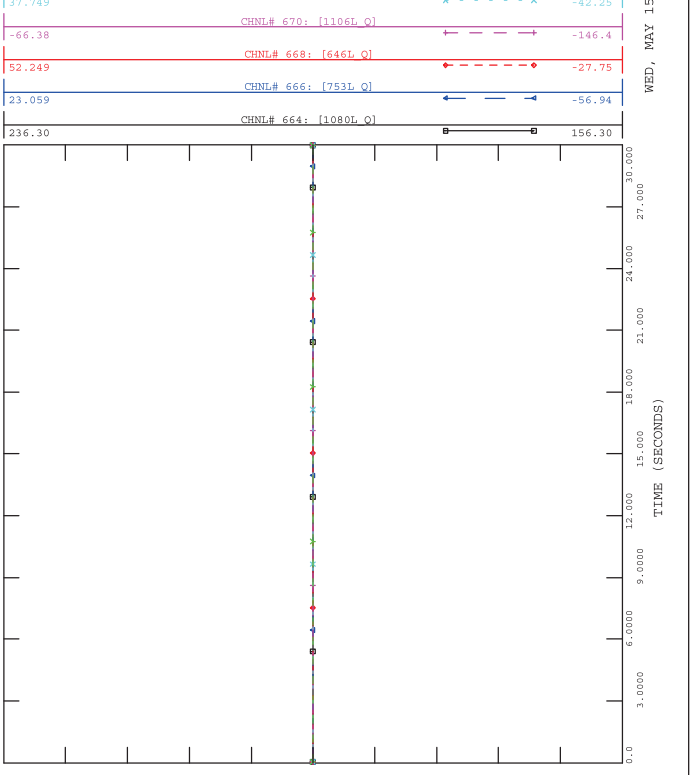


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_00_NOFAULT

FILE: Scn3_SL_00_nofault.out

WED, MAY 15 2024 22:36

BRANCH Q

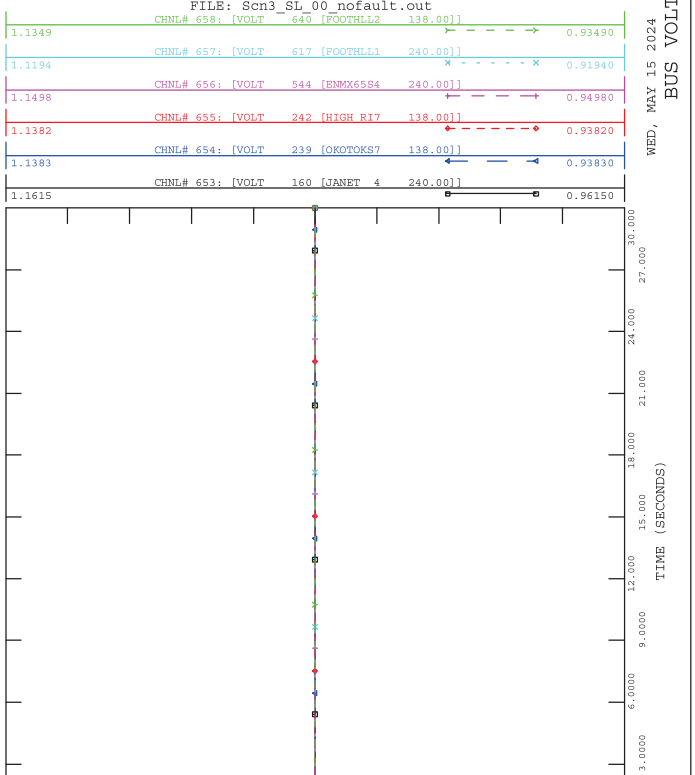


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_00_NOFAULT

FILE: Scn3_SL_00_nofault.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

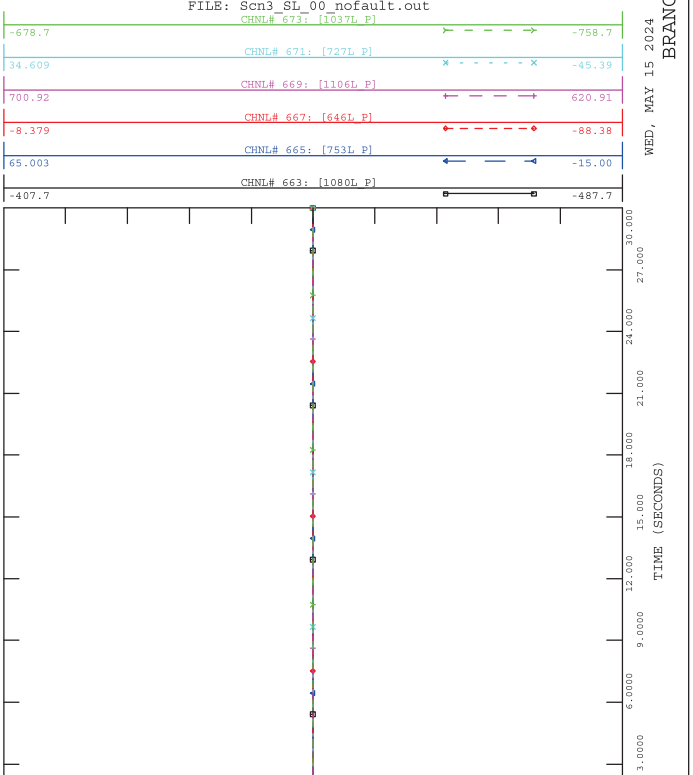


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_00_NOFAULT

FILE: Scn3_SL_00_nofault.out

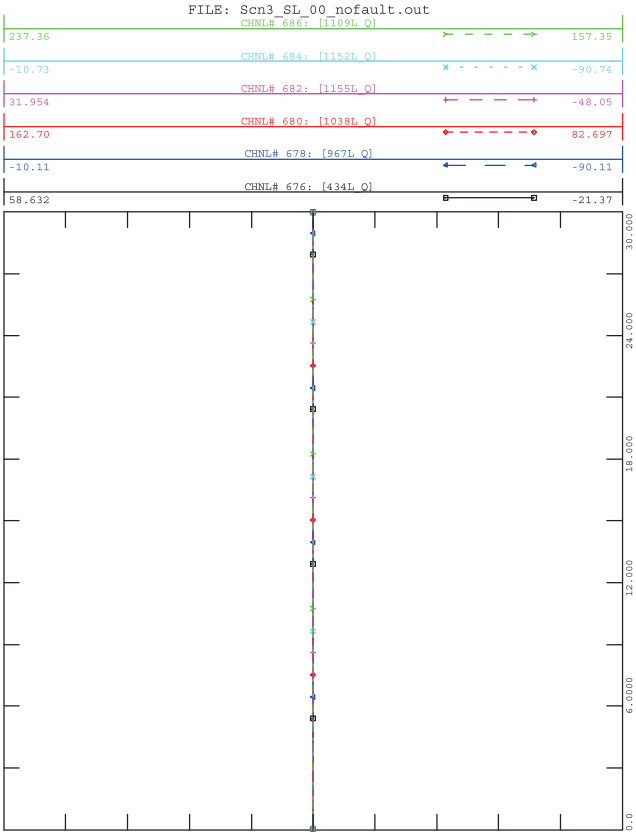
WED, MAY 15 2024 22:36

BRANCH P



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_00_NOFAULT

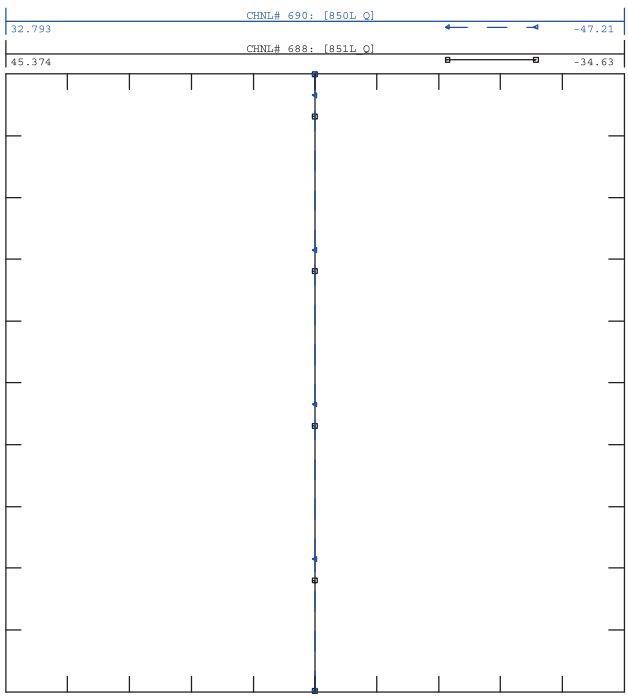
FILE: Scn3_SL_00_nofault.out



WED, MAY 15 2024 22:36 BRANCH Q

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_00_NOFAULT

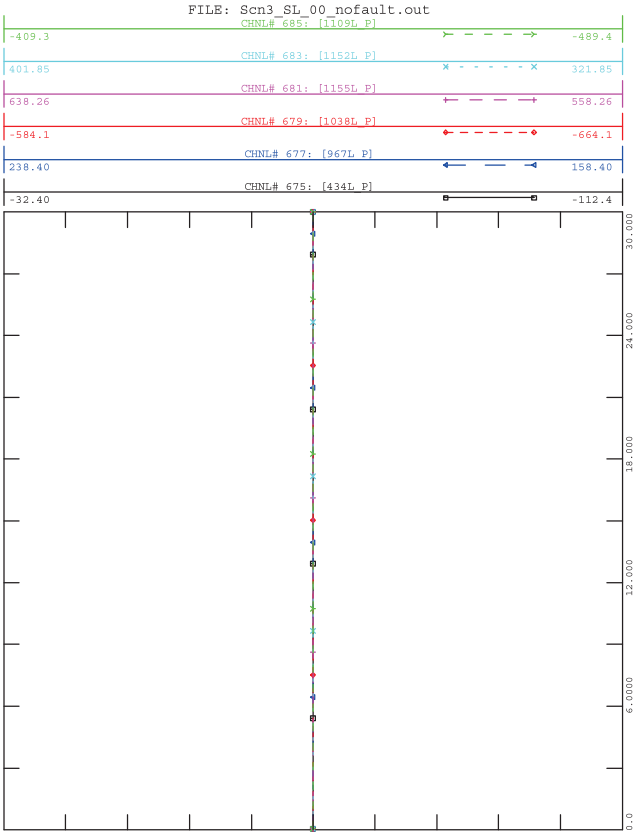
FILE: Scn3_SL_00_nofault.out



WED, MAY 15 2024 22:36 BRANCH Q

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_00_NOFAULT

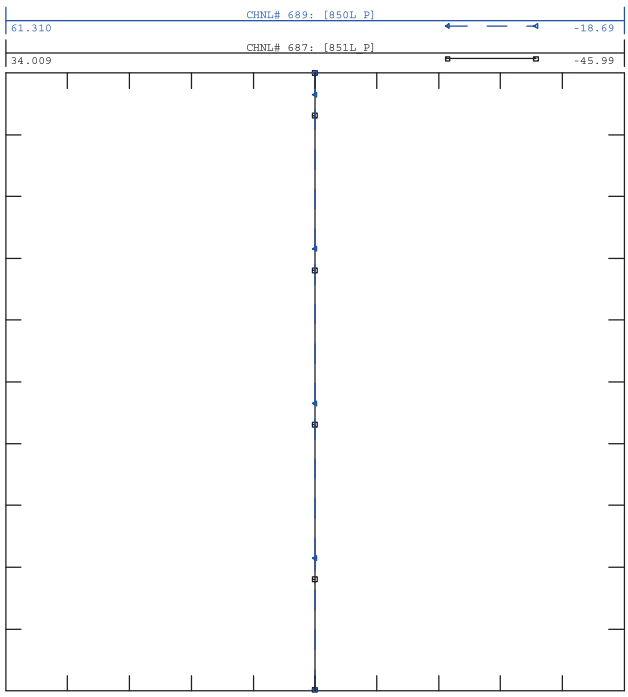
FILE: Scn3_SL_00_nofault.out



WED, MAY 15 2024 22:36 BRANCH P

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_00_NOFAULT

FILE: Scn3_SL_00_nofault.out



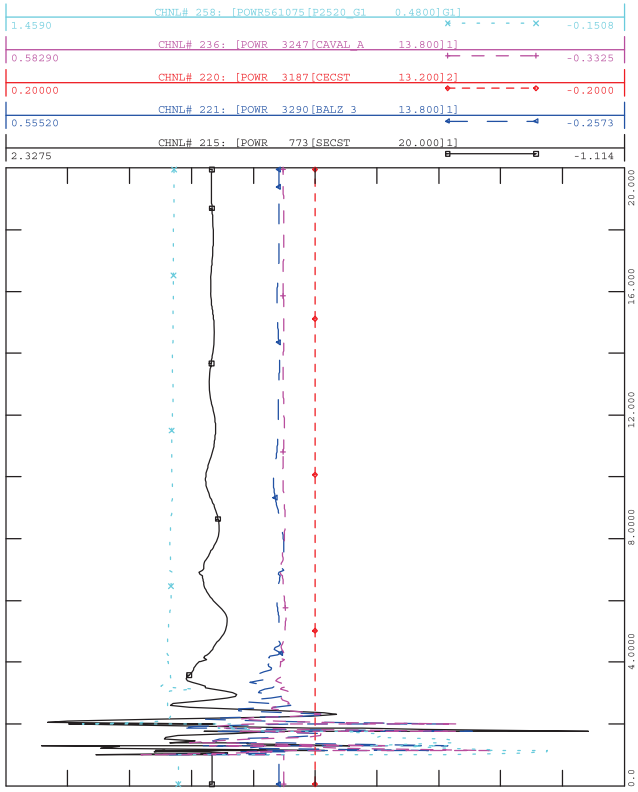
WED, MAY 15 2024 22:36 BRANCH P

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_01_727L_HIGHRIVER

FILE: Scn3_SL_01_727L_HighRiver.out

WED, MAY 15 2024 22:36

ACTIVE POWER

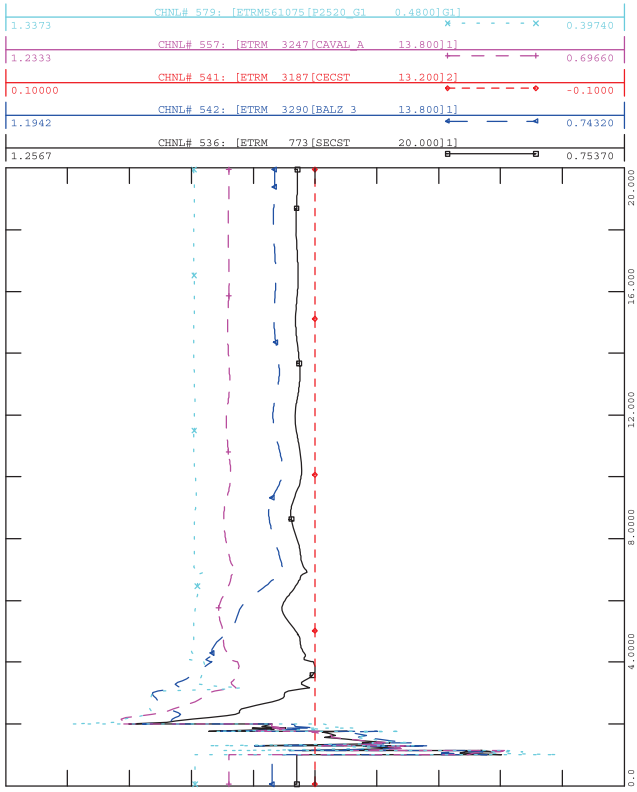


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_01_727L_HIGHRIVER

FILE: Scn3_SL_01_727L_HighRiver.out

WED, MAY 15 2024 22:36

TERMINAL VOLTAGE

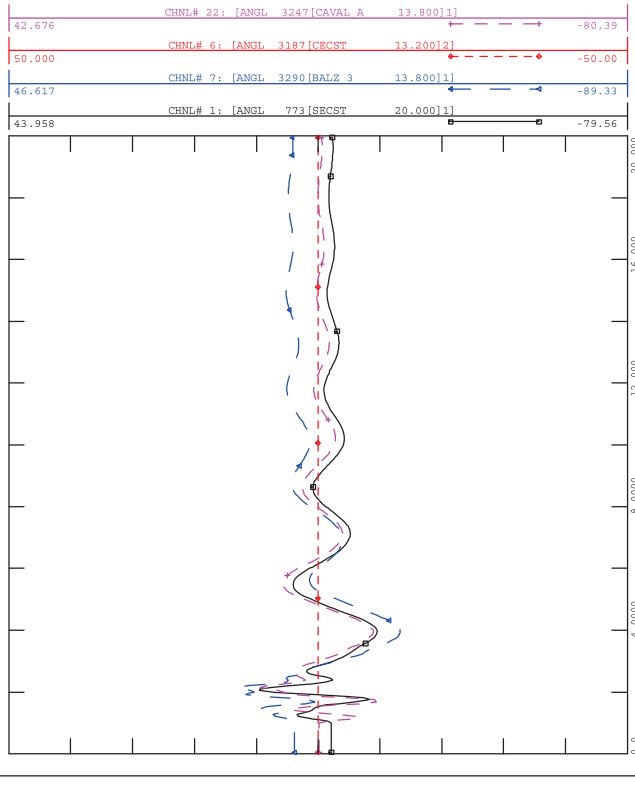


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_01_727L_HIGHRIVER

FILE: Scn3_SL_01_727L_HighRiver.out

WED, MAY 15 2024 22:36

ROTOR ANGLE

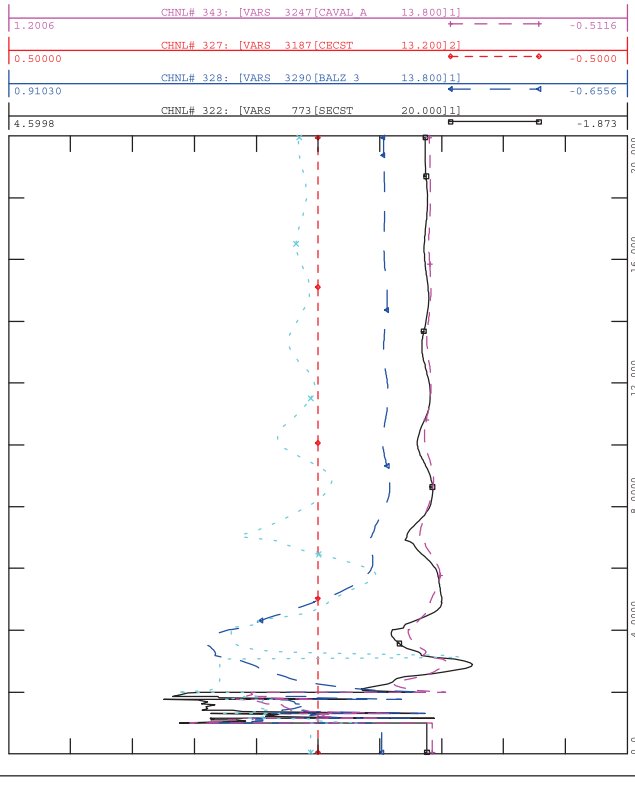


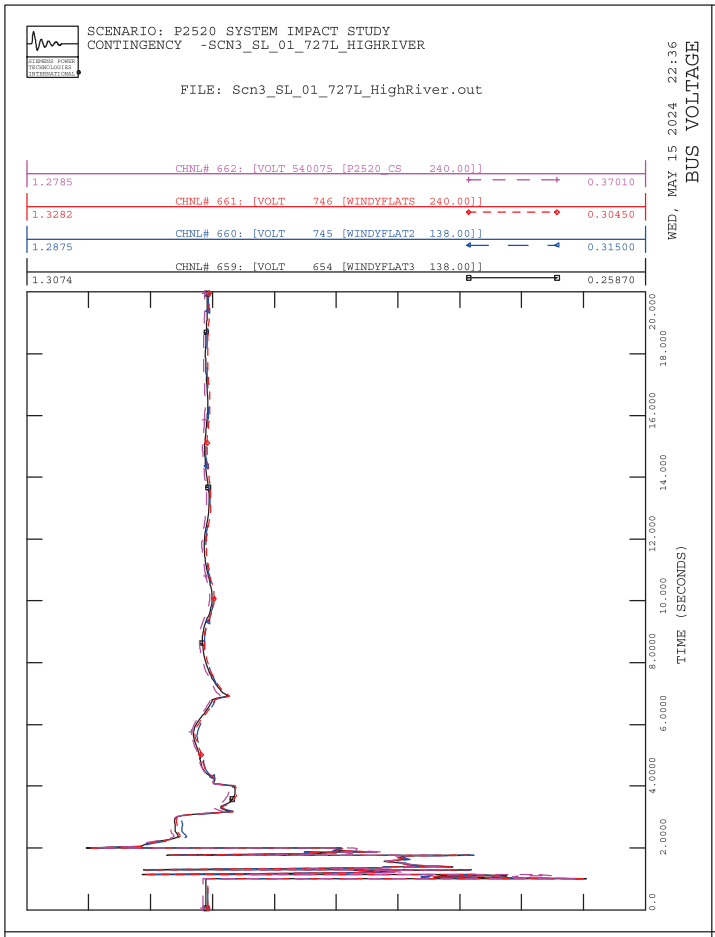
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_01_727L_HIGHRIVER

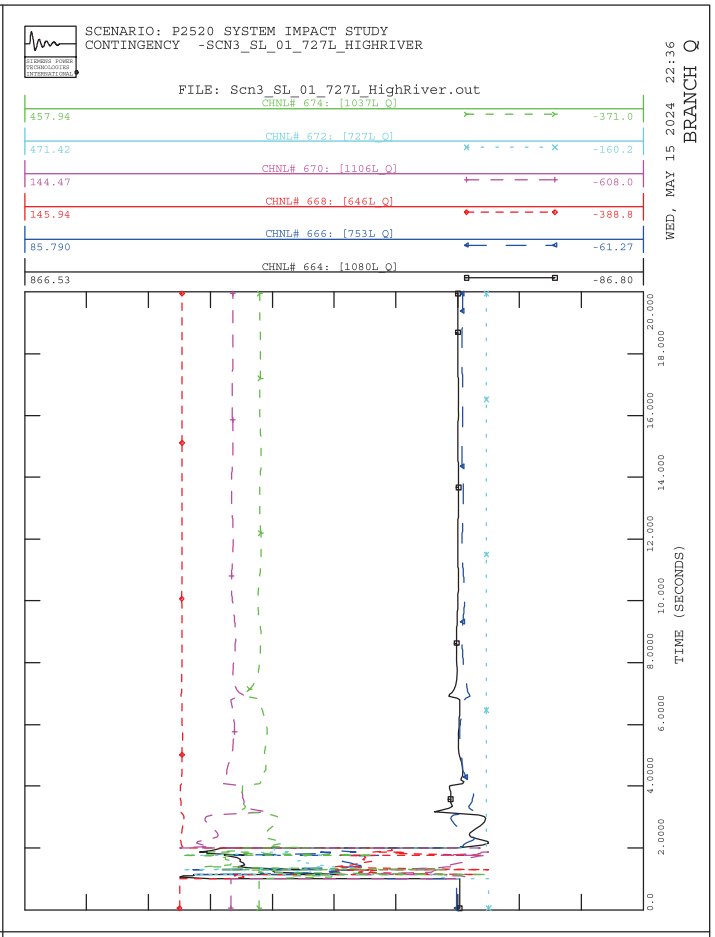
FILE: Scn3_SL_01_727L_HighRiver.out

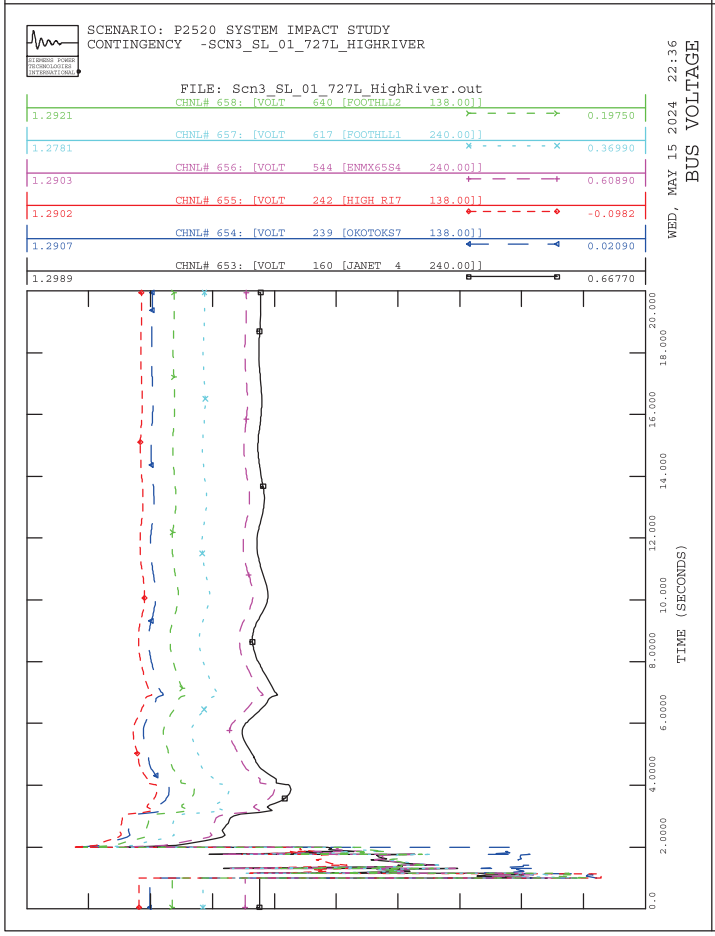
WED, MAY 15 2024 22:36

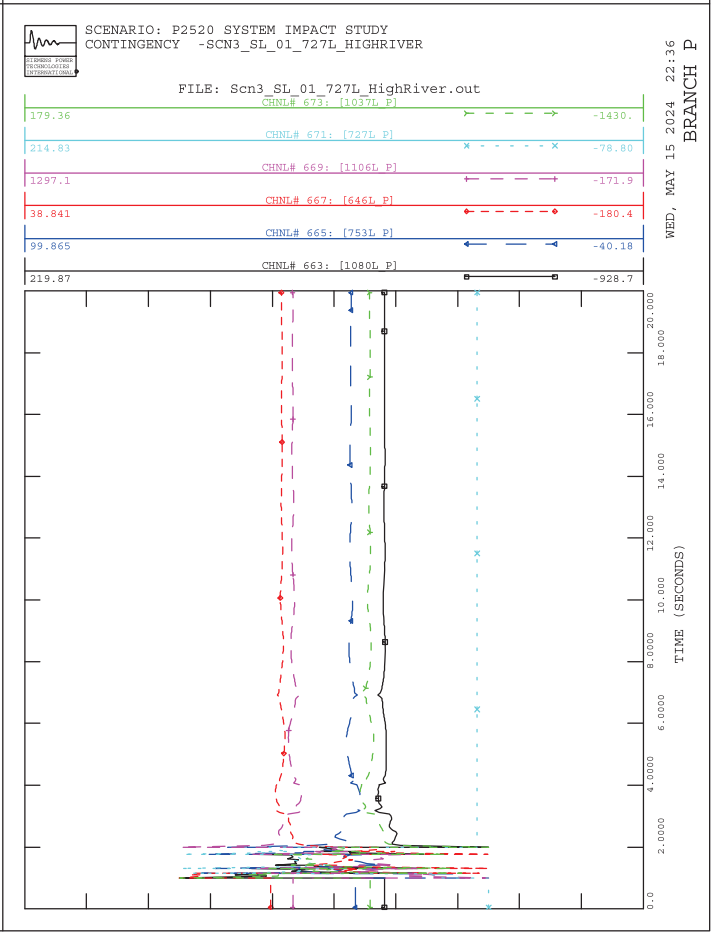
REACTIVE POWER




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_01_727L_HIGHRIVER
FILE: Scn3_SL_01_727L_HighRiver.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2785
0.37010
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.3282
0.30450
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.2875
0.31500
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.3074
0.25870
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_01_727L_HIGHRIVER
FILE: Scn3_SL_01_727L_HighRiver.out
CHNL# 674: [1037L Q]
457.94
-371.0
CHNL# 672: [727L Q]
471.42
-160.2
CHNL# 670: [1106L Q]
144.47
-608.0
CHNL# 668: [646L Q]
145.94
-388.8
CHNL# 666: [753L Q]
85.790
-61.27
CHNL# 664: [1080L Q]
866.53
-86.80
BRANCH Q
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_01_727L_HIGHRIVER
FILE: Scn3_SL_01_727L_HighRiver.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2921
0.19750
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2781
0.36990
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2903
0.60890
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2902
-0.0982
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2907
0.02090
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2989
0.66770
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_01_727L_HIGHRIVER
FILE: Scn3_SL_01_727L_HighRiver.out
CHNL# 673: [1037L P]
179.36
-1430.
CHNL# 671: [727L P]
214.83
-78.80
CHNL# 669: [1106L P]
1297.1
-171.9
CHNL# 667: [646L P]
38.841
-180.4
CHNL# 665: [753L P]
99.865
-40.18
CHNL# 663: [1080L P]
219.87
-928.7
BRANCH P
WED, MAY 15 2024 22:36
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
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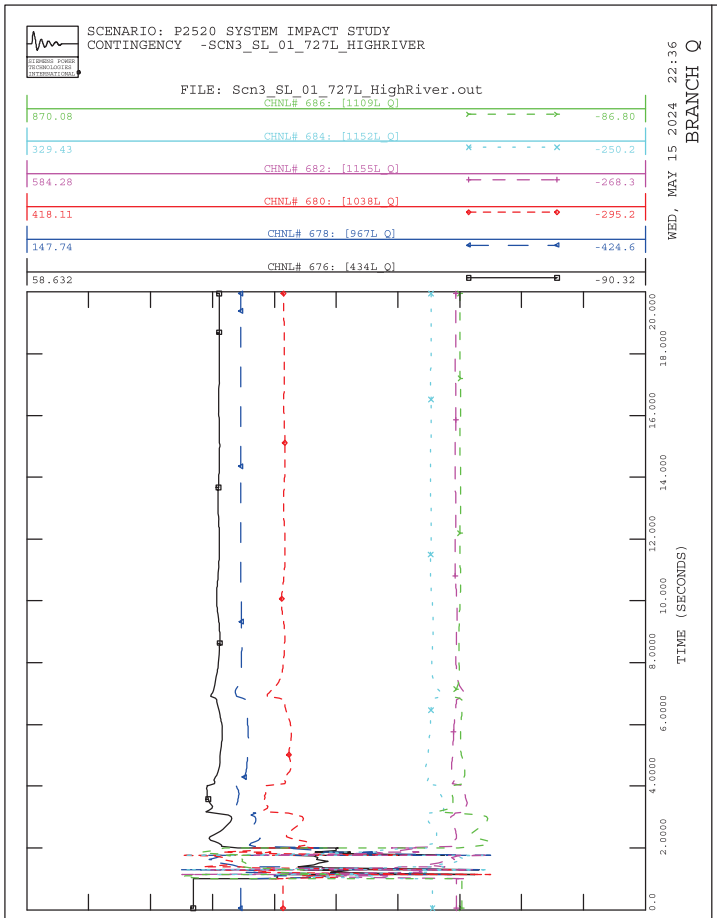
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_01_727L_HIGHRIVER
FILE: Scn3_SL_01_727L_HighRiver.out
CHNL# 686: [1109L Q]
870.08
-86.80
CHNL# 684: [1152L Q]
329.43
-250.2
CHNL# 682: [1155L Q]
584.28
-268.3
CHNL# 680: [1038L Q]
418.11
-295.2
CHNL# 678: [967L Q]
147.74
-424.6
CHNL# 676: [434L Q]
58.632
-90.32
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
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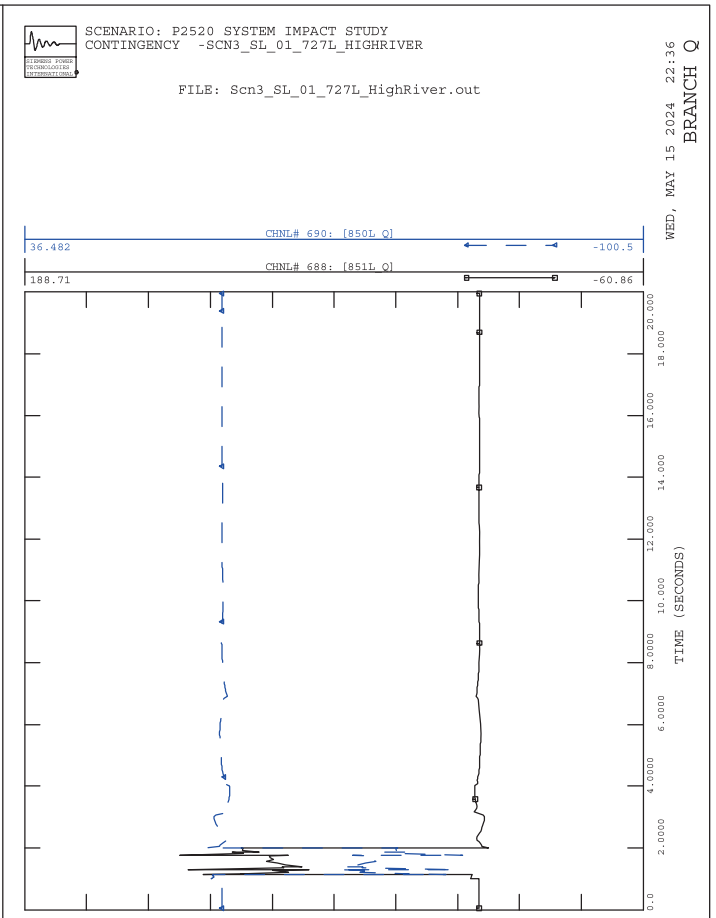
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_01_727L_HIGHRIVER
FILE: Scn3_SL_01_727L_HighRiver.out
CHNL# 690: [850L Q]
36.482
-100.5
CHNL# 688: [851L Q]
188.71
-60.86
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
6.0000
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12.000
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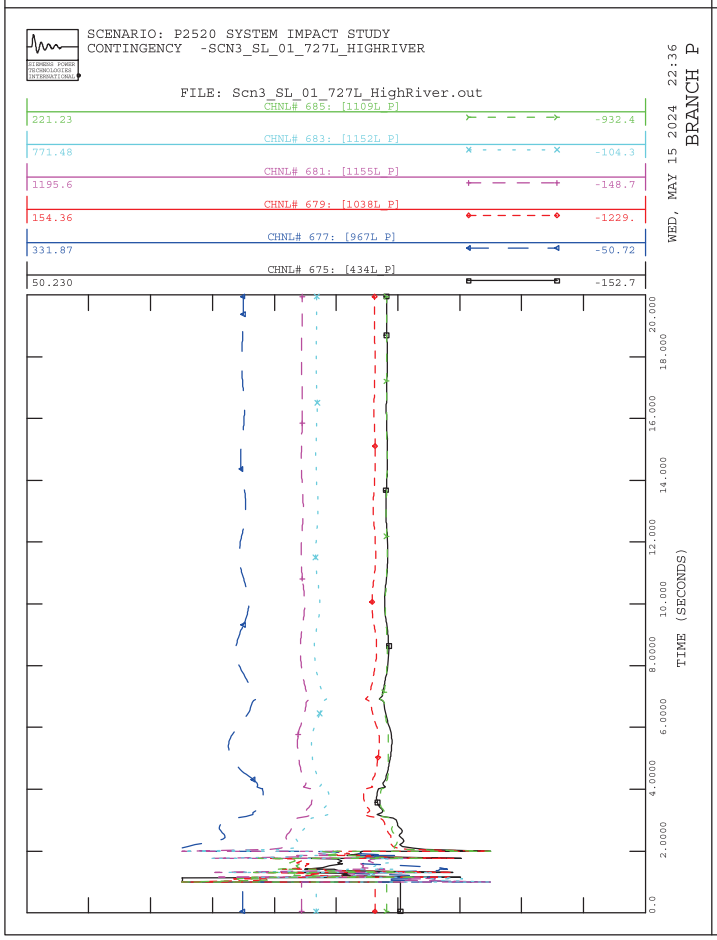
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_01_727L_HIGHRIVER
FILE: Scn3_SL_01_727L_HighRiver.out
CHNL# 685: [1109L P]
221.23
-932.4
CHNL# 683: [1152L P]
771.48
-104.3
CHNL# 681: [1155L P]
1195.6
-148.7
CHNL# 679: [1038L P]
154.36
-1229.
CHNL# 677: [967L P]
331.87
-50.72
CHNL# 675: [434L P]
50.230
-152.7
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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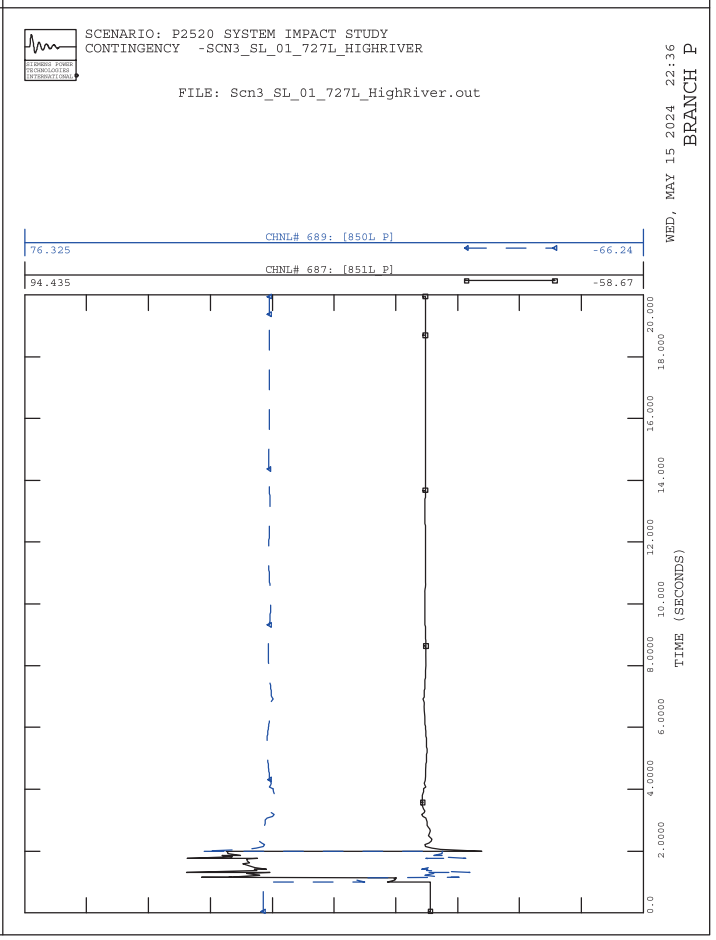
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_01_727L_HIGHRIVER
FILE: Scn3_SL_01_727L_HighRiver.out
CHNL# 689: [850L P]
76.325
-66.24
CHNL# 687: [851L P]
94.435
-58.67
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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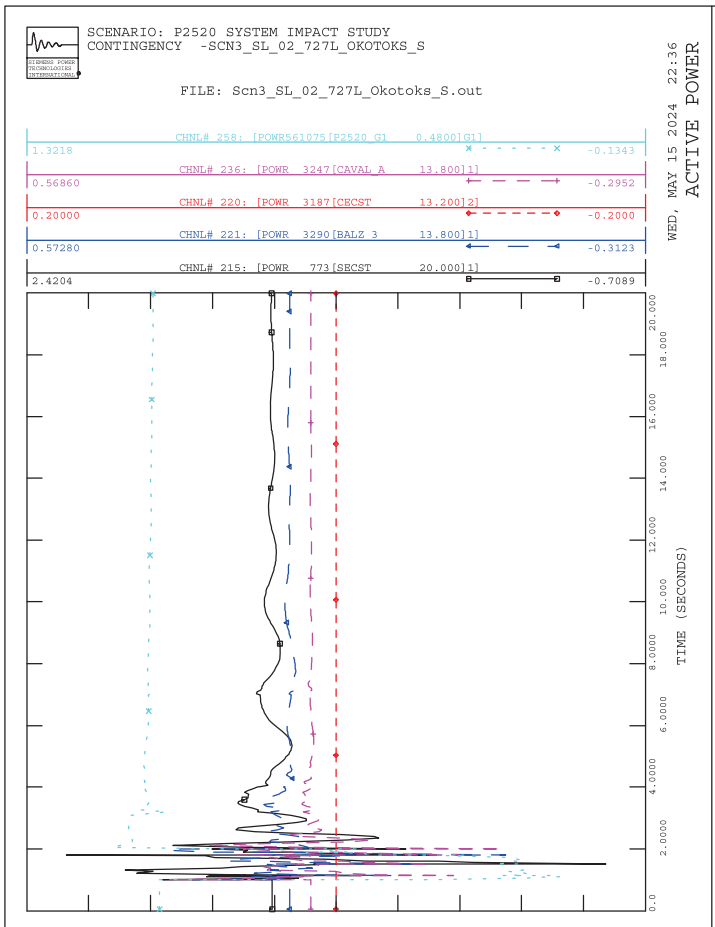
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_02_727L_OKOTOKS_S
FILE: Scn3_SL_02_727L_Okotoks_S.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.3218
-0.1343
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.56860
-0.2952
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000
-0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.57280
-0.3123
CHNL# 215: [POWR 773[SECST 20.000]1]
2.4204
-0.7089
ACTIVE POWER
WED, MAY 15 2024 22:36
TIME (SECONDS)
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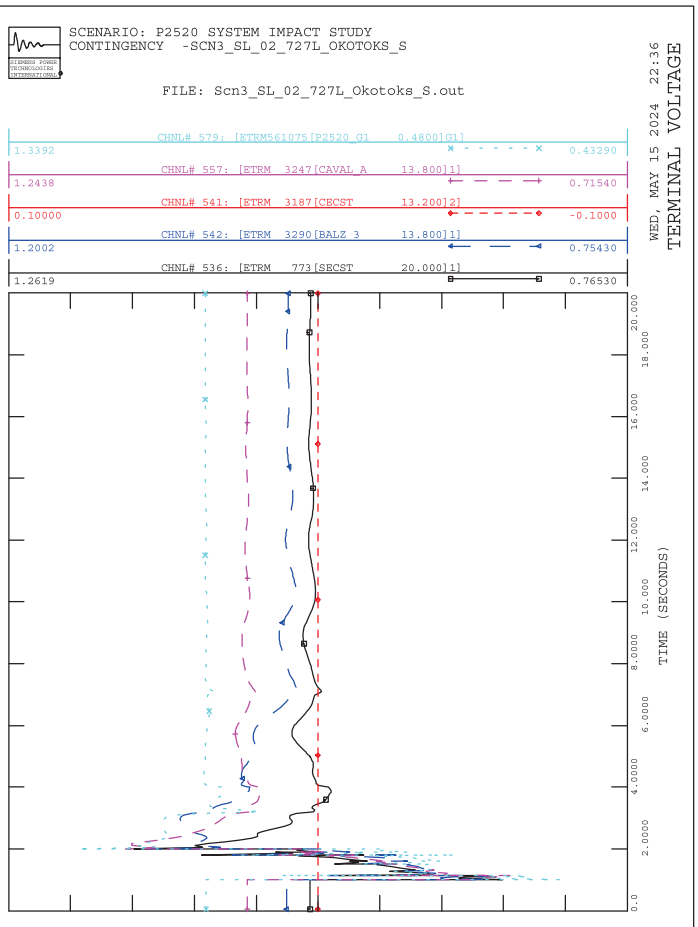
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_02_727L_OKOTOKS_S
FILE: Scn3_SL_02_727L_Okotoks_S.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.3392
0.43290
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2438
0.71540
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000
-0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.2002
0.75430
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2619
0.76530
TERMINAL VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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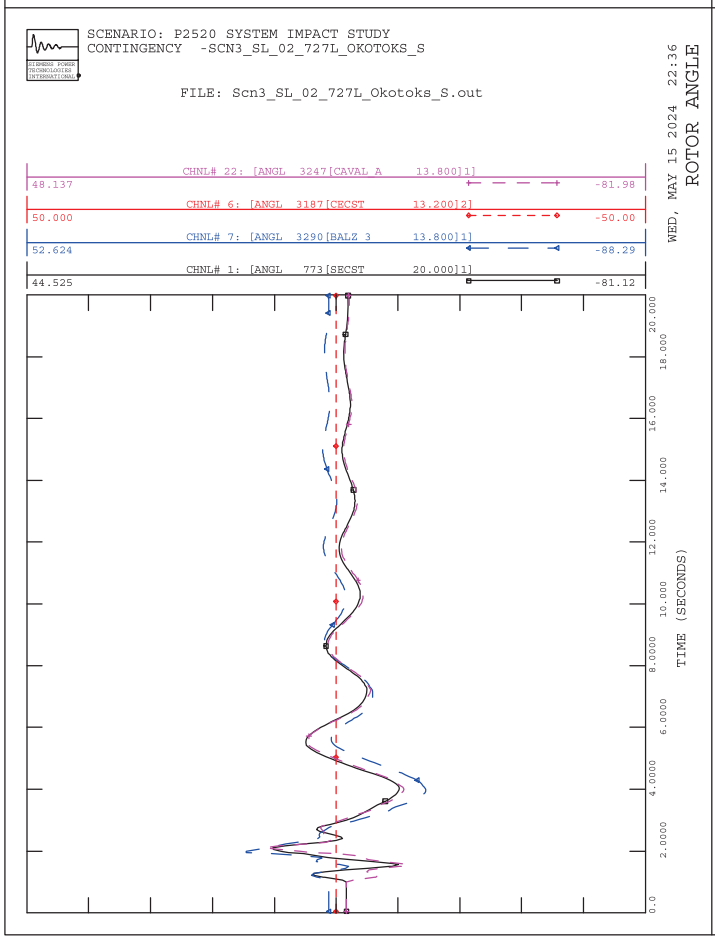
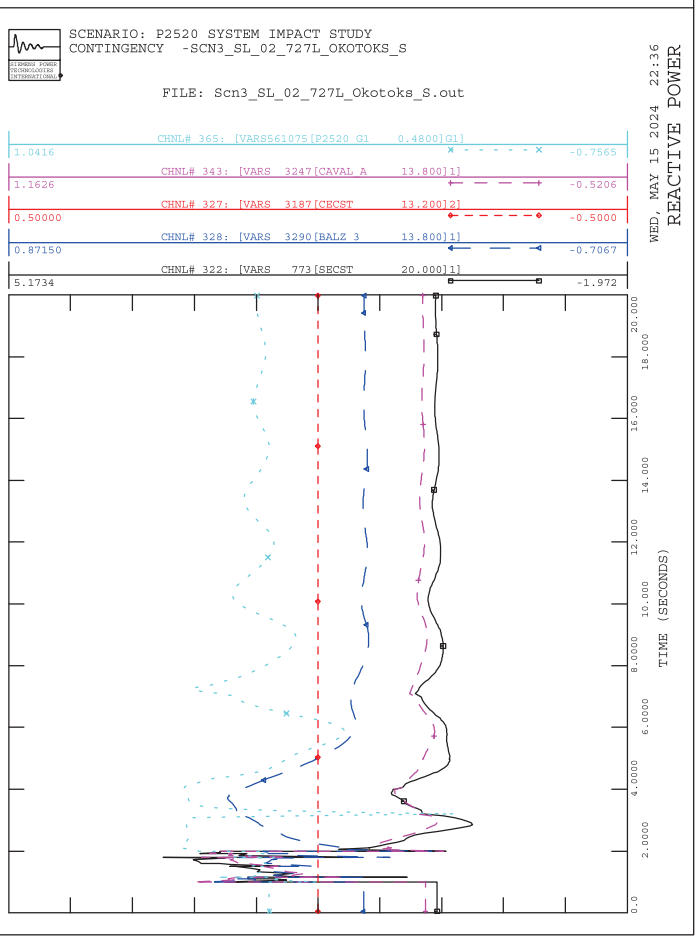
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_02_727L_OKOTOKS_S
FILE: Scn3_SL_02_727L_Okotoks_S.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
48.137
-81.98
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000
-50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
52.624
-88.29
CHNL# 1: [ANGL 773[SECST 20.000]1]
44.525
-81.12
ROTOR ANGLE
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_02_727L_OKOTOKS_S
FILE: Scn3_SL_02_727L_Okotoks_S.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.0416
-0.7565
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.1626
-0.5206
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000
-0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
0.87150
-0.7067
CHNL# 322: [VARS 773[SECST 20.000]1]
5.1734
-1.972
REACTIVE POWER
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_02_727L_OKOTOKS_S

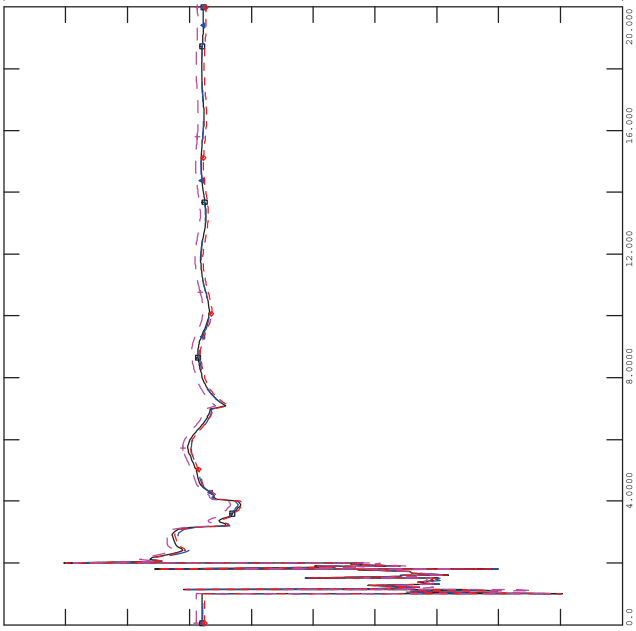
FILE: Scn3_SL_02_727L_Okotoks_S.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2967 0.40530
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.3550 0.34960
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.3084 0.35930
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.3348 0.30240

TIME (SECONDS)



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_02_727L_OKOTOKS_S

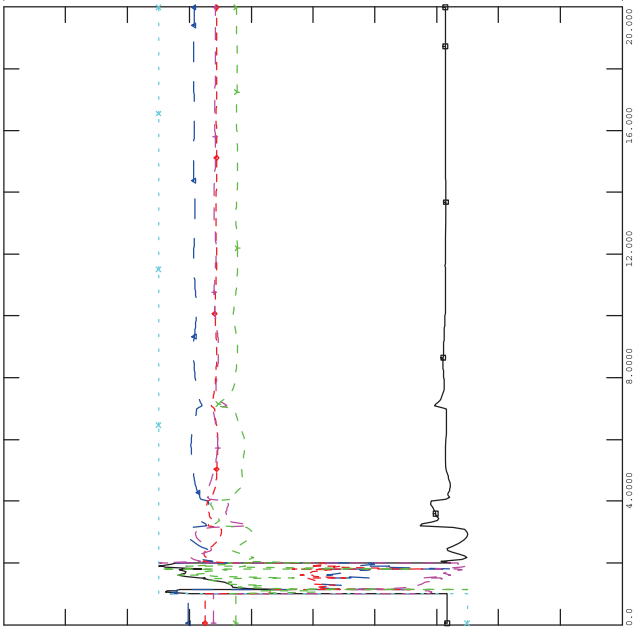
FILE: Scn3_SL_02_727L_Okotoks_S.out

WED, MAY 15 2024 22:36

BRANCH Q

CHNL# 674: [1037L Q]
419.57 -316.2
CHNL# 672: [727L Q]
100.60 -301.8
CHNL# 670: [1106L Q]
170.41 -645.0
CHNL# 668: [646L Q]
52.516 -71.36
CHNL# 666: [753L Q]
27.459 -121.4
CHNL# 664: [1080L Q]
843.93 -59.92

TIME (SECONDS)



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_02_727L_OKOTOKS_S

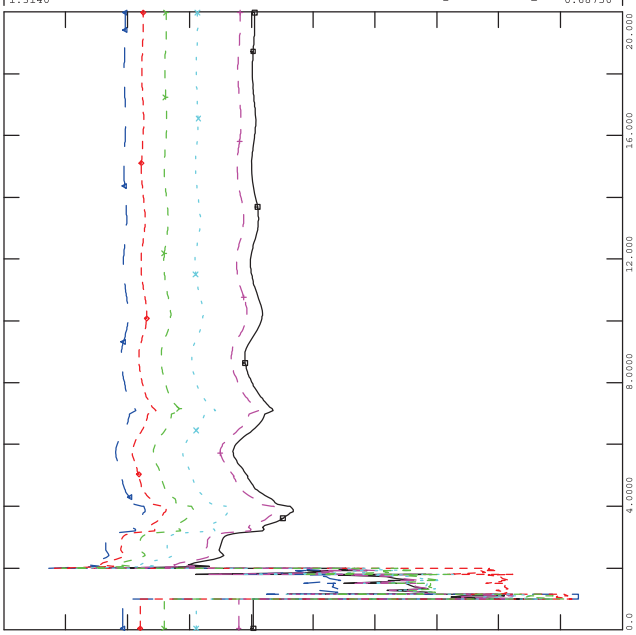
FILE: Scn3_SL_02_727L_Okotoks_S.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.3104 0.24600
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2965 0.40510
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.3057 0.63140
CHNL# 655: [VOLT 242 [HIGH_RI7 138.00]]
1.3081 0.08400
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.3088 -0.0987
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.3140 0.68750

TIME (SECONDS)



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_02_727L_OKOTOKS_S

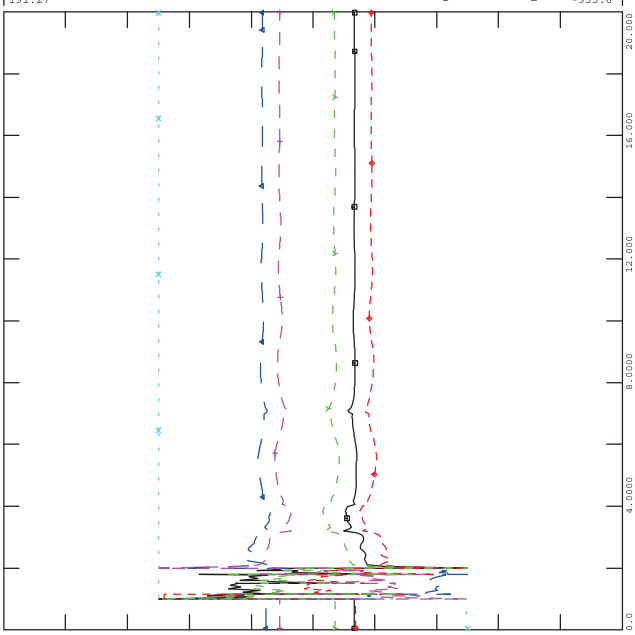
FILE: Scn3_SL_02_727L_Okotoks_S.out

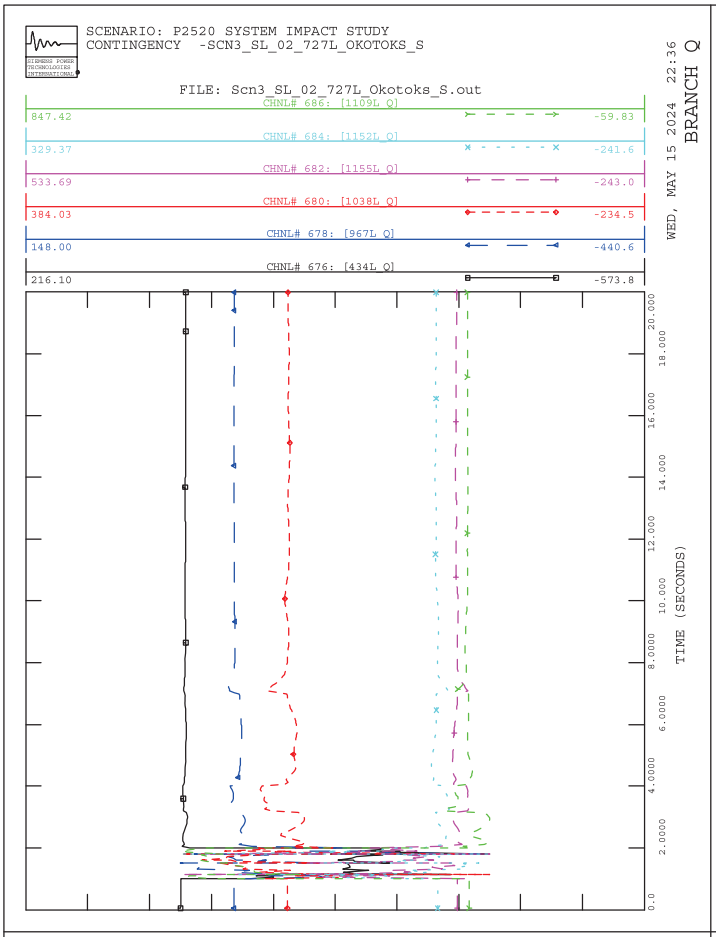
WED, MAY 15 2024 22:36

BRANCH P

CHNL# 673: [1037L P]
147.80 -1470.
CHNL# 671: [727L P]
270.69 -812.1
CHNL# 669: [1106L P]
1303.7 -136.8
CHNL# 667: [646L P]
39.711 -115.0
CHNL# 665: [753L P]
98.923 -75.58
CHNL# 663: [1080L P]
191.27 -935.6

TIME (SECONDS)




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_02_727L_OKOTOKS_S
FILE: Scn3_SL_02_727L_Okotoks_S.out
CHNL# 686: [1109L Q]
847.42
-59.83
CHNL# 684: [1152L Q]
329.37
-241.6
CHNL# 682: [1155L Q]
533.69
-243.0
CHNL# 680: [1038L Q]
384.03
-234.5
CHNL# 678: [967L Q]
148.00
-440.6
CHNL# 676: [434L Q]
216.10
-573.8
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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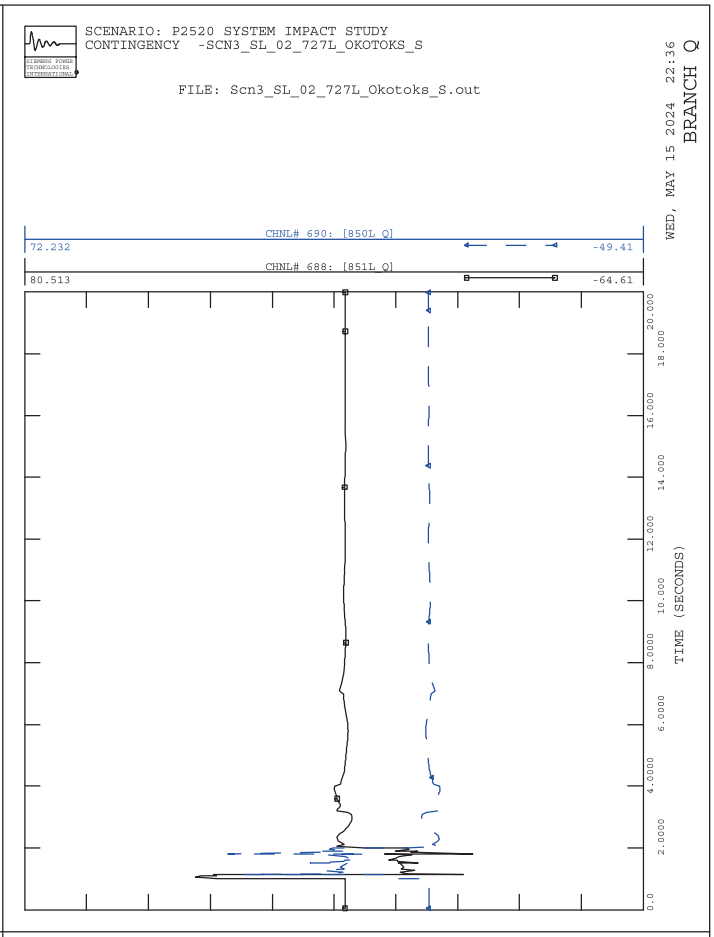
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_02_727L_OKOTOKS_S
FILE: Scn3_SL_02_727L_Okotoks_S.out
CHNL# 690: [850L Q]
72.232
-49.41
CHNL# 688: [851L Q]
80.513
-64.61
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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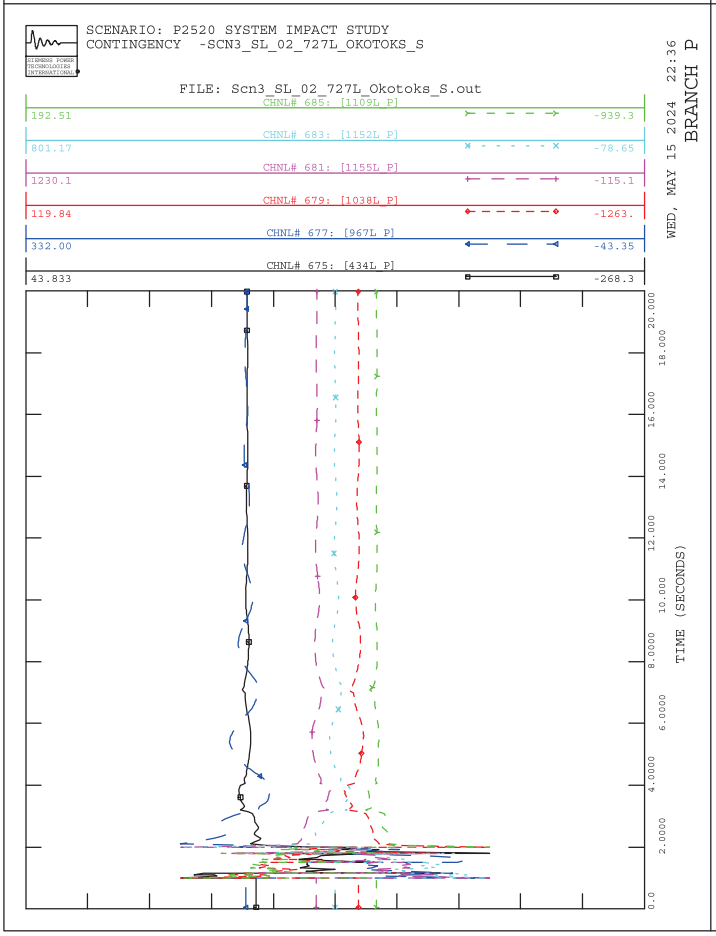
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_02_727L_OKOTOKS_S
FILE: Scn3_SL_02_727L_Okotoks_S.out
CHNL# 685: [1109L P]
192.51
-939.3
CHNL# 683: [1152L P]
801.17
-78.65
CHNL# 681: [1155L P]
1230.1
-115.1
CHNL# 679: [1038L P]
119.84
-1263.
CHNL# 677: [967L P]
332.00
-43.35
CHNL# 675: [434L P]
43.833
-268.3
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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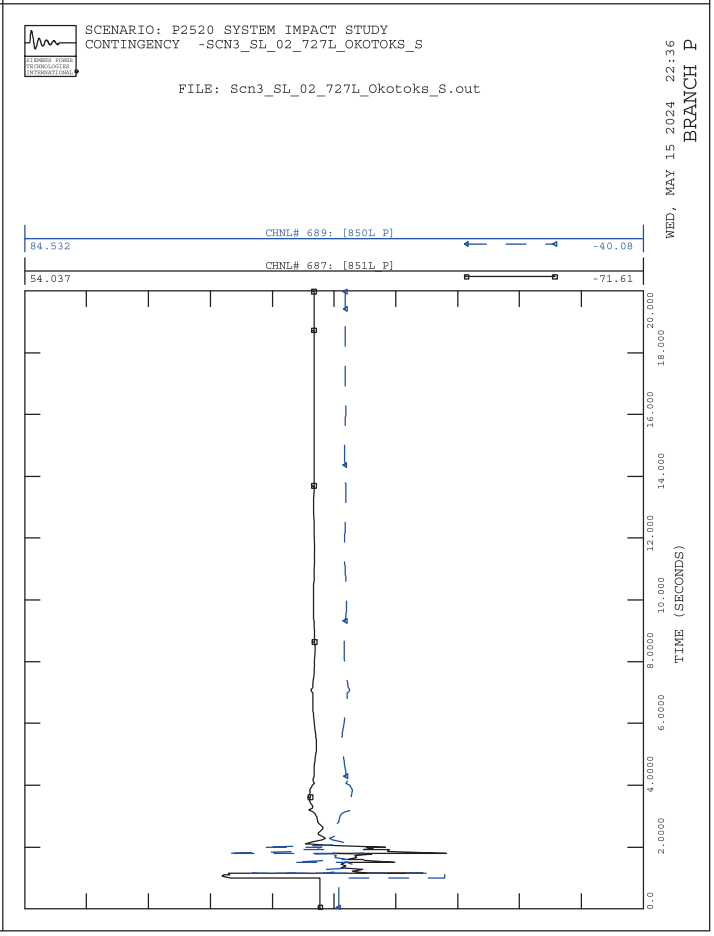
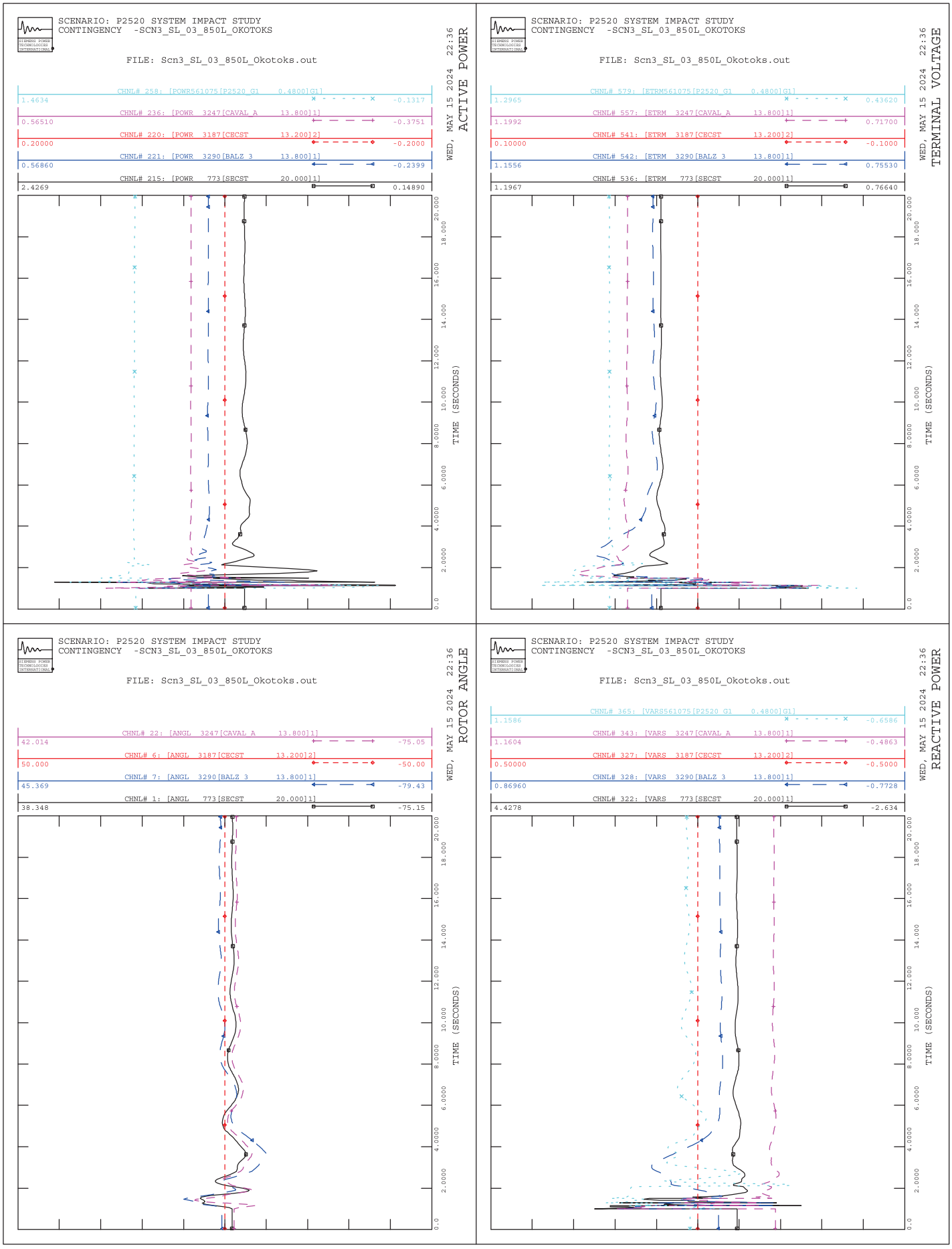
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_02_727L_OKOTOKS_S
FILE: Scn3_SL_02_727L_Okotoks_S.out
CHNL# 689: [850L P]
84.532
-40.08
CHNL# 687: [851L P]
54.037
-71.61
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_03_850L_OKOTOKS
FILE: Scn3_SL_03_850L_Okotoks.out
WED, MAY 15 2024 22:36
ACTIVE POWER
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.4634
-0.1317
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.56510
-0.3751
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000
-0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.56860
-0.2399
CHNL# 215: [POWR 773[SECST 20.000]1]
2.4269
0.14890
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_03_850L_OKOTOKS
FILE: Scn3_SL_03_850L_Okotoks.out
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.2965
0.43620
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.1992
0.71700
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000
-0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1556
0.75530
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.1967
0.76640
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_03_850L_OKOTOKS
FILE: Scn3_SL_03_850L_Okotoks.out
WED, MAY 15 2024 22:36
ROTOR ANGLE
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
42.014
-75.05
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000
-50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
45.369
-79.43
CHNL# 1: [ANGL 773[SECST 20.000]1]
38.348
-75.15
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_03_850L_OKOTOKS
FILE: Scn3_SL_03_850L_Okotoks.out
WED, MAY 15 2024 22:36
REACTIVE POWER
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.1586
-0.6586
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.1604
-0.4863
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000
-0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
0.86960
-0.7728
CHNL# 322: [VARS 773[SECST 20.000]1]
4.4278
-2.634
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_03_850L_OKOTOKS

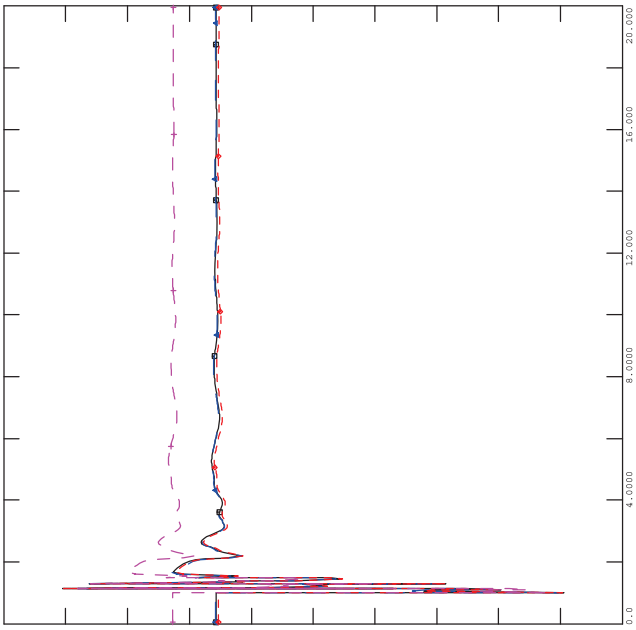
FILE: Scn3_SL_03_850L_Okotoks.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2493 0.40880
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.3860 0.35570
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.3349 0.36610
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.3662 0.30820

TIME (SECONDS)



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_03_850L_OKOTOKS

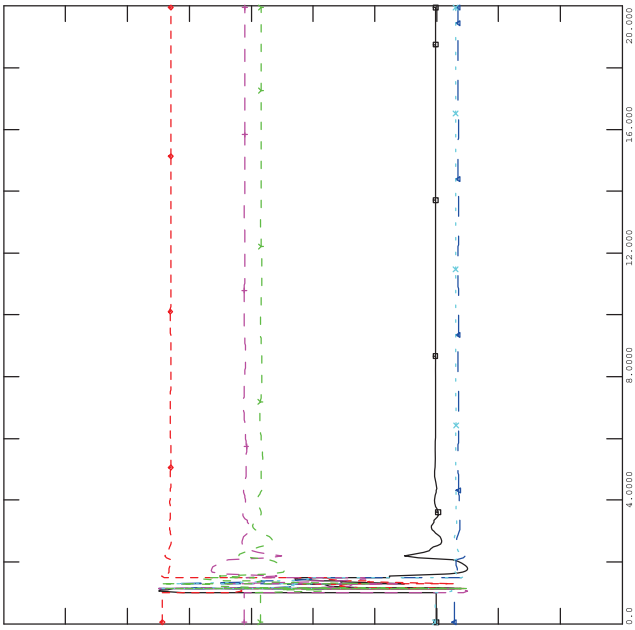
FILE: Scn3_SL_03_850L_Okotoks.out

WED, MAY 15 2024 22:36

BRANCH Q

CHNL# 674: [1037L Q]
490.93 -345.9
CHNL# 672: [727L Q]
107.52 -49.88
CHNL# 670: [1106L Q]
204.43 -594.8
CHNL# 668: [646L Q]
52.511 -104.3
CHNL# 666: [753L Q]
386.12 -167.0
CHNL# 664: [1080L Q]
834.59 -77.68

TIME (SECONDS)



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_03_850L_OKOTOKS

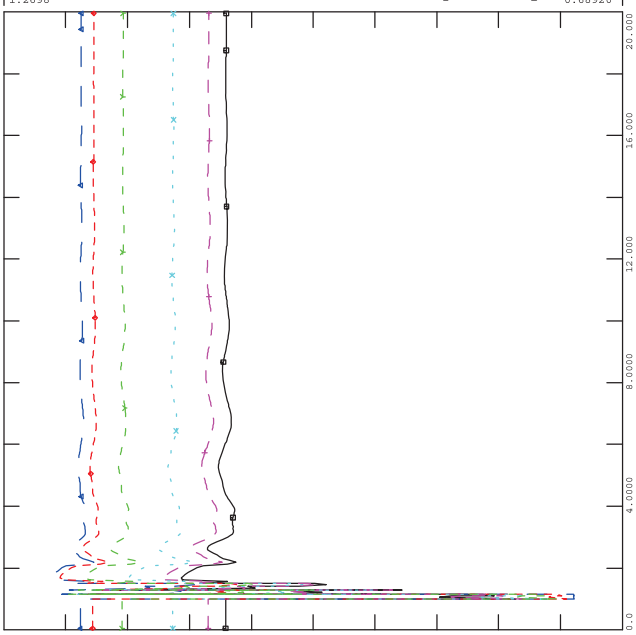
FILE: Scn3_SL_03_850L_Okotoks.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2204 0.25150
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2489 0.40860
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2555 0.63330
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.1967 0.09170
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.1975 -0.0896
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2698 0.68920

TIME (SECONDS)



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_03_850L_OKOTOKS

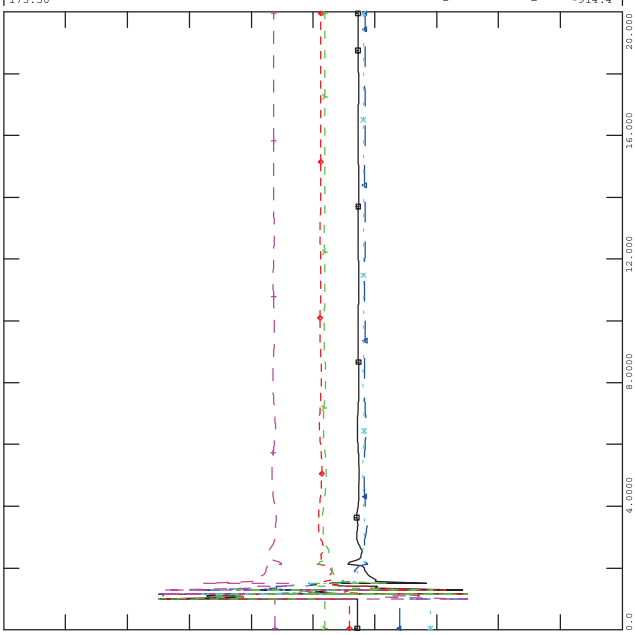
FILE: Scn3_SL_03_850L_Okotoks.out

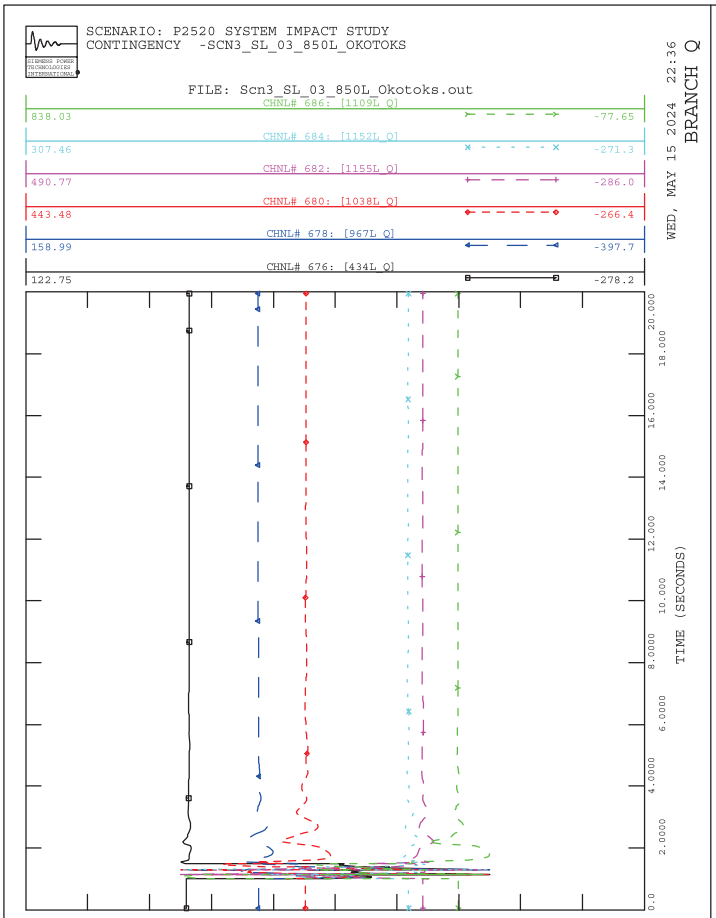
WED, MAY 15 2024 22:36

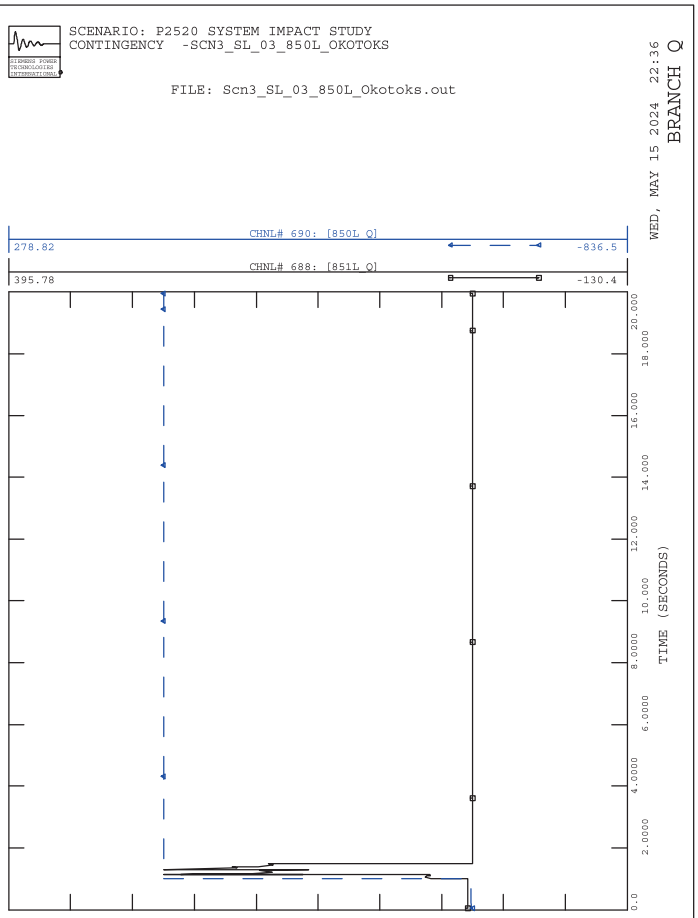
BRANCH P

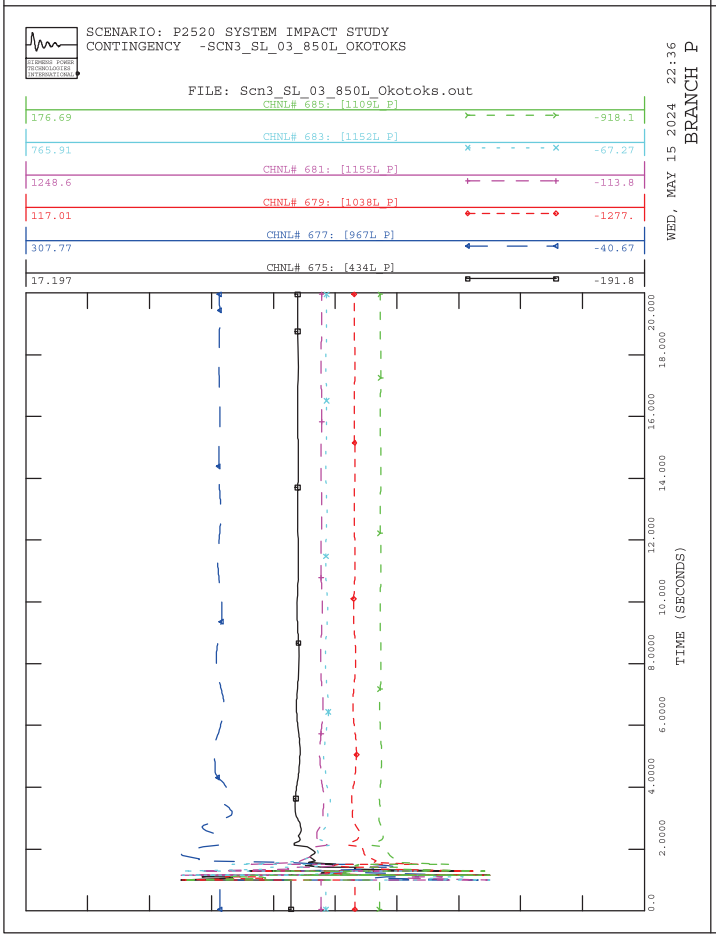
CHNL# 673: [1037L P]
152.78 -1525.
CHNL# 671: [727L P]
83.549 -45.39
CHNL# 669: [1106L P]
1264.5 -113.4
CHNL# 667: [646L P]
39.040 -117.2
CHNL# 665: [753L P]
213.42 -81.18
CHNL# 663: [1080L P]
175.50 -914.4

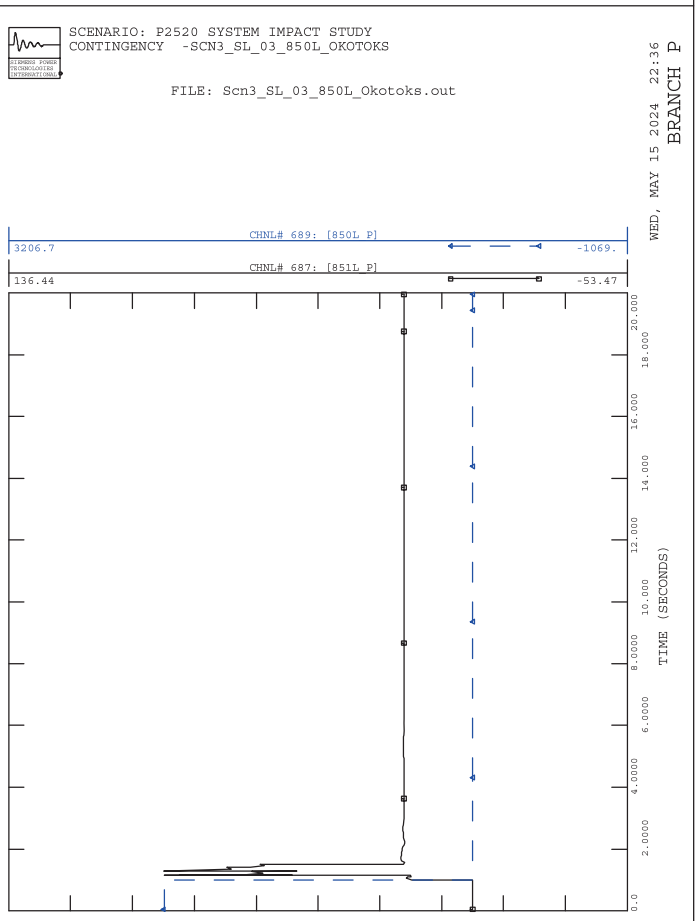
TIME (SECONDS)

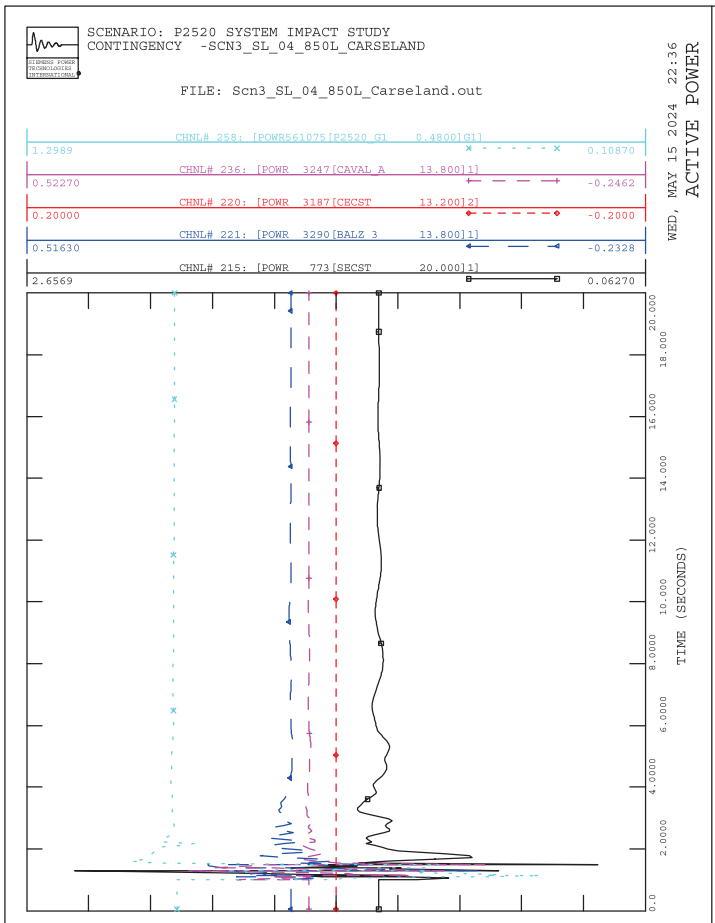


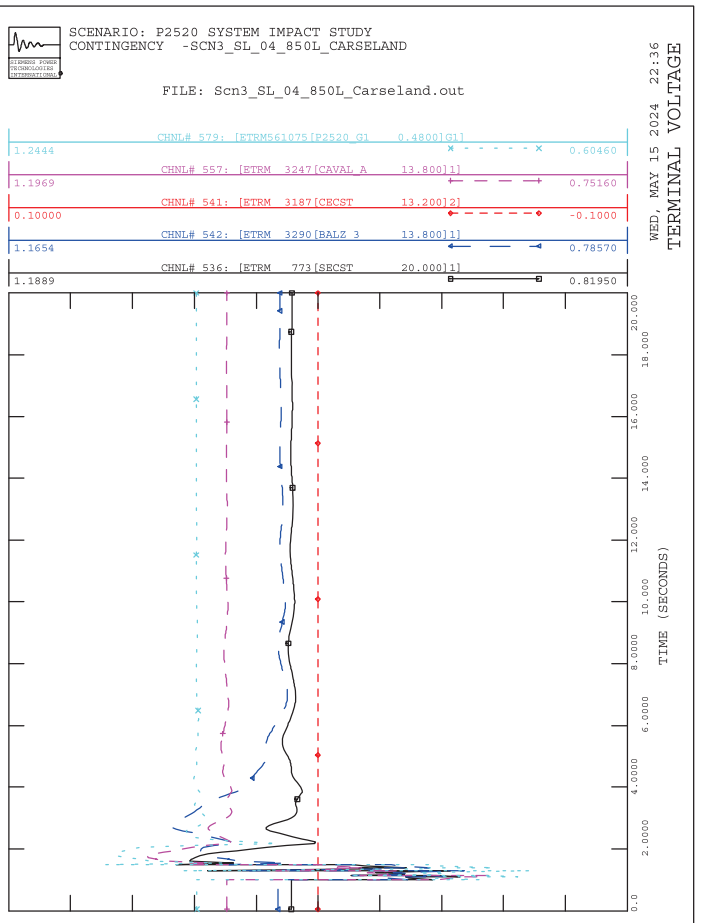

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_03_850L_OKOTOKS
FILE: Scn3_SL_03_850L_Okotoks.out
CHNL# 686: [1109L Q]
838.03
-77.65
CHNL# 684: [1152L Q]
307.46
-271.3
CHNL# 682: [1155L Q]
490.77
-286.0
CHNL# 680: [1038L Q]
443.48
-266.4
CHNL# 678: [967L Q]
158.99
-397.7
CHNL# 676: [434L Q]
122.75
-278.2
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

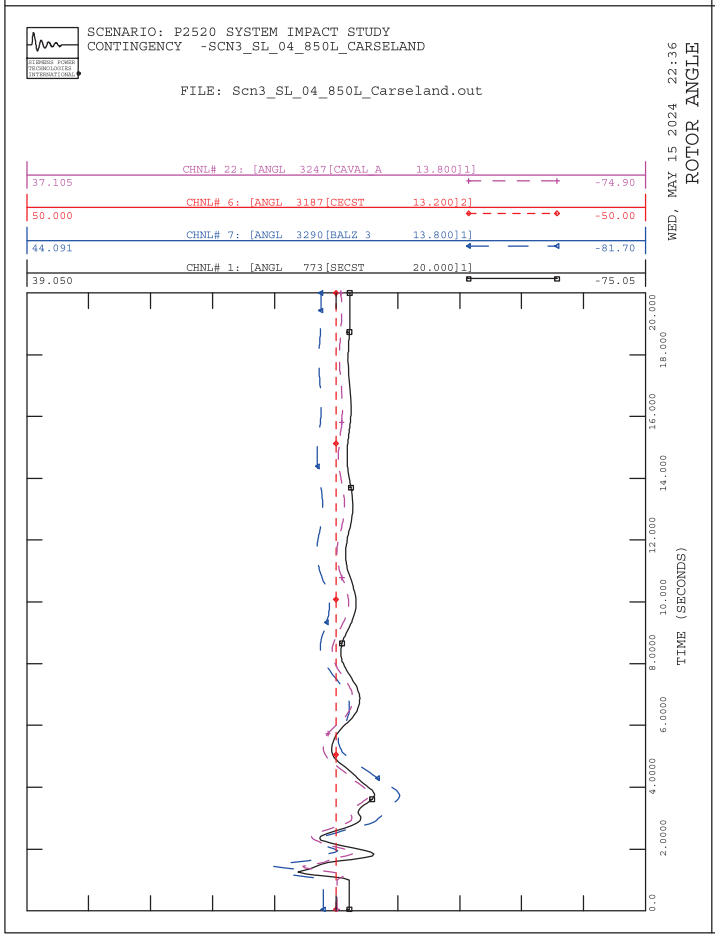

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_03_850L_OKOTOKS
FILE: Scn3_SL_03_850L_Okotoks.out
CHNL# 690: [850L Q]
278.82
-836.5
CHNL# 688: [851L Q]
395.78
-130.4
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

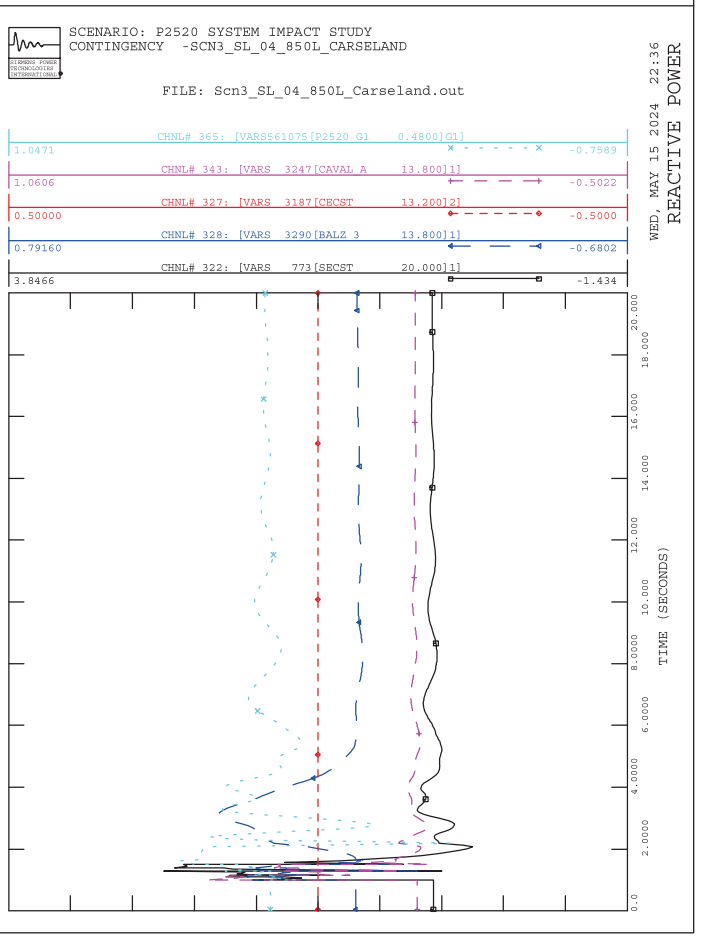

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_03_850L_OKOTOKS
FILE: Scn3_SL_03_850L_Okotoks.out
CHNL# 685: [1109L P]
176.69
-918.1
CHNL# 683: [1152L P]
765.91
-67.27
CHNL# 681: [1155L P]
1248.6
-113.8
CHNL# 679: [1038L P]
117.01
-1277.
CHNL# 677: [967L P]
307.77
-40.67
CHNL# 675: [434L P]
17.197
-191.8
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

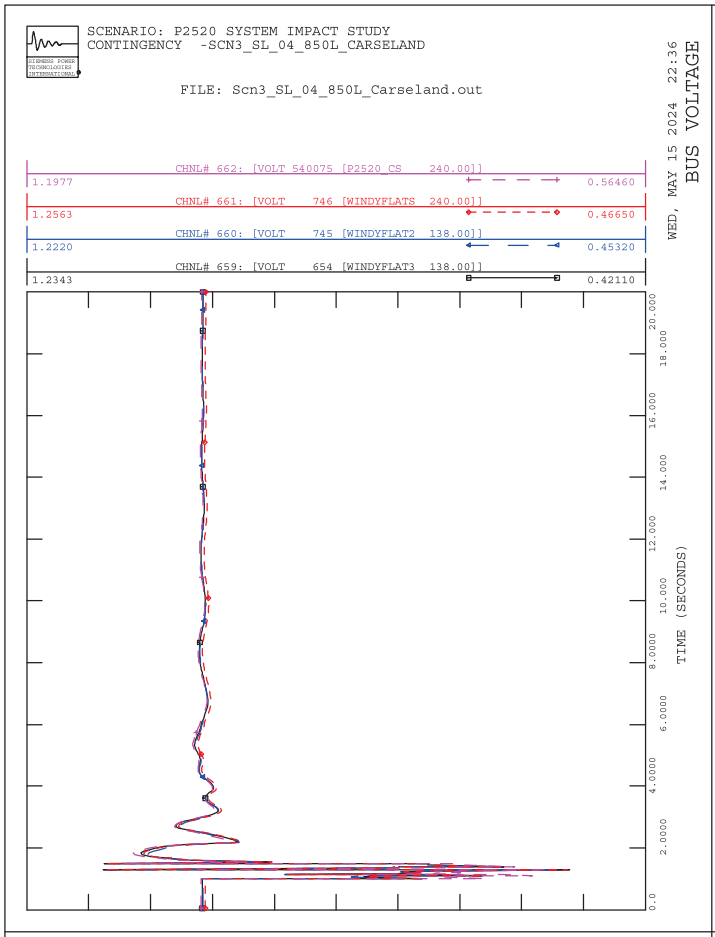

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_03_850L_OKOTOKS
FILE: Scn3_SL_03_850L_Okotoks.out
CHNL# 689: [850L P]
3206.7
-1069.
CHNL# 687: [851L P]
136.44
-53.47
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

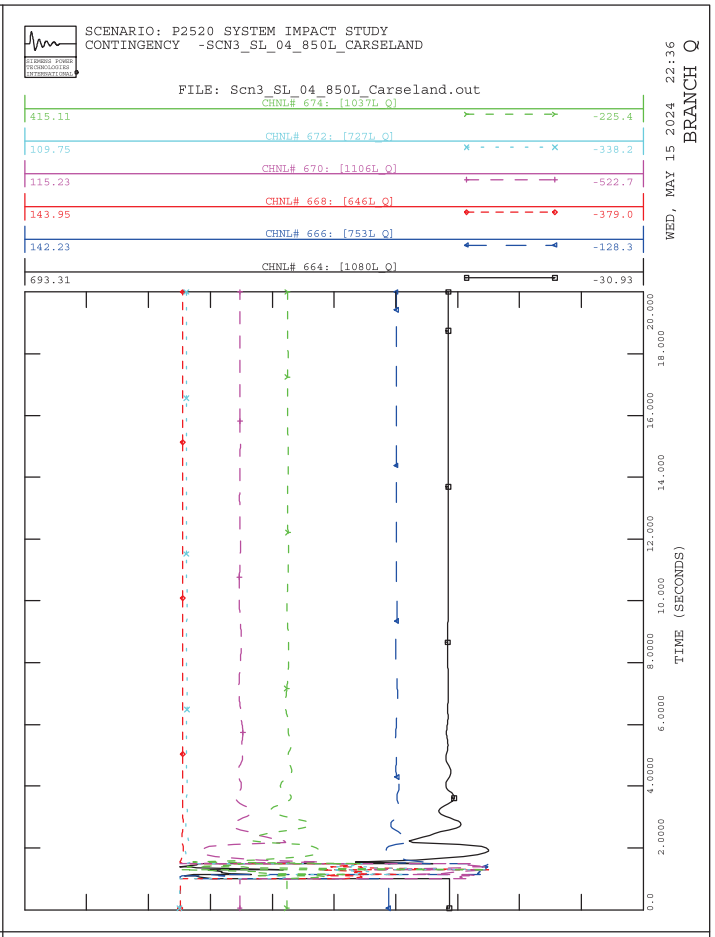

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_04_850L_CARSELAND
FILE: Scn3_SL_04_850L_Carseland.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.2989
0.10870
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.52270
-0.2462
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000
-0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.51630
-0.2328
CHNL# 215: [POWR 773[SECST 20.000]1]
2.6569
0.06270
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

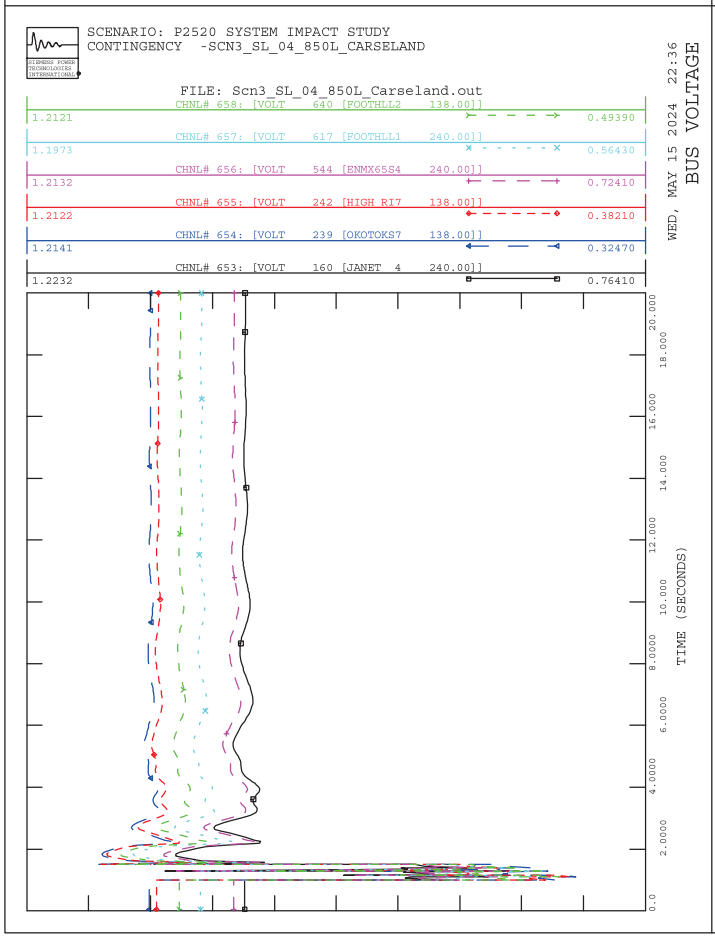

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_04_850L_CARSELAND
FILE: Scn3_SL_04_850L_Carseland.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.2444
0.60460
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.1969
0.75160
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000
-0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1654
0.78570
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.1889
0.81950
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

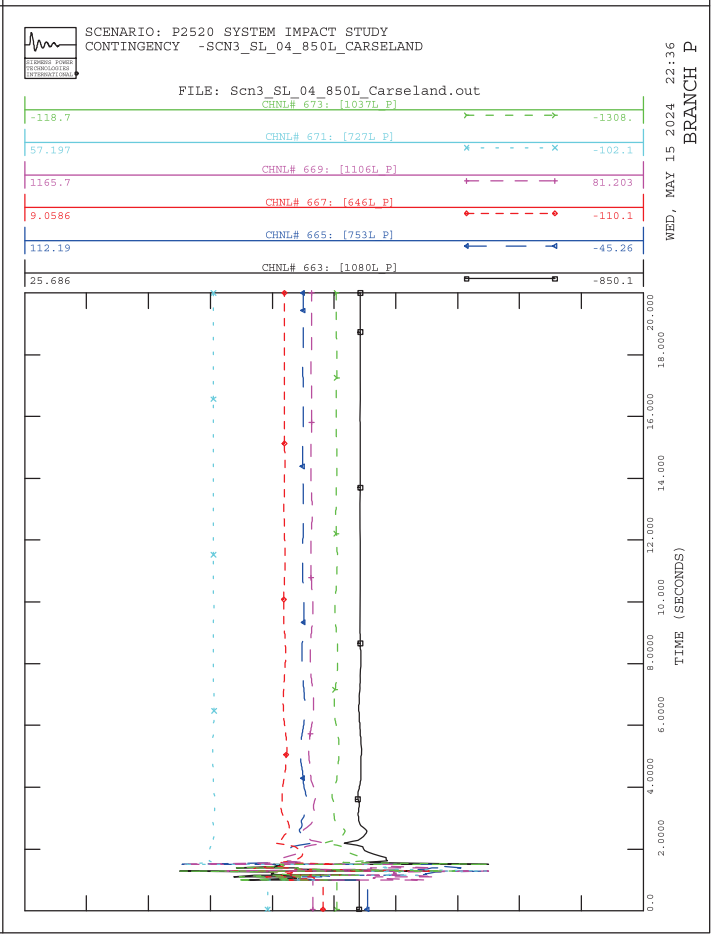

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_04_850L_CARSELAND
FILE: Scn3_SL_04_850L_Carseland.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
37.105
-74.90
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000
-50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
44.091
-81.70
CHNL# 1: [ANGL 773[SECST 20.000]1]
39.050
-75.05
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_04_850L_CARSELAND
FILE: Scn3_SL_04_850L_Carseland.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.0471
-0.7589
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.0606
-0.5022
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000
-0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
0.79160
-0.6802
CHNL# 322: [VARS 773[SECST 20.000]1]
3.8466
-1.434
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_04_850L_CARSELAND
FILE: Scn3_SL_04_850L_Carseland.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.1977
0.56460
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.2563
0.46650
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.2220
0.45320
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.2343
0.42110
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_04_850L_CARSELAND
FILE: Scn3_SL_04_850L_Carseland.out
CHNL# 674: [1037L Q]
415.11
-225.4
CHNL# 672: [727L Q]
109.75
-338.2
CHNL# 670: [1106L Q]
115.23
-522.7
CHNL# 668: [646L Q]
143.95
-379.0
CHNL# 666: [753L Q]
142.23
-128.3
CHNL# 664: [1080L Q]
693.31
-30.93
BRANCH Q
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_04_850L_CARSELAND
FILE: Scn3_SL_04_850L_Carseland.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2121
0.49390
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.1973
0.56430
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2132
0.72410
CHNL# 655: [VOLT 242 [HIGH_RI7 138.00]]
1.2122
0.38210
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2141
0.32470
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2232
0.76410
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_04_850L_CARSELAND
FILE: Scn3_SL_04_850L_Carseland.out
CHNL# 673: [1037L P]
-118.7
-1308.
CHNL# 671: [727L P]
57.197
-102.1
CHNL# 669: [1106L P]
1165.7
81.203
CHNL# 667: [646L P]
9.0586
-110.1
CHNL# 665: [753L P]
112.19
-45.26
CHNL# 663: [1080L P]
25.686
-850.1
BRANCH P
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
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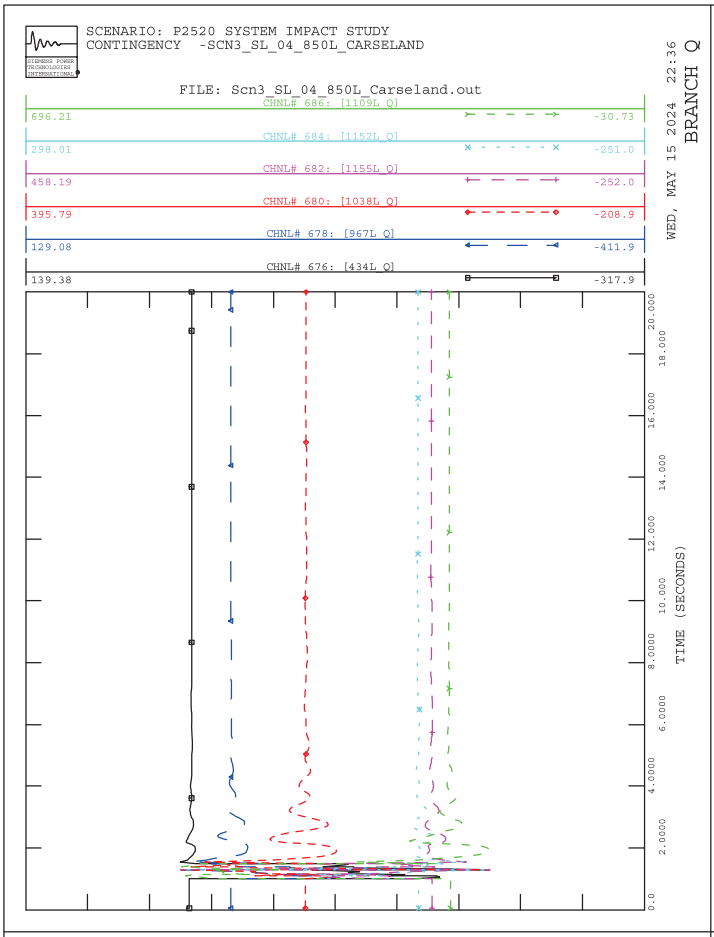
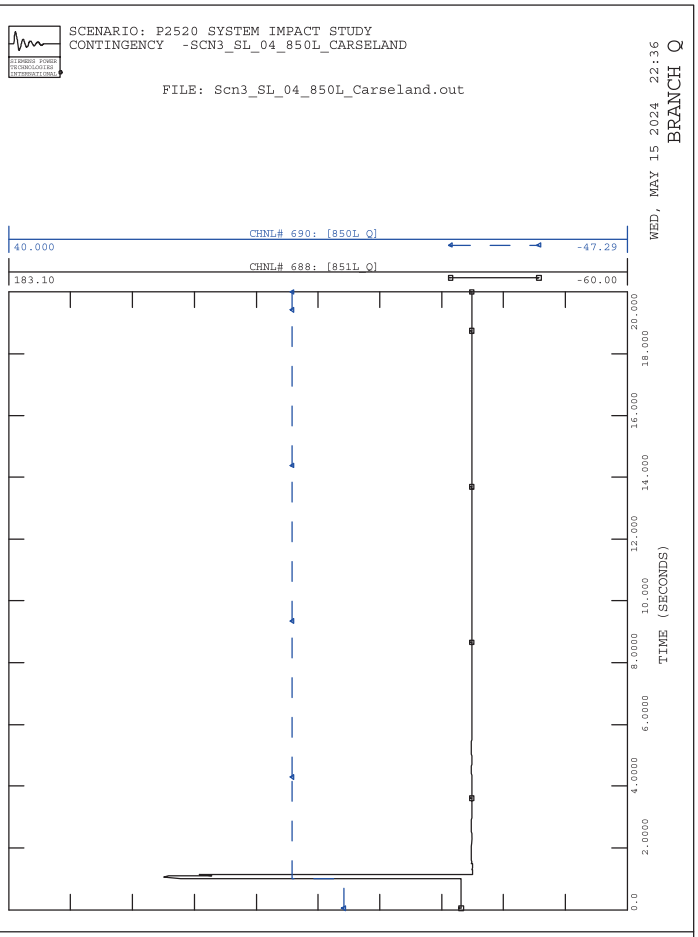
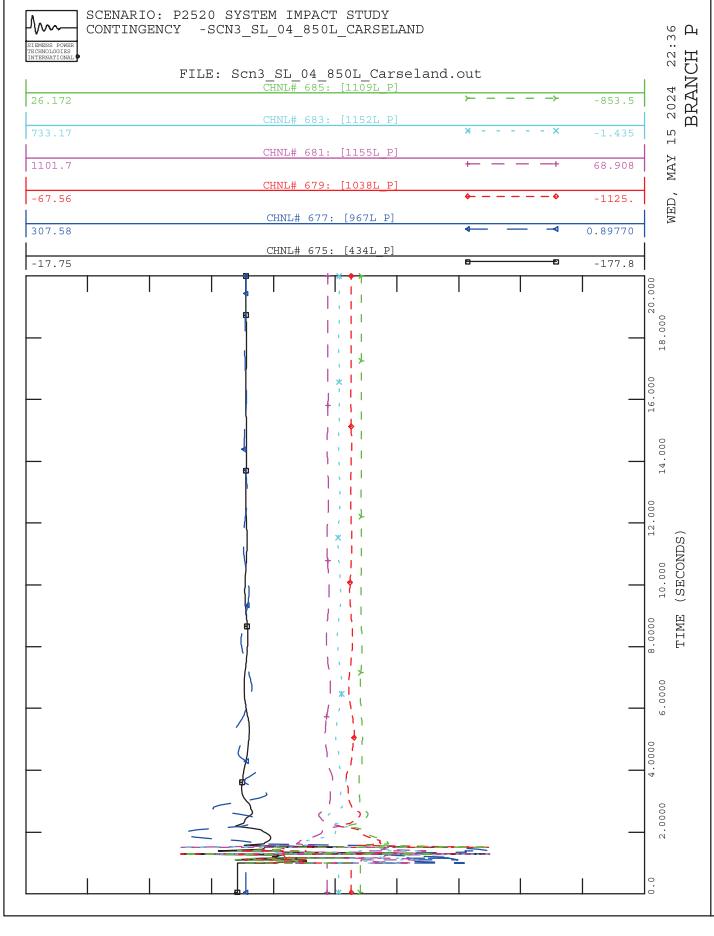
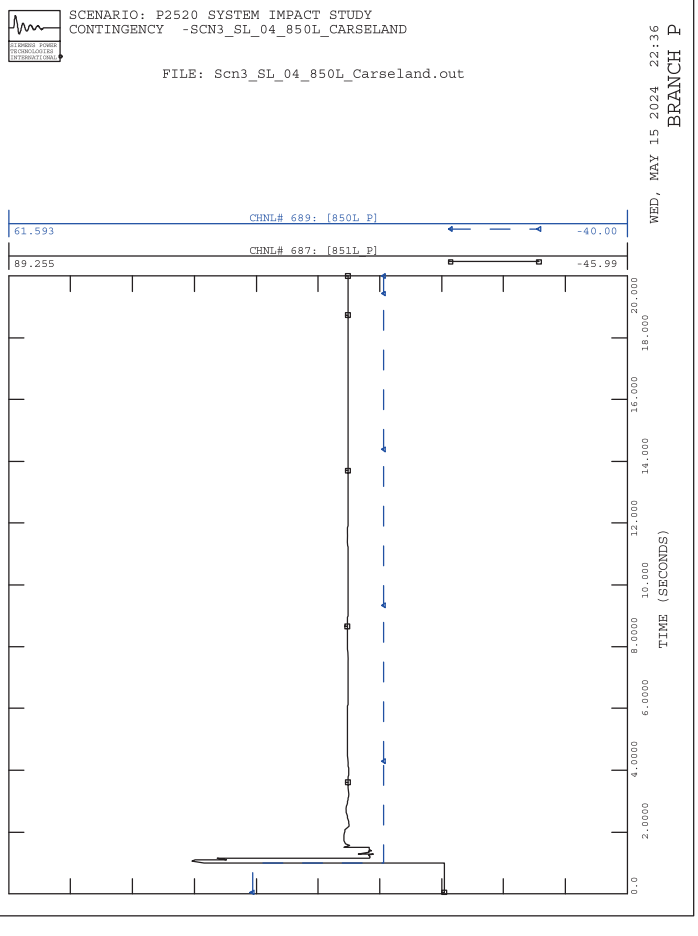
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_04_850L_CARSELAND
FILE: Scn3_SL_04_850L_Carseland.out
CHNL# 686: [1109L Q]
696.21
-30.73
CHNL# 684: [1152L Q]
298.01
-251.0
CHNL# 682: [1155L Q]
458.19
-252.0
CHNL# 680: [1038L Q]
395.79
-208.9
CHNL# 678: [967L Q]
129.08
-411.9
CHNL# 676: [434L Q]
139.38
-317.9
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_04_850L_CARSELAND
FILE: Scn3_SL_04_850L_Carseland.out
CHNL# 690: [850L Q]
40.000
-47.29
CHNL# 688: [851L Q]
183.10
-60.00
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_04_850L_CARSELAND
FILE: Scn3_SL_04_850L_Carseland.out
CHNL# 685: [1109L P]
26.172
-853.5
CHNL# 683: [1152L P]
733.17
-1.435
CHNL# 681: [1155L P]
1101.7
68.908
CHNL# 679: [1038L P]
-67.56
-1125.
CHNL# 677: [967L P]
307.58
0.89770
CHNL# 675: [434L P]
-17.75
-177.8
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

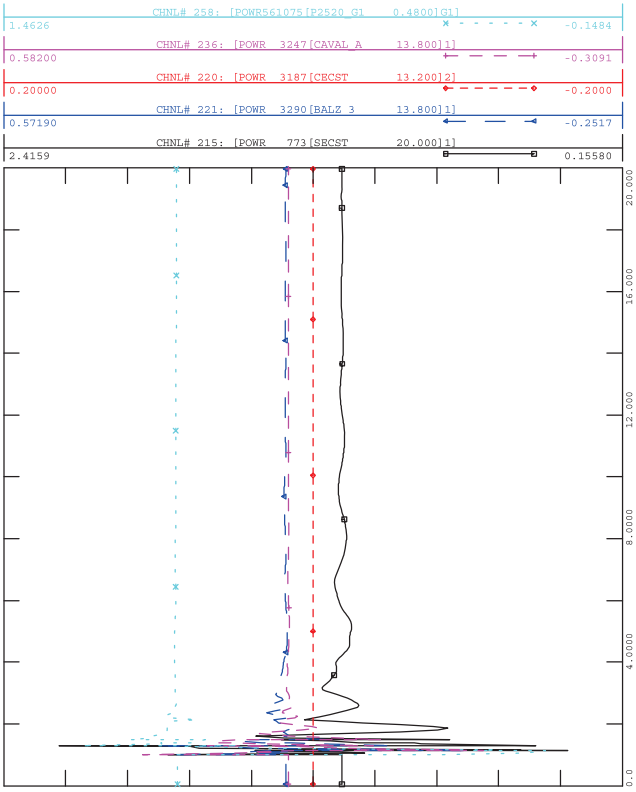

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_04_850L_CARSELAND
FILE: Scn3_SL_04_850L_Carseland.out
CHNL# 689: [850L P]
61.593
-40.00
CHNL# 687: [851L P]
89.255
-45.99
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_05_753L_HIGHRIVER

FILE: Scn3_SL_05_753L_HighRiver.out

WED, MAY 15 2024 22:36

ACTIVE POWER

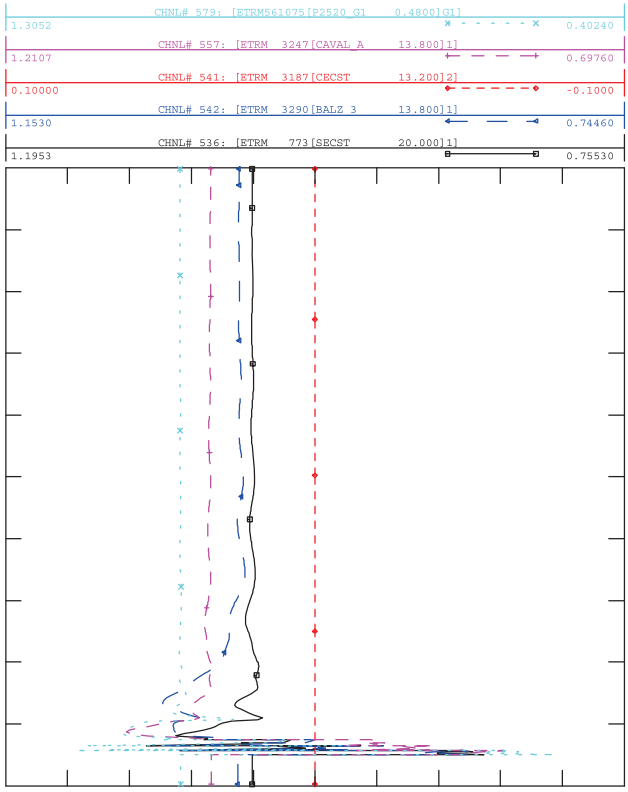


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_05_753L_HIGHRIVER

FILE: Scn3_SL_05_753L_HighRiver.out

WED, MAY 15 2024 22:36

TERMINAL VOLTAGE

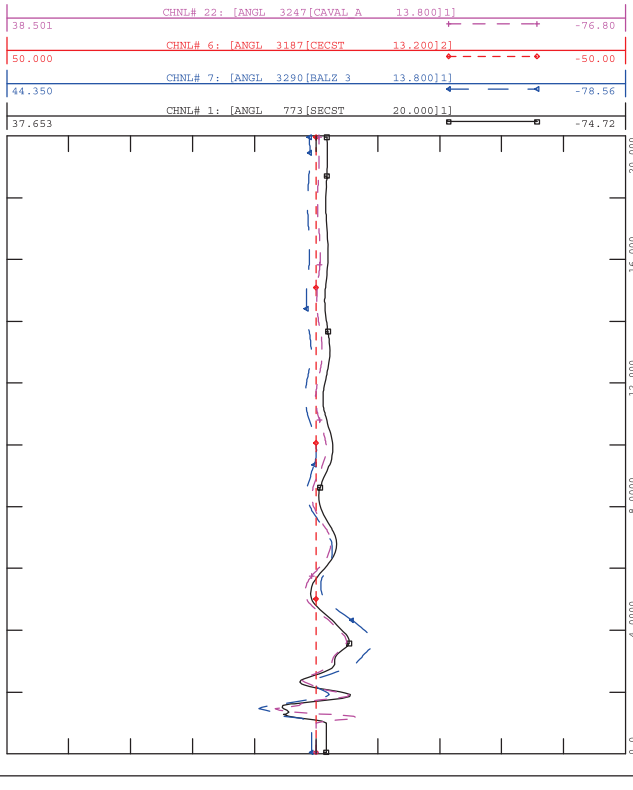


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_05_753L_HIGHRIVER

FILE: Scn3_SL_05_753L_HighRiver.out

WED, MAY 15 2024 22:36

ROTOR ANGLE

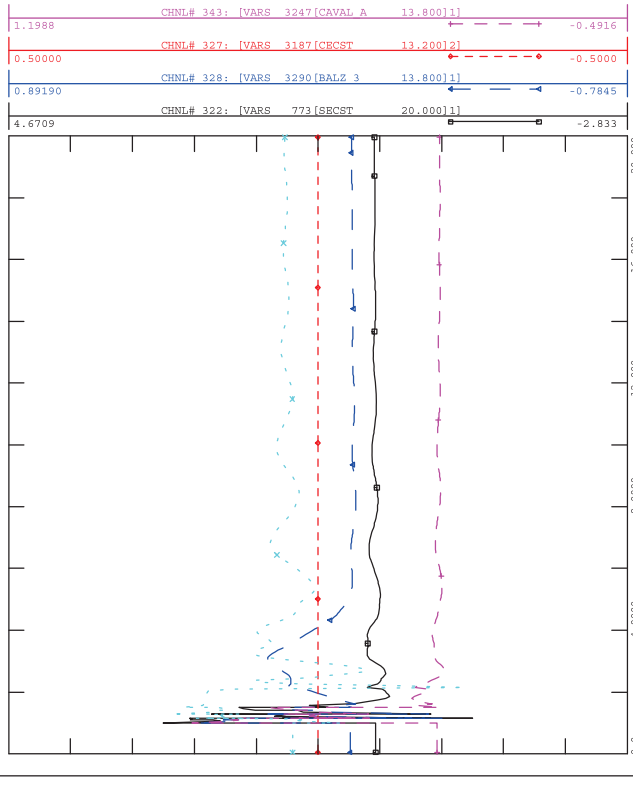


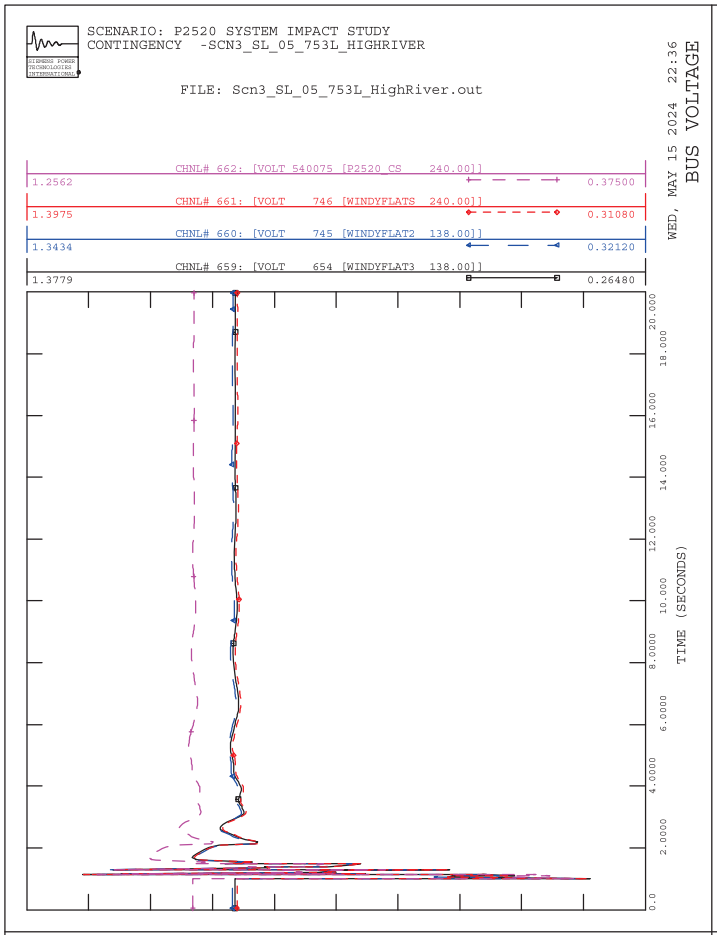
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_05_753L_HIGHRIVER

FILE: Scn3_SL_05_753L_HighRiver.out

WED, MAY 15 2024 22:36

REACTIVE POWER




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_05_753L_HIGHRIVER
FILE: Scn3_SL_05_753L_HighRiver.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2562
0.37500
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.3975
0.31080
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.3434
0.32120
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.3779
0.26480
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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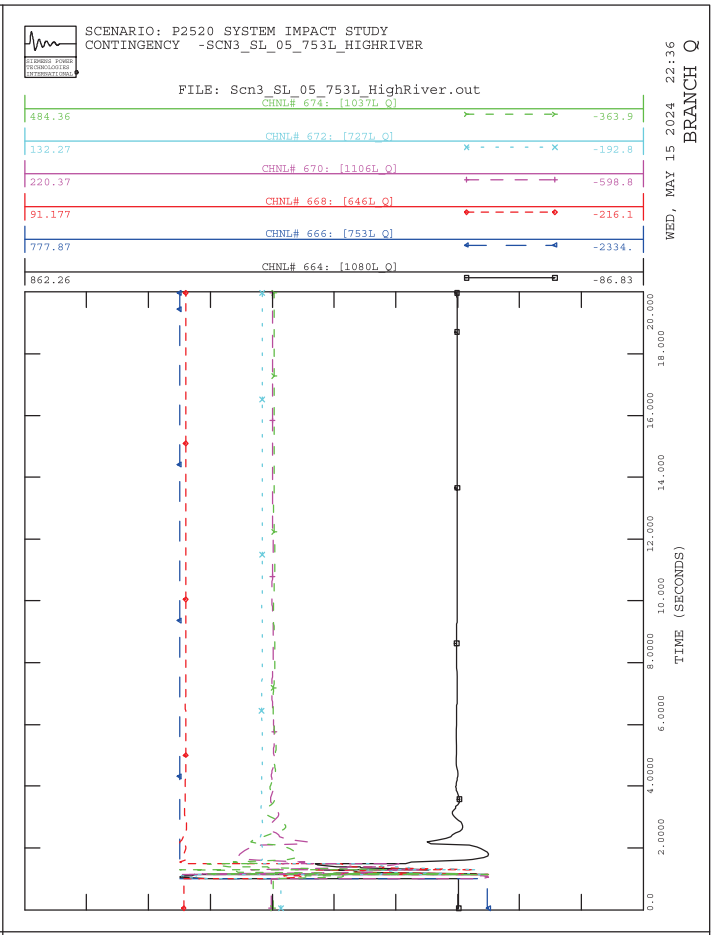
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_05_753L_HIGHRIVER
FILE: Scn3_SL_05_753L_HighRiver.out
CHNL# 674: [1037L Q]
484.36
-363.9
CHNL# 672: [727L Q]
132.27
-192.8
CHNL# 670: [1106L Q]
220.37
-598.8
CHNL# 668: [646L Q]
91.177
-216.1
CHNL# 666: [753L Q]
777.87
-2334.
CHNL# 664: [1080L Q]
862.26
-86.83
BRANCH Q
WED, MAY 15 2024 22:36
TIME (SECONDS)
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4.0000
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12.000
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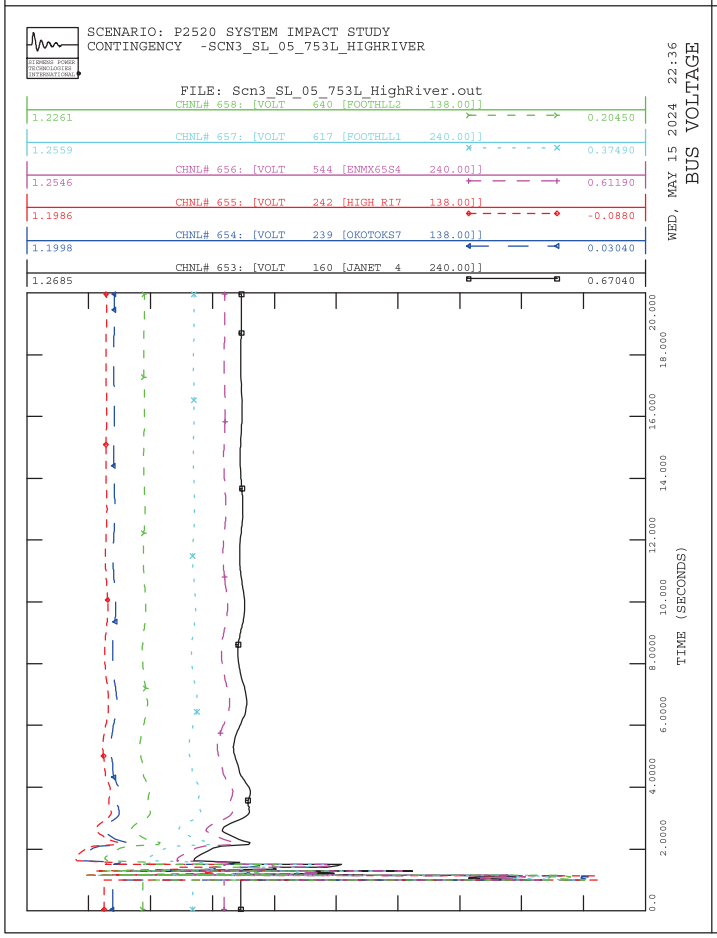
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_05_753L_HIGHRIVER
FILE: Scn3_SL_05_753L_HighRiver.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2261
0.20450
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2559
0.37490
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2546
0.61190
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.1986
-0.0880
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.1998
0.03040
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2685
0.67040
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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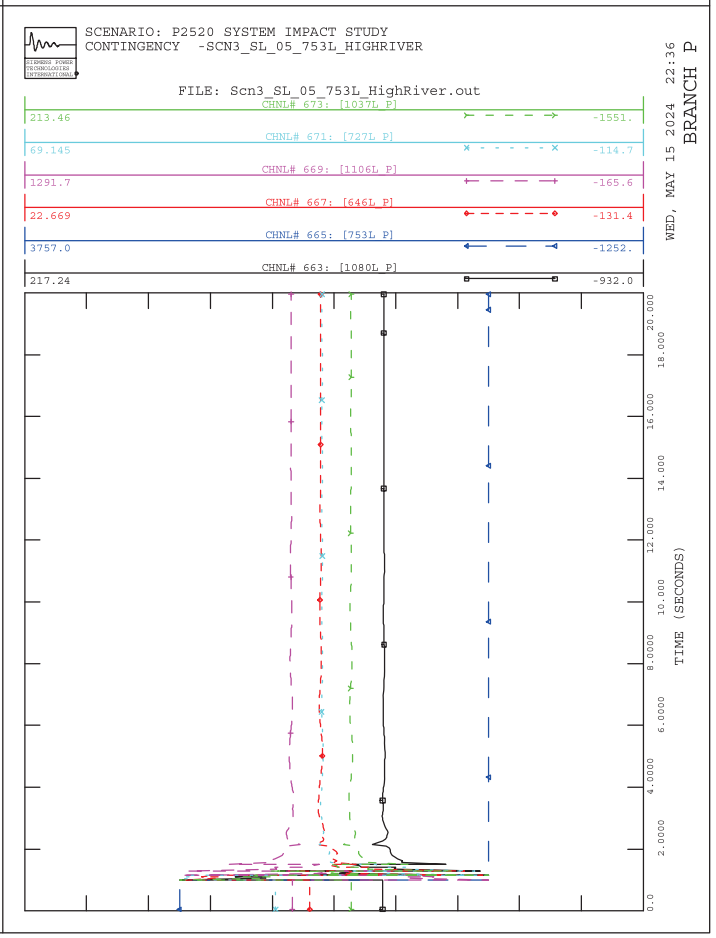
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_05_753L_HIGHRIVER
FILE: Scn3_SL_05_753L_HighRiver.out
CHNL# 673: [1037L P]
213.46
-1551.
CHNL# 671: [727L P]
69.145
-114.7
CHNL# 669: [1106L P]
1291.7
-165.6
CHNL# 667: [646L P]
22.669
-131.4
CHNL# 665: [753L P]
3757.0
-1252.
CHNL# 663: [1080L P]
217.24
-932.0
BRANCH P
WED, MAY 15 2024 22:36
TIME (SECONDS)
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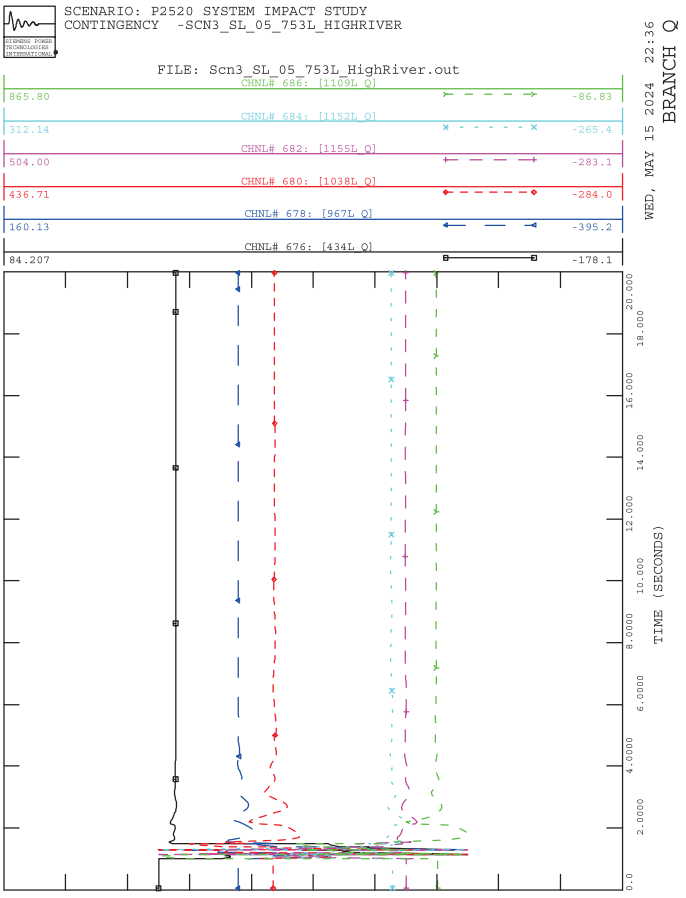
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_05_753L_HIGHRIVER
FILE: Scn3_SL_05_753L_HighRiver.out
CHNL# 686: [1109L Q]
865.80
-86.83
CHNL# 684: [1152L Q]
312.14
-265.4
CHNL# 682: [1155L Q]
504.00
-283.1
CHNL# 680: [1038L Q]
436.71
-284.0
CHNL# 678: [967L Q]
160.13
-395.2
CHNL# 676: [434L Q]
84.207
-178.1
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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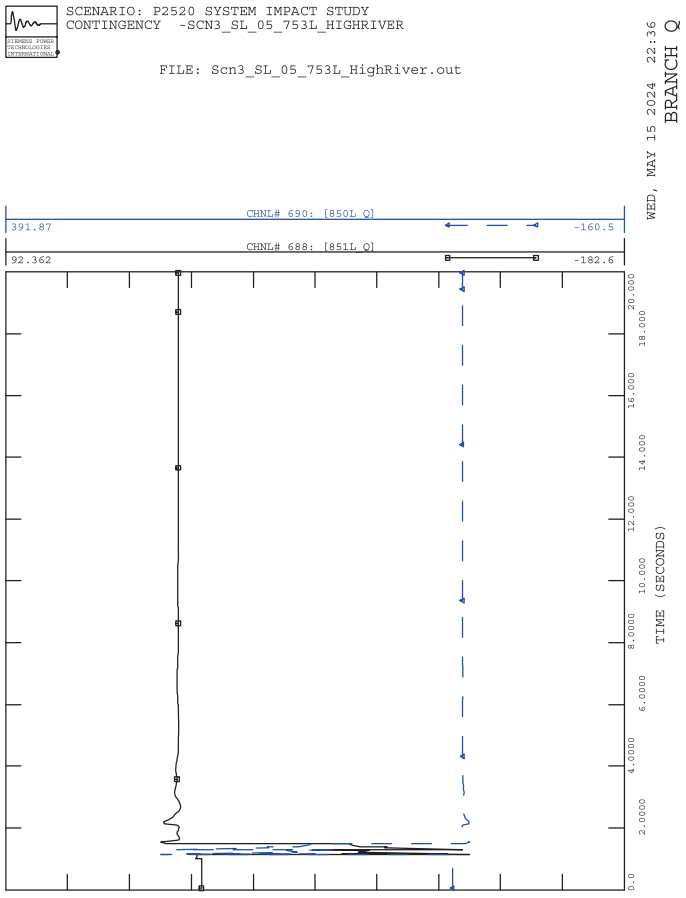
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_05_753L_HIGHRIVER
FILE: Scn3_SL_05_753L_HighRiver.out
CHNL# 690: [850L Q]
391.87
-160.5
CHNL# 688: [851L Q]
92.362
-182.6
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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12.000
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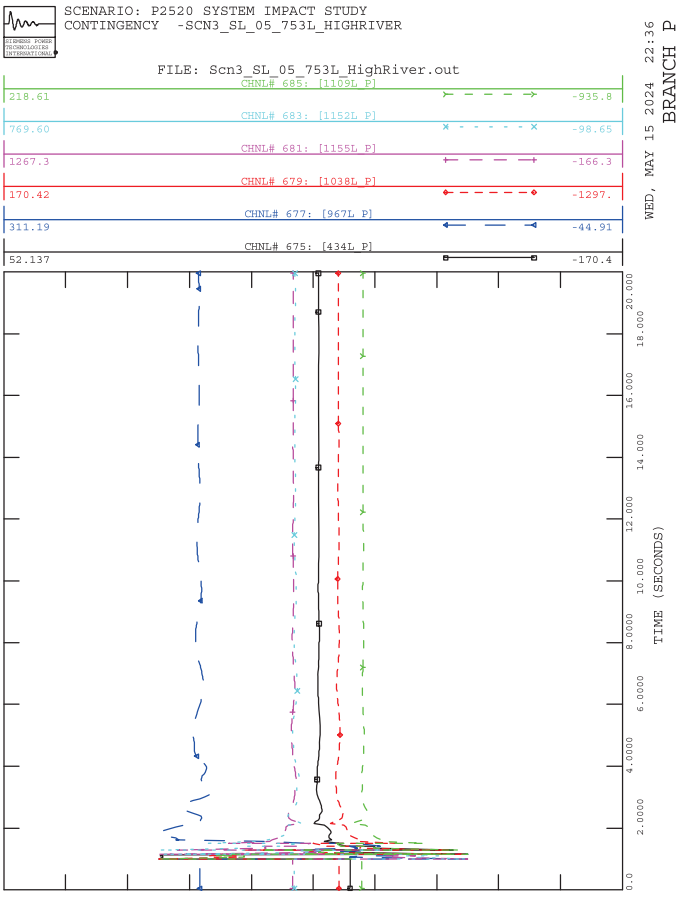
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_05_753L_HIGHRIVER
FILE: Scn3_SL_05_753L_HighRiver.out
CHNL# 685: [1109L P]
218.61
-935.8
CHNL# 683: [1152L P]
769.60
-98.65
CHNL# 681: [1155L P]
1267.3
-166.3
CHNL# 679: [1038L P]
170.42
-1297.
CHNL# 677: [967L P]
311.19
-44.91
CHNL# 675: [434L P]
52.137
-170.4
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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12.000
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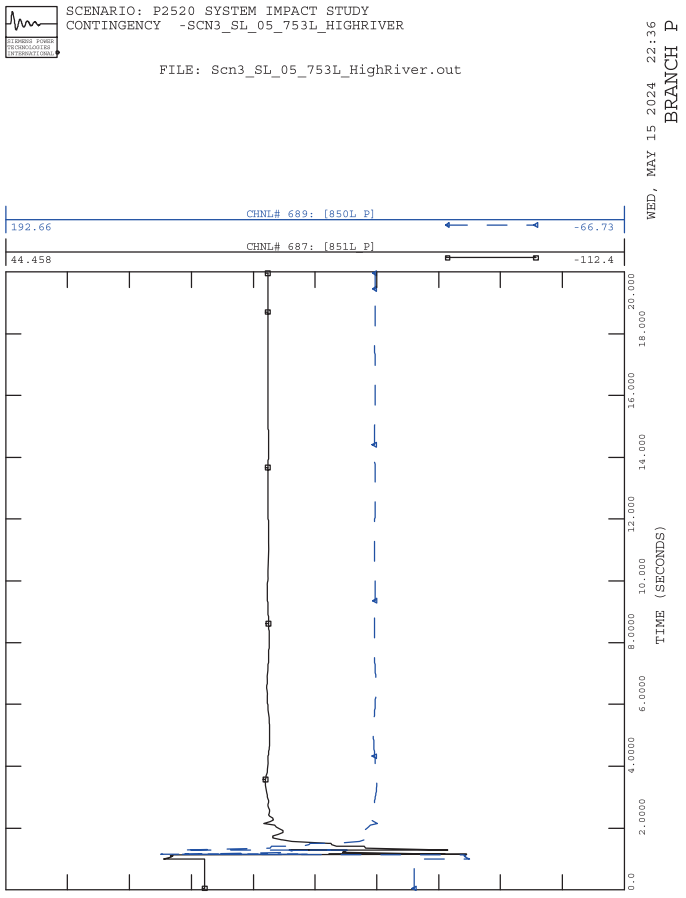
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_05_753L_HIGHRIVER
FILE: Scn3_SL_05_753L_HighRiver.out
CHNL# 689: [850L P]
192.66
-66.73
CHNL# 687: [851L P]
44.458
-112.4
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
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8.0000
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12.000
14.000
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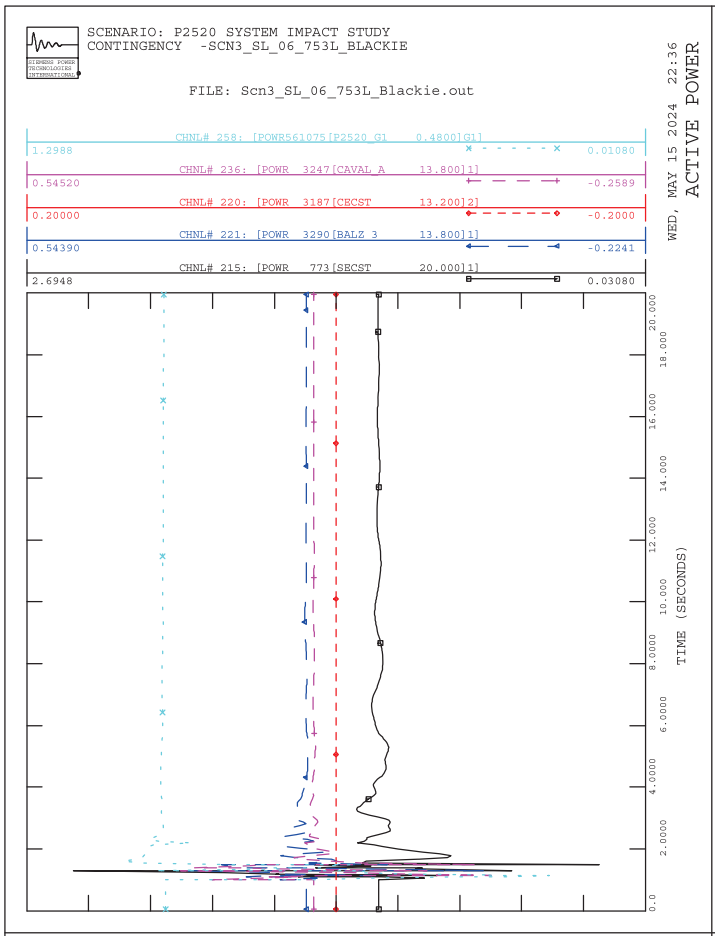
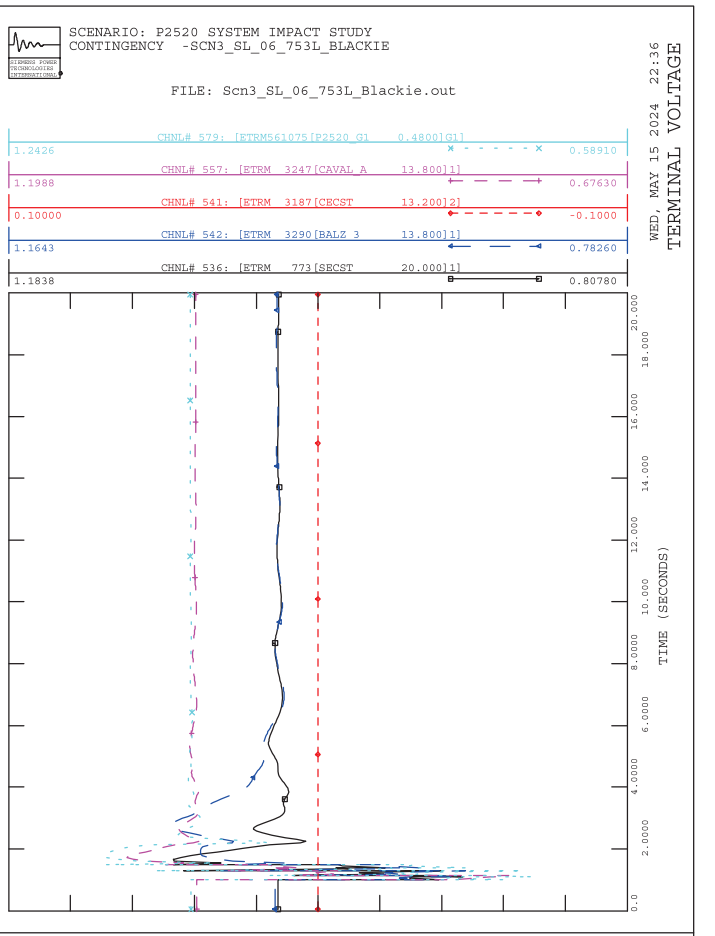
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_06_753L_BLACKIE
FILE: Scn3_SL_06_753L_Blackie.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.2988
0.01080
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.54520
-0.2589
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000
-0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.54390
-0.2241
CHNL# 215: [POWR 773[SECST 20.000]1]
2.6948
0.03080
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_06_753L_BLACKIE
FILE: Scn3_SL_06_753L_Blackie.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.2426
0.58910
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.1988
0.67630
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000
-0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1643
0.78260
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.1838
0.80780
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
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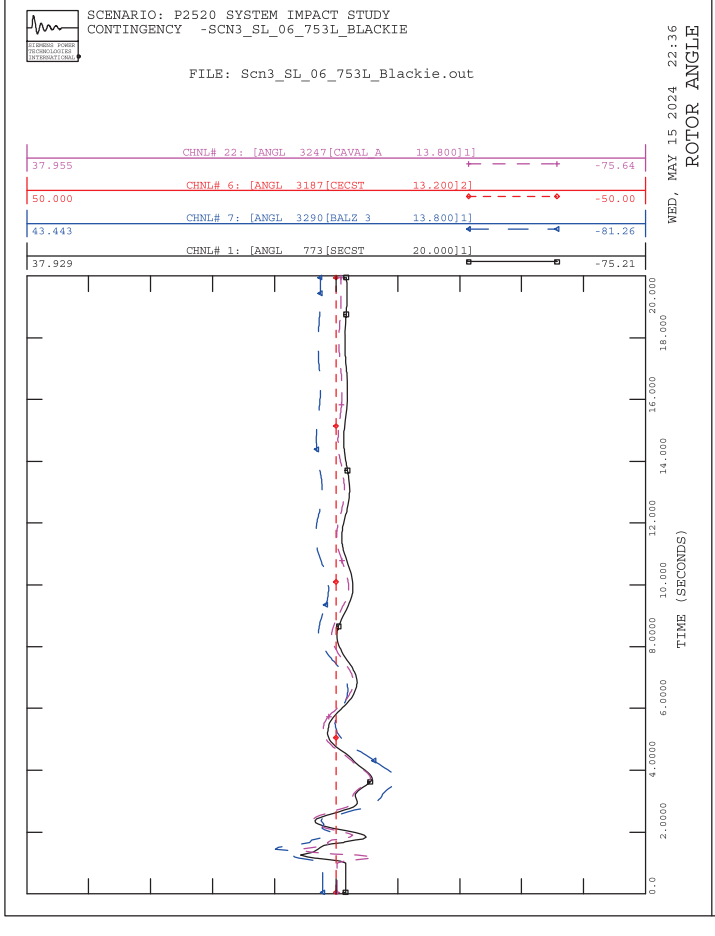
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_06_753L_BLACKIE
FILE: Scn3_SL_06_753L_Blackie.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
37.955
-75.64
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000
-50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
43.443
-81.26
CHNL# 1: [ANGL 773[SECST 20.000]1]
37.929
-75.21
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
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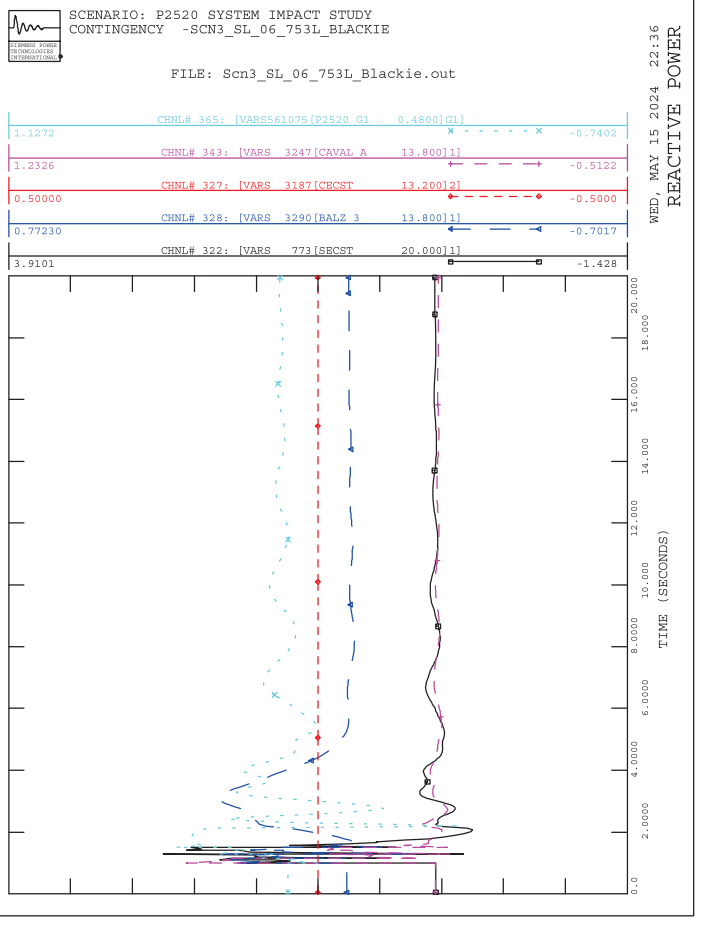
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_06_753L_BLACKIE
FILE: Scn3_SL_06_753L_Blackie.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.1272
-0.7402
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.2326
-0.5122
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000
-0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
0.77230
-0.7017
CHNL# 322: [VARS 773[SECST 20.000]1]
3.9101
-1.428
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
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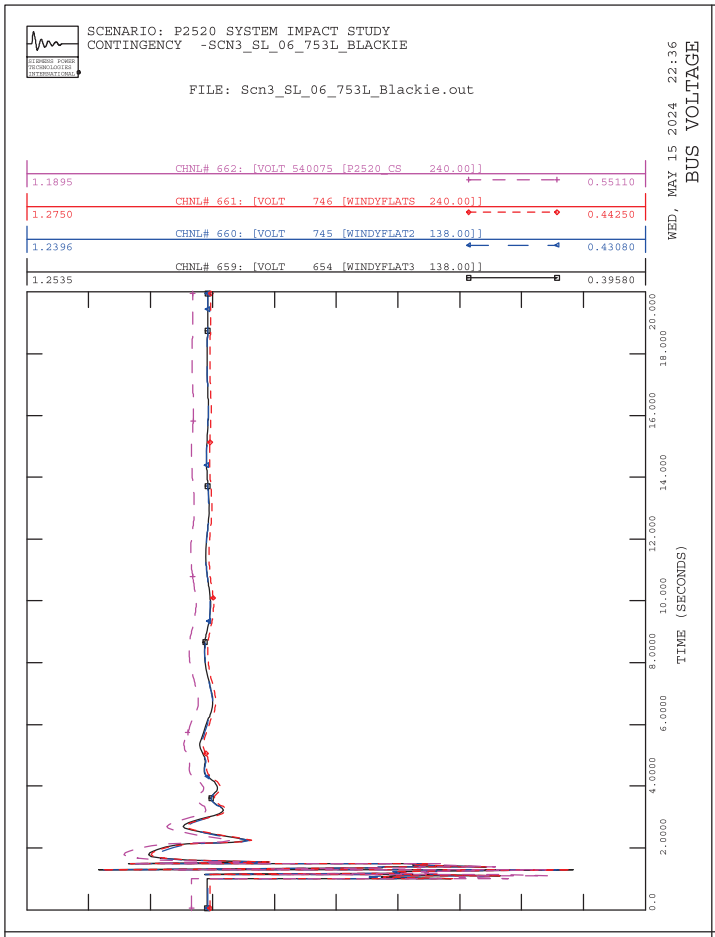
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_06_753L_BLACKIE
FILE: Scn3_SL_06_753L_Blackie.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.1895
0.55110
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.2750
0.44250
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.2396
0.43080
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.2535
0.39580
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
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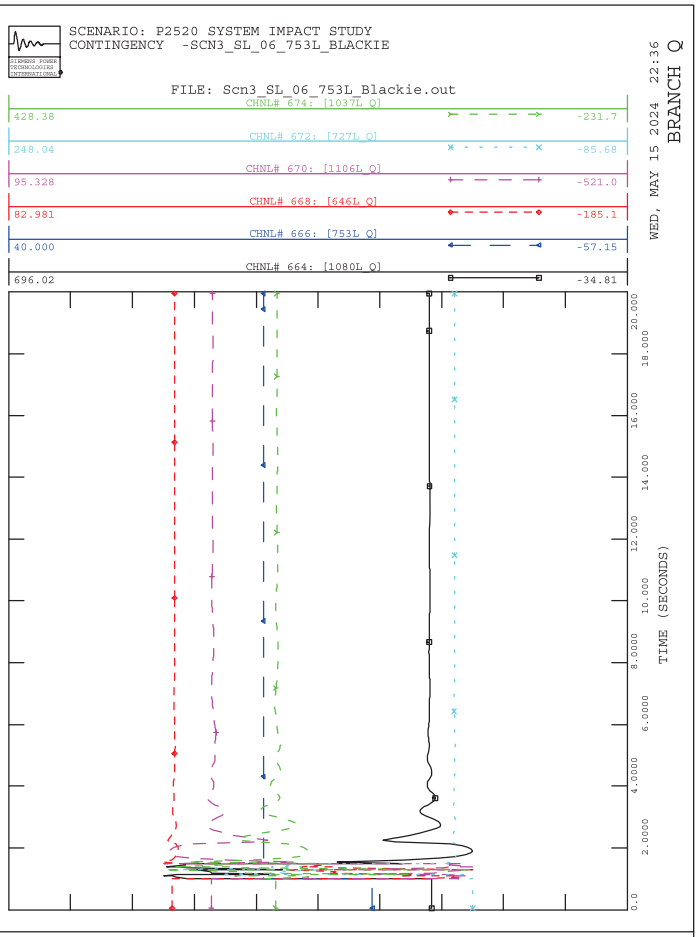
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_06_753L_BLACKIE
FILE: Scn3_SL_06_753L_Blackie.out
CHNL# 674: [1037L Q]
428.38
-231.7
CHNL# 672: [727L Q]
248.04
-85.68
CHNL# 670: [1106L Q]
95.328
-521.0
CHNL# 668: [646L Q]
82.981
-185.1
CHNL# 666: [753L Q]
40.000
-57.15
CHNL# 664: [1080L Q]
696.02
-34.81
BRANCH Q
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
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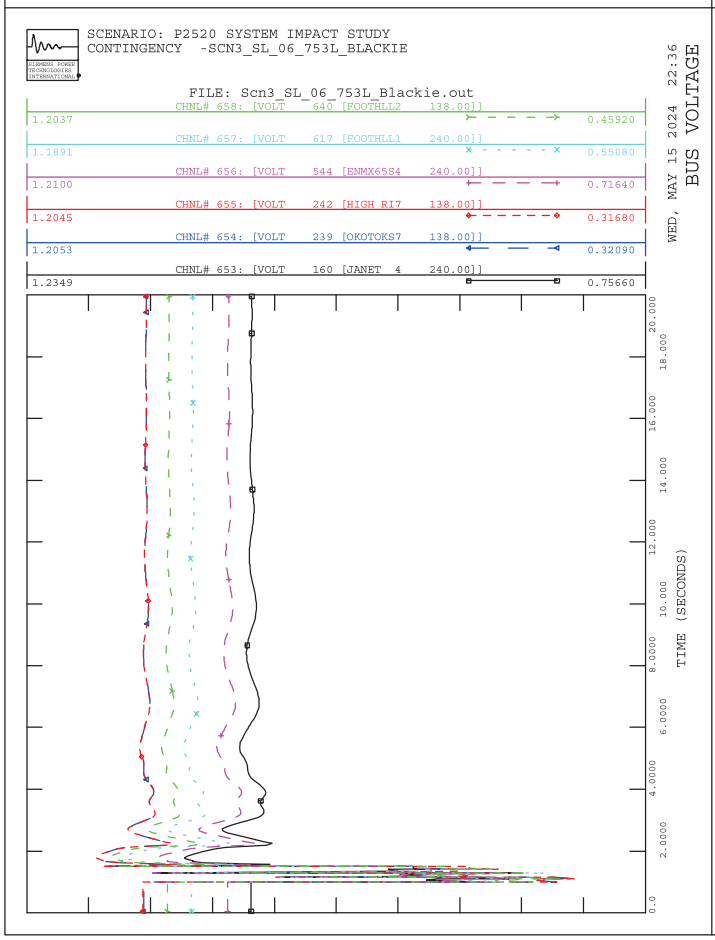
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_06_753L_BLACKIE
FILE: Scn3_SL_06_753L_Blackie.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2037
0.45920
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.1891
0.55080
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2100
0.71640
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2045
0.31680
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2053
0.32090
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2349
0.75660
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
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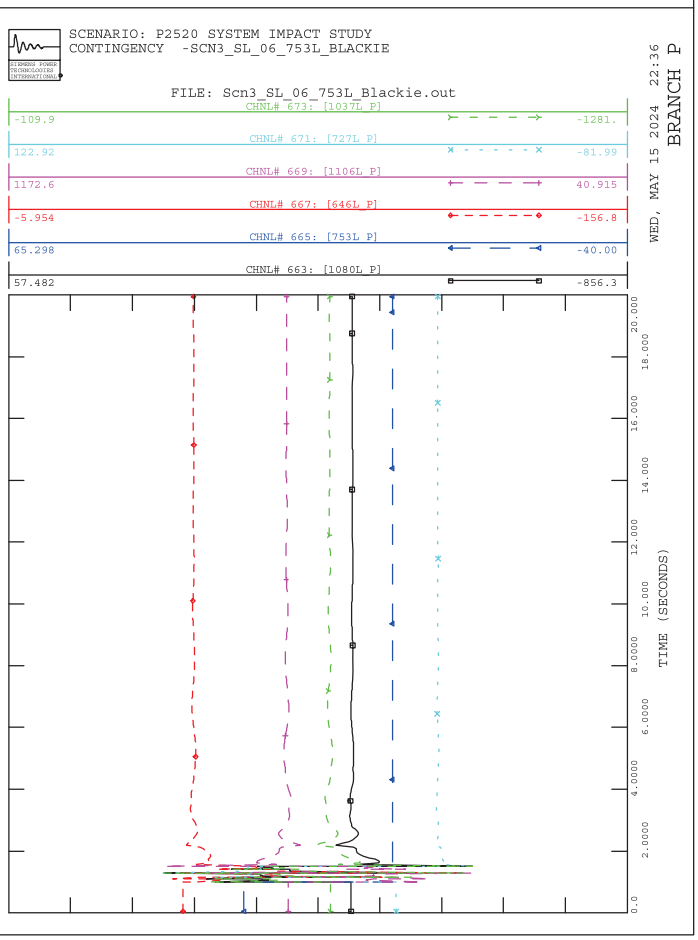
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_06_753L_BLACKIE
FILE: Scn3_SL_06_753L_Blackie.out
CHNL# 673: [1037L P]
-109.9
-1281.
CHNL# 671: [727L P]
122.92
-81.99
CHNL# 669: [1106L P]
1172.6
40.915
CHNL# 667: [646L P]
-5.954
-156.8
CHNL# 665: [753L P]
65.298
-40.00
CHNL# 663: [1080L P]
57.482
-856.3
BRANCH P
WED, MAY 15 2024 22:36
TIME (SECONDS)
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4.0000
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8.0000
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12.000
14.000
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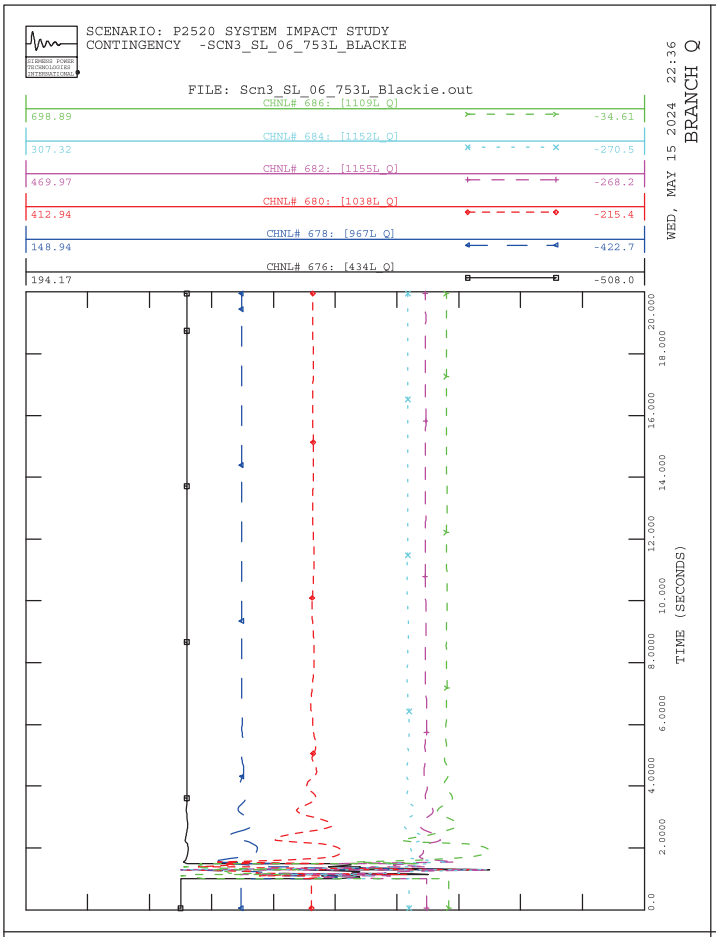
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_06_753L_BLACKIE
FILE: Scn3_SL_06_753L_Blackie.out
CHNL# 686: [1109L Q]
698.89
-34.61
CHNL# 684: [1152L Q]
307.32
-270.5
CHNL# 682: [1155L Q]
469.97
-268.2
CHNL# 680: [1038L Q]
412.94
-215.4
CHNL# 678: [967L Q]
148.94
-422.7
CHNL# 676: [434L Q]
194.17
-508.0
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
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8.0000
10.000
12.000
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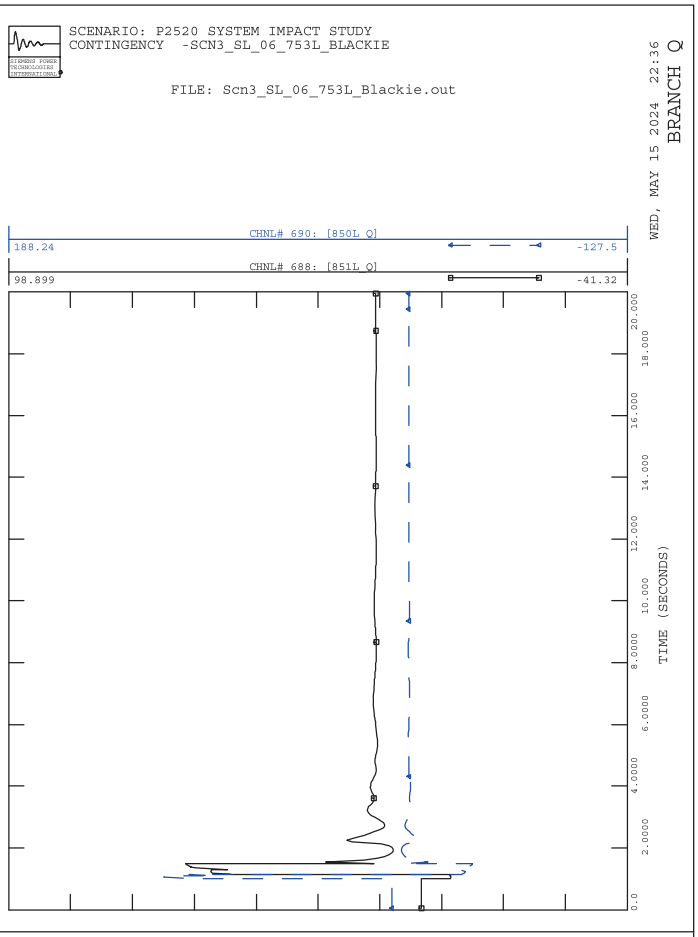
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_06_753L_BLACKIE
FILE: Scn3_SL_06_753L_Blackie.out
CHNL# 690: [850L Q]
188.24
-127.5
CHNL# 688: [851L Q]
98.899
-41.32
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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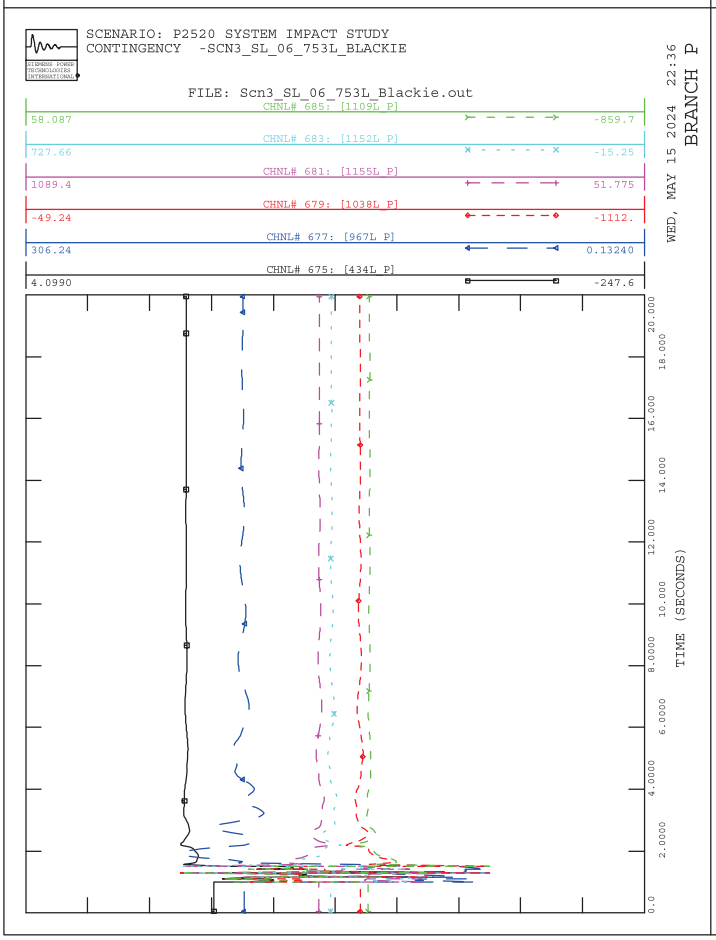
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_06_753L_BLACKIE
FILE: Scn3_SL_06_753L_Blackie.out
CHNL# 685: [1109L P]
58.087
-859.7
CHNL# 683: [1152L P]
727.66
-15.25
CHNL# 681: [1155L P]
1089.4
51.775
CHNL# 679: [1038L P]
-49.24
-1112.
CHNL# 677: [967L P]
306.24
0.13240
CHNL# 675: [434L P]
4.0990
-247.6
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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12.000
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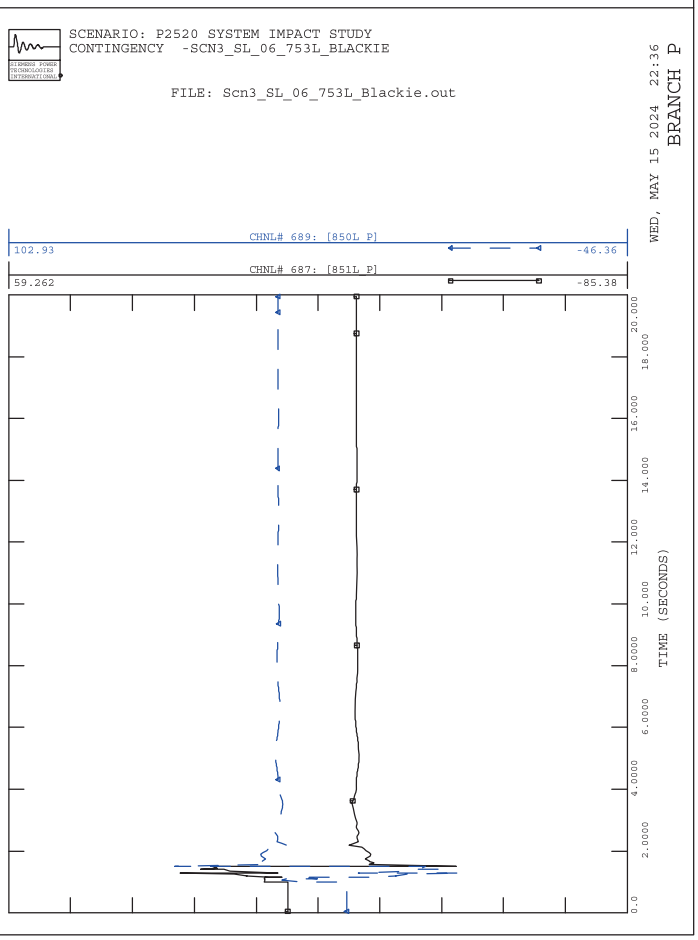
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_06_753L_BLACKIE
FILE: Scn3_SL_06_753L_Blackie.out
CHNL# 689: [850L P]
102.93
-46.36
CHNL# 687: [851L P]
59.262
-85.38
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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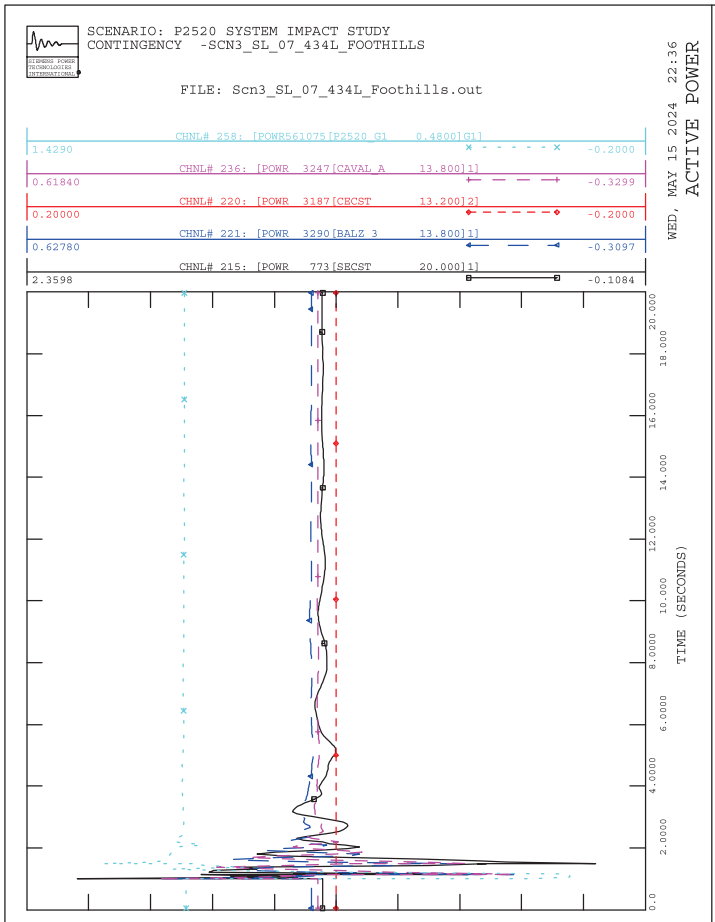
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_07_434L_FOOTHILLS
FILE: Scn3_SL_07_434L_Foothills.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.4290
-0.2000
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.61840
-0.3299
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000
-0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.62780
-0.3097
CHNL# 215: [POWR 773[SECST 20.000]1]
2.3598
-0.1084
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
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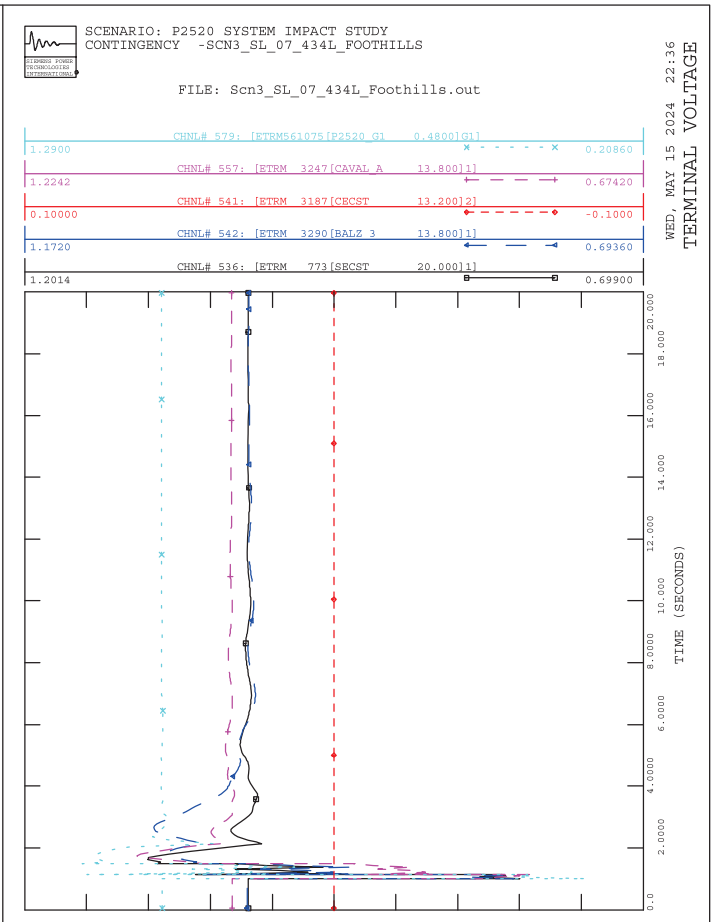
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_07_434L_FOOTHILLS
FILE: Scn3_SL_07_434L_Foothills.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.2900
0.20860
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2242
0.67420
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000
-0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1720
0.69360
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2014
0.69900
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
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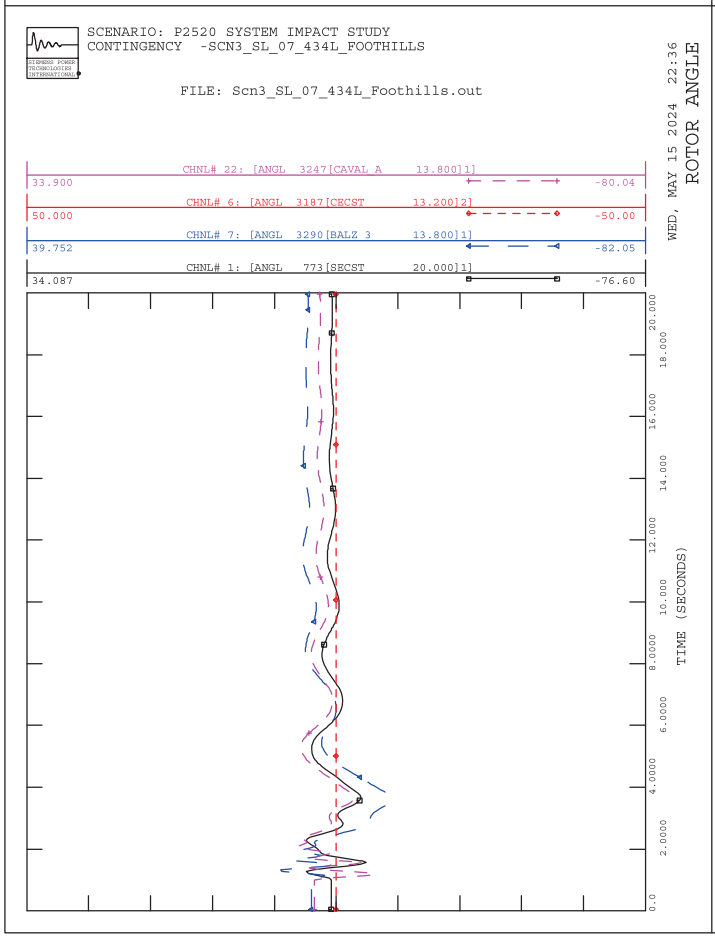
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_07_434L_FOOTHILLS
FILE: Scn3_SL_07_434L_Foothills.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
33.900
-80.04
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000
-50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
39.752
-82.05
CHNL# 1: [ANGL 773[SECST 20.000]1]
34.087
-76.60
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
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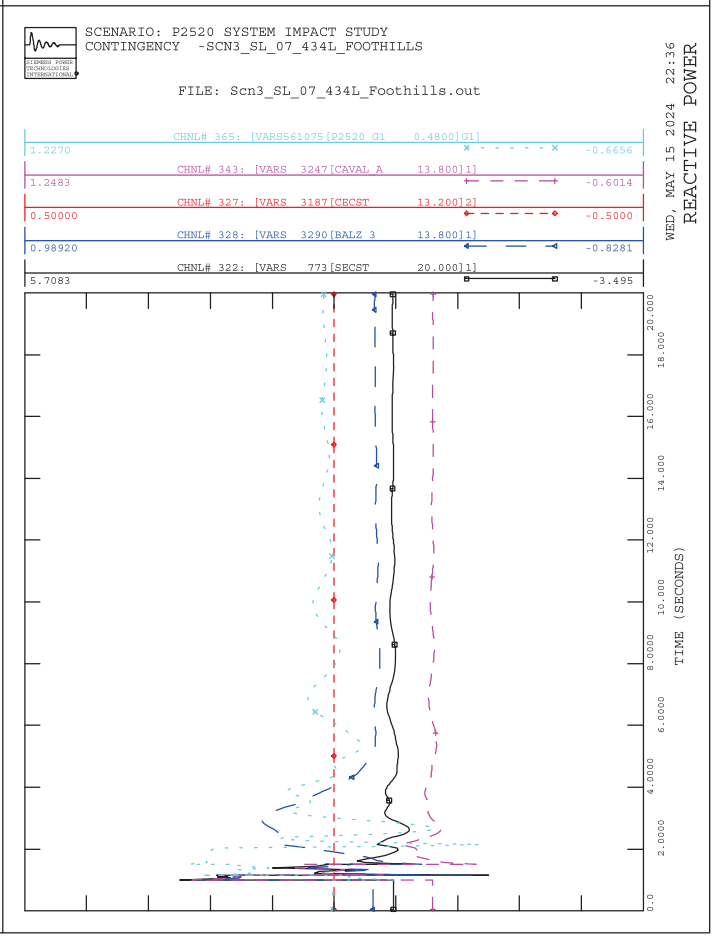
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_07_434L_FOOTHILLS
FILE: Scn3_SL_07_434L_Foothills.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.2270
-0.6656
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.2483
-0.6014
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000
-0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
0.98920
-0.8281
CHNL# 322: [VARS 773[SECST 20.000]1]
5.7083
-3.495
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
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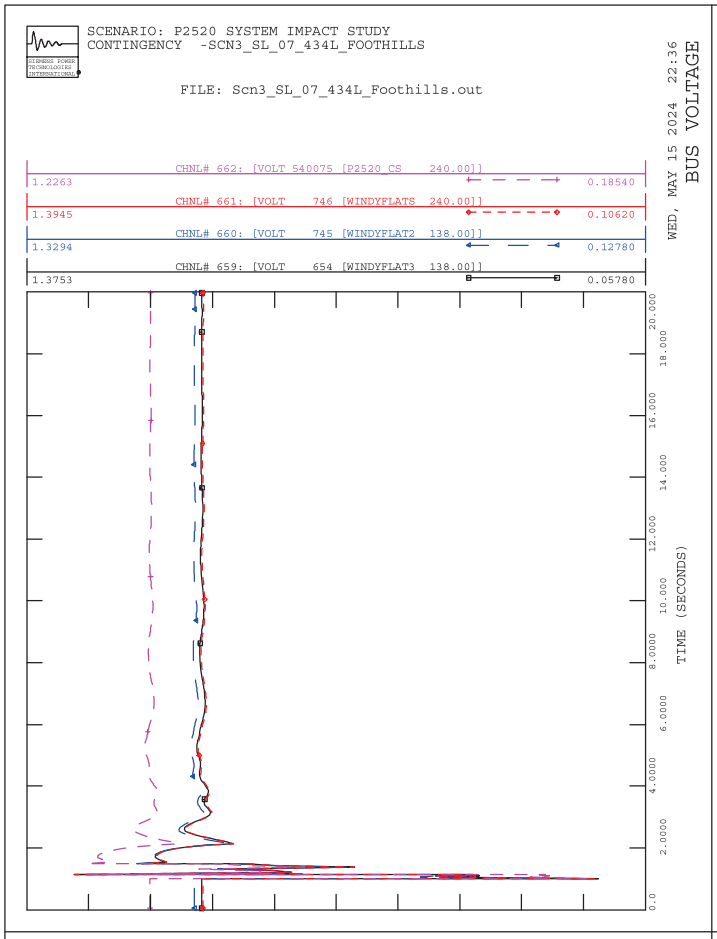
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_07_434L_FOOTHILLS
FILE: Scn3_SL_07_434L_Foothills.out
WED, MAY 15 2024 22:36
BUS VOLTAGE
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2263
0.18540
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.3945
0.10620
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.3294
0.12780
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.3753
0.05780
TIME (SECONDS)
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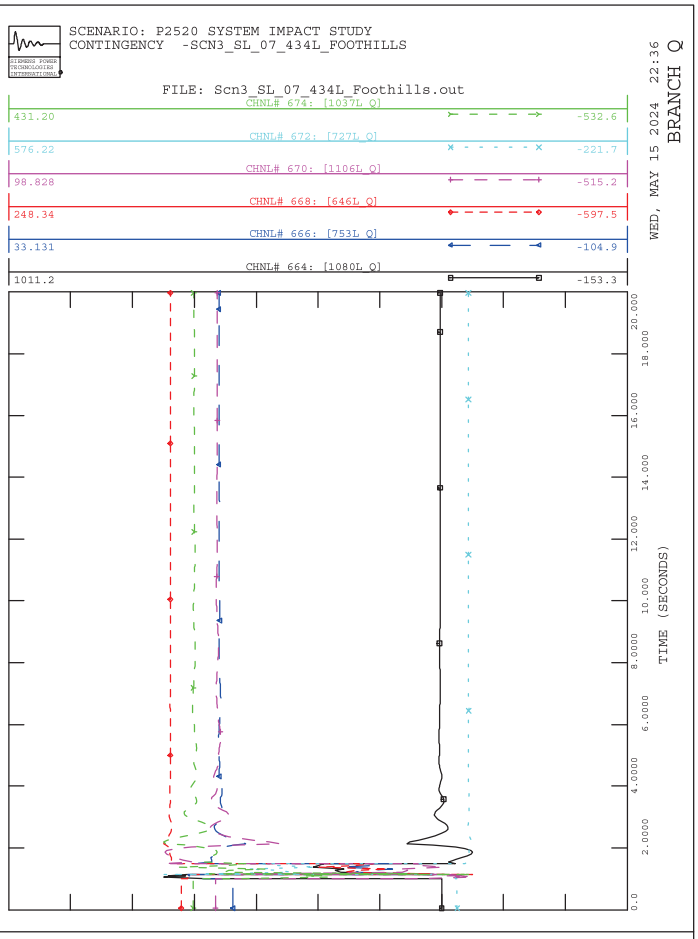
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_07_434L_FOOTHILLS
FILE: Scn3_SL_07_434L_Foothills.out
WED, MAY 15 2024 22:36
BRANCH Q
CHNL# 674: [1037L Q]
431.20
-532.6
CHNL# 672: [727L Q]
576.22
-221.7
CHNL# 670: [1106L Q]
98.828
-515.2
CHNL# 668: [646L Q]
248.34
-597.5
CHNL# 666: [753L Q]
33.131
-104.9
CHNL# 664: [1080L Q]
1011.2
-153.3
TIME (SECONDS)
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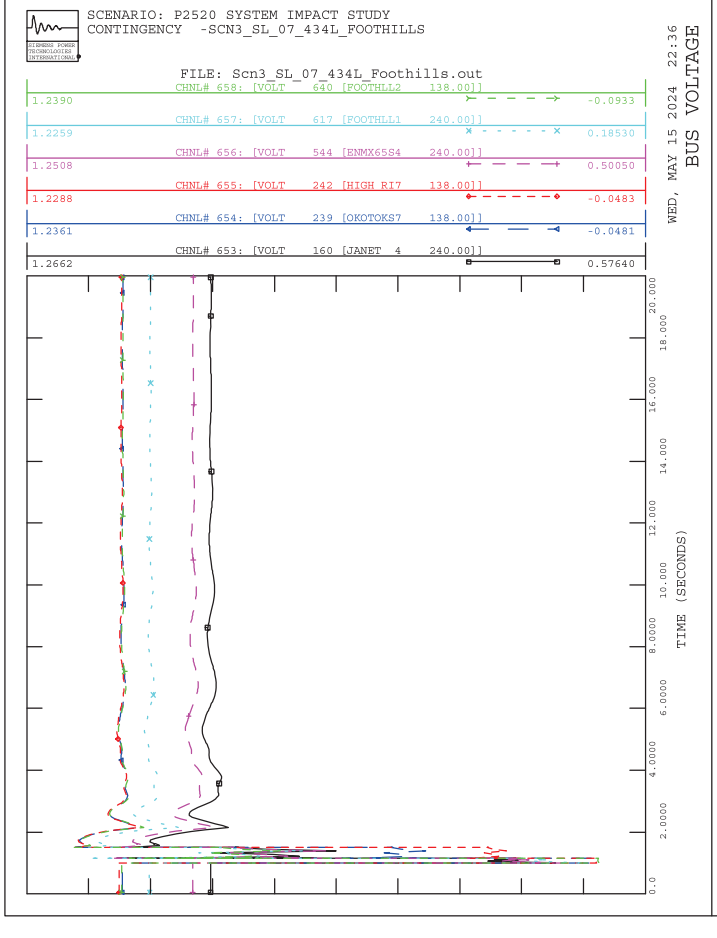
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_07_434L_FOOTHILLS
FILE: Scn3_SL_07_434L_Foothills.out
WED, MAY 15 2024 22:36
BUS VOLTAGE
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2390
-0.0933
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2259
0.18530
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2508
0.50050
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2288
-0.0483
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2361
-0.0481
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2662
0.57640
TIME (SECONDS)
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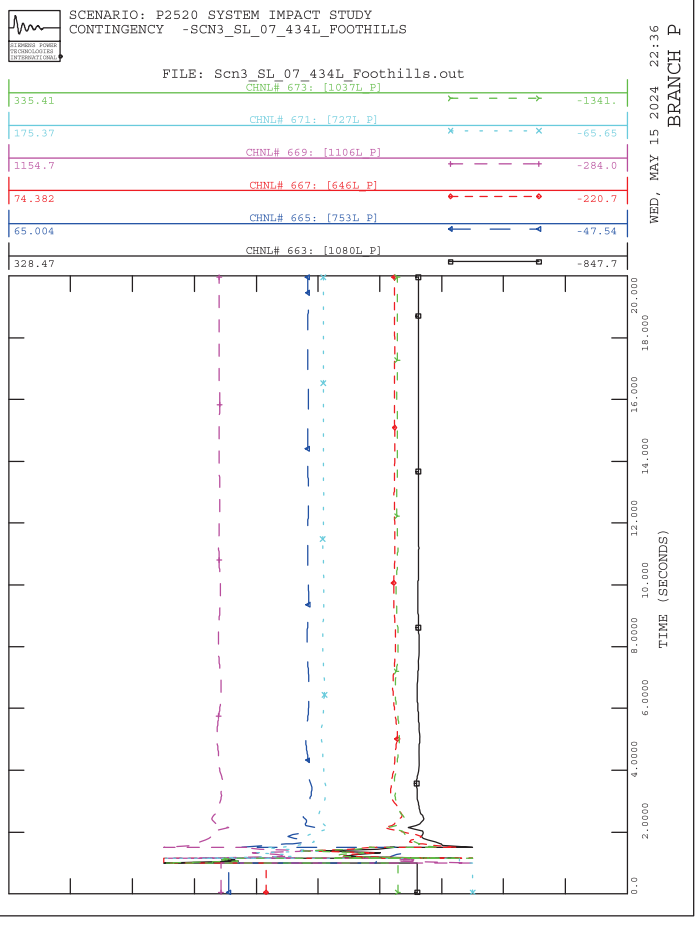
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_07_434L_FOOTHILLS
FILE: Scn3_SL_07_434L_Foothills.out
WED, MAY 15 2024 22:36
BRANCH P
CHNL# 673: [1037L P]
335.41
-1341.
CHNL# 671: [727L P]
175.37
-65.65
CHNL# 669: [1106L P]
1154.7
-284.0
CHNL# 667: [646L P]
74.382
-220.7
CHNL# 665: [753L P]
65.004
-47.54
CHNL# 663: [1080L P]
328.47
-847.7
TIME (SECONDS)
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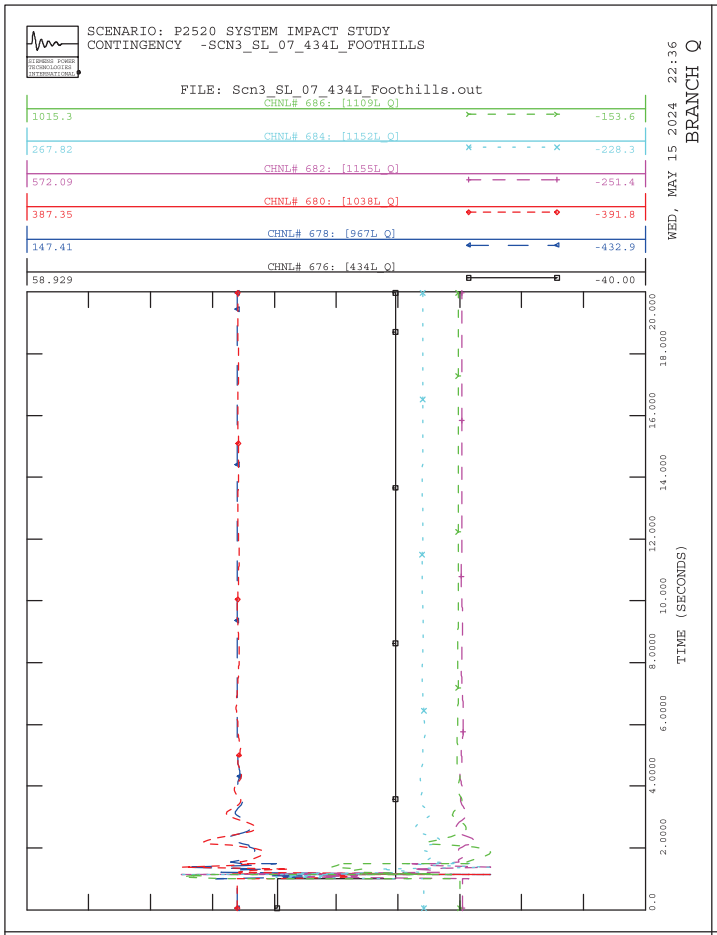
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_07_434L_FOOTHILLS
FILE: Scn3_SL_07_434L_Foothills.out
CHNL# 686: [1109L Q]
1015.3
-153.6
CHNL# 684: [1152L Q]
267.82
-228.3
CHNL# 682: [1155L Q]
572.09
-251.4
CHNL# 680: [1038L Q]
387.35
-391.8
CHNL# 678: [967L Q]
147.41
-432.9
CHNL# 676: [434L Q]
58.929
-40.00
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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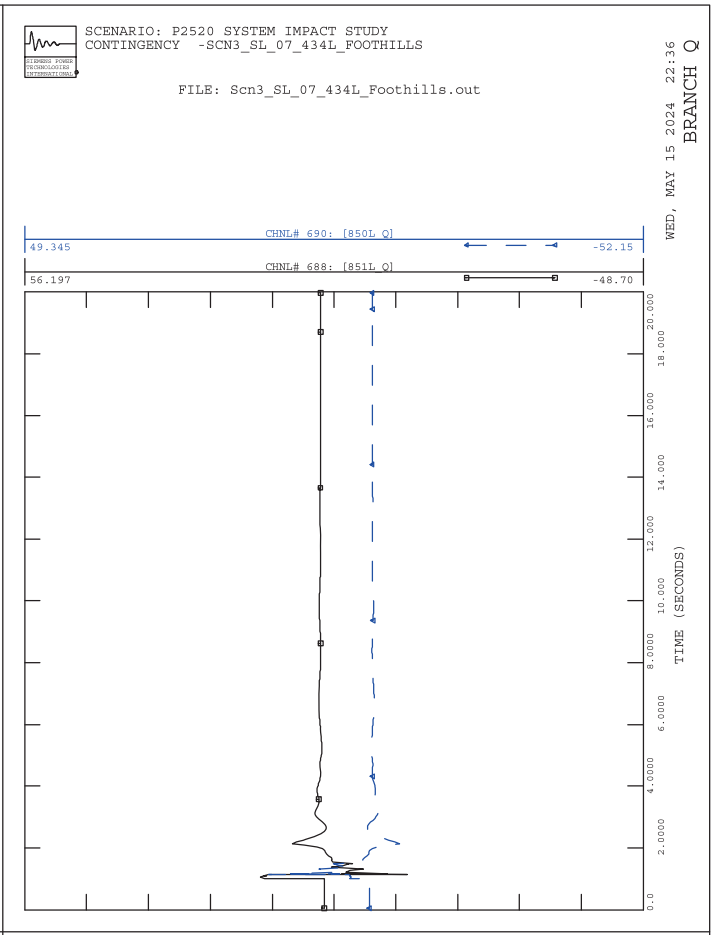
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_07_434L_FOOTHILLS
FILE: Scn3_SL_07_434L_Foothills.out
CHNL# 690: [850L Q]
49.345
-52.15
CHNL# 688: [851L Q]
56.197
-48.70
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
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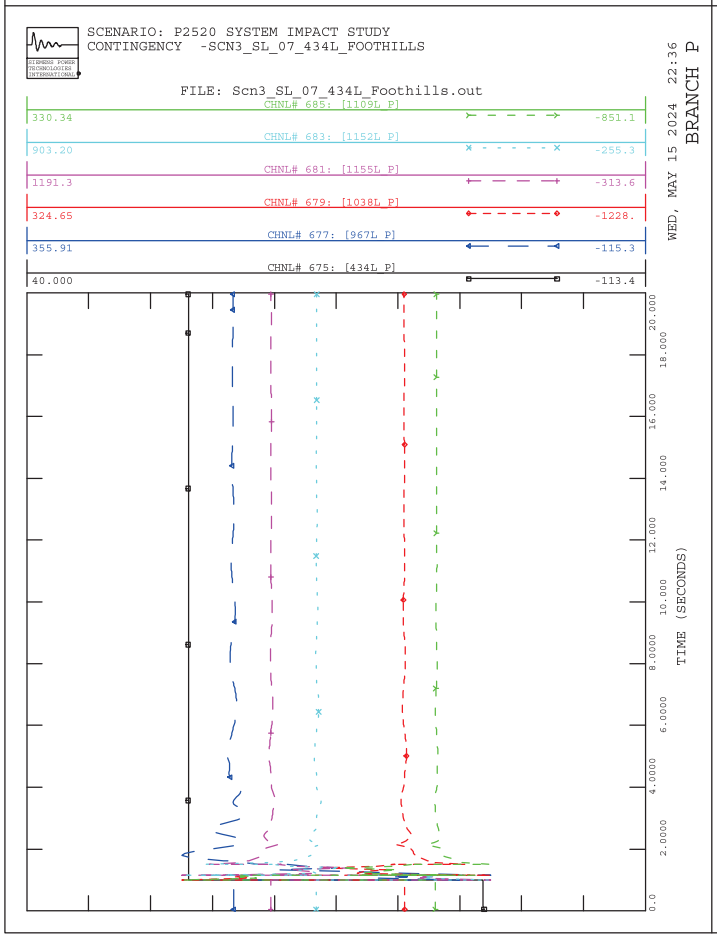
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_07_434L_FOOTHILLS
FILE: Scn3_SL_07_434L_Foothills.out
CHNL# 685: [1109L P]
330.34
-851.1
CHNL# 683: [1152L P]
903.20
-255.3
CHNL# 681: [1155L P]
1191.3
-313.6
CHNL# 679: [1038L P]
324.65
-1228.
CHNL# 677: [967L P]
355.91
-115.3
CHNL# 675: [434L P]
40.000
-113.4
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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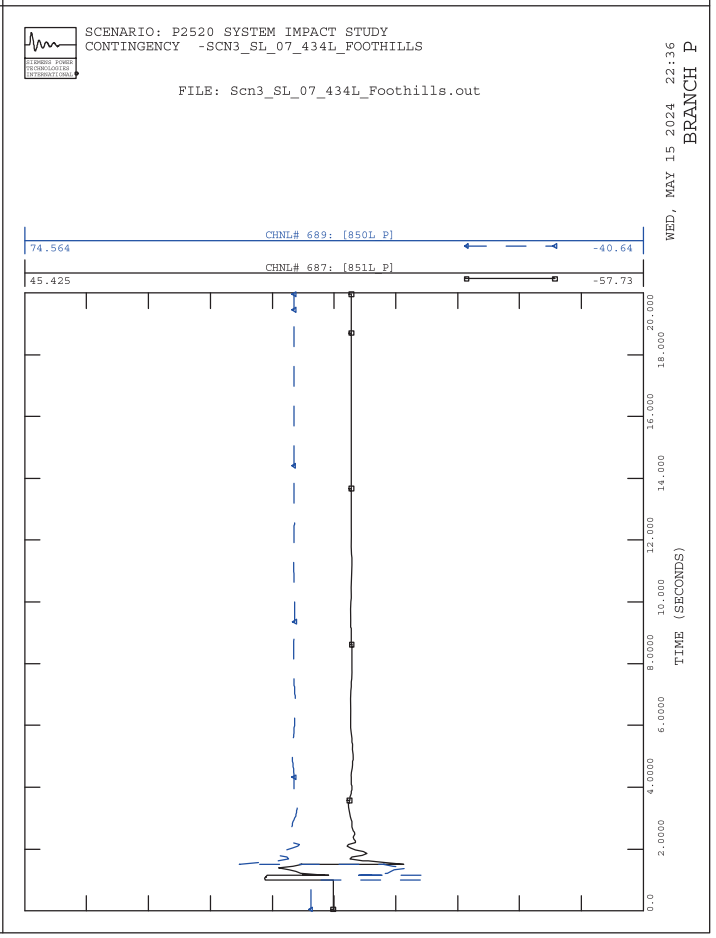
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

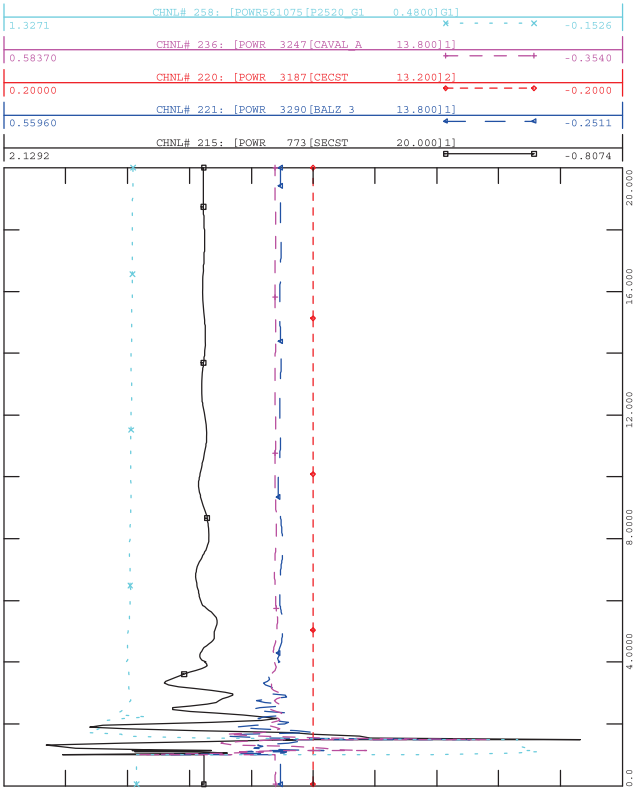

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_07_434L_FOOTHILLS
FILE: Scn3_SL_07_434L_Foothills.out
CHNL# 689: [850L P]
74.564
-40.64
CHNL# 687: [851L P]
45.425
-57.73
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_08_434L_HIGHRIVER

FILE: Scn3_SL_08_434L_HighRiver.out

WED, MAY 15 2024 22:36

ACTIVE POWER

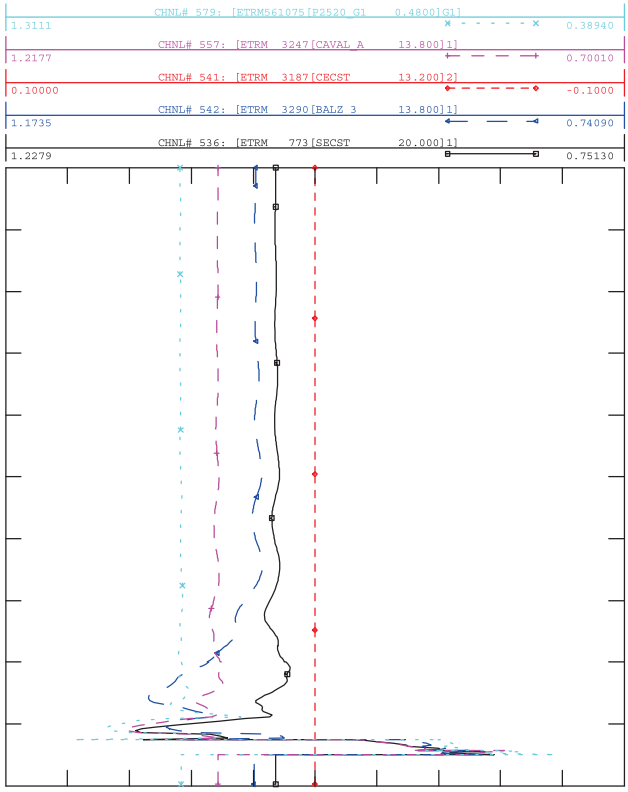


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_08_434L_HIGHRIVER

FILE: Scn3_SL_08_434L_HighRiver.out

WED, MAY 15 2024 22:36

TERMINAL VOLTAGE

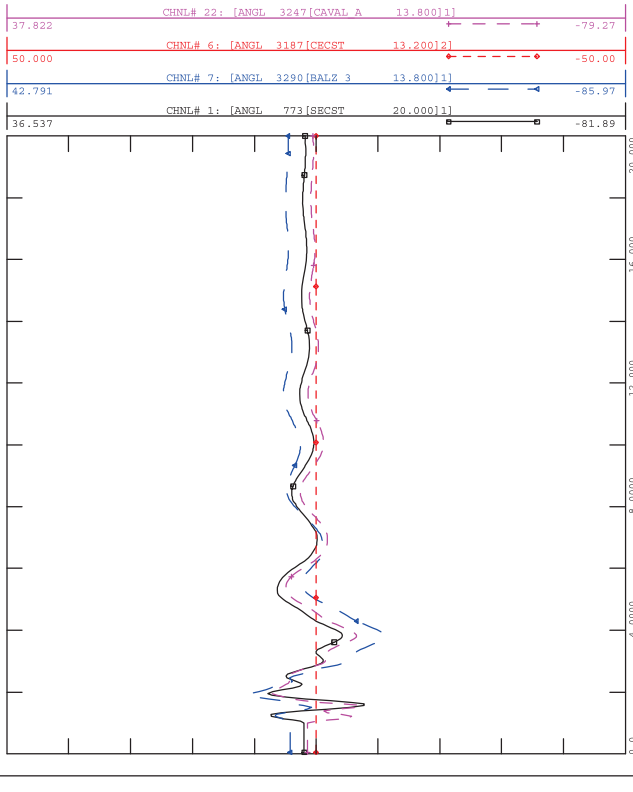


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_08_434L_HIGHRIVER

FILE: Scn3_SL_08_434L_HighRiver.out

WED, MAY 15 2024 22:36

ROTOR ANGLE

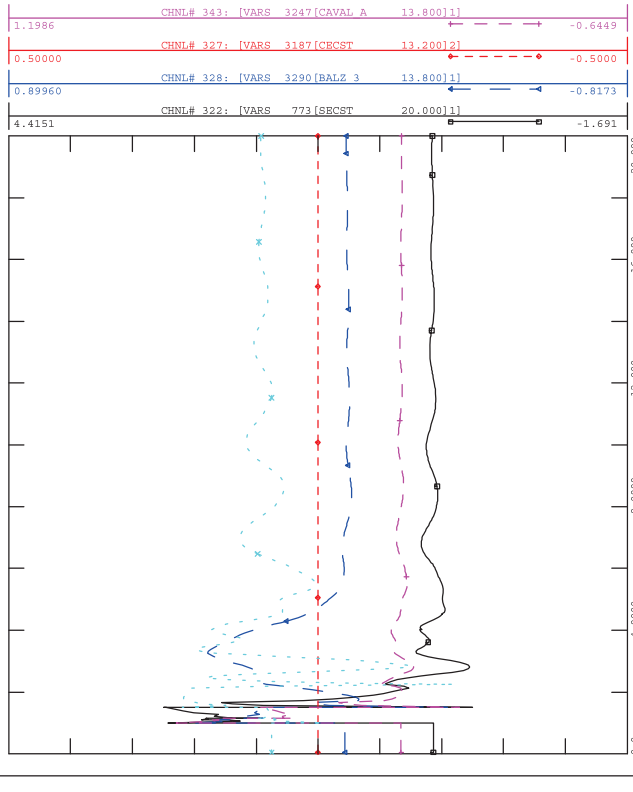


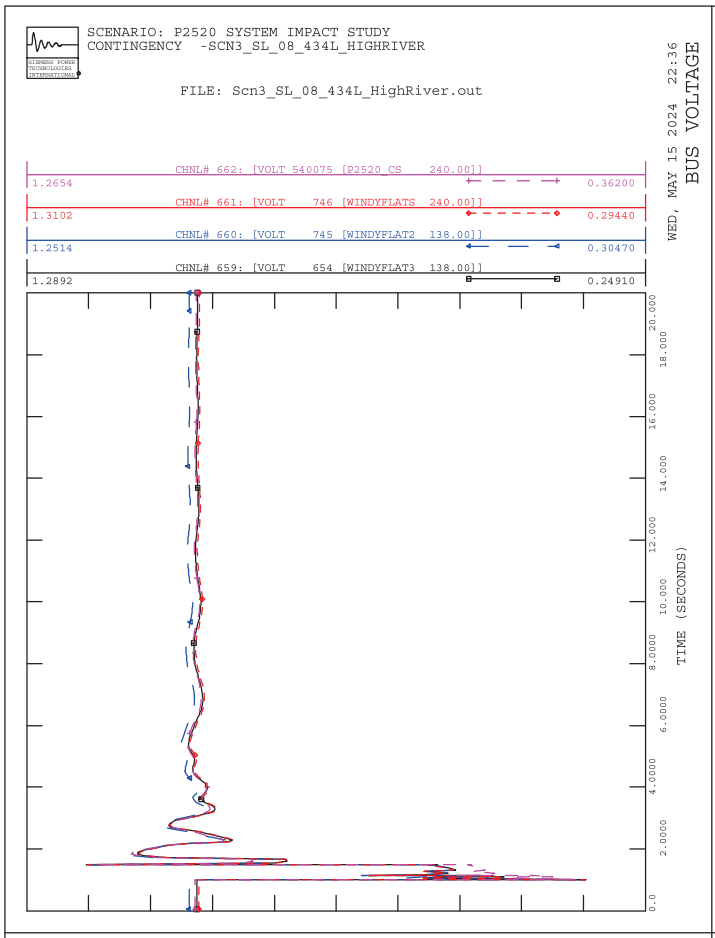
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_08_434L_HIGHRIVER

FILE: Scn3_SL_08_434L_HighRiver.out

WED, MAY 15 2024 22:36

REACTIVE POWER




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_08_434L_HIGHRIVER
FILE: Scn3_SL_08_434L_HighRiver.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2654
0.36200
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.3102
0.29440
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.2514
0.30470
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.2892
0.24910
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
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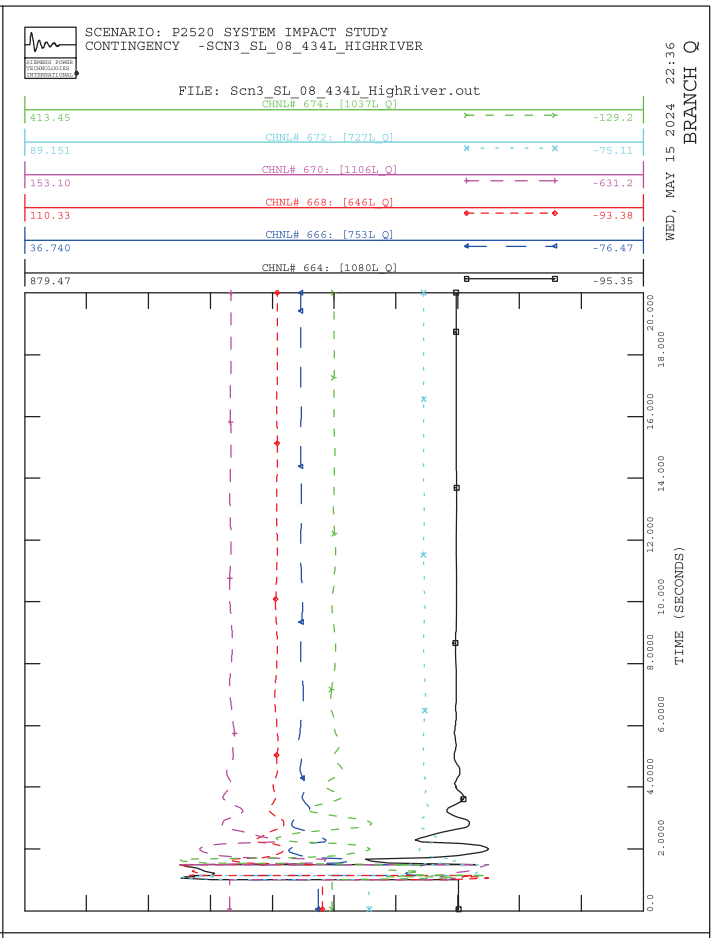
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_08_434L_HIGHRIVER
FILE: Scn3_SL_08_434L_HighRiver.out
CHNL# 674: [1037L Q]
413.45
-129.2
CHNL# 672: [727L Q]
89.151
-75.11
CHNL# 670: [1106L Q]
153.10
-631.2
CHNL# 668: [646L Q]
110.33
-93.38
CHNL# 666: [753L Q]
36.740
-76.47
CHNL# 664: [1080L Q]
879.47
-95.35
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
14.000
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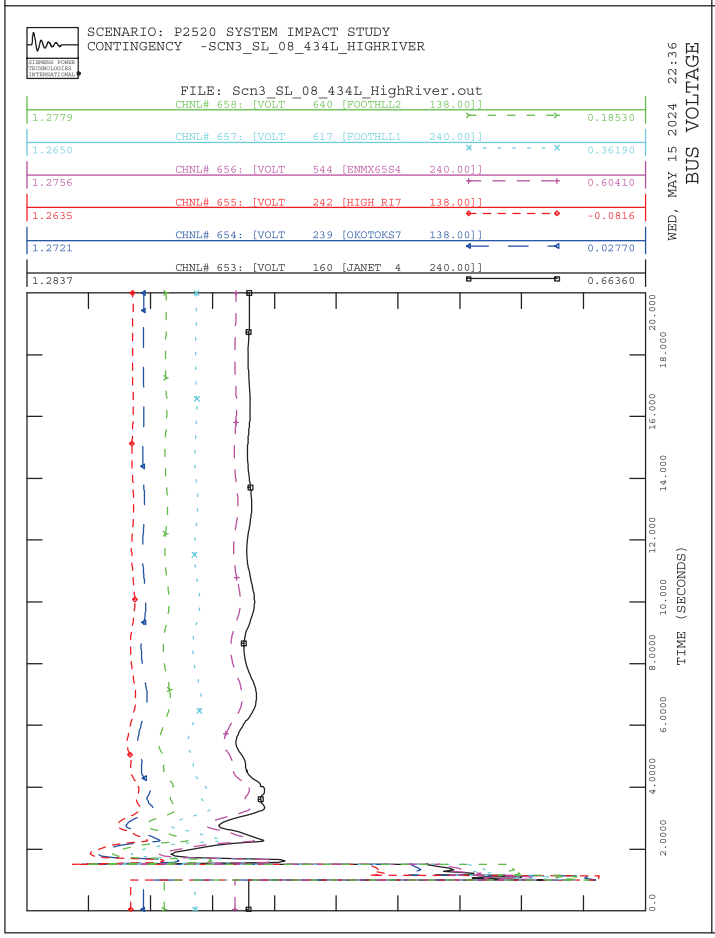
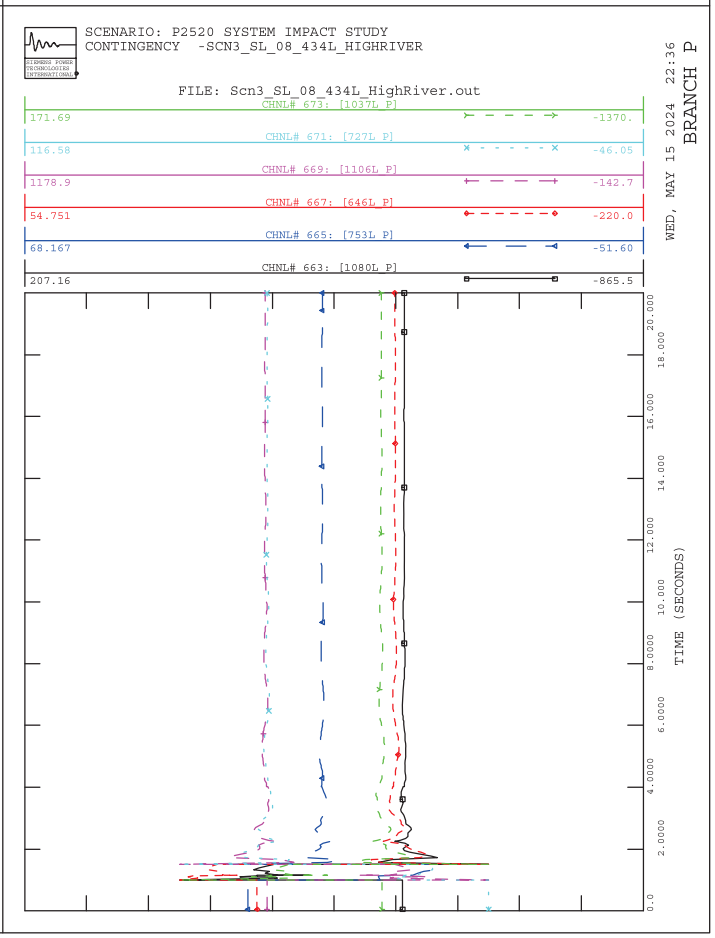
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_08_434L_HIGHRIVER
FILE: Scn3_SL_08_434L_HighRiver.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2779
0.18530
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2650
0.36190
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2756
0.60410
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2635
-0.0816
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2721
0.02770
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2837
0.66360
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_08_434L_HIGHRIVER
FILE: Scn3_SL_08_434L_HighRiver.out
CHNL# 673: [1037L P]
171.69
-1370.
CHNL# 671: [727L P]
116.58
-46.05
CHNL# 669: [1106L P]
1178.9
-142.7
CHNL# 667: [646L P]
54.751
-220.0
CHNL# 665: [753L P]
68.167
-51.60
CHNL# 663: [1080L P]
207.16
-865.5
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
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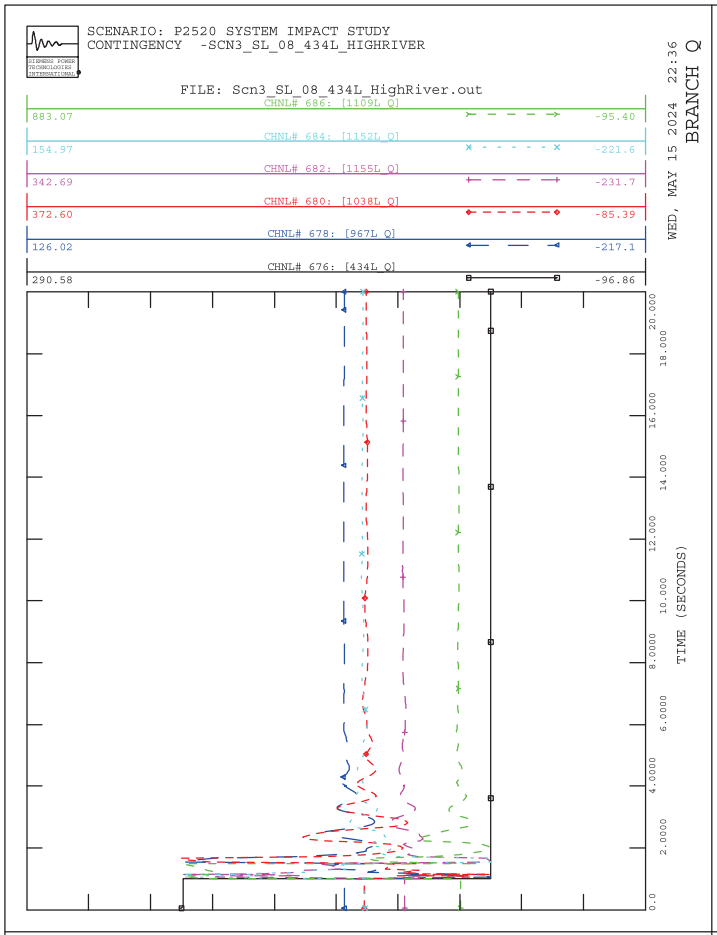
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_08_434L_HIGHRIVER
FILE: Scn3_SL_08_434L_HighRiver.out
CHNL# 686: [1109L Q]
883.07
-95.40
CHNL# 684: [1152L Q]
154.97
-221.6
CHNL# 682: [1155L Q]
342.69
-231.7
CHNL# 680: [1038L Q]
372.60
-85.39
CHNL# 678: [967L Q]
126.02
-217.1
CHNL# 676: [434L Q]
290.58
-96.86
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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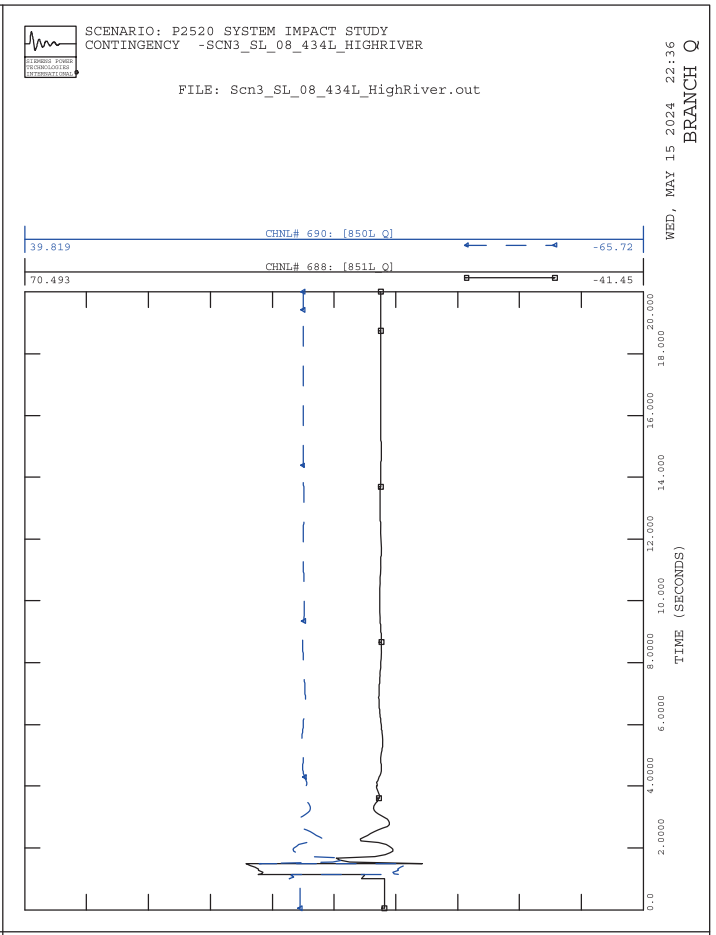
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_08_434L_HIGHRIVER
FILE: Scn3_SL_08_434L_HighRiver.out
CHNL# 690: [850L Q]
39.819
-65.72
CHNL# 688: [851L Q]
70.493
-41.45
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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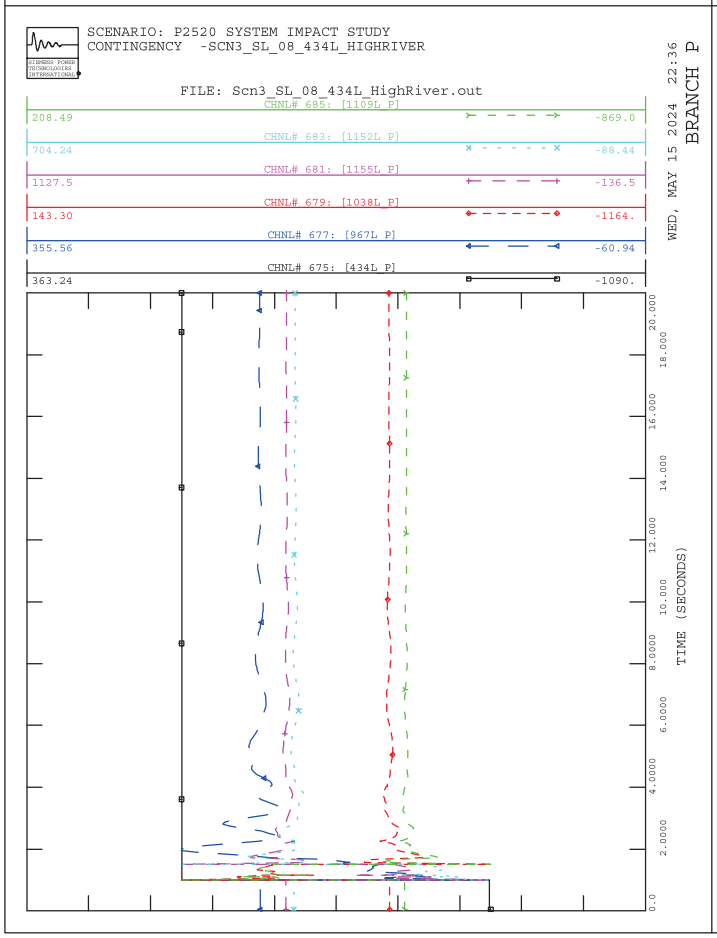
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_08_434L_HIGHRIVER
FILE: Scn3_SL_08_434L_HighRiver.out
CHNL# 685: [1109L P]
208.49
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CHNL# 683: [1152L P]
704.24
-88.44
CHNL# 681: [1155L P]
1127.5
-136.5
CHNL# 679: [1038L P]
143.30
-1164.
CHNL# 677: [967L P]
355.56
-60.94
CHNL# 675: [434L P]
363.24
-1090.
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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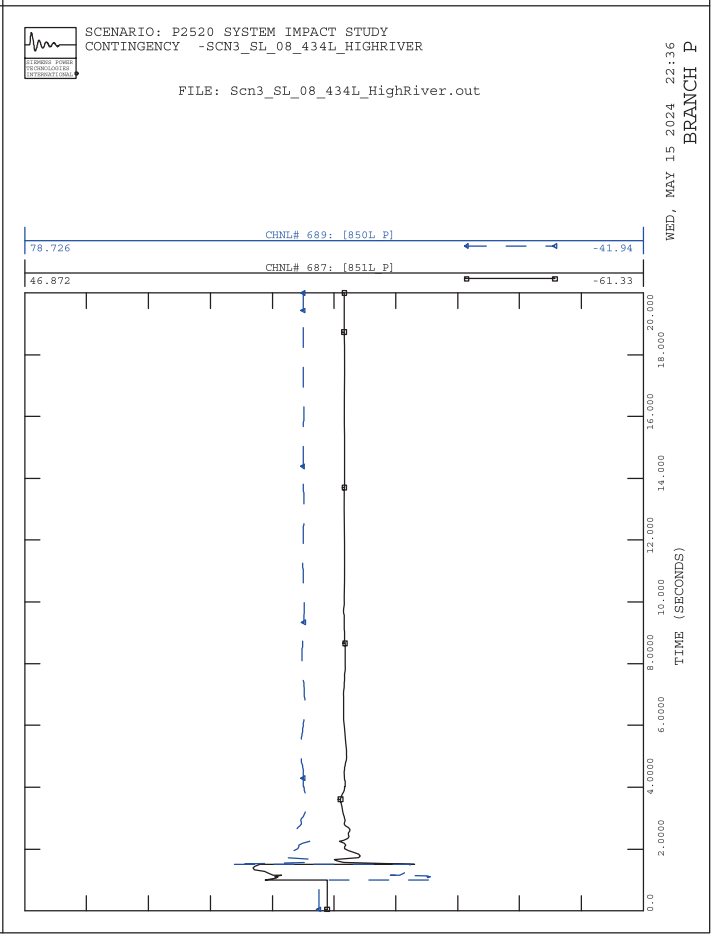
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_08_434L_HIGHRIVER
FILE: Scn3_SL_08_434L_HighRiver.out
CHNL# 689: [850L P]
78.726
-41.94
CHNL# 687: [851L P]
46.872
-61.33
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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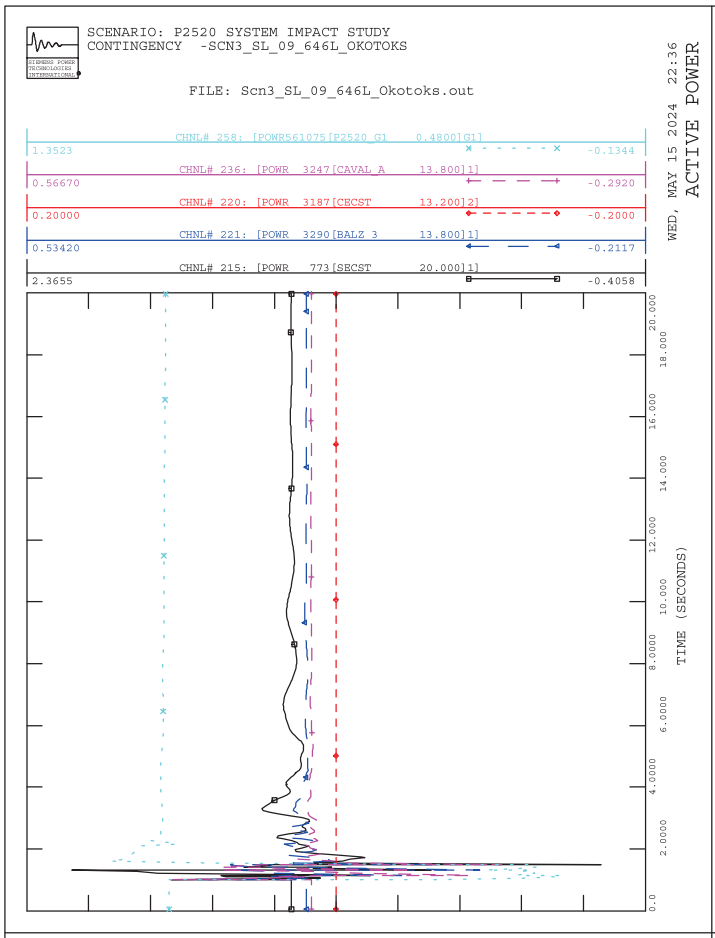
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_09_646L_OKOTOKS
FILE: Scn3_SL_09_646L_Okotoks.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.3523
-0.1344
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.56670
-0.2920
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000
-0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.53420
-0.2117
CHNL# 215: [POWR 773[SECST 20.000]1]
2.3655
-0.4058
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
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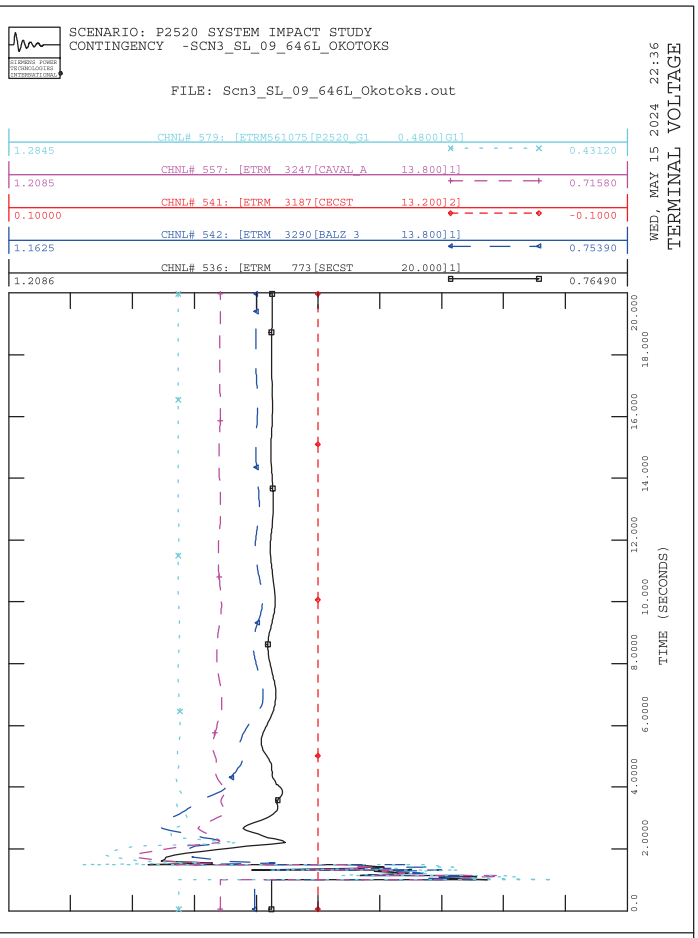
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_09_646L_OKOTOKS
FILE: Scn3_SL_09_646L_Okotoks.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.2845
0.43120
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2085
0.71580
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000
-0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1625
0.75390
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2086
0.76490
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
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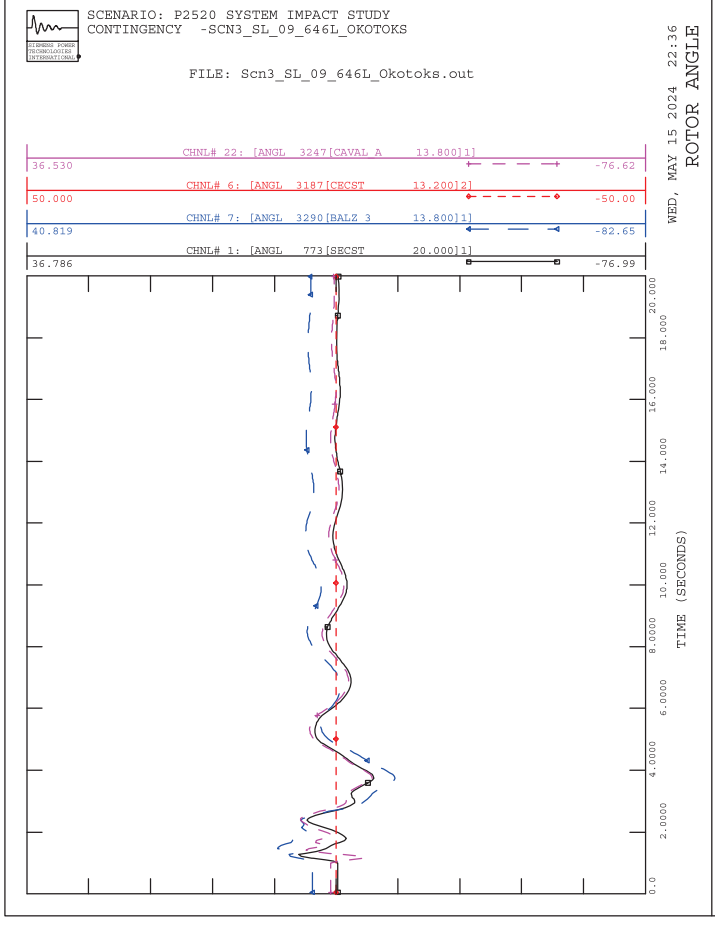
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_09_646L_OKOTOKS
FILE: Scn3_SL_09_646L_Okotoks.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
36.530
-76.62
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000
-50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
40.819
-82.65
CHNL# 1: [ANGL 773[SECST 20.000]1]
36.786
-76.99
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
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4.0000
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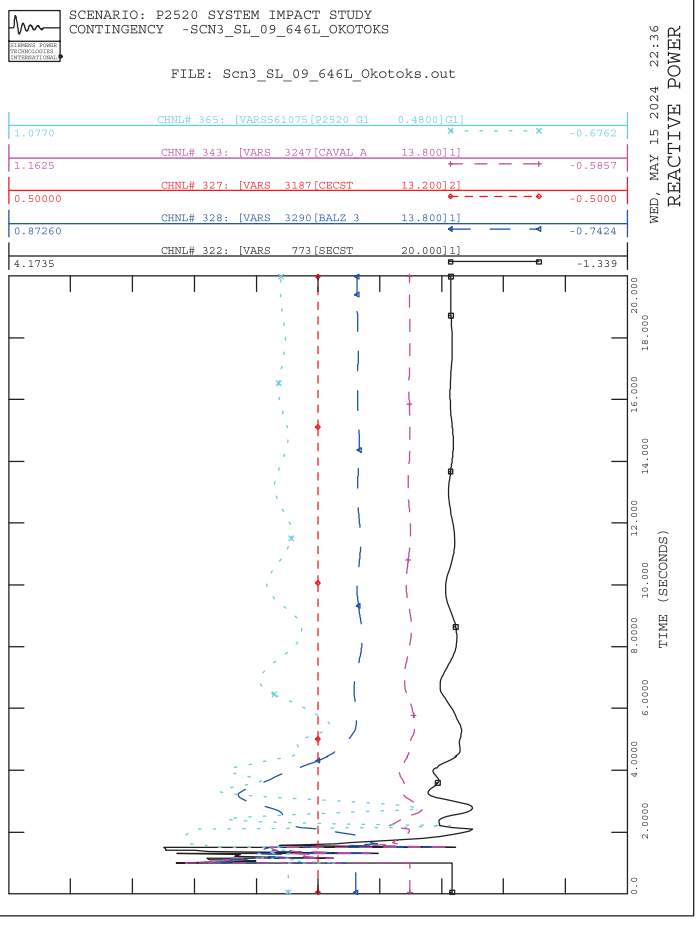
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_09_646L_OKOTOKS
FILE: Scn3_SL_09_646L_Okotoks.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.0770
-0.6762
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.1625
-0.5857
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000
-0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
0.87260
-0.7424
CHNL# 322: [VARS 773[SECST 20.000]1]
4.1735
-1.339
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
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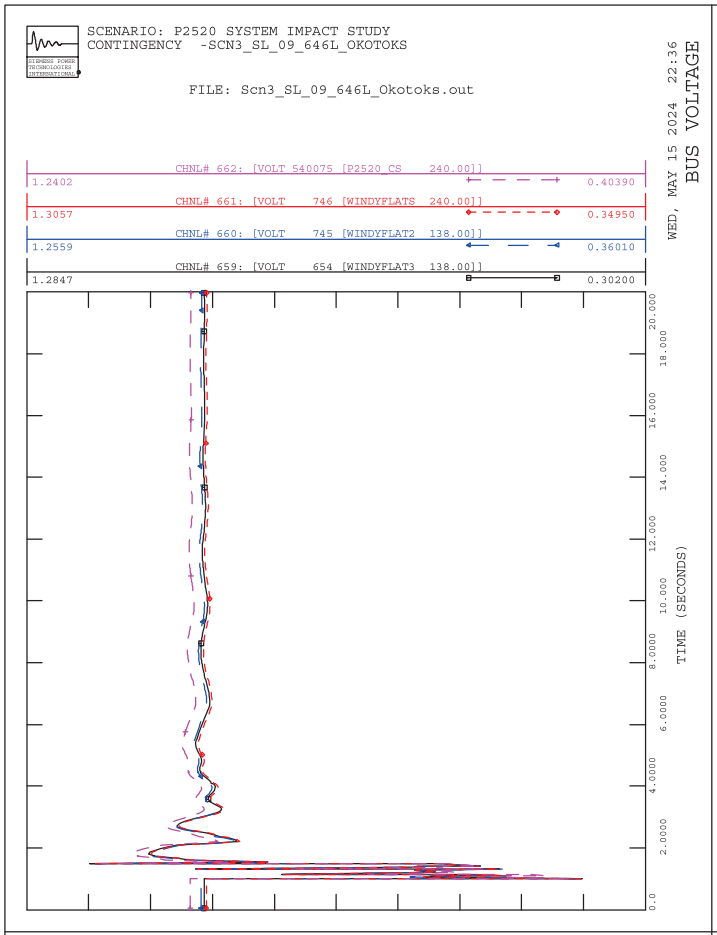
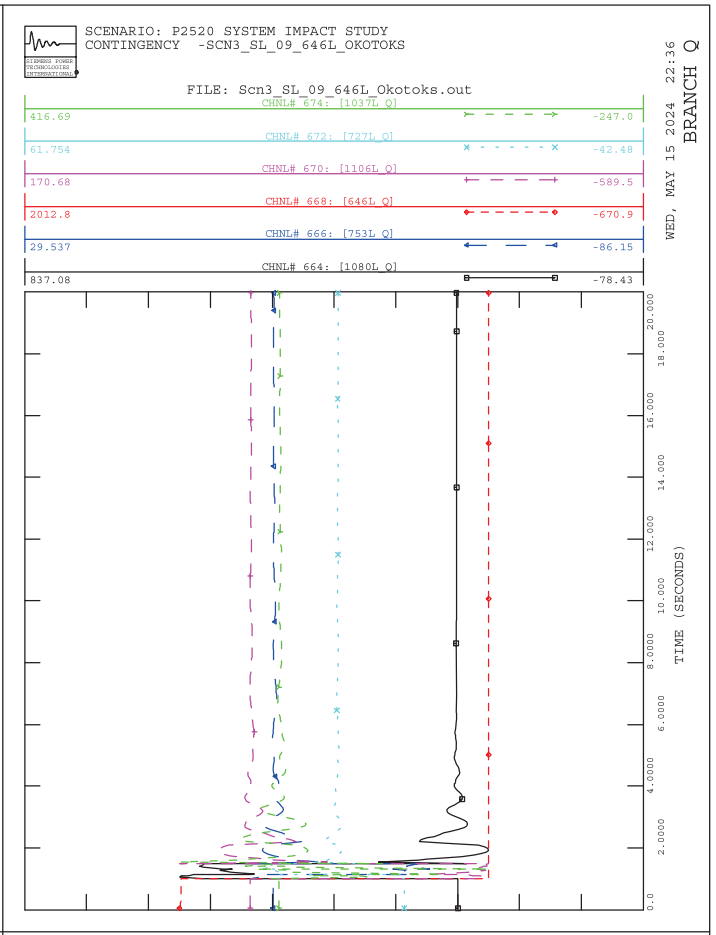
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_09_646L_OKOTOKS
FILE: Scn3_SL_09_646L_Okotoks.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2402
0.40390
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.3057
0.34950
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.2559
0.36010
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.2847
0.30200
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
TIME (SECONDS)
WED, MAY 15 2024 22:36
BUS VOLTAGE


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_09_646L_OKOTOKS
FILE: Scn3_SL_09_646L_Okotoks.out
CHNL# 674: [1037L Q]
416.69
-247.0
CHNL# 672: [727L Q]
61.754
-42.48
CHNL# 670: [1106L Q]
170.68
-589.5
CHNL# 668: [646L Q]
2012.8
-670.9
CHNL# 666: [753L Q]
29.537
-86.15
CHNL# 664: [1080L Q]
837.08
-78.43
0.0
2.0000
4.0000
6.0000
8.0000
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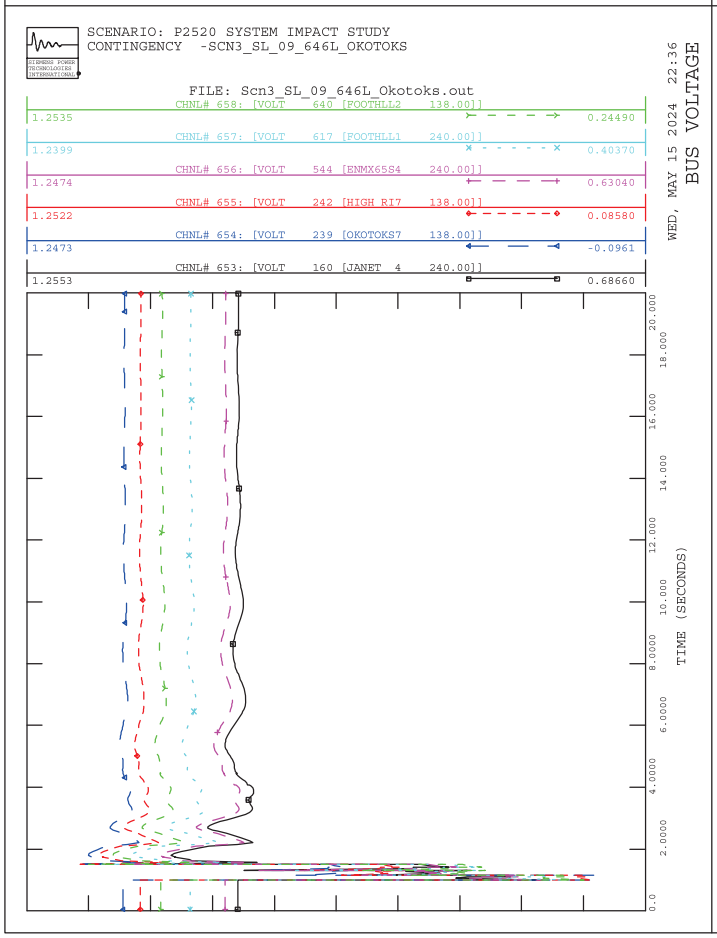
12.000
14.000
16.000
18.000
20.000
TIME (SECONDS)
WED, MAY 15 2024 22:36
BRANCH Q


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_09_646L_OKOTOKS
FILE: Scn3_SL_09_646L_Okotoks.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2535
0.24490
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2399
0.40370
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2474
0.63040
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2522
0.08580
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2473
-0.0961
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2553
0.68660
0.0
2.0000
4.0000
6.0000
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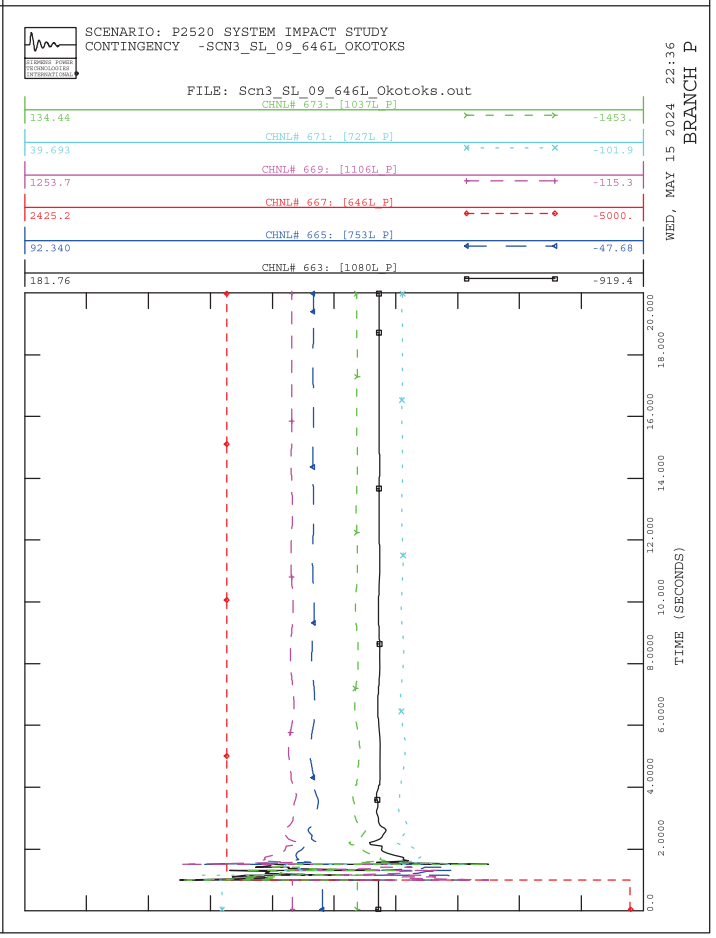
14.000
16.000
18.000
20.000
TIME (SECONDS)
WED, MAY 15 2024 22:36
BUS VOLTAGE


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_09_646L_OKOTOKS
FILE: Scn3_SL_09_646L_Okotoks.out
CHNL# 673: [1037L P]
134.44
-1453.
CHNL# 671: [727L P]
39.693
-101.9
CHNL# 669: [1106L P]
1253.7
-115.3
CHNL# 667: [646L P]
2425.2
-5000.
CHNL# 665: [753L P]
92.340
-47.68
CHNL# 663: [1080L P]
181.76
-919.4
0.0
2.0000
4.0000
6.0000
8.0000
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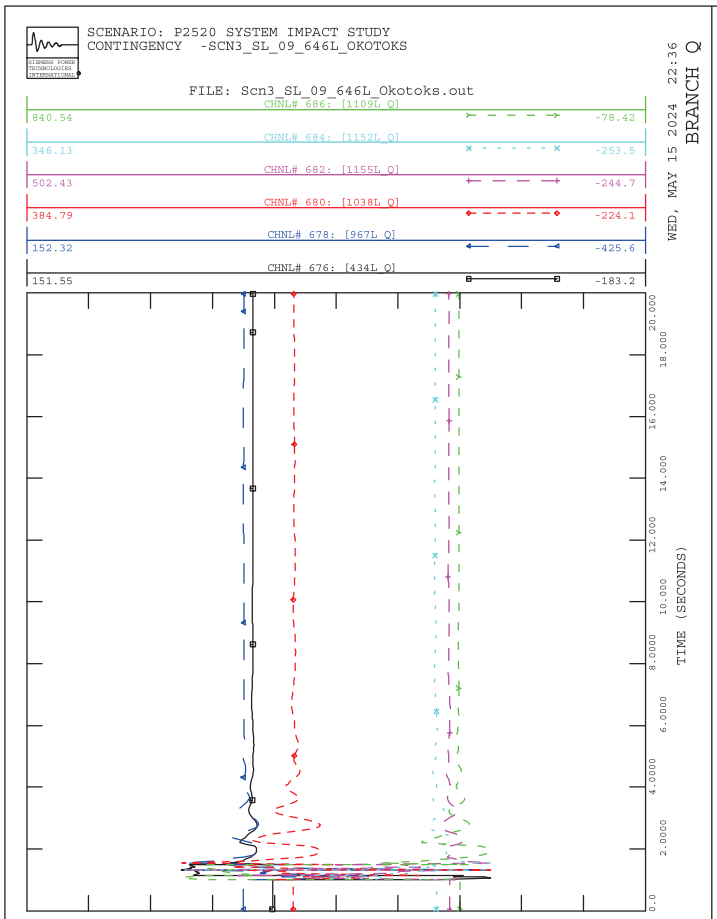
14.000
16.000
18.000
20.000
TIME (SECONDS)
WED, MAY 15 2024 22:36
BRANCH P


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_09_646L_OKOTOKS
FILE: Scn3_SL_09_646L_Okotoks.out
CHNL# 686: [1109L Q]
840.54
-78.42
CHNL# 684: [1152L Q]
346.13
-253.5
CHNL# 682: [1155L Q]
502.43
-244.7
CHNL# 680: [1038L Q]
384.79
-224.1
CHNL# 678: [967L Q]
152.32
-425.6
CHNL# 676: [434L Q]
151.55
-183.2
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
6.0000
8.0000
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12.000
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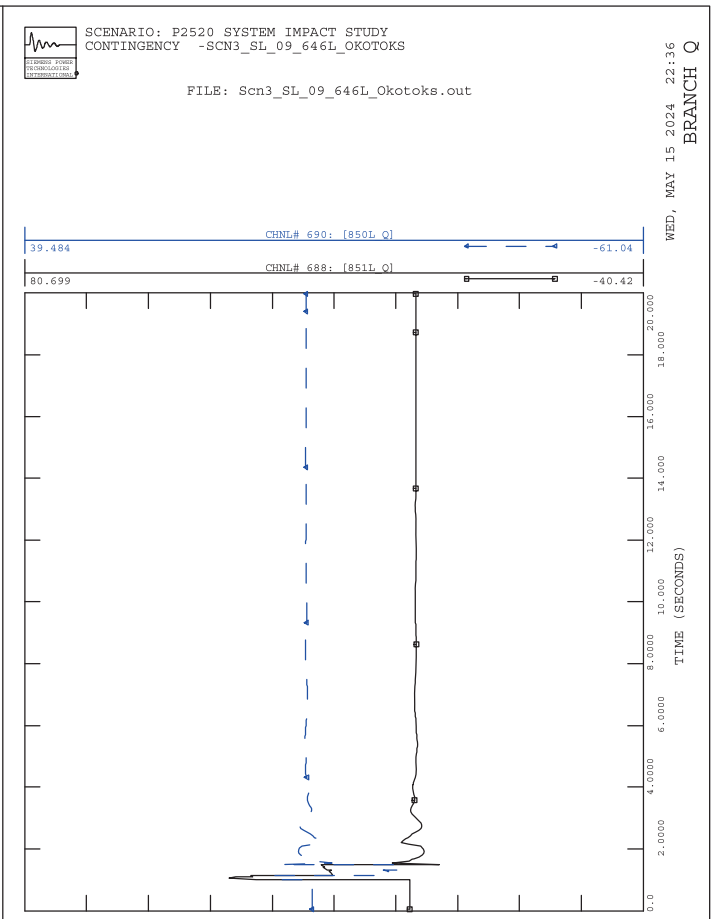
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_09_646L_OKOTOKS
FILE: Scn3_SL_09_646L_Okotoks.out
CHNL# 690: [850L Q]
39.484
-61.04
CHNL# 688: [851L Q]
80.699
-40.42
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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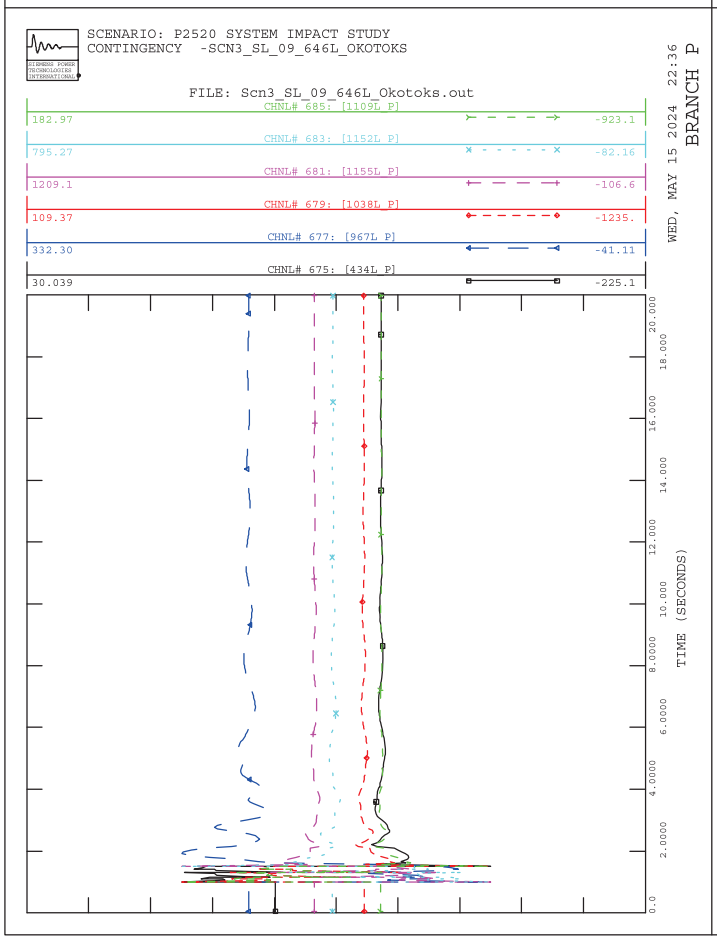
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_09_646L_OKOTOKS
FILE: Scn3_SL_09_646L_Okotoks.out
CHNL# 685: [1109L P]
182.97
-923.1
CHNL# 683: [1152L P]
795.27
-82.16
CHNL# 681: [1155L P]
1209.1
-106.6
CHNL# 679: [1038L P]
109.37
-1235.
CHNL# 677: [967L P]
332.30
-41.11
CHNL# 675: [434L P]
30.039
-225.1
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
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12.000
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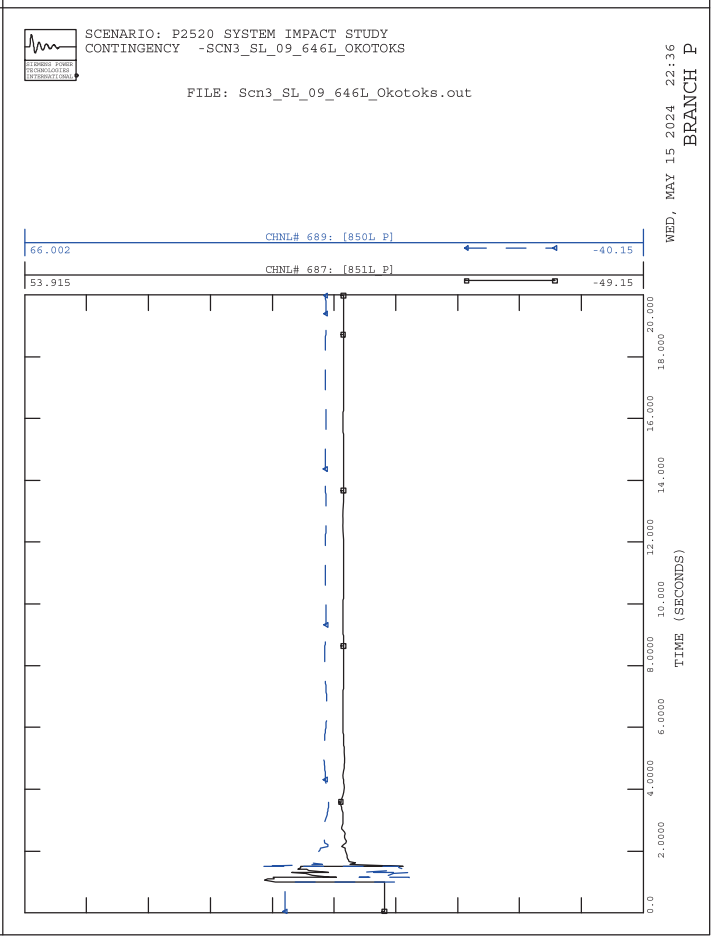
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_09_646L_OKOTOKS
FILE: Scn3_SL_09_646L_Okotoks.out
CHNL# 689: [850L P]
66.002
-40.15
CHNL# 687: [851L P]
53.915
-49.15
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
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8.0000
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12.000
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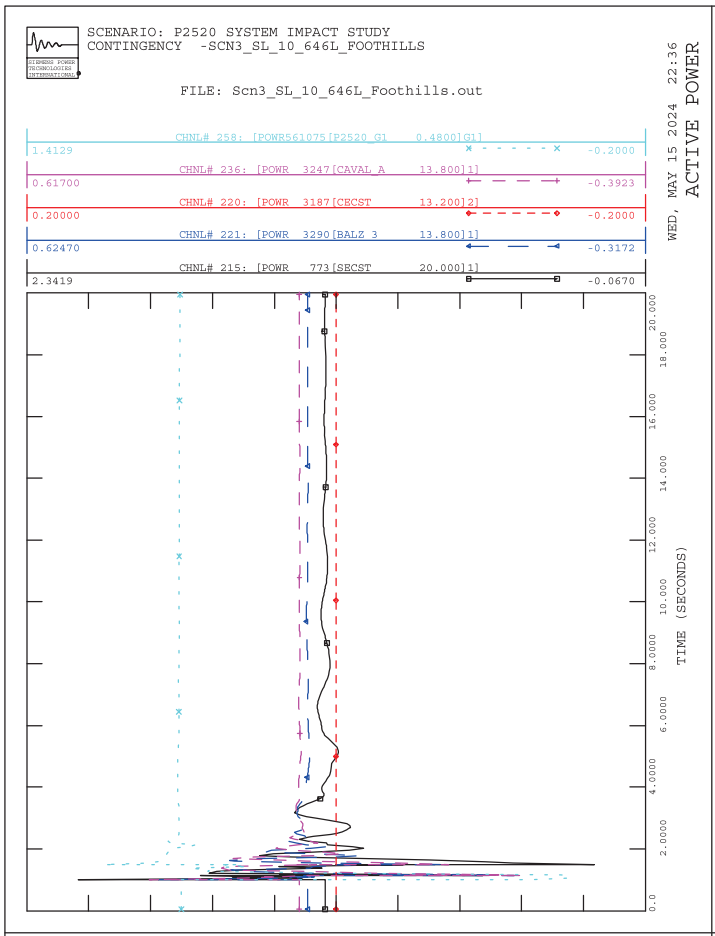
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_10_646L_FOOTHILLS
FILE: Scn3_SL_10_646L_Foothills.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.4129
-0.2000
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.61700
-0.3923
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000
-0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.62470
-0.3172
CHNL# 215: [POWR 773[SECST 20.000]1]
2.3419
-0.0670
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
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2.0000
4.0000
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8.0000
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12.000
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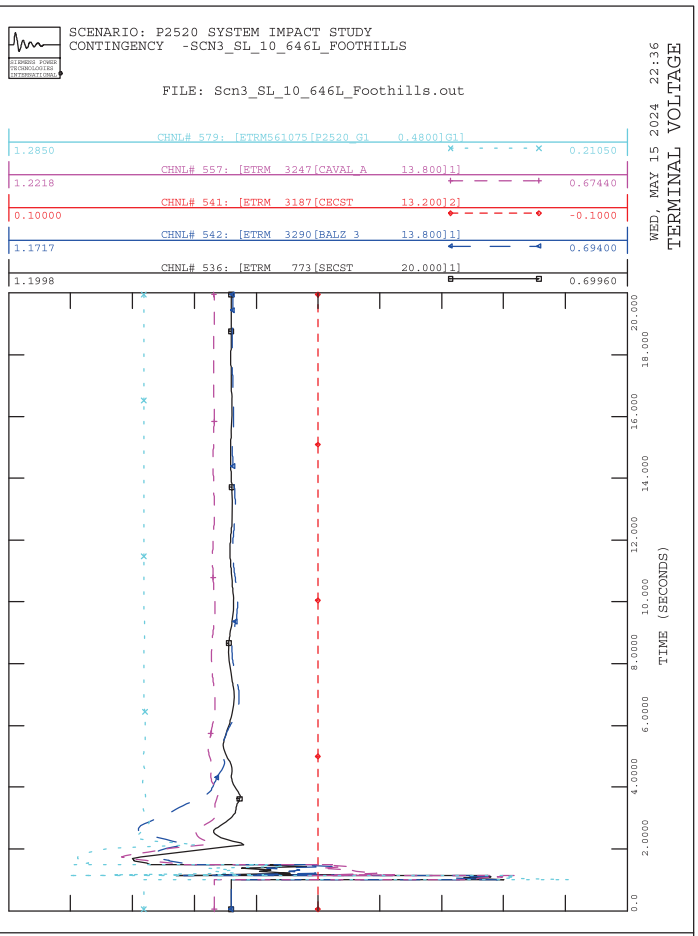
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_10_646L_FOOTHILLS
FILE: Scn3_SL_10_646L_Foothills.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.2850
0.21050
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2218
0.67440
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000
-0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1717
0.69400
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.1998
0.69960
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
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8.0000
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12.000
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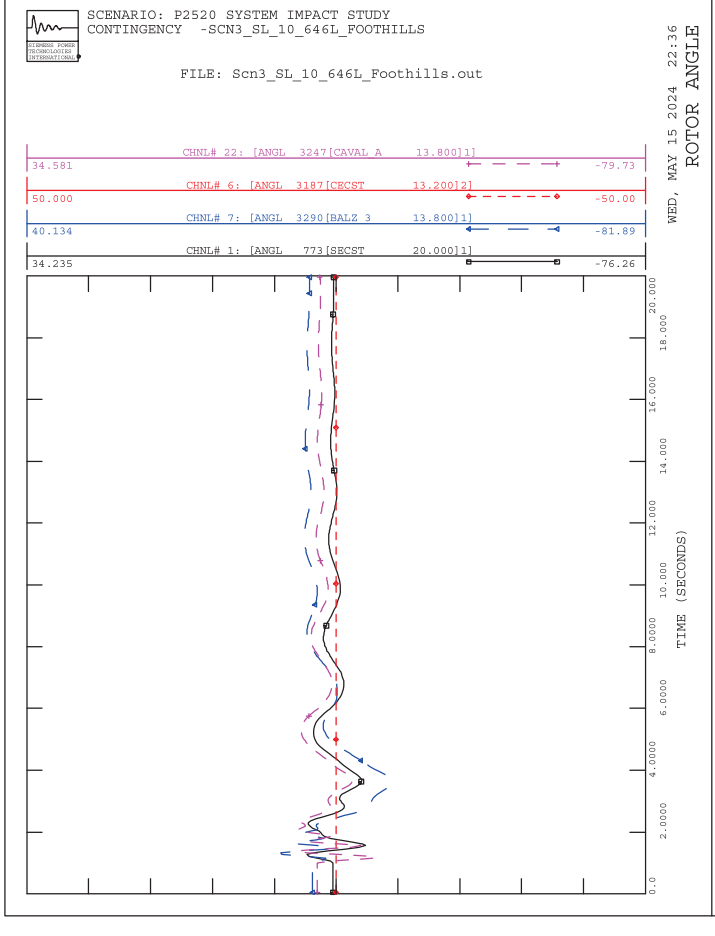
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_10_646L_FOOTHILLS
FILE: Scn3_SL_10_646L_Foothills.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
34.581
-79.73
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000
-50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
40.134
-81.89
CHNL# 1: [ANGL 773[SECST 20.000]1]
34.235
-76.26
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
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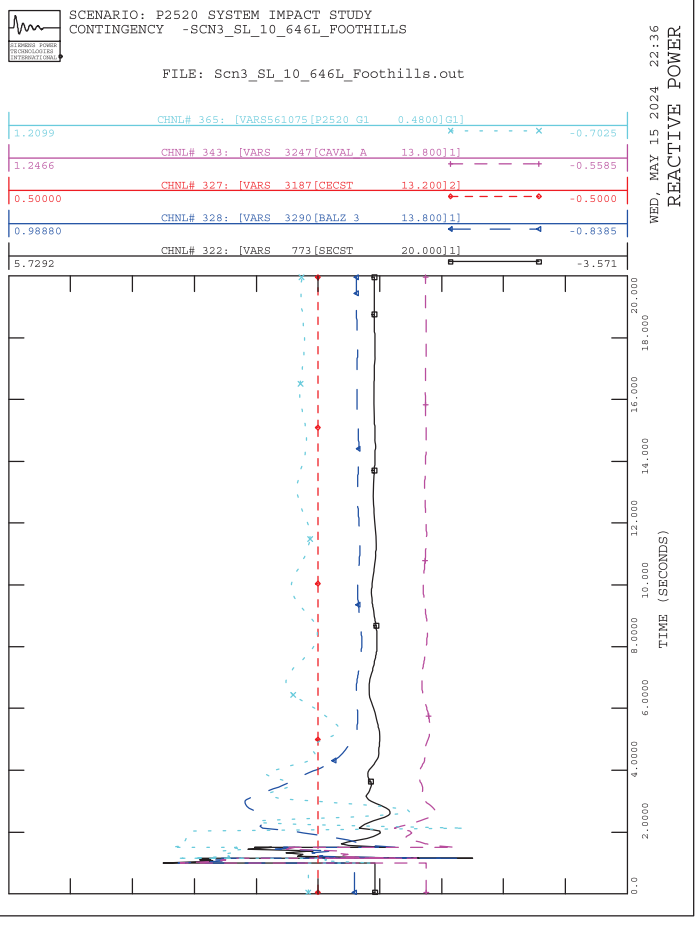
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_10_646L_FOOTHILLS
FILE: Scn3_SL_10_646L_Foothills.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.2099
-0.7025
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.2466
-0.5585
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000
-0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
0.98880
-0.8385
CHNL# 322: [VARS 773[SECST 20.000]1]
5.7292
-3.571
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
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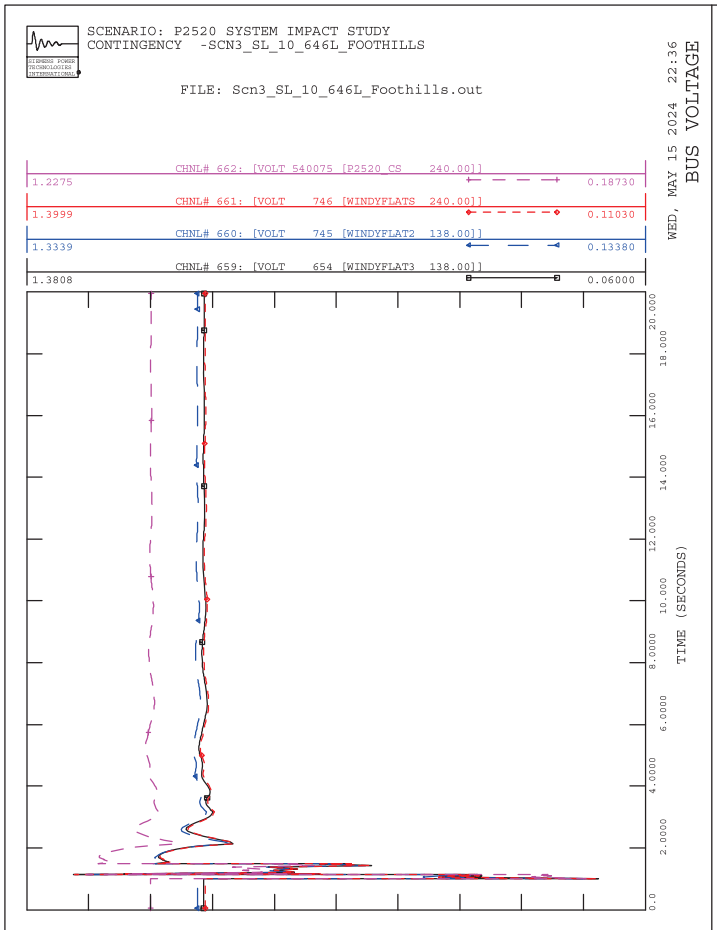
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_10_646L_FOOTHILLS
FILE: Scn3_SL_10_646L_Foothills.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2275
0.18730
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.3999
0.11030
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.3339
0.13380
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.3808
0.06000
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
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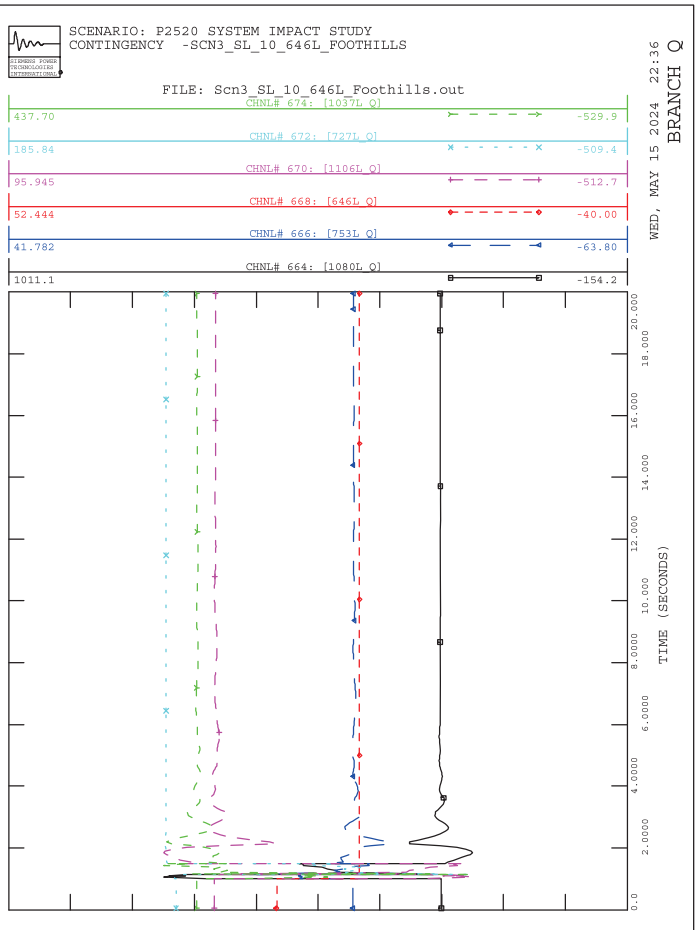
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_10_646L_FOOTHILLS
FILE: Scn3_SL_10_646L_Foothills.out
CHNL# 674: [1037L Q]
437.70
-529.9
CHNL# 672: [727L Q]
185.84
-509.4
CHNL# 670: [1106L Q]
95.945
-512.7
CHNL# 668: [646L Q]
52.444
-40.00
CHNL# 666: [753L Q]
41.782
-63.80
CHNL# 664: [1080L Q]
1011.1
-154.2
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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8.0000
10.000
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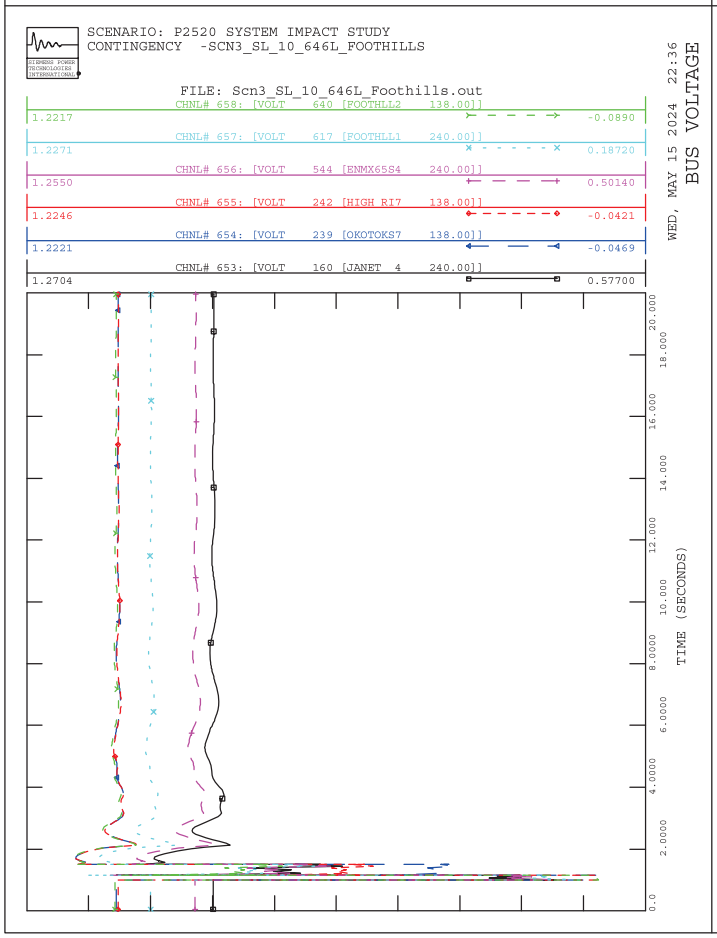
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_10_646L_FOOTHILLS
FILE: Scn3_SL_10_646L_Foothills.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2217
-0.0890
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2271
0.18720
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2550
0.50140
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2246
-0.0421
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2221
-0.0469
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2704
0.57700
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
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8.0000
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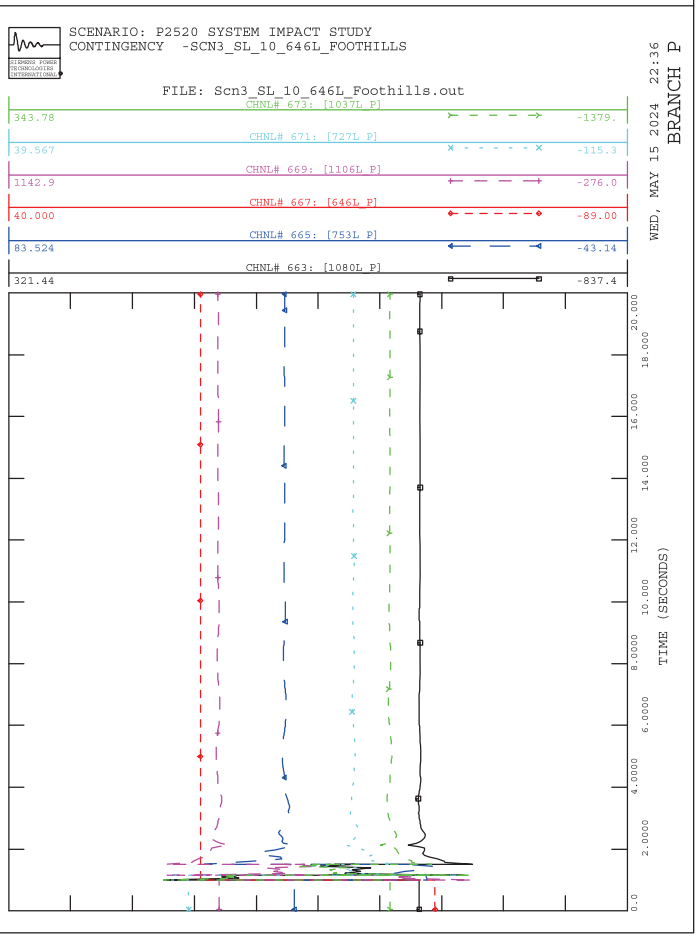
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_10_646L_FOOTHILLS
FILE: Scn3_SL_10_646L_Foothills.out
CHNL# 673: [1037L P]
343.78
-1379.
CHNL# 671: [727L P]
39.567
-115.3
CHNL# 669: [1106L P]
1142.9
-276.0
CHNL# 667: [646L P]
40.000
-89.00
CHNL# 665: [753L P]
83.524
-43.14
CHNL# 663: [1080L P]
321.44
-837.4
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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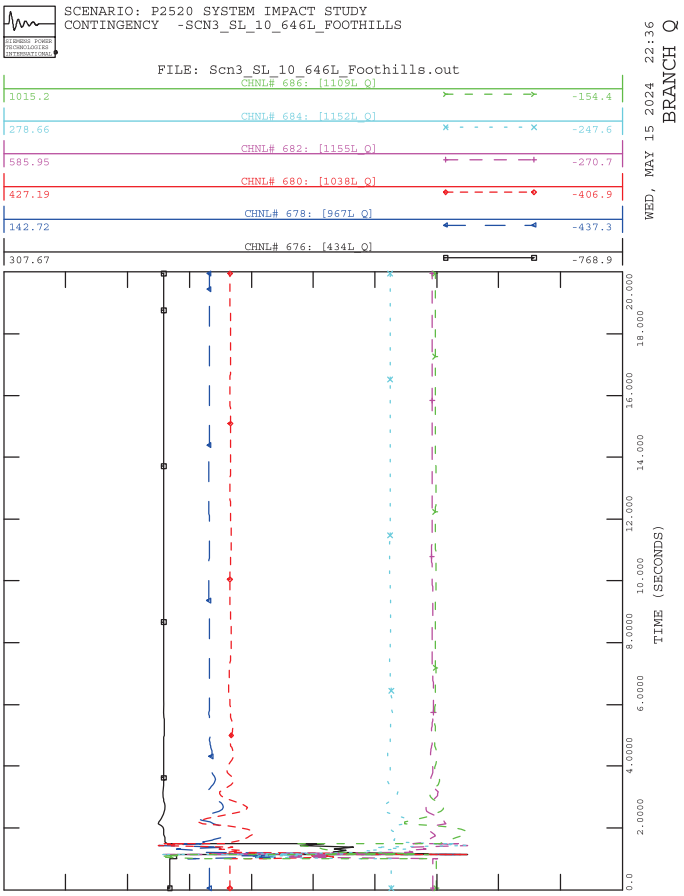
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_10_646L_FOOTHILLS
FILE: Scn3_SL_10_646L_Foothills.out
CHNL# 686: [1109L Q]
1015.2
-154.4
CHNL# 684: [1152L Q]
278.66
-247.6
CHNL# 682: [1155L Q]
585.95
-270.7
CHNL# 680: [1038L Q]
427.19
-406.9
CHNL# 678: [967L Q]
142.72
-437.3
CHNL# 676: [434L Q]
307.67
-768.9
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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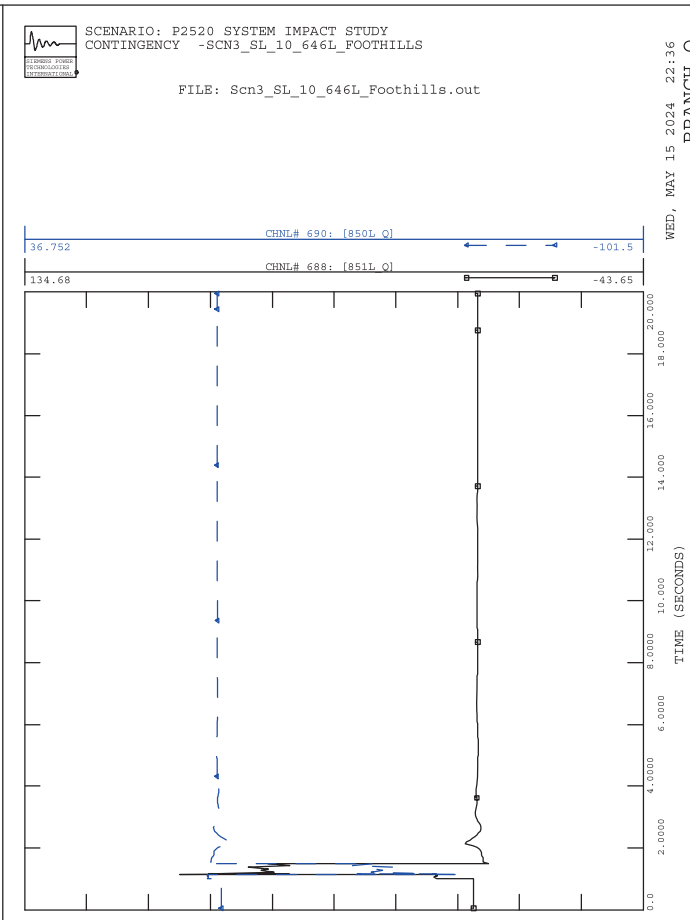
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_10_646L_FOOTHILLS
FILE: Scn3_SL_10_646L_Foothills.out
CHNL# 690: [850L Q]
36.752
-101.5
CHNL# 688: [851L Q]
134.68
-43.65
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
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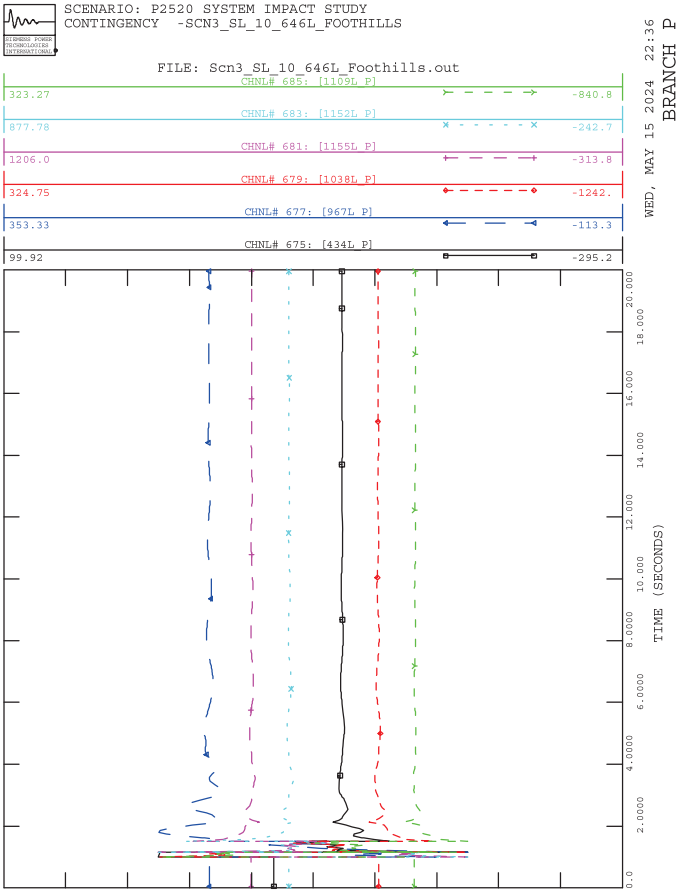
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_10_646L_FOOTHILLS
FILE: Scn3_SL_10_646L_Foothills.out
CHNL# 685: [1109L P]
323.27
-840.8
CHNL# 683: [1152L P]
877.78
-242.7
CHNL# 681: [1155L P]
1206.0
-313.8
CHNL# 679: [1038L P]
324.75
-1242.
CHNL# 677: [967L P]
353.33
-113.3
CHNL# 675: [434L P]
99.92
-295.2
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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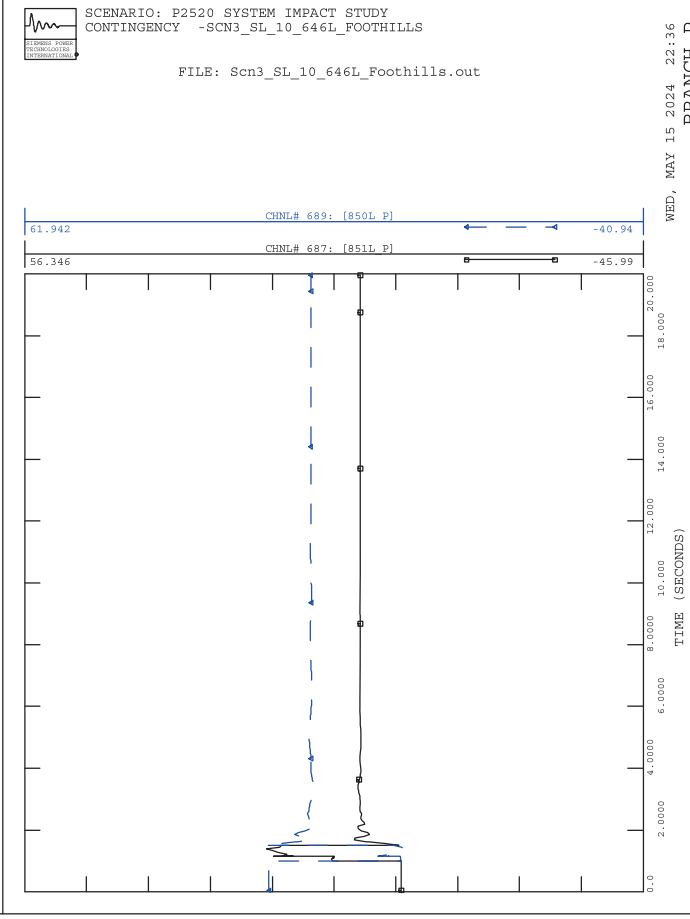
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_10_646L_FOOTHILLS
FILE: Scn3_SL_10_646L_Foothills.out
CHNL# 689: [850L P]
61.942
-40.94
CHNL# 687: [851L P]
56.346
-45.99
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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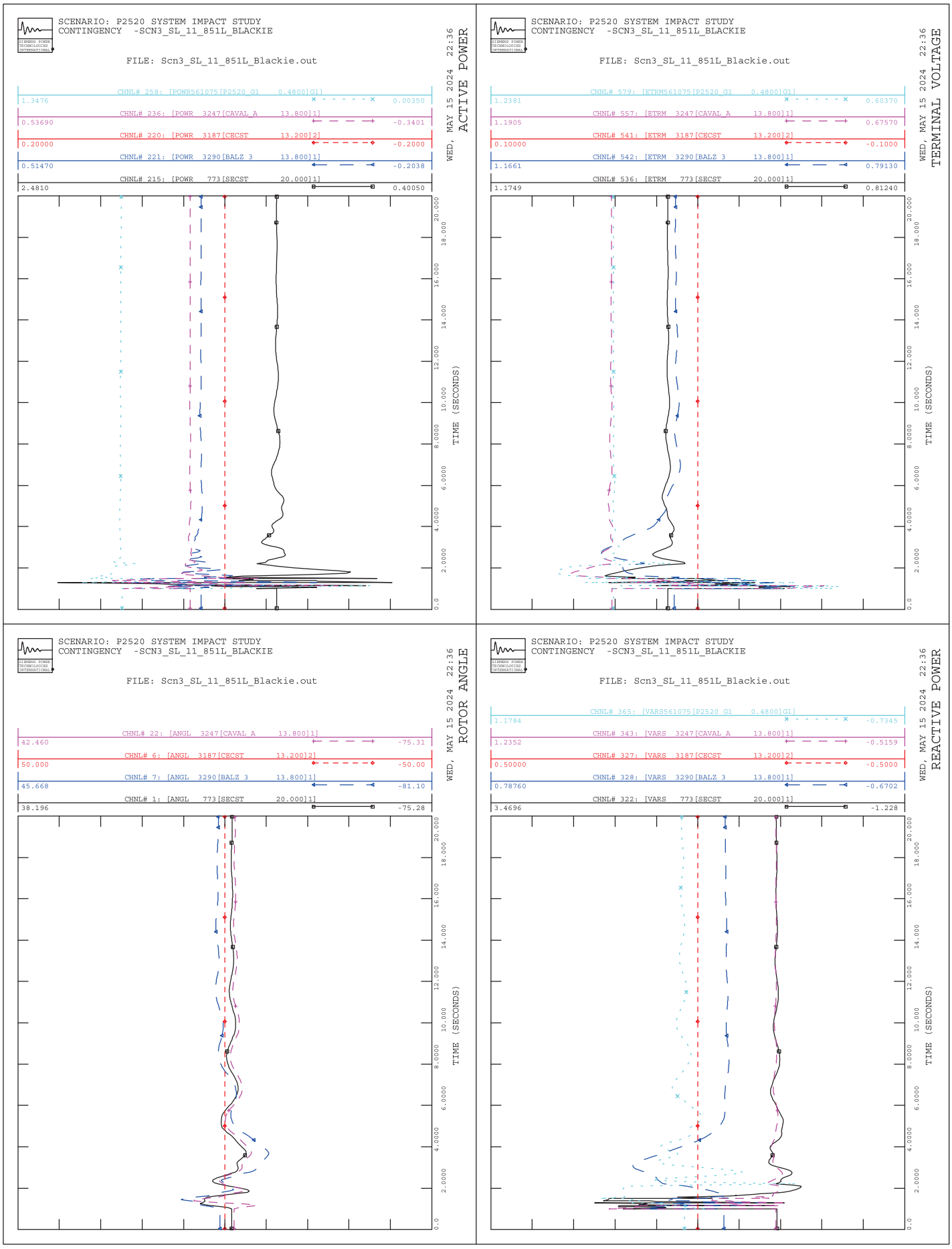
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_11_851L_BLACKIE
FILE: Scn3_SL_11_851L_Blackie.out
WED, MAY 15 2024 22:36
ACTIVE POWER
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.3476
0.00350
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.53690
-0.3401
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000
-0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.51470
-0.2038
CHNL# 215: [POWR 773[SECST 20.000]1]
2.4810
0.40050
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_11_851L_BLACKIE
FILE: Scn3_SL_11_851L_Blackie.out
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.2381
0.60370
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.1905
0.67570
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000
-0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1661
0.79130
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.1749
0.81240
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_11_851L_BLACKIE
FILE: Scn3_SL_11_851L_Blackie.out
WED, MAY 15 2024 22:36
ROTOR ANGLE
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
42.460
-75.31
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000
-50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
45.668
-81.10
CHNL# 1: [ANGL 773[SECST 20.000]1]
38.196
-75.28
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_11_851L_BLACKIE
FILE: Scn3_SL_11_851L_Blackie.out
WED, MAY 15 2024 22:36
REACTIVE POWER
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.1784
-0.7345
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.2352
-0.5159
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000
-0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
0.78760
-0.6702
CHNL# 322: [VARS 773[SECST 20.000]1]
3.4696
-1.228
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

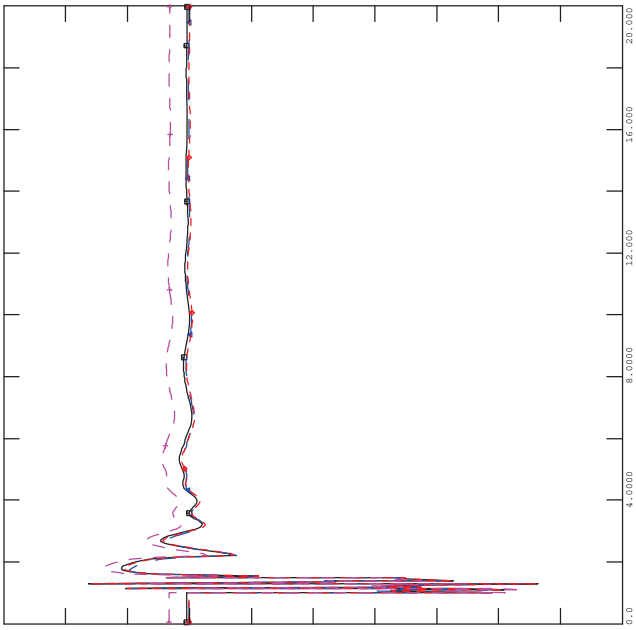
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_11_851L_BLACKIE

FILE: Scn3_SL_11_851L_Blackie.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.1850 0.56560
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.2431 0.52660
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.2114 0.51530
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.2205 0.48570



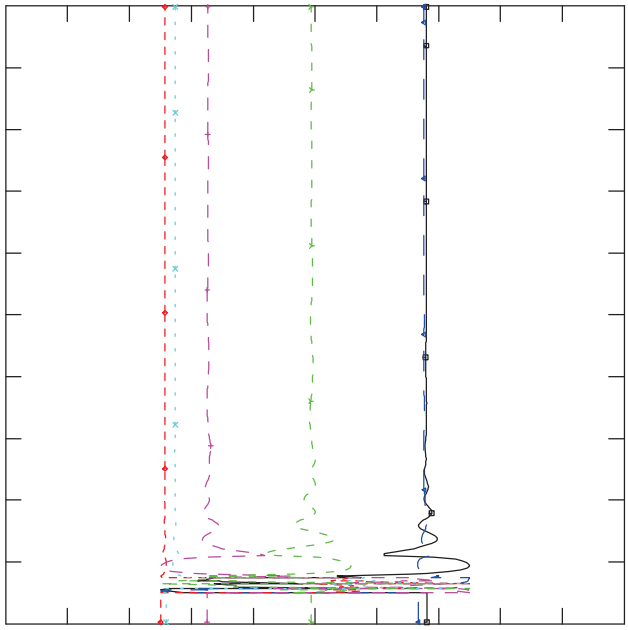
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_11_851L_BLACKIE

FILE: Scn3_SL_11_851L_Blackie.out

WED, MAY 15 2024 22:36

BRANCH Q

CHNL# 674: [1037L Q]
409.90 -129.7
CHNL# 672: [727L Q]
84.632 -251.0
CHNL# 670: [1106L Q]
84.258 -501.0
CHNL# 668: [646L Q]
108.75 -276.7
CHNL# 666: [753L Q]
303.69 -177.0
CHNL# 664: [1080L Q]
689.93 -35.02



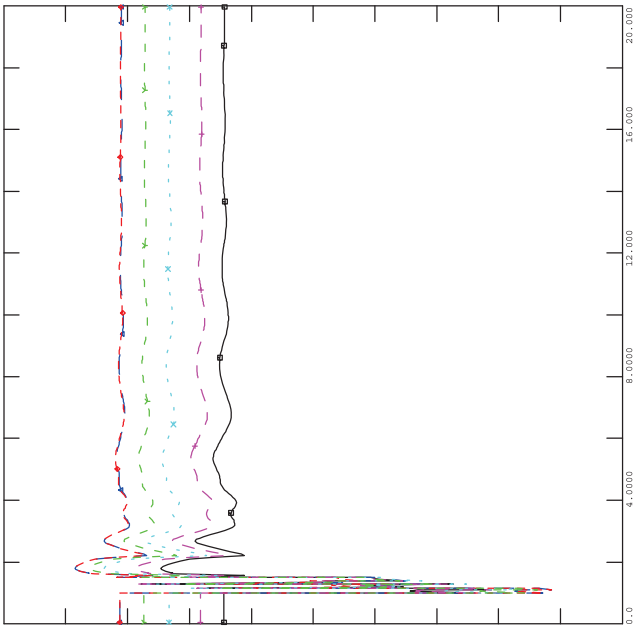
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_11_851L_BLACKIE

FILE: Scn3_SL_11_851L_Blackie.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.1997 0.47240
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.1847 0.56540
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2003 0.72670
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2015 0.32840
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2012 0.33100
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2221 0.77040



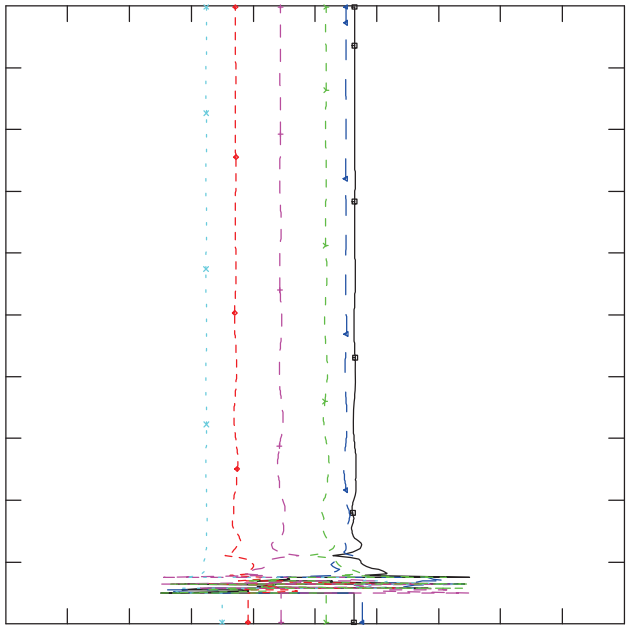
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_11_851L_BLACKIE

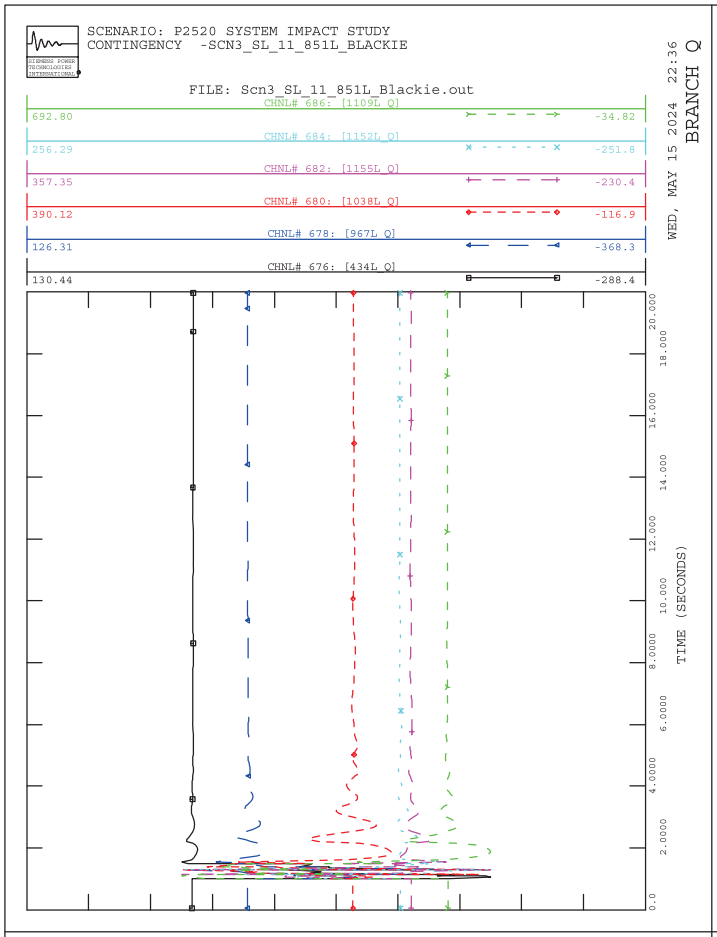
FILE: Scn3_SL_11_851L_Blackie.out

WED, MAY 15 2024 22:36

BRANCH P

CHNL# 673: [1037L P]
-212.8 -1189.
CHNL# 671: [727L P]
45.568 -100.1
CHNL# 669: [1106L P]
1052.8 171.80
CHNL# 667: [646L P]
-0.7308 -122.3
CHNL# 665: [753L P]
126.93 -49.94
CHNL# 663: [1080L P]
-52.10 -754.3




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_11_851L_BLACKIE
FILE: Scn3_SL_11_851L_Blackie.out
CHNL# 686: [1109L Q]
692.80
-34.82
CHNL# 684: [1152L Q]
256.29
-251.8
CHNL# 682: [1155L Q]
357.35
-230.4
CHNL# 680: [1038L Q]
390.12
-116.9
CHNL# 678: [967L Q]
126.31
-368.3
CHNL# 676: [434L Q]
130.44
-288.4
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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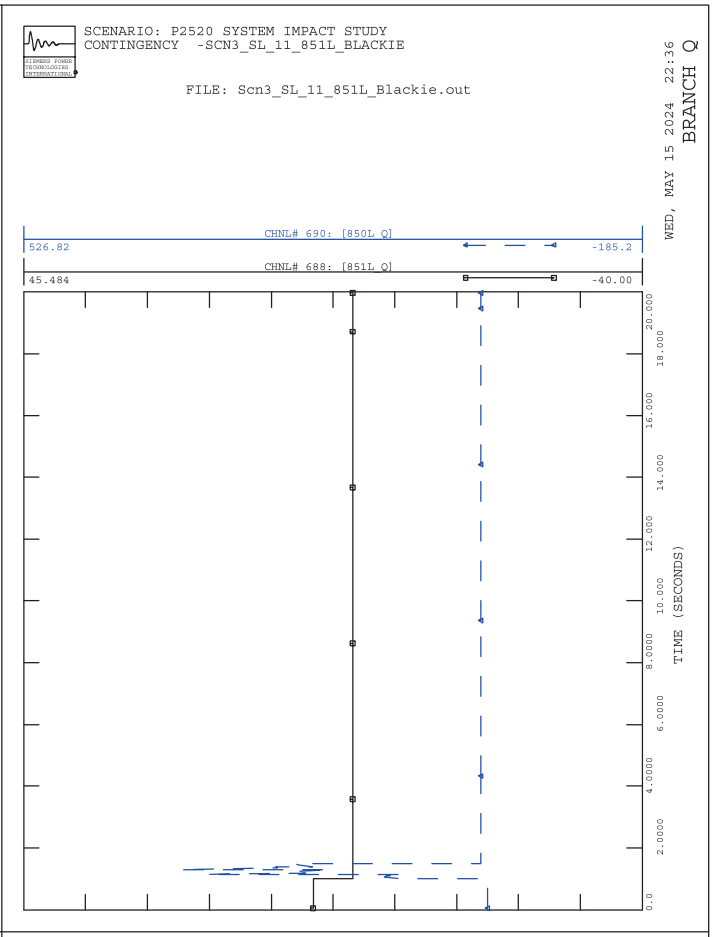
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_11_851L_BLACKIE
FILE: Scn3_SL_11_851L_Blackie.out
CHNL# 690: [850L Q]
526.82
-185.2
CHNL# 688: [851L Q]
45.484
-40.00
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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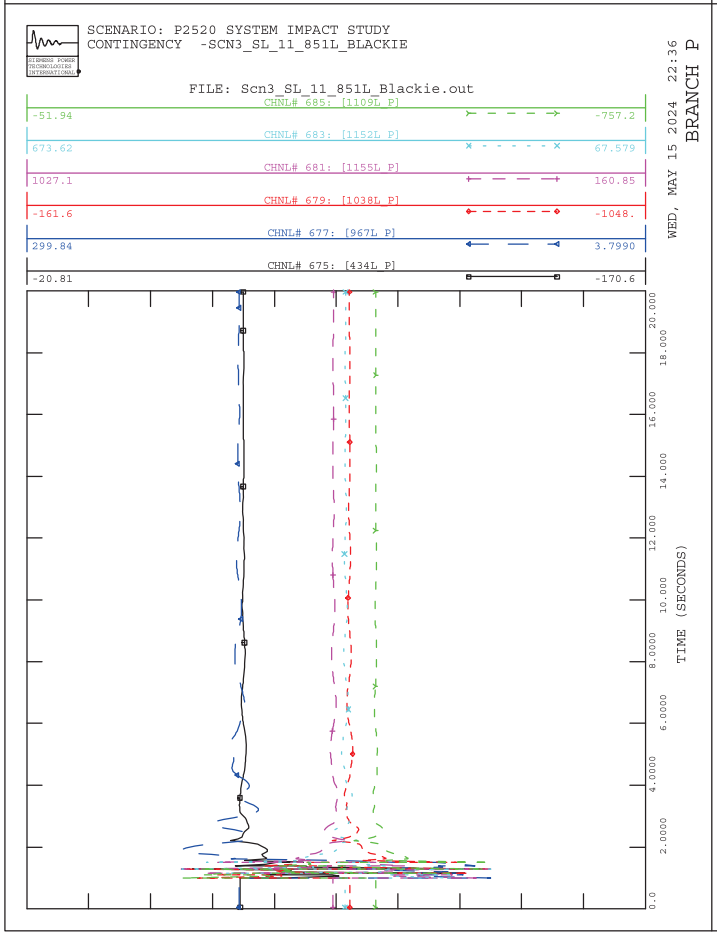
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_11_851L_BLACKIE
FILE: Scn3_SL_11_851L_Blackie.out
CHNL# 685: [1109L P]
-51.94
-757.2
CHNL# 683: [1152L P]
673.62
67.579
CHNL# 681: [1155L P]
1027.1
160.85
CHNL# 679: [1038L P]
-161.6
-1048.
CHNL# 677: [967L P]
299.84
3.7990
CHNL# 675: [434L P]
-20.81
-170.6
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
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8.0000
10.000
12.000
14.000
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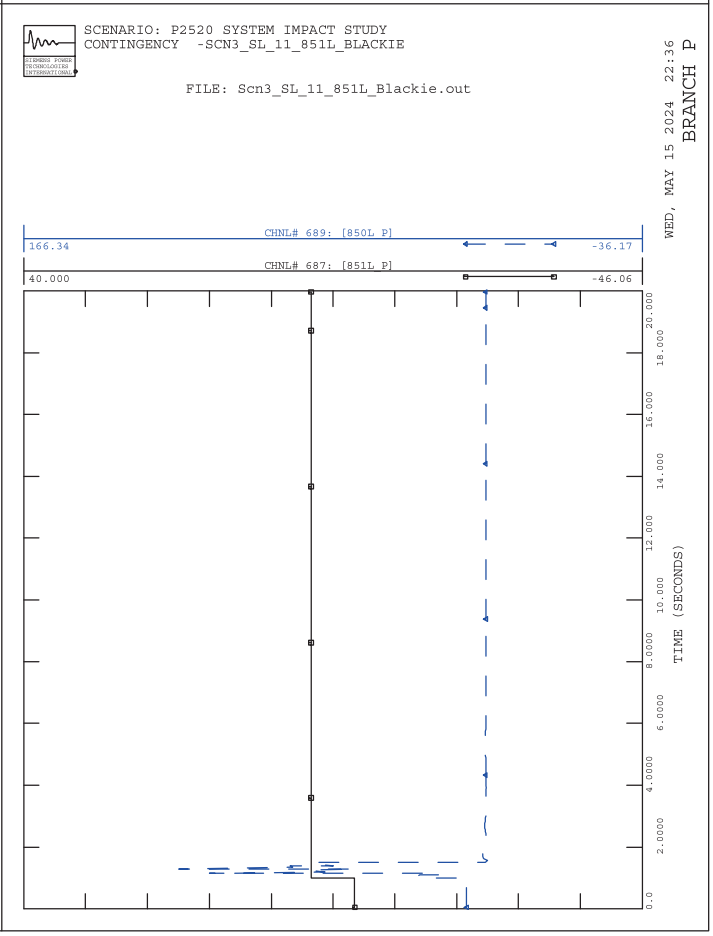
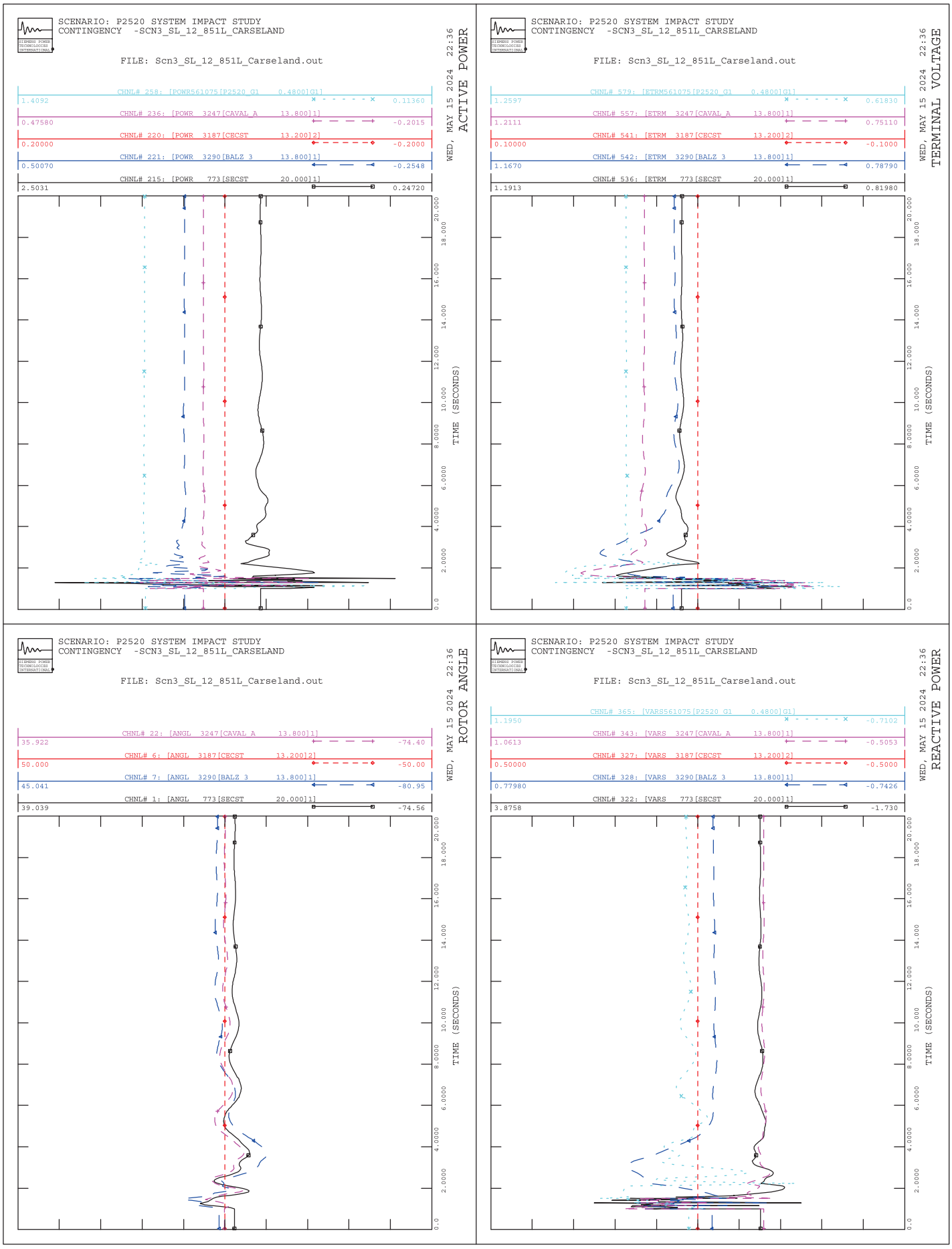
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_11_851L_BLACKIE
FILE: Scn3_SL_11_851L_Blackie.out
CHNL# 689: [850L P]
166.34
-36.17
CHNL# 687: [851L P]
40.000
-46.06
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

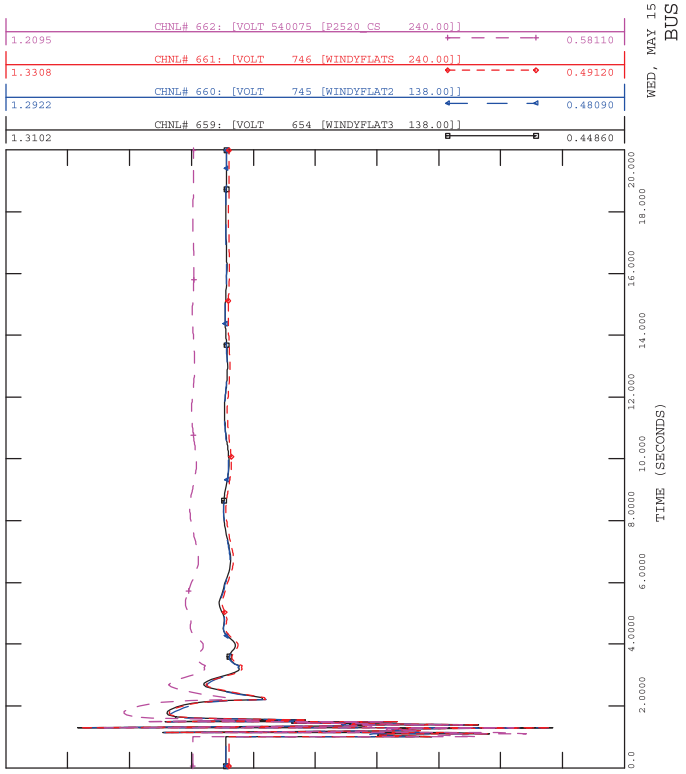

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_12_851L_CARSELAND
FILE: Scn3_SL_12_851L_Carseland.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.4092
0.11360
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.47580
-0.2015
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000
-0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.50070
-0.2548
CHNL# 215: [POWR 773[SECST 20.000]1]
2.5031
0.24720
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_12_851L_CARSELAND
FILE: Scn3_SL_12_851L_Carseland.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.2597
0.61830
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2111
0.75110
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000
-0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1670
0.78790
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.1913
0.81980
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_12_851L_CARSELAND
FILE: Scn3_SL_12_851L_Carseland.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
35.922
-74.40
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000
-50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
45.041
-80.95
CHNL# 1: [ANGL 773[SECST 20.000]1]
39.039
-74.56
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_12_851L_CARSELAND
FILE: Scn3_SL_12_851L_Carseland.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.1950
-0.7102
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.0613
-0.5053
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000
-0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
0.77980
-0.7426
CHNL# 322: [VARS 773[SECST 20.000]1]
3.8758
-1.730
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_12_851L_CARSELAND

FILE: Scn3_SL_12_851L_Carseland.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

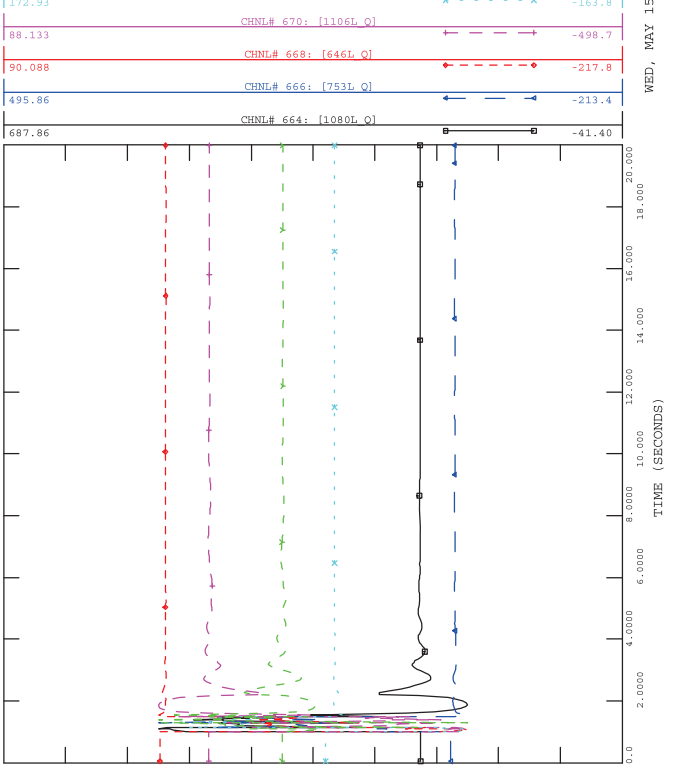


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_12_851L_CARSELAND

FILE: Scn3_SL_12_851L_Carseland.out

WED, MAY 15 2024 22:36

BRANCH Q

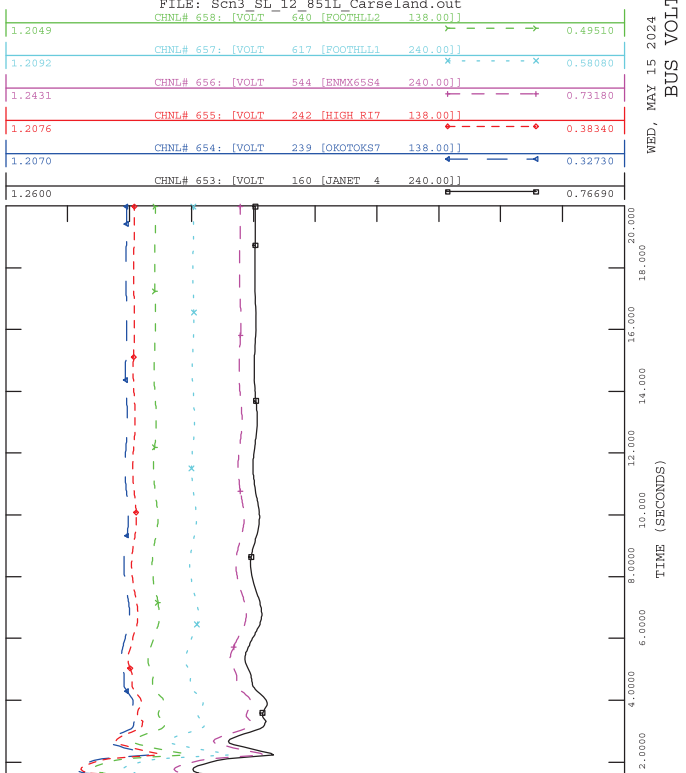


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_12_851L_CARSELAND

FILE: Scn3_SL_12_851L_Carseland.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

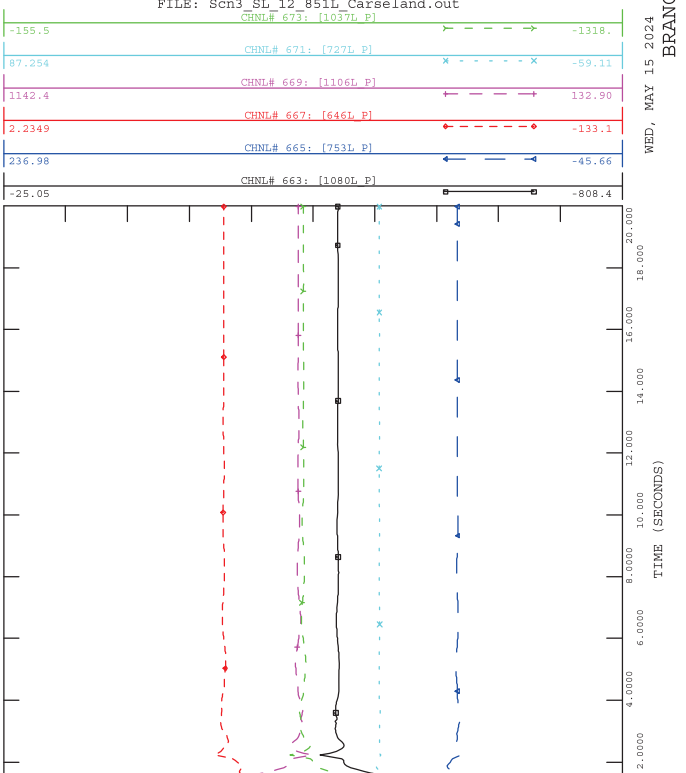


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_12_851L_CARSELAND

FILE: Scn3_SL_12_851L_Carseland.out

WED, MAY 15 2024 22:36

BRANCH P



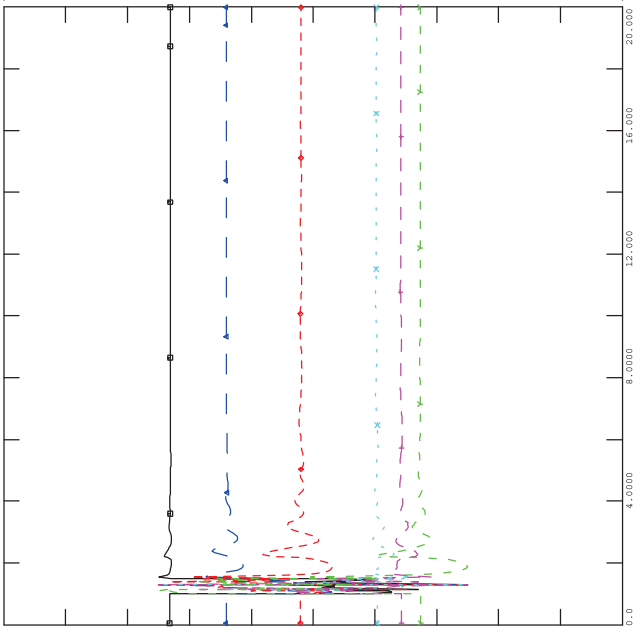
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_12_851L_CARSELAND

FILE: Scn3_SL_12_851L_Carseland.out

WED, MAY 15 2024 22:36

BRANCH Q

CHNL# 686: [1109L Q] 690.73 -41.24
CHNL# 684: [1152L Q] 257.93 -253.6
CHNL# 682: [1155L Q] 426.88 -249.6
CHNL# 680: [1038L Q] 421.24 -201.7
CHNL# 678: [967L Q] 143.63 -395.8
CHNL# 676: [434L Q] 156.89 -359.1



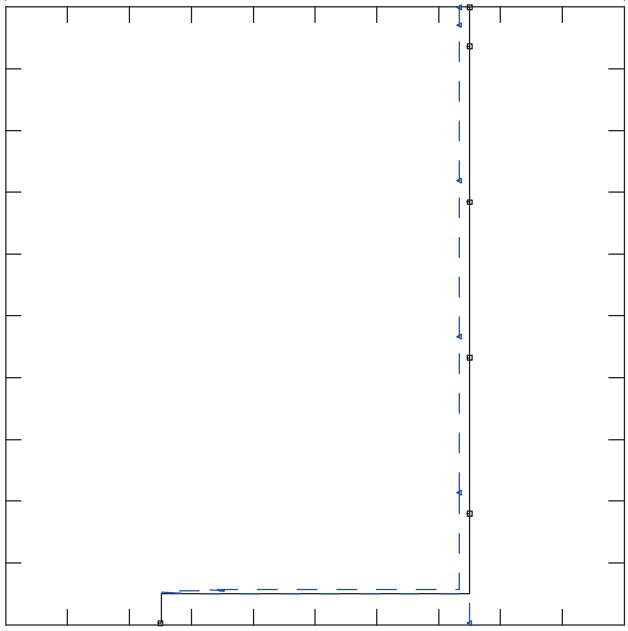
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_12_851L_CARSELAND

FILE: Scn3_SL_12_851L_Carseland.out

WED, MAY 15 2024 22:36

BRANCH Q

CHNL# 690: [850L Q] 333.61 -120.8
CHNL# 688: [851L Q] 1001.6 -333.9



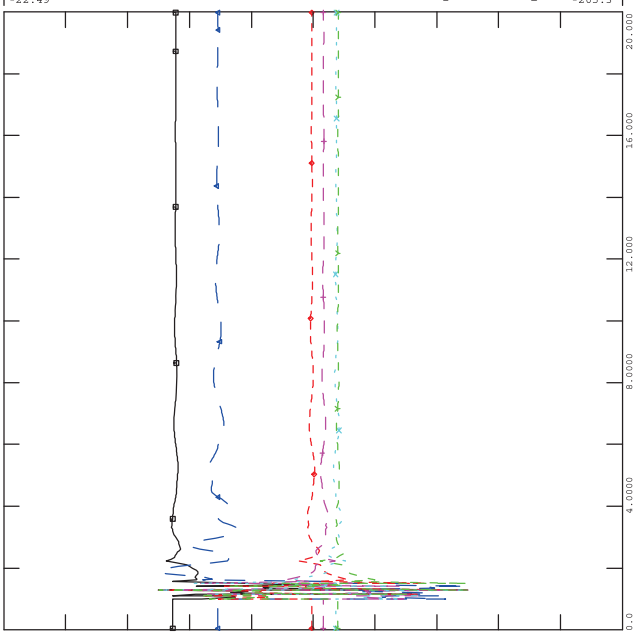
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_12_851L_CARSELAND

FILE: Scn3_SL_12_851L_Carseland.out

WED, MAY 15 2024 22:36

BRANCH P

CHNL# 685: [1109L P] -24.83 -811.5
CHNL# 683: [1152L P] 743.46 32.899
CHNL# 681: [1155L P] 1131.1 99.038
CHNL# 679: [1038L P] -95.72 -1157.
CHNL# 677: [967L P] 300.00 6.5142
CHNL# 675: [434L P] -22.49 -205.3



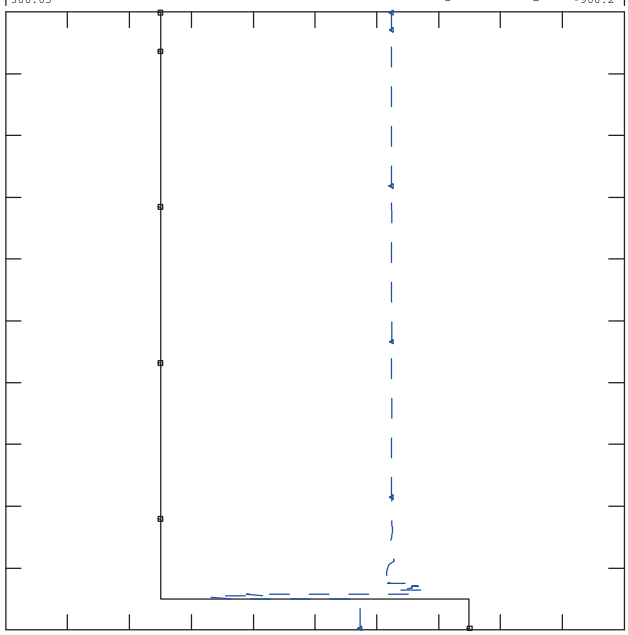
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_12_851L_CARSELAND

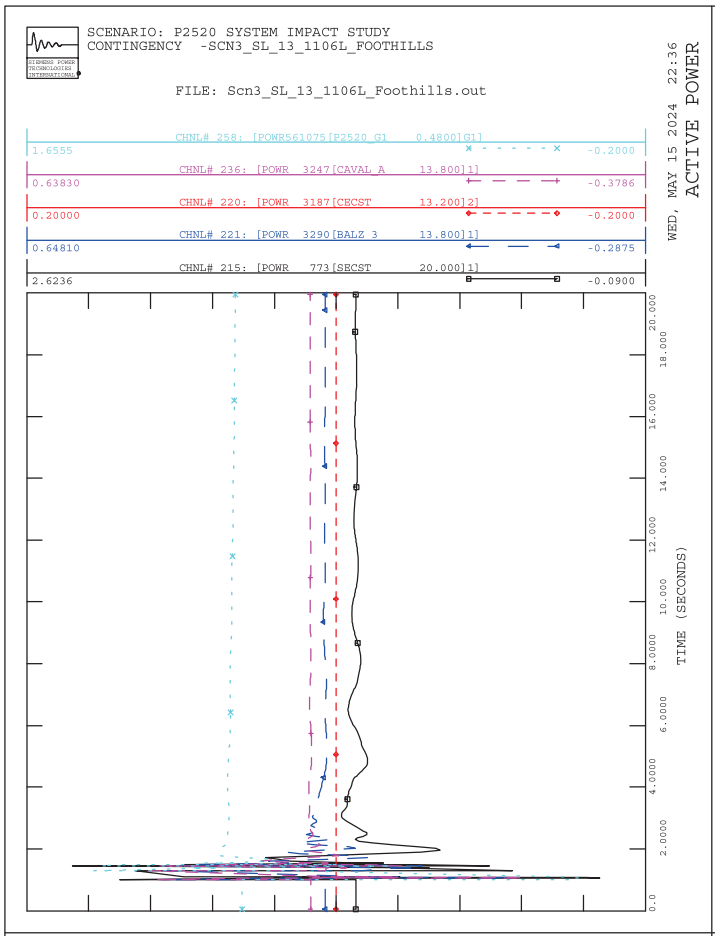
FILE: Scn3_SL_12_851L_Carseland.out

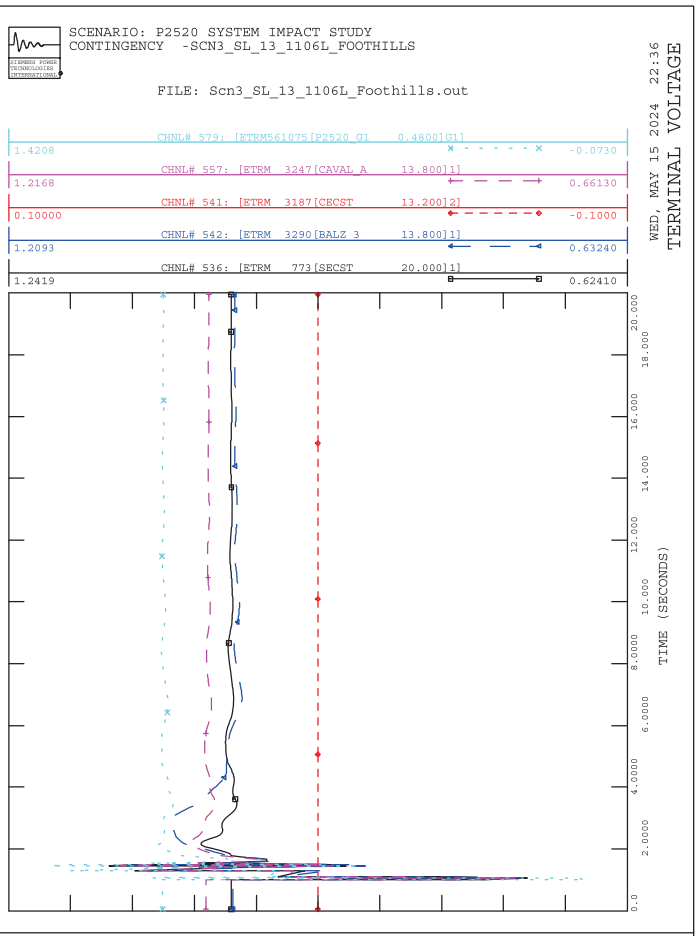
WED, MAY 15 2024 22:36

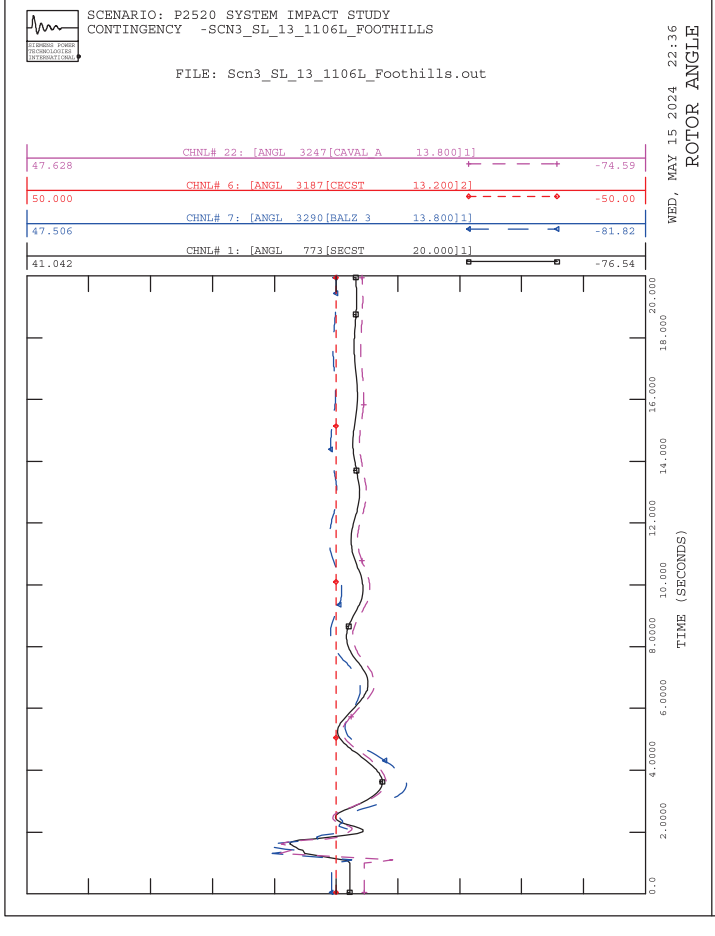
BRANCH P

CHNL# 689: [850L P] 91.279 -30.84
CHNL# 687: [851L P] 300.05 -900.2




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_13_1106L_FOOTHILLS
FILE: Scn3_SL_13_1106L_Foothills.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.6555
-0.2000
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.63830
-0.3786
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000
-0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.64810
-0.2875
CHNL# 215: [POWR 773[SECST 20.000]1]
2.6236
-0.0900
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_13_1106L_FOOTHILLS
FILE: Scn3_SL_13_1106L_Foothills.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.4208
-0.0730
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2168
0.66130
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000
-0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.2093
0.63240
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2419
0.62410
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_13_1106L_FOOTHILLS
FILE: Scn3_SL_13_1106L_Foothills.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
47.628
-74.59
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000
-50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
47.506
-81.82
CHNL# 1: [ANGL 773[SECST 20.000]1]
41.042
-76.54
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
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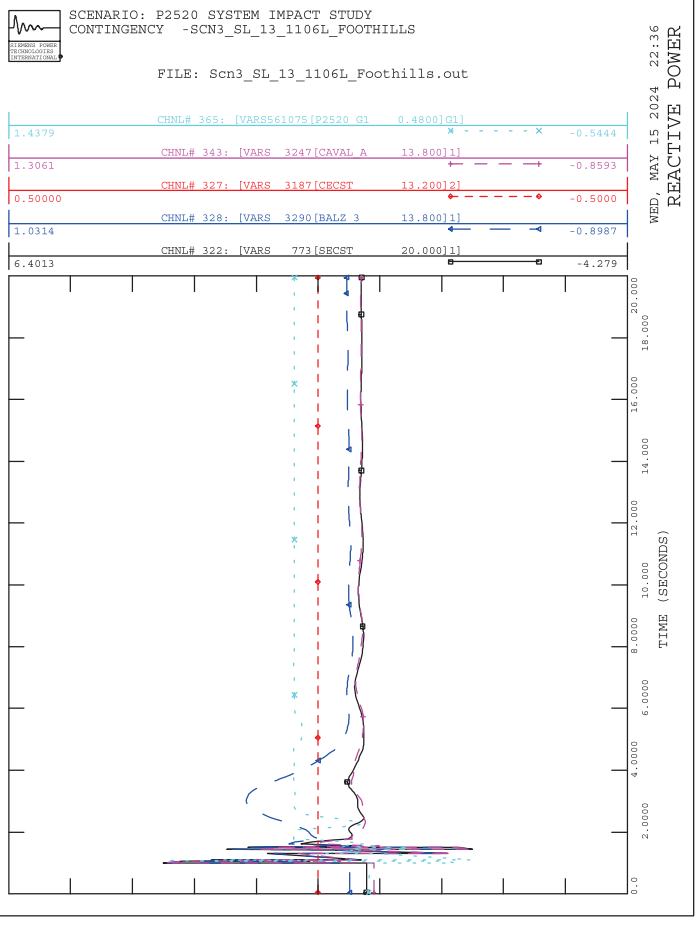
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_13_1106L_FOOTHILLS
FILE: Scn3_SL_13_1106L_Foothills.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.4379
-0.5444
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.3061
-0.8593
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000
-0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.0314
-0.8987
CHNL# 322: [VARS 773[SECST 20.000]1]
6.4013
-4.279
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
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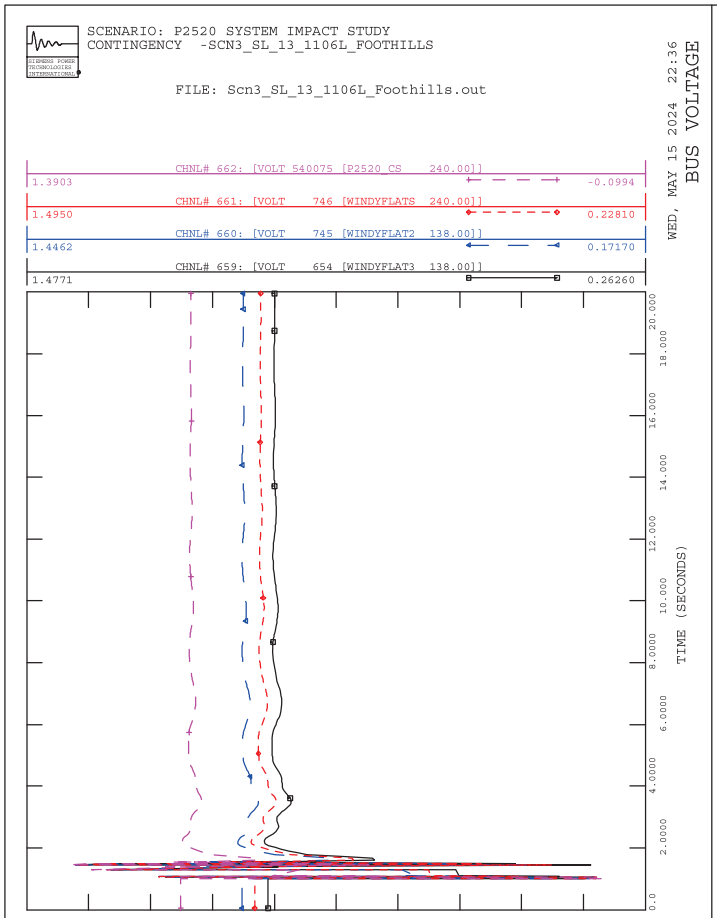
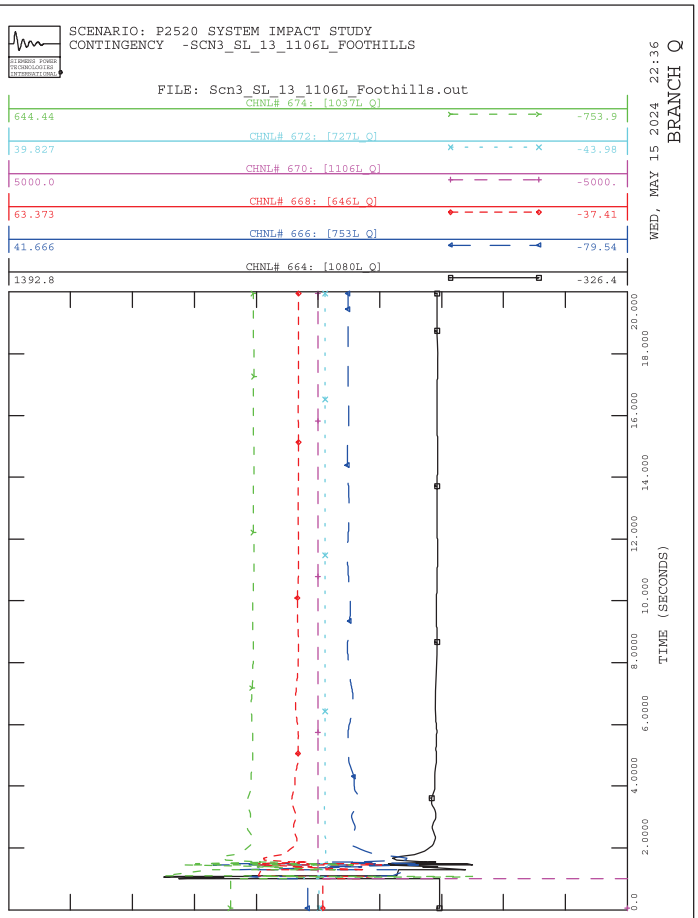
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_13_1106L_FOOTHILLS
FILE: Scn3_SL_13_1106L_Foothills.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.3903
-0.0994
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.4950
0.22810
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.4462
0.17170
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.4771
0.26260
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_13_1106L_FOOTHILLS
FILE: Scn3_SL_13_1106L_Foothills.out
CHNL# 674: [1037L Q]
644.44
-753.9
CHNL# 672: [727L Q]
39.827
-43.98
CHNL# 670: [1106L Q]
5000.0
-5000.
CHNL# 668: [646L Q]
63.373
-37.41
CHNL# 666: [753L Q]
41.666
-79.54
CHNL# 664: [1080L Q]
1392.8
-326.4
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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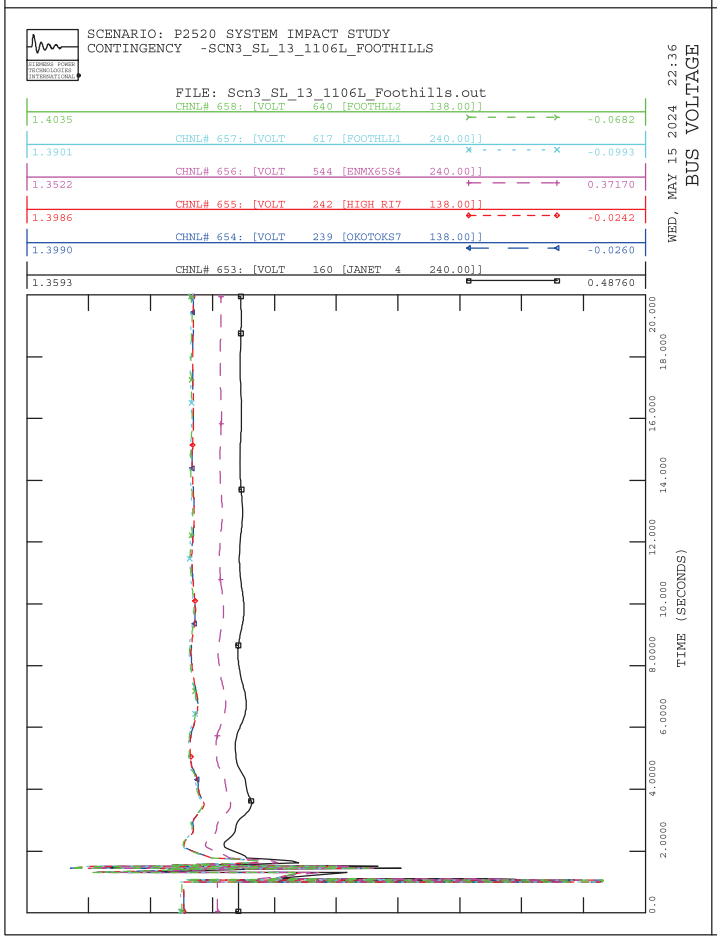
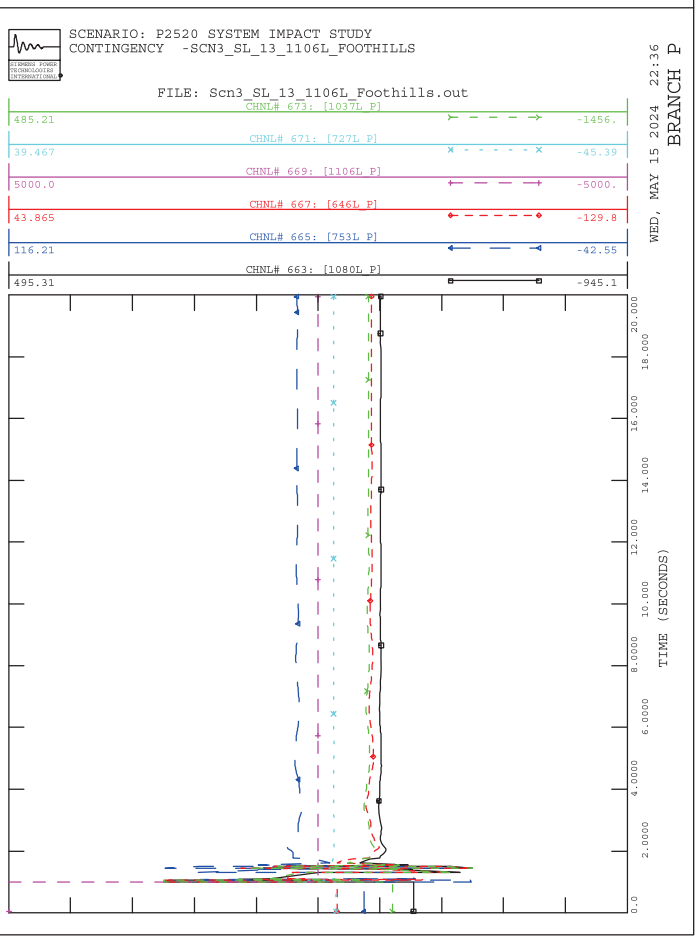
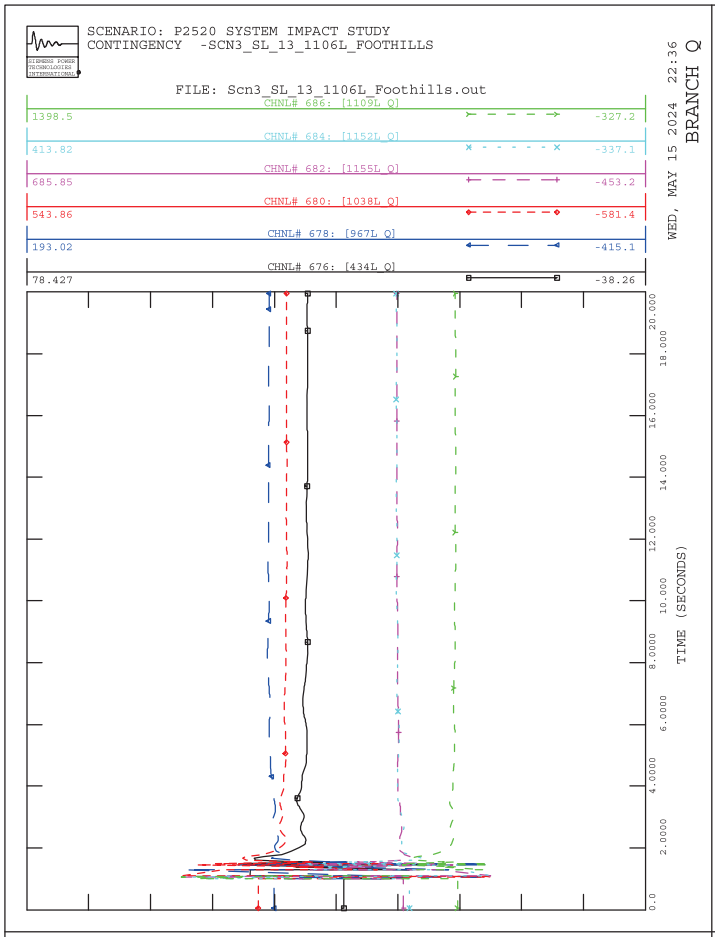
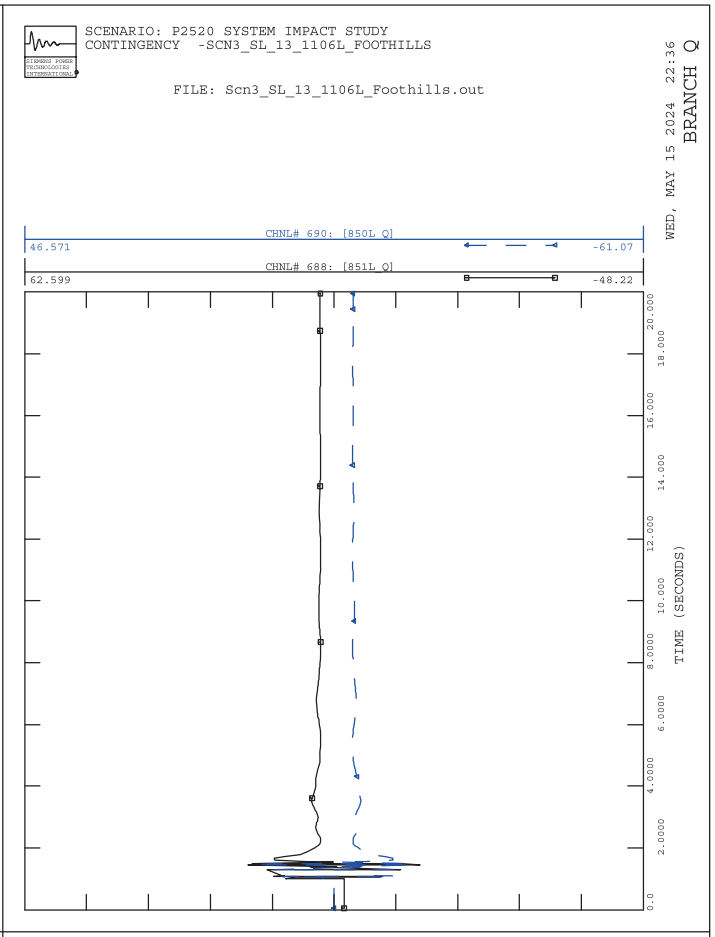
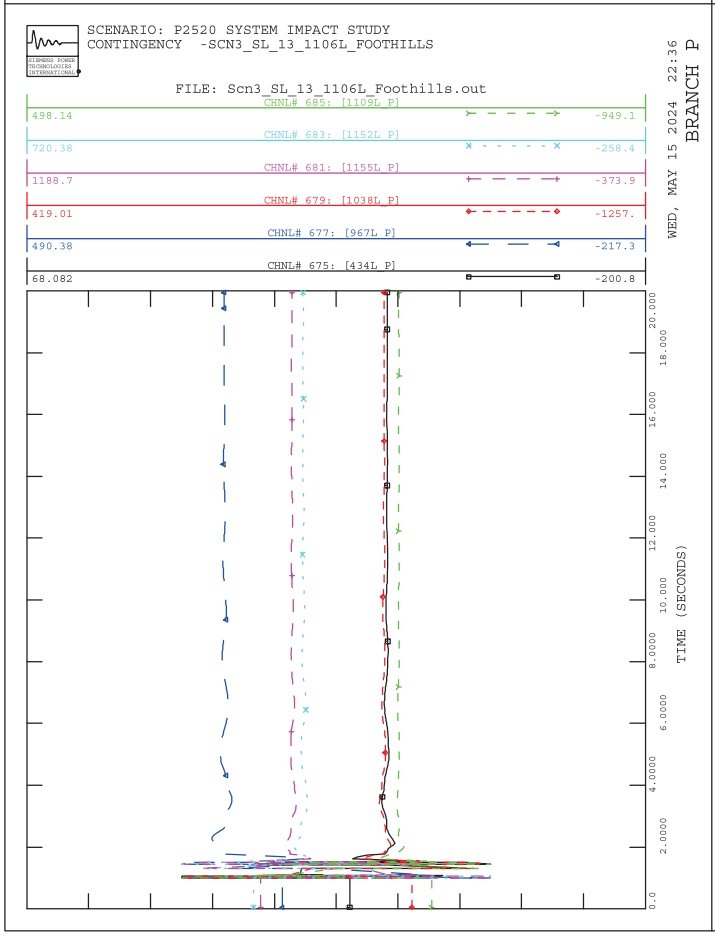
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_13_1106L_FOOTHILLS
FILE: Scn3_SL_13_1106L_Foothills.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.4035
-0.0682
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.3901
-0.0993
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.3522
0.37170
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.3986
-0.0242
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.3990
-0.0260
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.3593
0.48760
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_13_1106L_FOOTHILLS
FILE: Scn3_SL_13_1106L_Foothills.out
CHNL# 673: [1037L P]
485.21
-1456.
CHNL# 671: [727L P]
39.467
-45.39
CHNL# 669: [1106L P]
5000.0
-5000.
CHNL# 667: [646L P]
43.865
-129.8
CHNL# 665: [753L P]
116.21
-42.55
CHNL# 663: [1080L P]
495.31
-945.1
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_13_1106L_FOOTHILLS
FILE: Scn3_SL_13_1106L_Foothills.out
CHNL# 686: [1109L Q]
1398.5
-327.2
CHNL# 684: [1152L Q]
413.82
-337.1
CHNL# 682: [1155L Q]
685.85
-453.2
CHNL# 680: [1038L Q]
543.86
-581.4
CHNL# 678: [967L Q]
193.02
-415.1
CHNL# 676: [434L Q]
78.427
-38.26
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_13_1106L_FOOTHILLS
FILE: Scn3_SL_13_1106L_Foothills.out
CHNL# 690: [850L Q]
46.571
-61.07
CHNL# 688: [851L Q]
62.599
-48.22
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_13_1106L_FOOTHILLS
FILE: Scn3_SL_13_1106L_Foothills.out
CHNL# 685: [1109L P]
498.14
-949.1
CHNL# 683: [1152L P]
720.38
-258.4
CHNL# 681: [1155L P]
1188.7
-373.9
CHNL# 679: [1038L P]
419.01
-1257.
CHNL# 677: [967L P]
490.38
-217.3
CHNL# 675: [434L P]
68.082
-200.8
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
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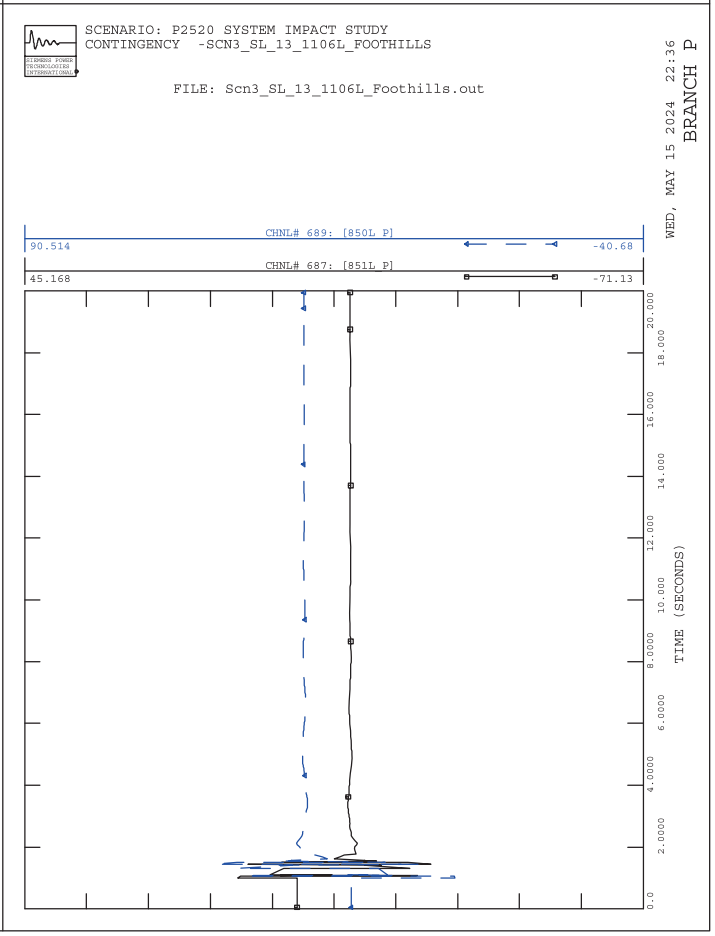
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_13_1106L_FOOTHILLS
FILE: Scn3_SL_13_1106L_Foothills.out
CHNL# 689: [850L P]
90.514
-40.68
CHNL# 687: [851L P]
45.168
-71.13
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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12.000
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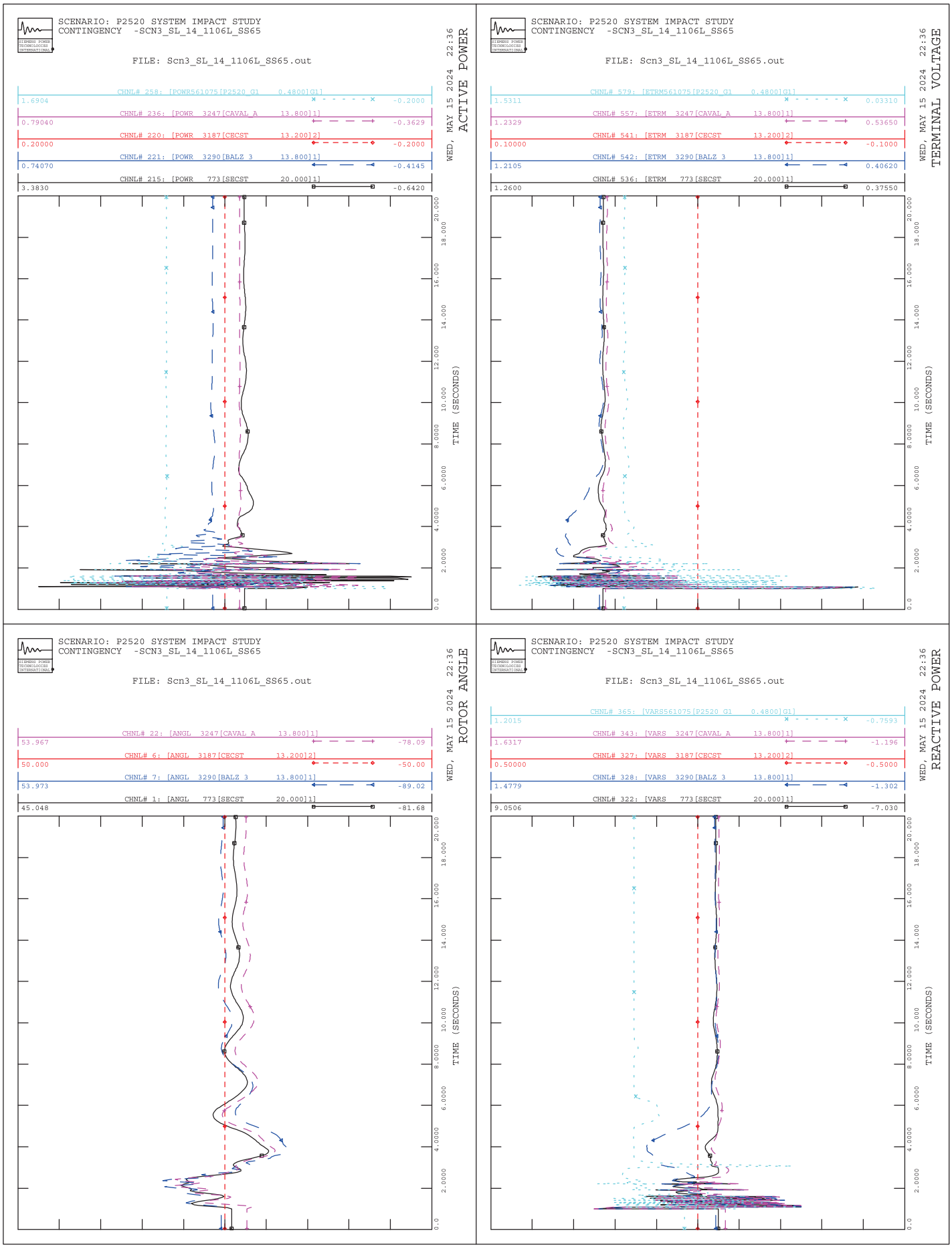
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_14_1106L_SS65
FILE: Scn3_SL_14_1106L_SS65.out
WED, MAY 15 2024 22:36
ACTIVE POWER
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.6904
-0.2000
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.79040
-0.3629
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000
-0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.74070
-0.4145
CHNL# 215: [POWR 773[SECST 20.000]1]
3.3830
-0.6420
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_14_1106L_SS65
FILE: Scn3_SL_14_1106L_SS65.out
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.5311
0.03310
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2329
0.53650
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000
-0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.2105
0.40620
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2600
0.37550
TIME (SECONDS)
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SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_14_1106L_SS65
FILE: Scn3_SL_14_1106L_SS65.out
WED, MAY 15 2024 22:36
ROTOR ANGLE
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
53.967
-78.09
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000
-50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
53.973
-89.02
CHNL# 1: [ANGL 773[SECST 20.000]1]
45.048
-81.68
TIME (SECONDS)
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SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_14_1106L_SS65
FILE: Scn3_SL_14_1106L_SS65.out
WED, MAY 15 2024 22:36
REACTIVE POWER
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.2015
-0.7593
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.6317
-1.196
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000
-0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.4779
-1.302
CHNL# 322: [VARS 773[SECST 20.000]1]
9.0506
-7.030
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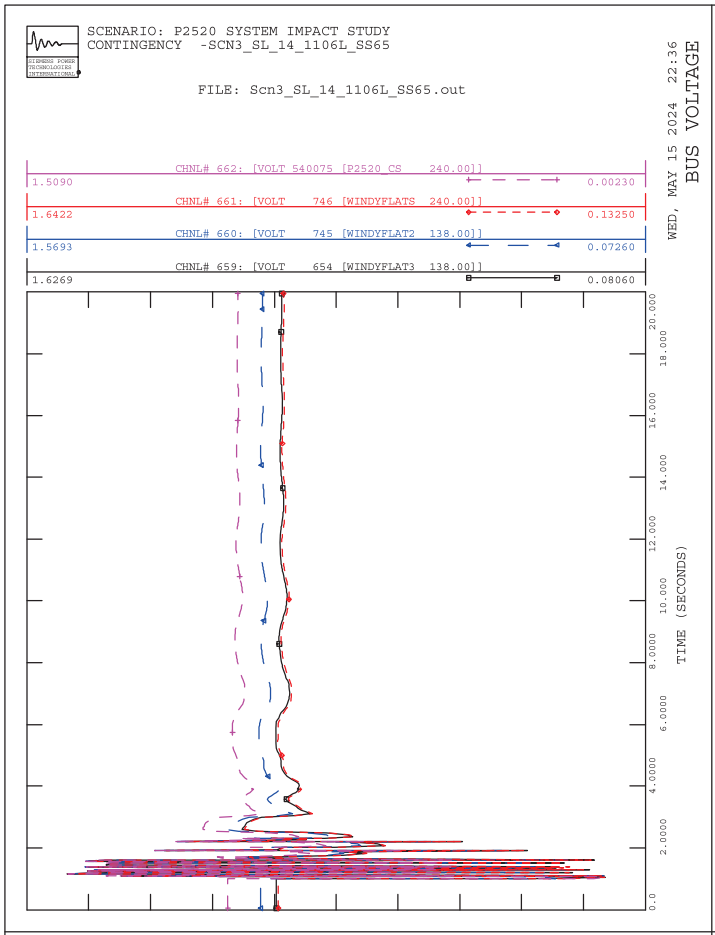
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_14_1106L_SS65
FILE: Scn3_SL_14_1106L_SS65.out
WED, MAY 15 2024 22:36
BUS VOLTAGE
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.5090
0.00230
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.6422
0.13250
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.5693
0.07260
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.6269
0.08060
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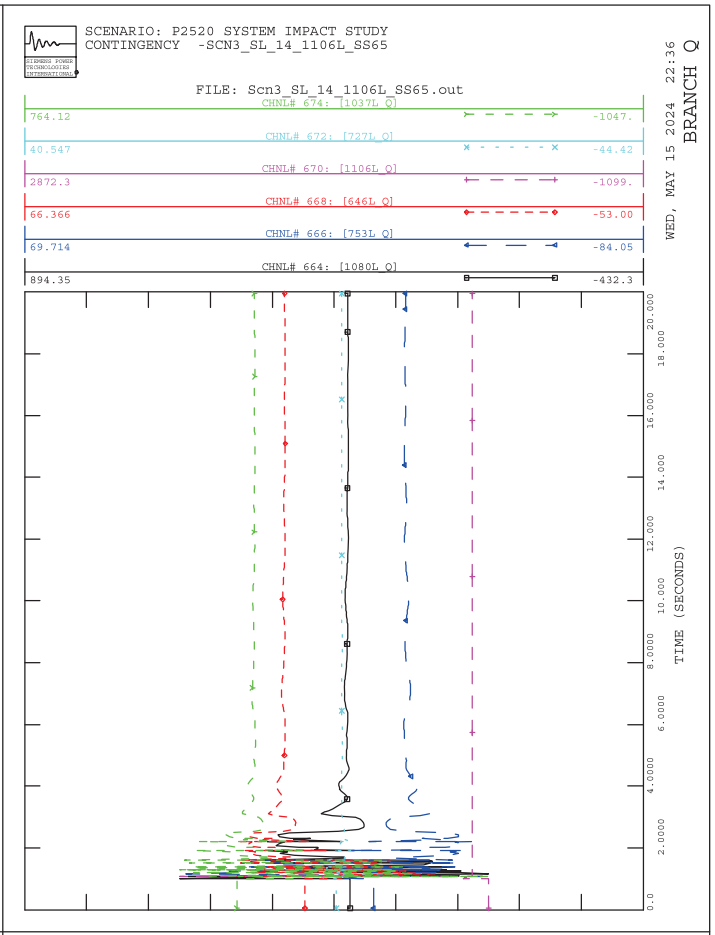
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_14_1106L_SS65
FILE: Scn3_SL_14_1106L_SS65.out
WED, MAY 15 2024 22:36
BRANCH Q
CHNL# 674: [1037L Q]
764.12
-1047.
CHNL# 672: [727L Q]
40.547
-44.42
CHNL# 670: [1106L Q]
2872.3
-1099.
CHNL# 668: [646L Q]
66.366
-53.00
CHNL# 666: [753L Q]
69.714
-84.05
CHNL# 664: [1080L Q]
894.35
-432.3
TIME (SECONDS)
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12.000
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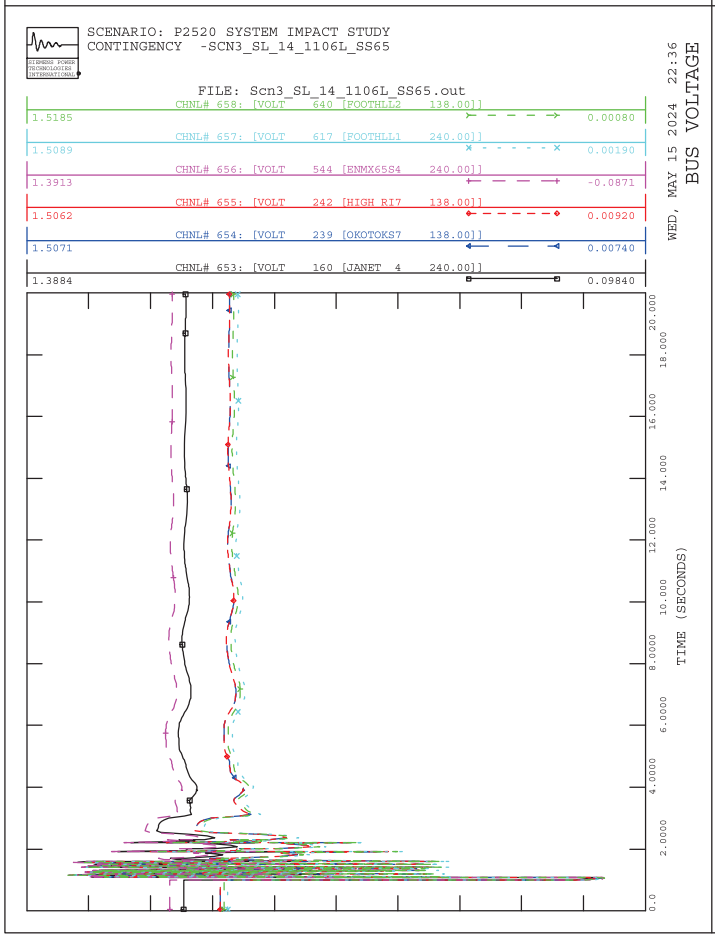
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_14_1106L_SS65
FILE: Scn3_SL_14_1106L_SS65.out
WED, MAY 15 2024 22:36
BUS VOLTAGE
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.5185
0.00080
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.5089
0.00190
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.3913
-0.0871
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.5062
0.00920
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.5071
0.00740
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.3884
0.09840
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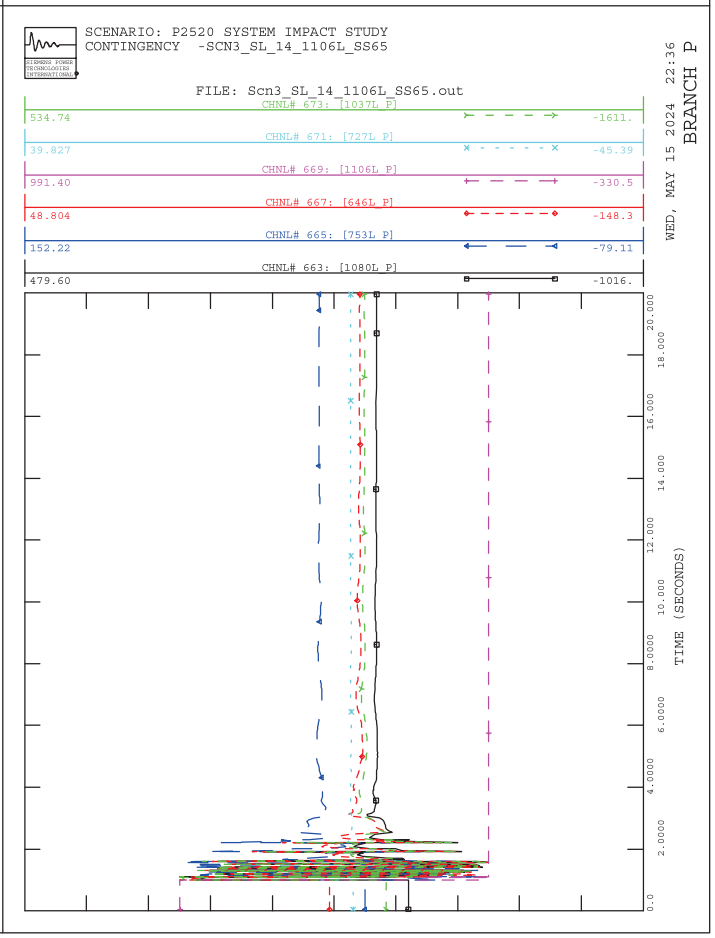
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_14_1106L_SS65
FILE: Scn3_SL_14_1106L_SS65.out
WED, MAY 15 2024 22:36
BRANCH P
CHNL# 673: [1037L P]
534.74
-1611.
CHNL# 671: [727L P]
39.827
-45.39
CHNL# 669: [1106L P]
991.40
-330.5
CHNL# 667: [646L P]
48.804
-148.3
CHNL# 665: [753L P]
152.22
-79.11
CHNL# 663: [1080L P]
479.60
-1016.
TIME (SECONDS)
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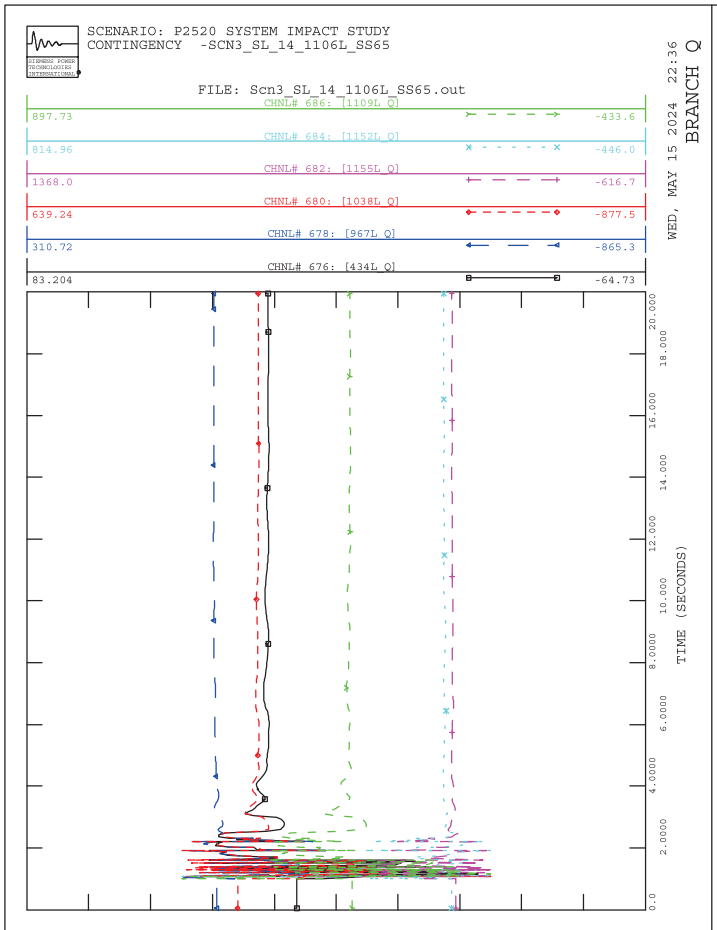
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_14_1106L_SS65
FILE: Scn3_SL_14_1106L_SS65.out
CHNL# 686: [1109L Q]
897.73
-433.6
CHNL# 684: [1152L Q]
814.96
-446.0
CHNL# 682: [1155L Q]
1368.0
-616.7
CHNL# 680: [1038L Q]
639.24
-877.5
CHNL# 678: [967L Q]
310.72
-865.3
CHNL# 676: [434L Q]
83.204
-64.73
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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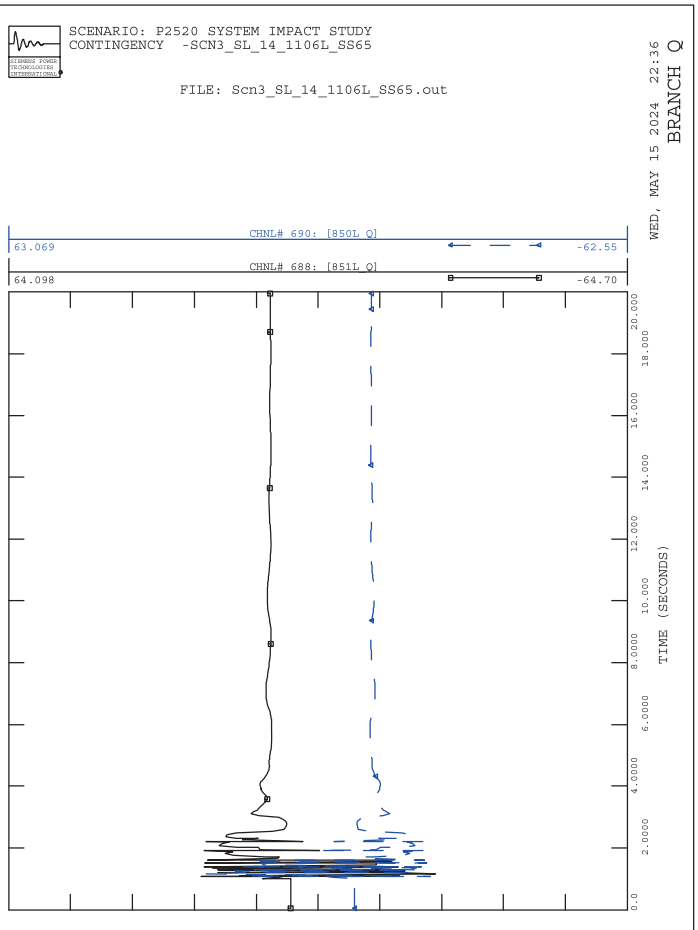
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_14_1106L_SS65
FILE: Scn3_SL_14_1106L_SS65.out
CHNL# 690: [850L Q]
63.069
-62.55
CHNL# 688: [851L Q]
64.098
-64.70
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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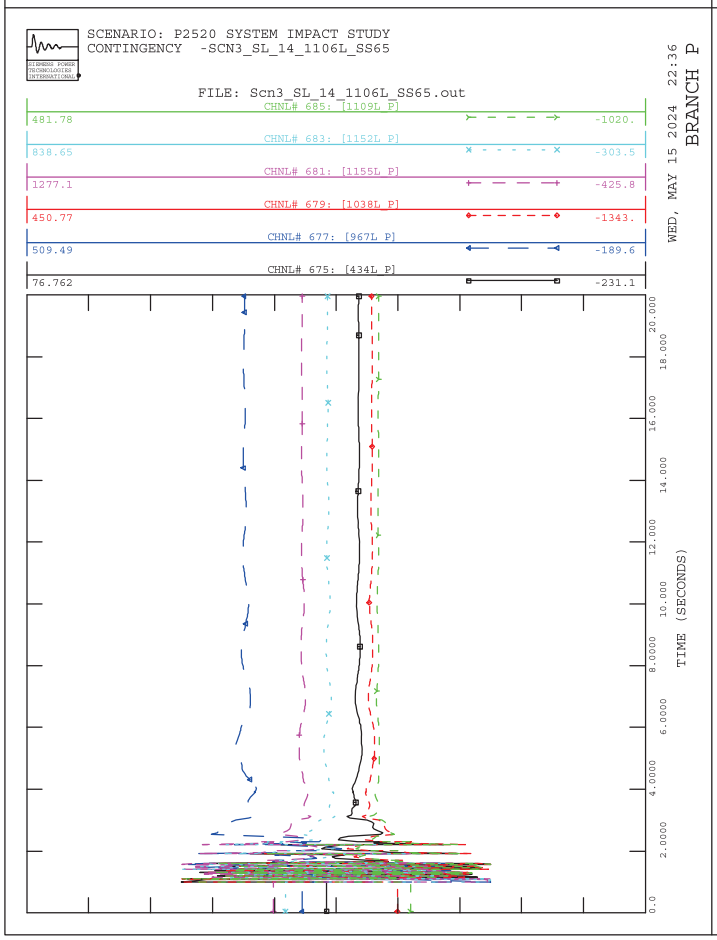
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_14_1106L_SS65
FILE: Scn3_SL_14_1106L_SS65.out
CHNL# 685: [1109L P]
481.78
-1020.
CHNL# 683: [1152L P]
838.65
-303.5
CHNL# 681: [1155L P]
1277.1
-425.8
CHNL# 679: [1038L P]
450.77
-1343.
CHNL# 677: [967L P]
509.49
-189.6
CHNL# 675: [434L P]
76.762
-231.1
WED, MAY 15 2024 22:36
BRANCH P
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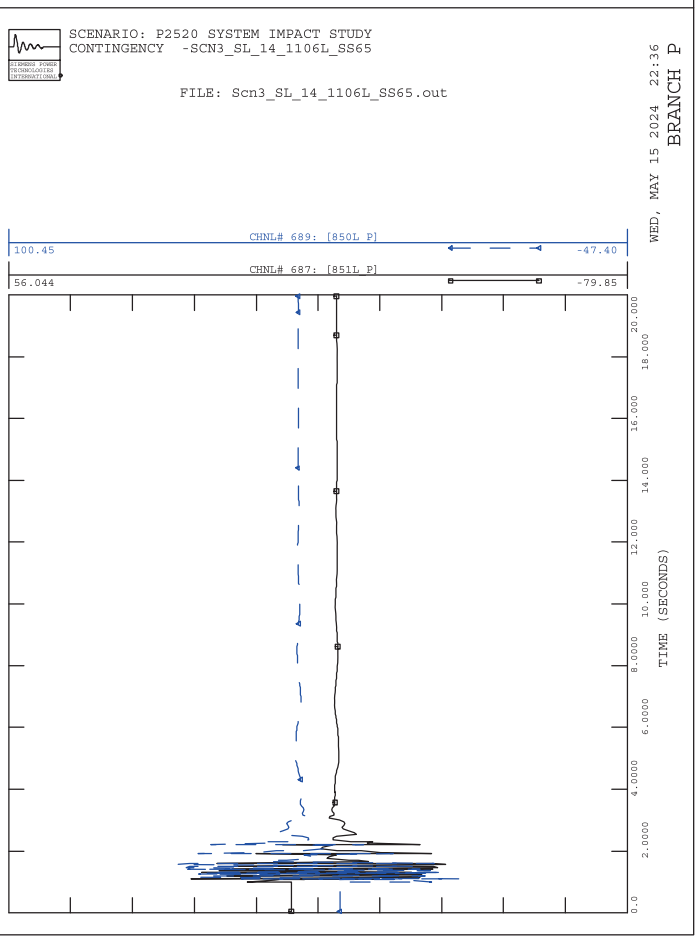
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_14_1106L_SS65
FILE: Scn3_SL_14_1106L_SS65.out
CHNL# 689: [850L P]
100.45
-47.40
CHNL# 687: [851L P]
56.044
-79.85
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
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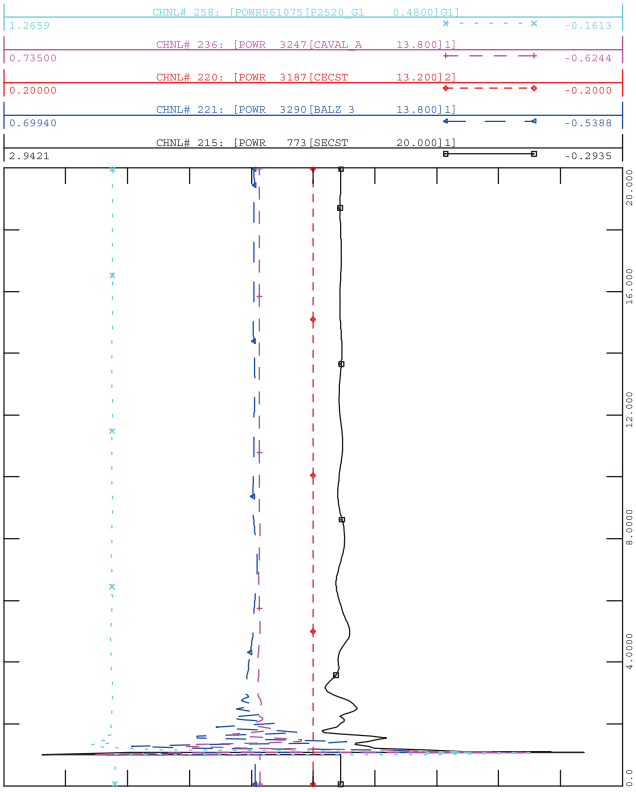
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_15_1037L_STOWE

FILE: Scn3_SL_15_1037L_Stowe.out

WED, MAY 15 2024 22:36

ACTIVE POWER

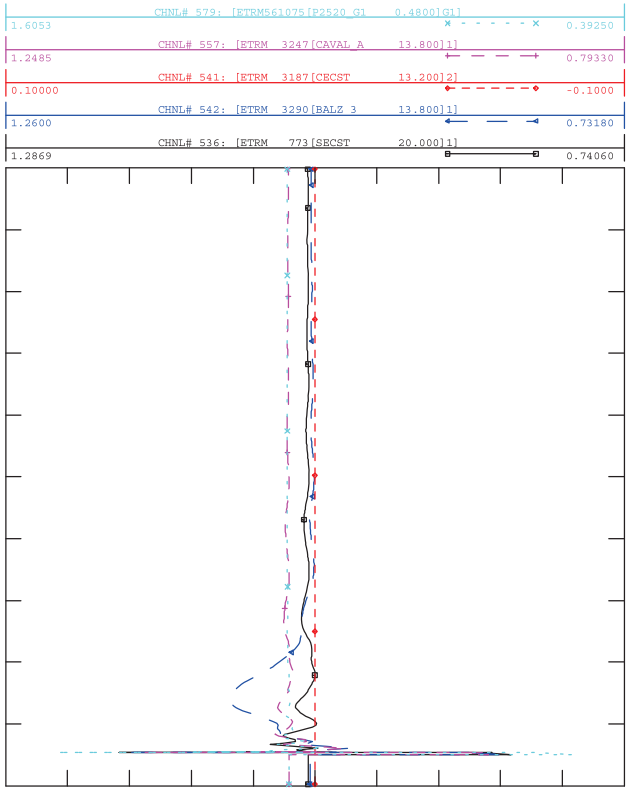


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_15_1037L_STOWE

FILE: Scn3_SL_15_1037L_Stowe.out

WED, MAY 15 2024 22:36

TERMINAL VOLTAGE

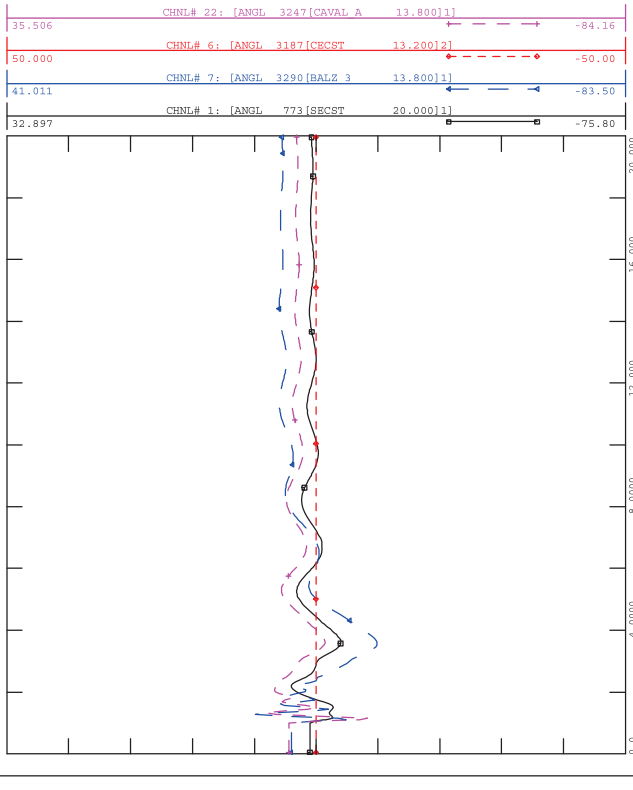


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_15_1037L_STOWE

FILE: Scn3_SL_15_1037L_Stowe.out

WED, MAY 15 2024 22:36

ROTOR ANGLE

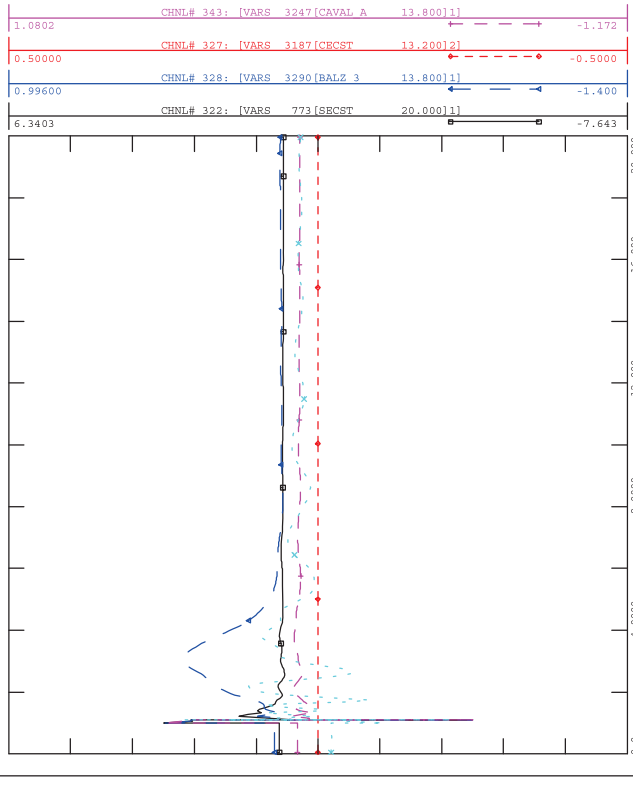


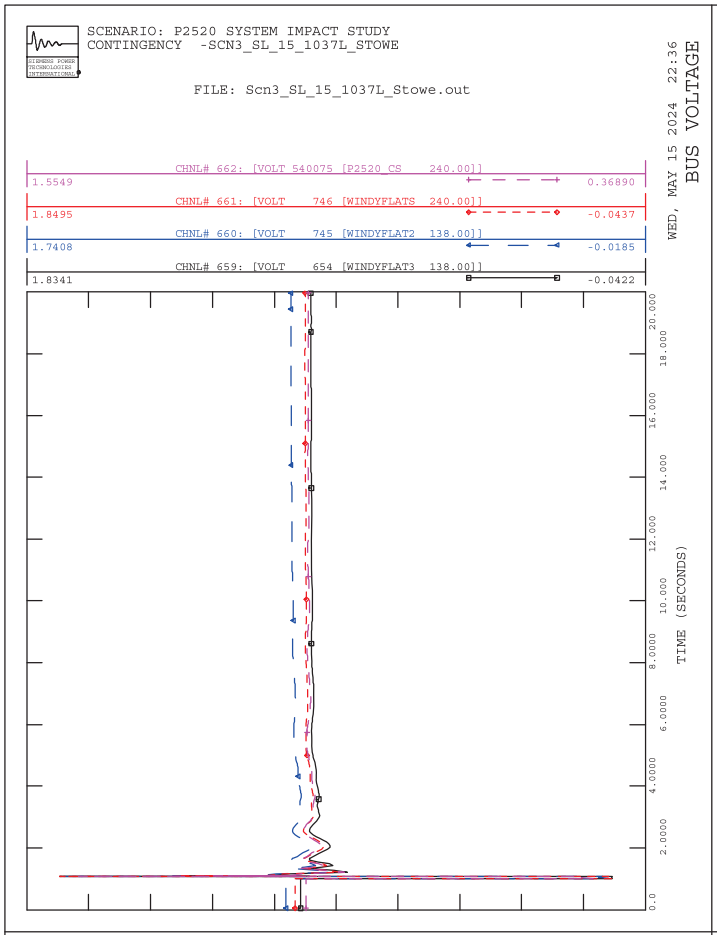
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_15_1037L_STOWE

FILE: Scn3_SL_15_1037L_Stowe.out

WED, MAY 15 2024 22:36

REACTIVE POWER




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_15_1037L_STOWE
FILE: Scn3_SL_15_1037L_Stowe.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.5549
0.36890
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.8495
-0.0437
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.7408
-0.0185
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.8341
-0.0422
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
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4.0000
6.0000
8.0000
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12.000
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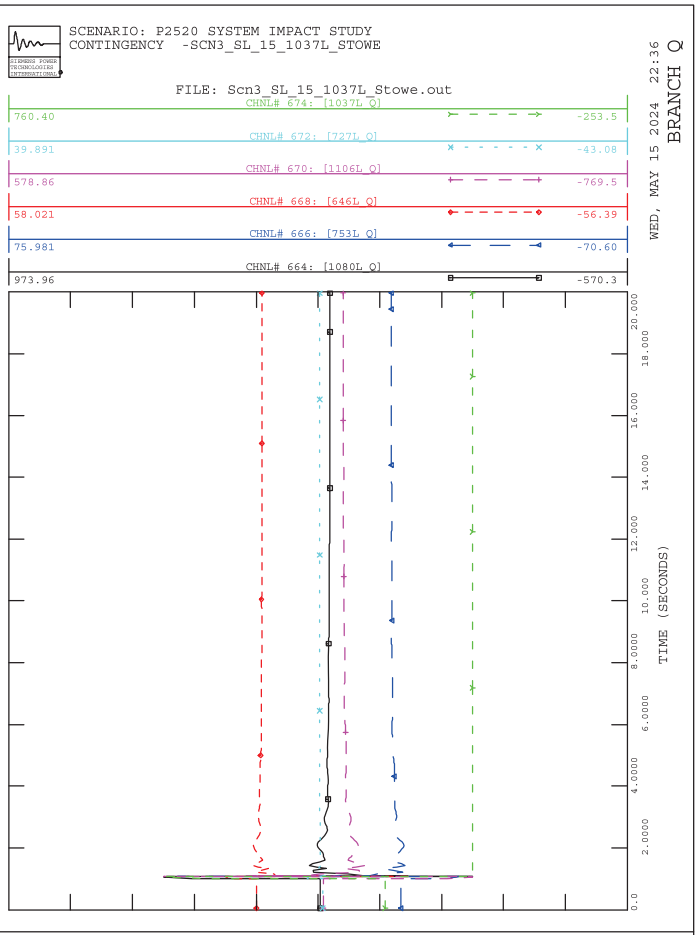
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_15_1037L_STOWE
FILE: Scn3_SL_15_1037L_Stowe.out
CHNL# 674: [1037L Q]
760.40
-253.5
CHNL# 672: [727L Q]
39.891
-43.08
CHNL# 670: [1106L Q]
578.86
-769.5
CHNL# 668: [646L Q]
58.021
-56.39
CHNL# 666: [753L Q]
75.981
-70.60
CHNL# 664: [1080L Q]
973.96
-570.3
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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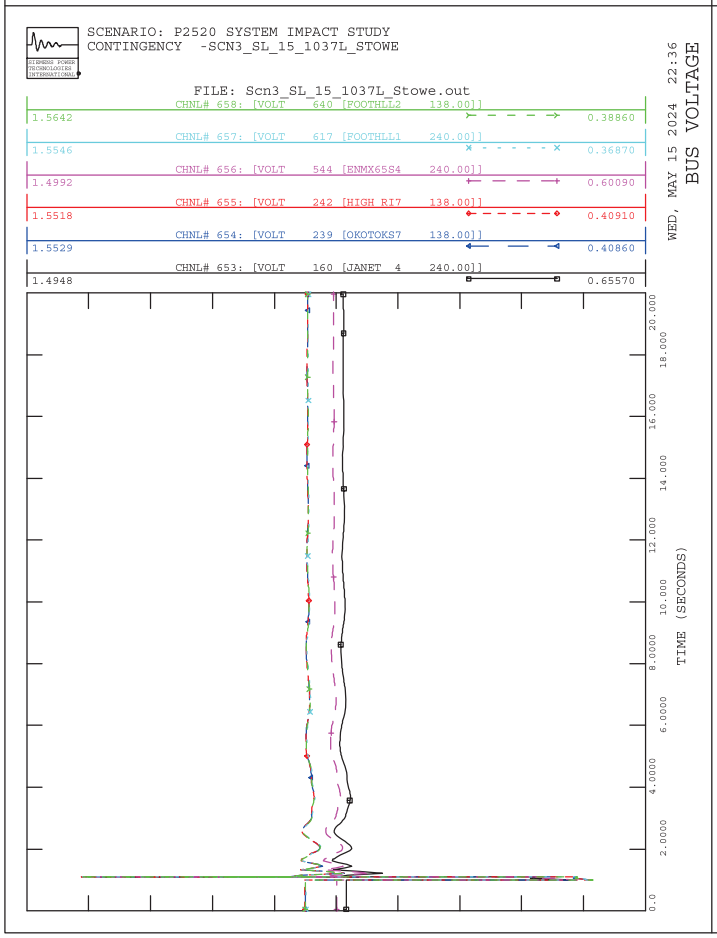
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_15_1037L_STOWE
FILE: Scn3_SL_15_1037L_Stowe.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.5642
0.38860
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.5546
0.36870
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.4992
0.60090
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.5518
0.40910
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.5529
0.40860
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.4948
0.65570
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
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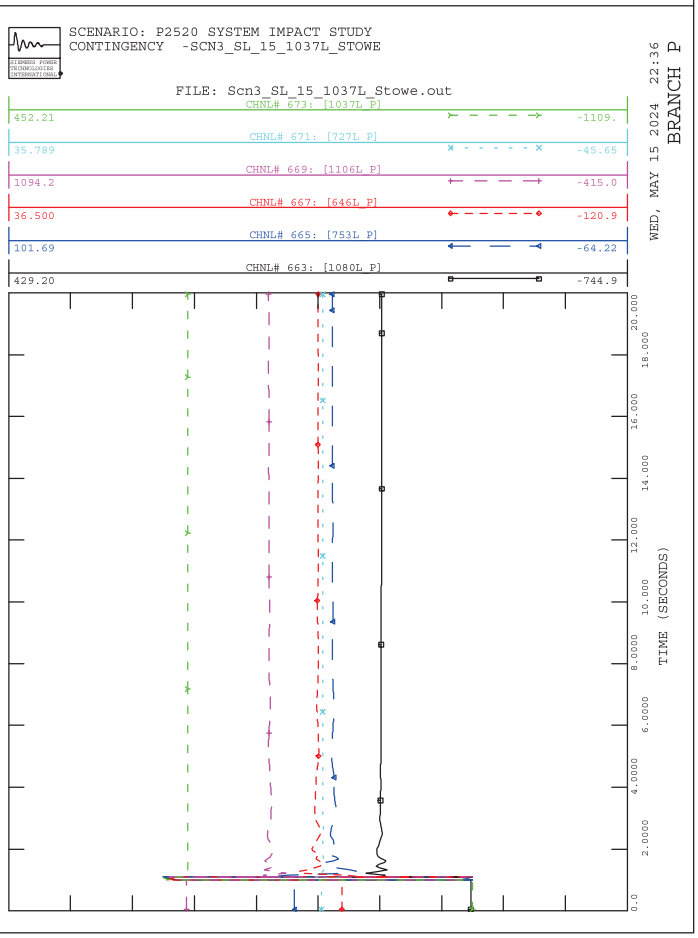
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_15_1037L_STOWE
FILE: Scn3_SL_15_1037L_Stowe.out
CHNL# 673: [1037L P]
452.21
-1109.
CHNL# 671: [727L P]
35.789
-45.65
CHNL# 669: [1106L P]
1094.2
-415.0
CHNL# 667: [646L P]
36.500
-120.9
CHNL# 665: [753L P]
101.69
-64.22
CHNL# 663: [1080L P]
429.20
-744.9
WED, MAY 15 2024 22:36
BRANCH P
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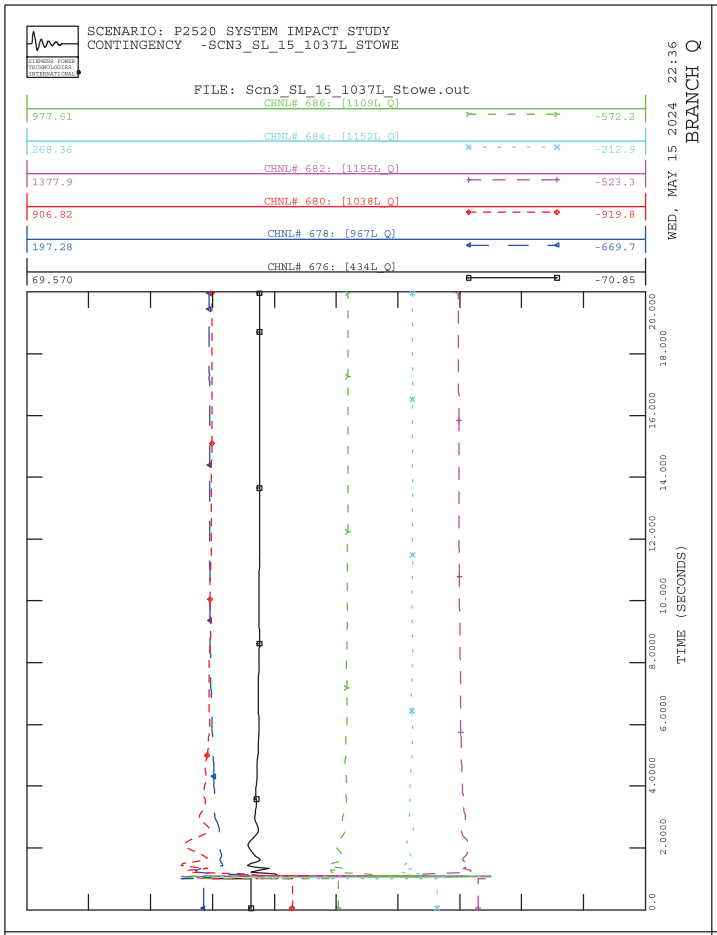
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_15_1037L_STOWE
FILE: Scn3_SL_15_1037L_Stowe.out
CHNL# 686: [1109L Q]
977.61
-572.2
CHNL# 684: [1152L Q]
268.36
-212.9
CHNL# 682: [1155L Q]
1377.9
-523.3
CHNL# 680: [1038L Q]
906.82
-919.8
CHNL# 678: [967L Q]
197.28
-669.7
CHNL# 676: [434L Q]
69.570
-70.85
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
6.0000
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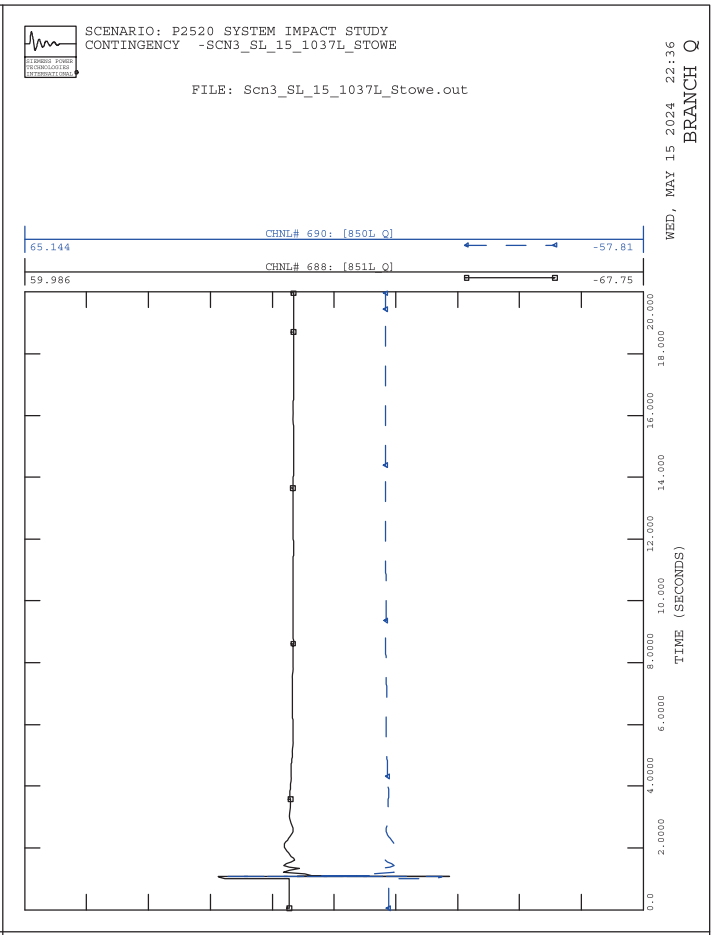
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_15_1037L_STOWE
FILE: Scn3_SL_15_1037L_Stowe.out
CHNL# 690: [850L Q]
65.144
-57.81
CHNL# 688: [851L Q]
59.986
-67.75
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
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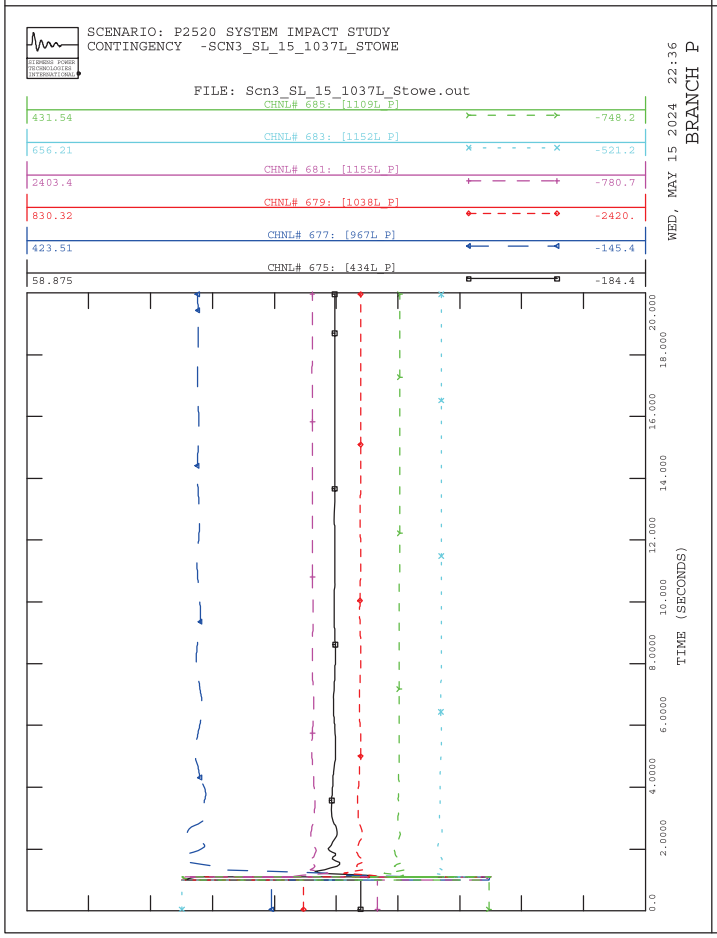
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_15_1037L_STOWE
FILE: Scn3_SL_15_1037L_Stowe.out
CHNL# 685: [1109L P]
431.54
-748.2
CHNL# 683: [1152L P]
656.21
-521.2
CHNL# 681: [1155L P]
2403.4
-780.7
CHNL# 679: [1038L P]
830.32
-2420.
CHNL# 677: [967L P]
423.51
-145.4
CHNL# 675: [434L P]
58.875
-184.4
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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2.0000
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12.000
14.000
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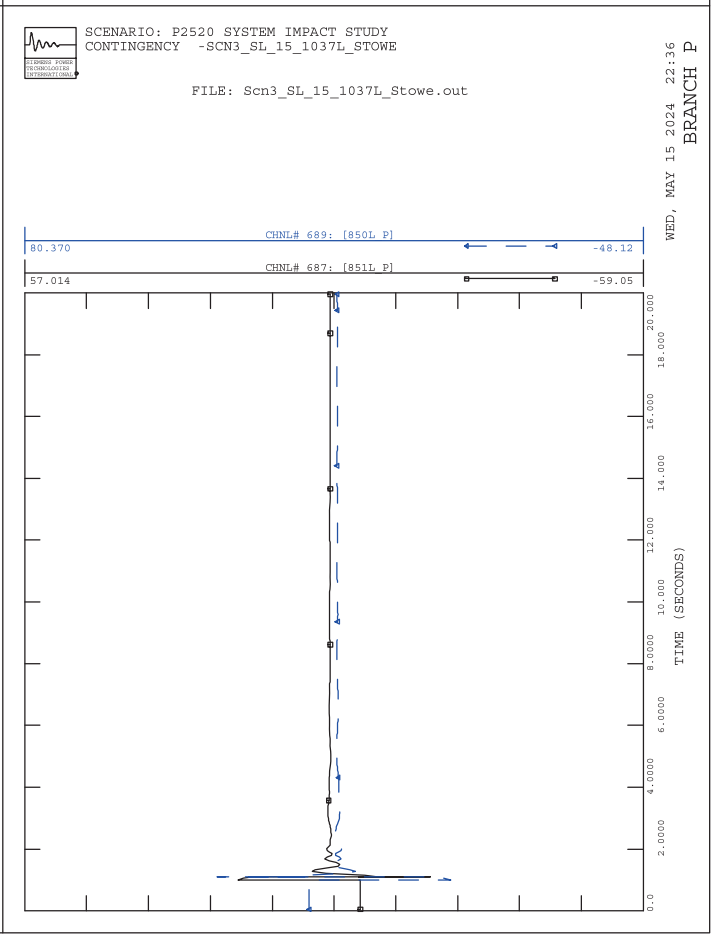
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_15_1037L_STOWE
FILE: Scn3_SL_15_1037L_Stowe.out
CHNL# 689: [850L P]
80.370
-48.12
CHNL# 687: [851L P]
57.014
-59.05
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
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8.0000
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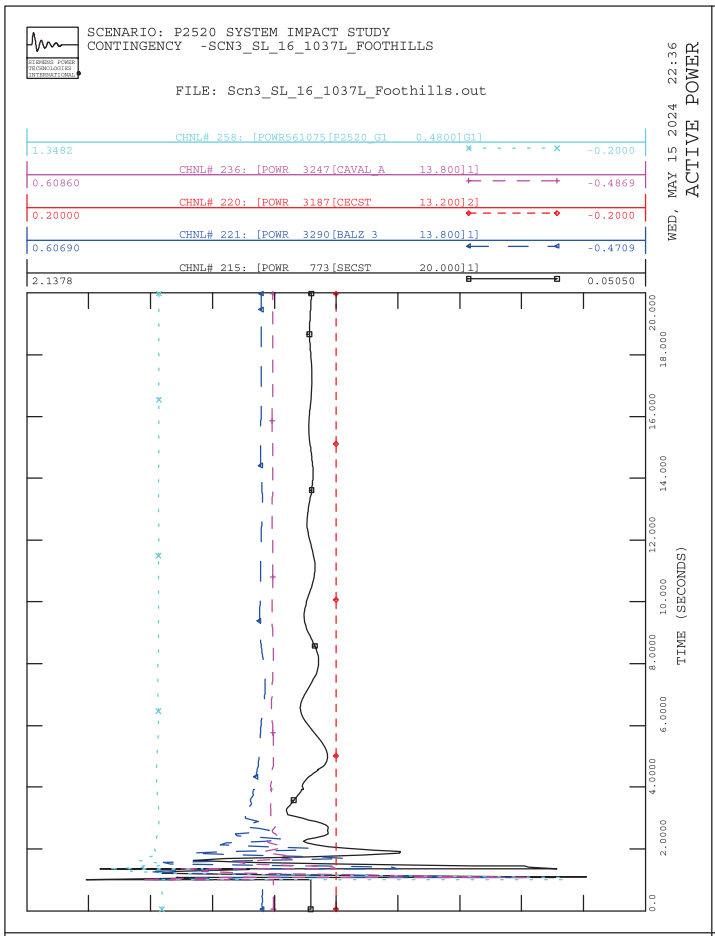
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_16_1037L_FOOTHILLS
FILE: Scn3_SL_16_1037L_Foothills.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.3482
-0.2000
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.60860
-0.4869
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000
-0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.60690
-0.4709
CHNL# 215: [POWR 773[SECST 20.000]1]
2.1378
0.05050
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
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4.0000
6.0000
8.0000
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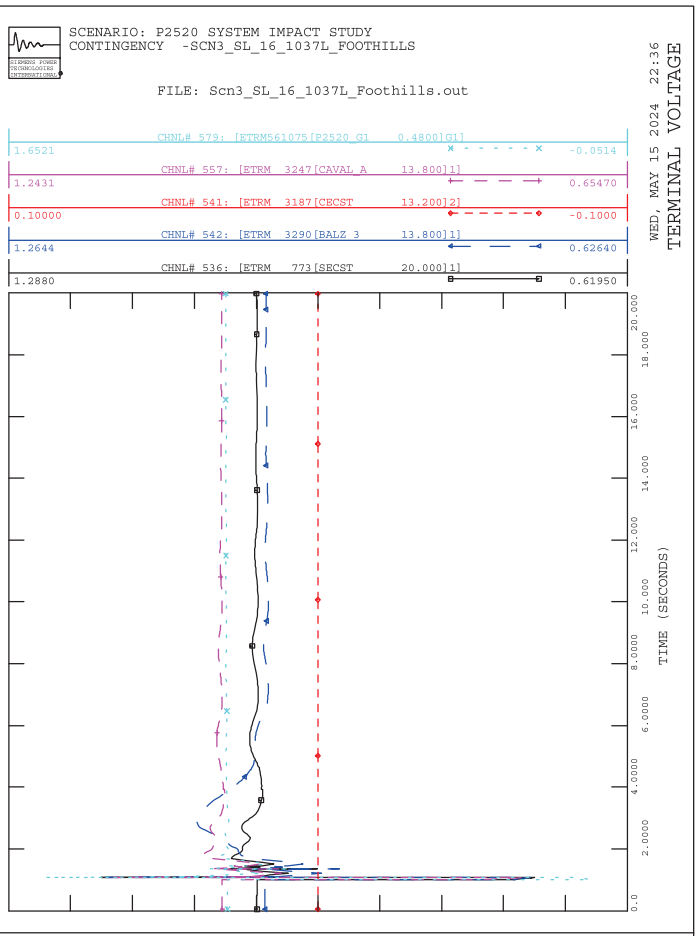
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_16_1037L_FOOTHILLS
FILE: Scn3_SL_16_1037L_Foothills.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.6521
-0.0514
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2431
0.65470
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000
-0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.2644
0.62640
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2880
0.61950
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
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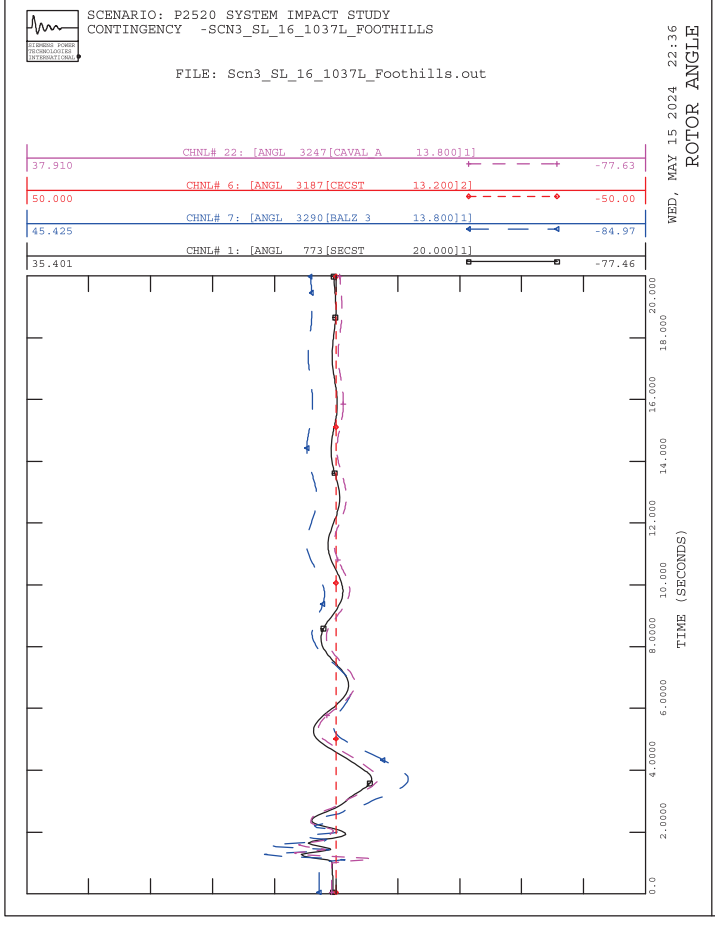
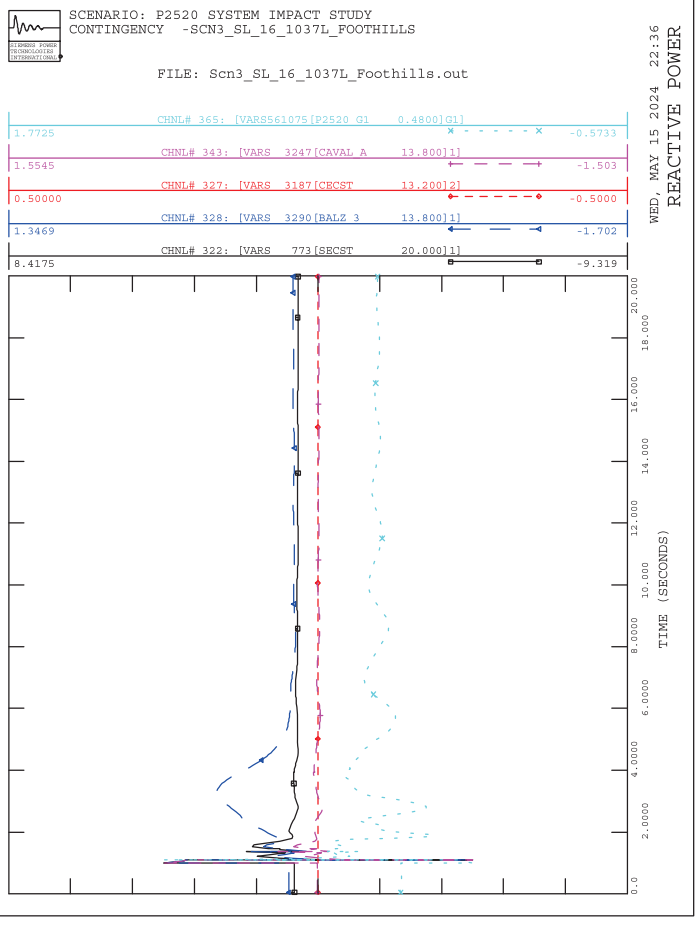
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_16_1037L_FOOTHILLS
FILE: Scn3_SL_16_1037L_Foothills.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
37.910
-77.63
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000
-50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
45.425
-84.97
CHNL# 1: [ANGL 773[SECST 20.000]1]
35.401
-77.46
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_16_1037L_FOOTHILLS
FILE: Scn3_SL_16_1037L_Foothills.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.7725
-0.5733
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.5545
-1.503
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000
-0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.3469
-1.702
CHNL# 322: [VARS 773[SECST 20.000]1]
8.4175
-9.319
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_16_1037L_FOOTHILLS

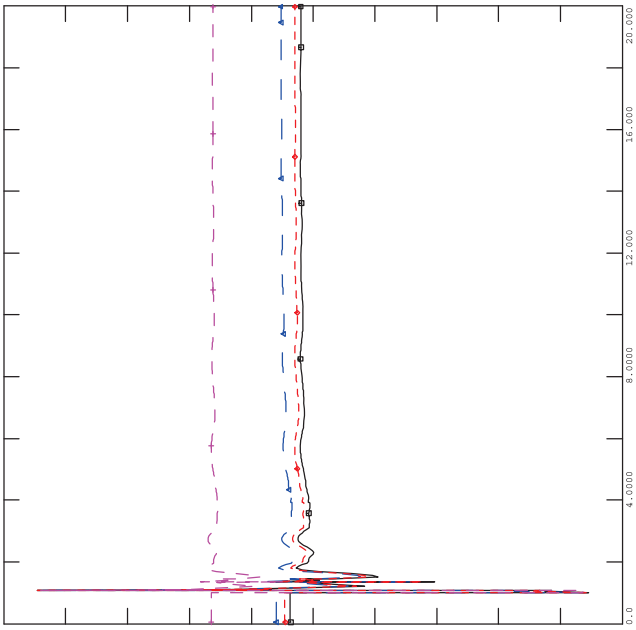
FILE: Scn3_SL_16_1037L_Foothills.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.5783 -0.0874
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.8741 0.01280
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.7595 0.04130
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.8570 0.01400

TIME (SECONDS)



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_16_1037L_FOOTHILLS

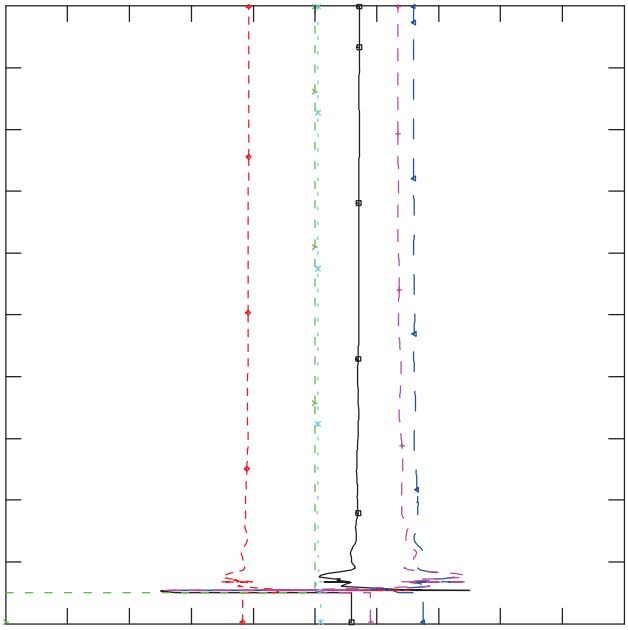
FILE: Scn3_SL_16_1037L_Foothills.out

WED, MAY 15 2024 22:36

BRANCH Q

CHNL# 674: [1037L Q]
5000.0 -5000.
CHNL# 672: [727L Q]
39.819 -42.78
CHNL# 670: [1106L Q]
472.09 -509.4
CHNL# 668: [646L Q]
56.372 -58.79
CHNL# 666: [753L Q]
81.706 -64.54
CHNL# 664: [1080L Q]
1285.2 -663.1

TIME (SECONDS)



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_16_1037L_FOOTHILLS

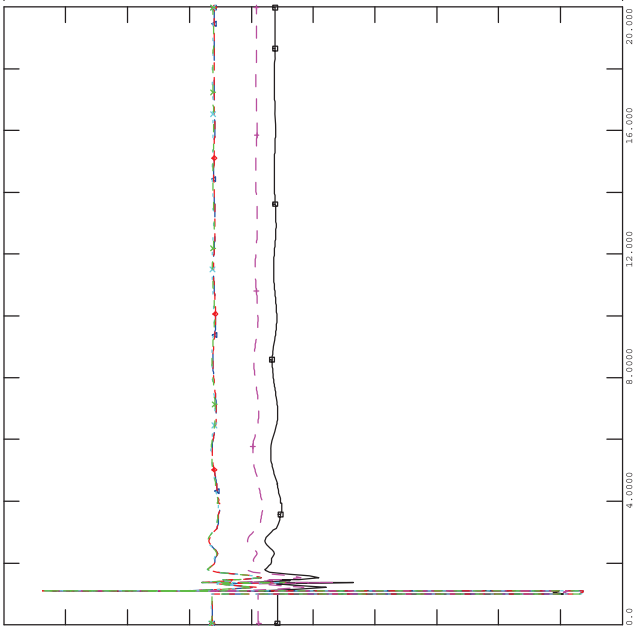
FILE: Scn3_SL_16_1037L_Foothills.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.5870 -0.0576
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.5778 -0.0878
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.5259 0.36900
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.5738 -0.0149
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.5750 -0.0166
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.5242 0.47720

TIME (SECONDS)



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_16_1037L_FOOTHILLS

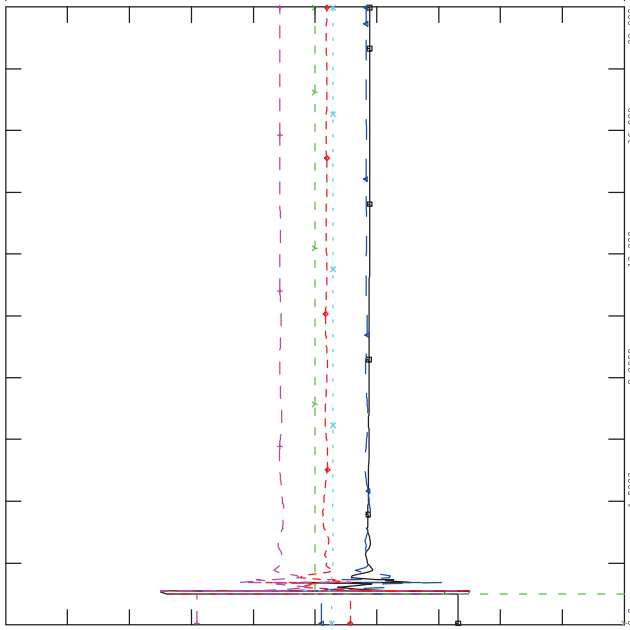
FILE: Scn3_SL_16_1037L_Foothills.out

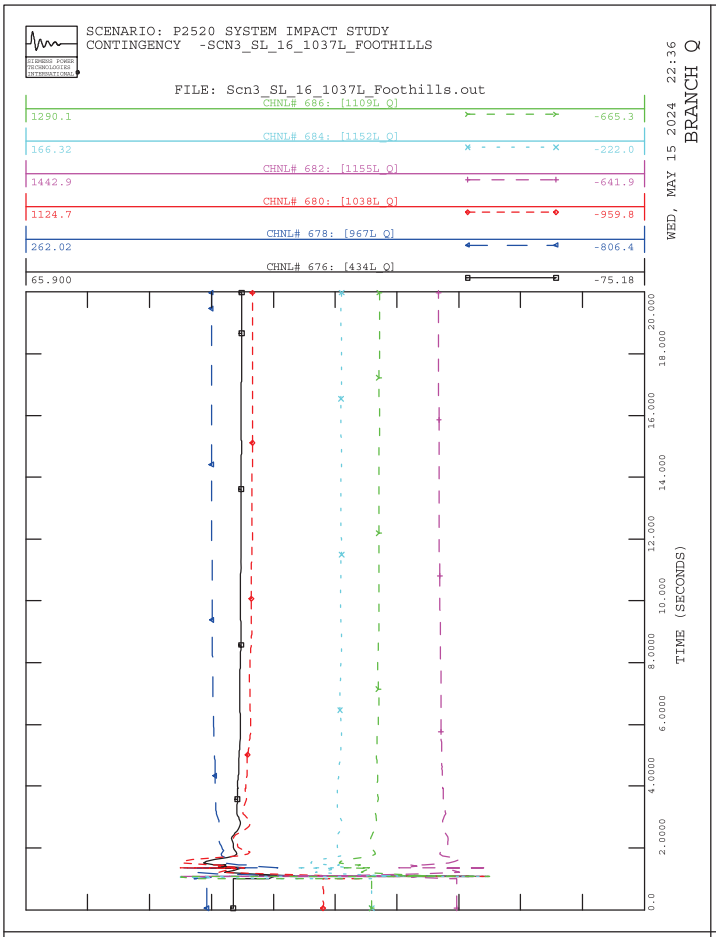
WED, MAY 15 2024 22:36

BRANCH P

CHNL# 673: [1037L P]
5000.0 -5000.
CHNL# 671: [727L P]
39.391 -45.63
CHNL# 669: [1106L P]
1122.3 -372.4
CHNL# 667: [646L P]
40.439 -119.0
CHNL# 665: [753L P]
96.411 -43.52
CHNL# 663: [1080L P]
415.37 -764.6

TIME (SECONDS)




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_16_1037L_FOOTHILLS
FILE: Scn3_SL_16_1037L_Foothills.out
CHNL# 686: [1109L Q]
1290.1
-665.3
CHNL# 684: [1152L Q]
166.32
-222.0
CHNL# 682: [1155L Q]
1442.9
-641.9
CHNL# 680: [1038L Q]
1124.7
-959.8
CHNL# 678: [967L Q]
262.02
-806.4
CHNL# 676: [434L Q]
65.900
-75.18
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
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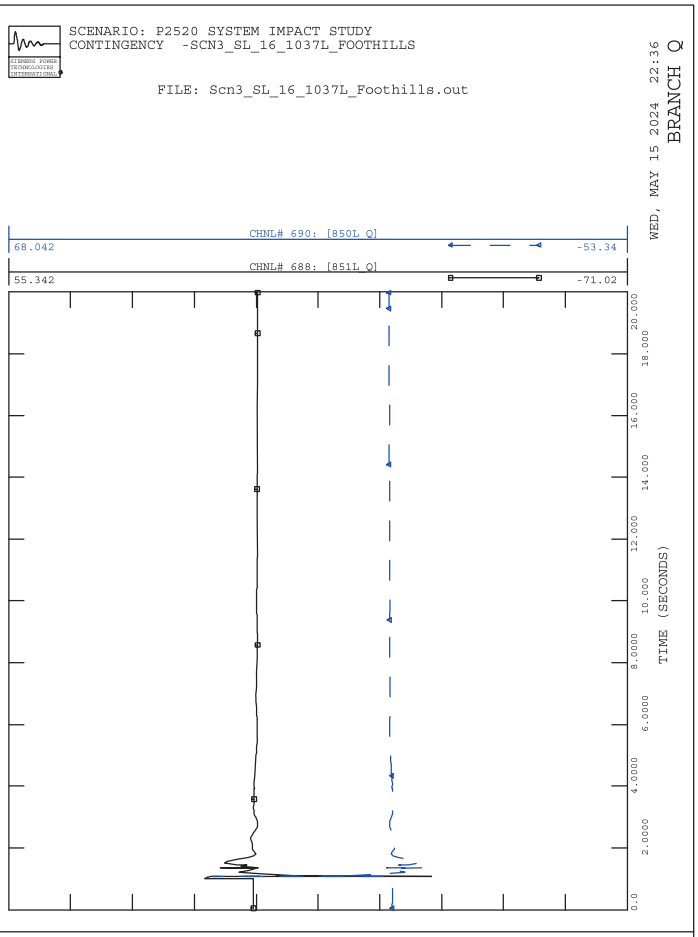
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_16_1037L_FOOTHILLS
FILE: Scn3_SL_16_1037L_Foothills.out
CHNL# 690: [850L Q]
68.042
-53.34
CHNL# 688: [851L Q]
55.342
-71.02
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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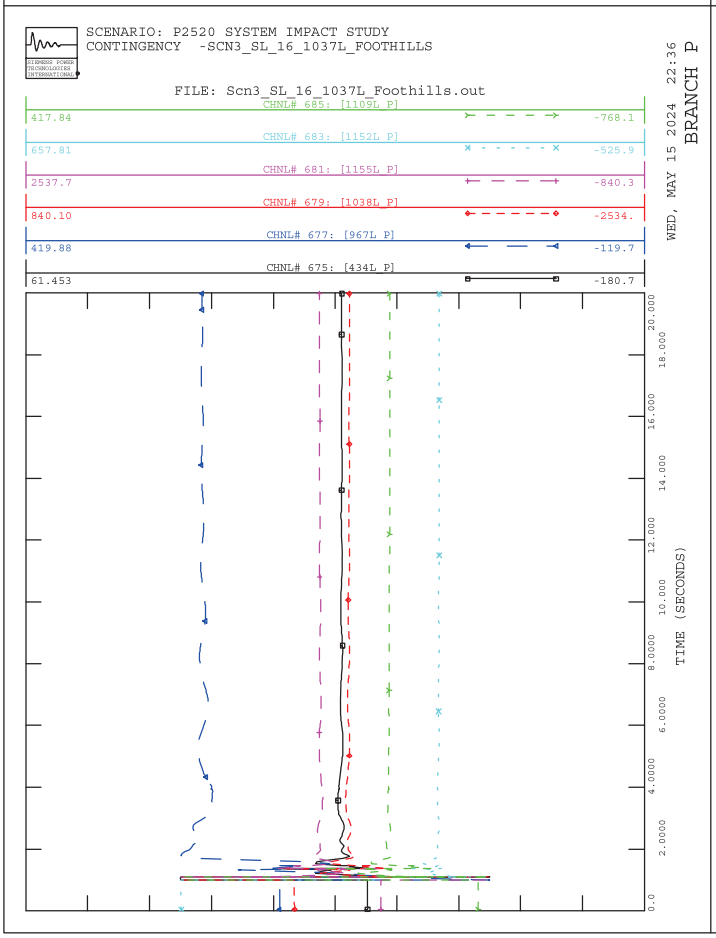
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_16_1037L_FOOTHILLS
FILE: Scn3_SL_16_1037L_Foothills.out
CHNL# 685: [1109L P]
417.84
-768.1
CHNL# 683: [1152L P]
657.81
-525.9
CHNL# 681: [1155L P]
2537.7
-840.3
CHNL# 679: [1038L P]
840.10
-2534.
CHNL# 677: [967L P]
419.88
-119.7
CHNL# 675: [434L P]
61.453
-180.7
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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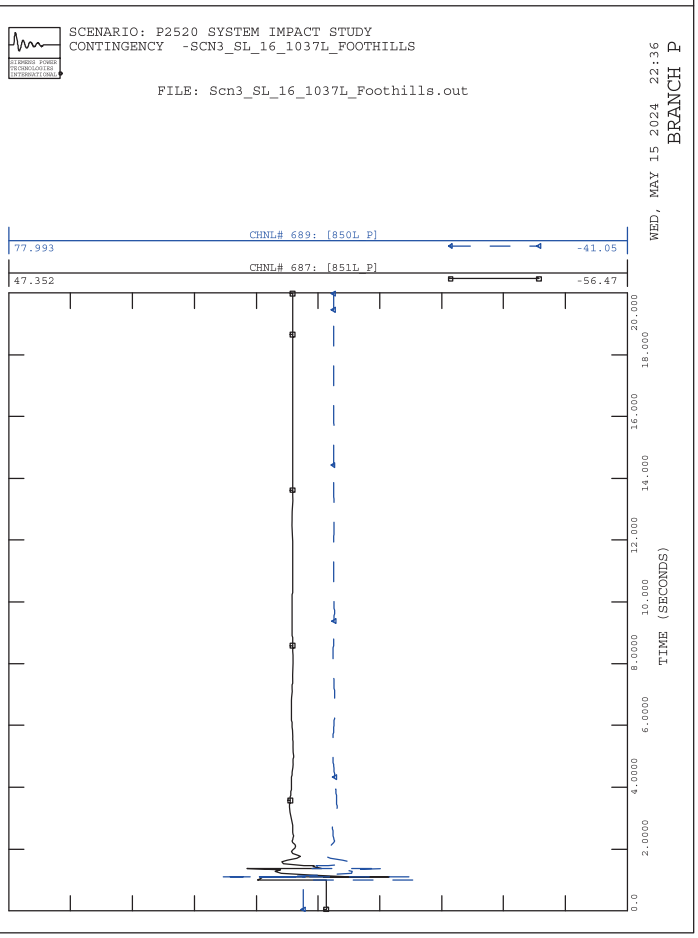
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_16_1037L_FOOTHILLS
FILE: Scn3_SL_16_1037L_Foothills.out
CHNL# 689: [850L P]
77.993
-41.05
CHNL# 687: [851L P]
47.352
-56.47
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

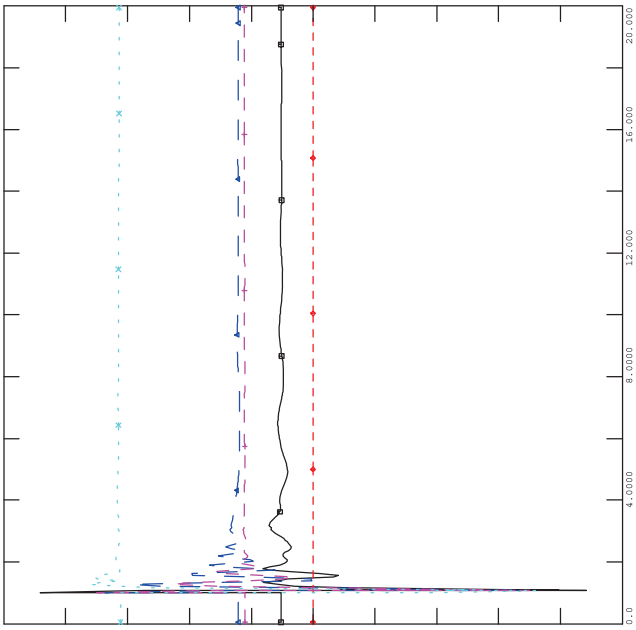
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_17_1038L_WILLOWCREEK

FILE: Scn3_SL_17_1038L_WillowCreek.out

WED, MAY 15 2024 22:36

ACTIVE POWER

CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.2836 -0.1662
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.69230 -0.6436
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000 -0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.66310 -0.5661
CHNL# 215: [POWR 773[SECST 20.000]1]
2.7059 -0.6961



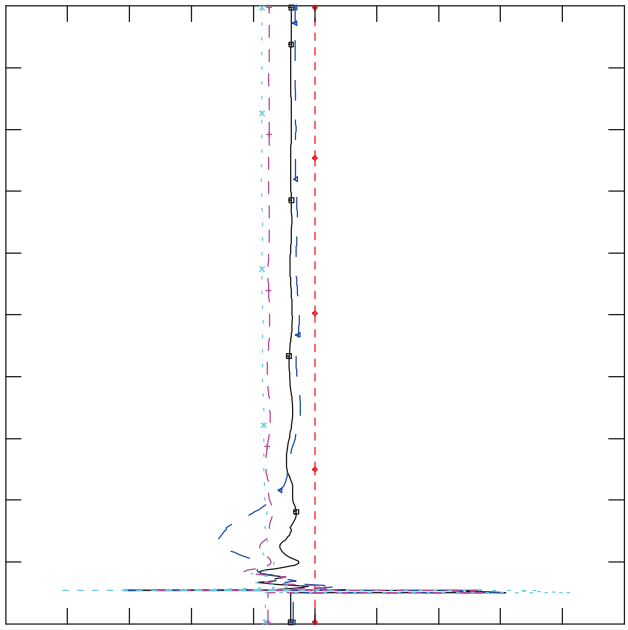
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_17_1038L_WILLOWCREEK

FILE: Scn3_SL_17_1038L_WillowCreek.out

WED, MAY 15 2024 22:36

TERMINAL VOLTAGE

CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.5433 0.36710
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2243 0.78930
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000 -0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.2349 0.72980
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2608 0.73840



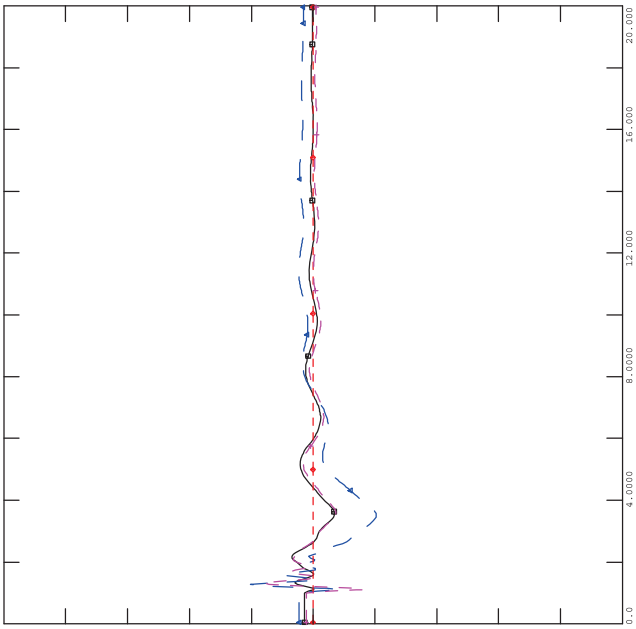
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_17_1038L_WILLOWCREEK

FILE: Scn3_SL_17_1038L_WillowCreek.out

WED, MAY 15 2024 22:36

ROTOR ANGLE

CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
38.982 -79.84
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000 -50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
43.795 -81.81
CHNL# 1: [ANGL 773[SECST 20.000]1]
31.827 -75.57



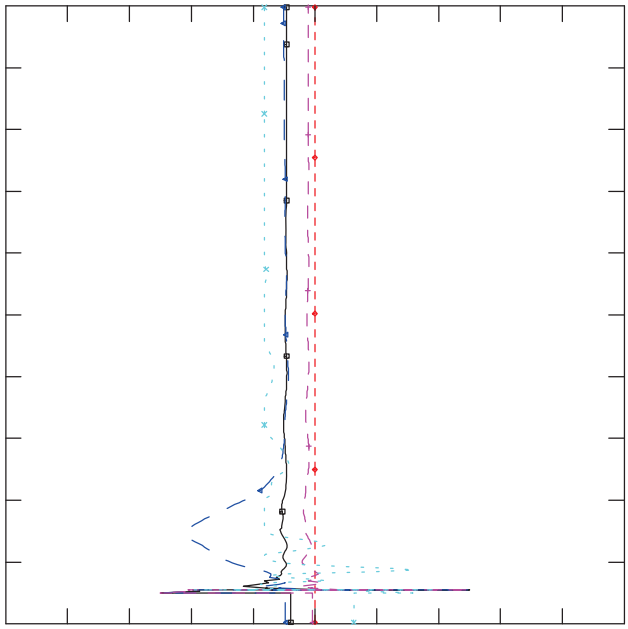
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_17_1038L_WILLOWCREEK

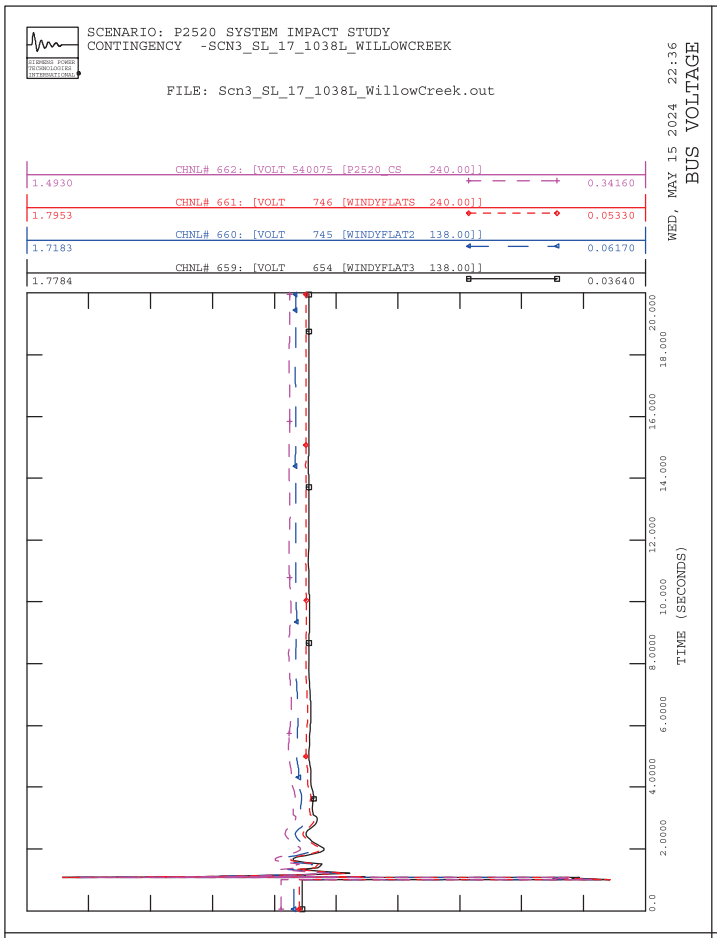
FILE: Scn3_SL_17_1038L_WillowCreek.out

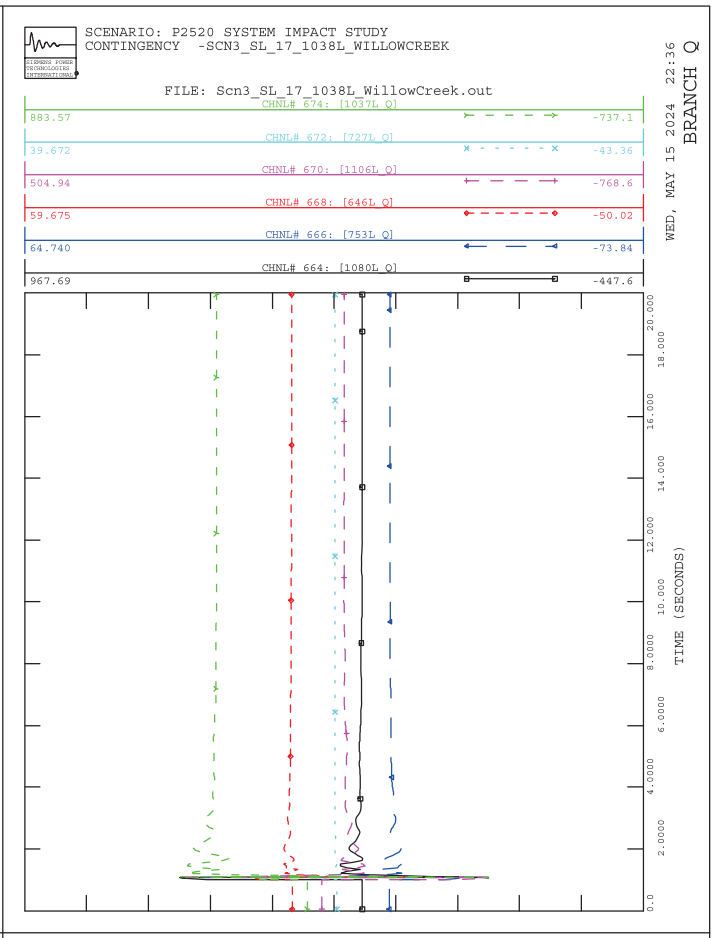
WED, MAY 15 2024 22:36

REACTIVE POWER

CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.2122 -0.4374
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.0490 -1.009
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000 -0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
0.95350 -1.228
CHNL# 322: [VARS 773[SECST 20.000]1]
6.1009 -6.663




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_17_1038L_WILLOWCREEK
FILE: Scn3_SL_17_1038L_WillowCreek.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.4930
0.34160
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.7953
0.05330
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.7183
0.06170
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.7784
0.03640
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_17_1038L_WILLOWCREEK
FILE: Scn3_SL_17_1038L_WillowCreek.out
CHNL# 674: [1037L Q]
883.57
-737.1
CHNL# 672: [727L Q]
39.672
-43.36
CHNL# 670: [1106L Q]
504.94
-768.6
CHNL# 668: [646L Q]
59.675
-50.02
CHNL# 666: [753L Q]
64.740
-73.84
CHNL# 664: [1080L Q]
967.69
-447.6
BRANCH Q
WED, MAY 15 2024 22:36
TIME (SECONDS)
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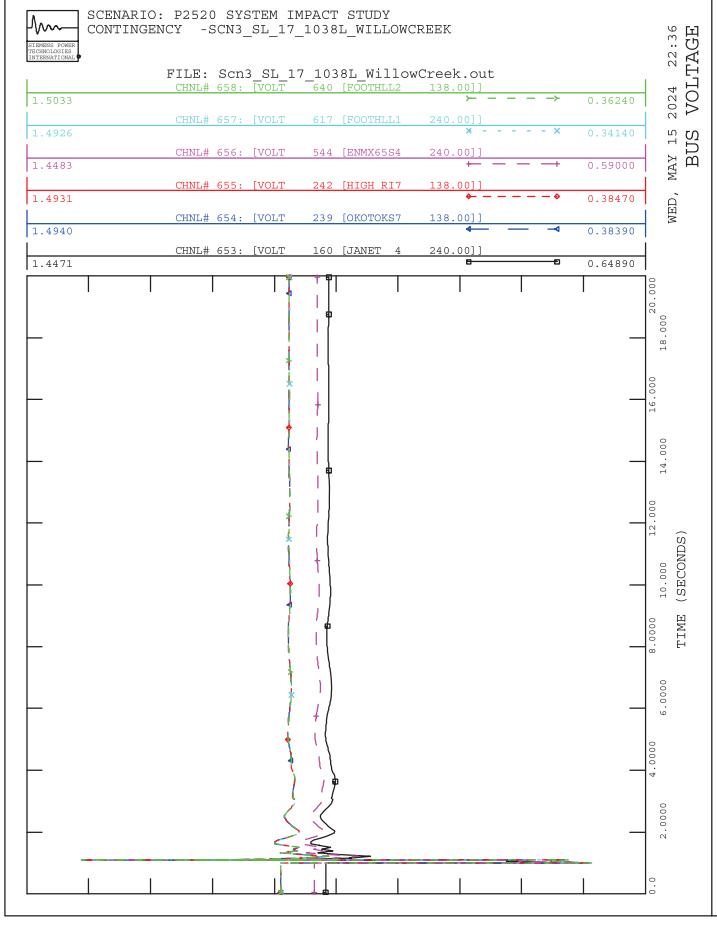
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_17_1038L_WILLOWCREEK
FILE: Scn3_SL_17_1038L_WillowCreek.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.5033
0.36240
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.4926
0.34140
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.4483
0.59000
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.4931
0.38470
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.4940
0.38390
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.4471
0.64890
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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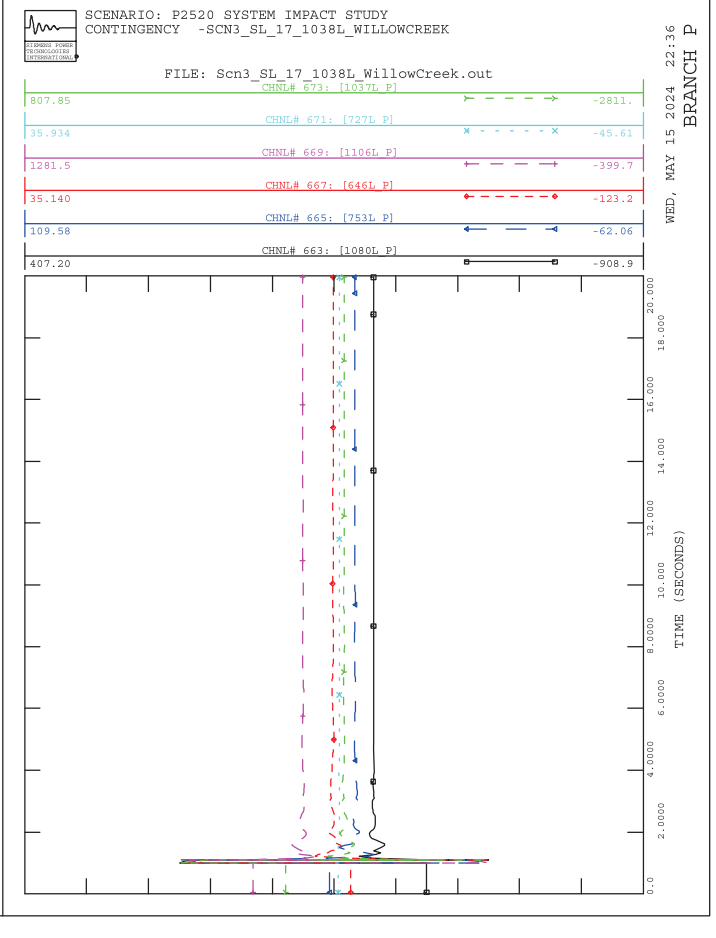
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_17_1038L_WILLOWCREEK
FILE: Scn3_SL_17_1038L_WillowCreek.out
CHNL# 673: [1037L P]
807.85
-2811.
CHNL# 671: [727L P]
35.934
-45.61
CHNL# 669: [1106L P]
1281.5
-399.7
CHNL# 667: [646L P]
35.140
-123.2
CHNL# 665: [753L P]
109.58
-62.06
CHNL# 663: [1080L P]
407.20
-908.9
BRANCH P
WED, MAY 15 2024 22:36
TIME (SECONDS)
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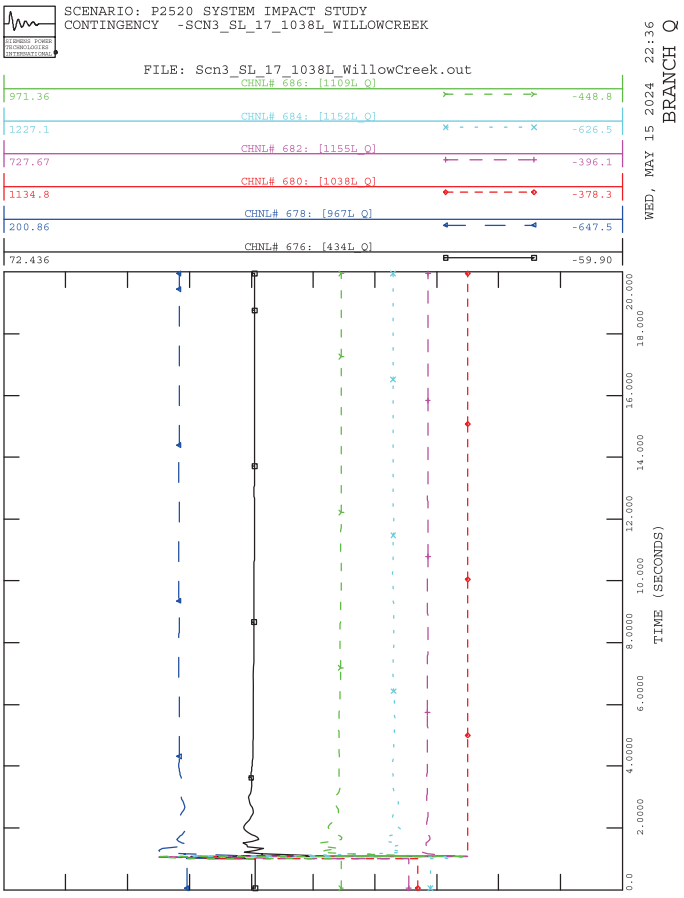
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_17_1038L_WILLOWCREEK
FILE: Scn3_SL_17_1038L_WillowCreek.out
CHNL# 686: [1109L Q]
971.36
-448.8
CHNL# 684: [1152L Q]
1227.1
-626.5
CHNL# 682: [1155L Q]
727.67
-396.1
CHNL# 680: [1038L Q]
1134.8
-378.3
CHNL# 678: [967L Q]
200.86
-647.5
CHNL# 676: [434L Q]
72.436
-59.90
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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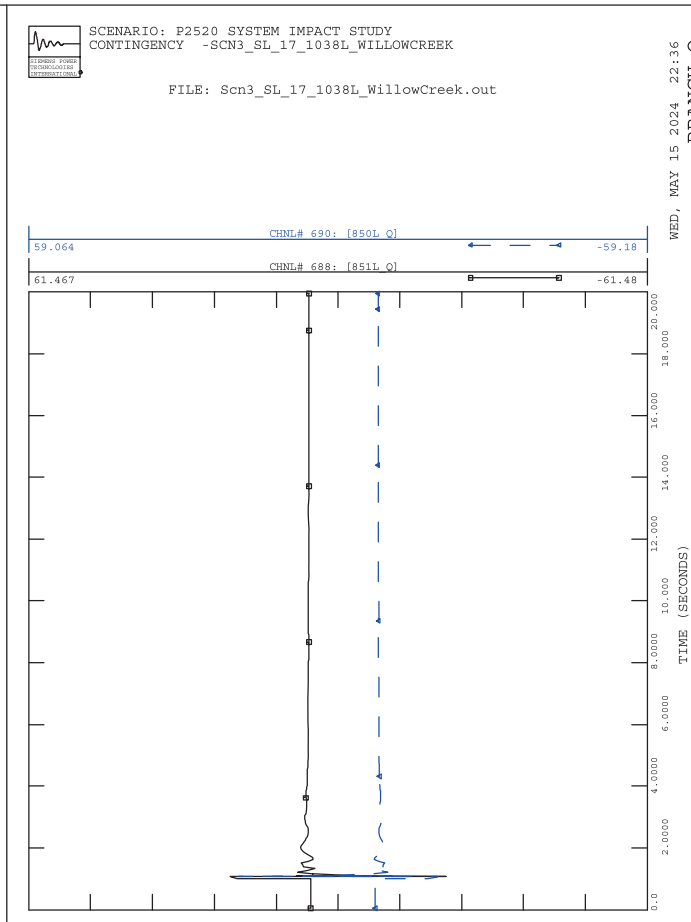
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_17_1038L_WILLOWCREEK
FILE: Scn3_SL_17_1038L_WillowCreek.out
CHNL# 690: [850L Q]
59.064
-59.18
CHNL# 688: [851L Q]
61.467
-61.48
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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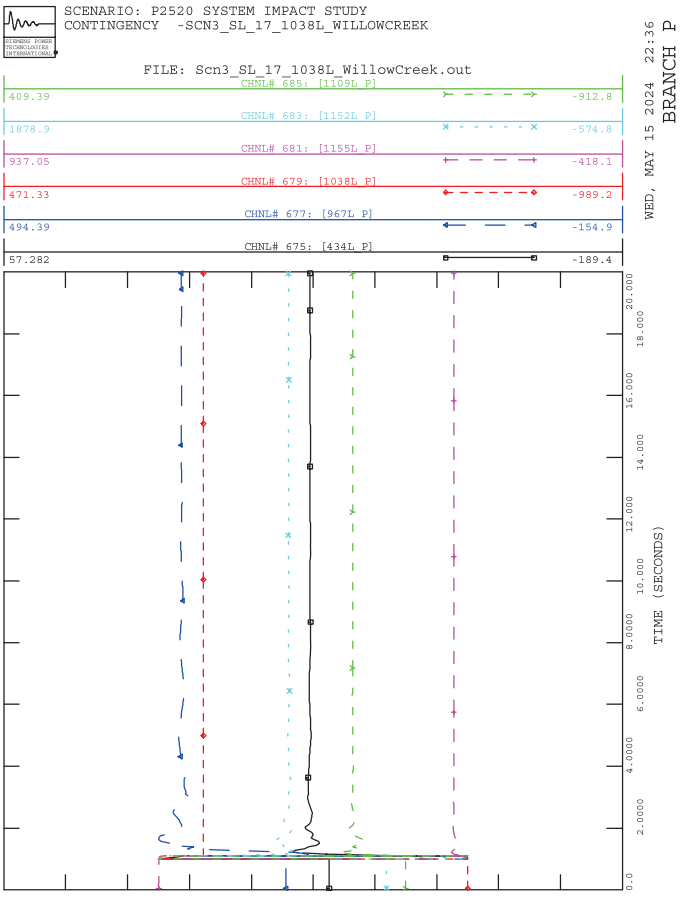
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_17_1038L_WILLOWCREEK
FILE: Scn3_SL_17_1038L_WillowCreek.out
CHNL# 685: [1109L P]
409.39
-912.8
CHNL# 683: [1152L P]
1878.9
-574.8
CHNL# 681: [1155L P]
937.05
-418.1
CHNL# 679: [1038L P]
471.33
-989.2
CHNL# 677: [967L P]
494.39
-154.9
CHNL# 675: [434L P]
57.282
-189.4
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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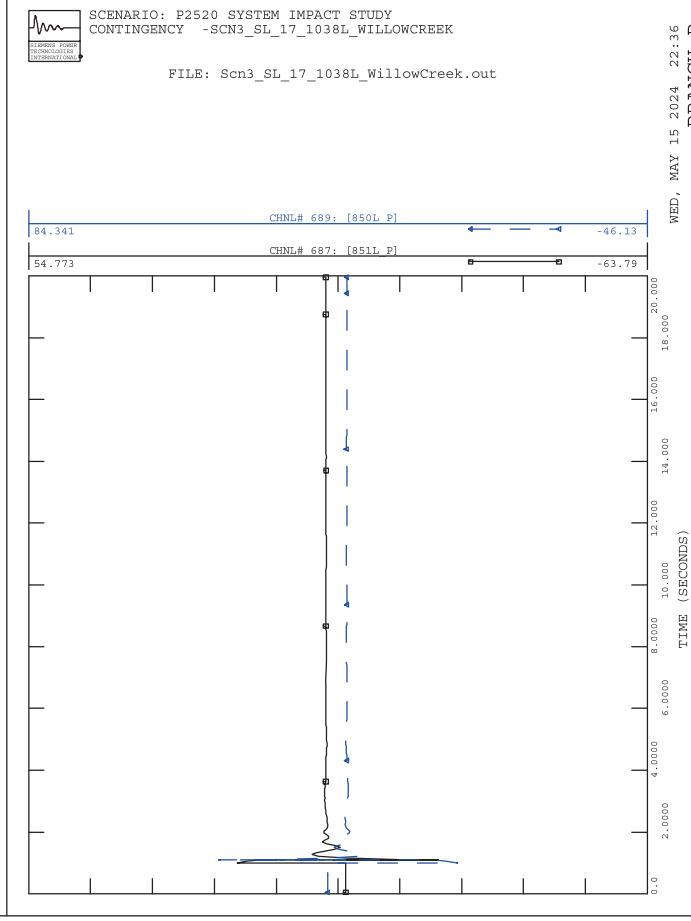
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_17_1038L_WILLOWCREEK
FILE: Scn3_SL_17_1038L_WillowCreek.out
CHNL# 689: [850L P]
84.341
-46.13
CHNL# 687: [851L P]
54.773
-63.79
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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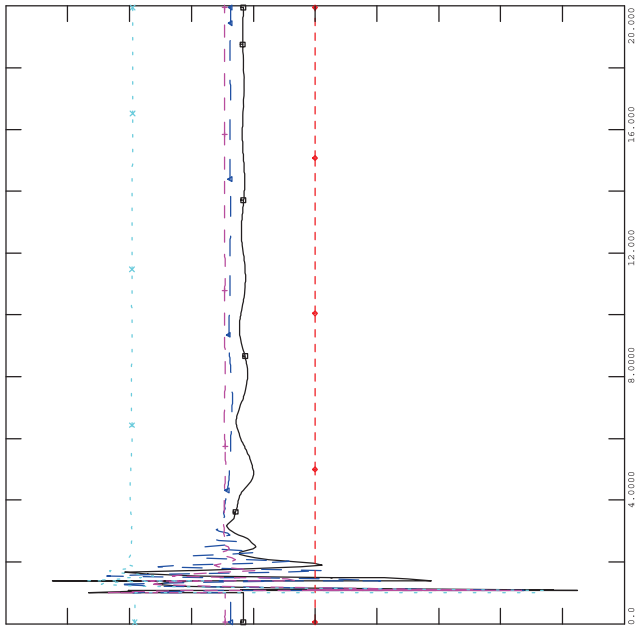
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_18_1038L_FOOTHILLS

FILE: Scn3_SL_18_1038L_Foothills.out

WED, MAY 15 2024 22:36

ACTIVE POWER

CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.3283 -0.2000
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.59910 -0.6059
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000 -0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.64390 -0.5871
CHNL# 215: [POWR 773[SECST 20.000]1]
2.1948 -0.4493



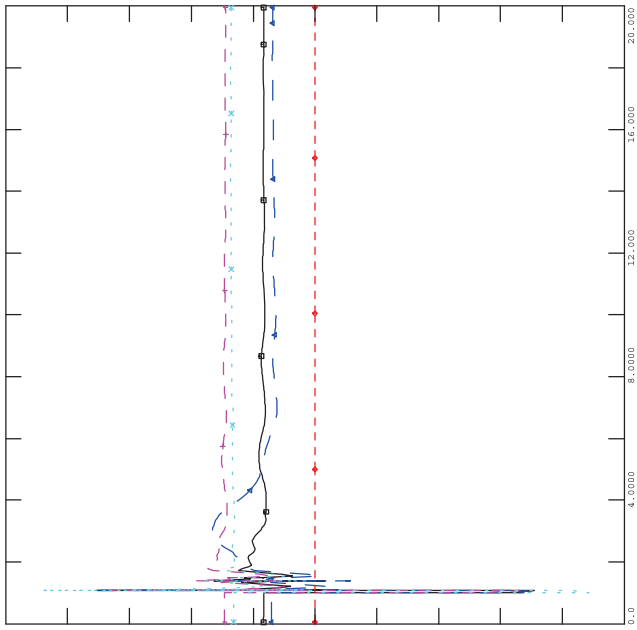
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_18_1038L_FOOTHILLS

FILE: Scn3_SL_18_1038L_Foothills.out

WED, MAY 15 2024 22:36

TERMINAL VOLTAGE

CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.6958 -0.0589
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2506 0.65580
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000 -0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.2796 0.62820
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.3049 0.62090



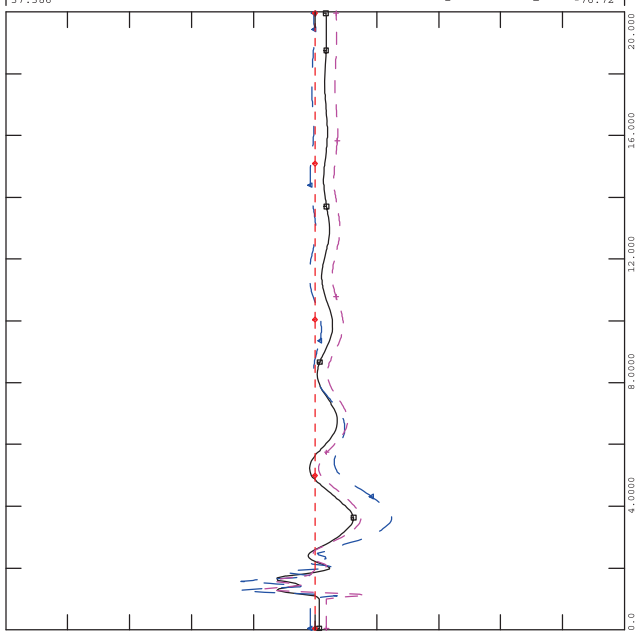
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_18_1038L_FOOTHILLS

FILE: Scn3_SL_18_1038L_Foothills.out

WED, MAY 15 2024 22:36

ROTOR ANGLE

CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
42.823 -76.67
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000 -50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
49.164 -83.62
CHNL# 1: [ANGL 773[SECST 20.000]1]
37.386 -76.72



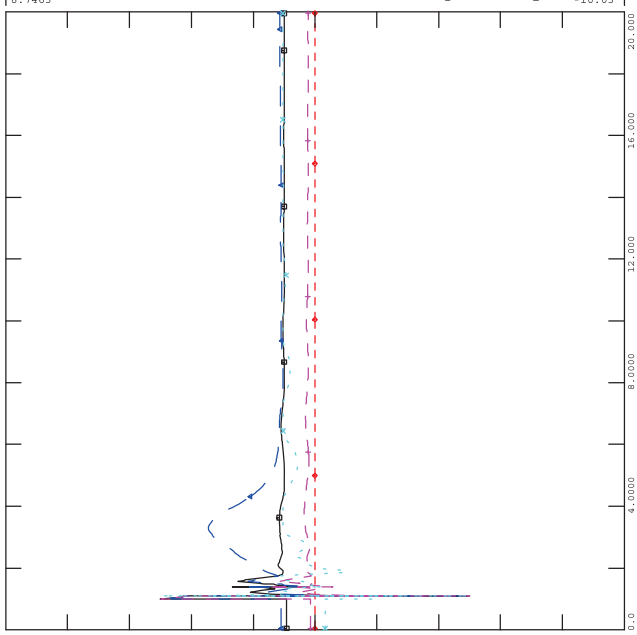
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_18_1038L_FOOTHILLS

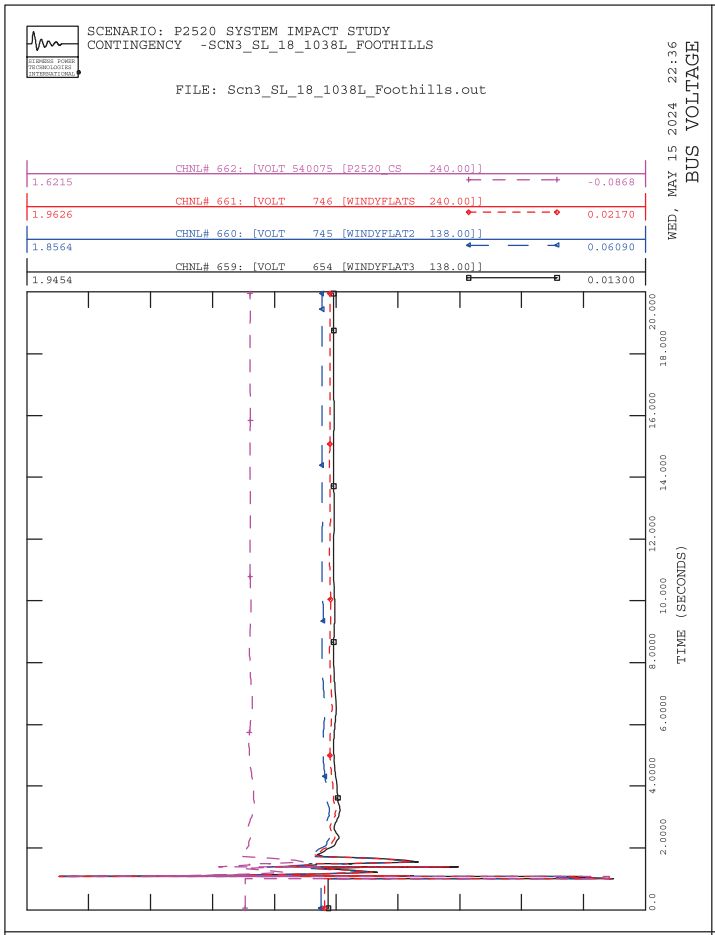
FILE: Scn3_SL_18_1038L_Foothills.out

WED, MAY 15 2024 22:36

REACTIVE POWER

CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
2.0954 -1.411
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.5943 -1.583
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000 -0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.4093 -1.831
CHNL# 322: [VARS 773[SECST 20.000]1]
8.7463 -10.03




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_18_1038L_FOOTHILLS
FILE: Scn3_SL_18_1038L_Foothills.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.6215
-0.0868
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.9626
0.02170
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.8564
0.06090
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.9454
0.01300
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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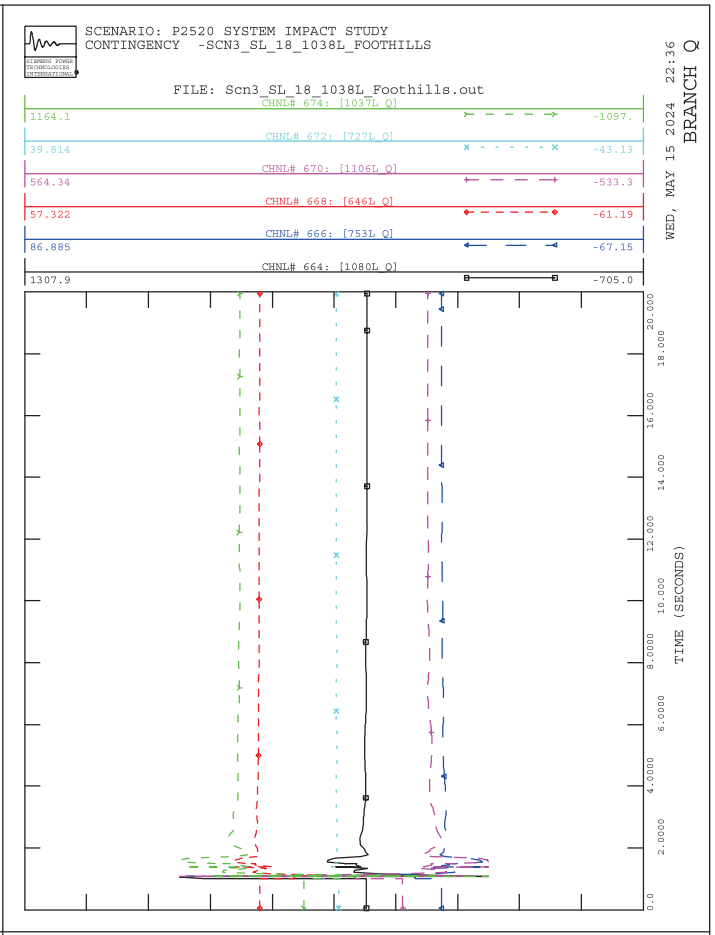
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_18_1038L_FOOTHILLS
FILE: Scn3_SL_18_1038L_Foothills.out
CHNL# 674: [1037L Q]
1164.1
-1097.
CHNL# 672: [727L Q]
39.814
-43.13
CHNL# 670: [1106L Q]
564.34
-533.3
CHNL# 668: [646L Q]
57.322
-61.19
CHNL# 666: [753L Q]
86.885
-67.15
CHNL# 664: [1080L Q]
1307.9
-705.0
BRANCH Q
WED, MAY 15 2024 22:36
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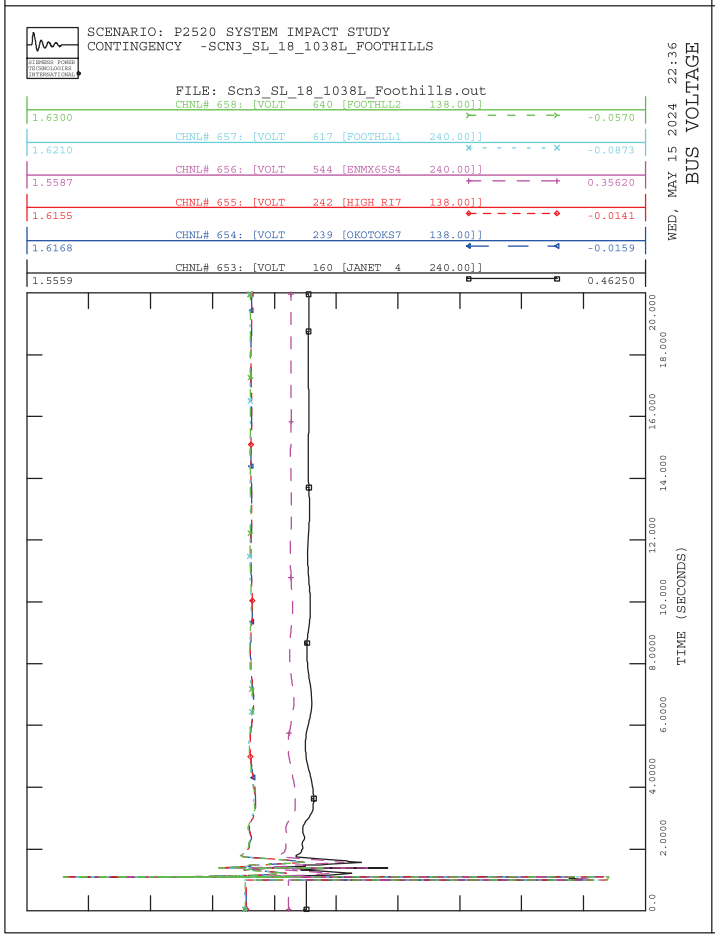
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_18_1038L_FOOTHILLS
FILE: Scn3_SL_18_1038L_Foothills.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.6300
-0.0570
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.6210
-0.0873
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.5587
0.35620
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.6155
-0.0141
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.6168
-0.0159
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.5559
0.46250
BUS VOLTAGE
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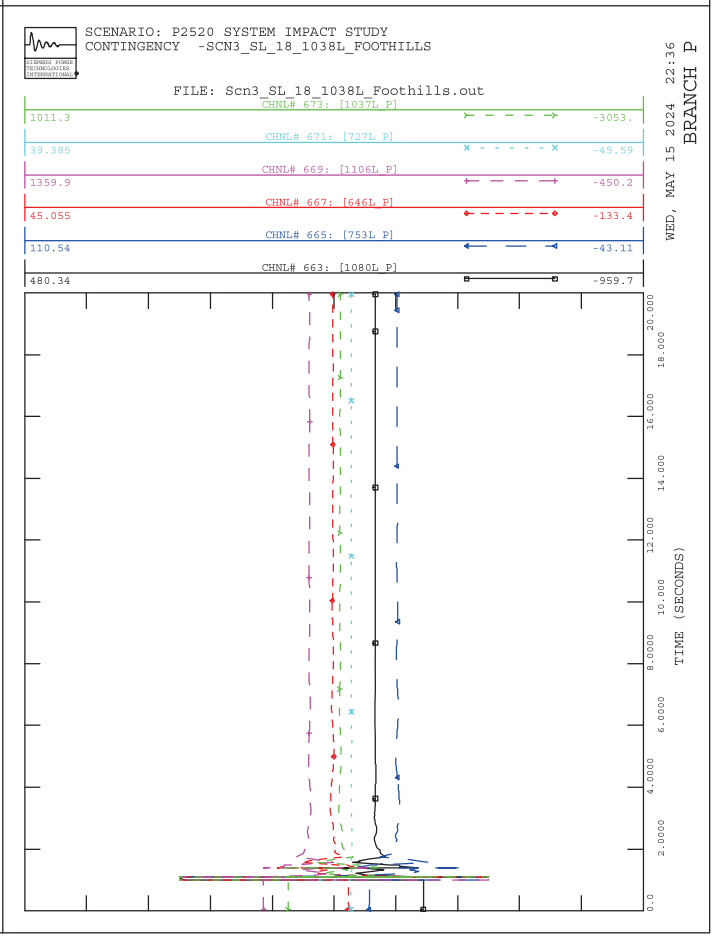
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_18_1038L_FOOTHILLS
FILE: Scn3_SL_18_1038L_Foothills.out
CHNL# 673: [1037L P]
1011.3
-3053.
CHNL# 671: [727L P]
39.385
-45.59
CHNL# 669: [1106L P]
1359.9
-450.2
CHNL# 667: [646L P]
45.055
-133.4
CHNL# 665: [753L P]
110.54
-43.11
CHNL# 663: [1080L P]
480.34
-959.7
BRANCH P
WED, MAY 15 2024 22:36
TIME (SECONDS)
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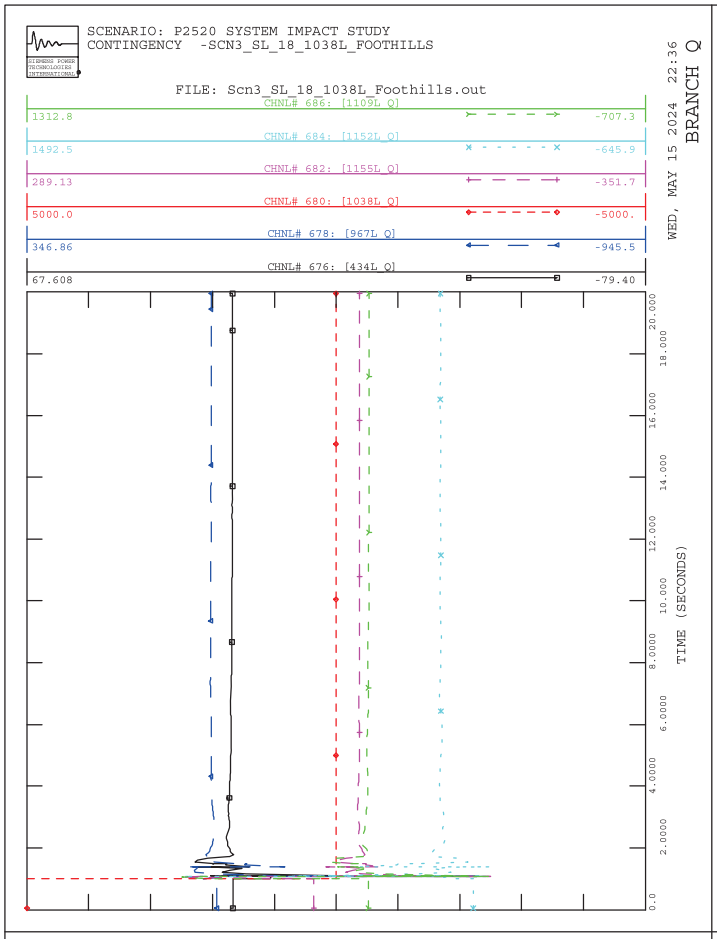
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_18_1038L_FOOTHILLS
FILE: Scn3_SL_18_1038L_Foothills.out
CHNL# 686: [1109L Q]
1312.8
-707.3
CHNL# 684: [1152L Q]
1492.5
-645.9
CHNL# 682: [1155L Q]
289.13
-351.7
CHNL# 680: [1038L Q]
5000.0
-5000.
CHNL# 678: [967L Q]
346.86
-945.5
CHNL# 676: [434L Q]
67.608
-79.40
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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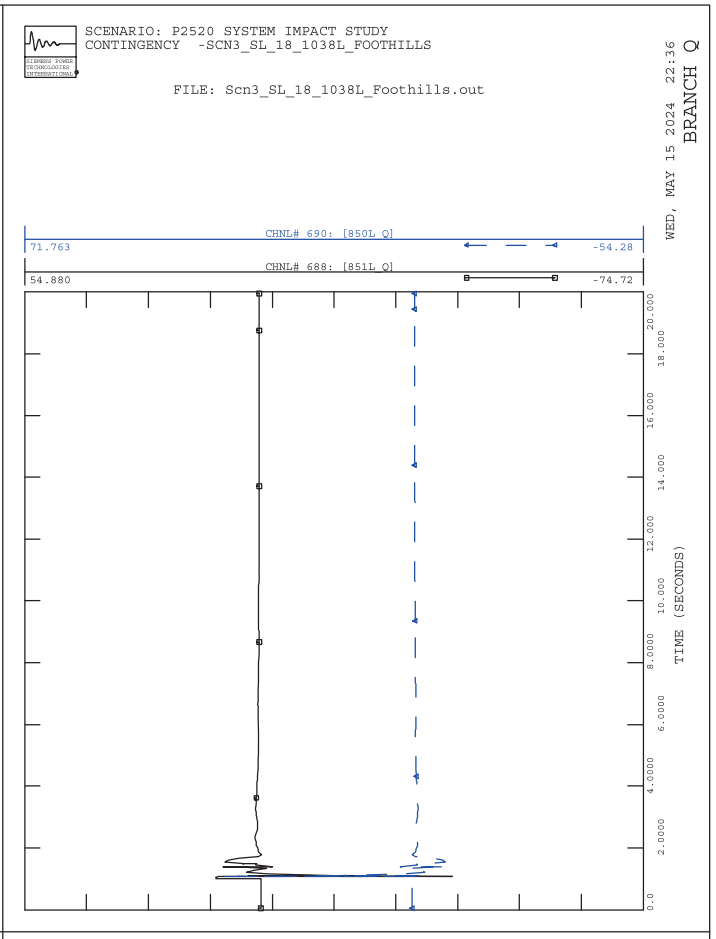
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_18_1038L_FOOTHILLS
FILE: Scn3_SL_18_1038L_Foothills.out
CHNL# 690: [850L Q]
71.763
-54.28
CHNL# 688: [851L Q]
54.880
-74.72
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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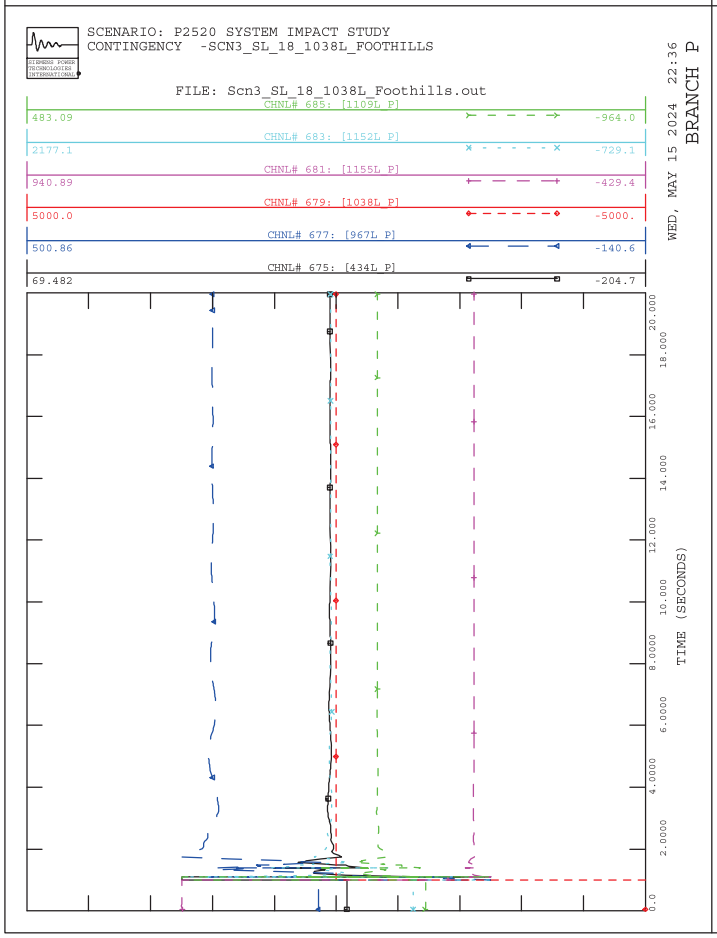
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_18_1038L_FOOTHILLS
FILE: Scn3_SL_18_1038L_Foothills.out
CHNL# 685: [1109L P]
483.09
-964.0
CHNL# 683: [1152L P]
2177.1
-729.1
CHNL# 681: [1155L P]
940.89
-429.4
CHNL# 679: [1038L P]
5000.0
-5000.
CHNL# 677: [967L P]
500.86
-140.6
CHNL# 675: [434L P]
69.482
-204.7
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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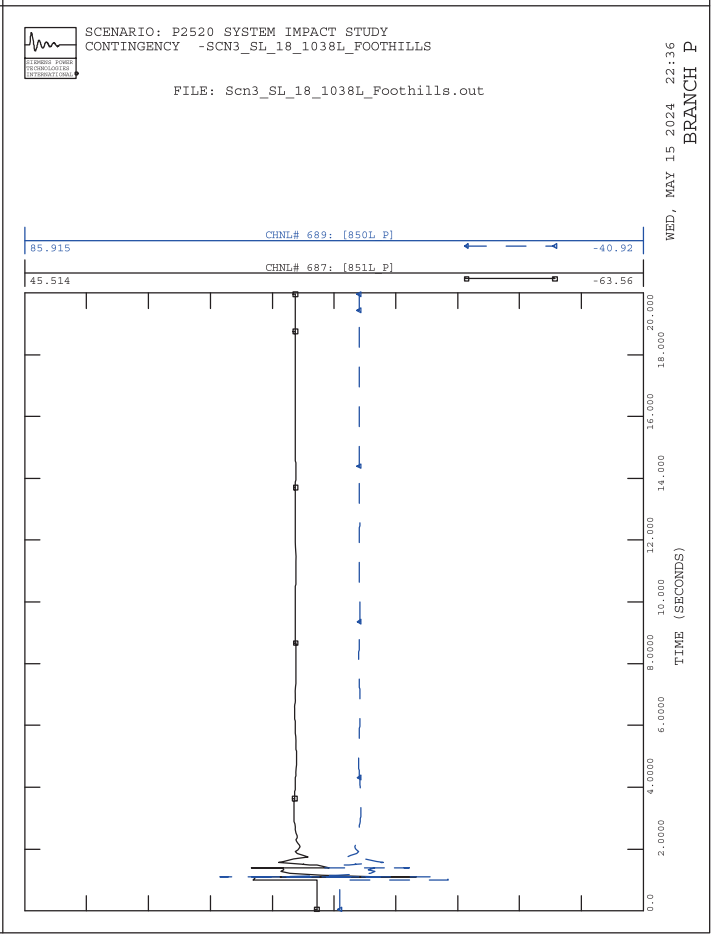
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_18_1038L_FOOTHILLS
FILE: Scn3_SL_18_1038L_Foothills.out
CHNL# 689: [850L P]
85.915
-40.92
CHNL# 687: [851L P]
45.514
-63.56
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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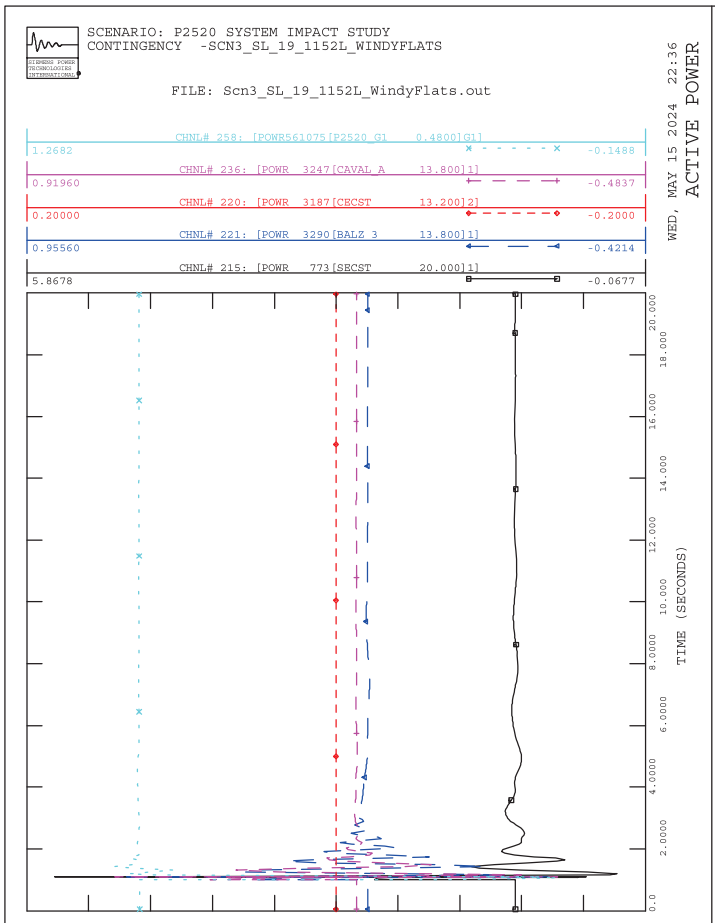
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_19_1152L_WINDYFLATS
FILE: Scn3_SL_19_1152L_WindyFlats.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.2682
-0.1488
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.91960
-0.4837
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000
-0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.95560
-0.4214
CHNL# 215: [POWR 773[SECST 20.000]1]
5.8678
-0.0677
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
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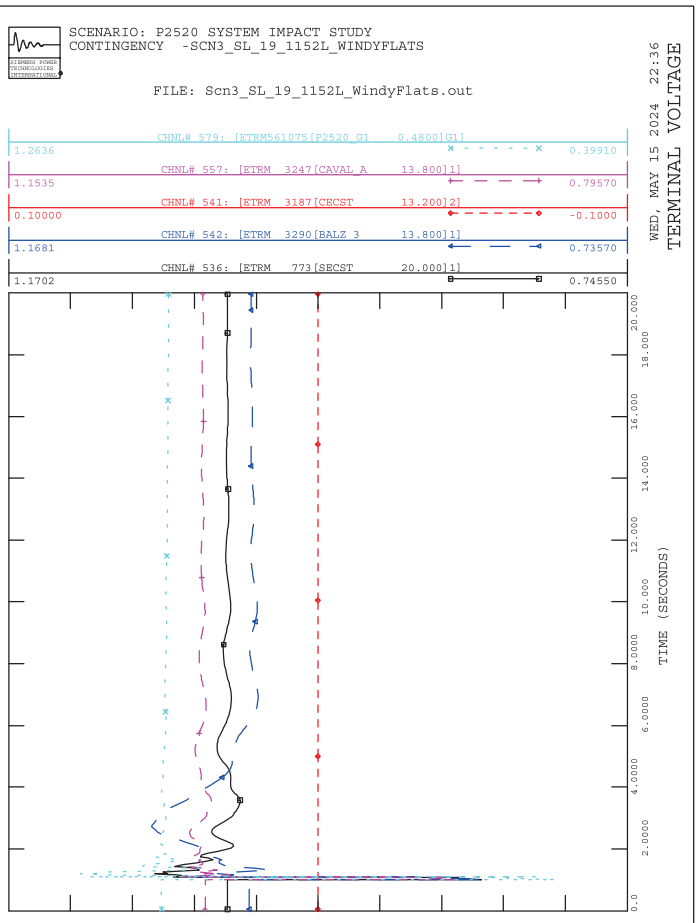
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_19_1152L_WINDYFLATS
FILE: Scn3_SL_19_1152L_WindyFlats.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.2636
0.39910
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.1535
0.79570
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000
-0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1681
0.73570
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.1702
0.74550
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
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2.0000
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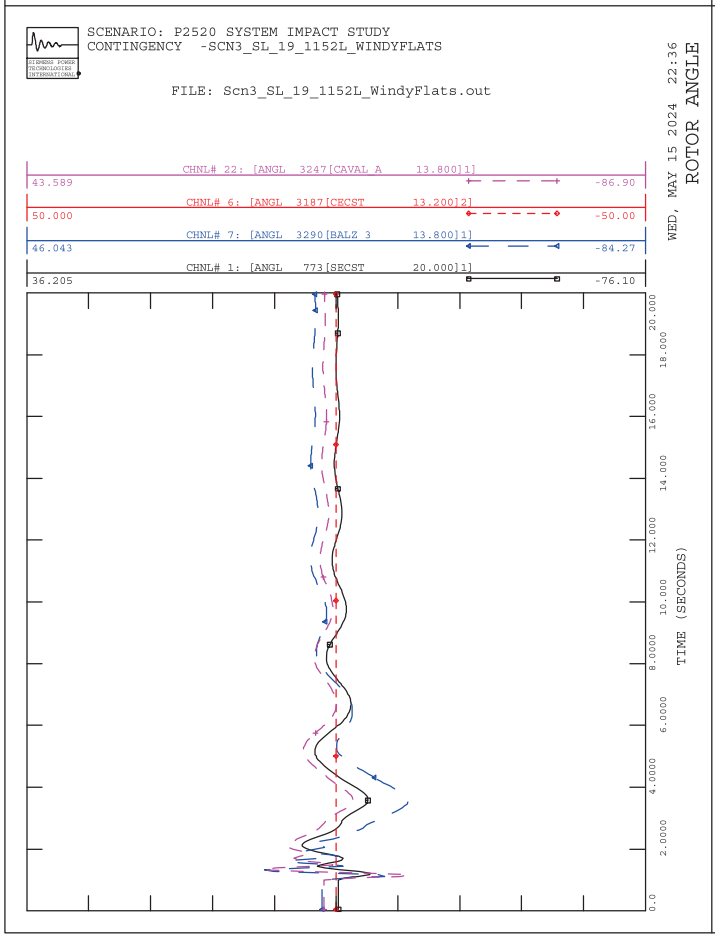
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_19_1152L_WINDYFLATS
FILE: Scn3_SL_19_1152L_WindyFlats.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
43.589
-86.90
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000
-50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
46.043
-84.27
CHNL# 1: [ANGL 773[SECST 20.000]1]
36.205
-76.10
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
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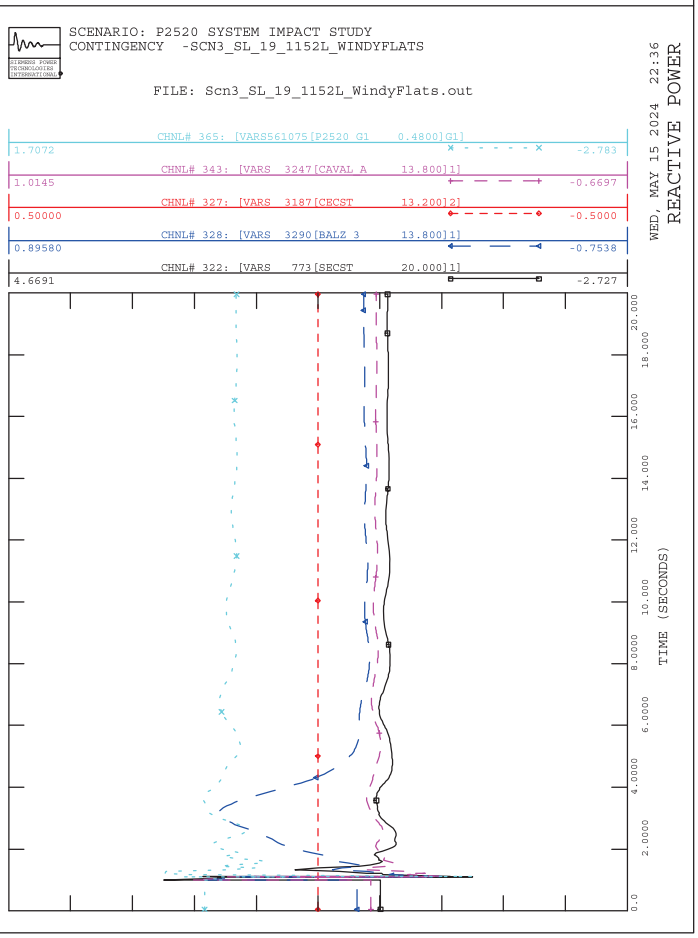
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_19_1152L_WINDYFLATS
FILE: Scn3_SL_19_1152L_WindyFlats.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.7072
-2.783
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.0145
-0.6697
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000
-0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
0.89580
-0.7538
CHNL# 322: [VARS 773[SECST 20.000]1]
4.6691
-2.727
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
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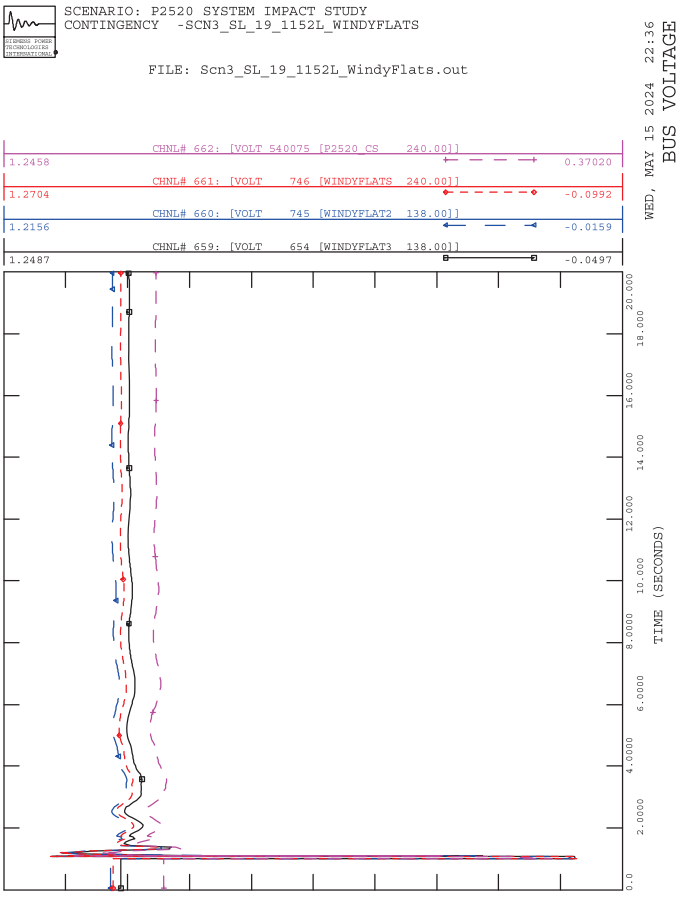
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_19_1152L_WINDYFLATS
FILE: Scn3_SL_19_1152L_WindyFlats.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2458
0.37020
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.2704
-0.0992
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.2156
-0.0159
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.2487
-0.0497
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
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2.0000
4.0000
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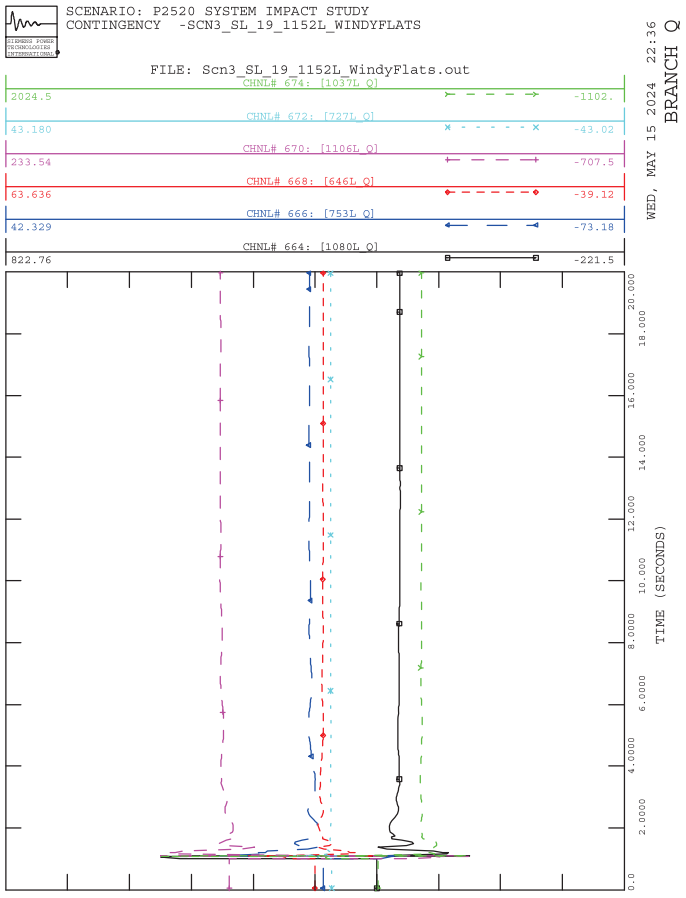
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_19_1152L_WINDYFLATS
FILE: Scn3_SL_19_1152L_WindyFlats.out
CHNL# 674: [1037L Q]
2024.5
-1102.
CHNL# 672: [727L Q]
43.180
-43.02
CHNL# 670: [1106L Q]
233.54
-707.5
CHNL# 668: [646L Q]
63.636
-39.12
CHNL# 666: [753L Q]
42.329
-73.18
CHNL# 664: [1080L Q]
822.76
-221.5
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
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12.000
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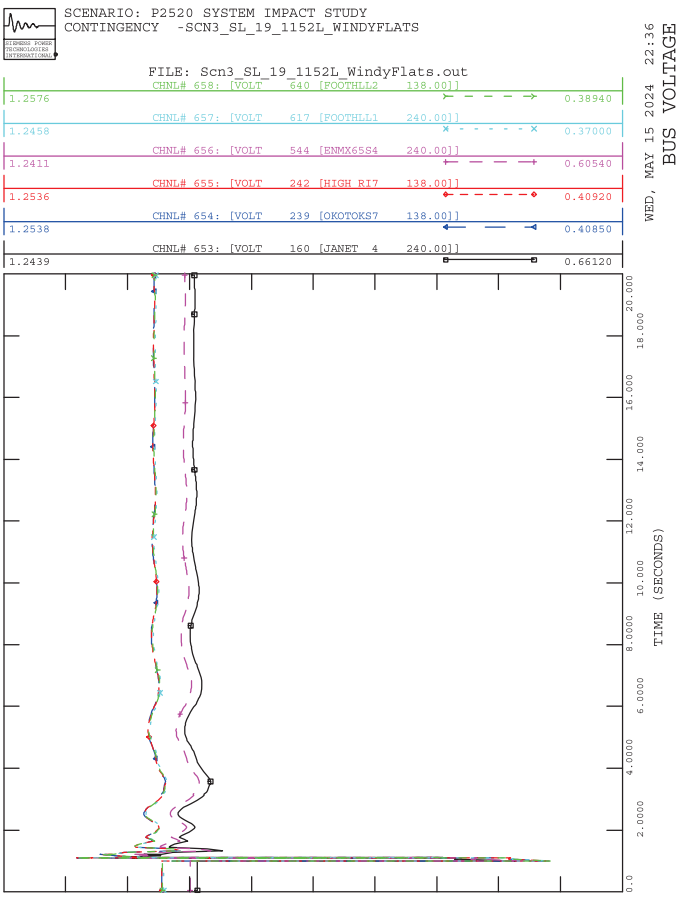
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_19_1152L_WINDYFLATS
FILE: Scn3_SL_19_1152L_WindyFlats.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2576
0.38940
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2458
0.37000
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2411
0.60540
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2536
0.40920
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2538
0.40850
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2439
0.66120
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
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4.0000
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12.000
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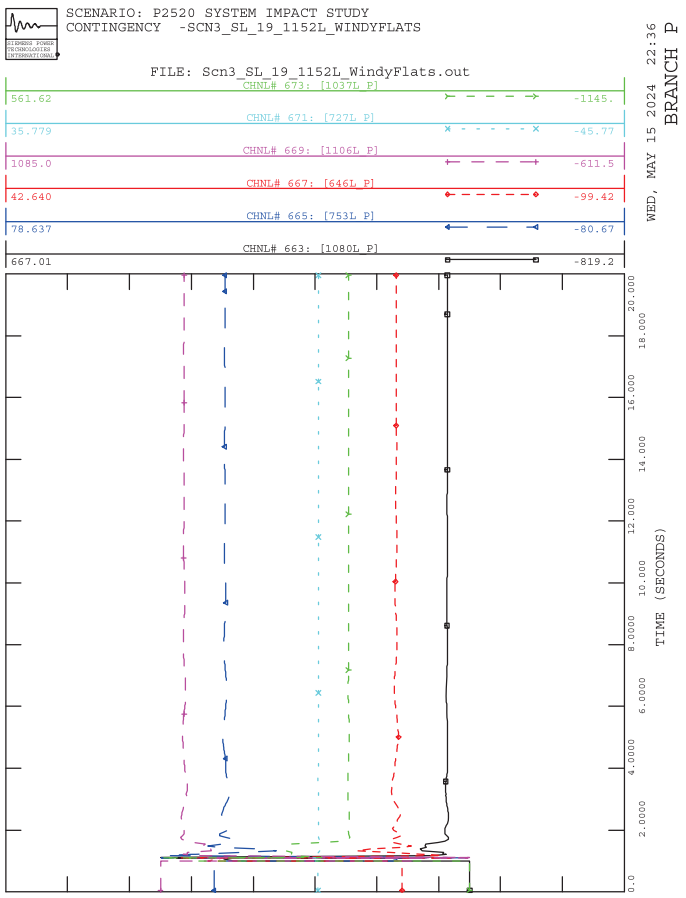
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_19_1152L_WINDYFLATS
FILE: Scn3_SL_19_1152L_WindyFlats.out
CHNL# 673: [1037L P]
561.62
-1145.
CHNL# 671: [727L P]
35.779
-45.77
CHNL# 669: [1106L P]
1085.0
-611.5
CHNL# 667: [646L P]
42.640
-99.42
CHNL# 665: [753L P]
78.637
-80.67
CHNL# 663: [1080L P]
667.01
-819.2
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
6.0000
8.0000
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12.000
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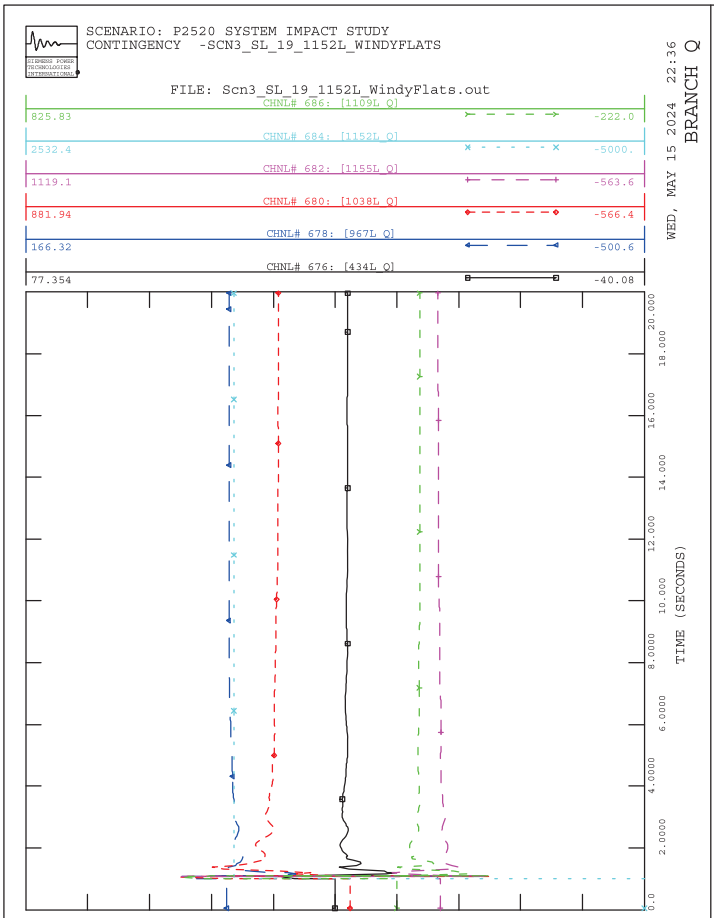
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_19_1152L_WINDYFLATS
FILE: Scn3_SL_19_1152L_WindyFlats.out
CHNL# 686: [1109L Q]
825.83
-222.0
CHNL# 684: [1152L Q]
2532.4
-5000.
CHNL# 682: [1155L Q]
1119.1
-563.6
CHNL# 680: [1038L Q]
881.94
-566.4
CHNL# 678: [967L Q]
166.32
-500.6
CHNL# 676: [434L Q]
77.354
-40.08
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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2.0000
4.0000
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8.0000
10.000
12.000
14.000
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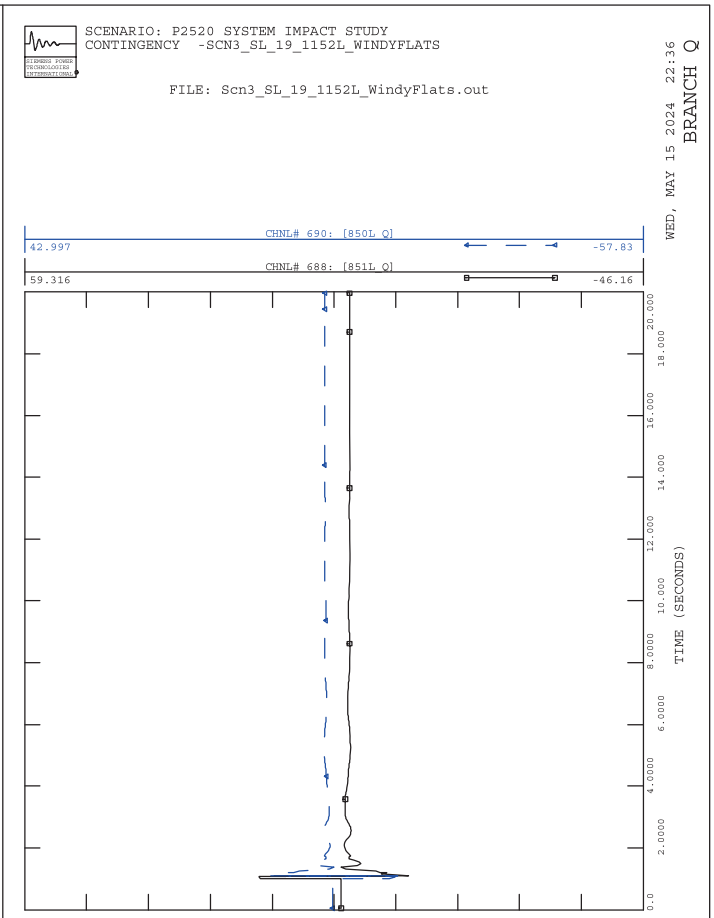
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_19_1152L_WINDYFLATS
FILE: Scn3_SL_19_1152L_WindyFlats.out
CHNL# 690: [850L Q]
42.997
-57.83
CHNL# 688: [851L Q]
59.316
-46.16
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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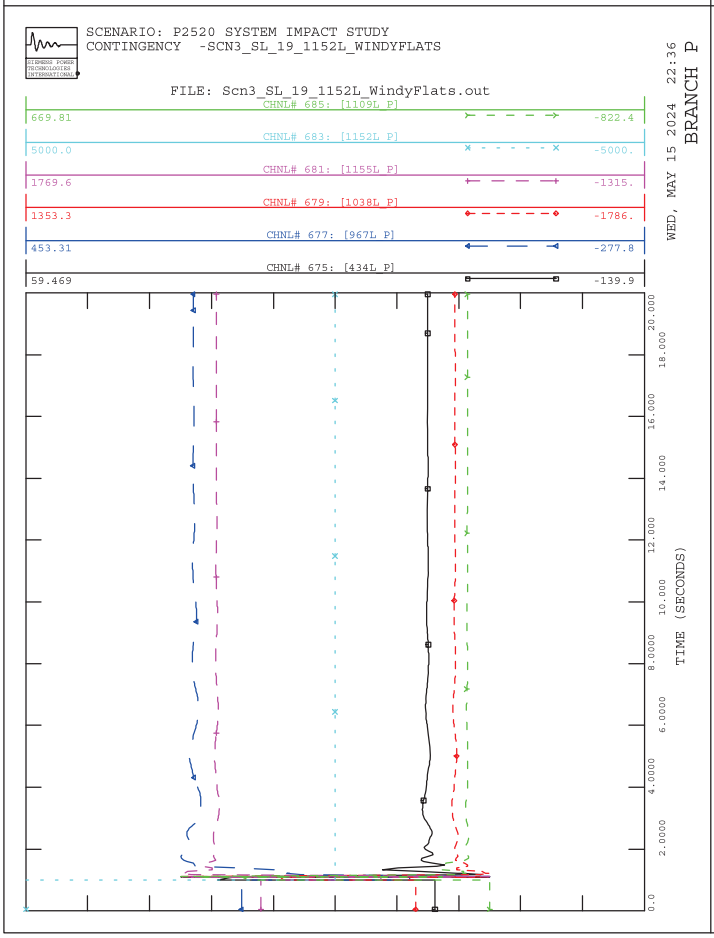
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_19_1152L_WINDYFLATS
FILE: Scn3_SL_19_1152L_WindyFlats.out
CHNL# 685: [1109L P]
669.81
-822.4
CHNL# 683: [1152L P]
5000.0
-5000.
CHNL# 681: [1155L P]
1769.6
-1315.
CHNL# 679: [1038L P]
1353.3
-1786.
CHNL# 677: [967L P]
453.31
-277.8
CHNL# 675: [434L P]
59.469
-139.9
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
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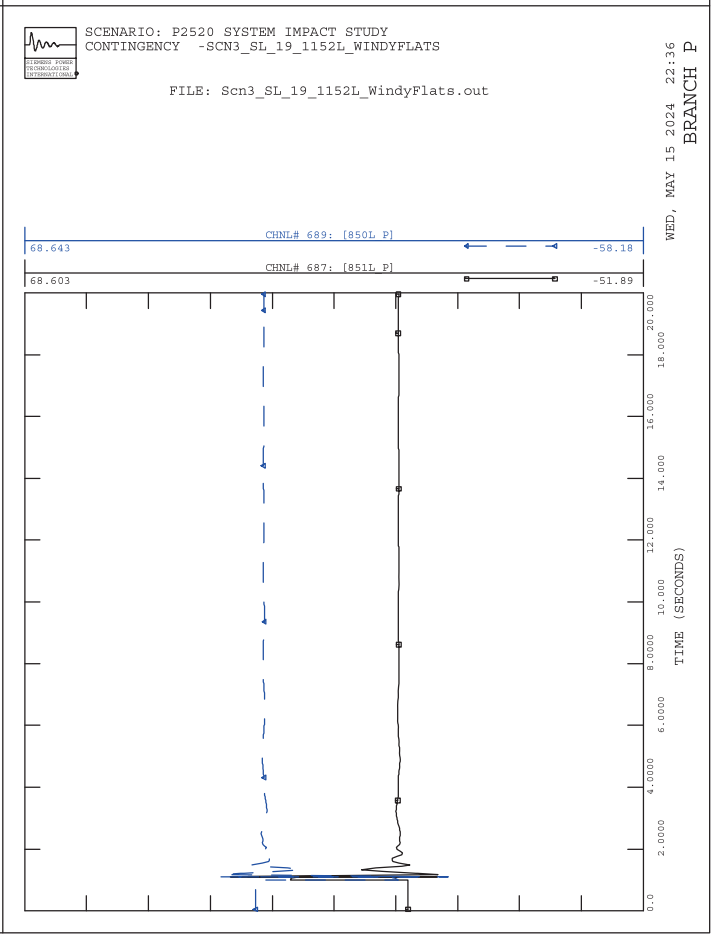
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_19_1152L_WINDYFLATS
FILE: Scn3_SL_19_1152L_WindyFlats.out
CHNL# 689: [850L P]
68.643
-58.18
CHNL# 687: [851L P]
68.603
-51.89
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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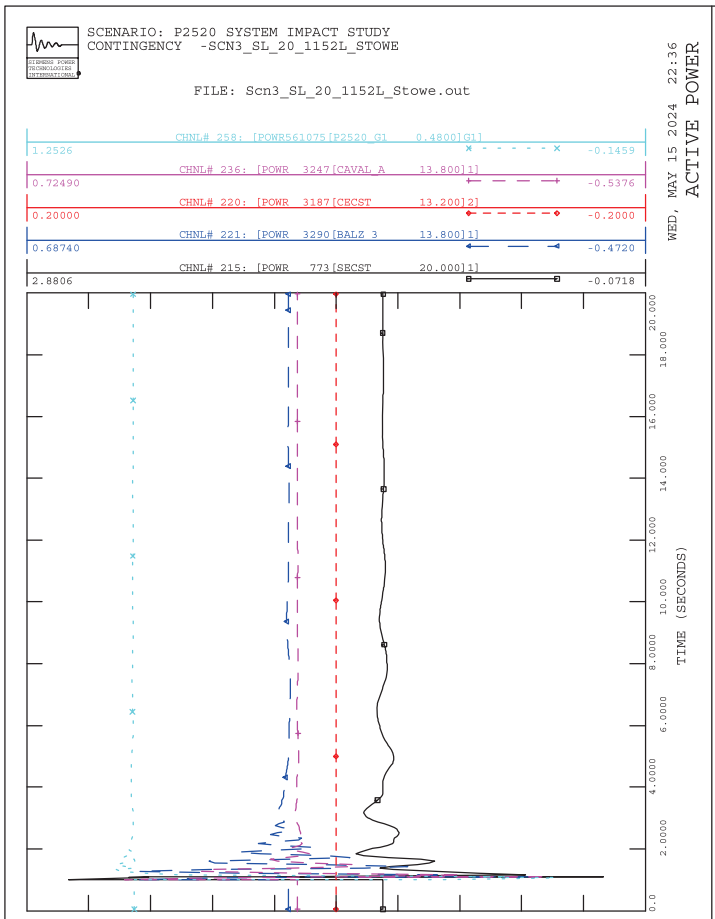
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_20_1152L_STOWE
FILE: Scn3_SL_20_1152L_Stowe.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.2526
-0.1459
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.72490
-0.5376
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000
-0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.68740
-0.4720
CHNL# 215: [POWR 773[SECST 20.000]1]
2.8806
-0.0718
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
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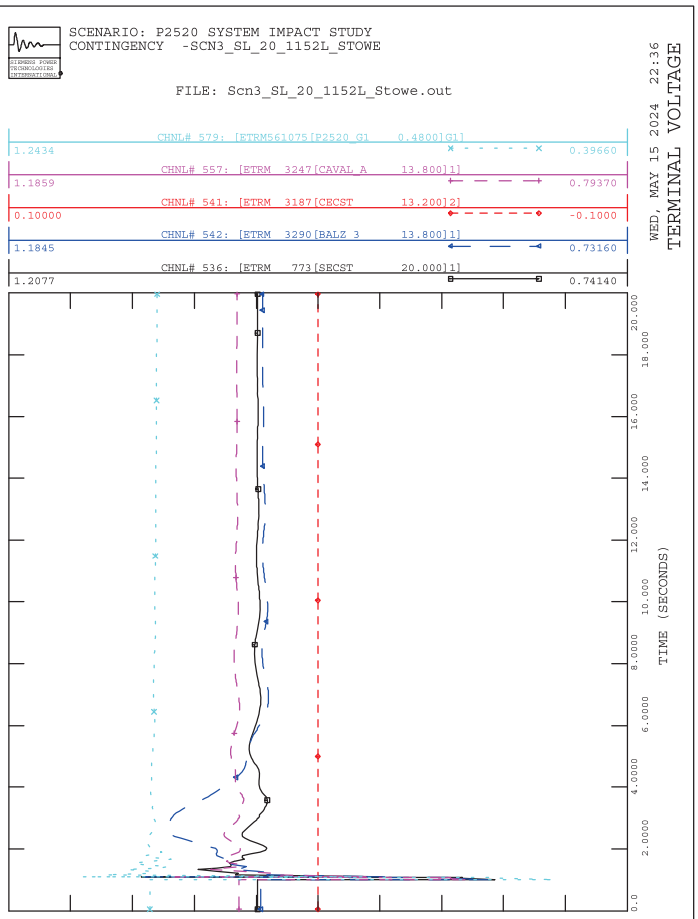
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_20_1152L_STOWE
FILE: Scn3_SL_20_1152L_Stowe.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.2434
0.39660
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.1859
0.79370
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000
-0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1845
0.73160
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2077
0.74140
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
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12.000
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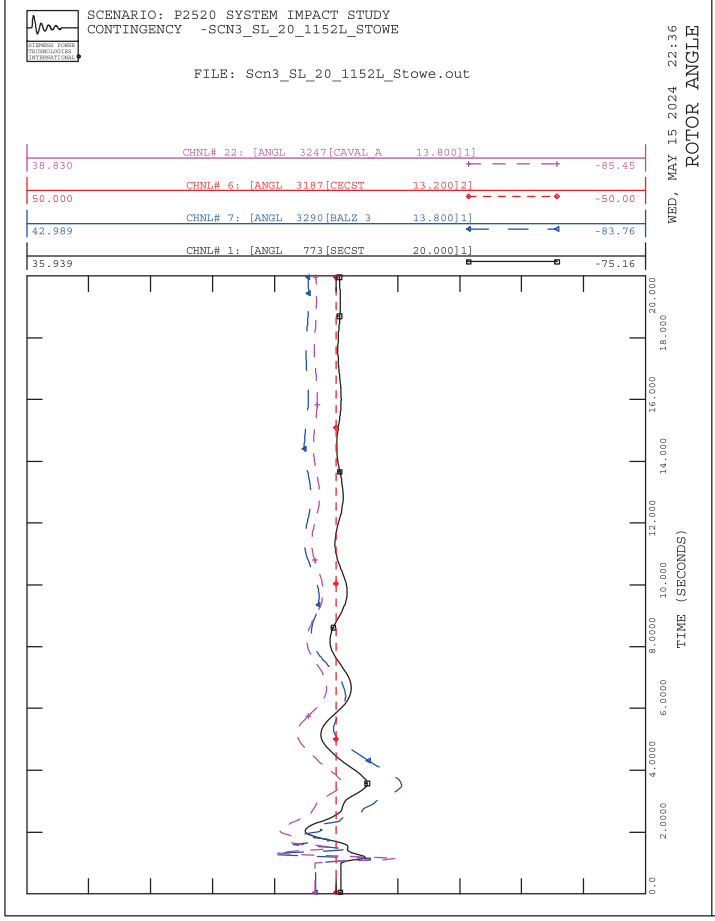
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_20_1152L_STOWE
FILE: Scn3_SL_20_1152L_Stowe.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
38.830
-85.45
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000
-50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
42.989
-83.76
CHNL# 1: [ANGL 773[SECST 20.000]1]
35.939
-75.16
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
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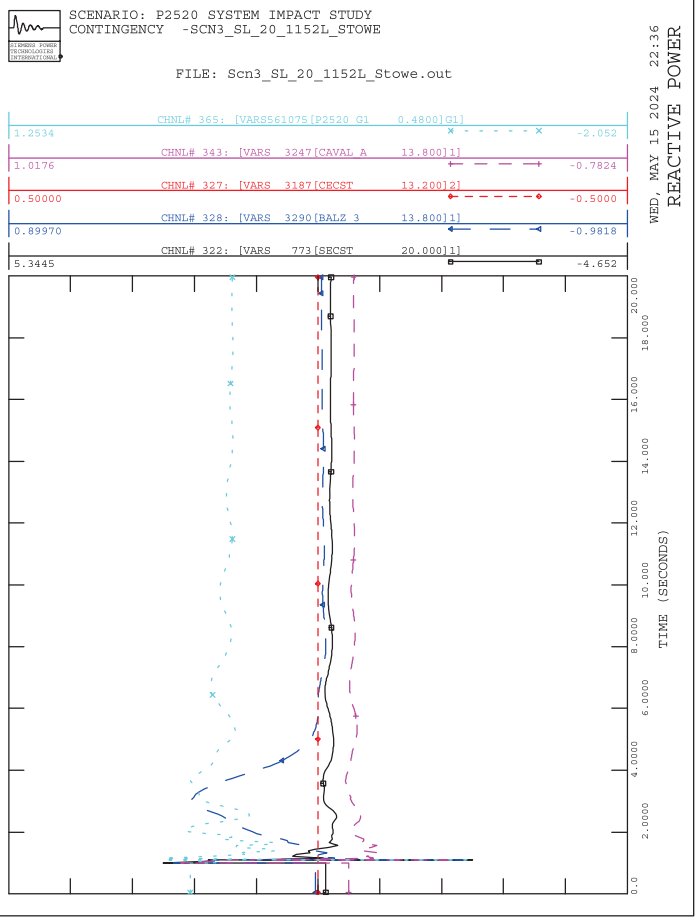
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_20_1152L_STOWE
FILE: Scn3_SL_20_1152L_Stowe.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.2534
-2.052
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.0176
-0.7824
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000
-0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
0.89970
-0.9818
CHNL# 322: [VARS 773[SECST 20.000]1]
5.3445
-4.652
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
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4.0000
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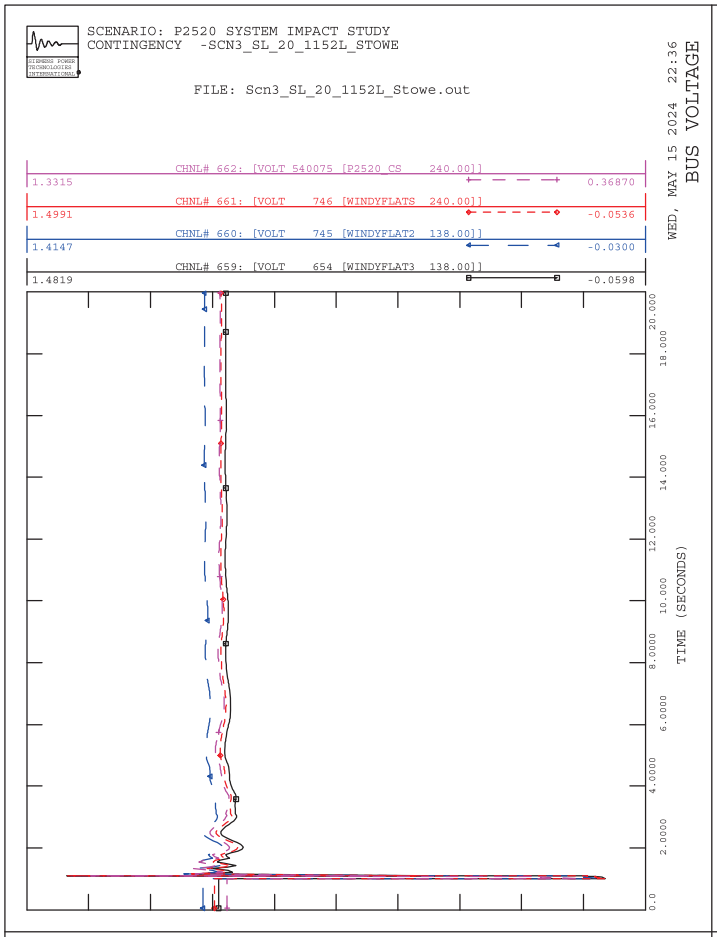
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_20_1152L_STOWE
FILE: Scn3_SL_20_1152L_Stowe.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.3315
0.36870
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.4991
-0.0536
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.4147
-0.0300
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.4819
-0.0598
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
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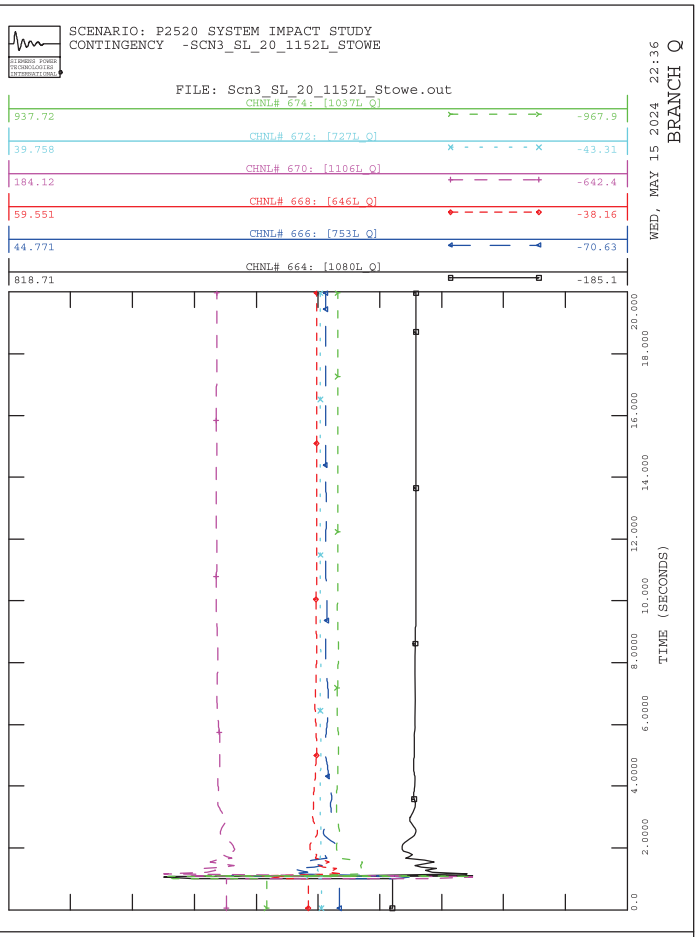
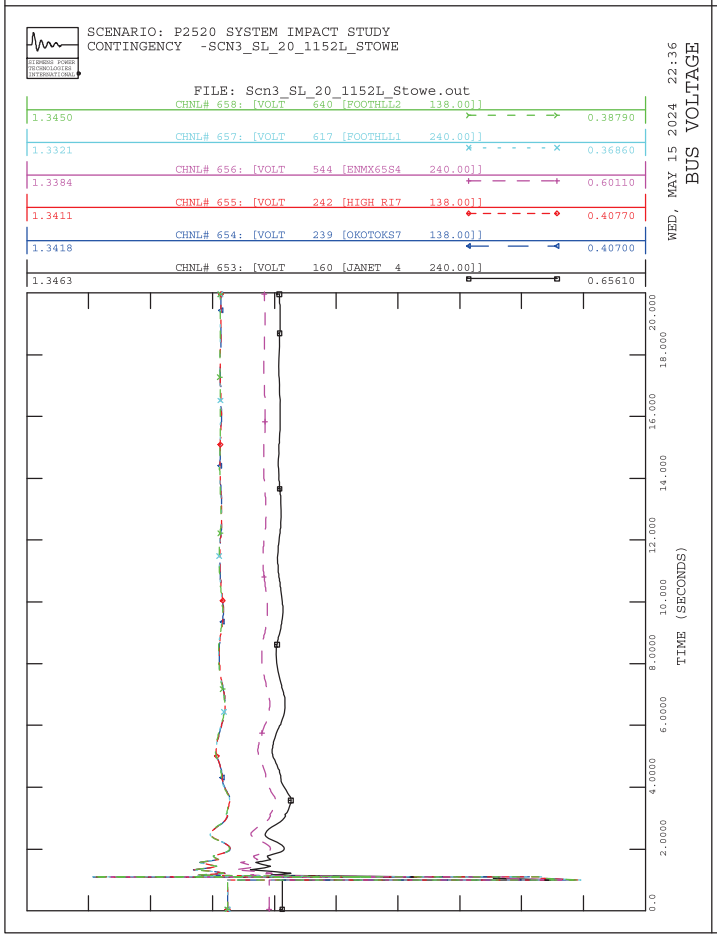
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_20_1152L_STOWE
FILE: Scn3_SL_20_1152L_Stowe.out
CHNL# 674: [1037L Q]
937.72
-967.9
CHNL# 672: [727L Q]
39.758
-43.31
CHNL# 670: [1106L Q]
184.12
-642.4
CHNL# 668: [646L Q]
59.551
-38.16
CHNL# 666: [753L Q]
44.771
-70.63
CHNL# 664: [1080L Q]
818.71
-185.1
BRANCH Q
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_20_1152L_STOWE
FILE: Scn3_SL_20_1152L_Stowe.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.3450
0.38790
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.3321
0.36860
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.3384
0.60110
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.3411
0.40770
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.3418
0.40700
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.3463
0.65610
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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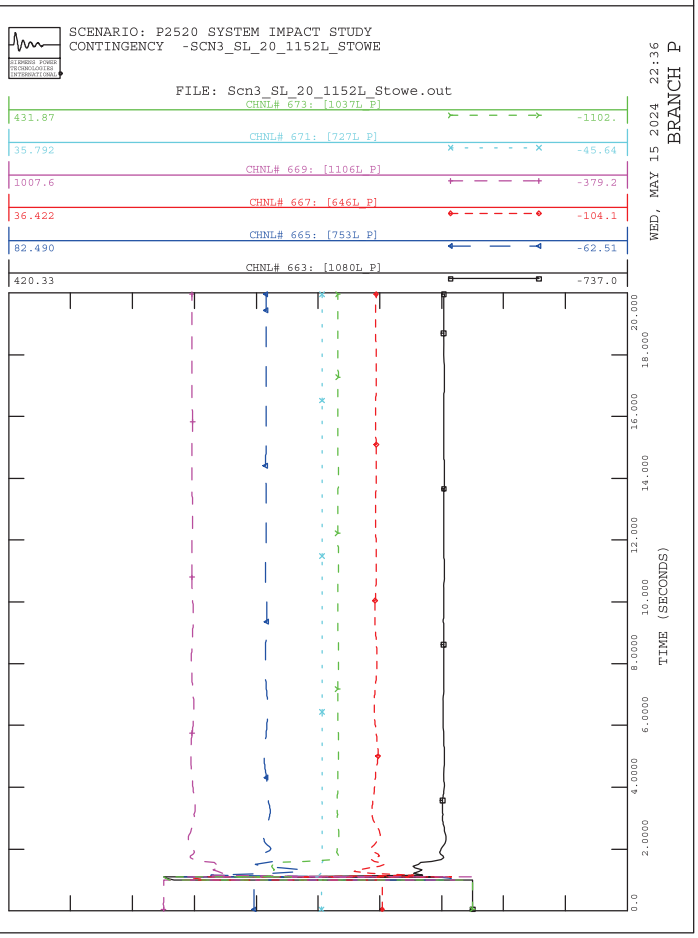
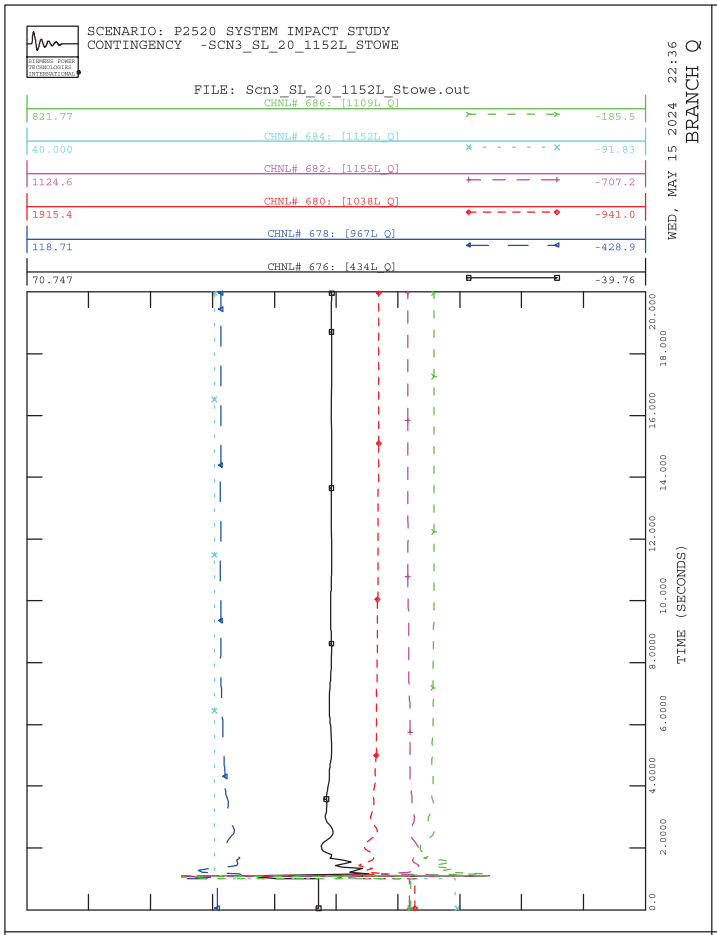
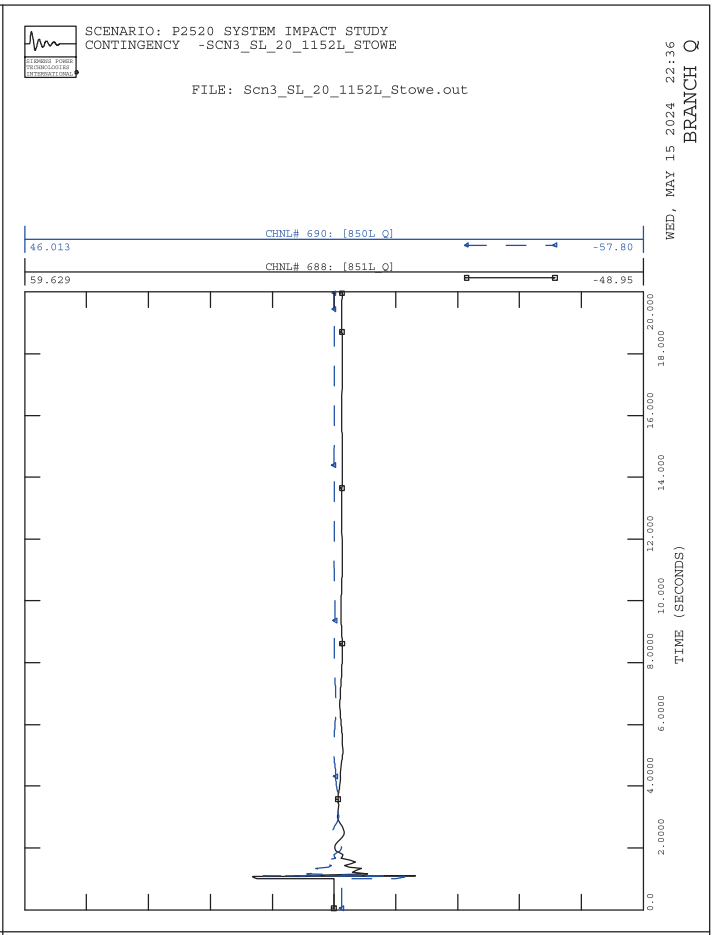
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_20_1152L_STOWE
FILE: Scn3_SL_20_1152L_Stowe.out
CHNL# 673: [1037L P]
431.87
-1102.
CHNL# 671: [727L P]
35.792
-45.64
CHNL# 669: [1106L P]
1007.6
-379.2
CHNL# 667: [646L P]
36.422
-104.1
CHNL# 665: [753L P]
82.490
-62.51
CHNL# 663: [1080L P]
420.33
-737.0
BRANCH P
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_20_1152L_STOWE
FILE: Scn3_SL_20_1152L_Stowe.out
CHNL# 686: [1109L Q]
821.77
-185.5
CHNL# 684: [1152L Q]
40.000
-91.83
CHNL# 682: [1155L Q]
1124.6
-707.2
CHNL# 680: [1038L Q]
1915.4
-941.0
CHNL# 678: [967L Q]
118.71
-428.9
CHNL# 676: [434L Q]
70.747
-39.76
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_20_1152L_STOWE
FILE: Scn3_SL_20_1152L_Stowe.out
CHNL# 690: [850L Q]
46.013
-57.80
CHNL# 688: [851L Q]
59.629
-48.95
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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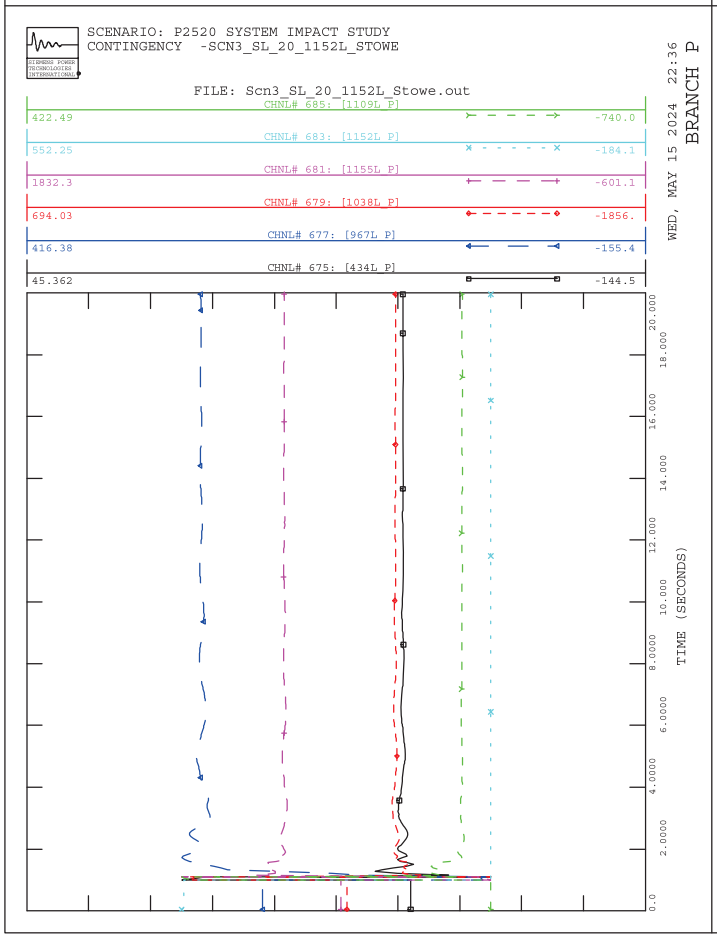
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_20_1152L_STOWE
FILE: Scn3_SL_20_1152L_Stowe.out
CHNL# 685: [1109L P]
422.49
-740.0
CHNL# 683: [1152L P]
552.25
-184.1
CHNL# 681: [1155L P]
1832.3
-601.1
CHNL# 679: [1038L P]
694.03
-1856.
CHNL# 677: [967L P]
416.38
-155.4
CHNL# 675: [434L P]
45.362
-144.5
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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2.0000
4.0000
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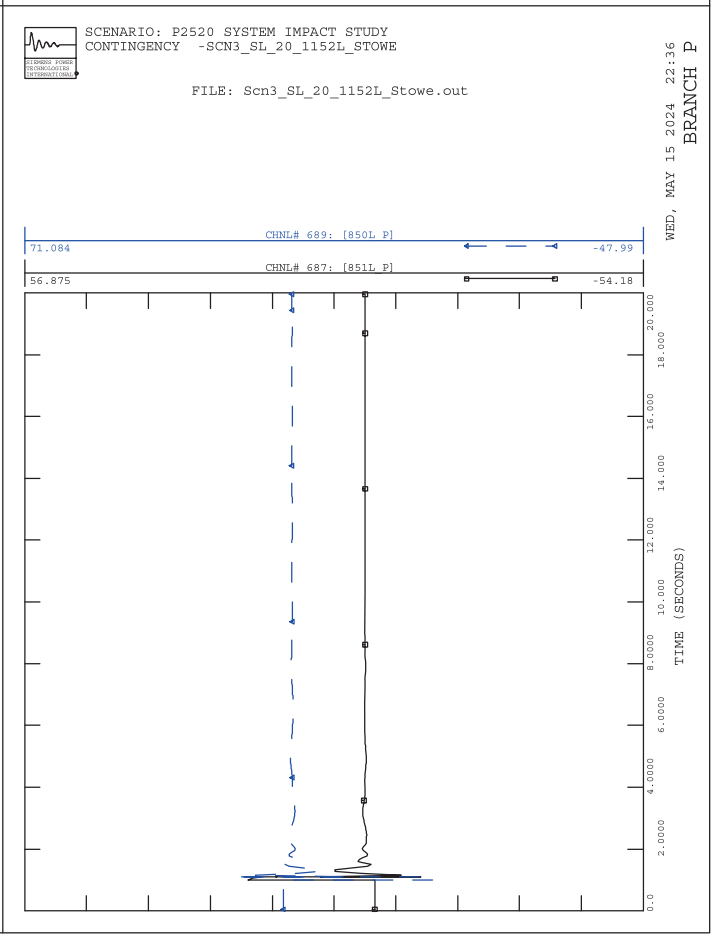
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_20_1152L_STOWE
FILE: Scn3_SL_20_1152L_Stowe.out
CHNL# 689: [850L P]
71.084
-47.99
CHNL# 687: [851L P]
56.875
-54.18
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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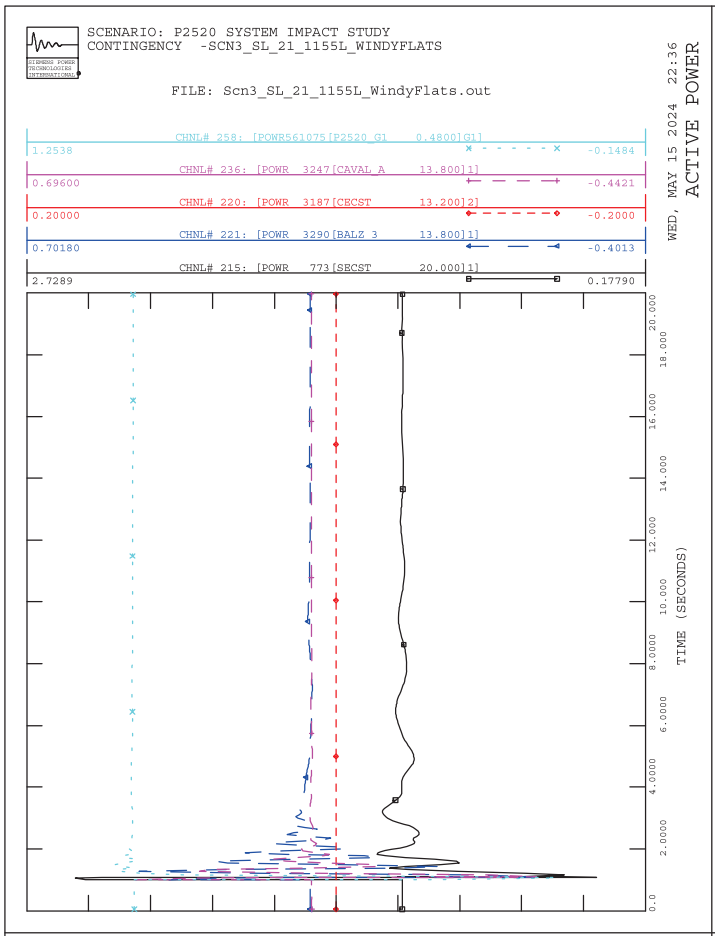
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_21_1155L_WINDYFLATS
FILE: Scn3_SL_21_1155L_WindyFlats.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.2538
-0.1484
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.69600
-0.4421
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000
-0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.70180
-0.4013
CHNL# 215: [POWR 773[SECST 20.000]1]
2.7289
0.17790
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
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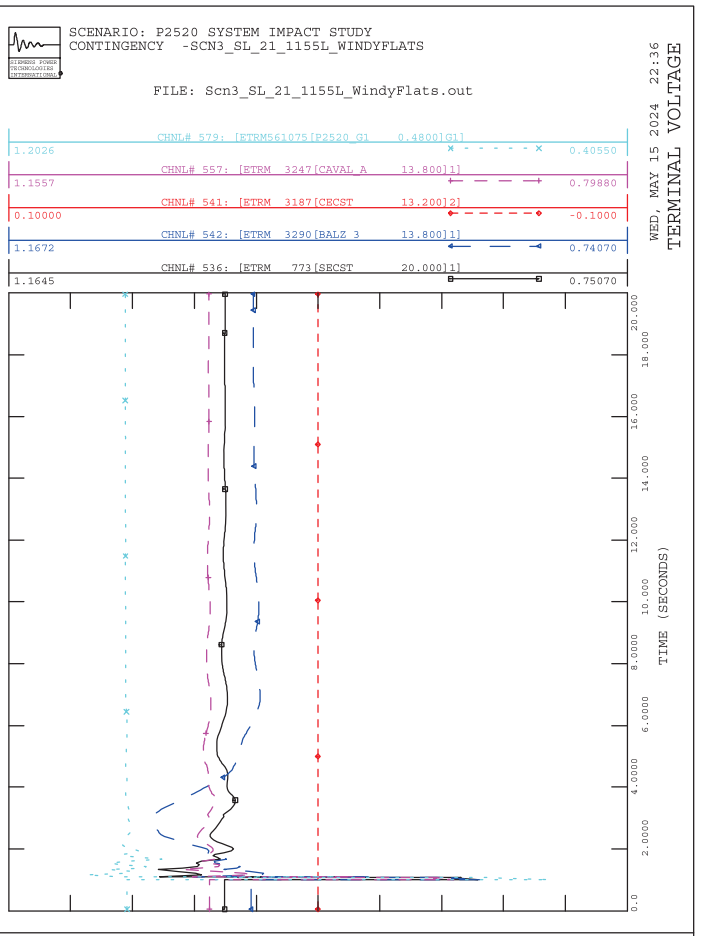
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_21_1155L_WINDYFLATS
FILE: Scn3_SL_21_1155L_WindyFlats.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.2026
0.40550
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.1557
0.79880
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000
-0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1672
0.74070
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.1645
0.75070
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
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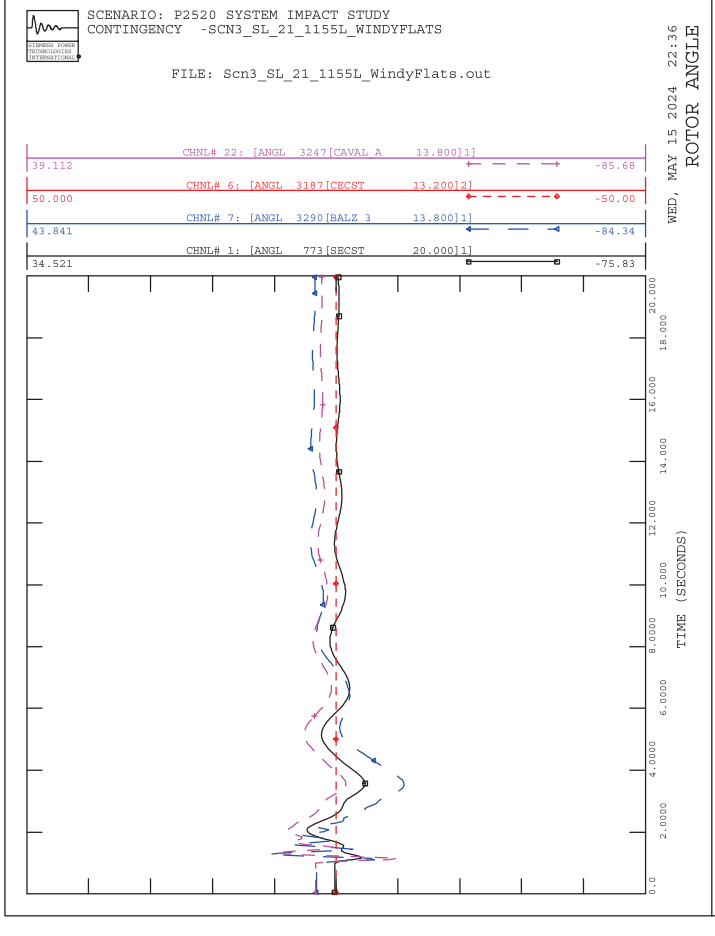
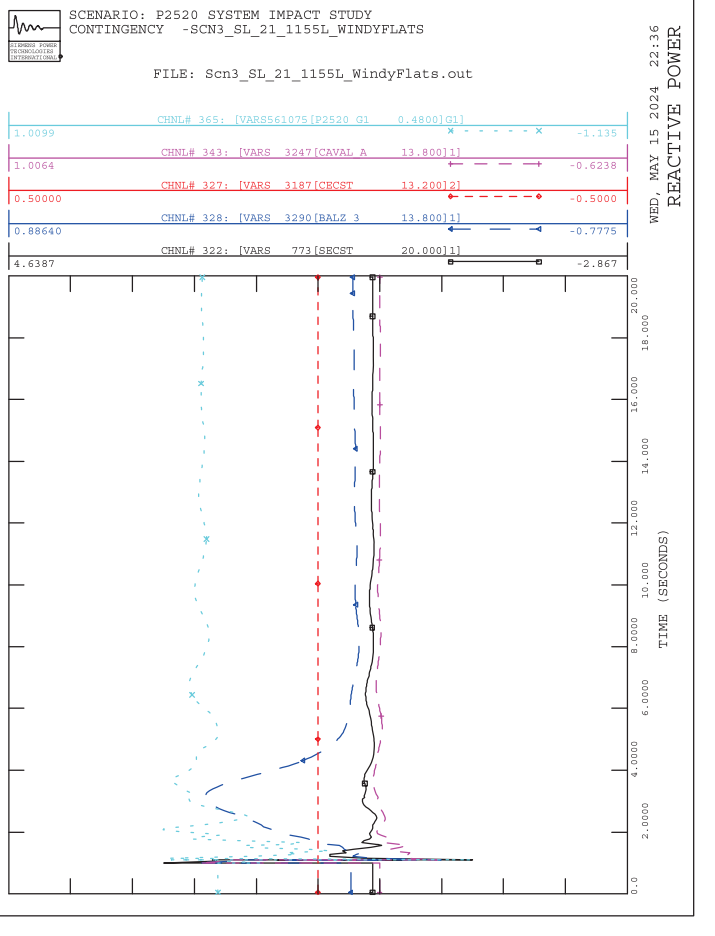
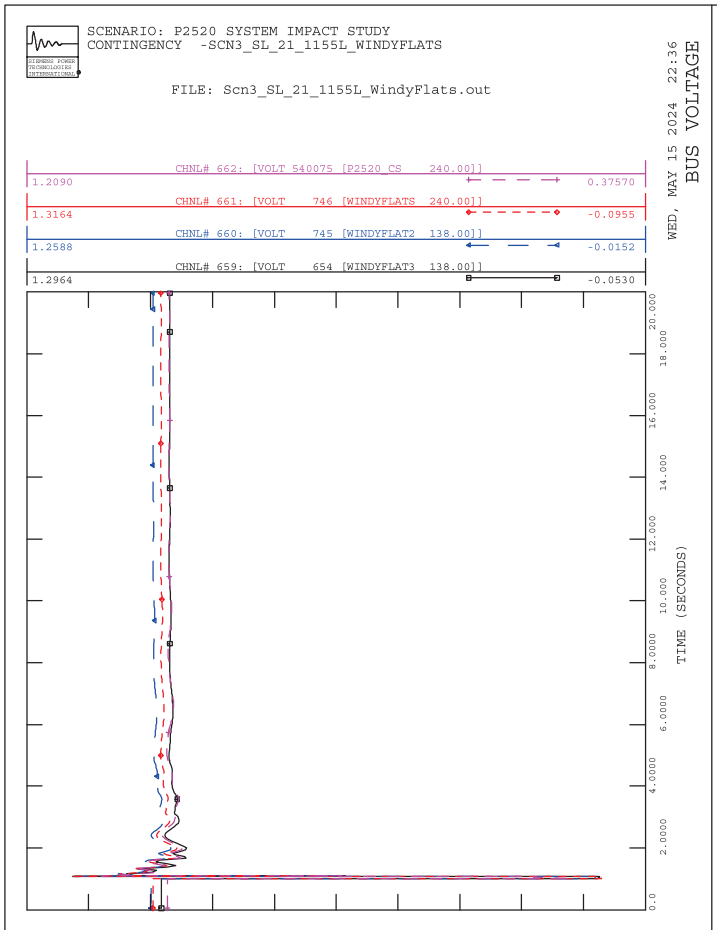
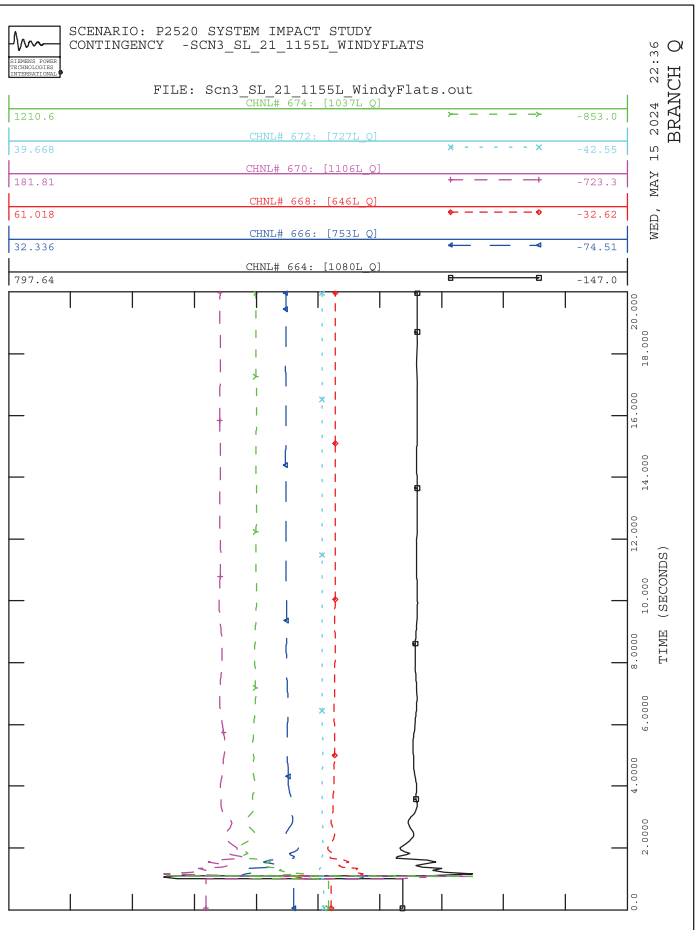
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_21_1155L_WINDYFLATS
FILE: Scn3_SL_21_1155L_WindyFlats.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
39.112
-85.68
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000
-50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
43.841
-84.34
CHNL# 1: [ANGL 773[SECST 20.000]1]
34.521
-75.83
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_21_1155L_WINDYFLATS
FILE: Scn3_SL_21_1155L_WindyFlats.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.0099
-1.135
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.0064
-0.6238
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000
-0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
0.88640
-0.7775
CHNL# 322: [VARS 773[SECST 20.000]1]
4.6387
-2.867
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_21_1155L_WINDYFLATS
FILE: Scn3_SL_21_1155L_WindyFlats.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2090
0.37570
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.3164
-0.0955
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.2588
-0.0152
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.2964
-0.0530
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_21_1155L_WINDYFLATS
FILE: Scn3_SL_21_1155L_WindyFlats.out
CHNL# 674: [1037L Q]
1210.6
-853.0
CHNL# 672: [727L Q]
39.668
-42.55
CHNL# 670: [1106L Q]
181.81
-723.3
CHNL# 668: [646L Q]
61.018
-32.62
CHNL# 666: [753L Q]
32.336
-74.51
CHNL# 664: [1080L Q]
797.64
-147.0
BRANCH Q
WED, MAY 15 2024 22:36
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
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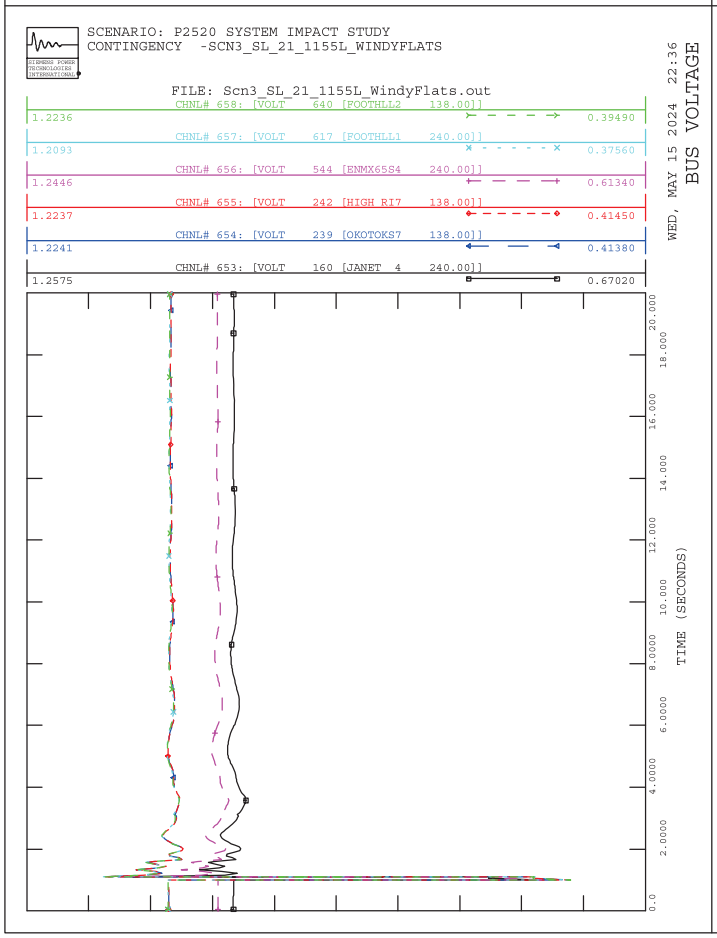
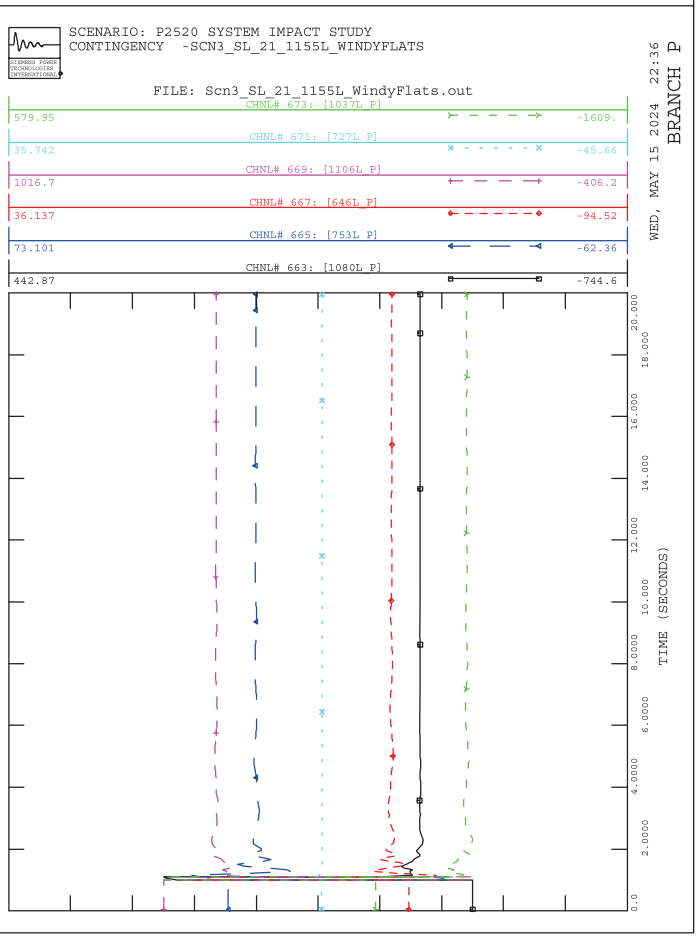
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_21_1155L_WINDYFLATS
FILE: Scn3_SL_21_1155L_WindyFlats.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2236
0.39490
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2093
0.37560
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2446
0.61340
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2237
0.41450
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2241
0.41380
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2575
0.67020
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_21_1155L_WINDYFLATS
FILE: Scn3_SL_21_1155L_WindyFlats.out
CHNL# 673: [1037L P]
579.95
-1609.
CHNL# 671: [727L P]
35.742
-45.66
CHNL# 669: [1106L P]
1016.7
-406.2
CHNL# 667: [646L P]
36.137
-94.52
CHNL# 665: [753L P]
73.101
-62.36
CHNL# 663: [1080L P]
442.87
-744.6
BRANCH P
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_21_1155L_WINDYFLATS

FILE: Scn3_SL_21_1155L_WindyFlats.out

WED, MAY 15 2024 22:36

BRANCH Q

CHNL# 686: [1109L Q]
800.61 -147.3

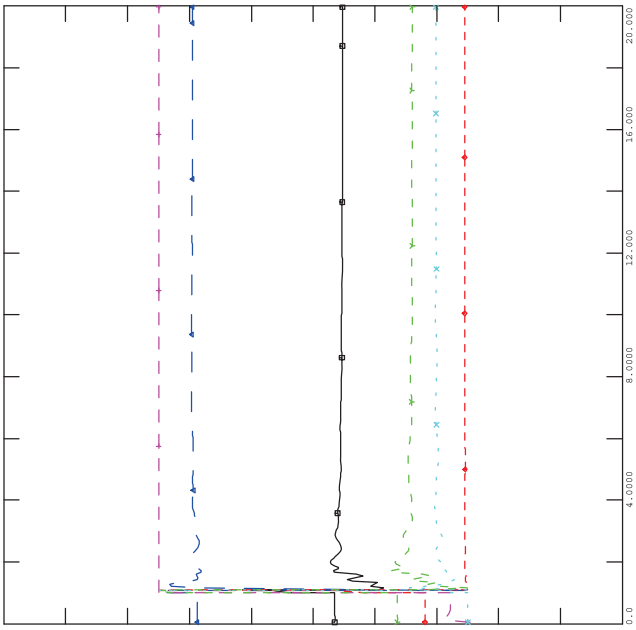
CHNL# 684: [1152L Q]
1045.0 -416.0

CHNL# 682: [1155L Q]
234.07 -702.2

CHNL# 680: [1038L Q]
2183.5 -843.9

CHNL# 678: [967L Q]
187.18 -571.9

CHNL# 676: [434L Q]
74.095 -29.53



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_21_1155L_WINDYFLATS

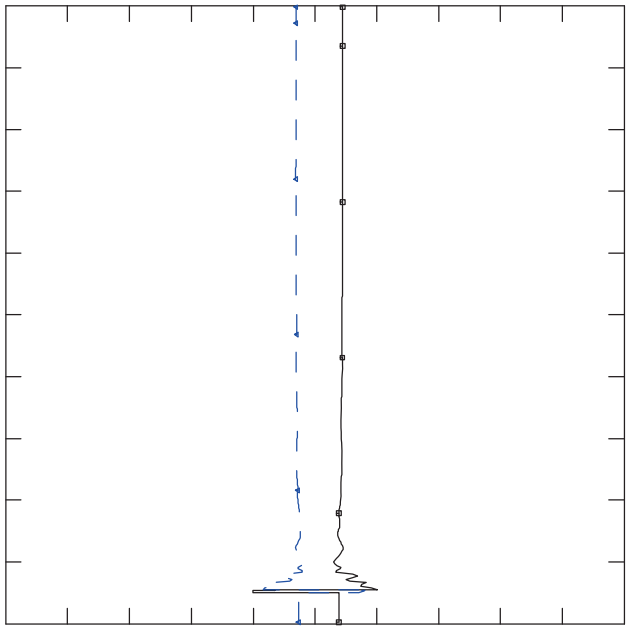
FILE: Scn3_SL_21_1155L_WindyFlats.out

WED, MAY 15 2024 22:36

BRANCH Q

CHNL# 690: [850L Q]
38.291 -57.78

CHNL# 688: [851L Q]
59.347 -40.84



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_21_1155L_WINDYFLATS

FILE: Scn3_SL_21_1155L_WindyFlats.out

WED, MAY 15 2024 22:36

BRANCH P

CHNL# 685: [1109L P]
445.11 -747.6

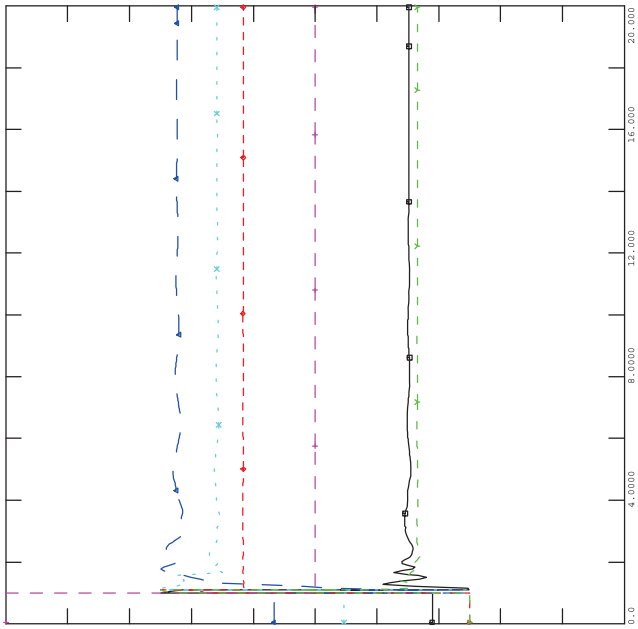
CHNL# 683: [1152L P]
1331.1 -441.7

CHNL# 681: [1155L P]
5000.0 -5000.

CHNL# 679: [1038L P]
551.22 -1016.

CHNL# 677: [967L P]
471.19 -158.0

CHNL# 675: [434L P]
37.476 -122.0



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_21_1155L_WINDYFLATS

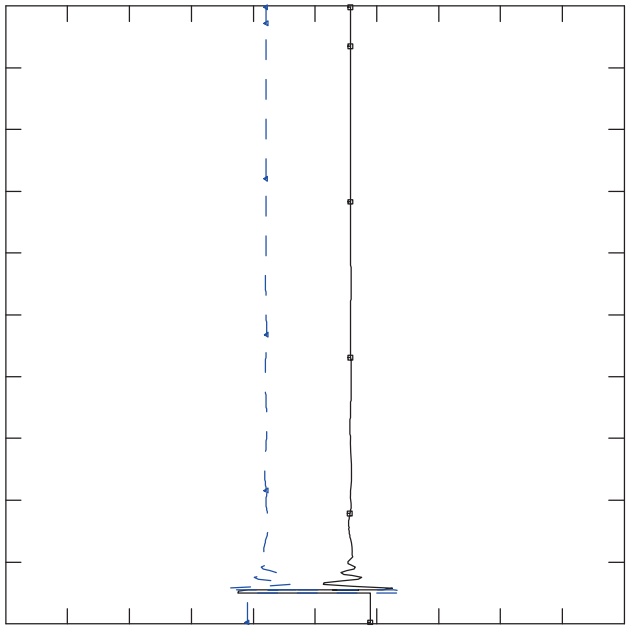
FILE: Scn3_SL_21_1155L_WindyFlats.out

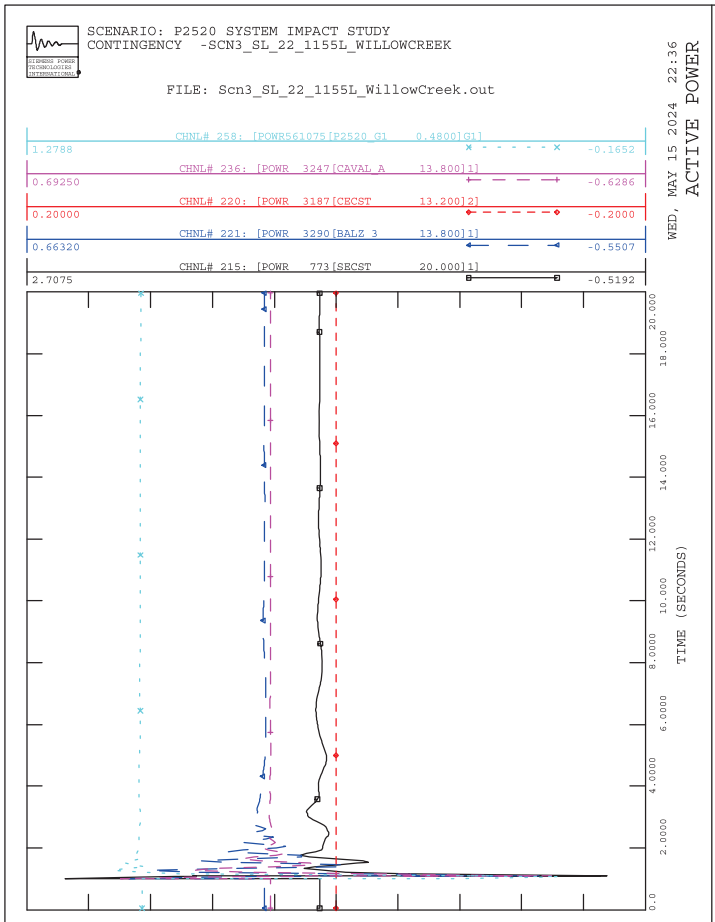
WED, MAY 15 2024 22:36

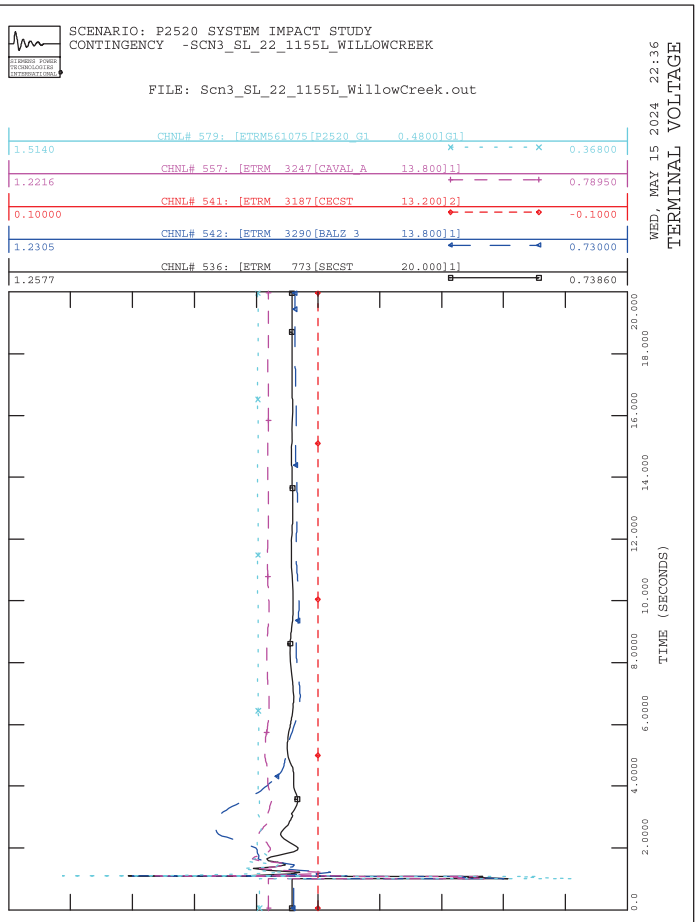
BRANCH P

CHNL# 689: [850L P]
65.565 -47.83

CHNL# 687: [851L P]
56.805 -49.80




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_22_1155L_WILLOWCREEK
FILE: Scn3_SL_22_1155L_WillowCreek.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.2788
-0.1652
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.69250
-0.6286
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000
-0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.66320
-0.5507
CHNL# 215: [POWR 773[SECST 20.000]1]
2.7075
-0.5192
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_22_1155L_WILLOWCREEK
FILE: Scn3_SL_22_1155L_WillowCreek.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.5140
0.36800
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2216
0.78950
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000
-0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.2305
0.73000
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2577
0.73860
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
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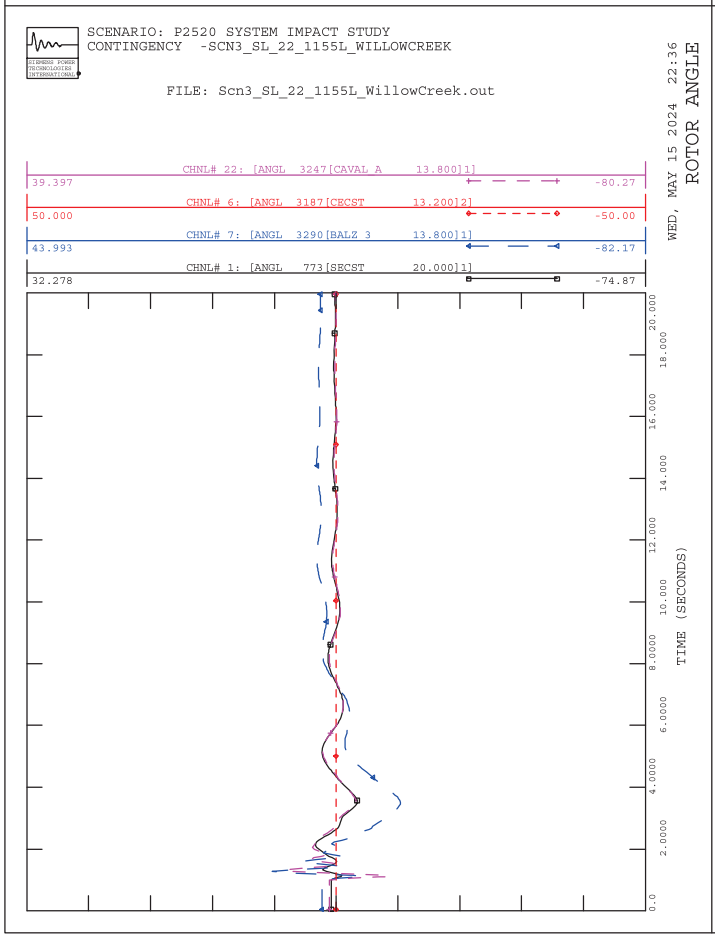
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_22_1155L_WILLOWCREEK
FILE: Scn3_SL_22_1155L_WillowCreek.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
39.397
-80.27
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000
-50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
43.993
-82.17
CHNL# 1: [ANGL 773[SECST 20.000]1]
32.278
-74.87
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
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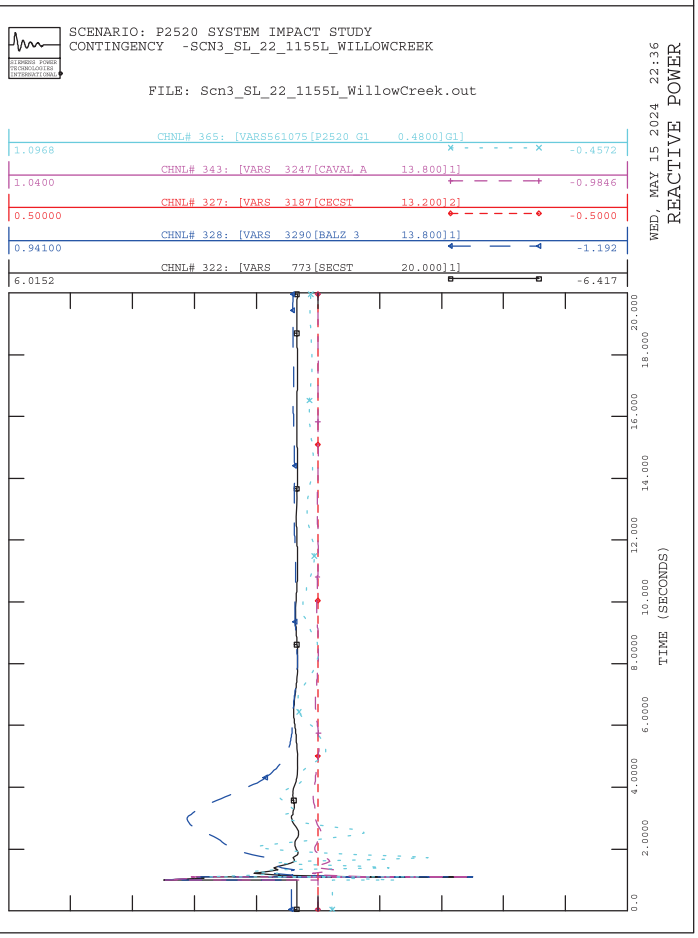
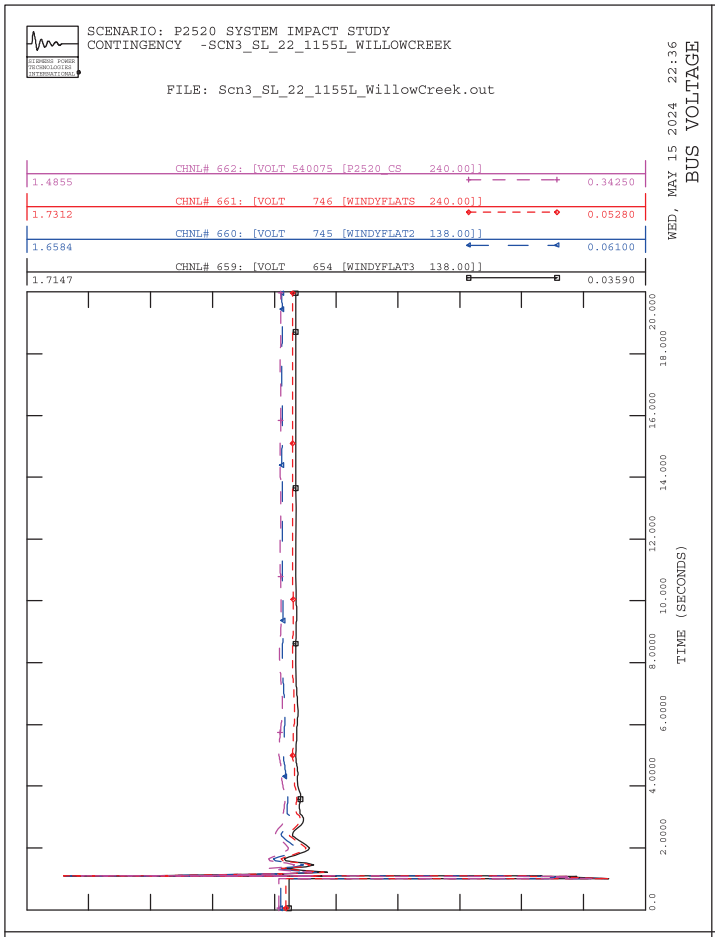
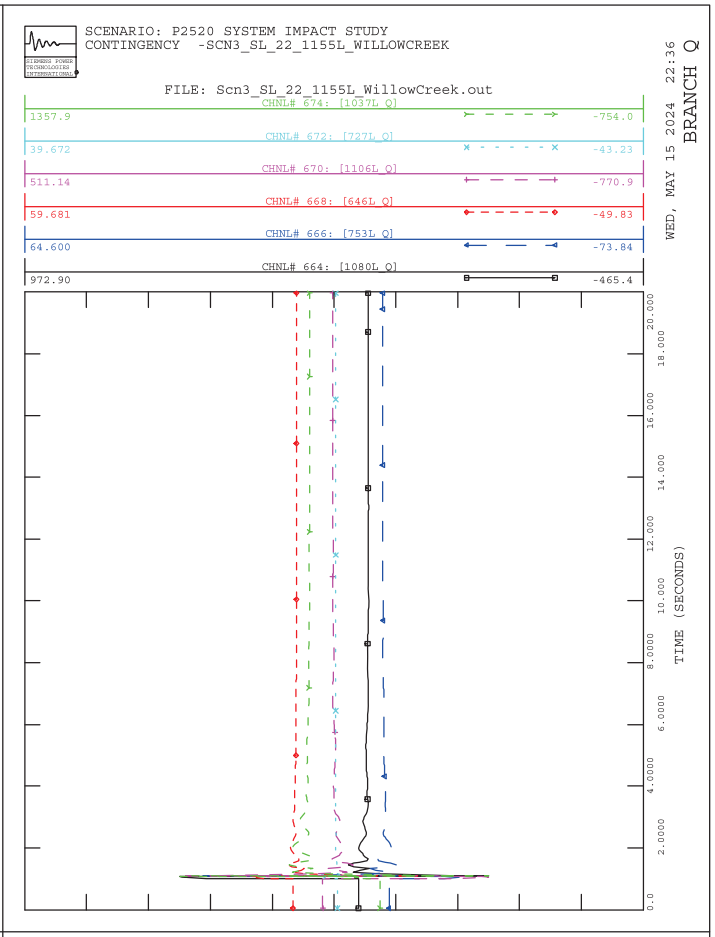
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_22_1155L_WILLOWCREEK
FILE: Scn3_SL_22_1155L_WillowCreek.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.0968
-0.4572
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.0400
-0.9846
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000
-0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
0.94100
-1.192
CHNL# 322: [VARS 773[SECST 20.000]1]
6.0152
-6.417
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_22_1155L_WILLOWCREEK
FILE: Scn3_SL_22_1155L_WillowCreek.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.4855
0.34250
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.7312
0.05280
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.6584
0.06100
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.7147
0.03590
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_22_1155L_WILLOWCREEK
FILE: Scn3_SL_22_1155L_WillowCreek.out
CHNL# 674: [1037L Q]
1357.9
-754.0
CHNL# 672: [727L Q]
39.672
-43.23
CHNL# 670: [1106L Q]
511.14
-770.9
CHNL# 668: [646L Q]
59.681
-49.83
CHNL# 666: [753L Q]
64.600
-73.84
CHNL# 664: [1080L Q]
972.90
-465.4
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
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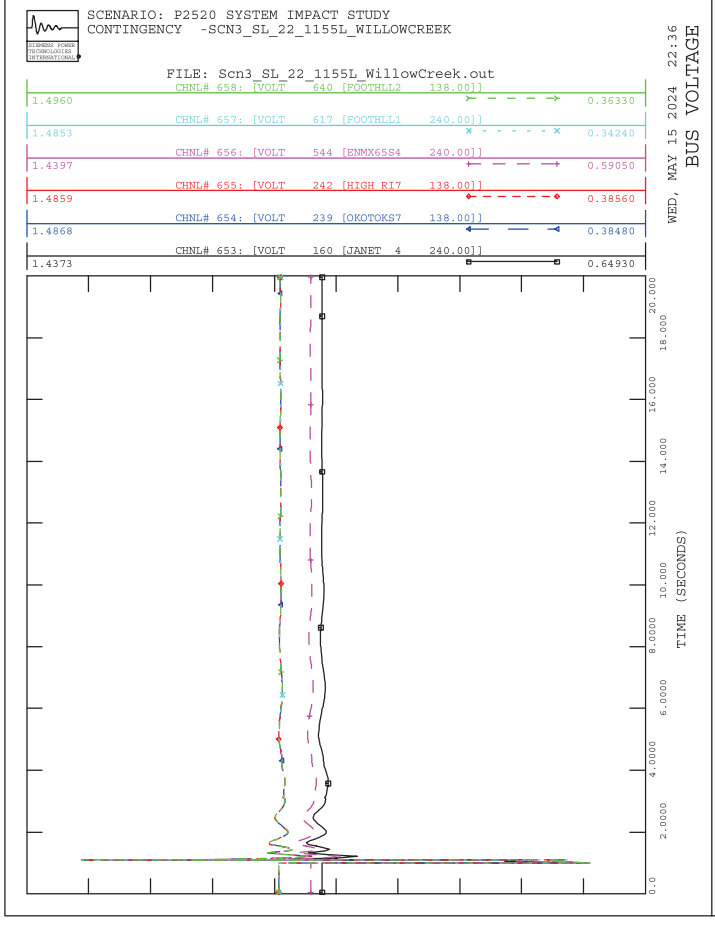
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_22_1155L_WILLOWCREEK
FILE: Scn3_SL_22_1155L_WillowCreek.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.4960
0.36330
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.4853
0.34240
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.4397
0.59050
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.4859
0.38560
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.4868
0.38480
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.4373
0.64930
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
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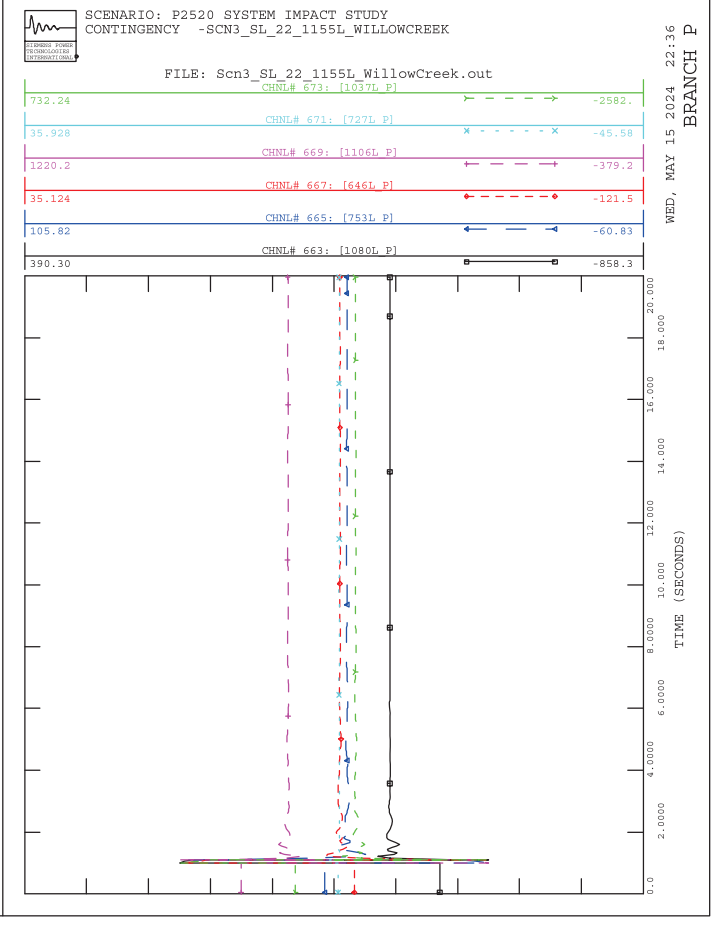
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_22_1155L_WILLOWCREEK
FILE: Scn3_SL_22_1155L_WillowCreek.out
CHNL# 673: [1037L P]
732.24
-2582.
CHNL# 671: [727L P]
35.928
-45.58
CHNL# 669: [1106L P]
1220.2
-379.2
CHNL# 667: [646L P]
35.124
-121.5
CHNL# 665: [753L P]
105.82
-60.83
CHNL# 663: [1080L P]
390.30
-858.3
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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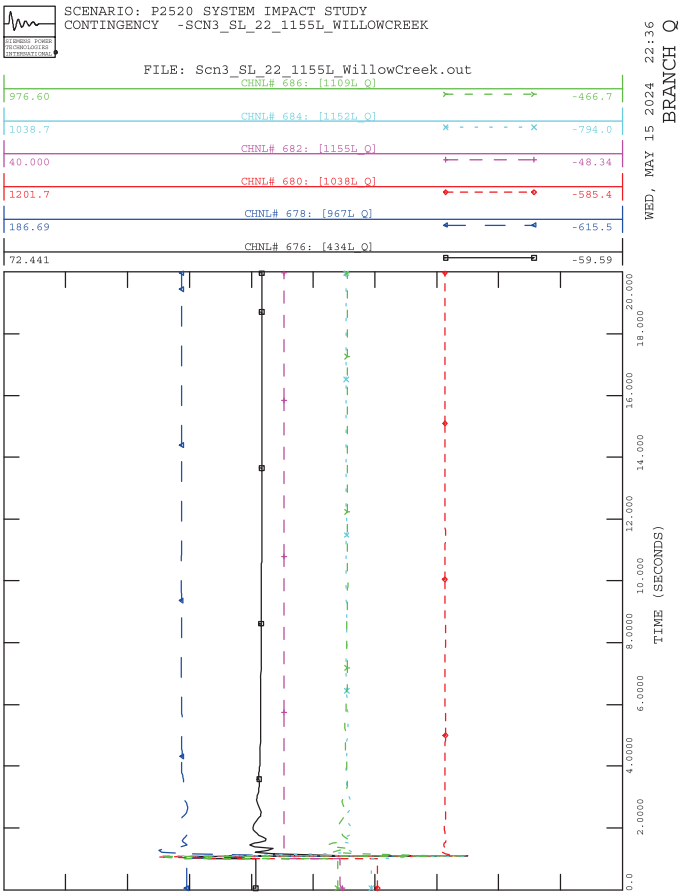
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_22_1155L_WILLOWCREEK
FILE: Scn3_SL_22_1155L_WillowCreek.out
CHNL# 686: [1109L Q]
976.60
-466.7
CHNL# 684: [1152L Q]
1038.7
-794.0
CHNL# 682: [1155L Q]
40.000
-48.34
CHNL# 680: [1038L Q]
1201.7
-585.4
CHNL# 678: [967L Q]
186.69
-615.5
CHNL# 676: [434L Q]
72.441
-59.59
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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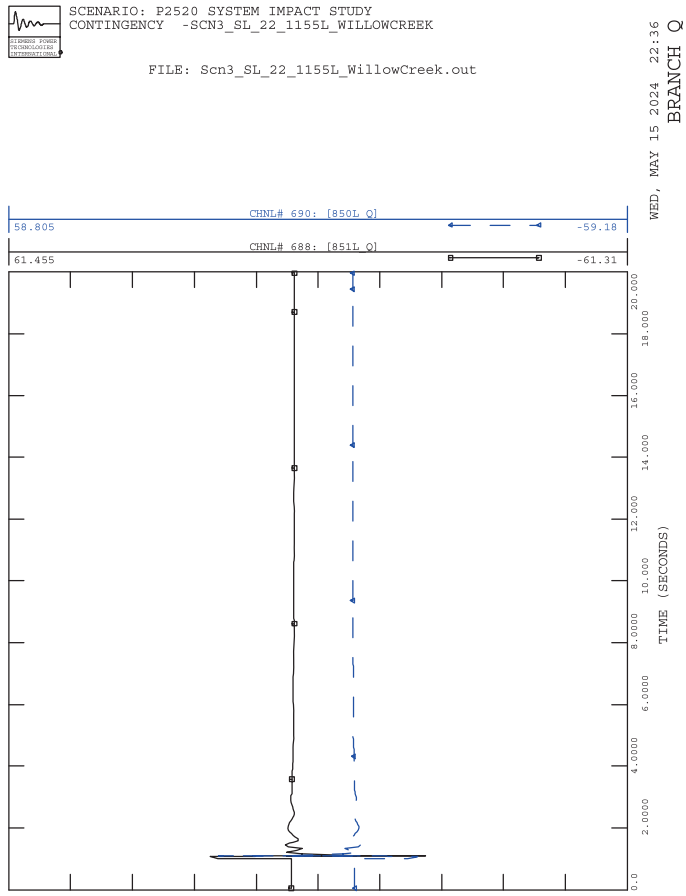
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_22_1155L_WILLOWCREEK
FILE: Scn3_SL_22_1155L_WillowCreek.out
CHNL# 690: [850L Q]
58.805
-59.18
CHNL# 688: [851L Q]
61.455
-61.31
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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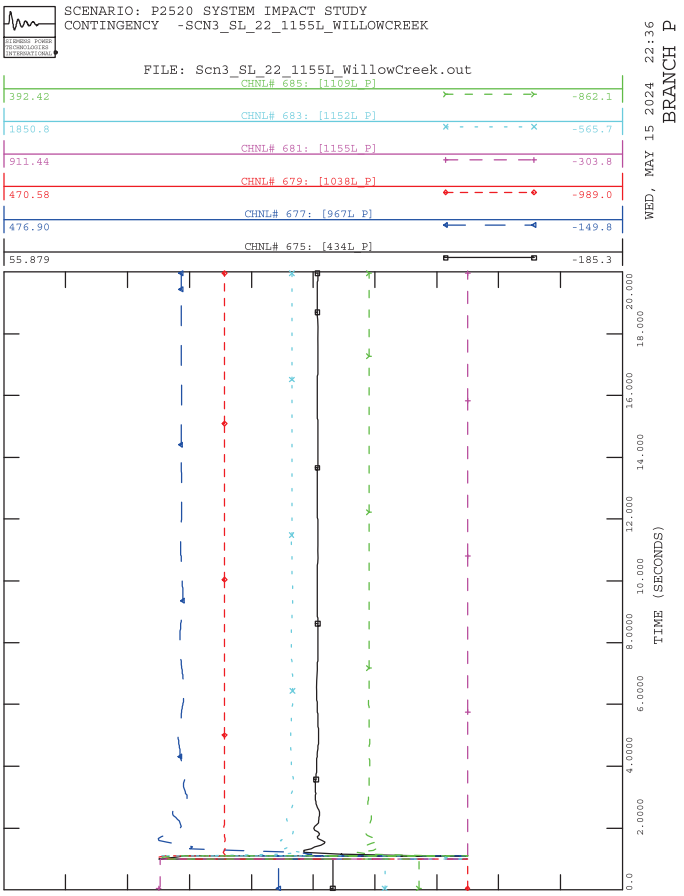
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_22_1155L_WILLOWCREEK
FILE: Scn3_SL_22_1155L_WillowCreek.out
CHNL# 685: [1109L P]
392.42
-862.1
CHNL# 683: [1152L P]
1850.8
-565.7
CHNL# 681: [1155L P]
911.44
-303.8
CHNL# 679: [1038L P]
470.58
-989.0
CHNL# 677: [967L P]
476.90
-149.8
CHNL# 675: [434L P]
55.879
-185.3
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
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8.0000
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12.000
14.000
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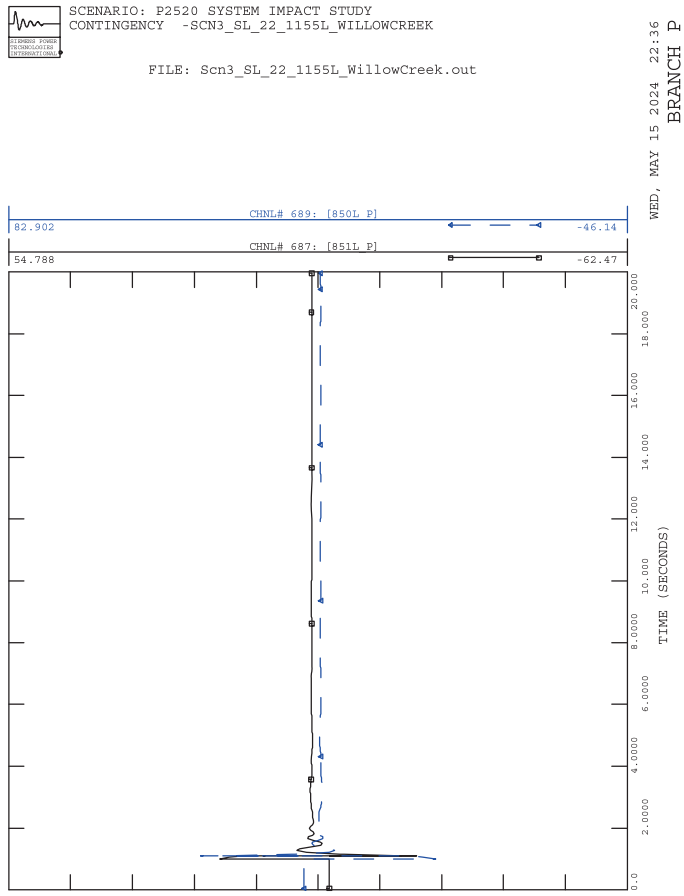
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_22_1155L_WILLOWCREEK
FILE: Scn3_SL_22_1155L_WillowCreek.out
CHNL# 689: [850L P]
82.902
-46.14
CHNL# 687: [851L P]
54.788
-62.47
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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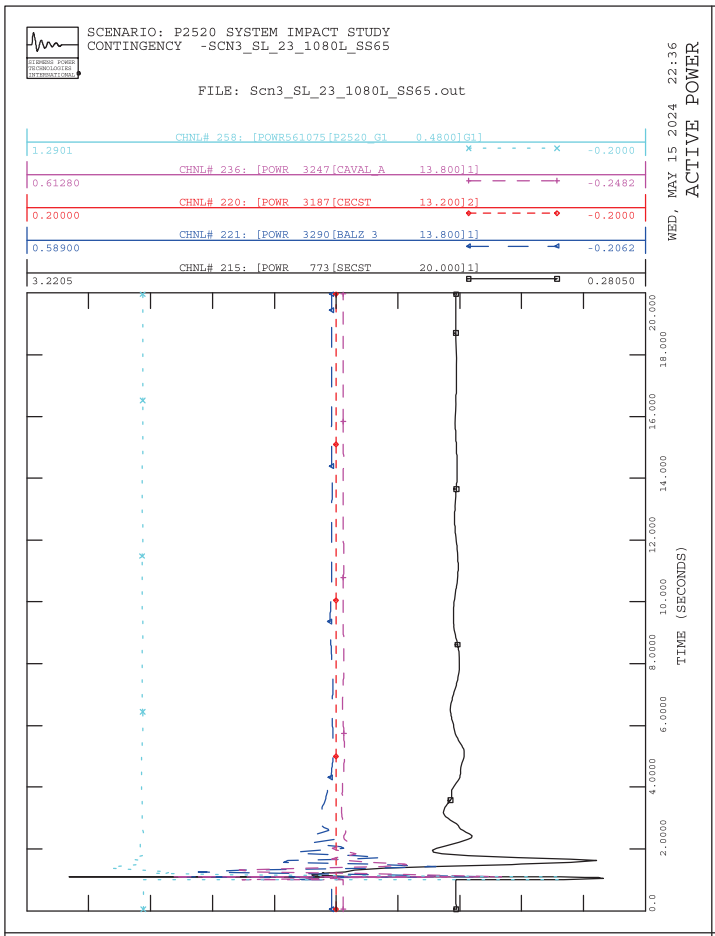
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_23_1080L_SS65
FILE: Scn3_SL_23_1080L_SS65.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.2901 -0.2000
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.61280 -0.2482
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000 -0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.58900 -0.2062
CHNL# 215: [POWR 773[SECST 20.000]1]
3.2205 0.28050
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
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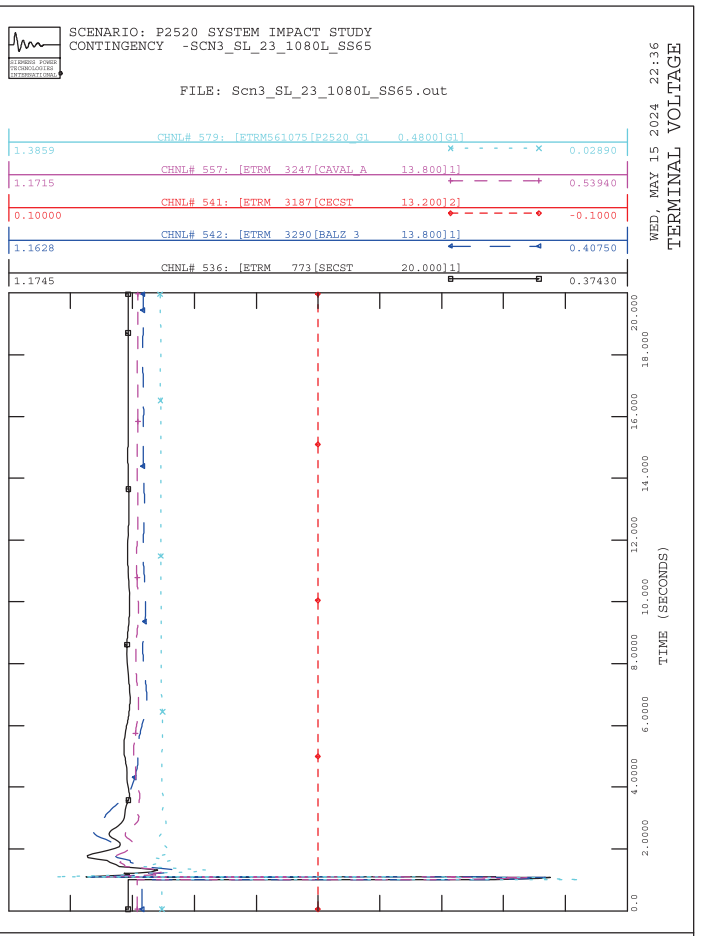
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_23_1080L_SS65
FILE: Scn3_SL_23_1080L_SS65.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.3859 0.02890
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.1715 0.53940
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000 -0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1628 0.40750
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.1745 0.37430
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
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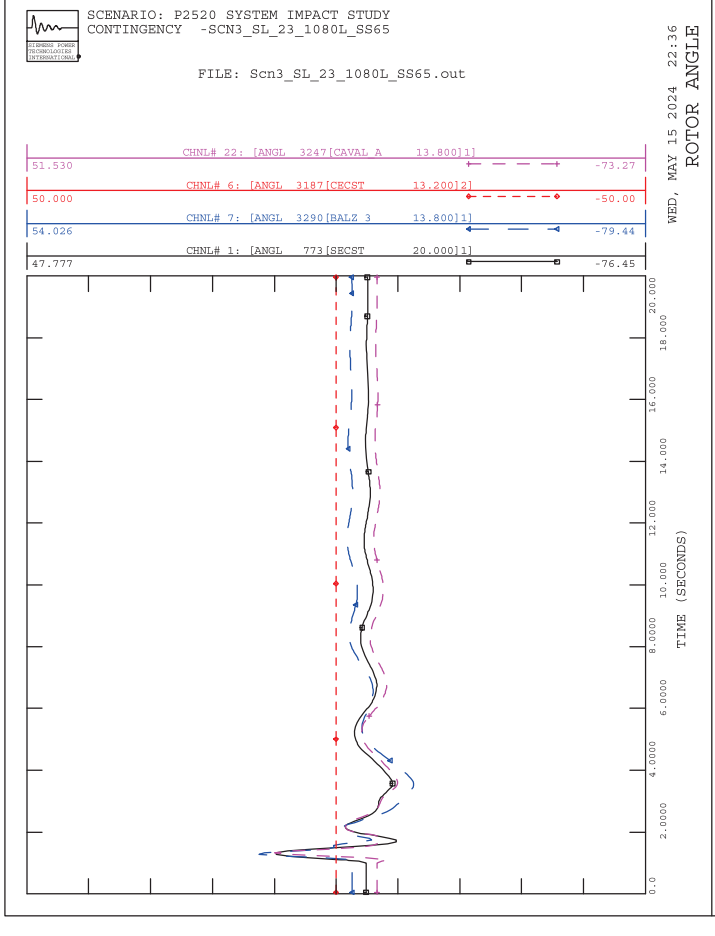
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_23_1080L_SS65
FILE: Scn3_SL_23_1080L_SS65.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
51.530 -73.27
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000 -50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
54.026 -79.44
CHNL# 1: [ANGL 773[SECST 20.000]1]
47.777 -76.45
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
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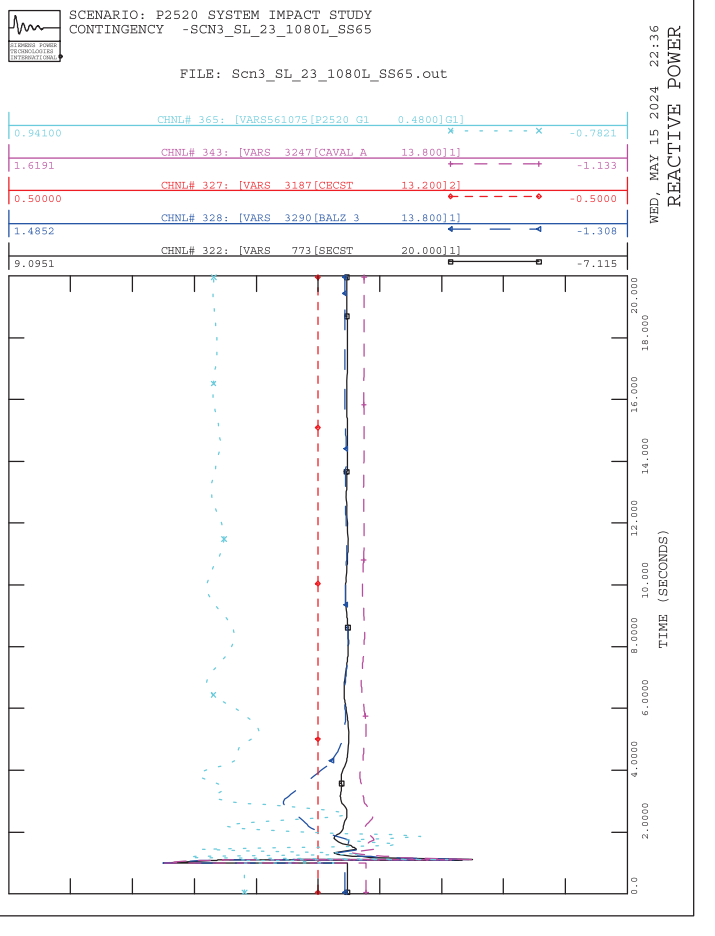
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_23_1080L_SS65
FILE: Scn3_SL_23_1080L_SS65.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
0.94100 -0.7821
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.6191 -1.133
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000 -0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.4852 -1.308
CHNL# 322: [VARS 773[SECST 20.000]1]
9.0951 -7.115
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
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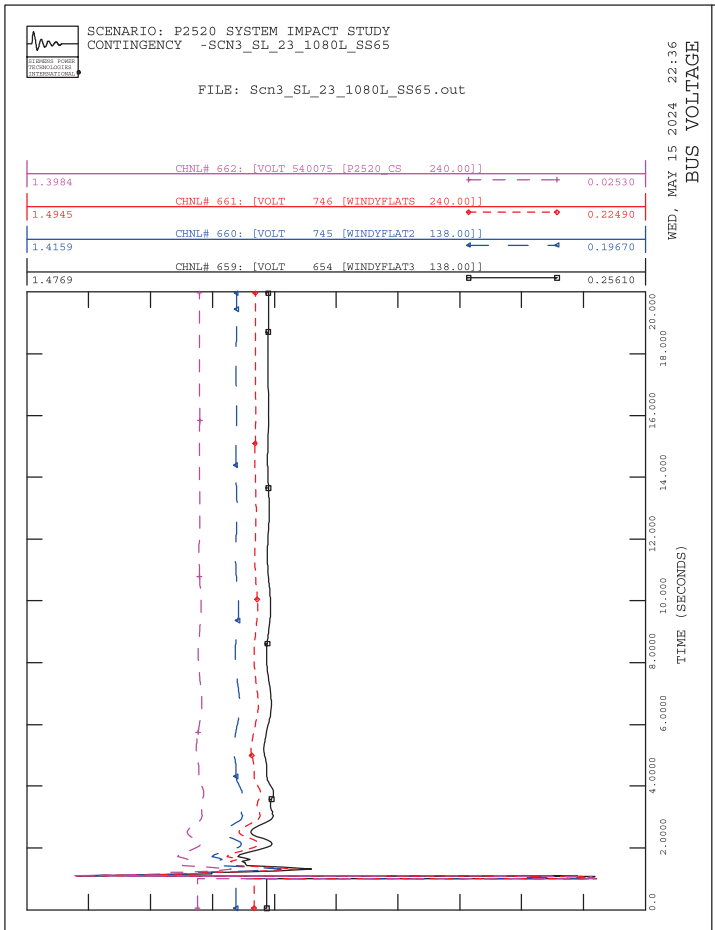
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_23_1080L_SS65
FILE: Scn3_SL_23_1080L_SS65.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.3984
0.02530
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.4945
0.22490
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.4159
0.19670
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.4769
0.25610
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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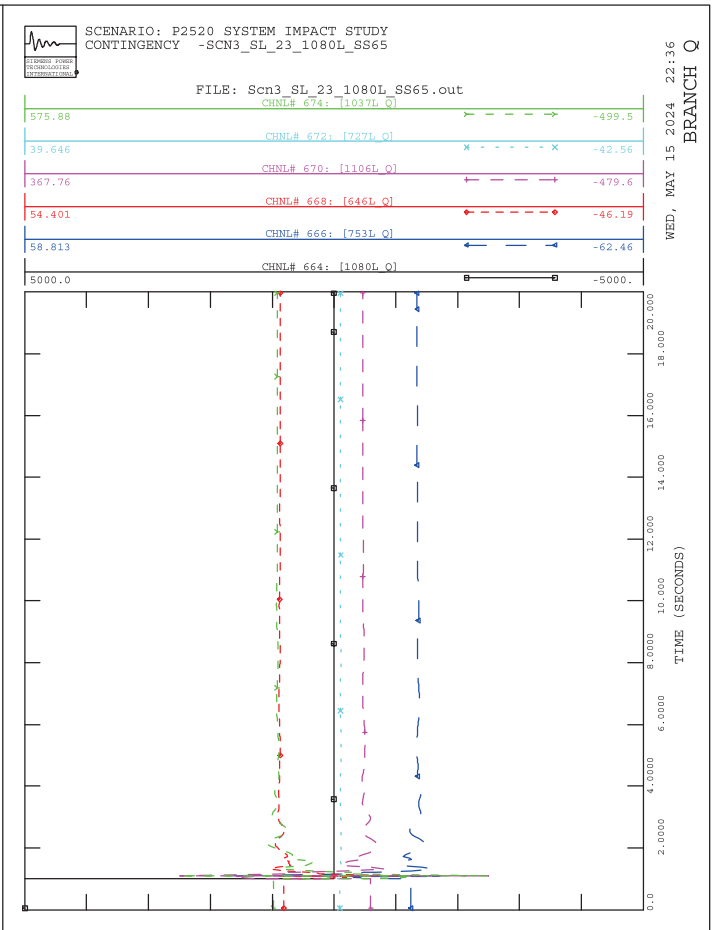
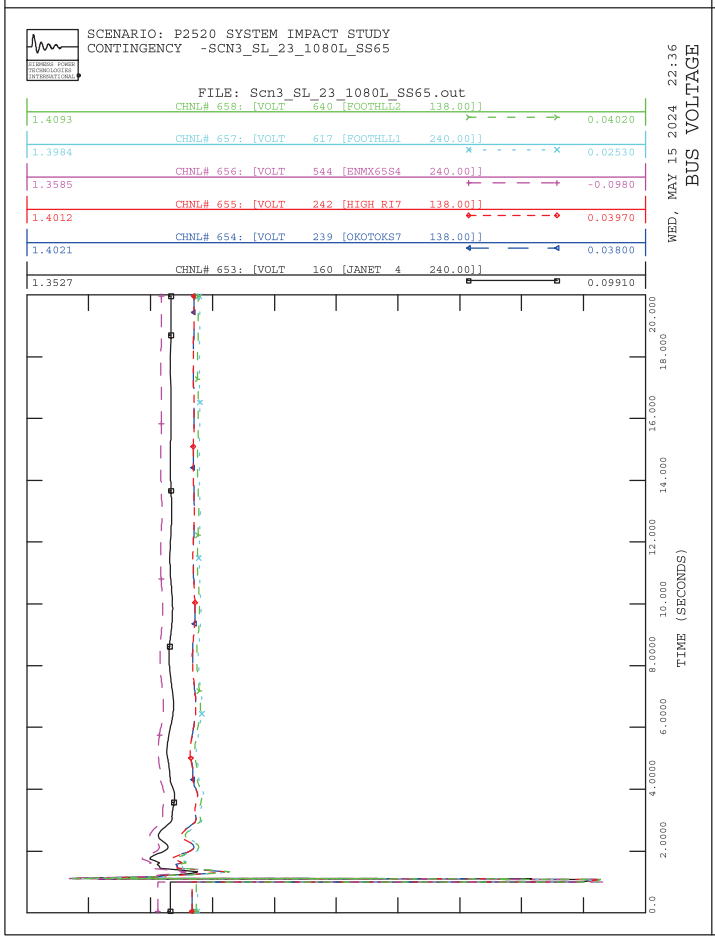
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_23_1080L_SS65
FILE: Scn3_SL_23_1080L_SS65.out
CHNL# 674: [1037L Q]
575.88
-499.5
CHNL# 672: [727L Q]
39.646
-42.56
CHNL# 670: [1106L Q]
367.76
-479.6
CHNL# 668: [646L Q]
54.401
-46.19
CHNL# 666: [753L Q]
58.813
-62.46
CHNL# 664: [1080L Q]
5000.0
-5000.
BRANCH Q
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_23_1080L_SS65
FILE: Scn3_SL_23_1080L_SS65.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.4093
0.04020
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.3984
0.02530
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.3585
-0.0980
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.4012
0.03970
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.4021
0.03800
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.3527
0.09910
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
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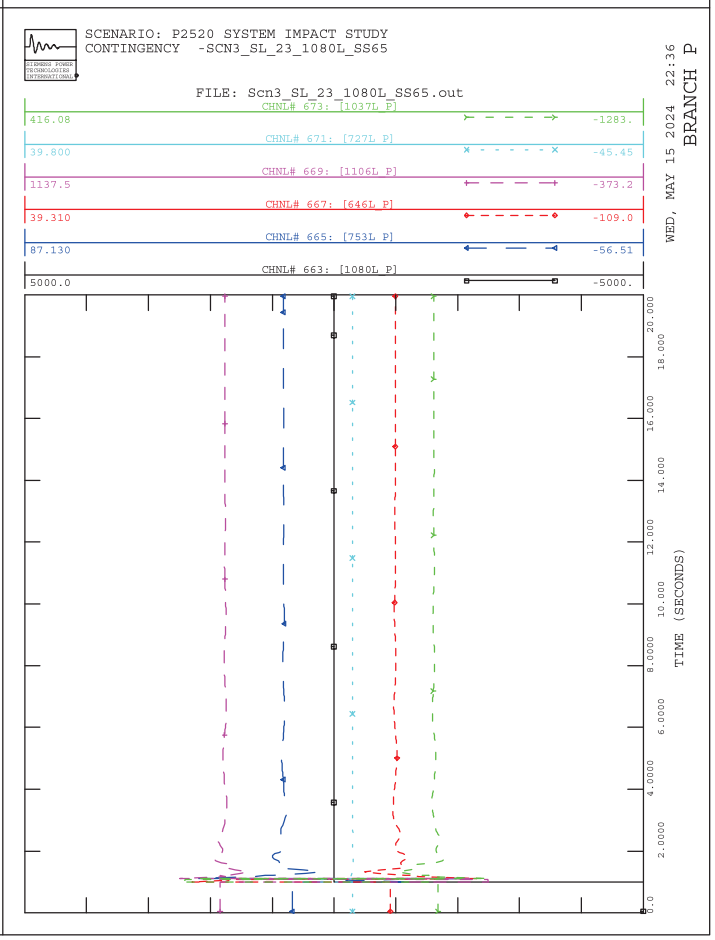
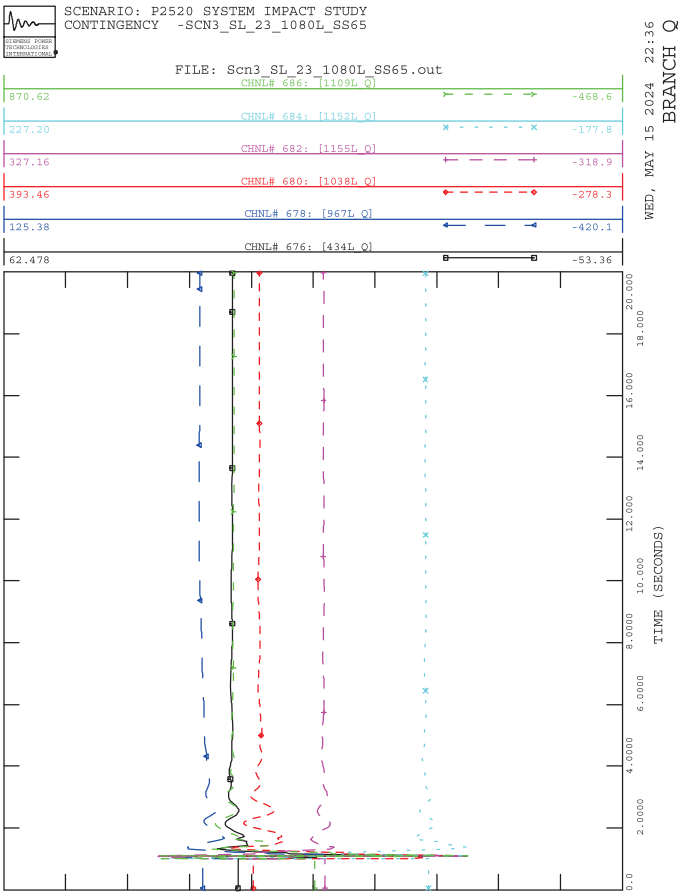
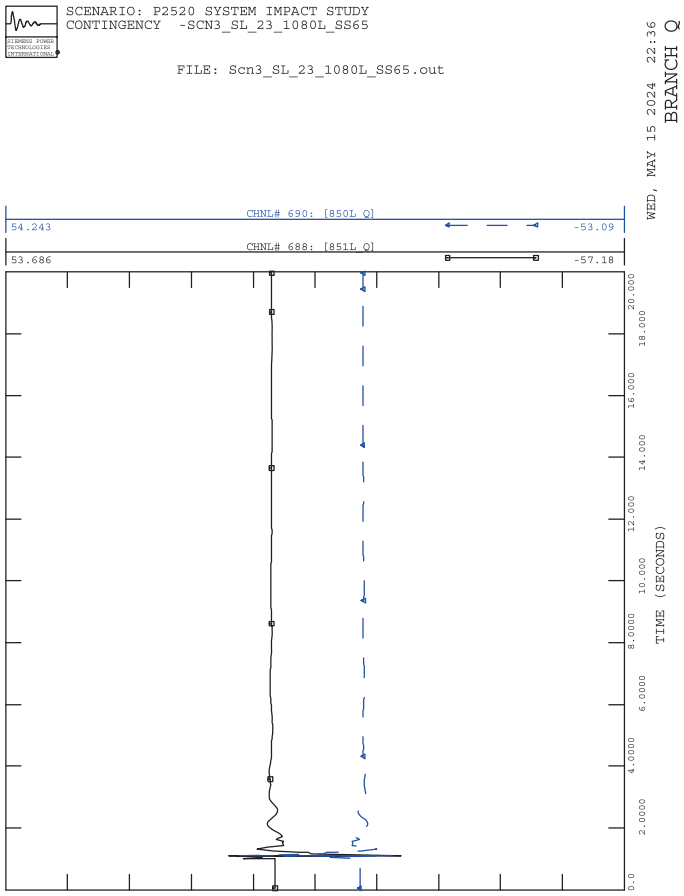
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_23_1080L_SS65
FILE: Scn3_SL_23_1080L_SS65.out
CHNL# 673: [1037L P]
416.08
-1283.
CHNL# 671: [727L P]
39.800
-45.45
CHNL# 669: [1106L P]
1137.5
-373.2
CHNL# 667: [646L P]
39.310
-109.0
CHNL# 665: [753L P]
87.130
-56.51
CHNL# 663: [1080L P]
5000.0
-5000.
BRANCH P
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_23_1080L_SS65
FILE: Scn3_SL_23_1080L_SS65.out
CHNL# 686: [1109L Q]
870.62
-468.6
CHNL# 684: [1152L Q]
227.20
-177.8
CHNL# 682: [1155L Q]
327.16
-318.9
CHNL# 680: [1038L Q]
393.46
-278.3
CHNL# 678: [967L Q]
125.38
-420.1
CHNL# 676: [434L Q]
62.478
-53.36
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_23_1080L_SS65
FILE: Scn3_SL_23_1080L_SS65.out
CHNL# 690: [850L Q]
54.243
-53.09
CHNL# 688: [851L Q]
53.686
-57.18
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
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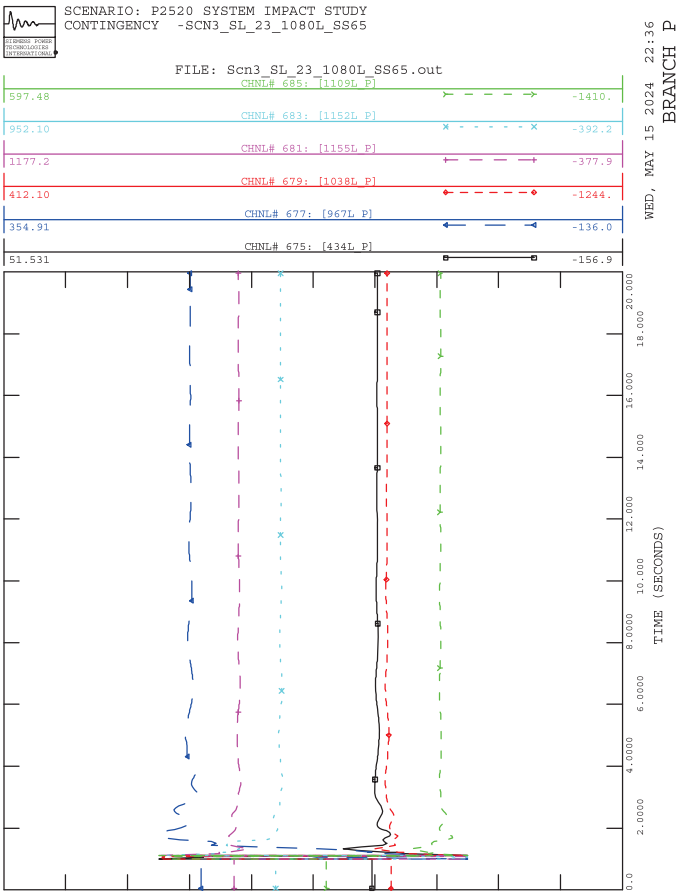
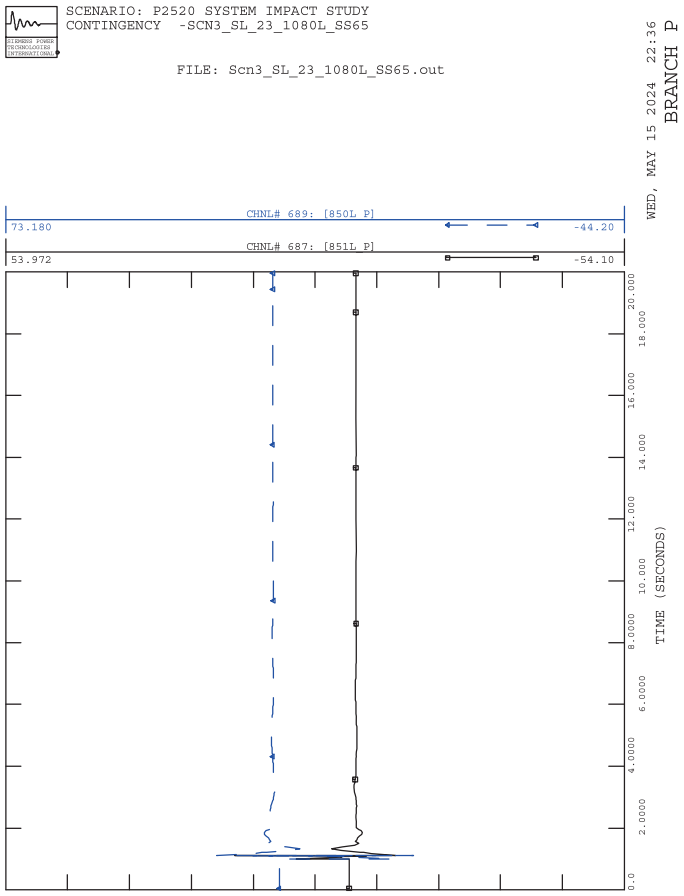
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_23_1080L_SS65
FILE: Scn3_SL_23_1080L_SS65.out
CHNL# 685: [1109L P]
597.48
-1410.
CHNL# 683: [1152L P]
952.10
-392.2
CHNL# 681: [1155L P]
1177.2
-377.9
CHNL# 679: [1038L P]
412.10
-1244.
CHNL# 677: [967L P]
354.91
-136.0
CHNL# 675: [434L P]
51.531
-156.9
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_23_1080L_SS65
FILE: Scn3_SL_23_1080L_SS65.out
CHNL# 689: [850L P]
73.180
-44.20
CHNL# 687: [851L P]
53.972
-54.10
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
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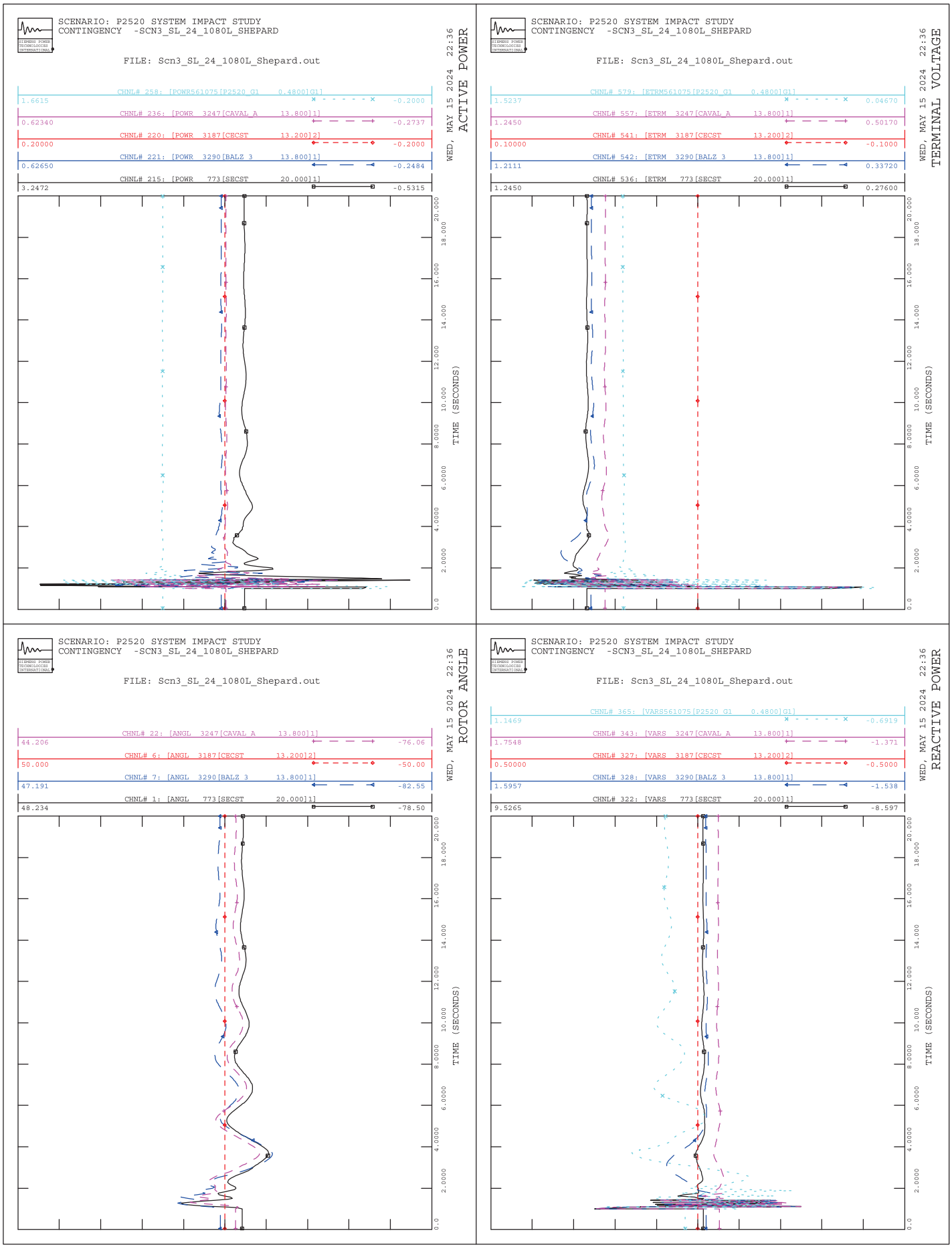
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_24_1080L_SHEPARD
FILE: Scn3_SL_24_1080L_Shepard.out
WED, MAY 15 2024 22:36
ACTIVE POWER
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.6615
-0.2000
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.62340
-0.2737
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000
-0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.62650
-0.2484
CHNL# 215: [POWR 773[SECST 20.000]1]
3.2472
-0.5315
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
14.000
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18.000
20.000
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_24_1080L_SHEPARD
FILE: Scn3_SL_24_1080L_Shepard.out
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.5237
0.04670
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2450
0.50170
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000
-0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.2111
0.33720
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2450
0.27600
TIME (SECONDS)
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4.0000
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8.0000
10.000
12.000
14.000
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18.000
20.000
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_24_1080L_SHEPARD
FILE: Scn3_SL_24_1080L_Shepard.out
WED, MAY 15 2024 22:36
ROTOR ANGLE
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
44.206
-76.06
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000
-50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
47.191
-82.55
CHNL# 1: [ANGL 773[SECST 20.000]1]
48.234
-78.50
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_24_1080L_SHEPARD
FILE: Scn3_SL_24_1080L_Shepard.out
WED, MAY 15 2024 22:36
REACTIVE POWER
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.1469
-0.6919
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.7548
-1.371
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000
-0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.5957
-1.538
CHNL# 322: [VARS 773[SECST 20.000]1]
9.5265
-8.597
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12.000
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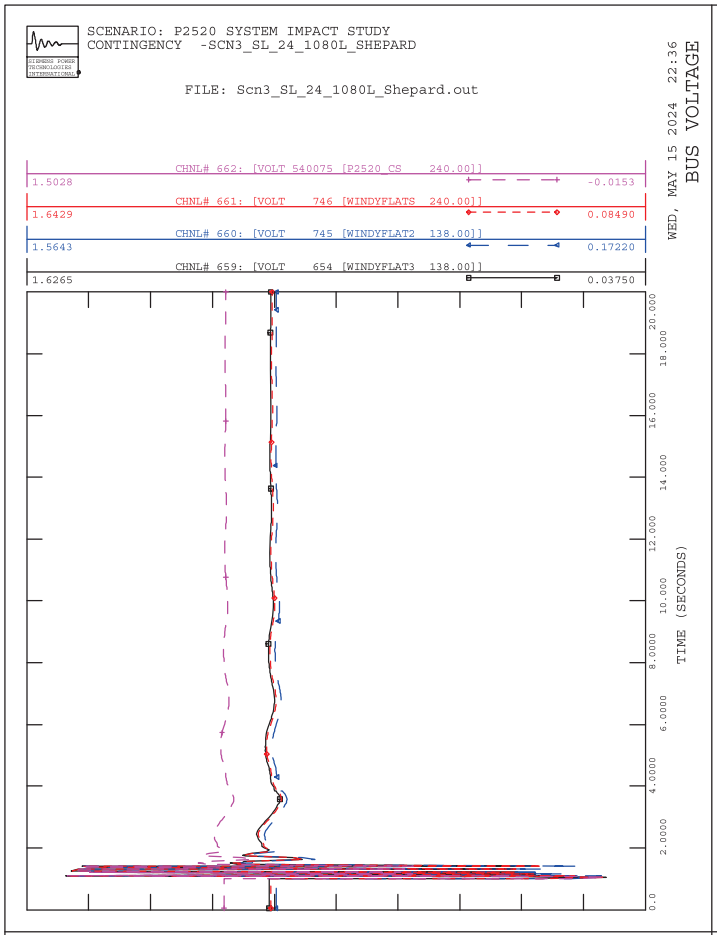
18.000
20.000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CONTINGENCY -SCN3_SL_24_1080L_SHEPARD
FILE: Scn3_SL_24_1080L_Shepard.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.5028
-0.0153
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.6429
0.08490
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.5643
0.17220
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.6265
0.03750
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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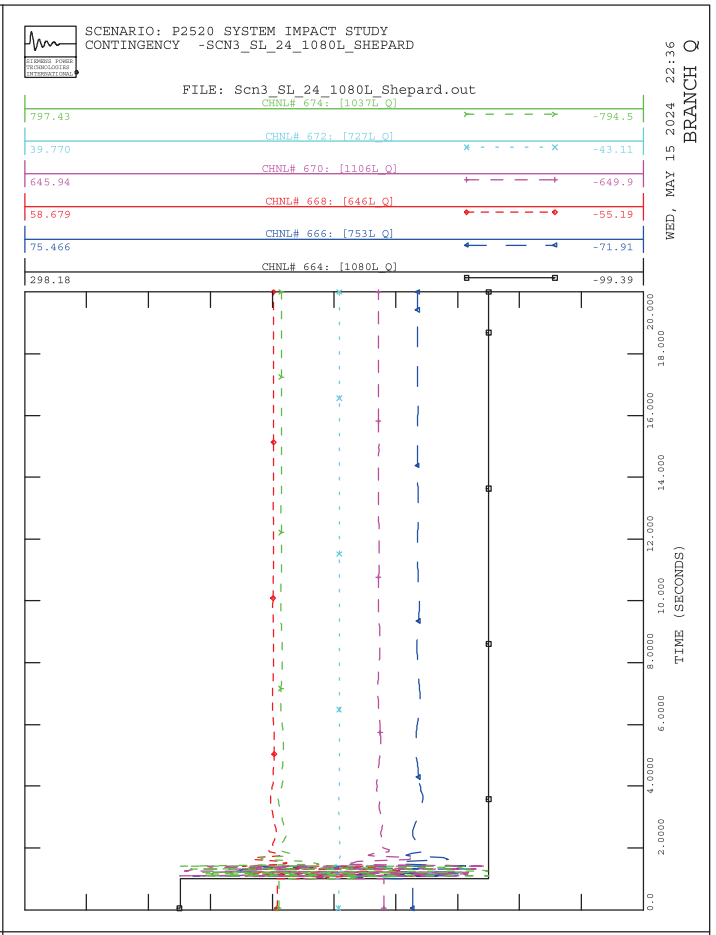
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CONTINGENCY -SCN3_SL_24_1080L_SHEPARD
FILE: Scn3_SL_24_1080L_Shepard.out
CHNL# 674: [1037L Q]
797.43
-794.5
CHNL# 672: [727L Q]
39.770
-43.11
CHNL# 670: [1106L Q]
645.94
-649.9
CHNL# 668: [646L Q]
58.679
-55.19
CHNL# 666: [753L Q]
75.466
-71.91
CHNL# 664: [1080L Q]
298.18
-99.39
BRANCH Q
WED, MAY 15 2024 22:36
TIME (SECONDS)
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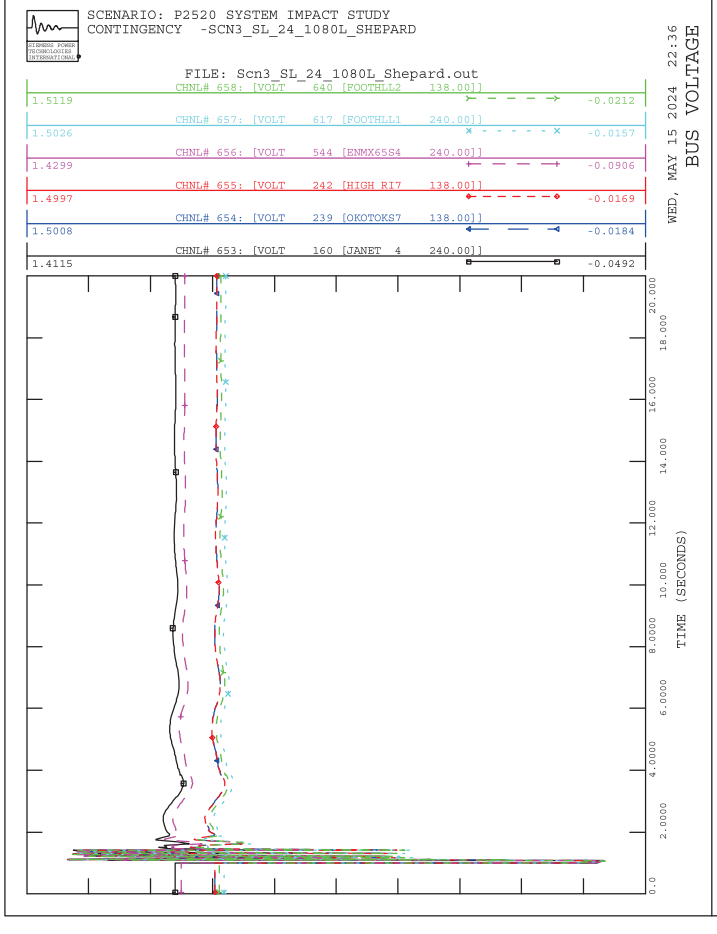
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_24_1080L_SHEPARD
FILE: Scn3_SL_24_1080L_Shepard.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.5119
-0.0212
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.5026
-0.0157
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.4299
-0.0906
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.4997
-0.0169
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.5008
-0.0184
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.4115
-0.0492
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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10.000
12.000
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16.000
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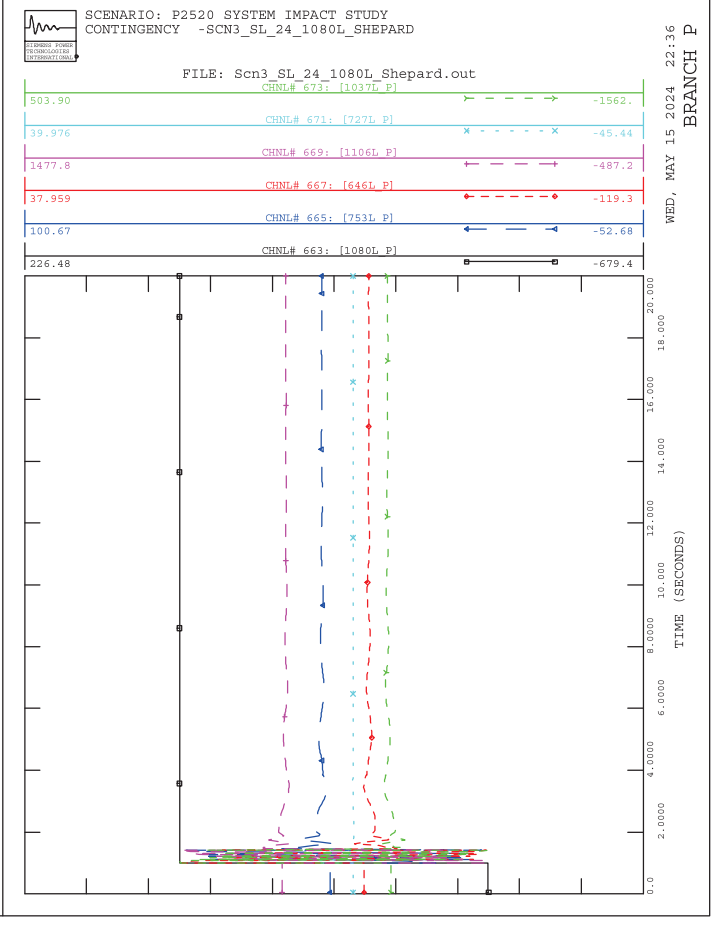
20.000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CONTINGENCY -SCN3_SL_24_1080L_SHEPARD
FILE: Scn3_SL_24_1080L_Shepard.out
CHNL# 673: [1037L P]
503.90
-1562.
CHNL# 671: [727L P]
39.976
-45.44
CHNL# 669: [1106L P]
1477.8
-487.2
CHNL# 667: [646L P]
37.959
-119.3
CHNL# 665: [753L P]
100.67
-52.68
CHNL# 663: [1080L P]
226.48
-679.4
BRANCH P
WED, MAY 15 2024 22:36
TIME (SECONDS)
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12.000
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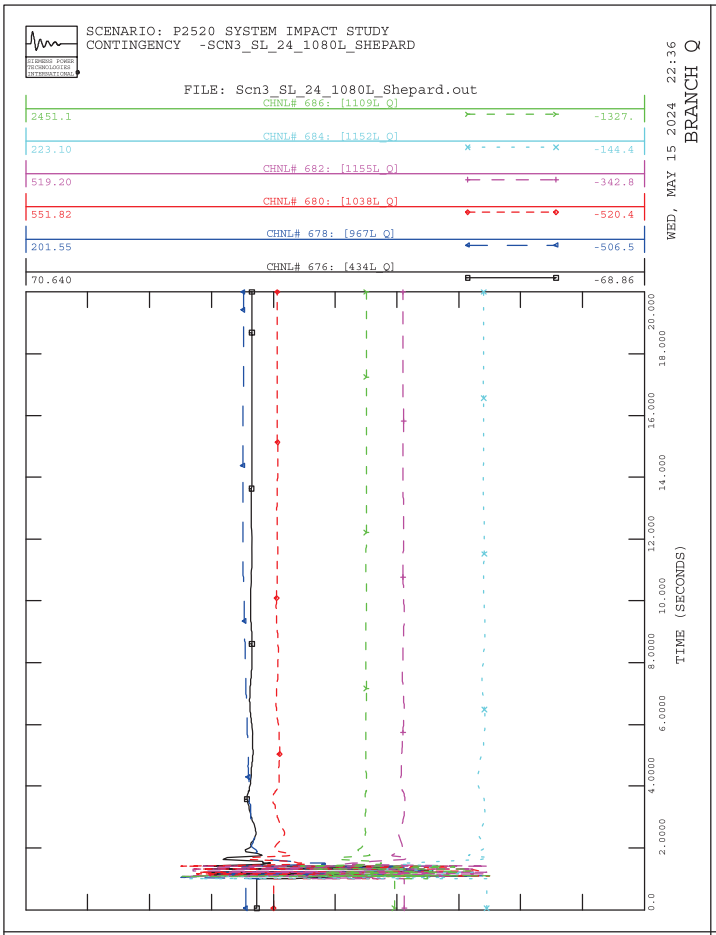
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_24_1080L_SHEPARD
FILE: Scn3_SL_24_1080L_Shepard.out
CHNL# 686: [1109L Q]
2451.1
-1327.
CHNL# 684: [1152L Q]
223.10
-144.4
CHNL# 682: [1155L Q]
519.20
-342.8
CHNL# 680: [1038L Q]
551.82
-520.4
CHNL# 678: [967L Q]
201.55
-506.5
CHNL# 676: [434L Q]
70.640
-68.86
WED, MAY 15 2024 22:36
BRANCH Q
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4.0000
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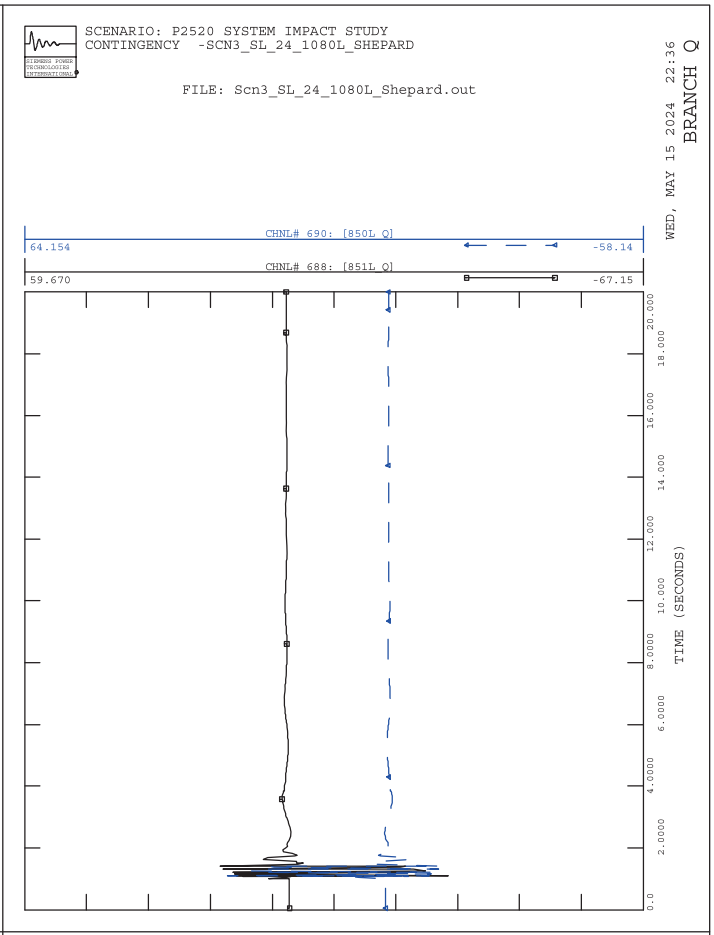
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_24_1080L_SHEPARD
FILE: Scn3_SL_24_1080L_Shepard.out
CHNL# 690: [850L Q]
64.154
-58.14
CHNL# 688: [851L Q]
59.670
-67.15
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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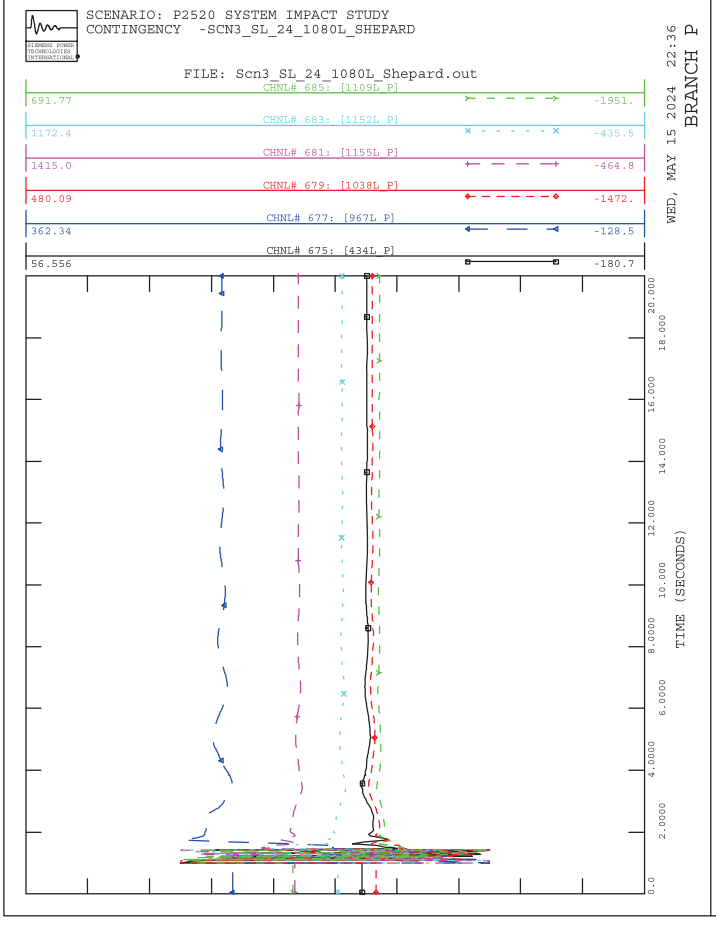
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_24_1080L_SHEPARD
FILE: Scn3_SL_24_1080L_Shepard.out
CHNL# 685: [1109L P]
691.77
-1951.
CHNL# 683: [1152L P]
1172.4
-435.5
CHNL# 681: [1155L P]
1415.0
-464.8
CHNL# 679: [1038L P]
480.09
-1472.
CHNL# 677: [967L P]
362.34
-128.5
CHNL# 675: [434L P]
56.556
-180.7
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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12.000
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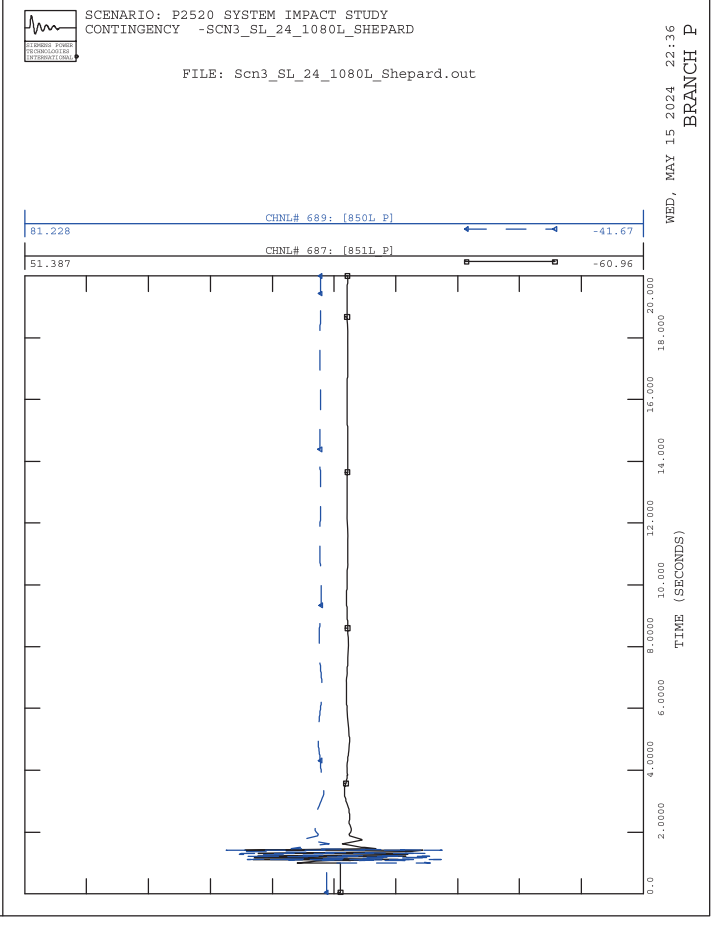
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_24_1080L_SHEPARD
FILE: Scn3_SL_24_1080L_Shepard.out
CHNL# 689: [850L P]
81.228
-41.67
CHNL# 687: [851L P]
51.387
-60.96
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
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8.0000
10.000
12.000
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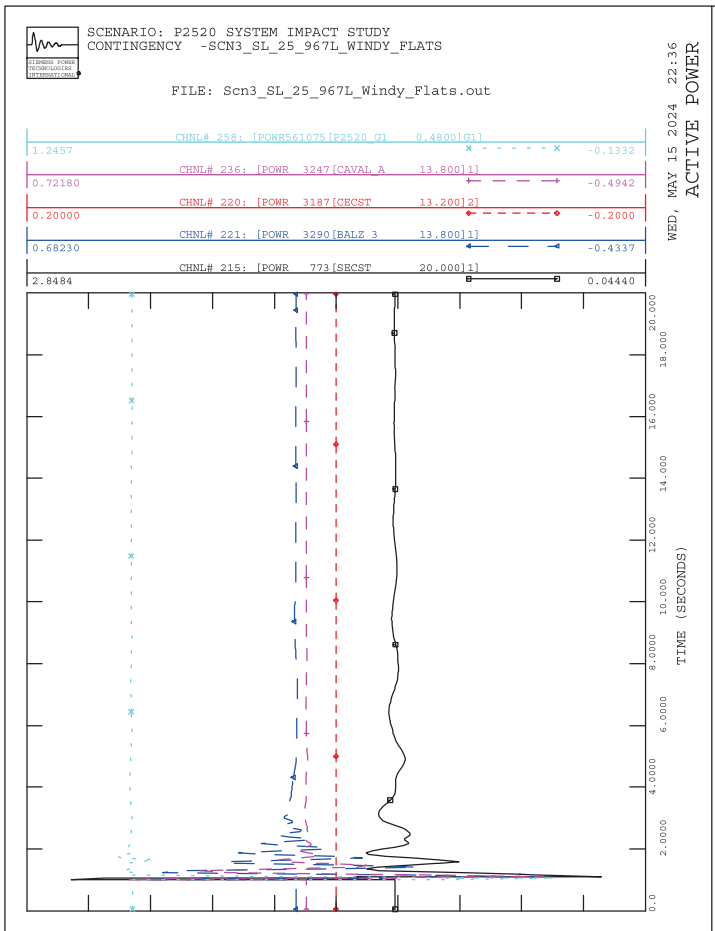
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_25_967L_WINDY_FLATS
FILE: Scn3_SL_25_967L_Windy_Flats.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.2457
-0.1332
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.72180
-0.4942
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.20000
-0.2000
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.68230
-0.4337
CHNL# 215: [POWR 773[SECST 20.000]1]
2.8484
0.04440
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
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12.000
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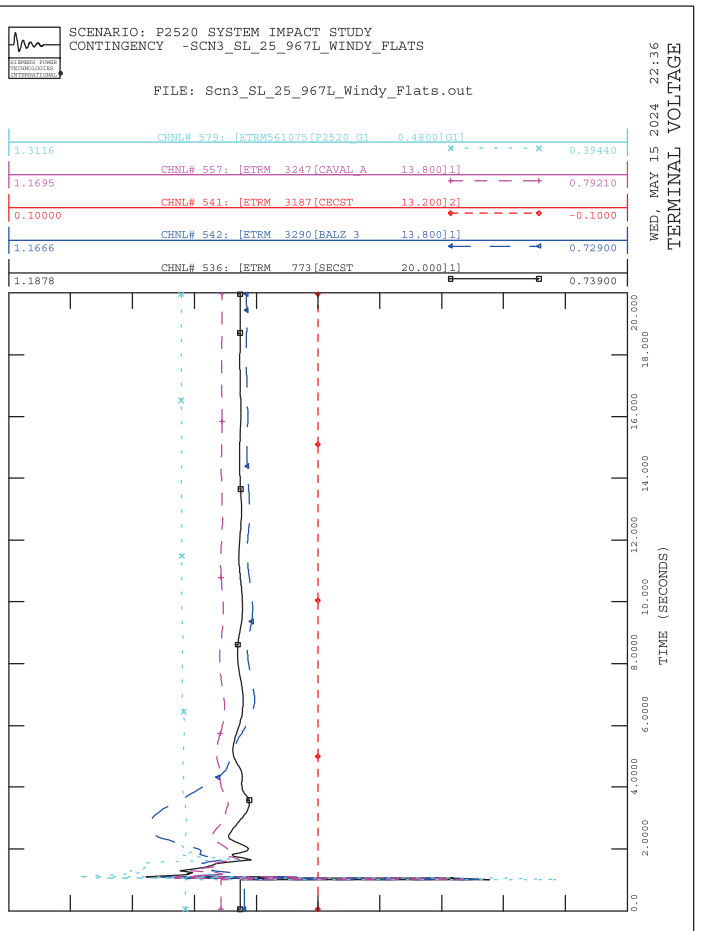
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_25_967L_WINDY_FLATS
FILE: Scn3_SL_25_967L_Windy_Flats.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.3116
0.39440
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.1695
0.79210
CHNL# 541: [ETRM 3187[CECST 13.200]2]
0.10000
-0.1000
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1666
0.72900
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.1878
0.73900
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
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4.0000
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8.0000
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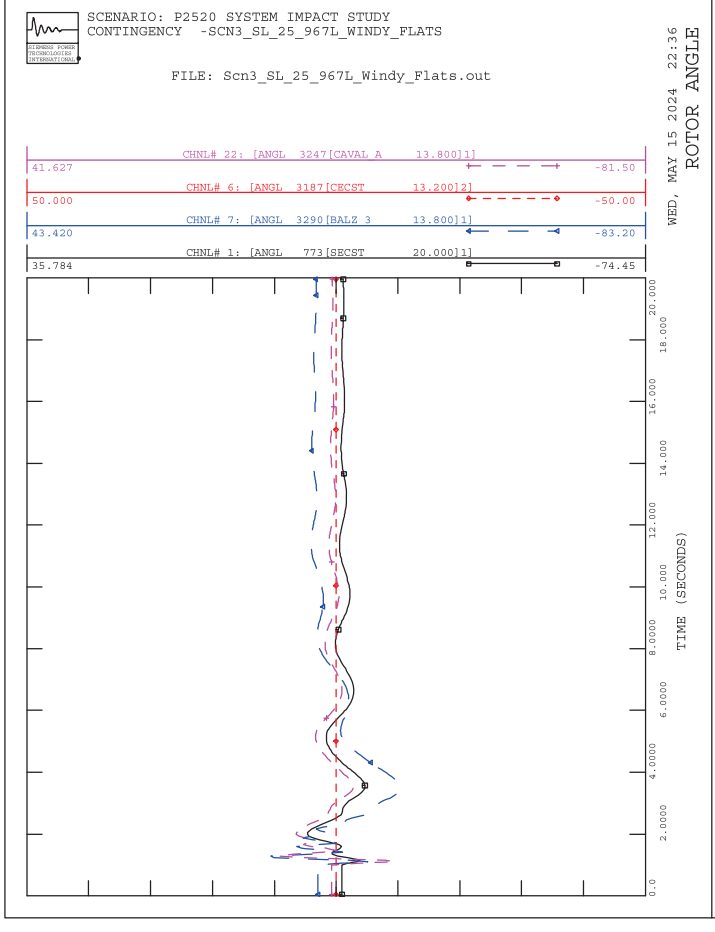
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_25_967L_WINDY_FLATS
FILE: Scn3_SL_25_967L_Windy_Flats.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
41.627
-81.50
CHNL# 6: [ANGL 3187[CECST 13.200]2]
50.000
-50.00
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
43.420
-83.20
CHNL# 1: [ANGL 773[SECST 20.000]1]
35.784
-74.45
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
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4.0000
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8.0000
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12.000
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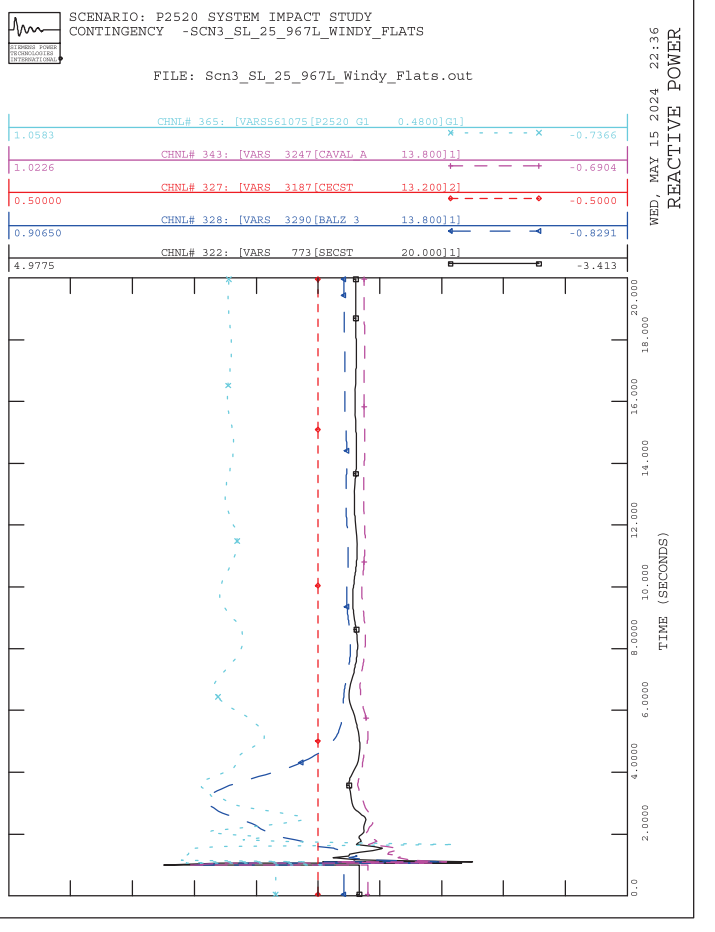
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_25_967L_WINDY_FLATS
FILE: Scn3_SL_25_967L_Windy_Flats.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.0583
-0.7366
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.0226
-0.6904
CHNL# 327: [VARS 3187[CECST 13.200]2]
0.50000
-0.5000
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
0.90650
-0.8291
CHNL# 322: [VARS 773[SECST 20.000]1]
4.9775
-3.413
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
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4.0000
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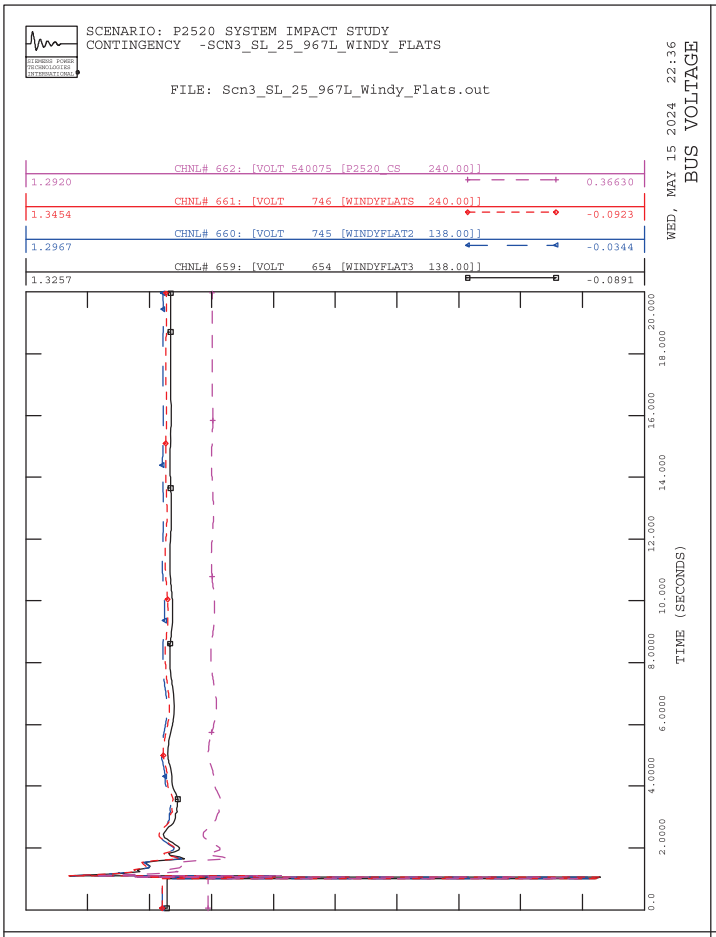
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_25_967L_WINDY_FLATS
FILE: Scn3_SL_25_967L_Windy_Flats.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2920
0.36630
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.3454
-0.0923
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.2967
-0.0344
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.3257
-0.0891
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
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4.0000
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12.000
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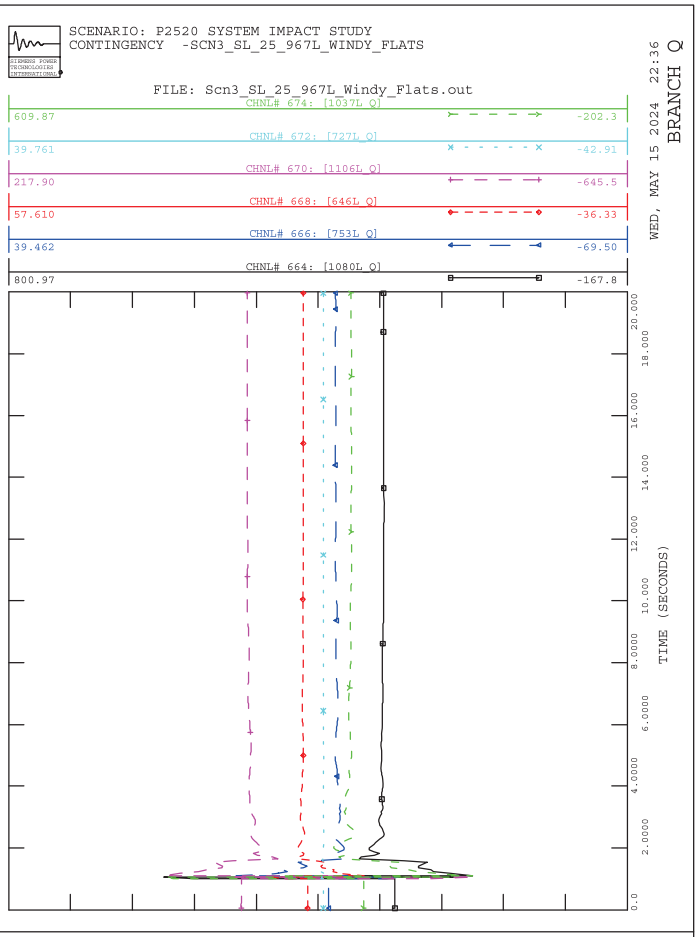
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_25_967L_WINDY_FLATS
FILE: Scn3_SL_25_967L_Windy_Flats.out
CHNL# 674: [1037L Q]
609.87
-202.3
CHNL# 672: [727L Q]
39.761
-42.91
CHNL# 670: [1106L Q]
217.90
-645.5
CHNL# 668: [646L Q]
57.610
-36.33
CHNL# 666: [753L Q]
39.462
-69.50
CHNL# 664: [1080L Q]
800.97
-167.8
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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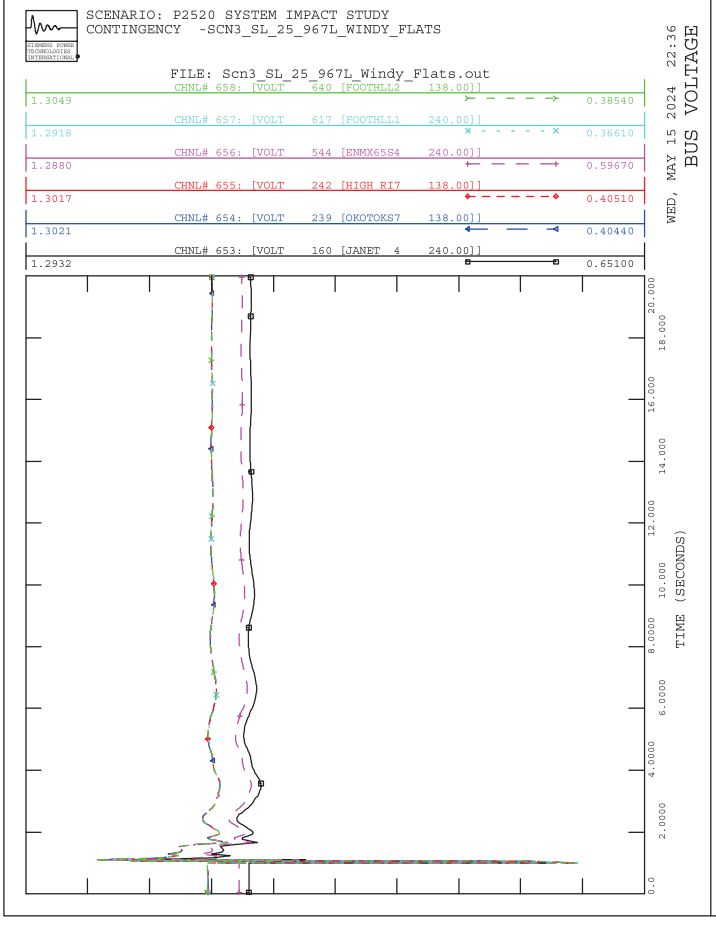
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_25_967L_WINDY_FLATS
FILE: Scn3_SL_25_967L_Windy_Flats.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.3049
0.38540
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2918
0.36610
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2880
0.59670
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.3017
0.40510
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.3021
0.40440
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2932
0.65100
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
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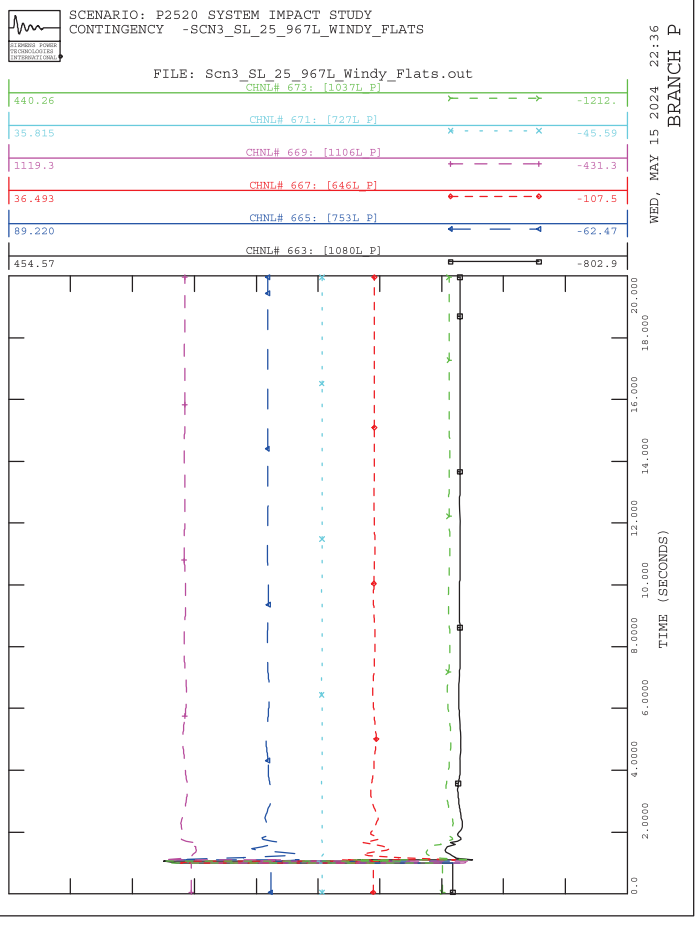
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_25_967L_WINDY_FLATS
FILE: Scn3_SL_25_967L_Windy_Flats.out
CHNL# 673: [1037L P]
440.26
-1212.
CHNL# 671: [727L P]
35.815
-45.59
CHNL# 669: [1106L P]
1119.3
-431.3
CHNL# 667: [646L P]
36.493
-107.5
CHNL# 665: [753L P]
89.220
-62.47
CHNL# 663: [1080L P]
454.57
-802.9
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
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8.0000
10.000
12.000
14.000
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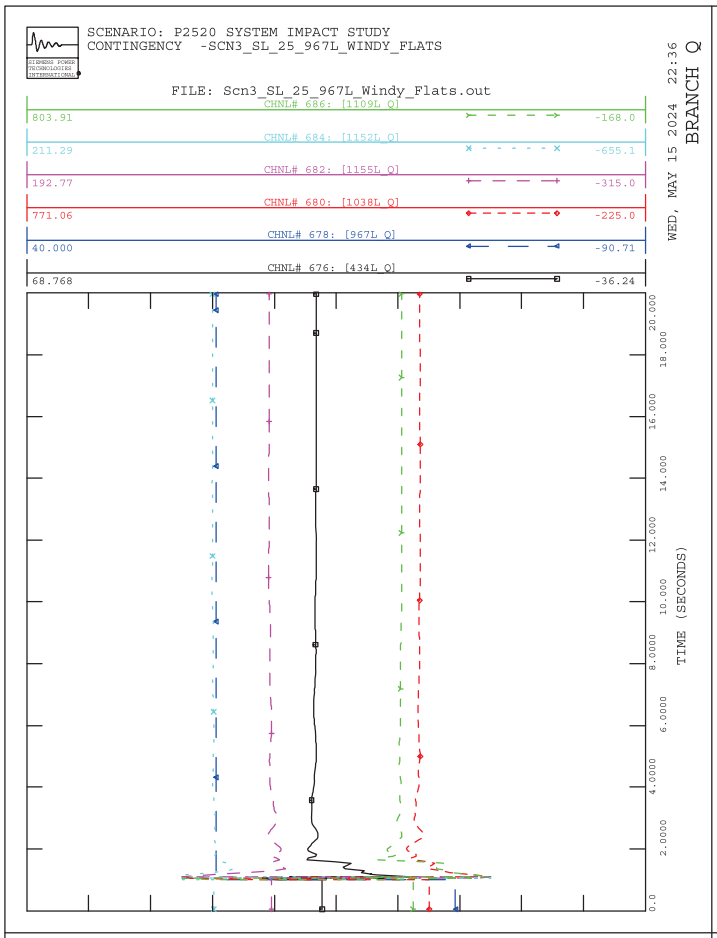
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_25_967L_WINDY_FLATS
FILE: Scn3_SL_25_967L_Windy_Flats.out
CHNL# 686: [1109L Q]
803.91
-168.0
CHNL# 684: [1152L Q]
211.29
-655.1
CHNL# 682: [1155L Q]
192.77
-315.0
CHNL# 680: [1038L Q]
771.06
-225.0
CHNL# 678: [967L Q]
40.000
-90.71
CHNL# 676: [434L Q]
68.768
-36.24
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
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8.0000
10.000
12.000
14.000
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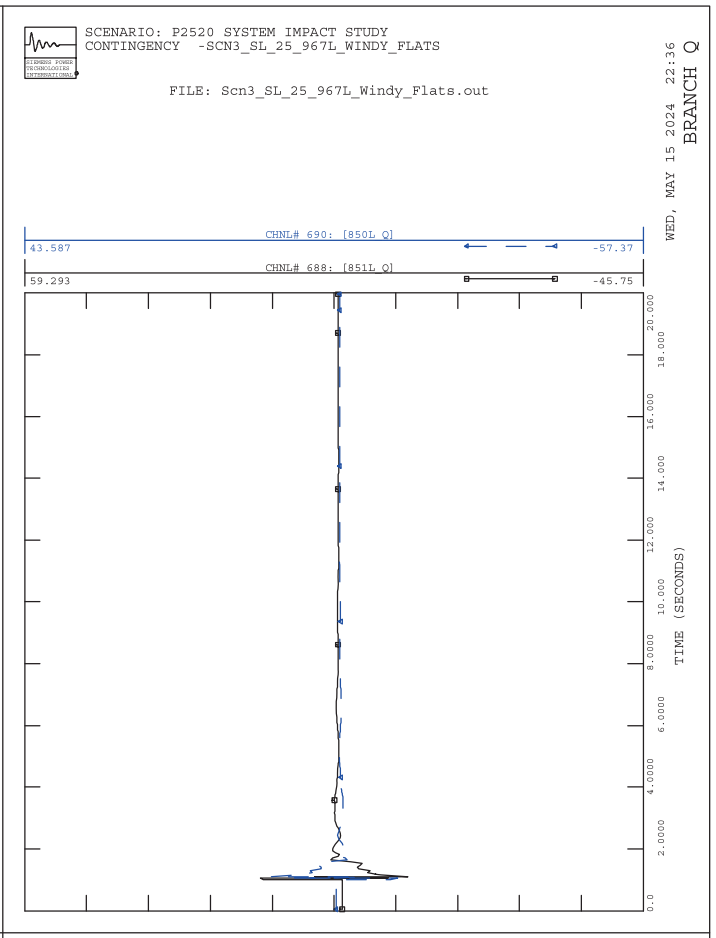
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_25_967L_WINDY_FLATS
FILE: Scn3_SL_25_967L_Windy_Flats.out
CHNL# 690: [850L Q]
43.587
-57.37
CHNL# 688: [851L Q]
59.293
-45.75
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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10.000
12.000
14.000
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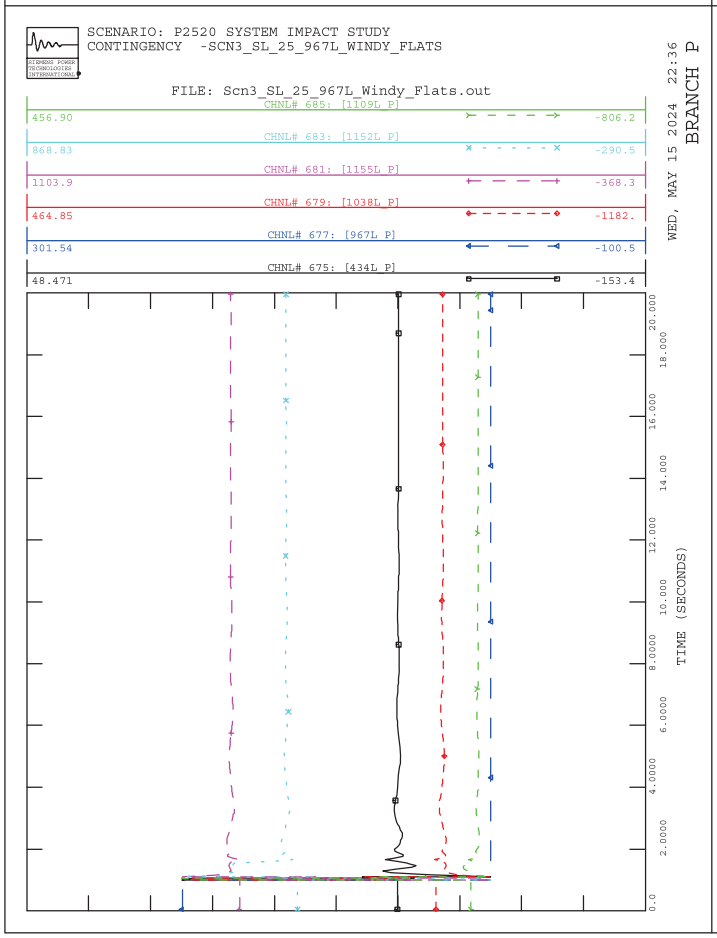
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_25_967L_WINDY_FLATS
FILE: Scn3_SL_25_967L_Windy_Flats.out
CHNL# 685: [1109L P]
456.90
-806.2
CHNL# 683: [1152L P]
868.83
-290.5
CHNL# 681: [1155L P]
1103.9
-368.3
CHNL# 679: [1038L P]
464.85
-1182.
CHNL# 677: [967L P]
301.54
-100.5
CHNL# 675: [434L P]
48.471
-153.4
WED, MAY 15 2024 22:36
BRANCH P
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8.0000
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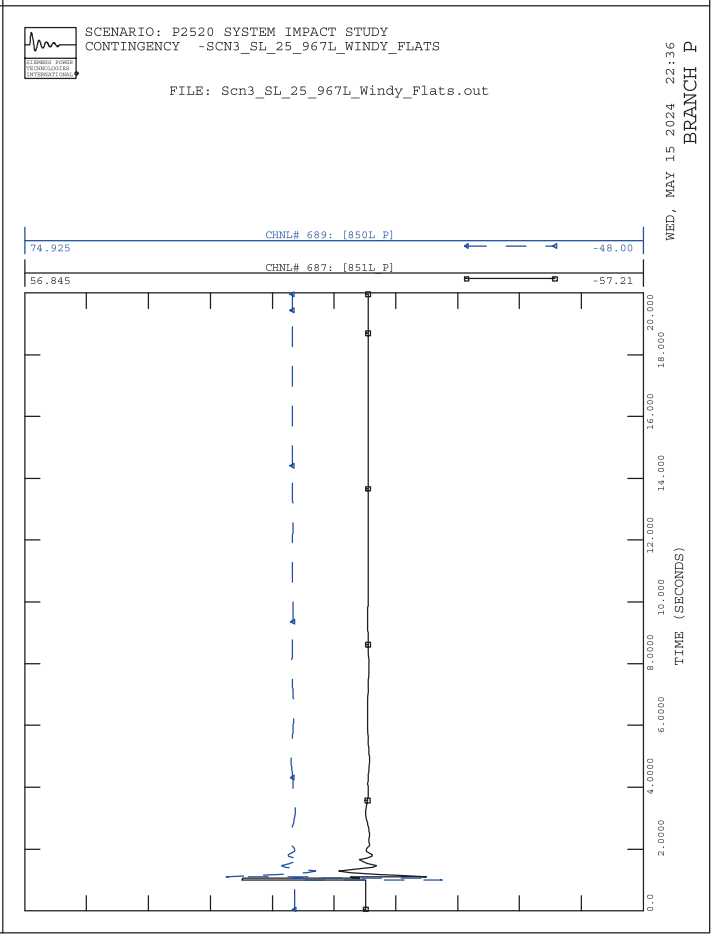
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_25_967L_WINDY_FLATS
FILE: Scn3_SL_25_967L_Windy_Flats.out
CHNL# 689: [850L P]
74.925
-48.00
CHNL# 687: [851L P]
56.845
-57.21
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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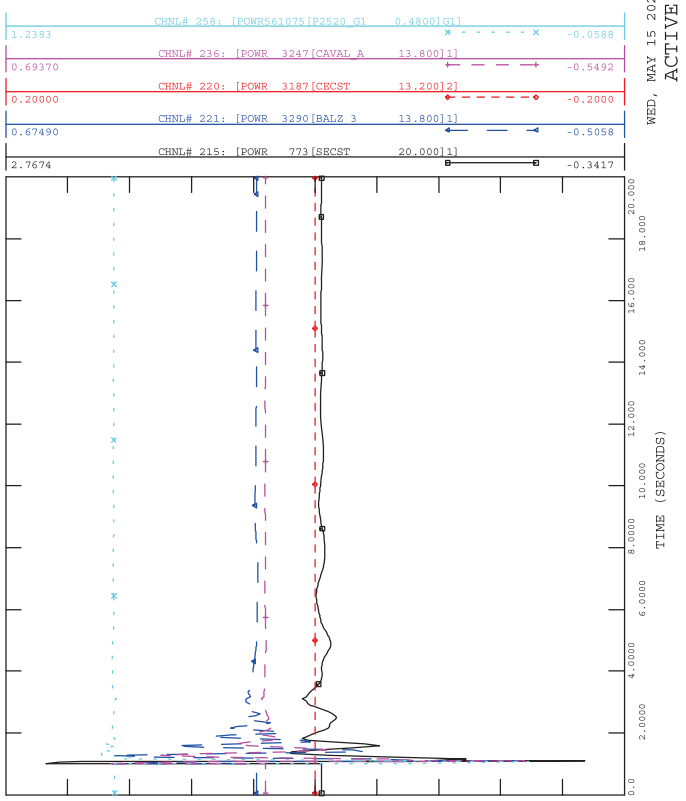
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

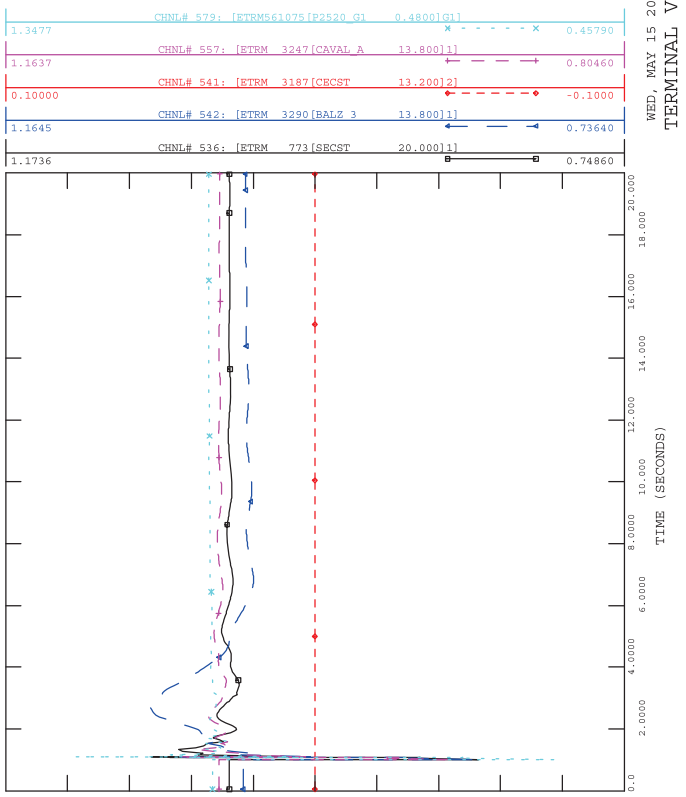
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_26_967L_NORTH_LETHBRIDGE

FILE: Scn3_SL_26_967L_North_Lethbridge.out



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_26_967L_NORTH_LETHBRIDGE

FILE: Scn3_SL_26_967L_North_Lethbridge.out



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_26_967L_NORTH_LETHBRIDGE

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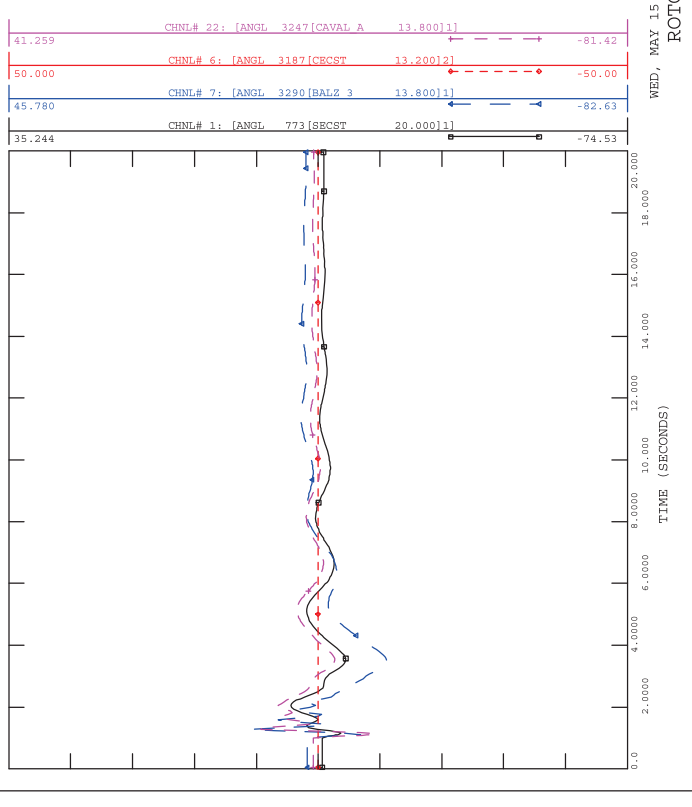
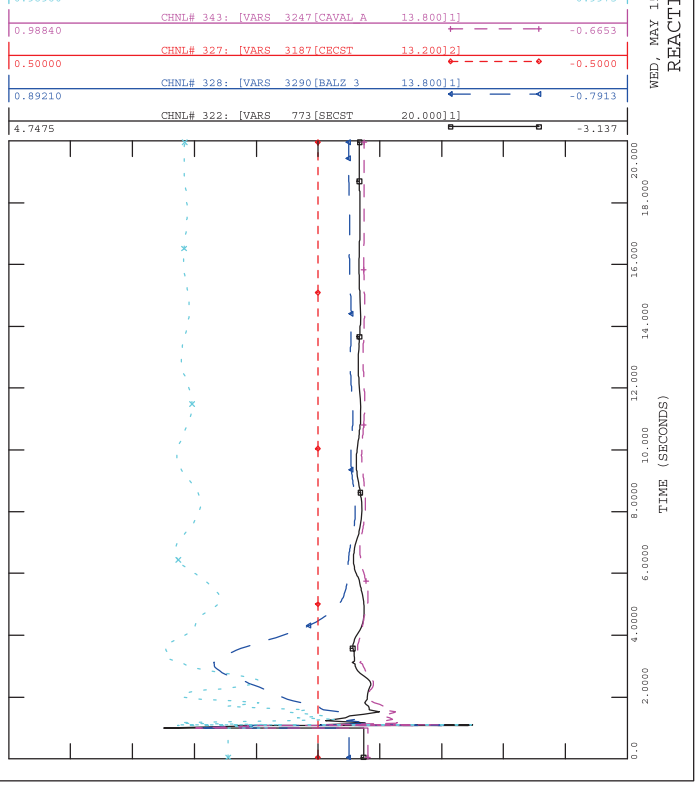
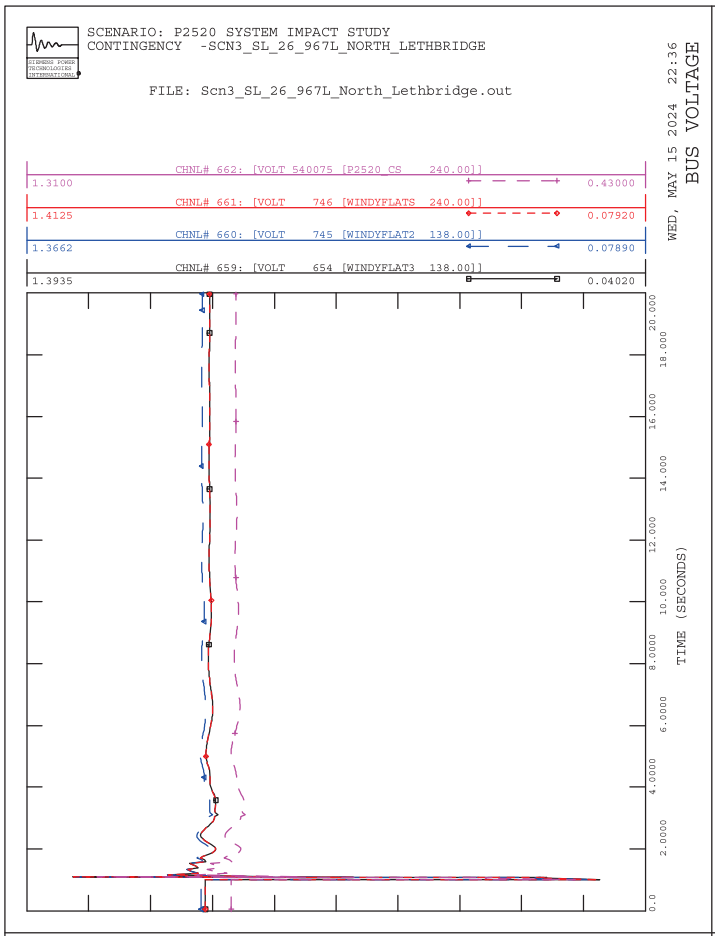


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_26_967L_NORTH_LETHBRIDGE

FILE: Scn3_SL_26_967L_North_Lethbridge.out




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_26_967L_NORTH_LETHBRIDGE
FILE: Scn3_SL_26_967L_North_Lethbridge.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.3100
0.43000
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.4125
0.07920
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.3662
0.07890
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.3935
0.04020
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
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4.0000
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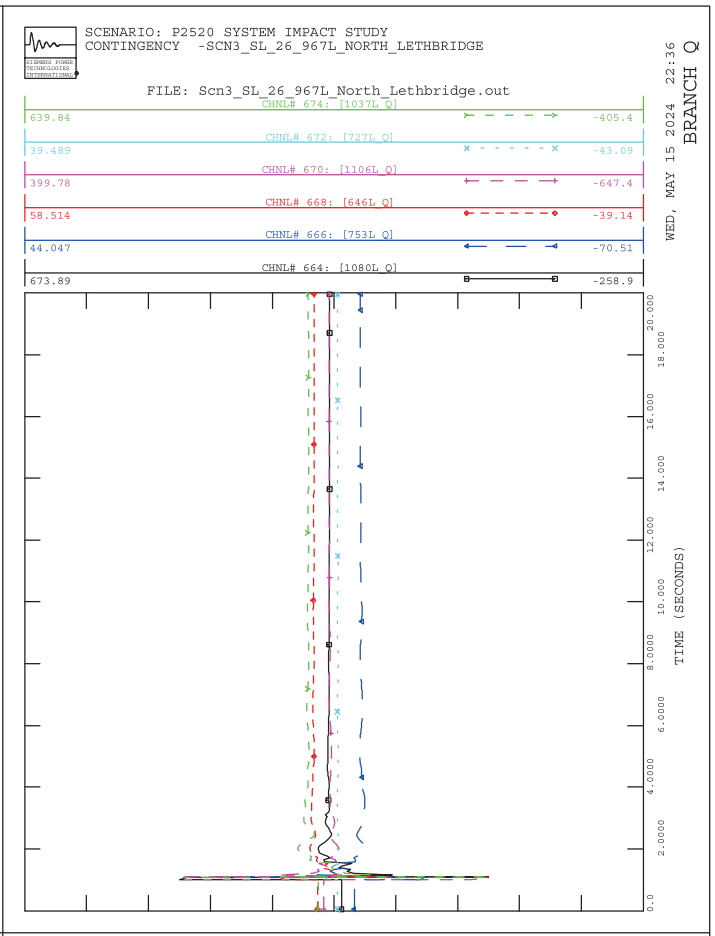
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_26_967L_NORTH_LETHBRIDGE
FILE: Scn3_SL_26_967L_North_Lethbridge.out
CHNL# 674: [1037L Q]
639.84
-405.4
CHNL# 672: [727L Q]
39.489
-43.09
CHNL# 670: [1106L Q]
399.78
-647.4
CHNL# 668: [646L Q]
58.514
-39.14
CHNL# 666: [753L Q]
44.047
-70.51
CHNL# 664: [1080L Q]
673.89
-258.9
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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2.0000
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8.0000
10.000
12.000
14.000
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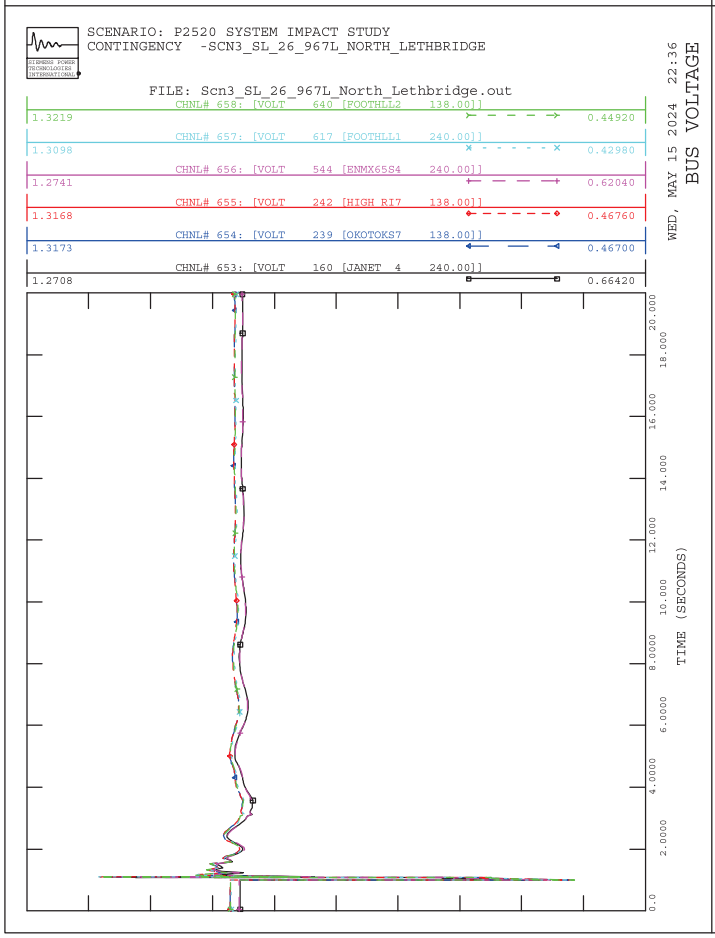
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_26_967L_NORTH_LETHBRIDGE
FILE: Scn3_SL_26_967L_North_Lethbridge.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.3219
0.44920
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.3098
0.42980
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2741
0.62040
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.3168
0.46760
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.3173
0.46700
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2708
0.66420
WED, MAY 15 2024 22:36
BUS VOLTAGE
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8.0000
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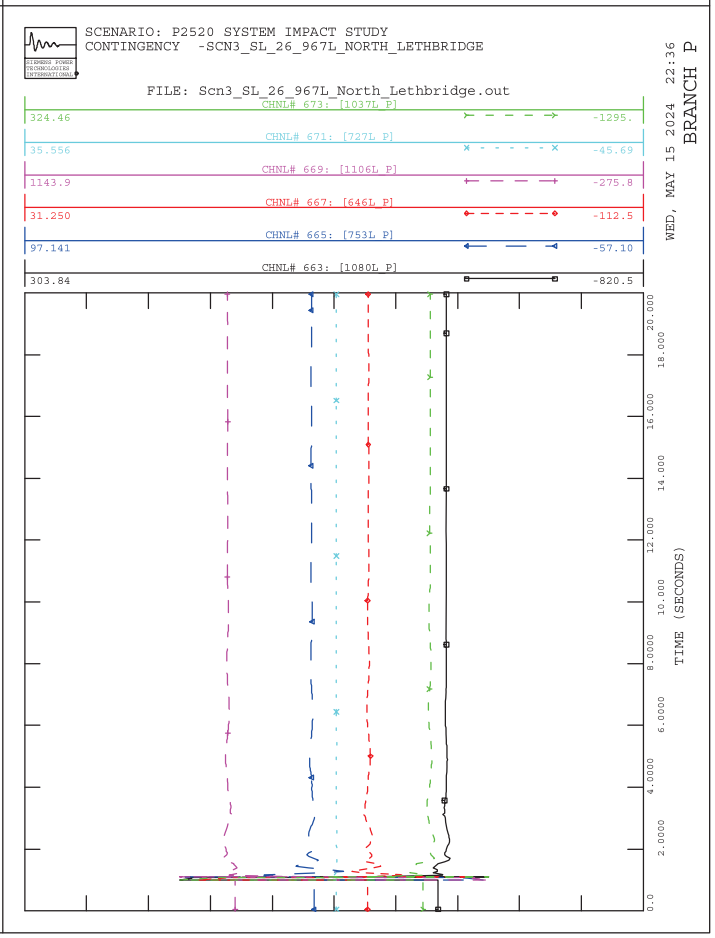
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_26_967L_NORTH_LETHBRIDGE
FILE: Scn3_SL_26_967L_North_Lethbridge.out
CHNL# 673: [1037L P]
324.46
-1295.
CHNL# 671: [727L P]
35.556
-45.69
CHNL# 669: [1106L P]
1143.9
-275.8
CHNL# 667: [646L P]
31.250
-112.5
CHNL# 665: [753L P]
97.141
-57.10
CHNL# 663: [1080L P]
303.84
-820.5
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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2.0000
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14.000
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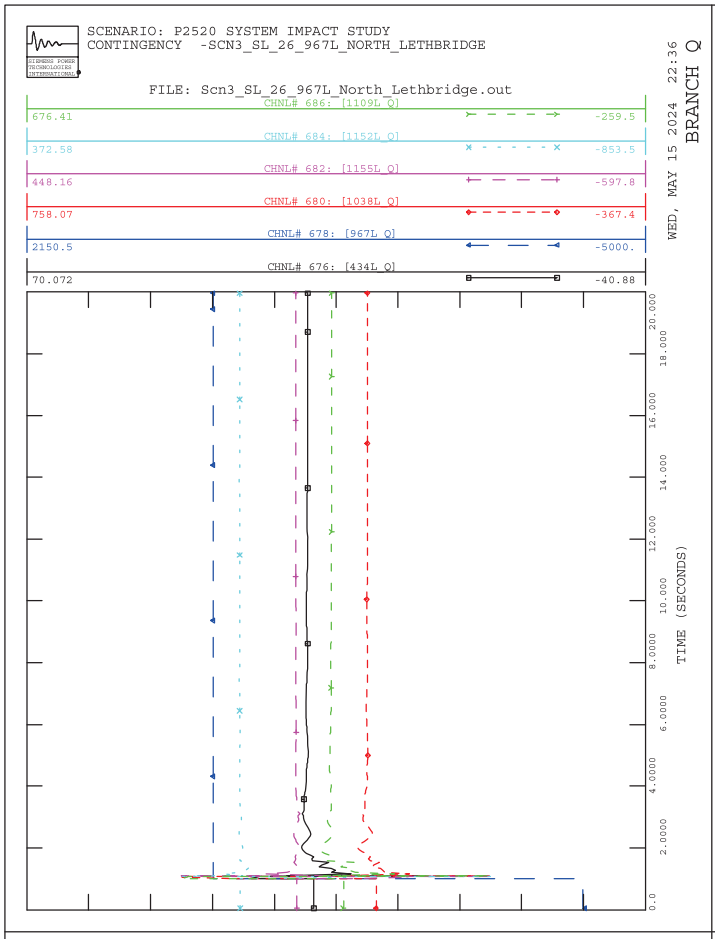
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_26_967L_NORTH_LETHBRIDGE
FILE: Scn3_SL_26_967L_North_Lethbridge.out
CHNL# 686: [1109L Q]
676.41
-259.5
CHNL# 684: [1152L Q]
372.58
-853.5
CHNL# 682: [1155L Q]
448.16
-597.8
CHNL# 680: [1038L Q]
758.07
-367.4
CHNL# 678: [967L Q]
2150.5
-5000.
CHNL# 676: [434L Q]
70.072
-40.88
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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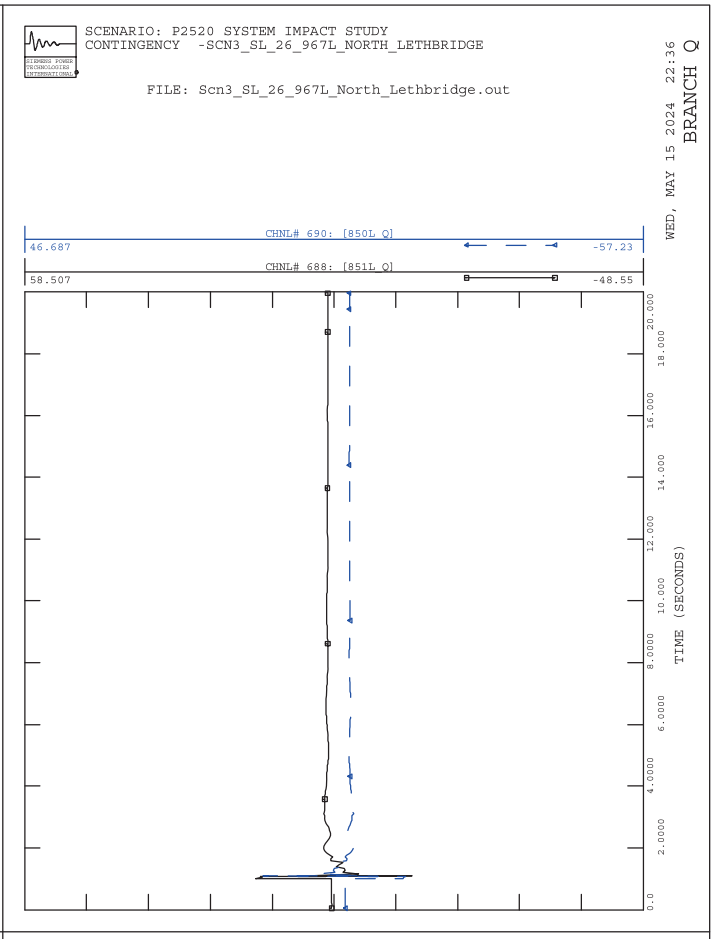
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_26_967L_NORTH_LETHBRIDGE
FILE: Scn3_SL_26_967L_North_Lethbridge.out
CHNL# 690: [850L Q]
46.687
-57.23
CHNL# 688: [851L Q]
58.507
-48.55
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
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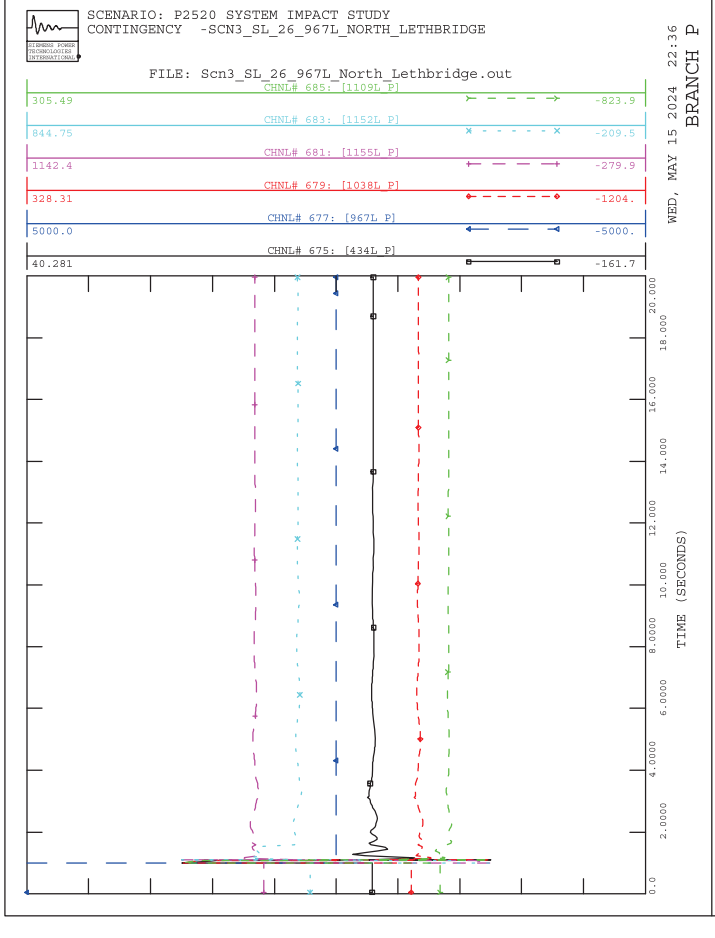
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_26_967L_NORTH_LETHBRIDGE
FILE: Scn3_SL_26_967L_North_Lethbridge.out
CHNL# 685: [1109L P]
305.49
-823.9
CHNL# 683: [1152L P]
844.75
-209.5
CHNL# 681: [1155L P]
1142.4
-279.9
CHNL# 679: [1038L P]
328.31
-1204.
CHNL# 677: [967L P]
5000.0
-5000.
CHNL# 675: [434L P]
40.281
-161.7
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
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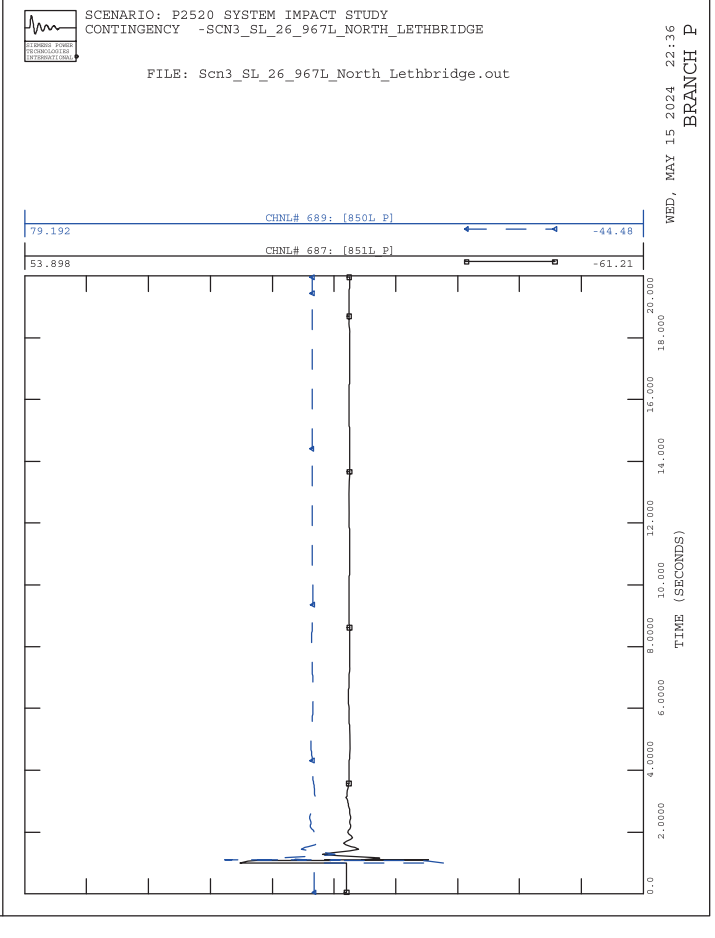
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN3_SL_26_967L_NORTH_LETHBRIDGE
FILE: Scn3_SL_26_967L_North_Lethbridge.out
CHNL# 689: [850L P]
79.192
-44.48
CHNL# 687: [851L P]
53.898
-61.21
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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2.0000
4.0000
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8.0000
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12.000
14.000
16.000
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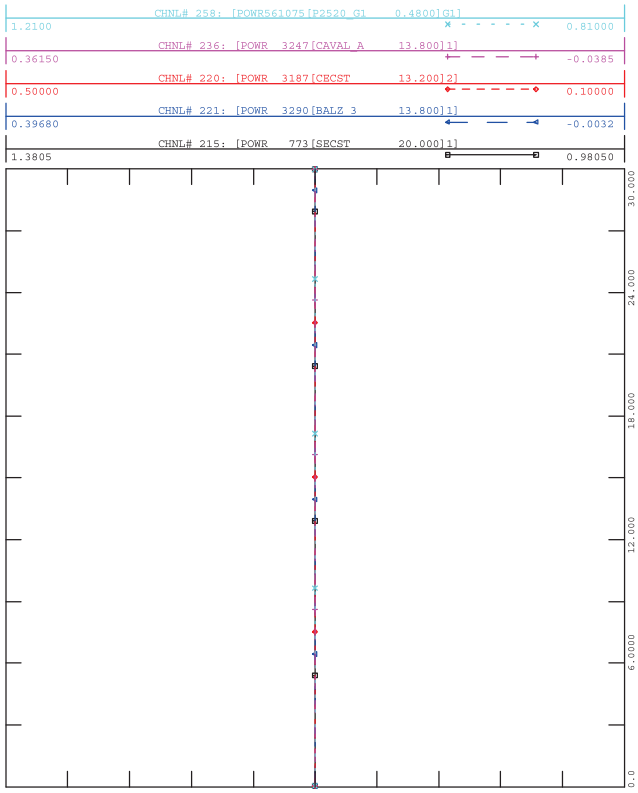
20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_00_NOFAULT

FILE: Scn4_SP_00_nofault.out

WED, MAY 15 2024 22:36

ACTIVE POWER

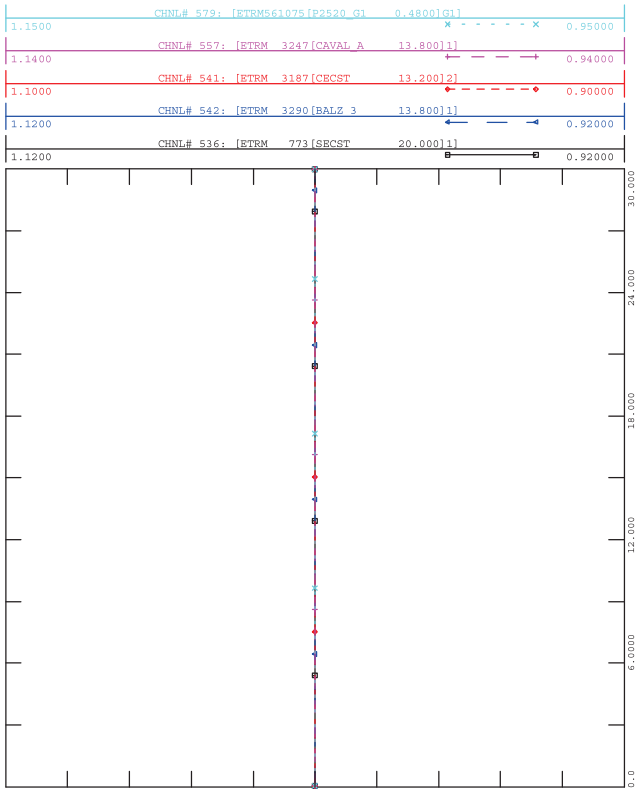


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_00_NOFAULT

FILE: Scn4_SP_00_nofault.out

WED, MAY 15 2024 22:36

TERMINAL VOLTAGE

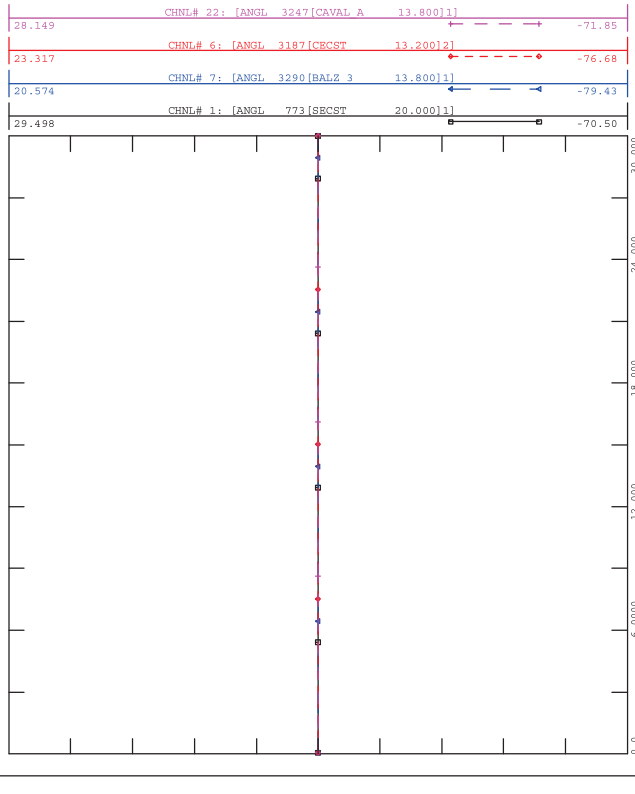


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_00_NOFAULT

FILE: Scn4_SP_00_nofault.out

WED, MAY 15 2024 22:36

ROTOR ANGLE

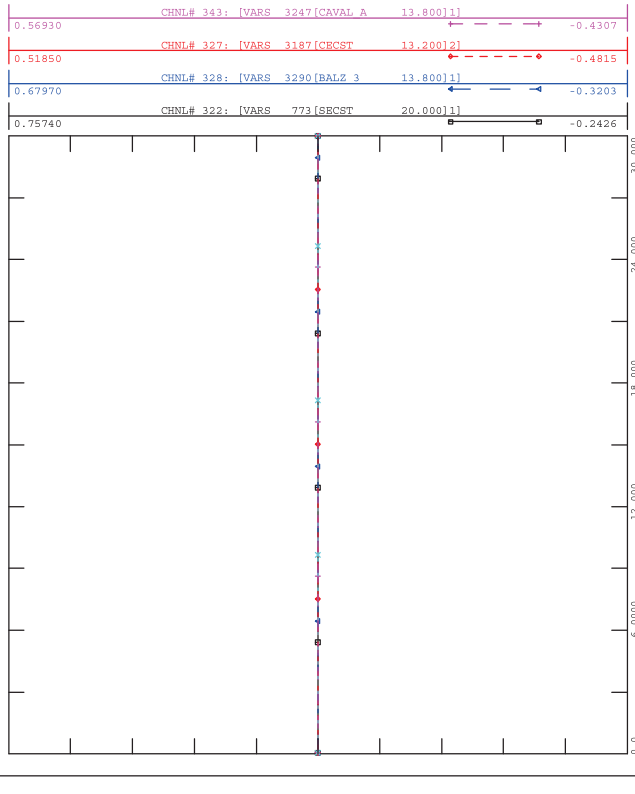


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_00_NOFAULT

FILE: Scn4_SP_00_nofault.out

WED, MAY 15 2024 22:36

REACTIVE POWER

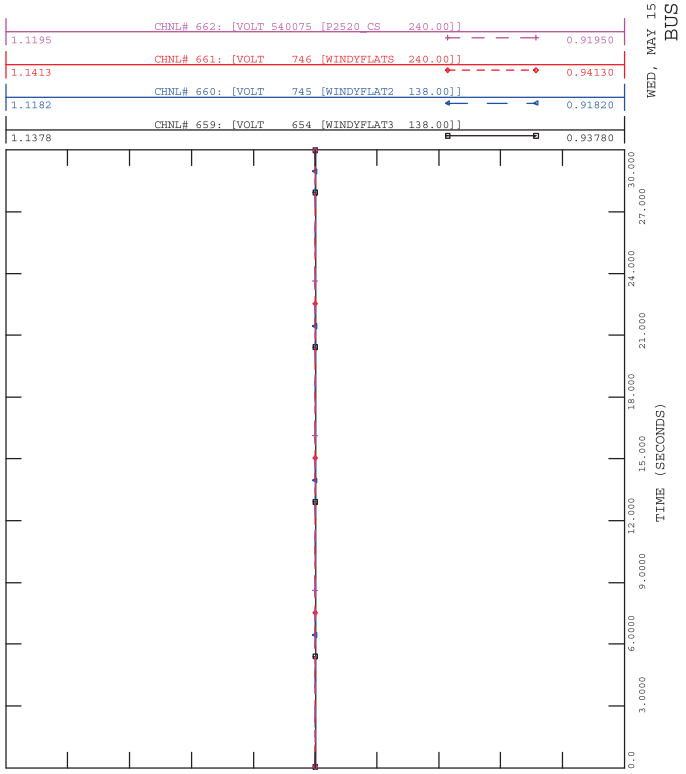


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_00_NOFAULT

FILE: Scn4_SP_00_nofault.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

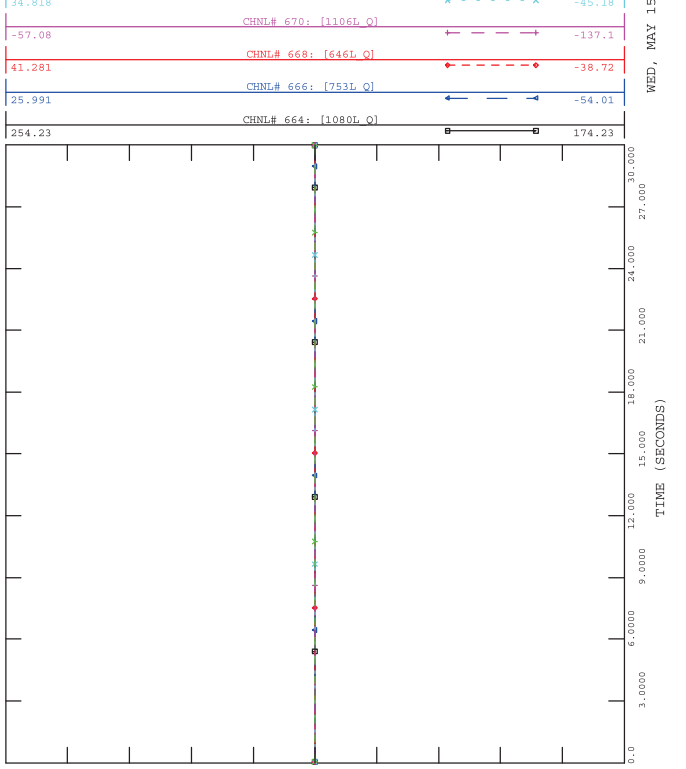


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_00_NOFAULT

FILE: Scn4_SP_00_nofault.out

WED, MAY 15 2024 22:36

BRANCH Q

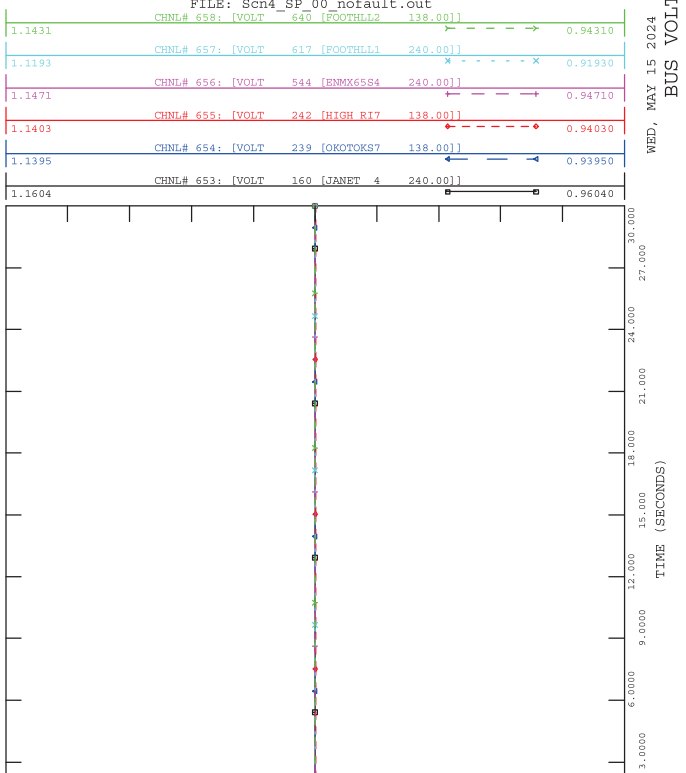


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_00_NOFAULT

FILE: Scn4_SP_00_nofault.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

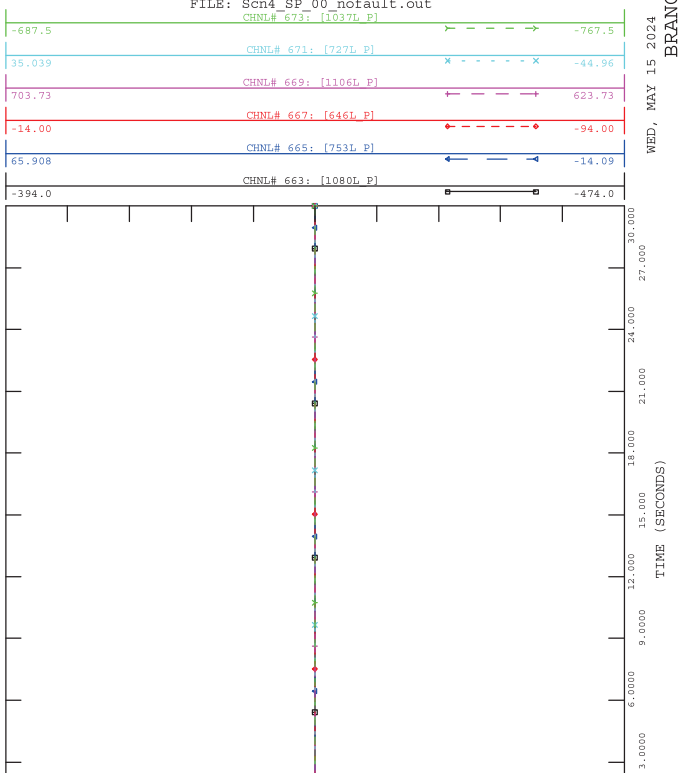


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_00_NOFAULT

FILE: Scn4_SP_00_nofault.out

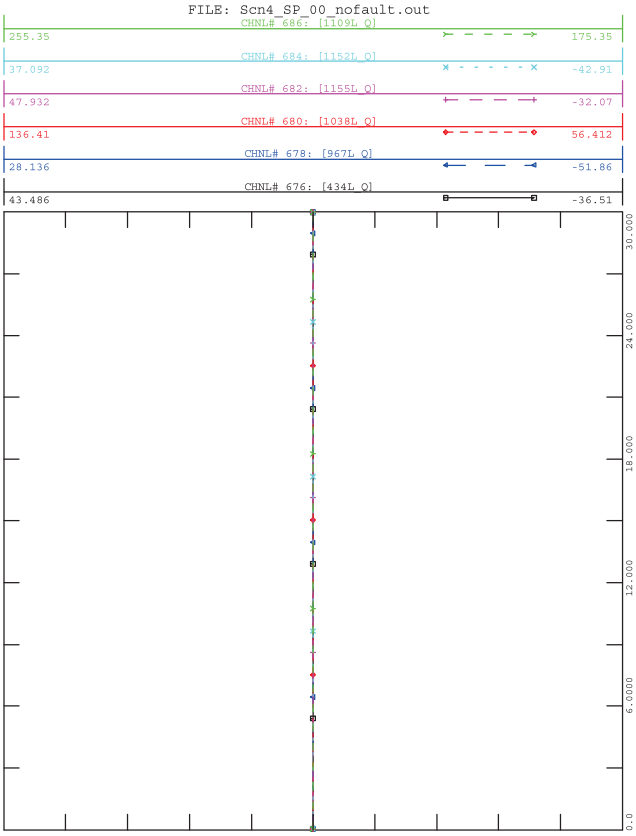
WED, MAY 15 2024 22:36

BRANCH P



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_00_NOFAULT

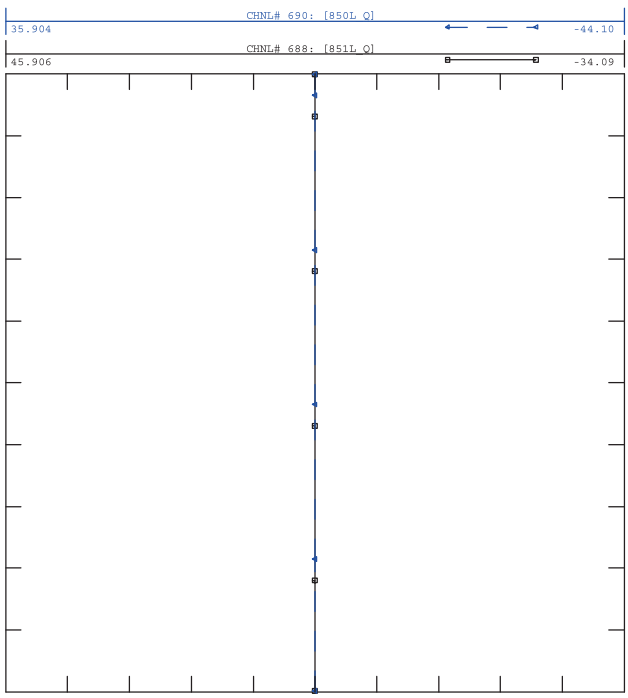
FILE: Scn4_SP_00_nofault.out



WED, MAY 15 2024 22:36 BRANCH Q

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_00_NOFAULT

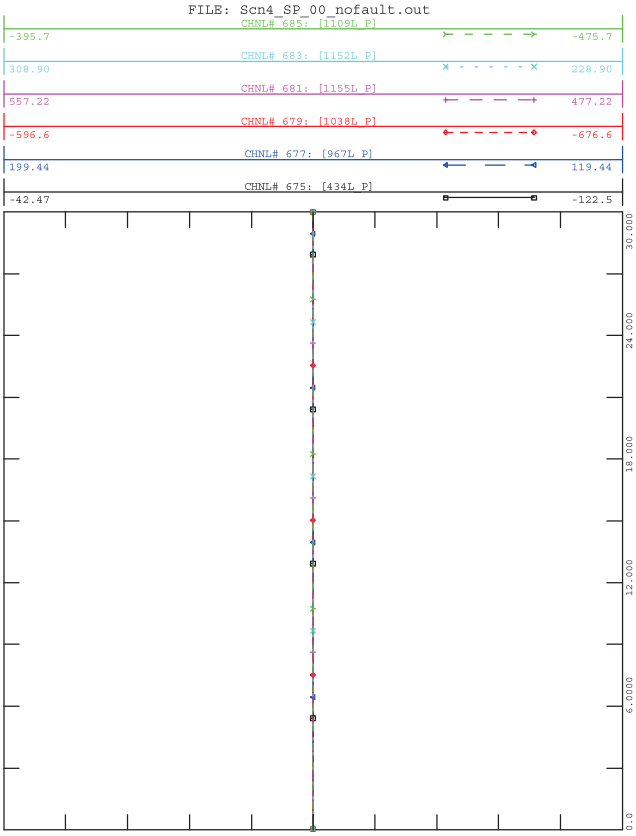
FILE: Scn4_SP_00_nofault.out



WED, MAY 15 2024 22:36 BRANCH Q

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_00_NOFAULT

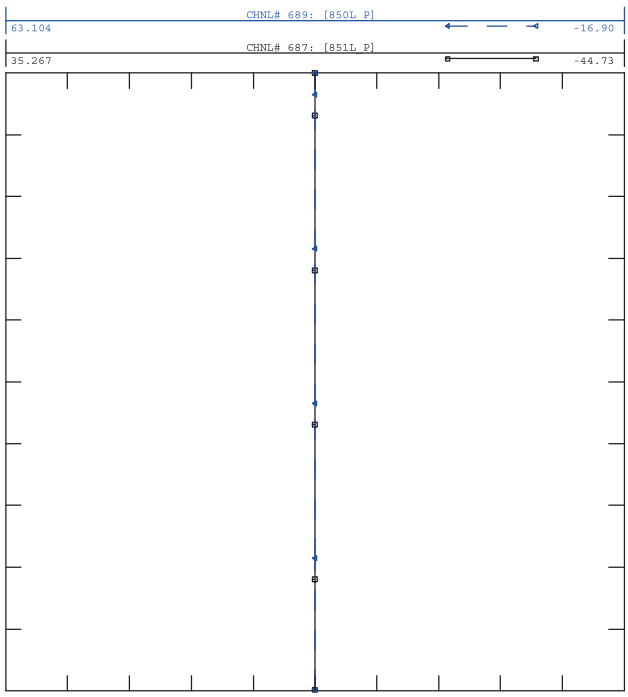
FILE: Scn4_SP_00_nofault.out



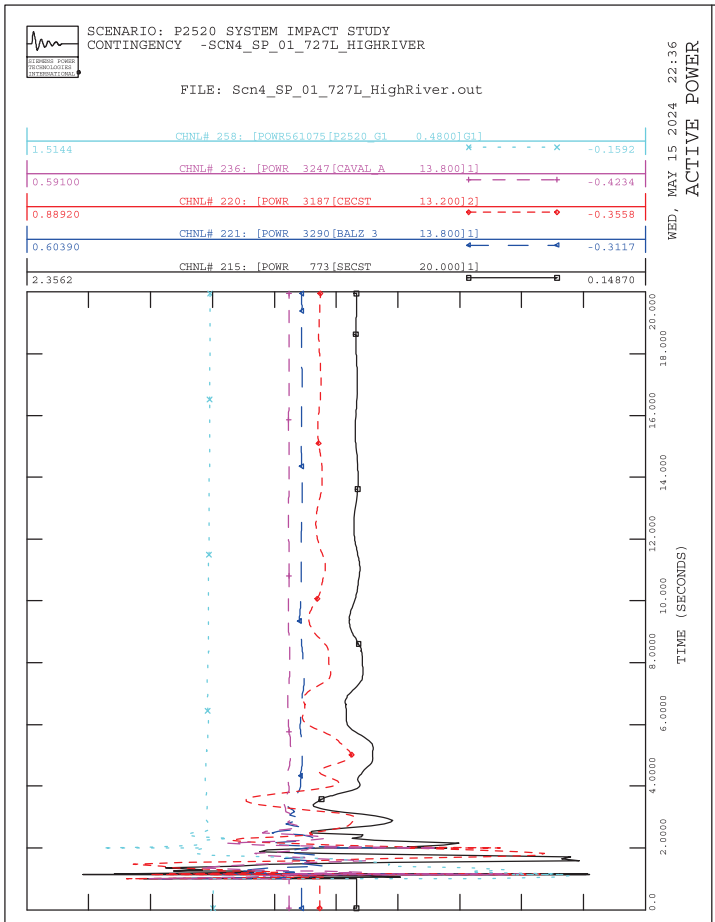
WED, MAY 15 2024 22:36 BRANCH P

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_00_NOFAULT

FILE: Scn4_SP_00_nofault.out



WED, MAY 15 2024 22:36 BRANCH P


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_01_727L_HIGHRIVER
FILE: Scn4_SP_01_727L_HighRiver.out
WED, MAY 15 2024 22:36
ACTIVE POWER
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.5144 -0.1592
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.59100 -0.4234
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.88920 -0.3558
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.60390 -0.3117
CHNL# 215: [POWR 773[SECST 20.000]1]
2.3562 0.14870
TIME (SECONDS)
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12.000
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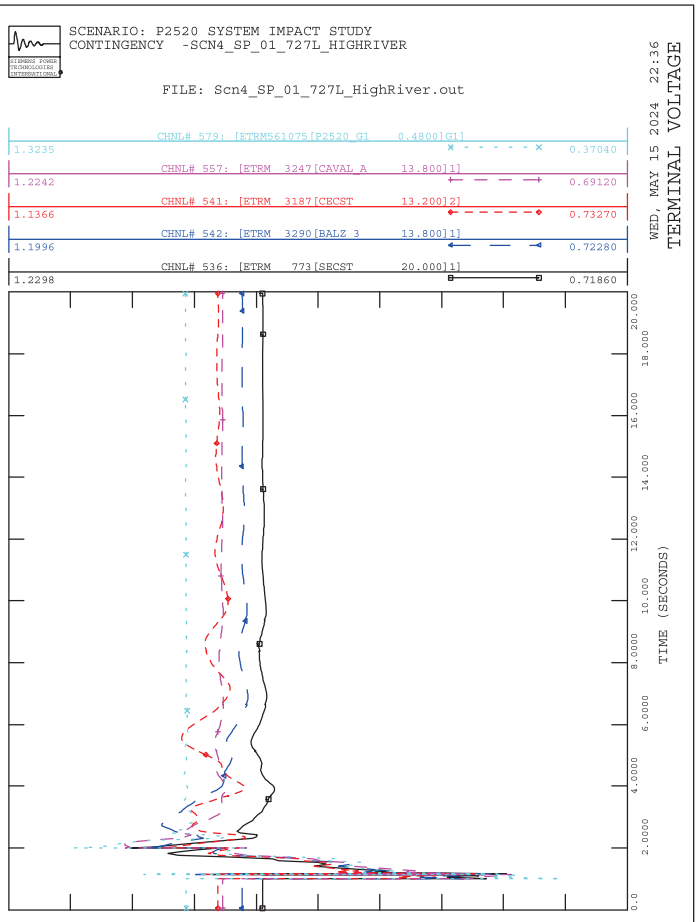
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_01_727L_HIGHRIVER
FILE: Scn4_SP_01_727L_HighRiver.out
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.3235 0.37040
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2242 0.69120
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1366 0.73270
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1996 0.72280
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2298 0.71860
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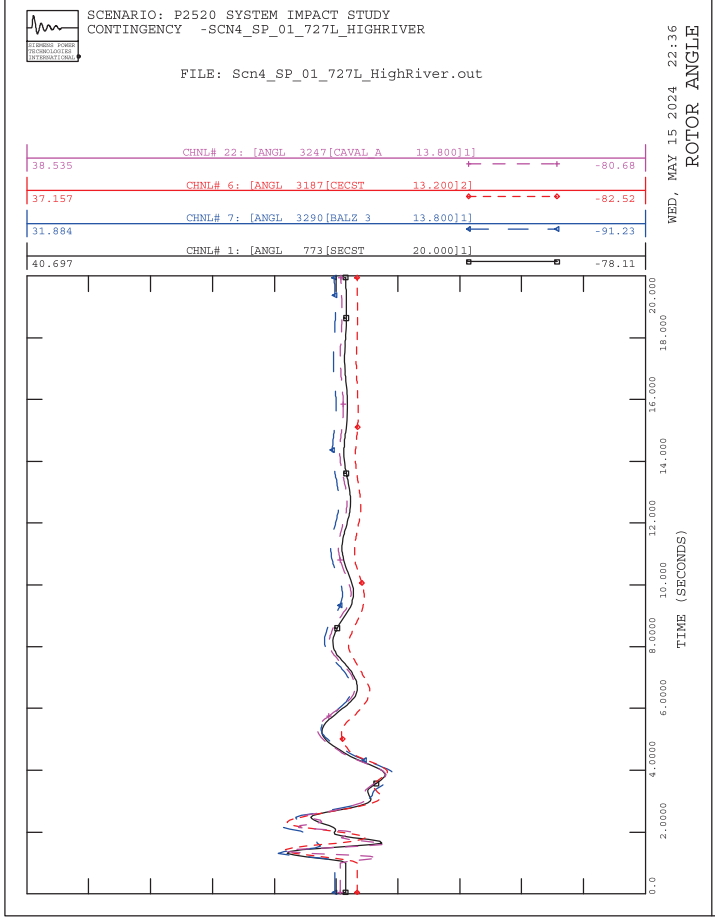
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_01_727L_HIGHRIVER
FILE: Scn4_SP_01_727L_HighRiver.out
WED, MAY 15 2024 22:36
ROTOR ANGLE
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
38.535 -80.68
CHNL# 6: [ANGL 3187[CECST 13.200]2]
37.157 -82.52
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
31.884 -91.23
CHNL# 1: [ANGL 773[SECST 20.000]1]
40.697 -78.11
TIME (SECONDS)
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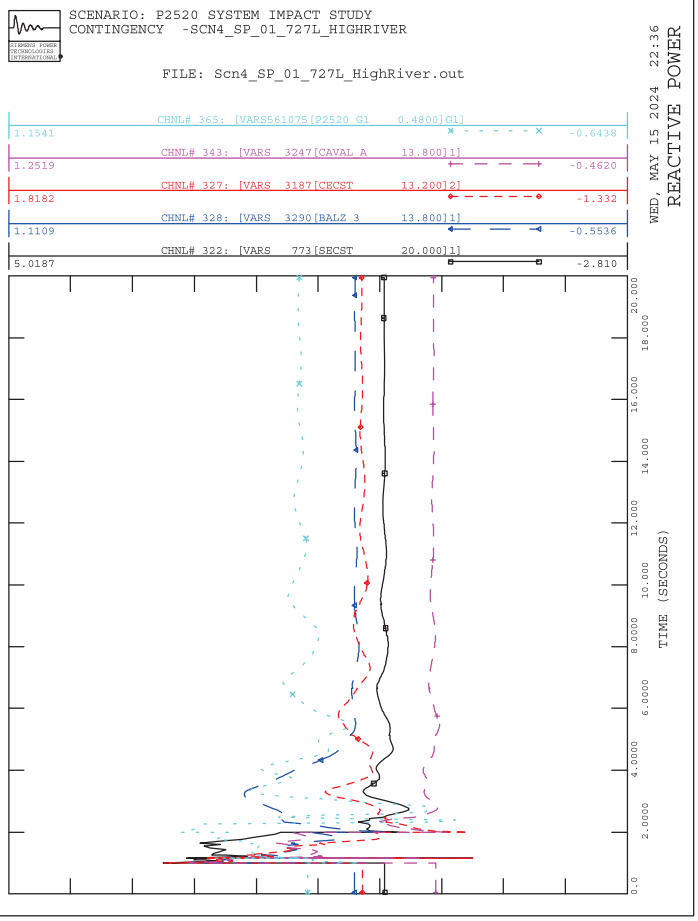
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_01_727L_HIGHRIVER
FILE: Scn4_SP_01_727L_HighRiver.out
WED, MAY 15 2024 22:36
REACTIVE POWER
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.1541 -0.6438
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.2519 -0.4620
CHNL# 327: [VARS 3187[CECST 13.200]2]
1.8182 -1.332
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.1109 -0.5536
CHNL# 322: [VARS 773[SECST 20.000]1]
5.0187 -2.810
TIME (SECONDS)
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8.0000
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12.000
14.000
16.000
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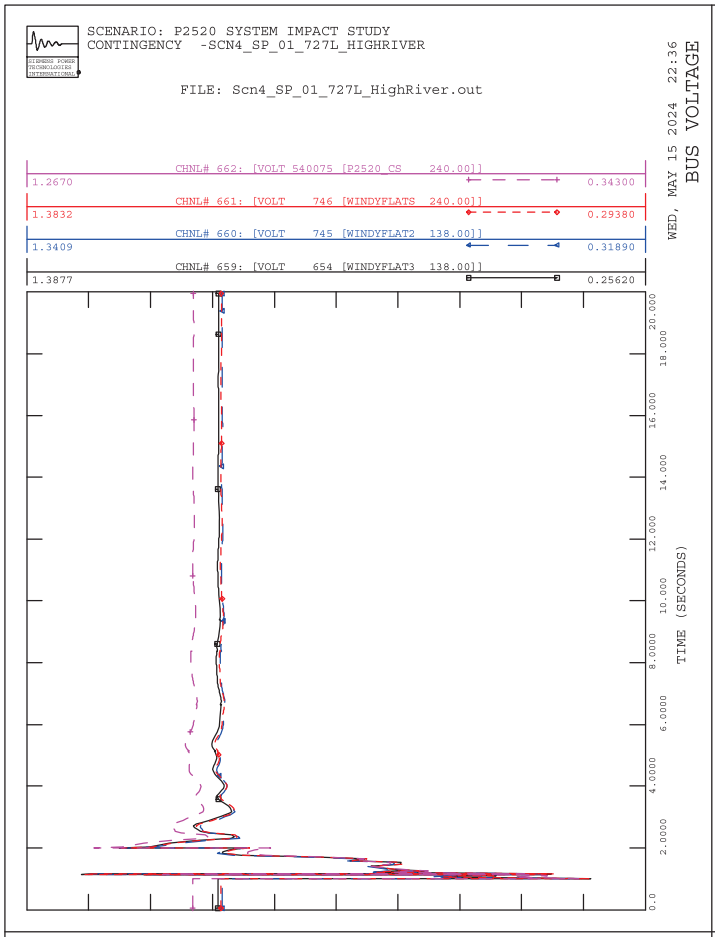
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_01_727L_HIGHRIVER
FILE: Scn4_SP_01_727L_HighRiver.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2670
0.34300
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.3832
0.29380
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.3409
0.31890
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.3877
0.25620
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
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4.0000
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8.0000
10.000
12.000
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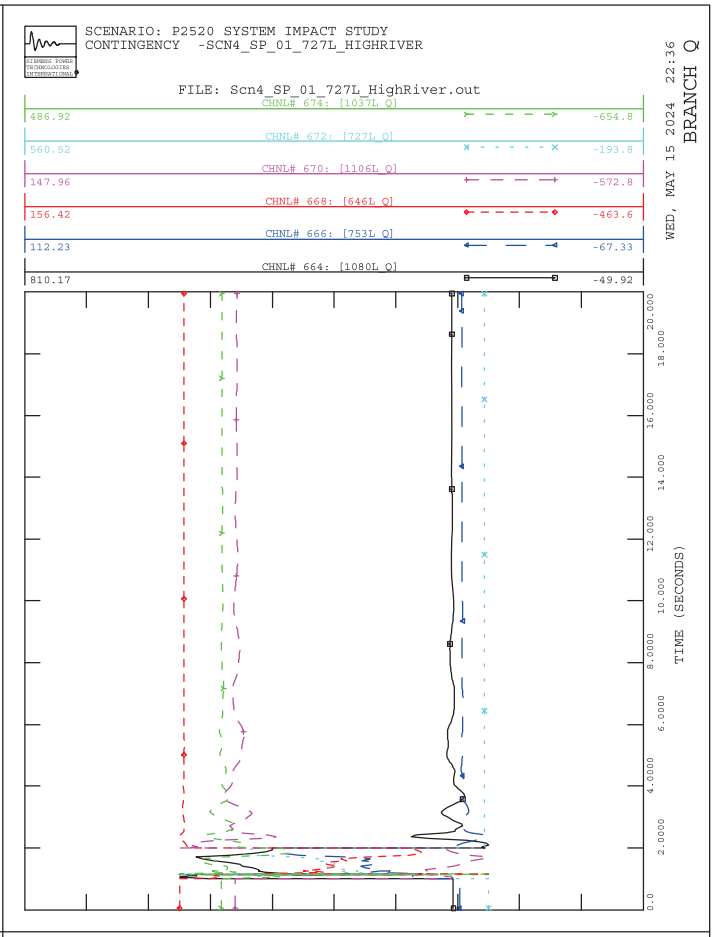
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_01_727L_HIGHRIVER
FILE: Scn4_SP_01_727L_HighRiver.out
CHNL# 674: [1037L Q]
486.92
-654.8
CHNL# 672: [727L Q]
560.52
-193.8
CHNL# 670: [1106L Q]
147.96
-572.8
CHNL# 668: [646L Q]
156.42
-463.6
CHNL# 666: [753L Q]
112.23
-67.33
CHNL# 664: [1080L Q]
810.17
-49.92
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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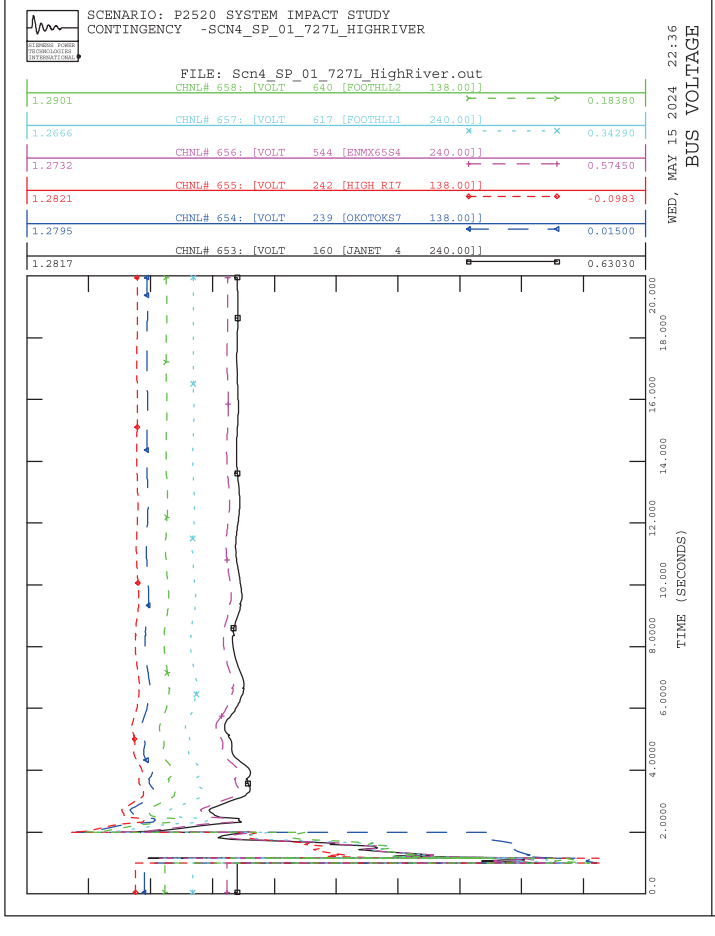
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_01_727L_HIGHRIVER
FILE: Scn4_SP_01_727L_HighRiver.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2901
0.18380
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2666
0.34290
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2732
0.57450
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2821
-0.0983
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2795
0.01500
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2817
0.63030
WED, MAY 15 2024 22:36
BUS VOLTAGE
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16.000
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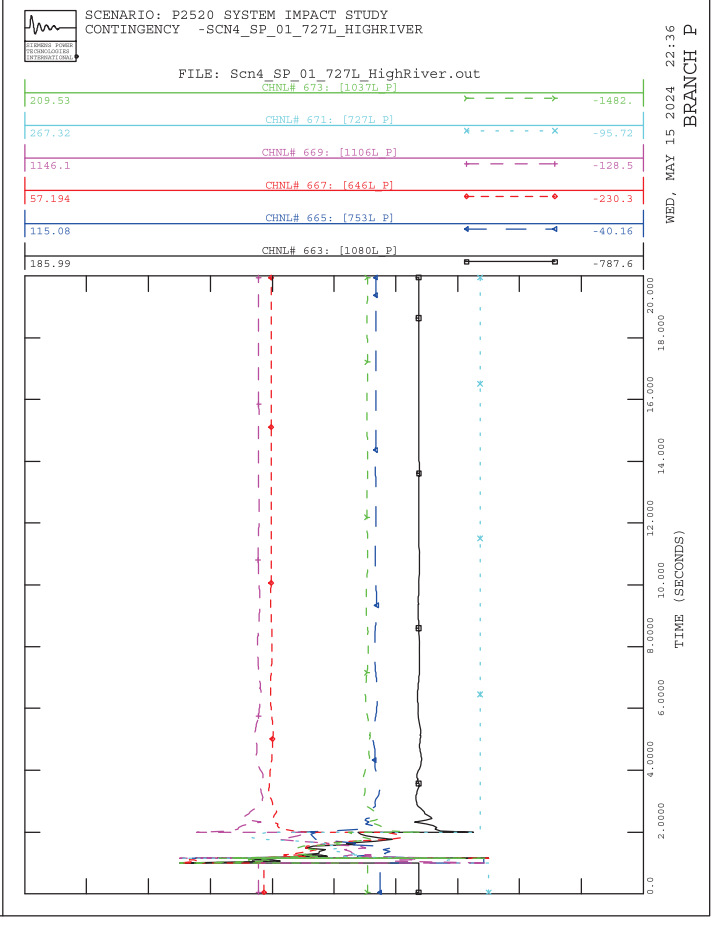
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_01_727L_HIGHRIVER
FILE: Scn4_SP_01_727L_HighRiver.out
CHNL# 673: [1037L P]
209.53
-1482.
CHNL# 671: [727L P]
267.32
-95.72
CHNL# 669: [1106L P]
1146.1
-128.5
CHNL# 667: [646L P]
57.194
-230.3
CHNL# 665: [753L P]
115.08
-40.16
CHNL# 663: [1080L P]
185.99
-787.6
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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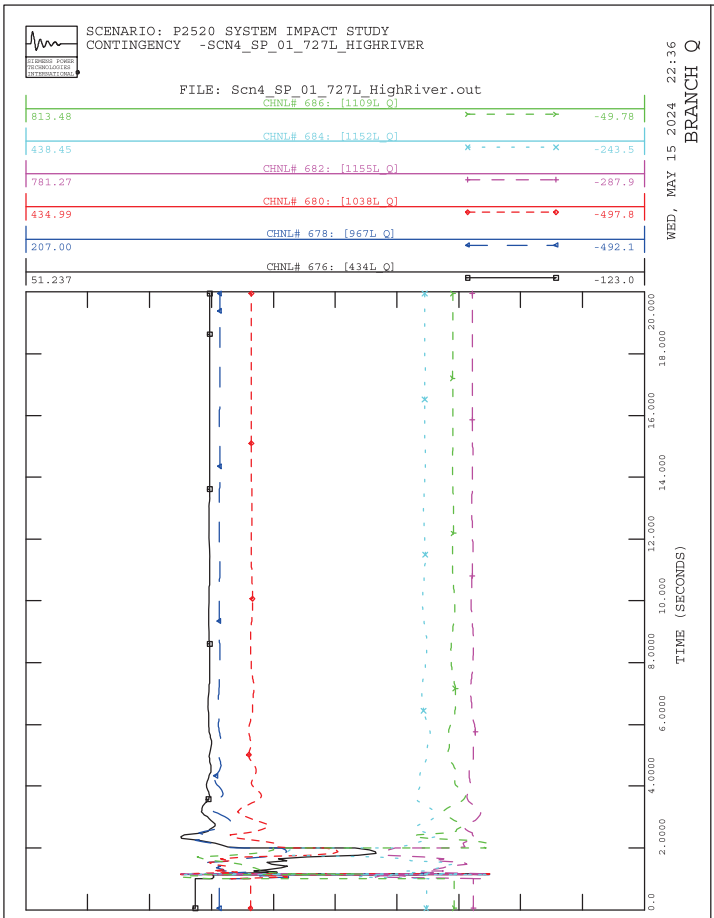
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_01_727L_HIGHRIVER
FILE: Scn4_SP_01_727L_HighRiver.out
CHNL# 686: [1109L Q]
813.48
-49.78
CHNL# 684: [1152L Q]
438.45
-243.5
CHNL# 682: [1155L Q]
781.27
-287.9
CHNL# 680: [1038L Q]
434.99
-497.8
CHNL# 678: [967L Q]
207.00
-492.1
CHNL# 676: [434L Q]
51.237
-123.0
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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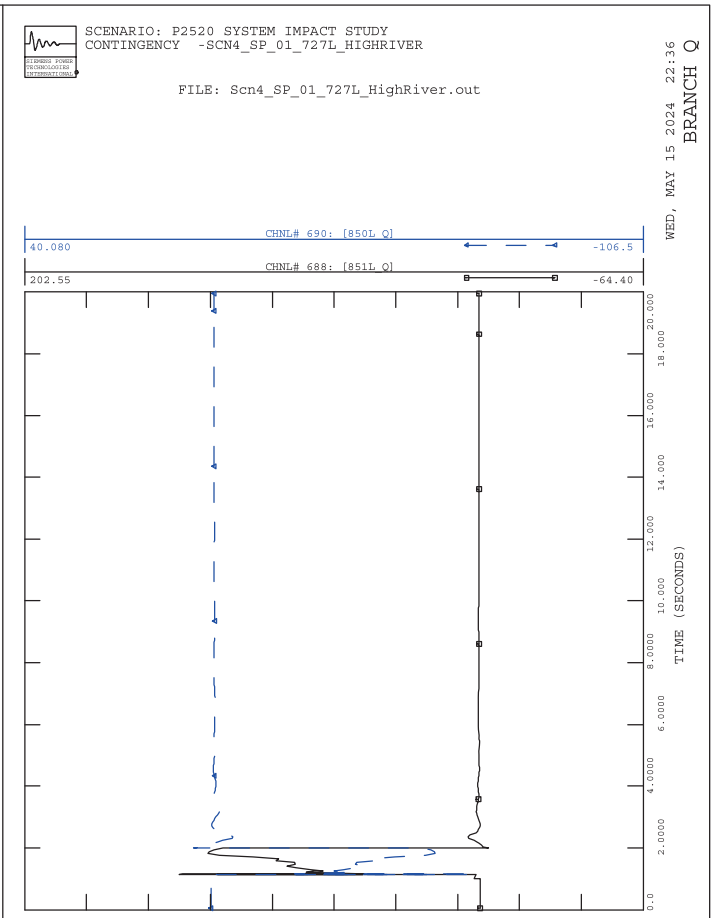
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_01_727L_HIGHRIVER
FILE: Scn4_SP_01_727L_HighRiver.out
CHNL# 690: [850L Q]
40.080
-106.5
CHNL# 688: [851L Q]
202.55
-64.40
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
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8.0000
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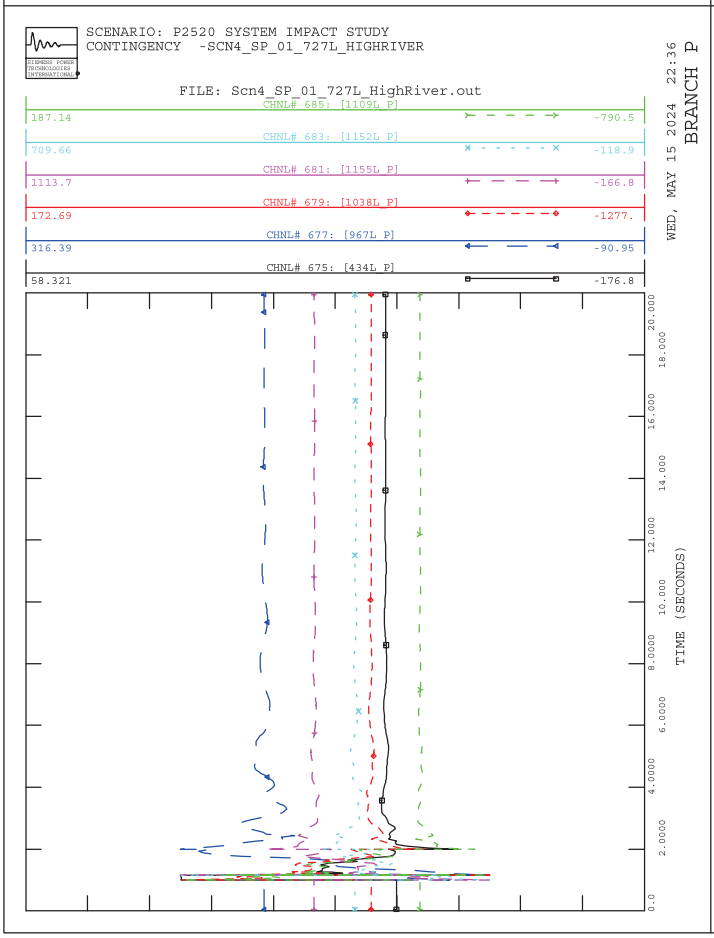
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_01_727L_HIGHRIVER
FILE: Scn4_SP_01_727L_HighRiver.out
CHNL# 685: [1109L P]
187.14
-790.5
CHNL# 683: [1152L P]
709.66
-118.9
CHNL# 681: [1155L P]
1113.7
-166.8
CHNL# 679: [1038L P]
172.69
-1277.
CHNL# 677: [967L P]
316.39
-90.95
CHNL# 675: [434L P]
58.321
-176.8
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
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8.0000
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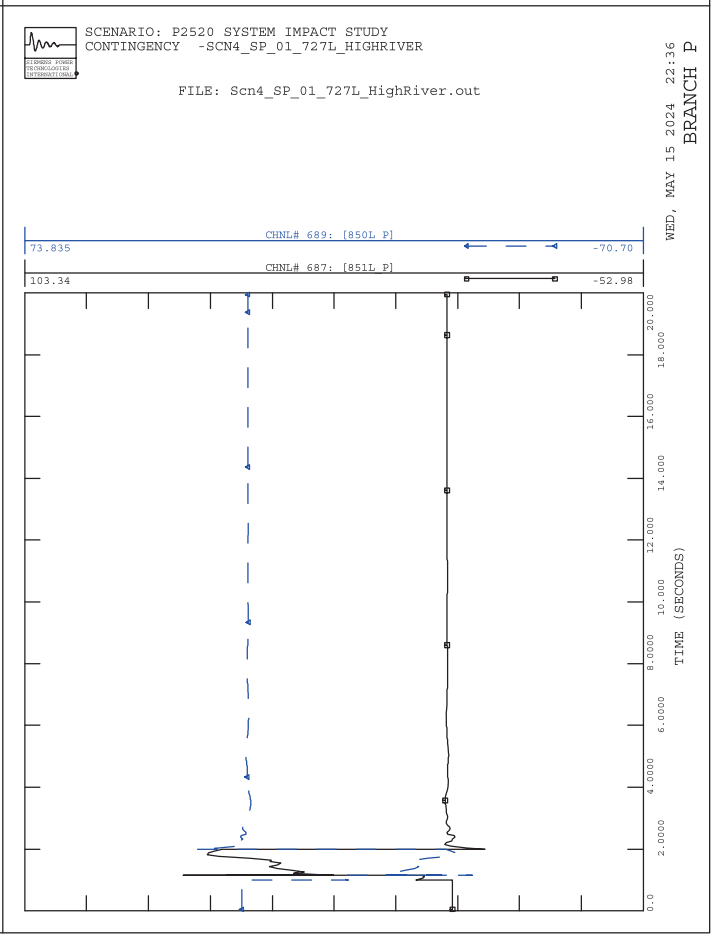
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_01_727L_HIGHRIVER
FILE: Scn4_SP_01_727L_HighRiver.out
CHNL# 689: [850L P]
73.835
-70.70
CHNL# 687: [851L P]
103.34
-52.98
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
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8.0000
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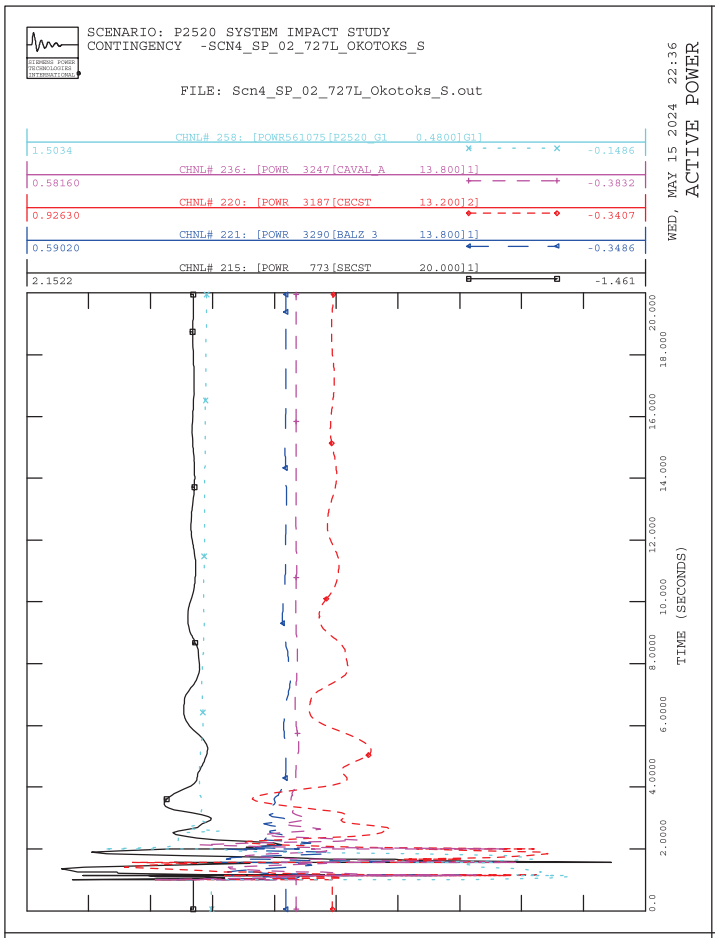
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_02_727L_OKOTOKS_S
FILE: Scn4_SP_02_727L_Okotoks_S.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.5034
-0.1486
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.58160
-0.3832
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.92630
-0.3407
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.59020
-0.3486
CHNL# 215: [POWR 773[SECST 20.000]1]
2.1522
-1.461
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
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12.000
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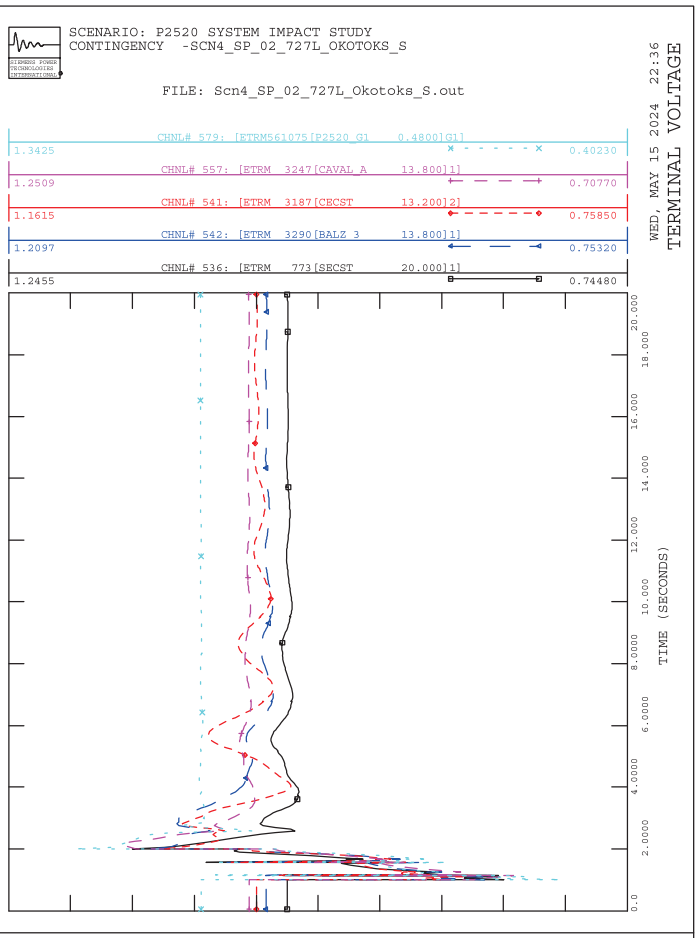
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_02_727L_OKOTOKS_S
FILE: Scn4_SP_02_727L_Okotoks_S.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.3425
0.40230
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2509
0.70770
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1615
0.75850
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.2097
0.75320
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2455
0.74480
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
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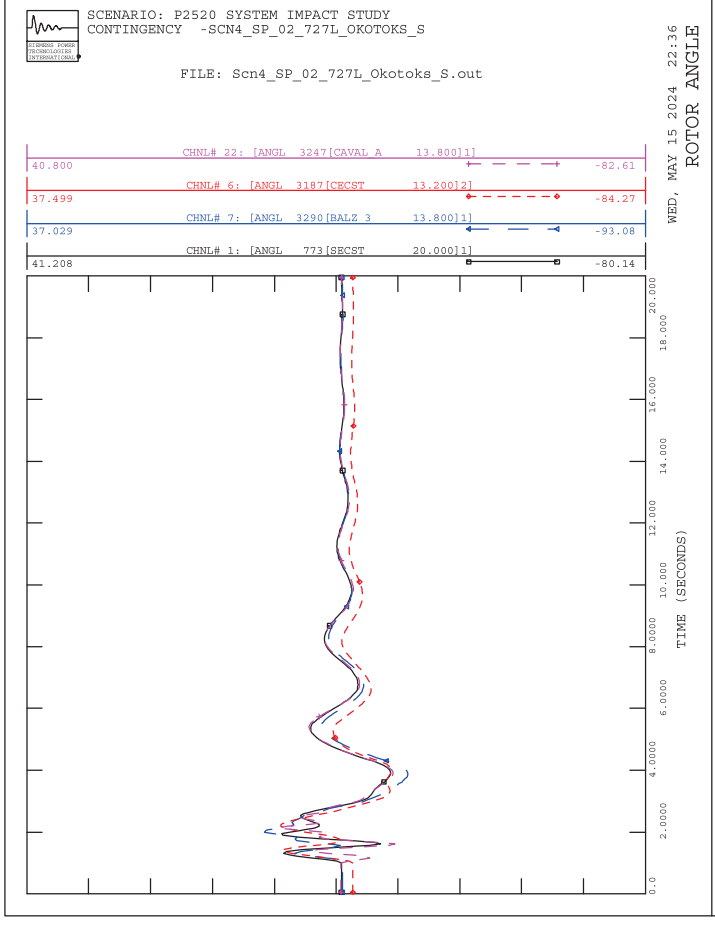
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_02_727L_OKOTOKS_S
FILE: Scn4_SP_02_727L_Okotoks_S.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
40.800
-82.61
CHNL# 6: [ANGL 3187[CECST 13.200]2]
37.499
-84.27
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
37.029
-93.08
CHNL# 1: [ANGL 773[SECST 20.000]1]
41.208
-80.14
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
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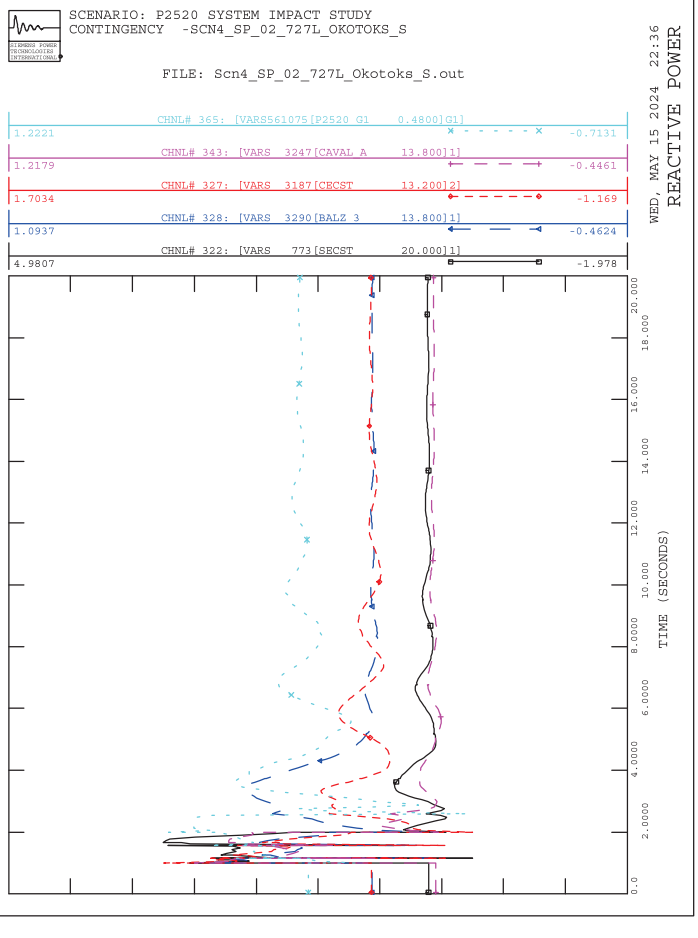
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_02_727L_OKOTOKS_S
FILE: Scn4_SP_02_727L_Okotoks_S.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.2221
-0.7131
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.2179
-0.4461
CHNL# 327: [VARS 3187[CECST 13.200]2]
1.7034
-1.169
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.0937
-0.4624
CHNL# 322: [VARS 773[SECST 20.000]1]
4.9807
-1.978
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
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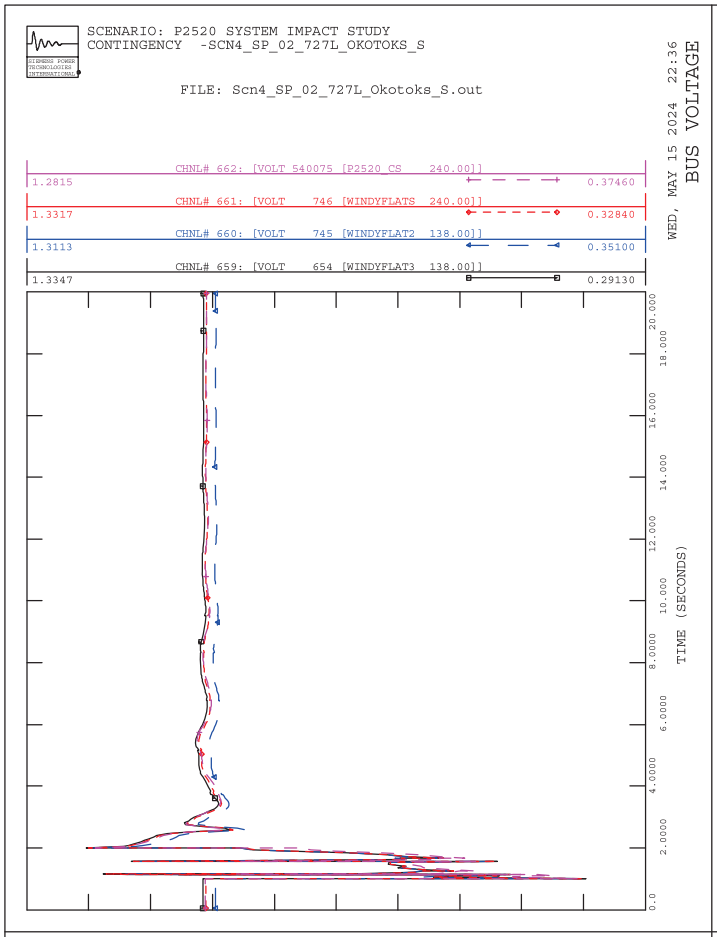
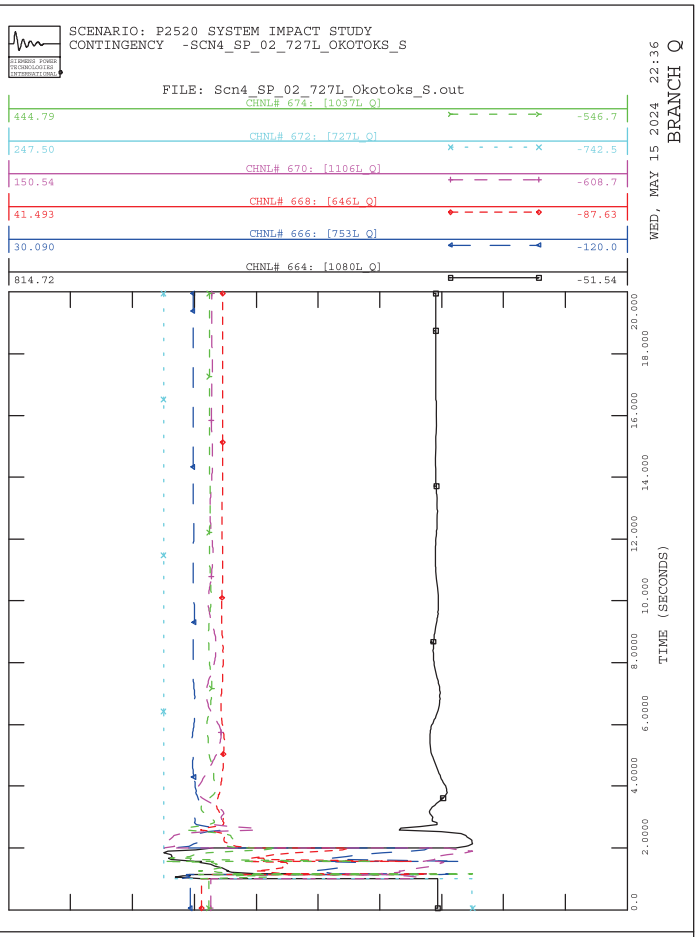
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_02_727L_OKOTOKS_S
FILE: Scn4_SP_02_727L_Okotoks_S.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2815
0.37460
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.3317
0.32840
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.3113
0.35100
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.3347
0.29130
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_02_727L_OKOTOKS_S
FILE: Scn4_SP_02_727L_Okotoks_S.out
CHNL# 674: [1037L Q]
444.79
-546.7
CHNL# 672: [727L Q]
247.50
-742.5
CHNL# 670: [1106L Q]
150.54
-608.7
CHNL# 668: [646L Q]
41.493
-87.63
CHNL# 666: [753L Q]
30.090
-120.0
CHNL# 664: [1080L Q]
814.72
-51.54
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
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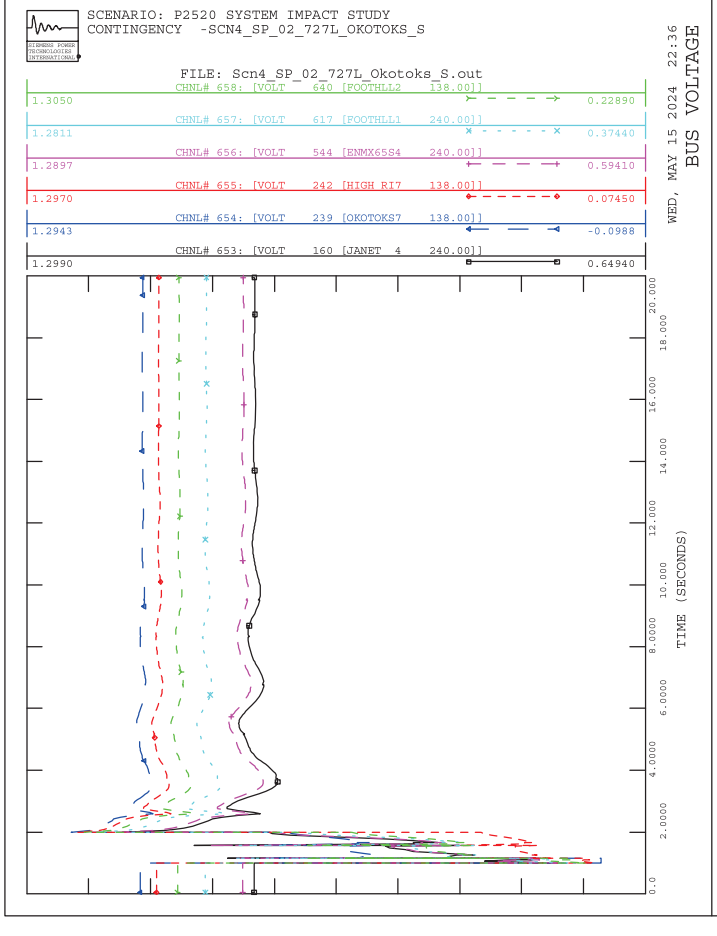
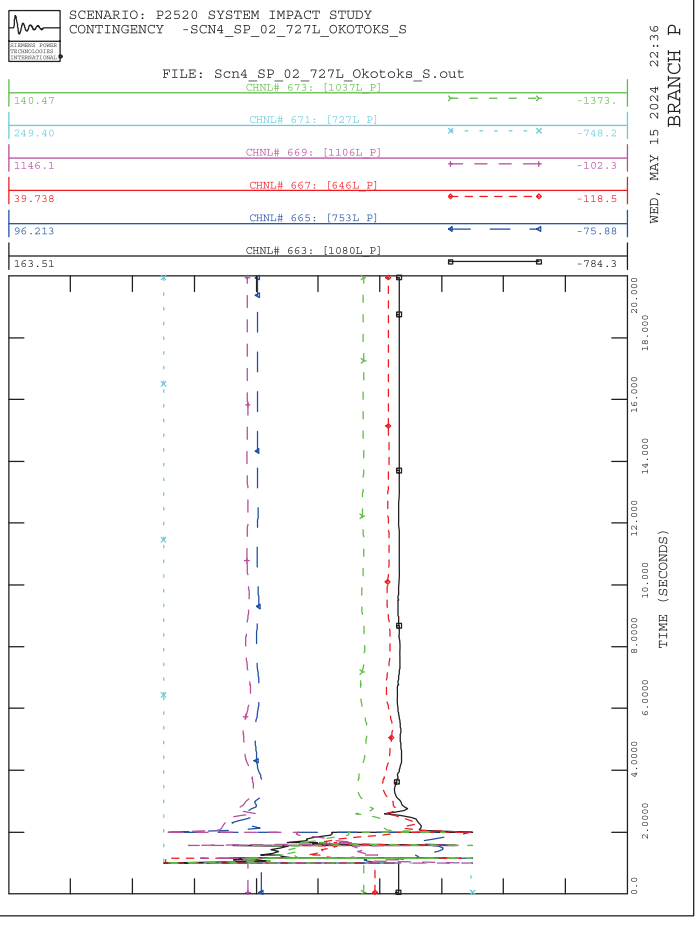
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_02_727L_OKOTOKS_S
FILE: Scn4_SP_02_727L_Okotoks_S.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.3050
0.22890
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2811
0.37440
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2897
0.59410
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2970
0.07450
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2943
-0.0988
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2990
0.64940
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_02_727L_OKOTOKS_S
FILE: Scn4_SP_02_727L_Okotoks_S.out
CHNL# 673: [1037L P]
140.47
-1373.
CHNL# 671: [727L P]
249.40
-748.2
CHNL# 669: [1106L P]
1146.1
-102.3
CHNL# 667: [646L P]
39.738
-118.5
CHNL# 665: [753L P]
96.213
-75.88
CHNL# 663: [1080L P]
163.51
-784.3
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
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12.000
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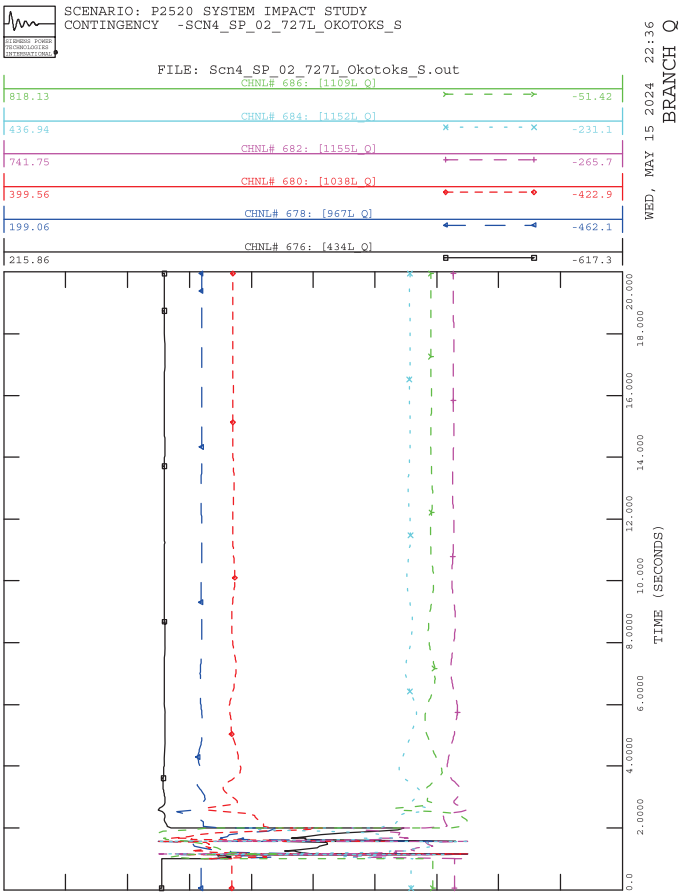
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_02_727L_OKOTOKS_S
FILE: Scn4_SP_02_727L_Okotoks_S.out
CHNL# 686: [1109L Q]
818.13
-51.42
CHNL# 684: [1152L Q]
436.94
-231.1
CHNL# 682: [1155L Q]
741.75
-265.7
CHNL# 680: [1038L Q]
399.56
-422.9
CHNL# 678: [967L Q]
199.06
-462.1
CHNL# 676: [434L Q]
215.86
-617.3
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
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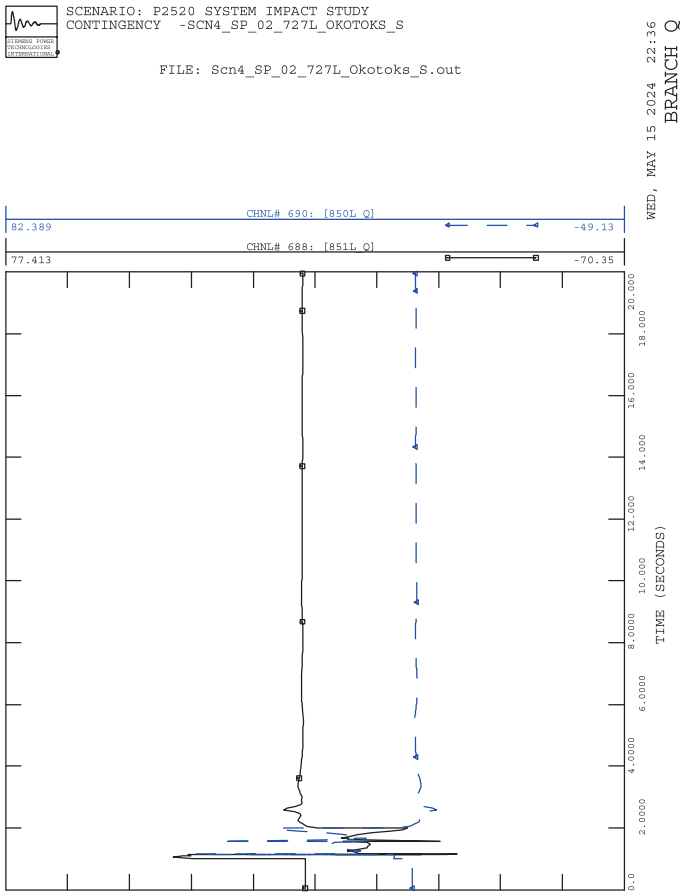
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_02_727L_OKOTOKS_S
FILE: Scn4_SP_02_727L_Okotoks_S.out
CHNL# 690: [850L Q]
82.389
-49.13
CHNL# 688: [851L Q]
77.413
-70.35
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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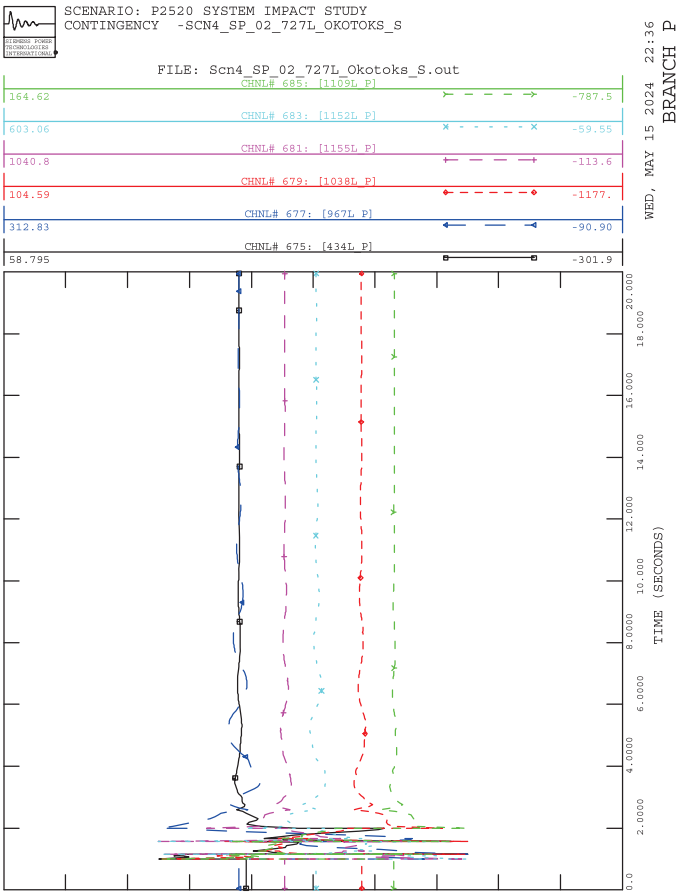
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_02_727L_OKOTOKS_S
FILE: Scn4_SP_02_727L_Okotoks_S.out
CHNL# 685: [1109L P]
164.62
-787.5
CHNL# 683: [1152L P]
603.06
-59.55
CHNL# 681: [1155L P]
1040.8
-113.6
CHNL# 679: [1038L P]
104.59
-1177.
CHNL# 677: [967L P]
312.83
-90.90
CHNL# 675: [434L P]
58.795
-301.9
WED, MAY 15 2024 22:36
BRANCH P
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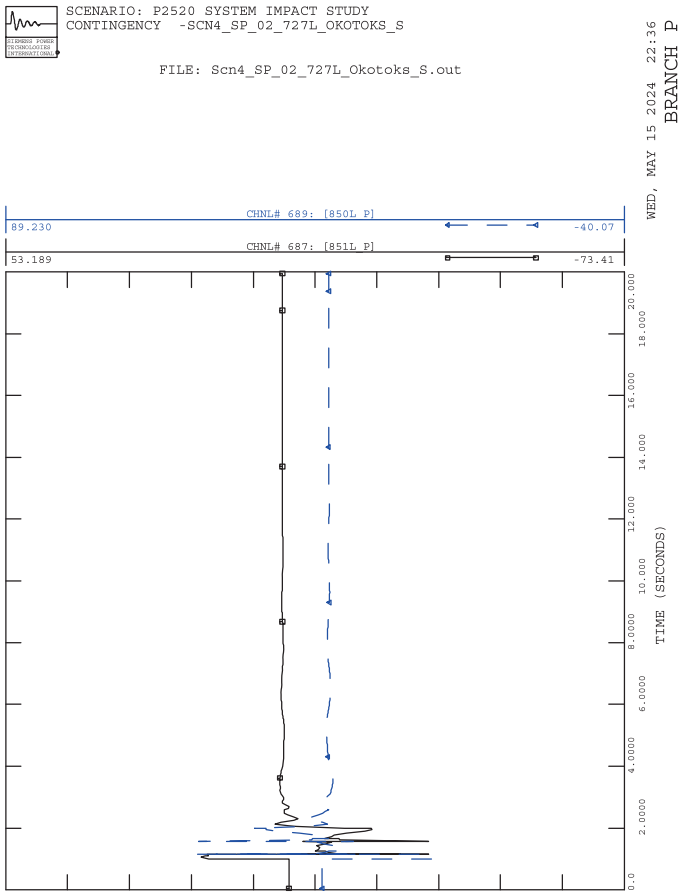
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_02_727L_OKOTOKS_S
FILE: Scn4_SP_02_727L_Okotoks_S.out
CHNL# 689: [850L P]
89.230
-40.07
CHNL# 687: [851L P]
53.189
-73.41
WED, MAY 15 2024 22:36
BRANCH P
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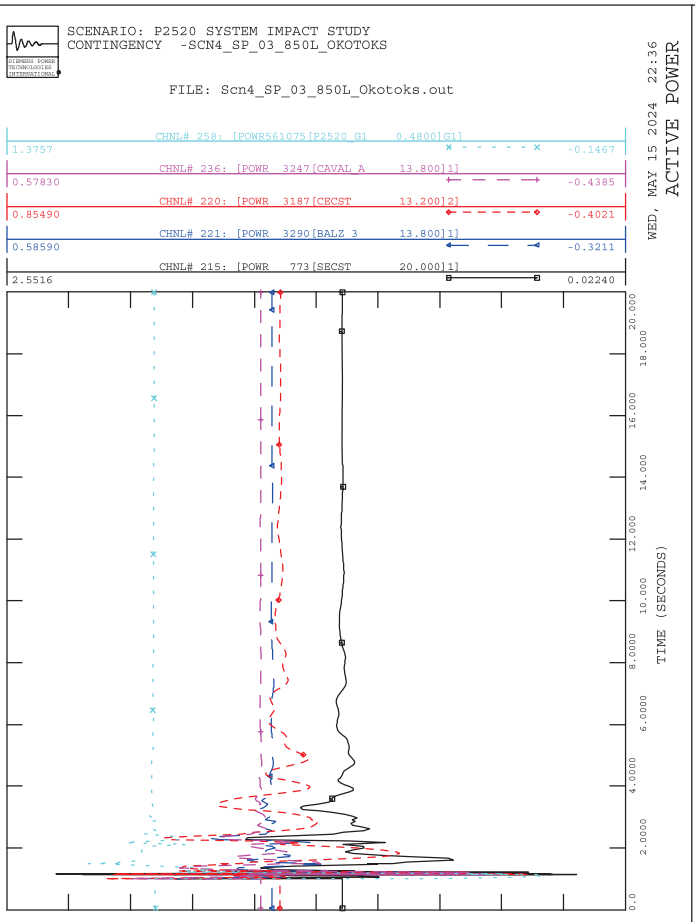
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_03_850L_OKOTOKS
FILE: Scn4_SP_03_850L_Okotoks.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.3757
-0.1467
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.57830
-0.4385
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.85490
-0.4021
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.58590
-0.3211
CHNL# 215: [POWR 773[SECST 20.000]1]
2.5516
0.02240
0.0
2.0000
4.0000
6.0000
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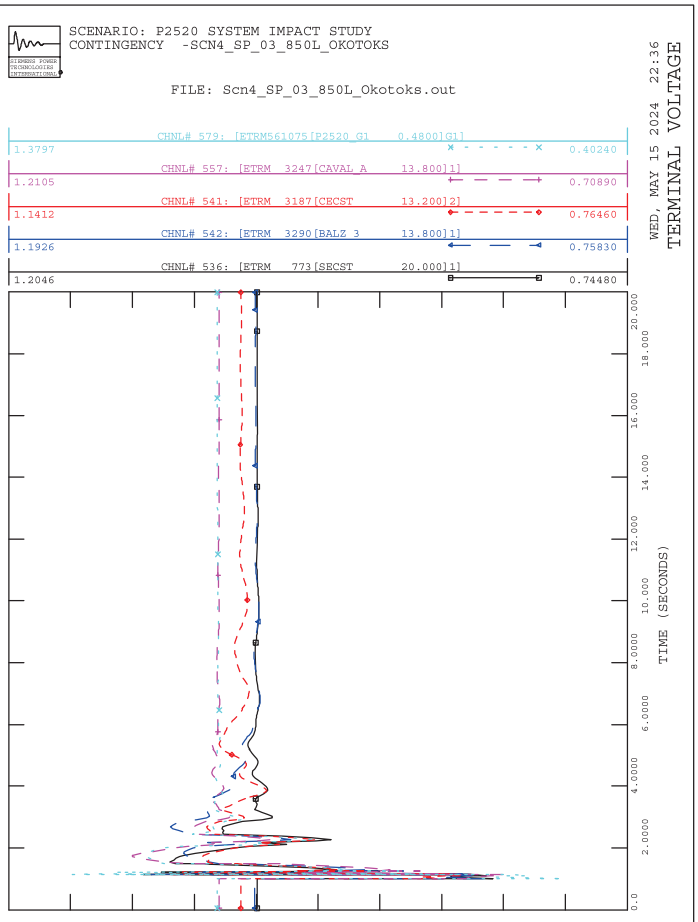
14.000
16.000
18.000
20.000
TIME (SECONDS)
WED, MAY 15 2024 22:36
ACTIVE POWER


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_03_850L_OKOTOKS
FILE: Scn4_SP_03_850L_Okotoks.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.3797
0.40240
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2105
0.70890
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1412
0.76460
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1926
0.75830
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2046
0.74480
0.0
2.0000
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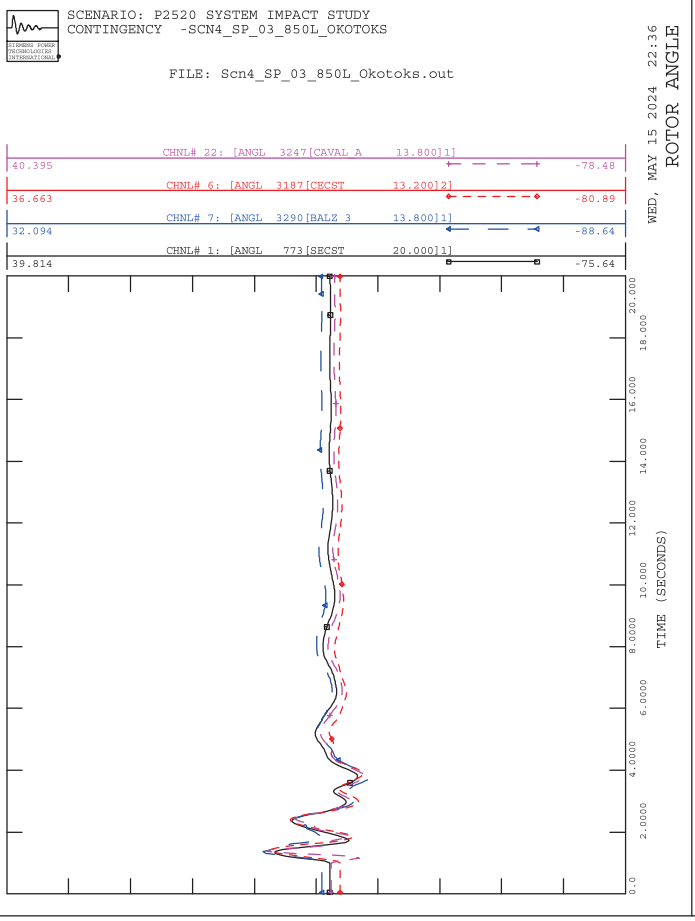
20.000
TIME (SECONDS)
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_03_850L_OKOTOKS
FILE: Scn4_SP_03_850L_Okotoks.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
40.395
-78.48
CHNL# 6: [ANGL 3187[CECST 13.200]2]
36.663
-80.89
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
32.094
-88.64
CHNL# 1: [ANGL 773[SECST 20.000]1]
39.814
-75.64
0.0
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4.0000
6.0000
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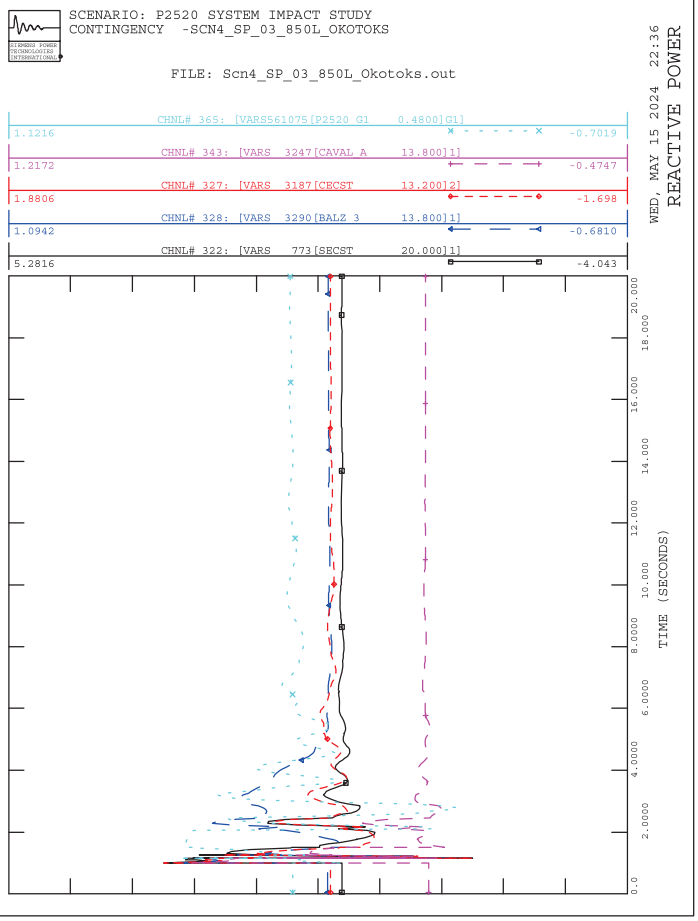
16.000
18.000
20.000
TIME (SECONDS)
WED, MAY 15 2024 22:36
ROTOR ANGLE


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_03_850L_OKOTOKS
FILE: Scn4_SP_03_850L_Okotoks.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.1216
-0.7019
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.2172
-0.4747
CHNL# 327: [VARS 3187[CECST 13.200]2]
1.8806
-1.698
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.0942
-0.6810
CHNL# 322: [VARS 773[SECST 20.000]1]
5.2816
-4.043
0.0
2.0000
4.0000
6.0000
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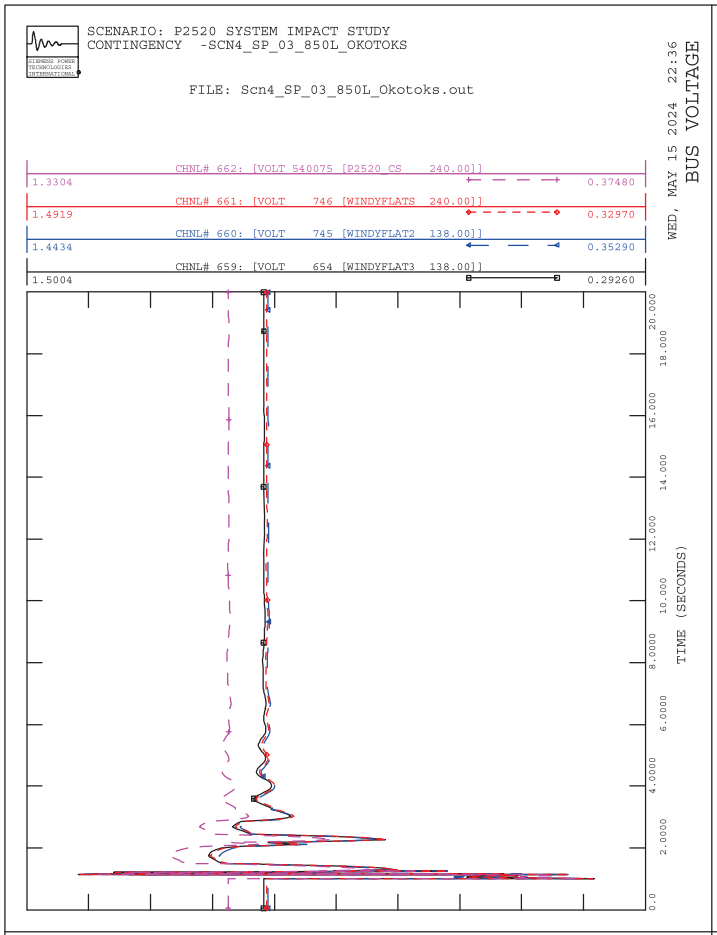
16.000
18.000
20.000
TIME (SECONDS)
WED, MAY 15 2024 22:36
REACTIVE POWER


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_03_850L_OKOTOKS
FILE: Scn4_SP_03_850L_Okotoks.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.3304
0.37480
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.4919
0.32970
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.4434
0.35290
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.5004
0.29260
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
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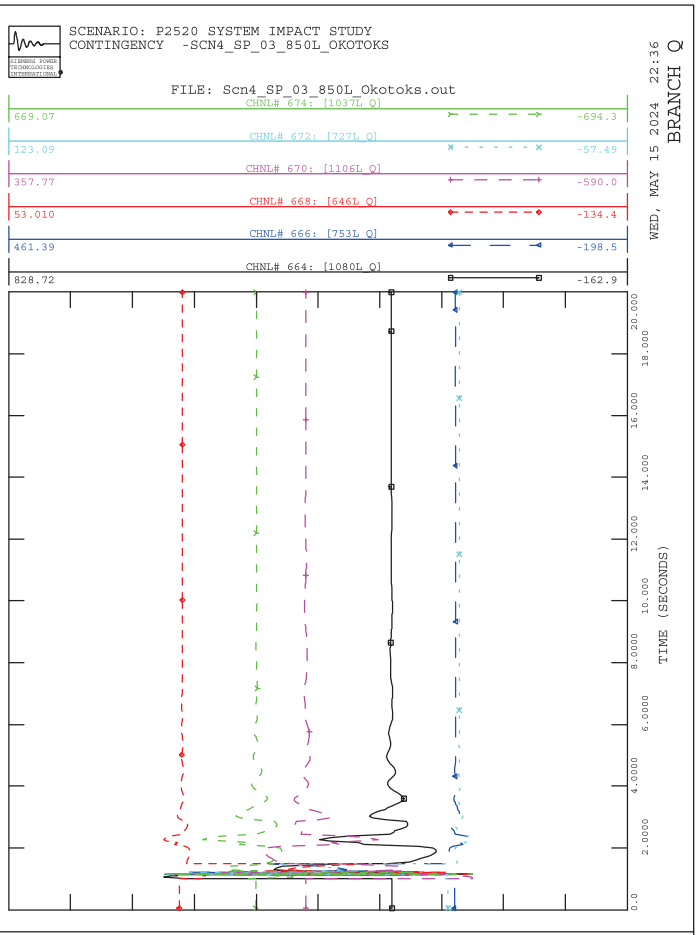
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_03_850L_OKOTOKS
FILE: Scn4_SP_03_850L_Okotoks.out
CHNL# 674: [1037L Q]
669.07
-694.3
CHNL# 672: [727L Q]
123.09
-57.49
CHNL# 670: [1106L Q]
357.77
-590.0
CHNL# 668: [646L Q]
53.010
-134.4
CHNL# 666: [753L Q]
461.39
-198.5
CHNL# 664: [1080L Q]
828.72
-162.9
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
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8.0000
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12.000
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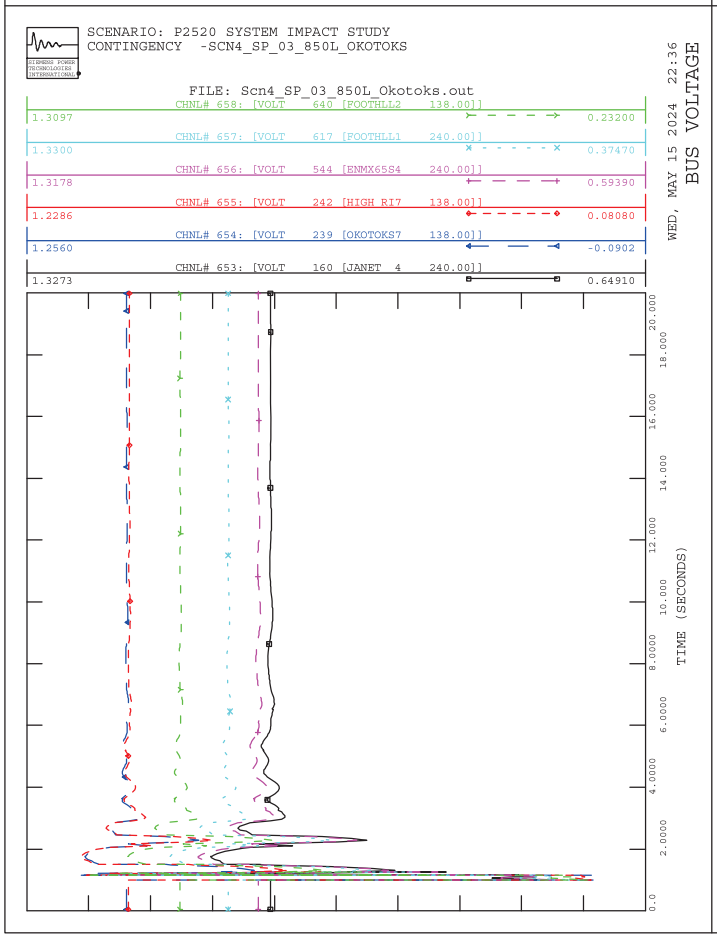
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_03_850L_OKOTOKS
FILE: Scn4_SP_03_850L_Okotoks.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.3097
0.23200
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.3300
0.37470
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.3178
0.59390
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2286
0.08080
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2560
-0.0902
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.3273
0.64910
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
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8.0000
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12.000
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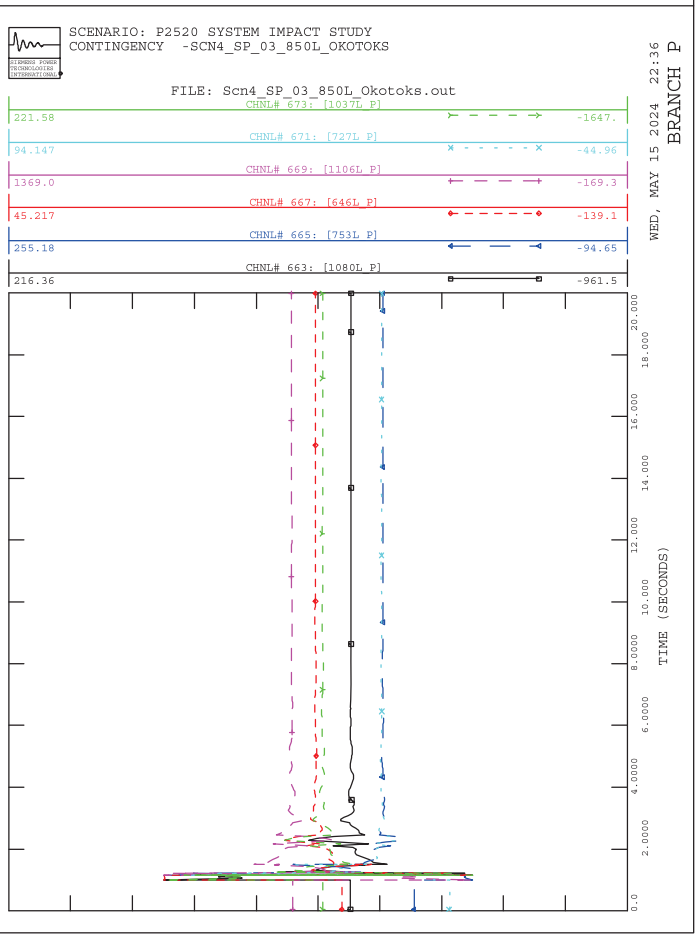
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_03_850L_OKOTOKS
FILE: Scn4_SP_03_850L_Okotoks.out
CHNL# 673: [1037L P]
221.58
-1647.
CHNL# 671: [727L P]
94.147
-44.96
CHNL# 669: [1106L P]
1369.0
-169.3
CHNL# 667: [646L P]
45.217
-139.1
CHNL# 665: [753L P]
255.18
-94.65
CHNL# 663: [1080L P]
216.36
-961.5
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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12.000
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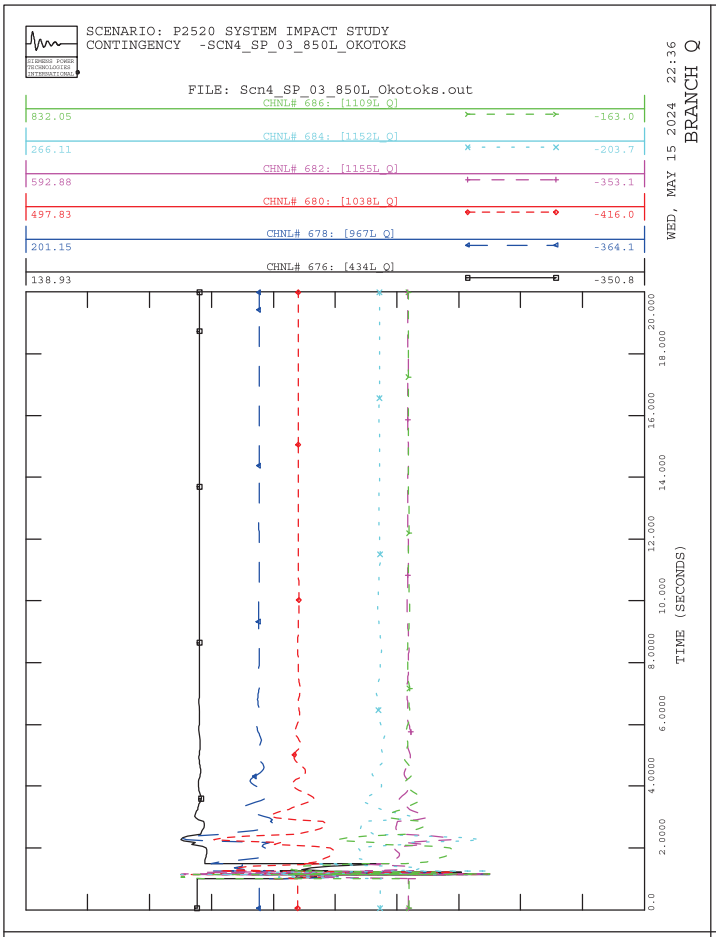
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_03_850L_OKOTOKS
FILE: Scn4_SP_03_850L_Okotoks.out
CHNL# 686: [1109L Q]
832.05
-163.0
CHNL# 684: [1152L Q]
266.11
-203.7
CHNL# 682: [1155L Q]
592.88
-353.1
CHNL# 680: [1038L Q]
497.83
-416.0
CHNL# 678: [967L Q]
201.15
-364.1
CHNL# 676: [434L Q]
138.93
-350.8
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
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8.0000
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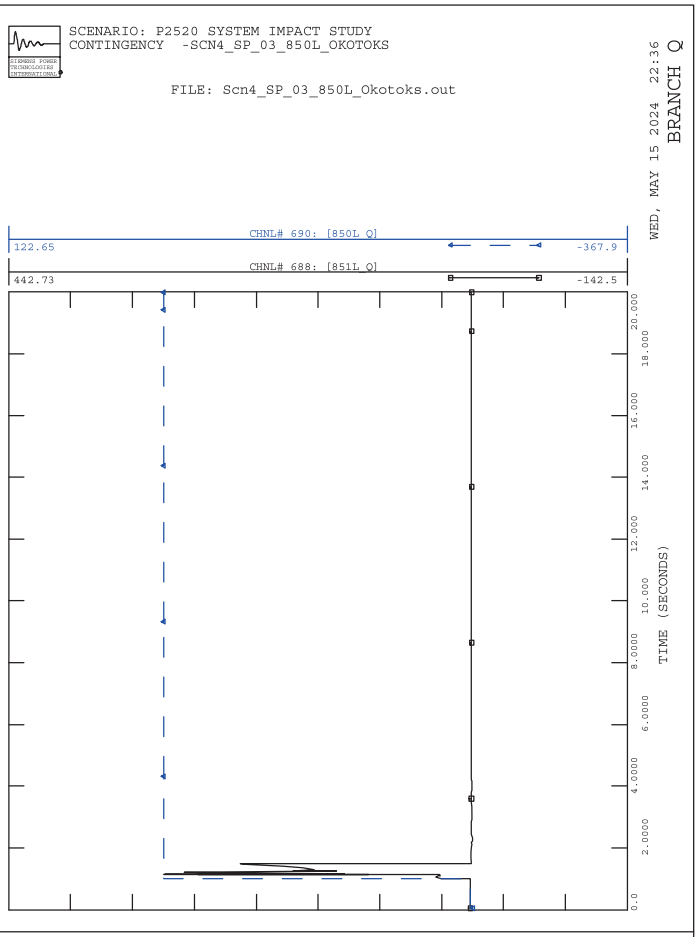
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_03_850L_OKOTOKS
FILE: Scn4_SP_03_850L_Okotoks.out
CHNL# 690: [850L Q]
122.65
-367.9
CHNL# 688: [851L Q]
442.73
-142.5
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
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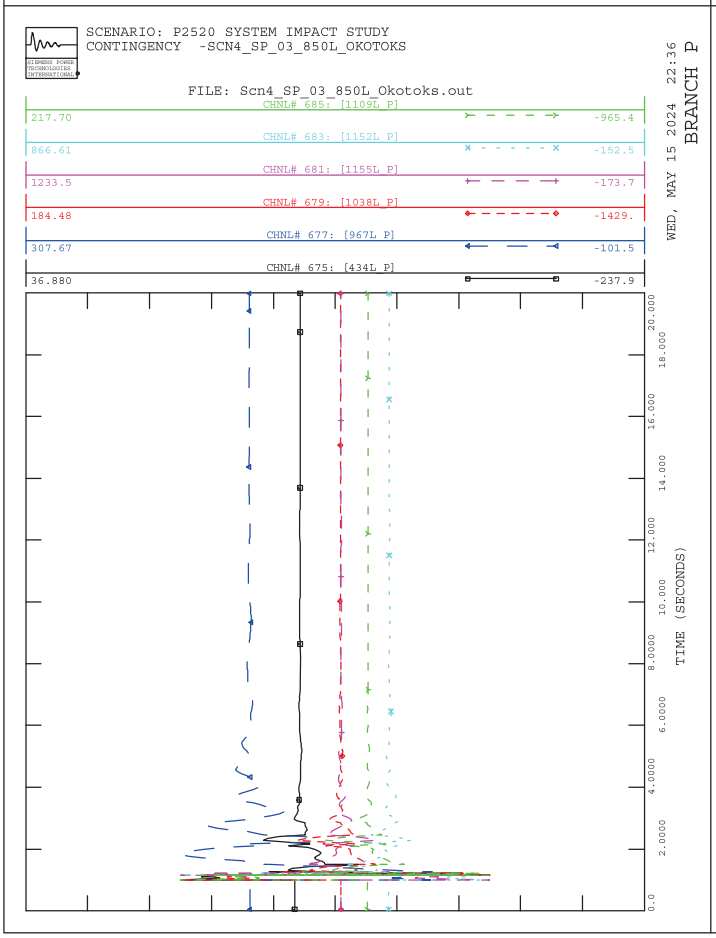
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_03_850L_OKOTOKS
FILE: Scn4_SP_03_850L_Okotoks.out
CHNL# 685: [1109L P]
217.70
-965.4
CHNL# 683: [1152L P]
866.61
-152.5
CHNL# 681: [1155L P]
1233.5
-173.7
CHNL# 679: [1038L P]
184.48
-1429.
CHNL# 677: [967L P]
307.67
-101.5
CHNL# 675: [434L P]
36.880
-237.9
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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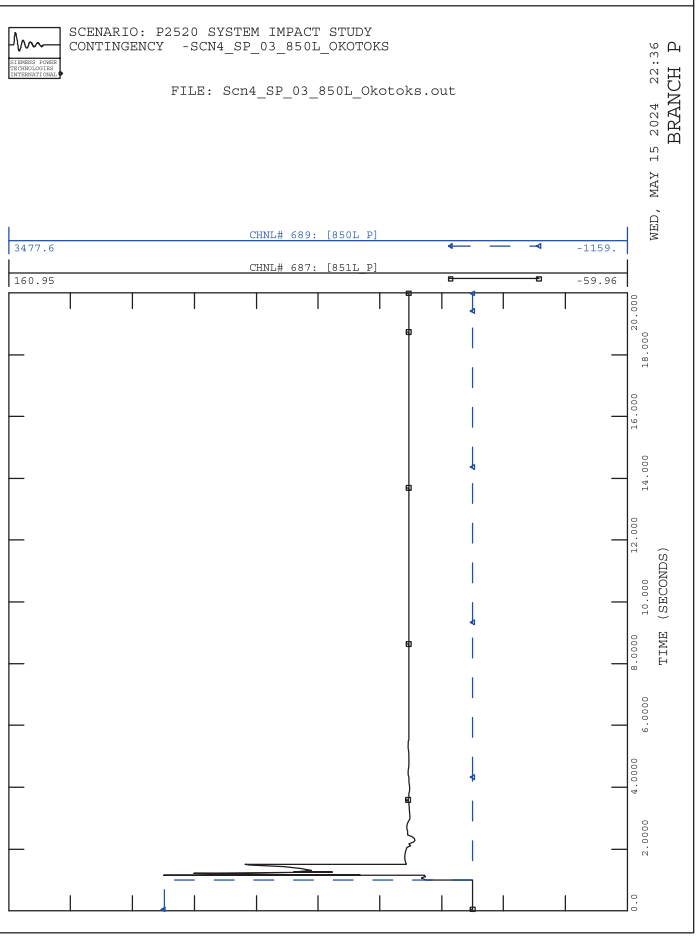
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_03_850L_OKOTOKS
FILE: Scn4_SP_03_850L_Okotoks.out
CHNL# 689: [850L P]
3477.6
-1159.
CHNL# 687: [851L P]
160.95
-59.96
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
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12.000
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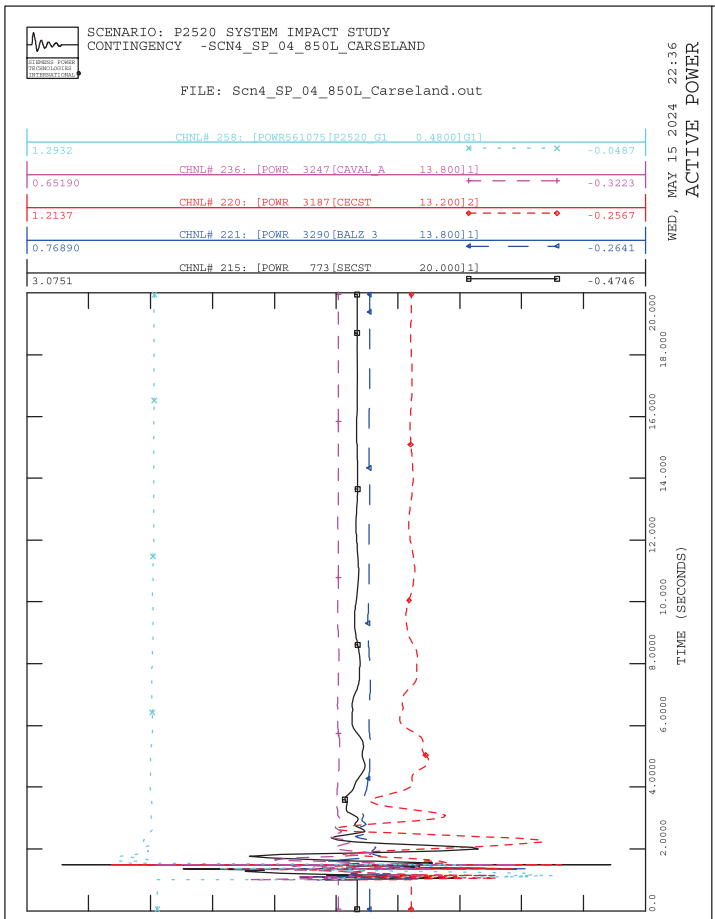
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_04_850L_CARSELAND
FILE: Scn4_SP_04_850L_Carseland.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.2932
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CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.65190
-0.3223
CHNL# 220: [POWR 3187[CECST 13.200]2]
1.2137
-0.2567
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.76890
-0.2641
CHNL# 215: [POWR 773[SECST 20.000]1]
3.0751
-0.4746
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
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4.0000
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8.0000
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12.000
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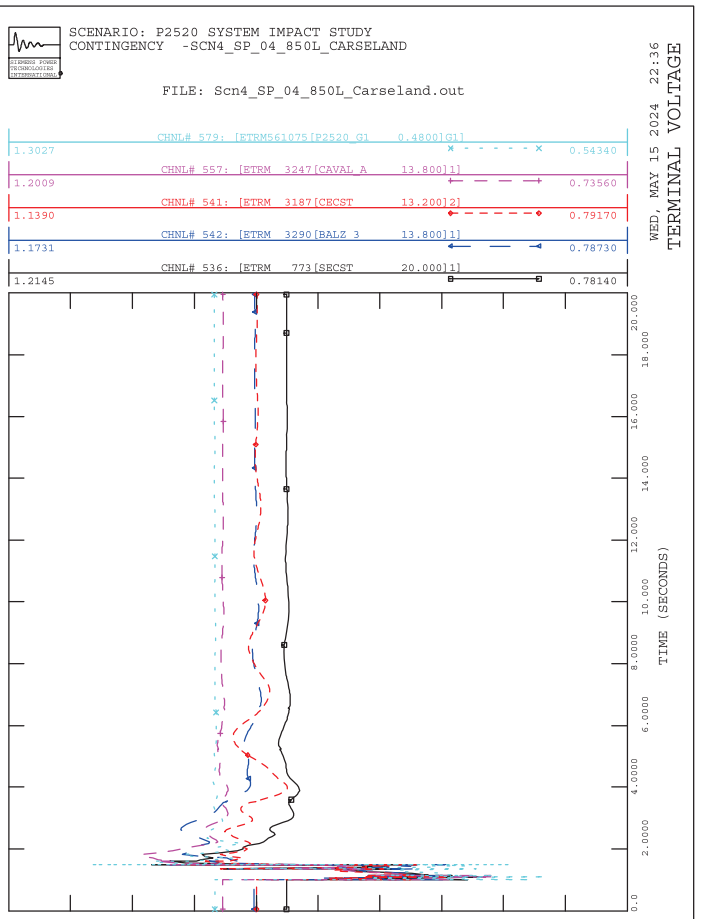
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_04_850L_CARSELAND
FILE: Scn4_SP_04_850L_Carseland.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.3027
0.54340
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2009
0.73560
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1390
0.79170
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1731
0.78730
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2145
0.78140
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
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12.000
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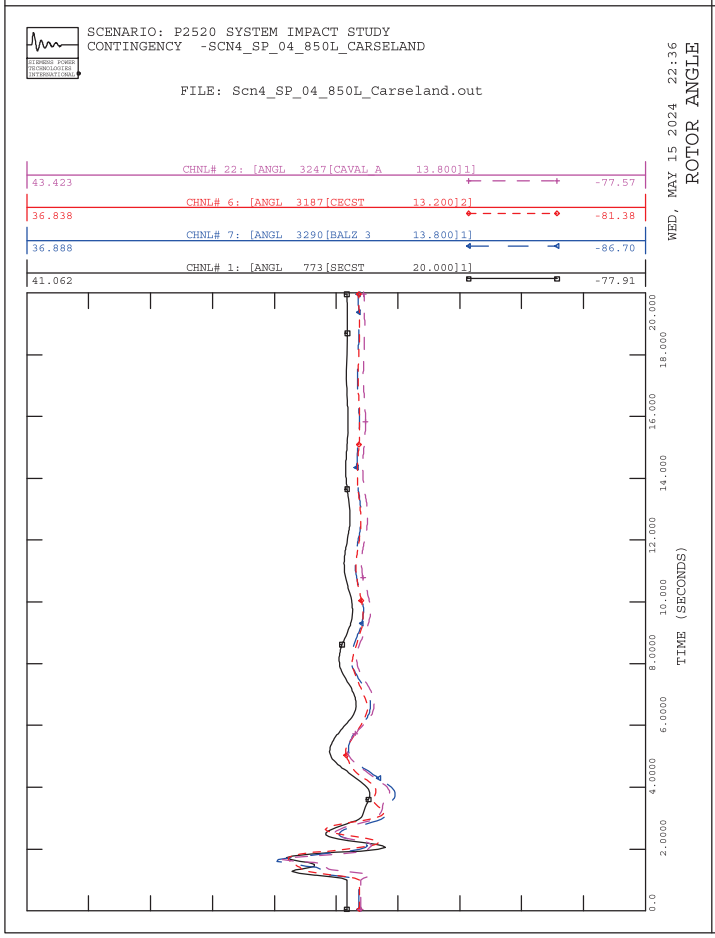
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_04_850L_CARSELAND
FILE: Scn4_SP_04_850L_Carseland.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
43.423
-77.57
CHNL# 6: [ANGL 3187[CECST 13.200]2]
36.838
-81.38
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
36.888
-86.70
CHNL# 1: [ANGL 773[SECST 20.000]1]
41.062
-77.91
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
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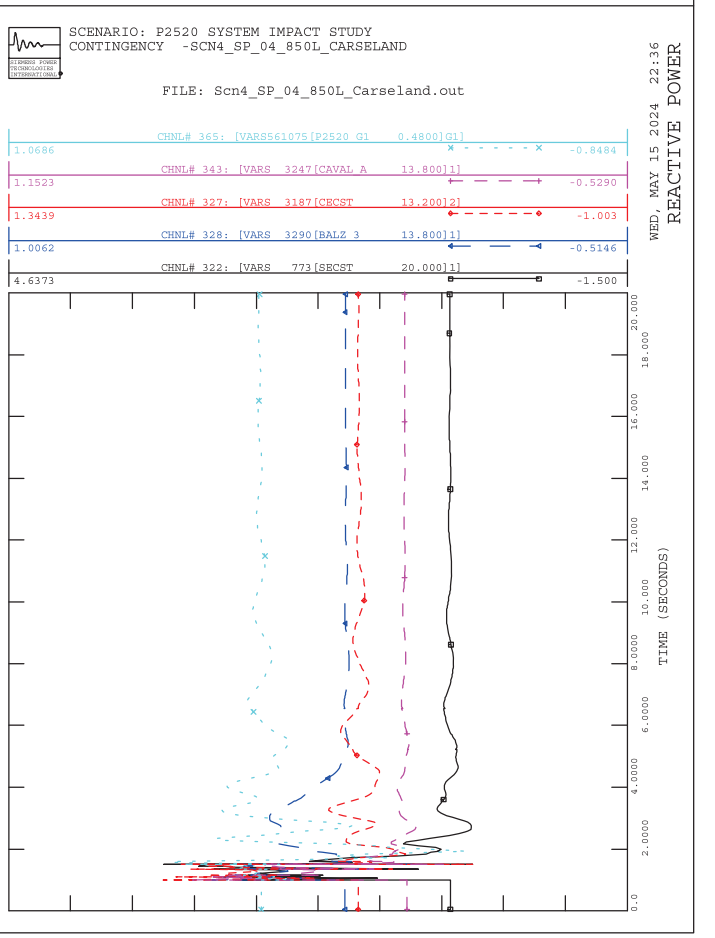
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_04_850L_CARSELAND
FILE: Scn4_SP_04_850L_Carseland.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.0686
-0.8484
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.1523
-0.5290
CHNL# 327: [VARS 3187[CECST 13.200]2]
1.3439
-1.003
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.0062
-0.5146
CHNL# 322: [VARS 773[SECST 20.000]1]
4.6373
-1.500
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
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6.0000
8.0000
10.000
12.000
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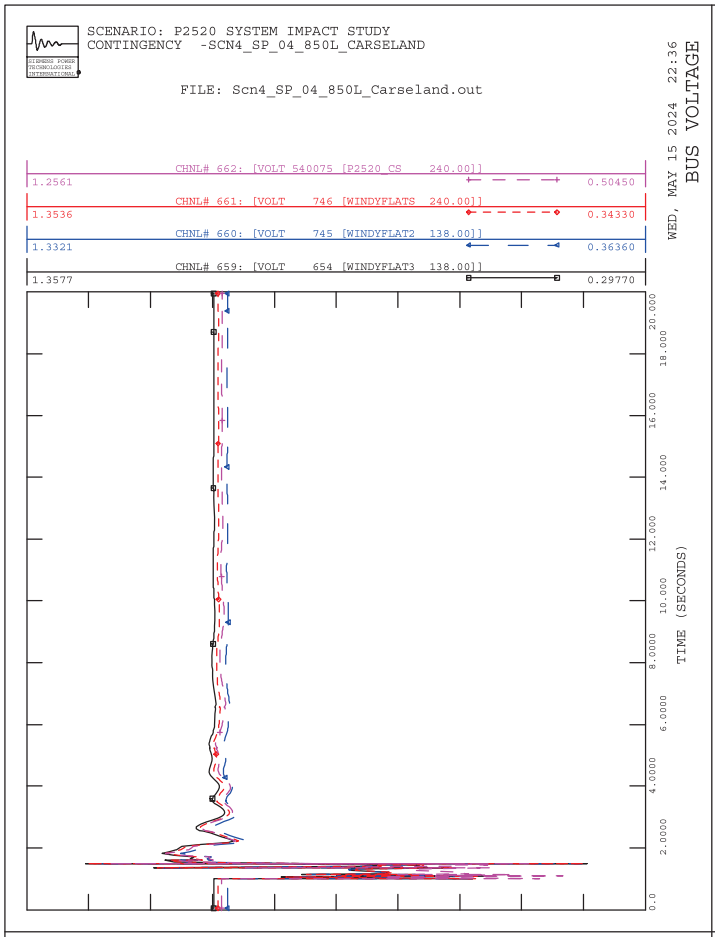
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_04_850L_CARSELAND
FILE: Scn4_SP_04_850L_Carseland.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2561
0.50450
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.3536
0.34330
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.3321
0.36360
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.3577
0.29770
WED, MAY 15 2024 22:36
BUS VOLTAGE
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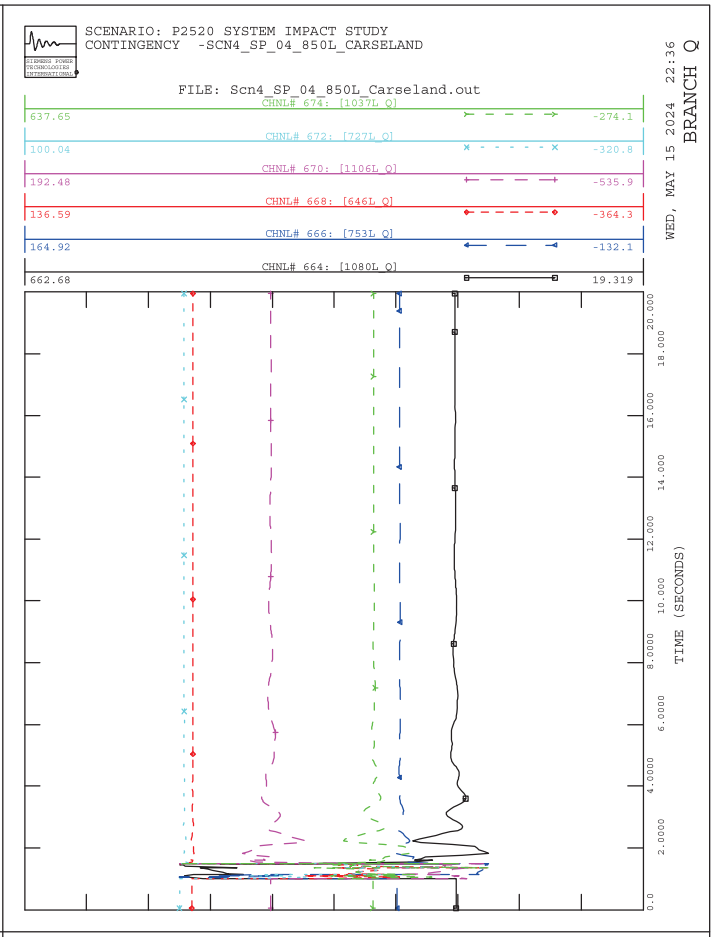
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_04_850L_CARSELAND
FILE: Scn4_SP_04_850L_Carseland.out
CHNL# 674: [1037L Q]
637.65
-274.1
CHNL# 672: [727L Q]
100.04
-320.8
CHNL# 670: [1106L Q]
192.48
-535.9
CHNL# 668: [646L Q]
136.59
-364.3
CHNL# 666: [753L Q]
164.92
-132.1
CHNL# 664: [1080L Q]
662.68
19.319
WED, MAY 15 2024 22:36
BRANCH Q
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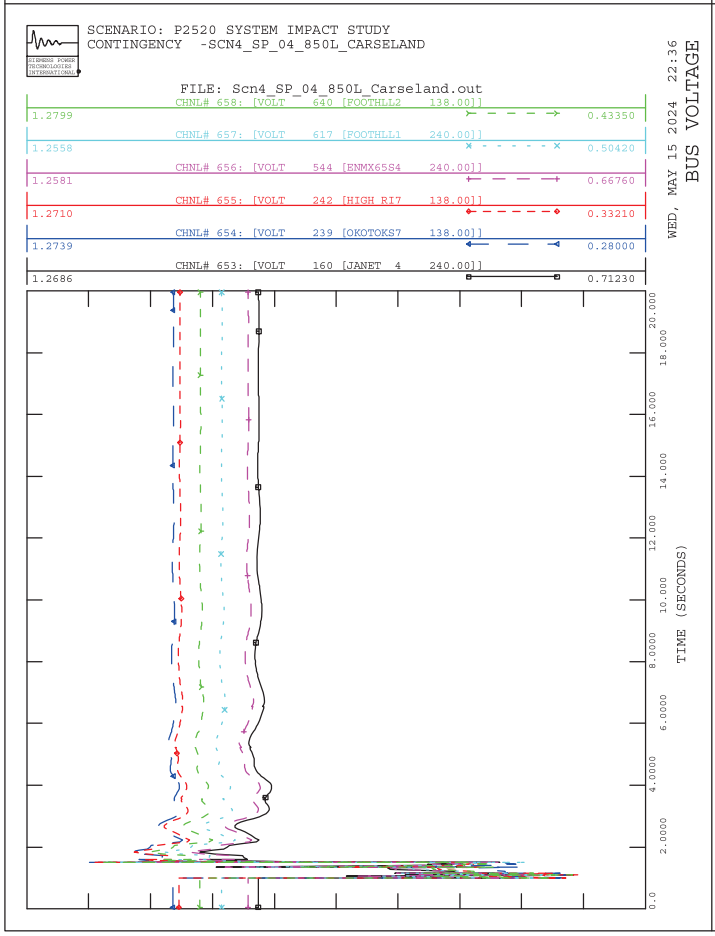
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_04_850L_CARSELAND
FILE: Scn4_SP_04_850L_Carseland.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2799
0.43350
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2558
0.50420
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2581
0.66760
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2710
0.33210
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2739
0.28000
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2686
0.71230
WED, MAY 15 2024 22:36
BUS VOLTAGE
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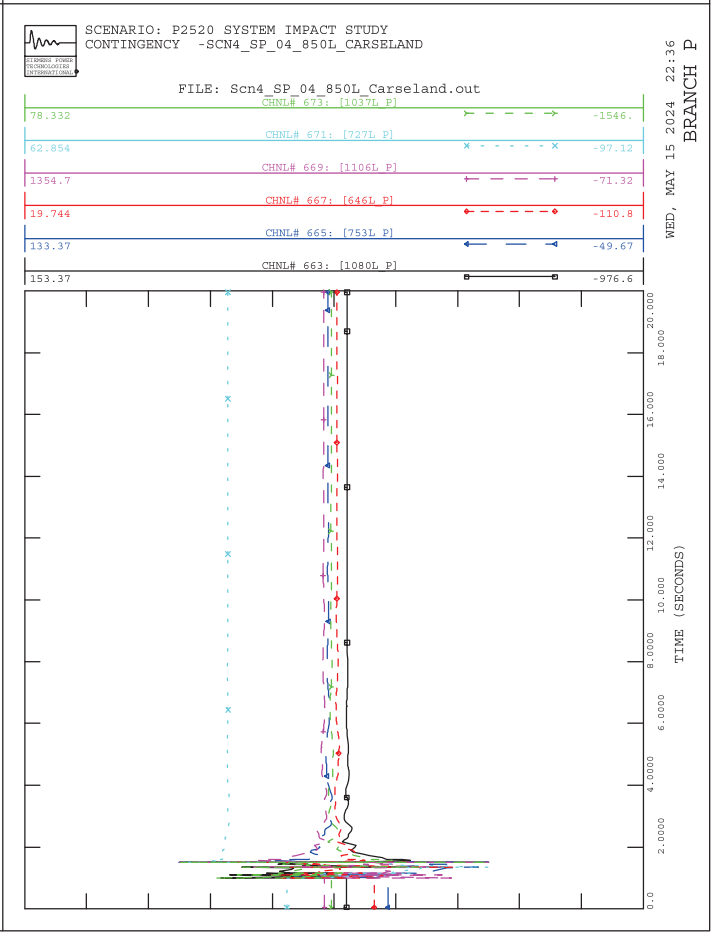
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_04_850L_CARSELAND
FILE: Scn4_SP_04_850L_Carseland.out
CHNL# 673: [1037L P]
78.332
-1546.
CHNL# 671: [727L P]
62.854
-97.12
CHNL# 669: [1106L P]
1354.7
-71.32
CHNL# 667: [646L P]
19.744
-110.8
CHNL# 665: [753L P]
133.37
-49.67
CHNL# 663: [1080L P]
153.37
-976.6
WED, MAY 15 2024 22:36
BRANCH P
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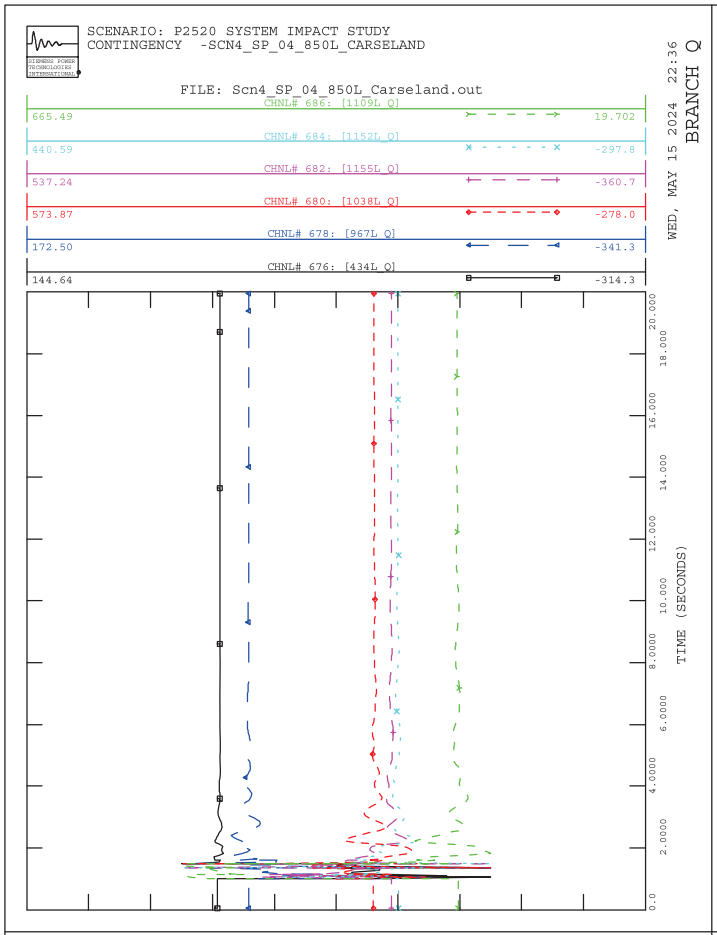
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_04_850L_CARSELAND
FILE: Scn4_SP_04_850L_Carseland.out
CHNL# 686: [1109L Q]
665.49
19.702
CHNL# 684: [1152L Q]
440.59
-297.8
CHNL# 682: [1155L Q]
537.24
-360.7
CHNL# 680: [1038L Q]
573.87
-278.0
CHNL# 678: [967L Q]
172.50
-341.3
CHNL# 676: [434L Q]
144.64
-314.3
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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6.0000
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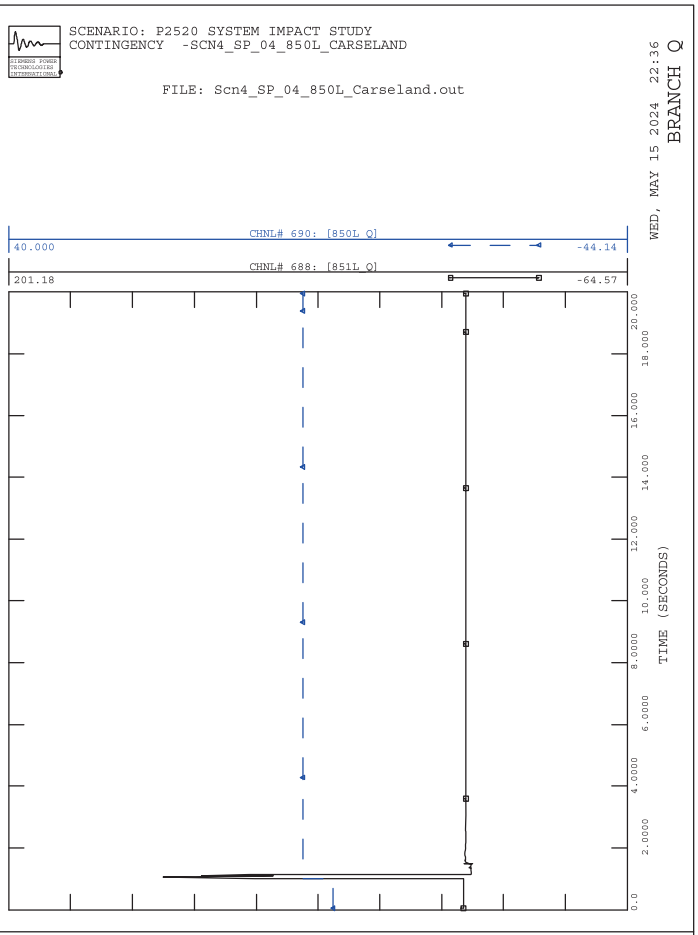
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_04_850L_CARSELAND
FILE: Scn4_SP_04_850L_Carseland.out
CHNL# 690: [850L Q]
40.000
-44.14
CHNL# 688: [851L Q]
201.18
-64.57
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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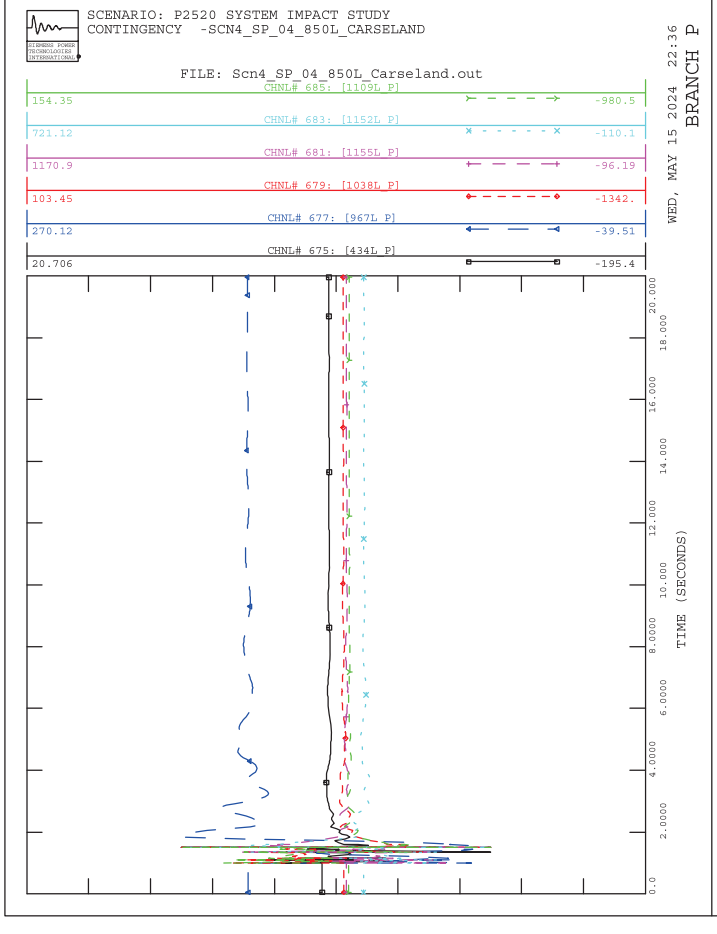
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_04_850L_CARSELAND
FILE: Scn4_SP_04_850L_Carseland.out
CHNL# 685: [1109L P]
154.35
-980.5
CHNL# 683: [1152L P]
721.12
-110.1
CHNL# 681: [1155L P]
1170.9
-96.19
CHNL# 679: [1038L P]
103.45
-1342.
CHNL# 677: [967L P]
270.12
-39.51
CHNL# 675: [434L P]
20.706
-195.4
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BRANCH P
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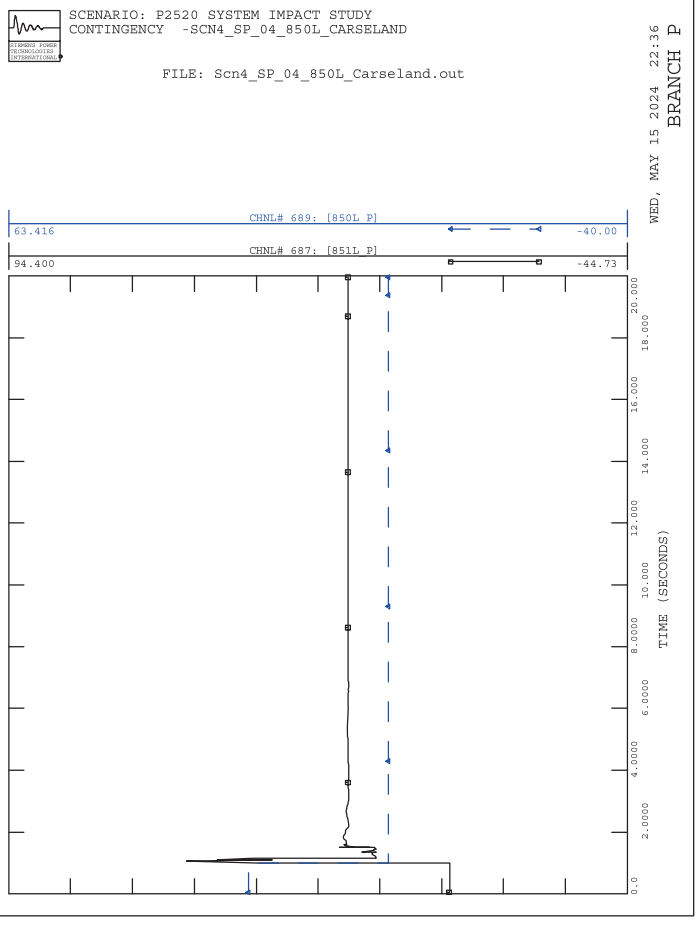
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_04_850L_CARSELAND
FILE: Scn4_SP_04_850L_Carseland.out
CHNL# 689: [850L P]
63.416
-40.00
CHNL# 687: [851L P]
94.400
-44.73
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
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8.0000
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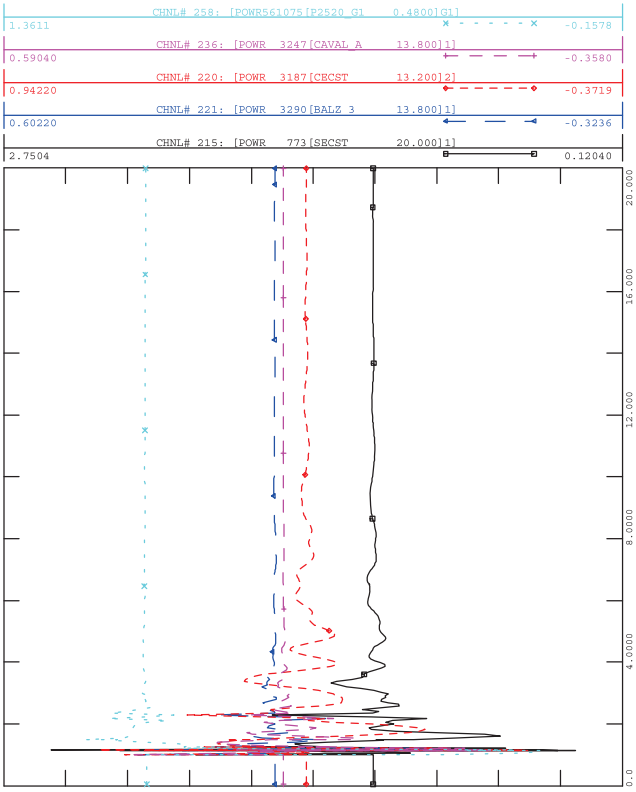
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_05_753L_HIGHRIVER

FILE: Scn4_SP_05_753L_HighRiver.out

WED, MAY 15 2024 22:36

ACTIVE POWER

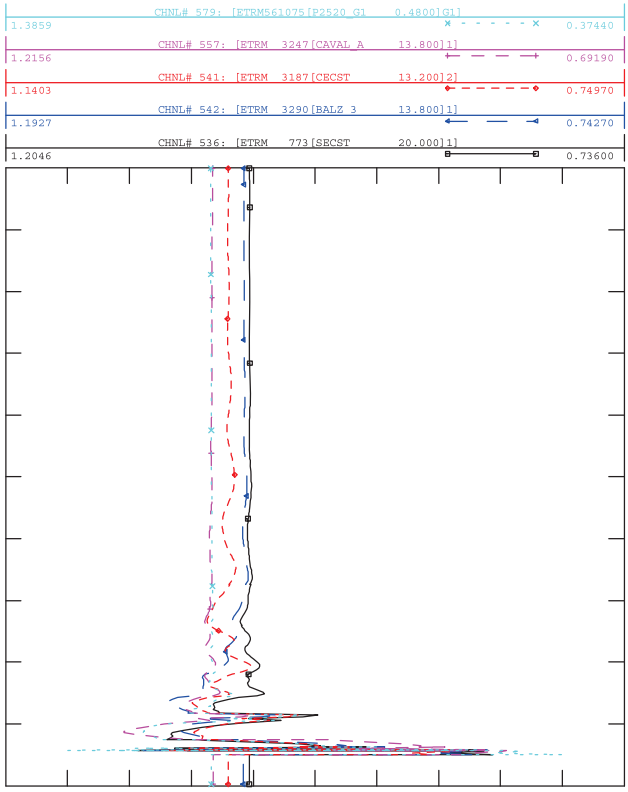


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_05_753L_HIGHRIVER

FILE: Scn4_SP_05_753L_HighRiver.out

WED, MAY 15 2024 22:36

TERMINAL VOLTAGE

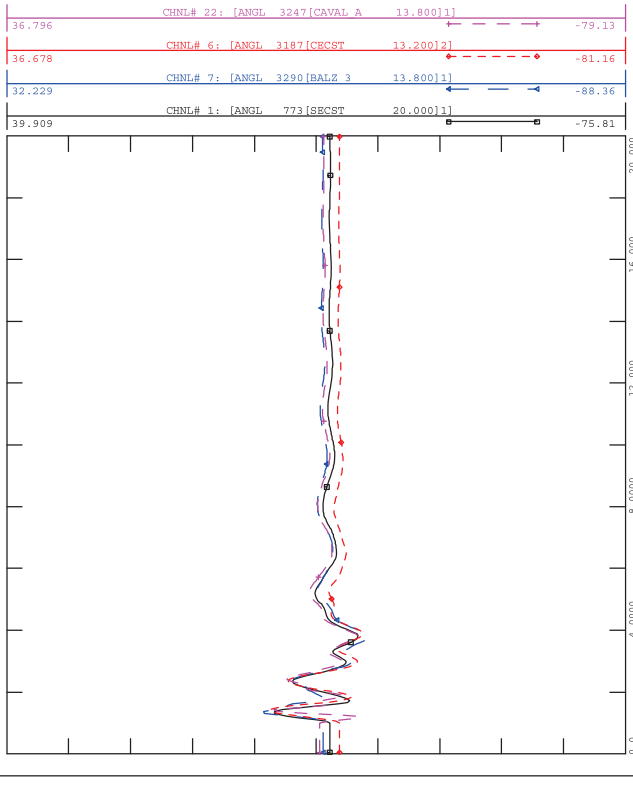


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_05_753L_HIGHRIVER

FILE: Scn4_SP_05_753L_HighRiver.out

WED, MAY 15 2024 22:36

ROTOR ANGLE

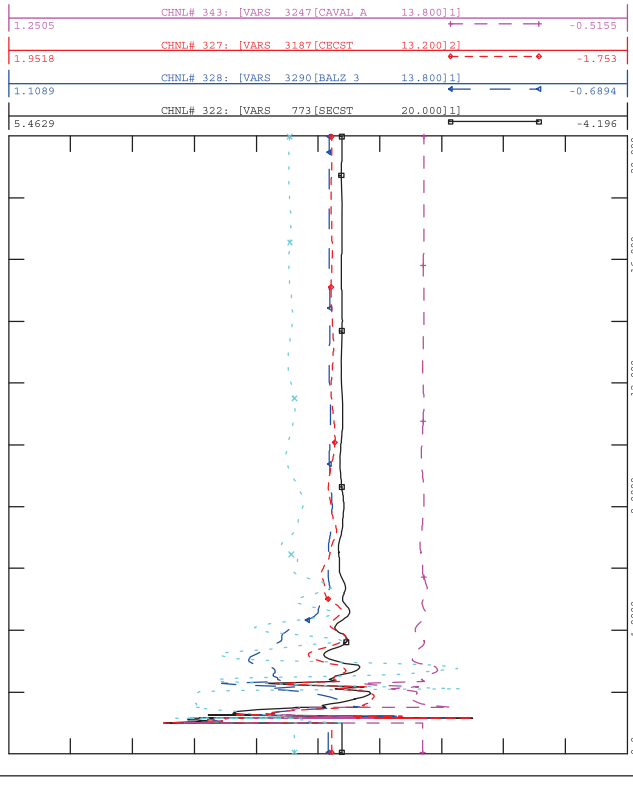


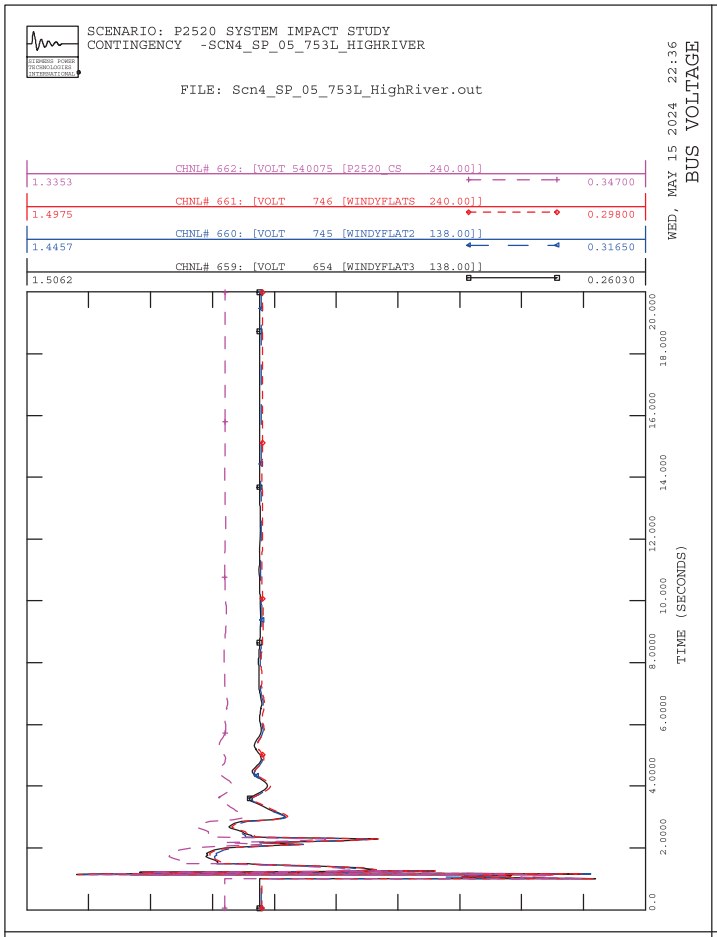
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_05_753L_HIGHRIVER

FILE: Scn4_SP_05_753L_HighRiver.out

WED, MAY 15 2024 22:36

REACTIVE POWER




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_05_753L_HIGHRIVER
FILE: Scn4_SP_05_753L_HighRiver.out
WED, MAY 15 2024 22:36
BUS VOLTAGE
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.3353
0.34700
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.4975
0.29800
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.4457
0.31650
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.5062
0.26030
TIME (SECONDS)
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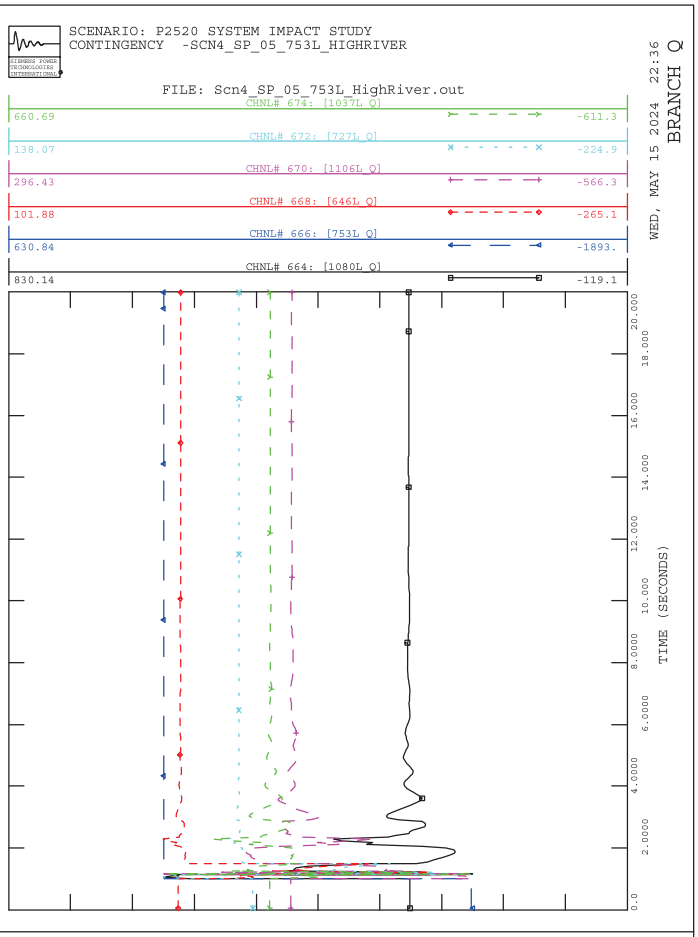
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_05_753L_HIGHRIVER
FILE: Scn4_SP_05_753L_HighRiver.out
WED, MAY 15 2024 22:36
BRANCH Q
CHNL# 674: [1037L Q]
660.69
-611.3
CHNL# 672: [727L Q]
138.07
-224.9
CHNL# 670: [1106L Q]
296.43
-566.3
CHNL# 668: [646L Q]
101.88
-265.1
CHNL# 666: [753L Q]
630.84
-1893.
CHNL# 664: [1080L Q]
830.14
-119.1
TIME (SECONDS)
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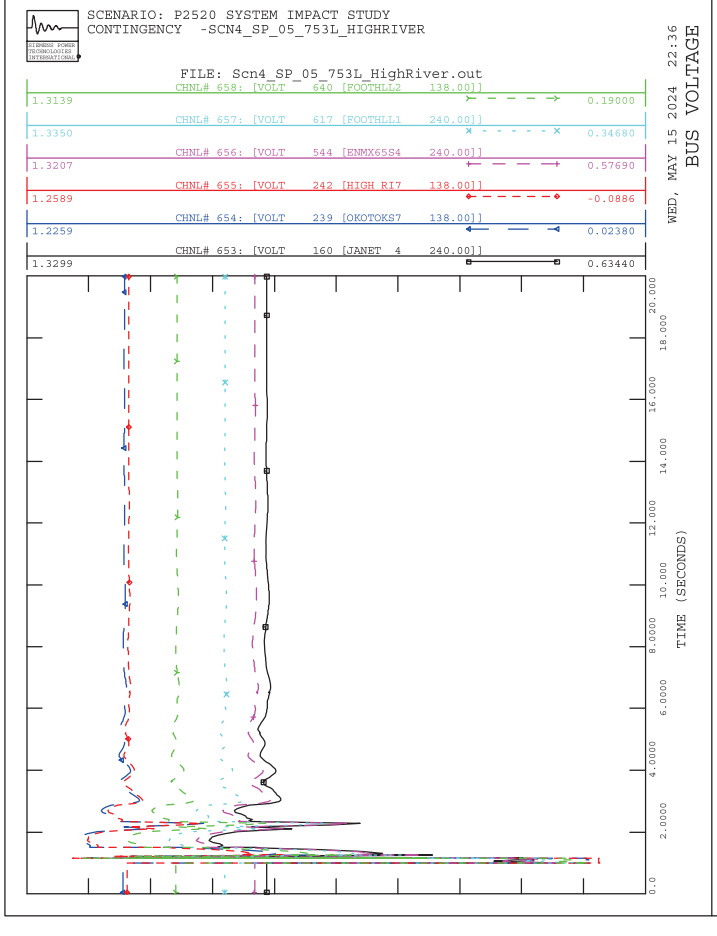
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_05_753L_HIGHRIVER
FILE: Scn4_SP_05_753L_HighRiver.out
WED, MAY 15 2024 22:36
BUS VOLTAGE
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.3139
0.19000
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.3350
0.34680
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.3207
0.57690
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2589
-0.0886
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2259
0.02380
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.3299
0.63440
TIME (SECONDS)
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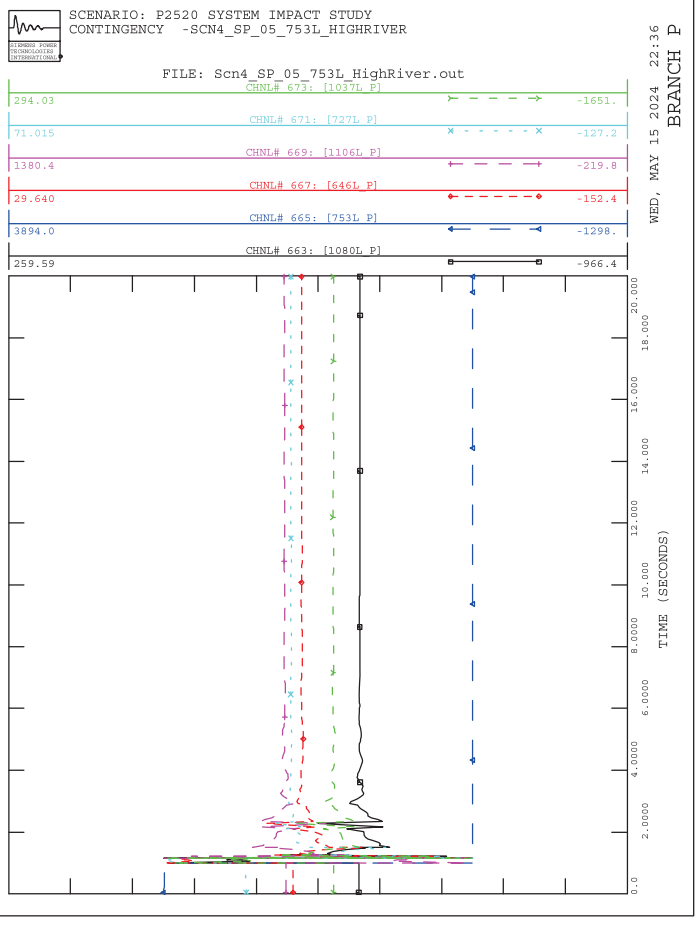
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_05_753L_HIGHRIVER
FILE: Scn4_SP_05_753L_HighRiver.out
WED, MAY 15 2024 22:36
BRANCH P
CHNL# 673: [1037L P]
294.03
-1651.
CHNL# 671: [727L P]
71.015
-127.2
CHNL# 669: [1106L P]
1380.4
-219.8
CHNL# 667: [646L P]
29.640
-152.4
CHNL# 665: [753L P]
3894.0
-1298.
CHNL# 663: [1080L P]
259.59
-966.4
TIME (SECONDS)
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12.000
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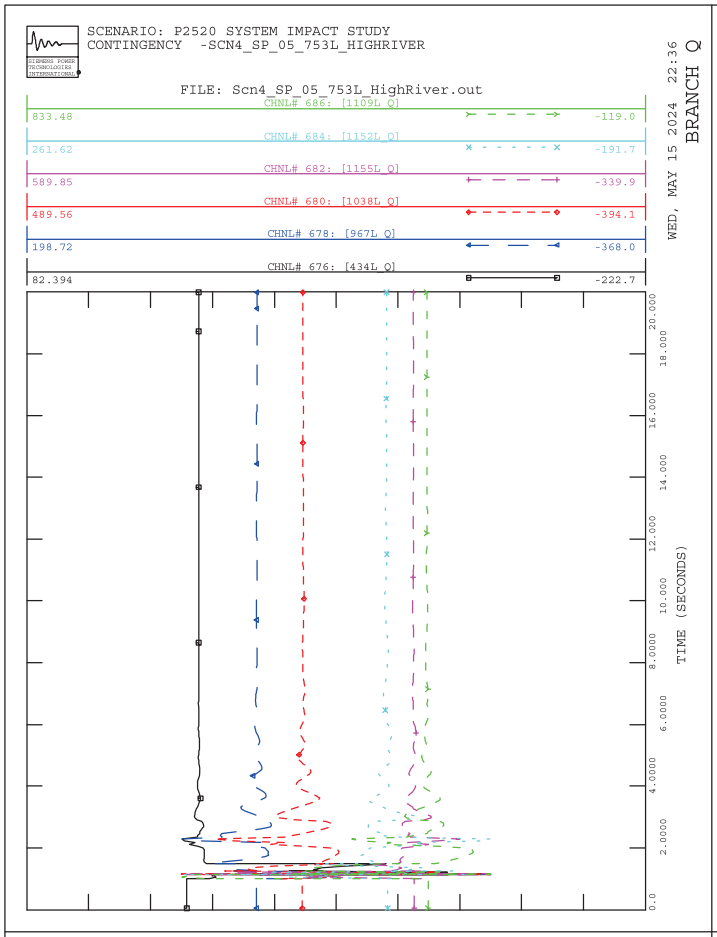
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_05_753L_HIGHRIVER
FILE: Scn4_SP_05_753L_HighRiver.out
CHNL# 686: [1109L Q]
833.48
-119.0
CHNL# 684: [1152L Q]
261.62
-191.7
CHNL# 682: [1155L Q]
589.85
-339.9
CHNL# 680: [1038L Q]
489.56
-394.1
CHNL# 678: [967L Q]
198.72
-368.0
CHNL# 676: [434L Q]
82.394
-222.7
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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8.0000
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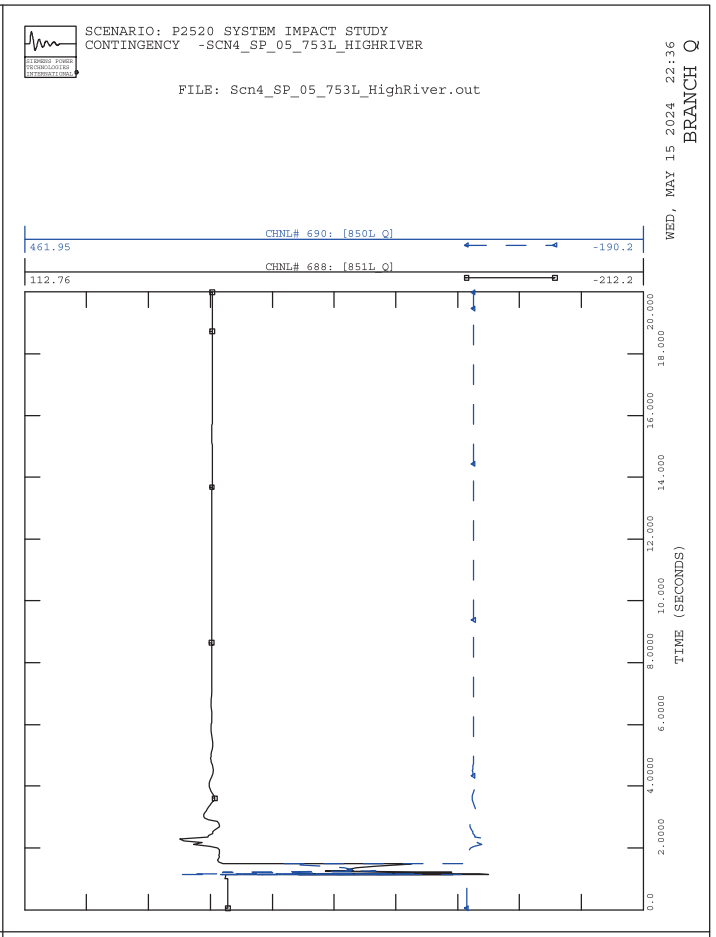
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_05_753L_HIGHRIVER
FILE: Scn4_SP_05_753L_HighRiver.out
CHNL# 690: [850L Q]
461.95
-190.2
CHNL# 688: [851L Q]
112.76
-212.2
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
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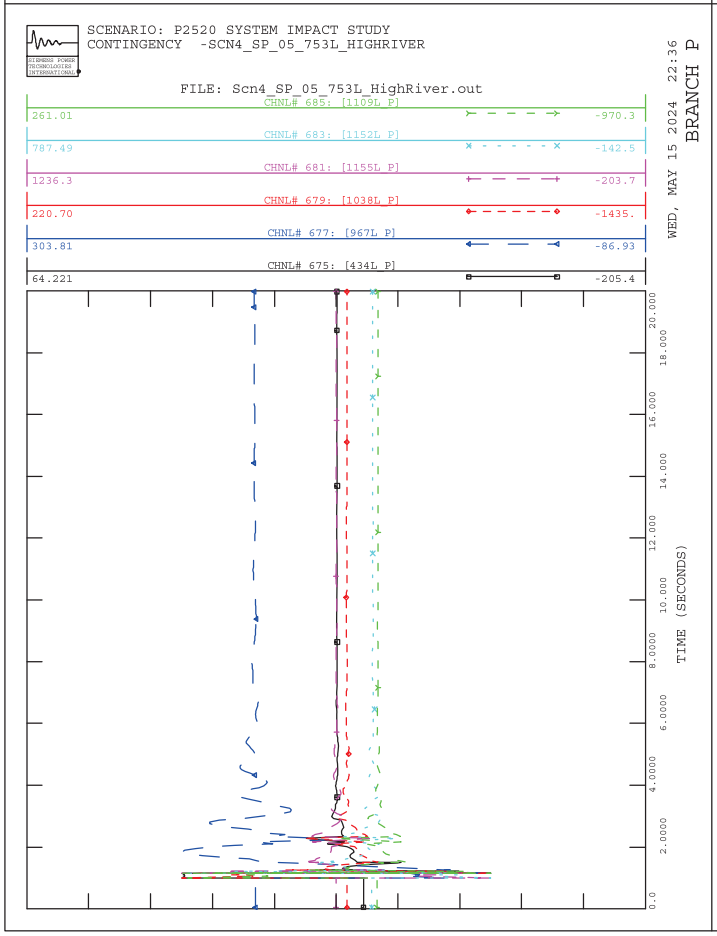
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_05_753L_HIGHRIVER
FILE: Scn4_SP_05_753L_HighRiver.out
CHNL# 685: [1109L P]
261.01
-970.3
CHNL# 683: [1152L P]
787.49
-142.5
CHNL# 681: [1155L P]
1236.3
-203.7
CHNL# 679: [1038L P]
220.70
-1435.
CHNL# 677: [967L P]
303.81
-86.93
CHNL# 675: [434L P]
64.221
-205.4
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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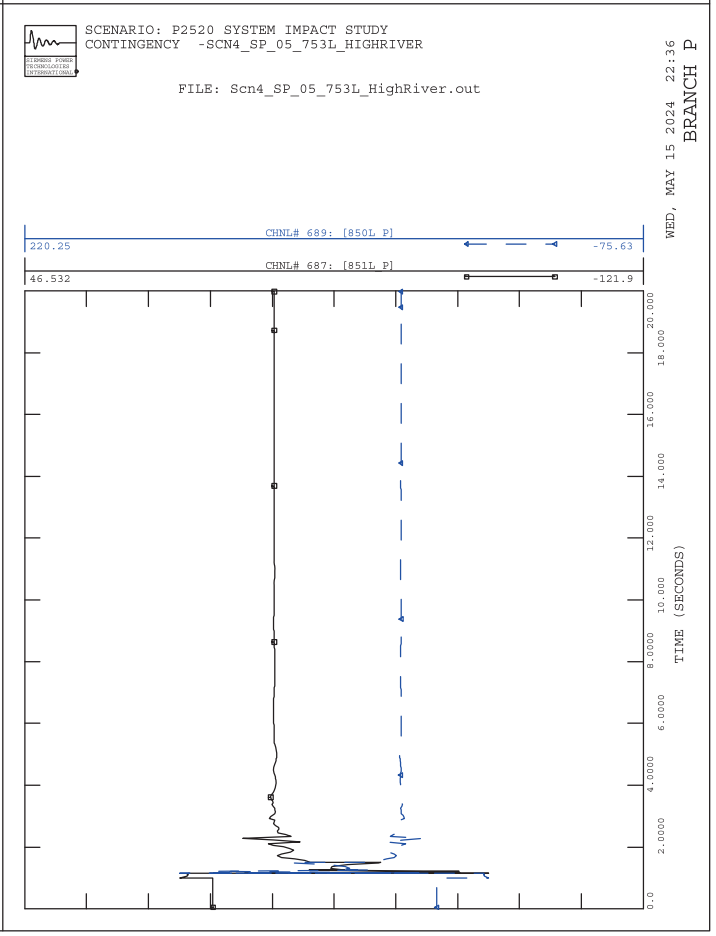
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_05_753L_HIGHRIVER
FILE: Scn4_SP_05_753L_HighRiver.out
CHNL# 689: [850L P]
220.25
-75.63
CHNL# 687: [851L P]
46.532
-121.9
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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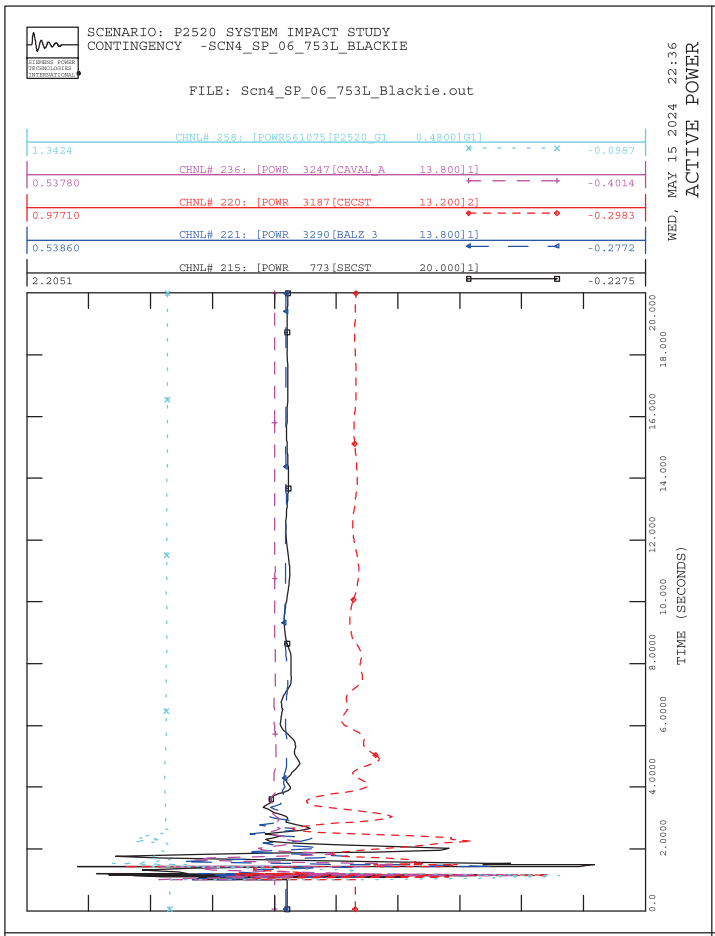
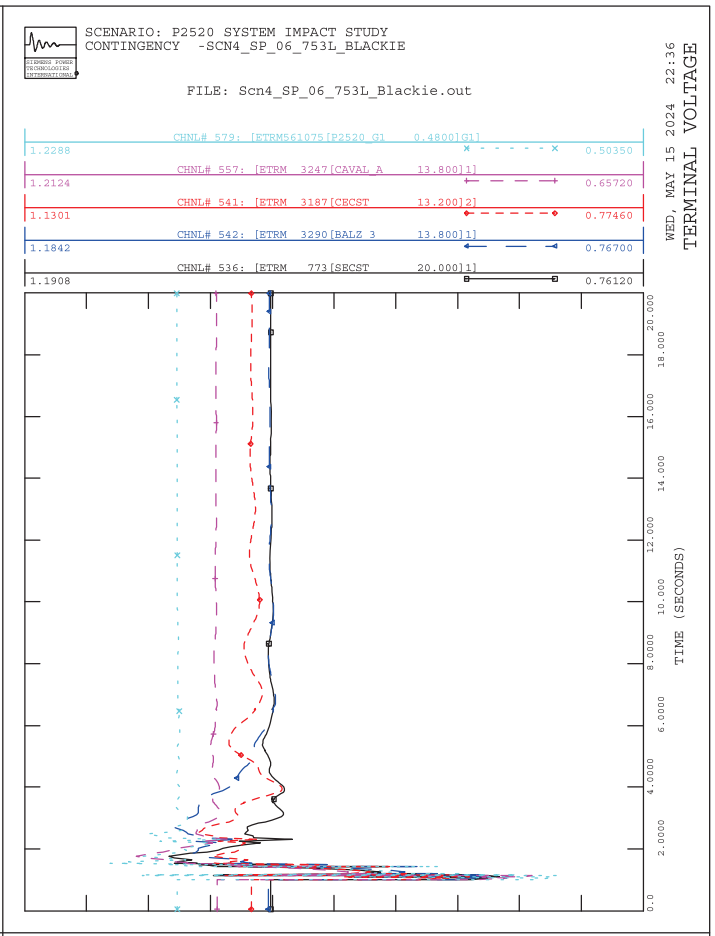
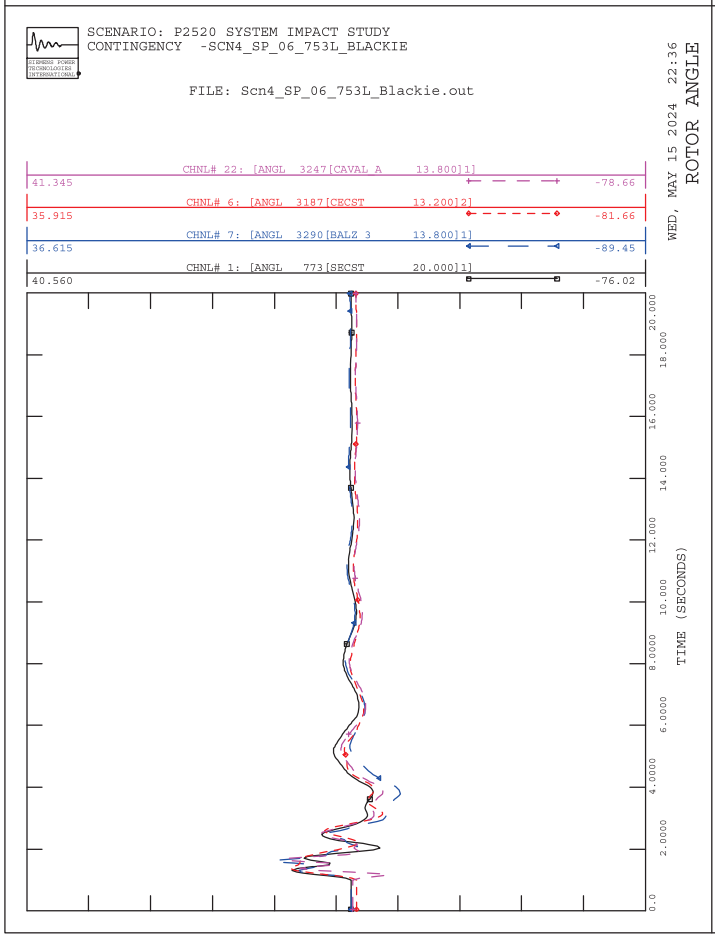
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_06_753L_BLACKIE
FILE: Scn4_SP_06_753L_Blackie.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.3424
-0.0987
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.53780
-0.4014
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.97710
-0.2983
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.53860
-0.2772
CHNL# 215: [POWR 773[SECST 20.000]1]
2.2051
-0.2275
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_06_753L_BLACKIE
FILE: Scn4_SP_06_753L_Blackie.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.2288
0.50350
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2124
0.65720
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1301
0.77460
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1842
0.76700
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.1908
0.76120
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_06_753L_BLACKIE
FILE: Scn4_SP_06_753L_Blackie.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
41.345
-78.66
CHNL# 6: [ANGL 3187[CECST 13.200]2]
35.915
-81.66
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
36.615
-89.45
CHNL# 1: [ANGL 773[SECST 20.000]1]
40.560
-76.02
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
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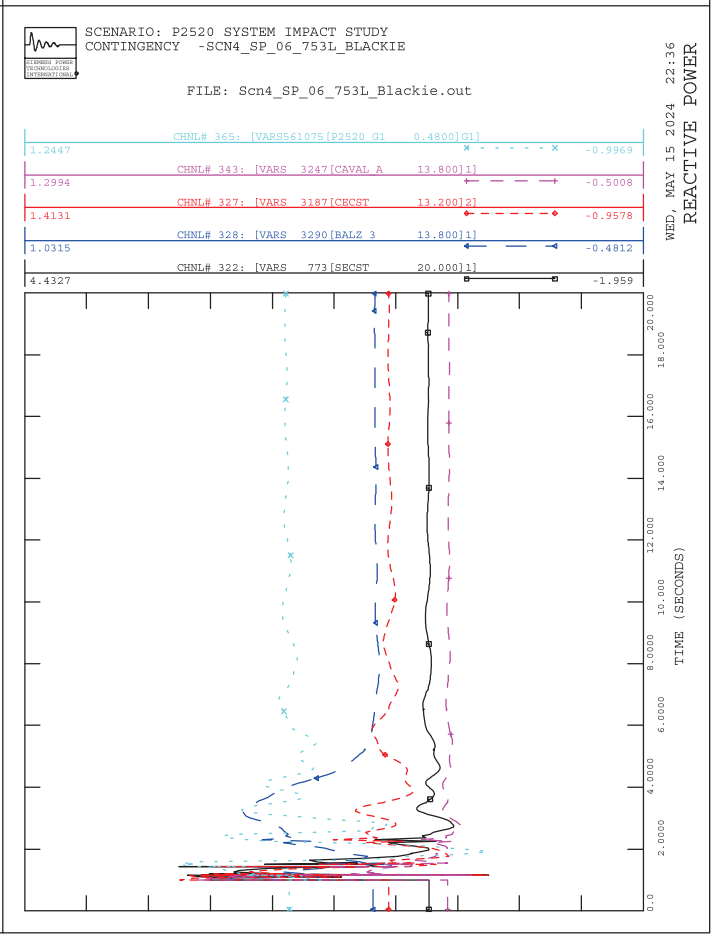
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_06_753L_BLACKIE
FILE: Scn4_SP_06_753L_Blackie.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.2447
-0.9969
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.2994
-0.5008
CHNL# 327: [VARS 3187[CECST 13.200]2]
1.4131
-0.9578
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.0315
-0.4812
CHNL# 322: [VARS 773[SECST 20.000]1]
4.4327
-1.959
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
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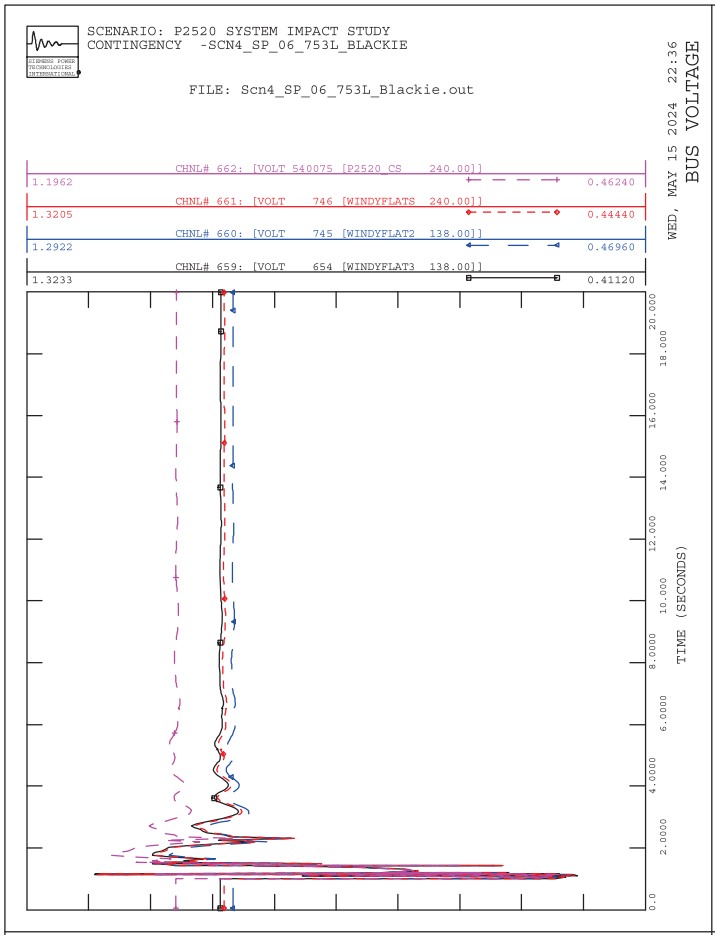
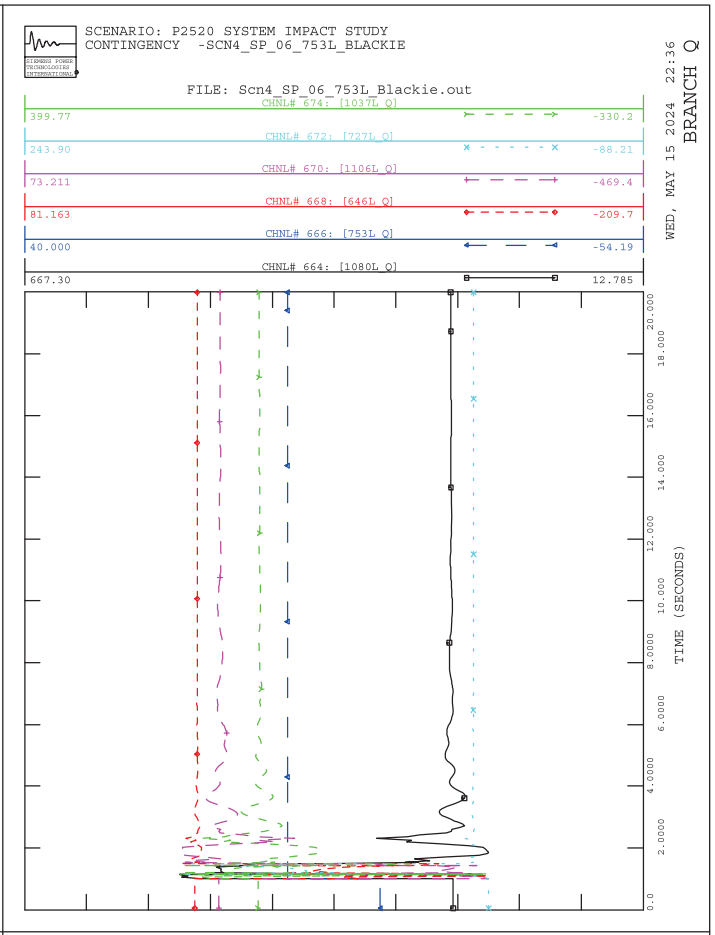
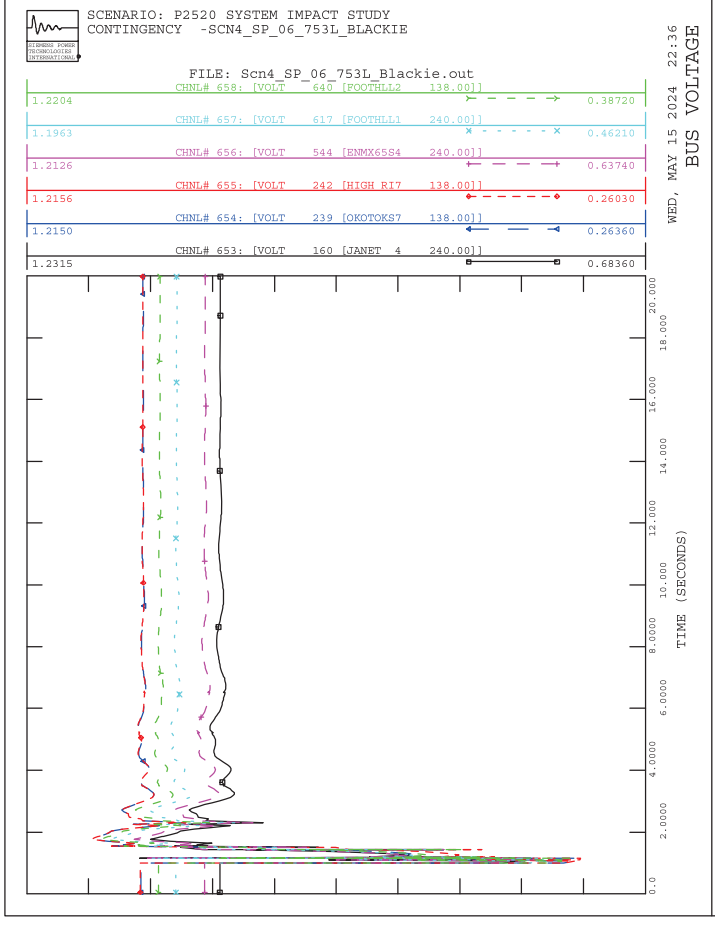
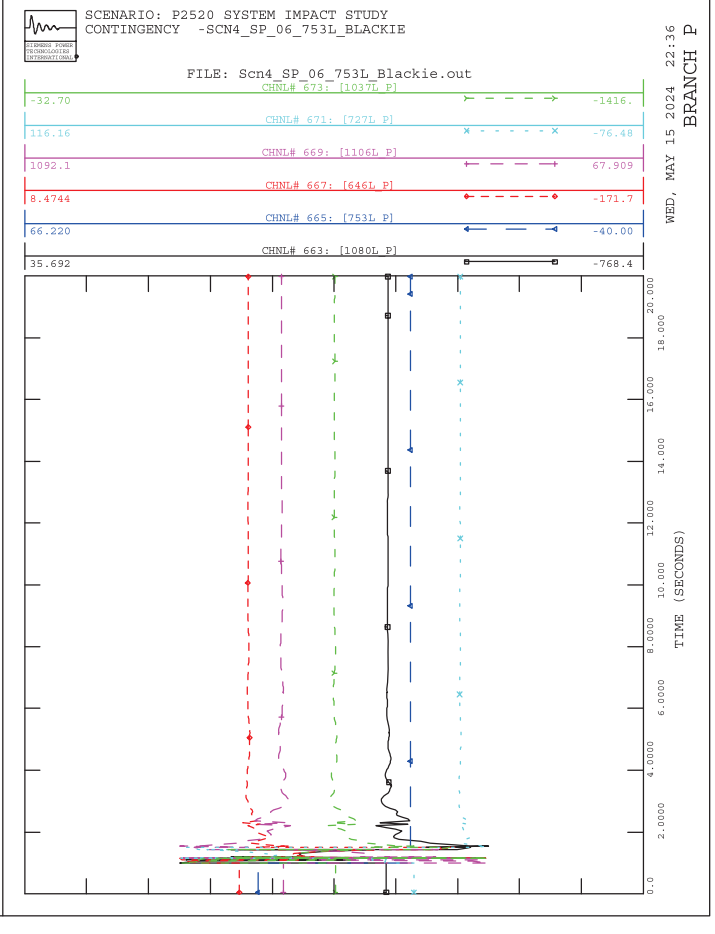
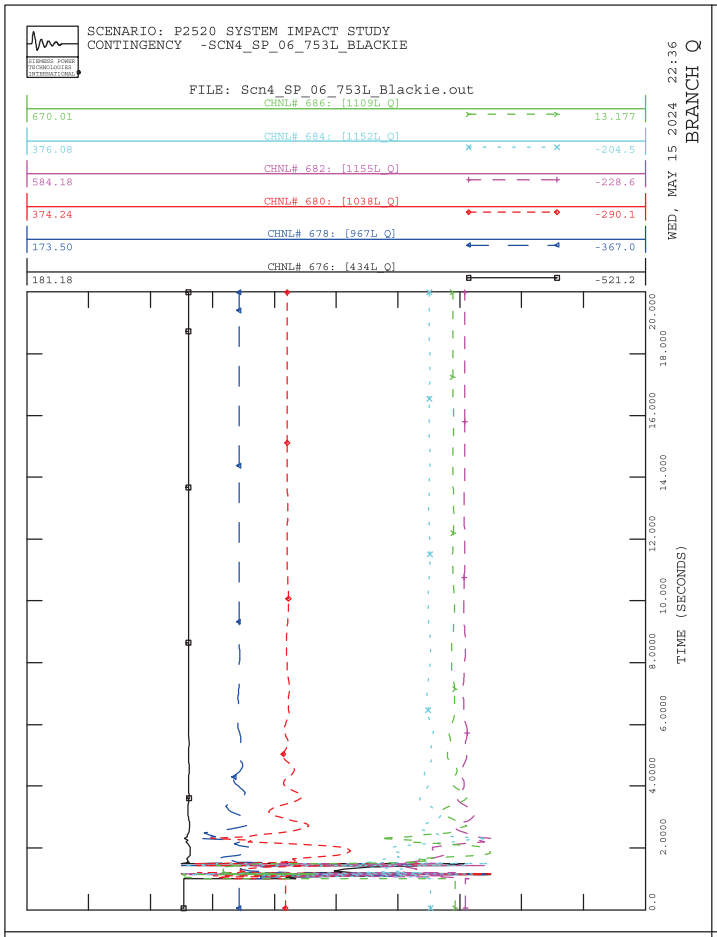
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_06_753L_BLACKIE
FILE: Scn4_SP_06_753L_Blackie.out
WED, MAY 15 2024 22:36
BUS VOLTAGE
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.1962
0.46240
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.3205
0.44440
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.2922
0.46960
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.3233
0.41120
TIME (SECONDS)


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_06_753L_BLACKIE
FILE: Scn4_SP_06_753L_Blackie.out
WED, MAY 15 2024 22:36
BRANCH Q
CHNL# 674: [1037L Q]
399.77
-330.2
CHNL# 672: [727L Q]
243.90
-88.21
CHNL# 670: [1106L Q]
73.211
-469.4
CHNL# 668: [646L Q]
81.163
-209.7
CHNL# 666: [753L Q]
40.000
-54.19
CHNL# 664: [1080L Q]
667.30
12.785
TIME (SECONDS)


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_06_753L_BLACKIE
FILE: Scn4_SP_06_753L_Blackie.out
WED, MAY 15 2024 22:36
BUS VOLTAGE
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2204
0.38720
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.1963
0.46210
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2126
0.63740
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2156
0.26030
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2150
0.26360
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2315
0.68360
TIME (SECONDS)


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_06_753L_BLACKIE
FILE: Scn4_SP_06_753L_Blackie.out
WED, MAY 15 2024 22:36
BRANCH P
CHNL# 673: [1037L P]
-32.70
-1416.
CHNL# 671: [727L P]
116.16
-76.48
CHNL# 669: [1106L P]
1092.1
67.909
CHNL# 667: [646L P]
8.4744
-171.7
CHNL# 665: [753L P]
66.220
-40.00
CHNL# 663: [1080L P]
35.692
-768.4
TIME (SECONDS)


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_06_753L_BLACKIE
FILE: Scn4_SP_06_753L_Blackie.out
CHNL# 686: [1109L Q]
670.01
13.177
CHNL# 684: [1152L Q]
376.08
-204.5
CHNL# 682: [1155L Q]
584.18
-228.6
CHNL# 680: [1038L Q]
374.24
-290.1
CHNL# 678: [967L Q]
173.50
-367.0
CHNL# 676: [434L Q]
181.18
-521.2
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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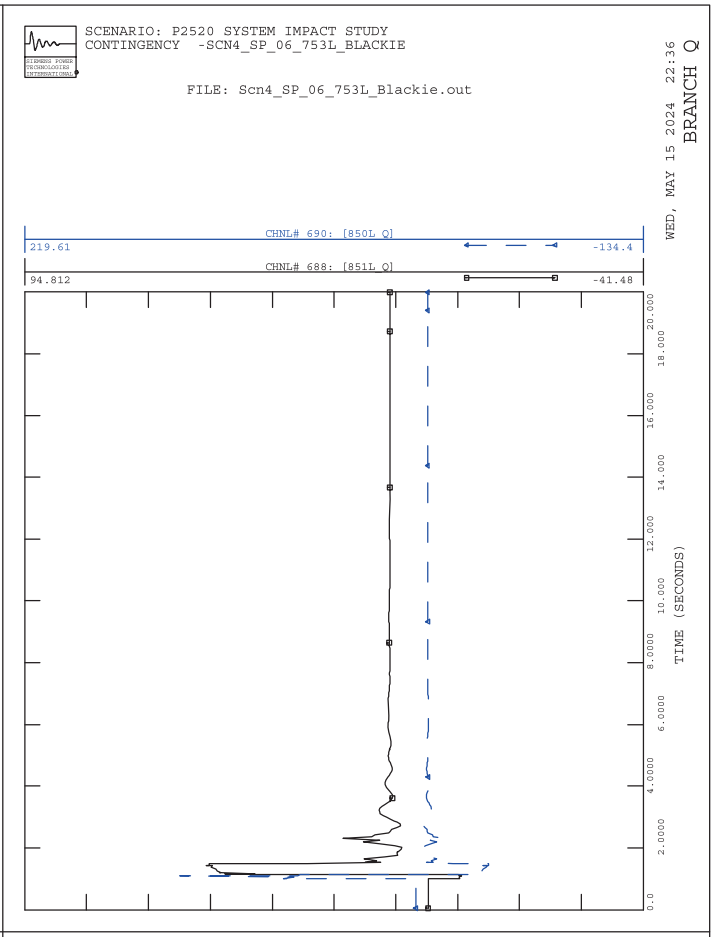
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_06_753L_BLACKIE
FILE: Scn4_SP_06_753L_Blackie.out
CHNL# 690: [850L Q]
219.61
-134.4
CHNL# 688: [851L Q]
94.812
-41.48
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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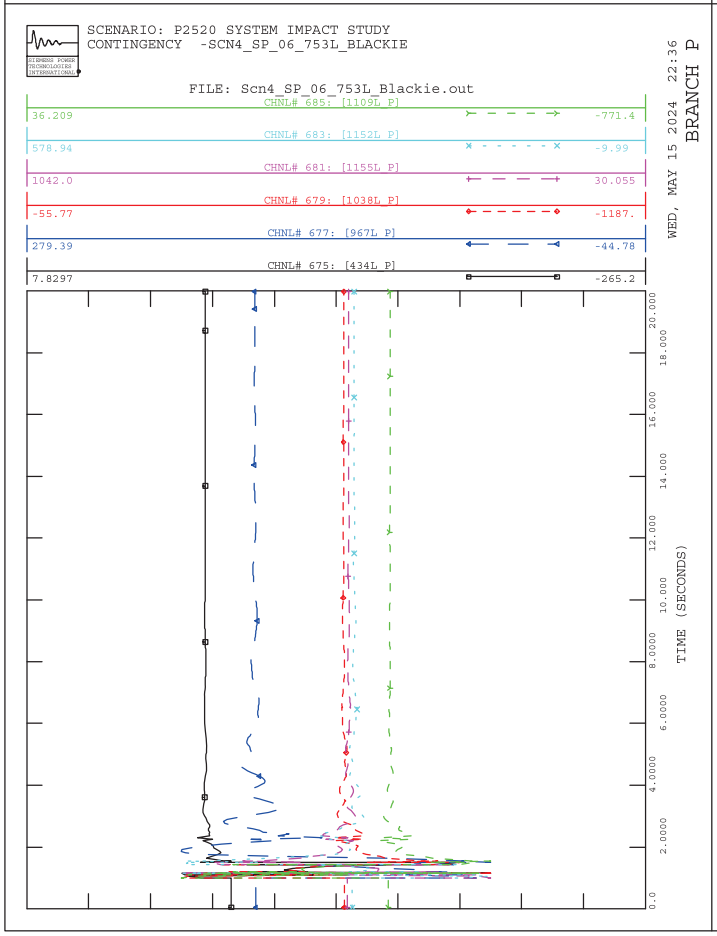
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_06_753L_BLACKIE
FILE: Scn4_SP_06_753L_Blackie.out
CHNL# 685: [1109L P]
36.209
-771.4
CHNL# 683: [1152L P]
578.94
-9.99
CHNL# 681: [1155L P]
1042.0
30.055
CHNL# 679: [1038L P]
-55.77
-1187.
CHNL# 677: [967L P]
279.39
-44.78
CHNL# 675: [434L P]
7.8297
-265.2
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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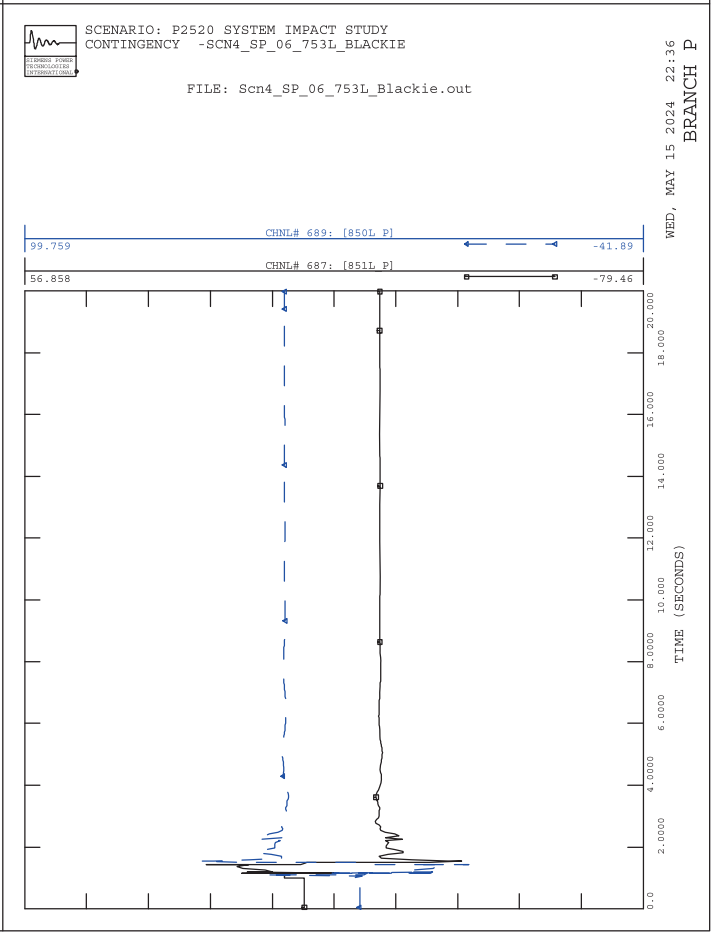
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

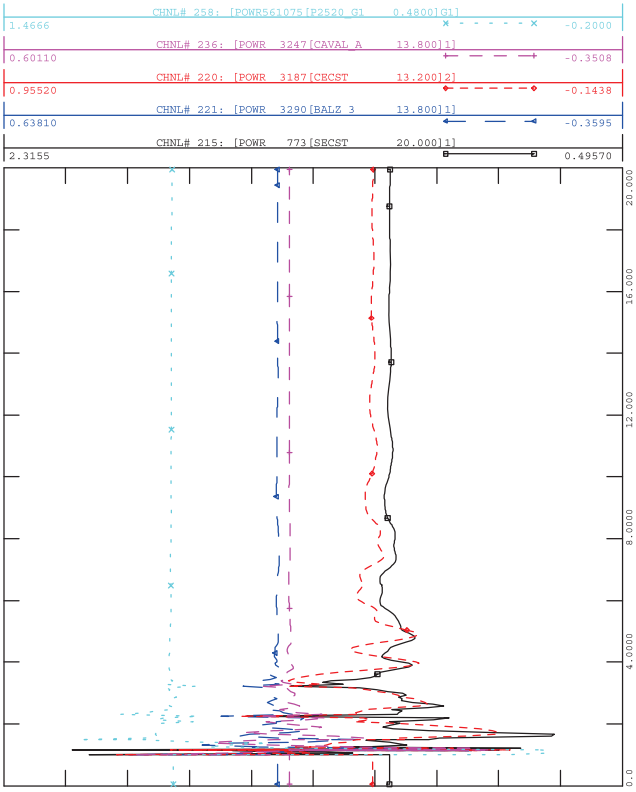

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_06_753L_BLACKIE
FILE: Scn4_SP_06_753L_Blackie.out
CHNL# 689: [850L P]
99.759
-41.89
CHNL# 687: [851L P]
56.858
-79.46
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_07_434L_FOOTHILLS

FILE: Scn4_SP_07_434L_Foothills.out

WED, MAY 15 2024 22:36

ACTIVE POWER

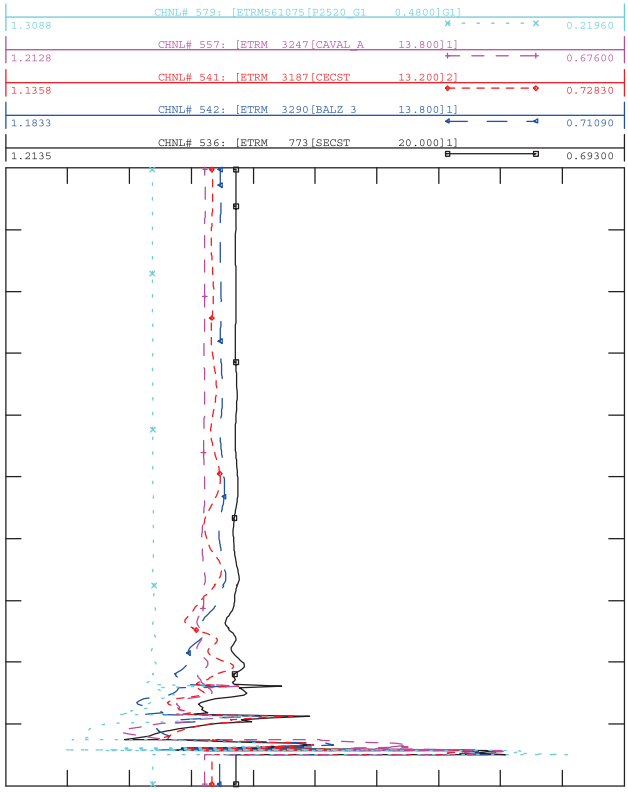


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_07_434L_FOOTHILLS

FILE: Scn4_SP_07_434L_Foothills.out

WED, MAY 15 2024 22:36

TERMINAL VOLTAGE

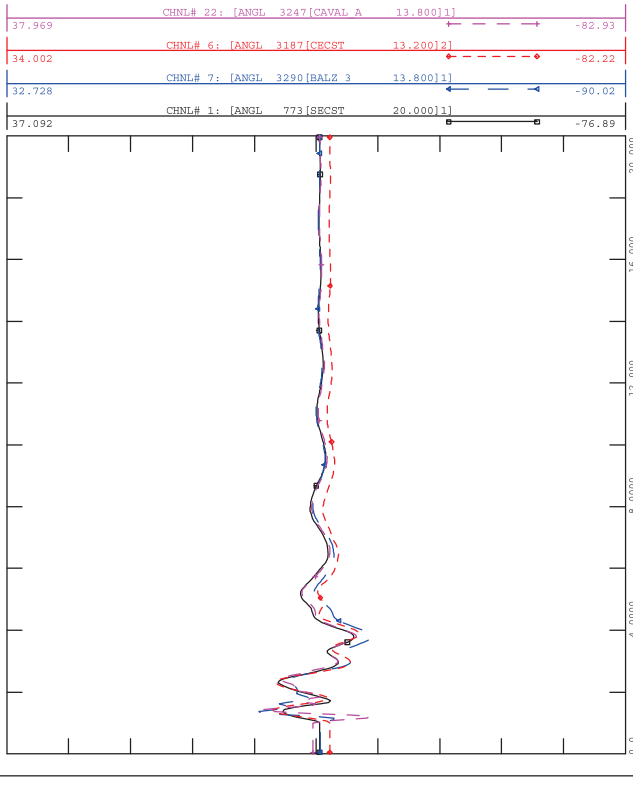


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_07_434L_FOOTHILLS

FILE: Scn4_SP_07_434L_Foothills.out

WED, MAY 15 2024 22:36

ROTOR ANGLE

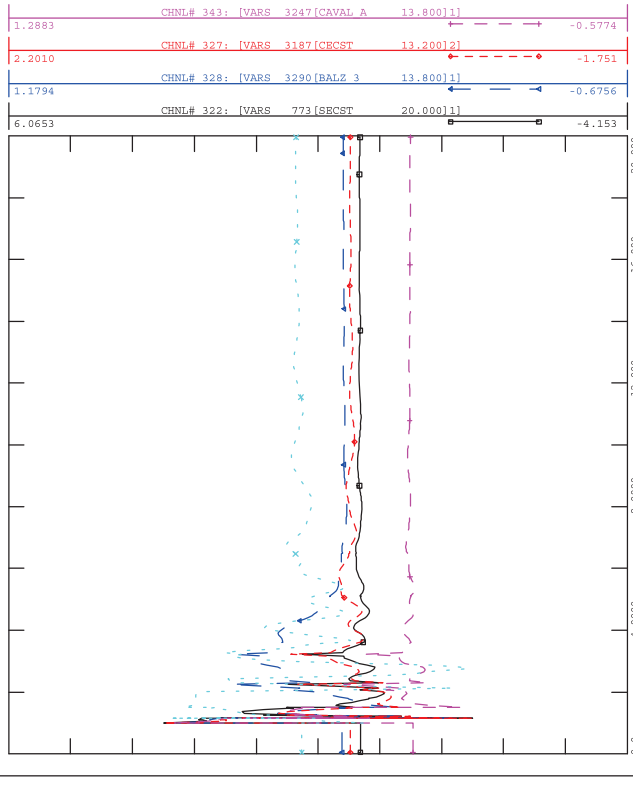


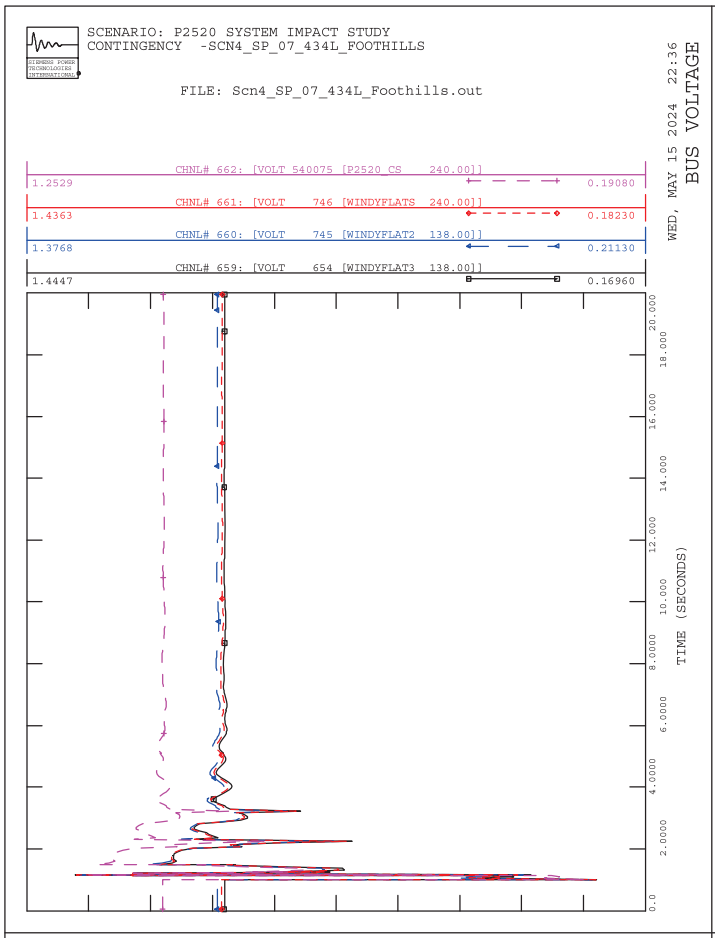
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_07_434L_FOOTHILLS

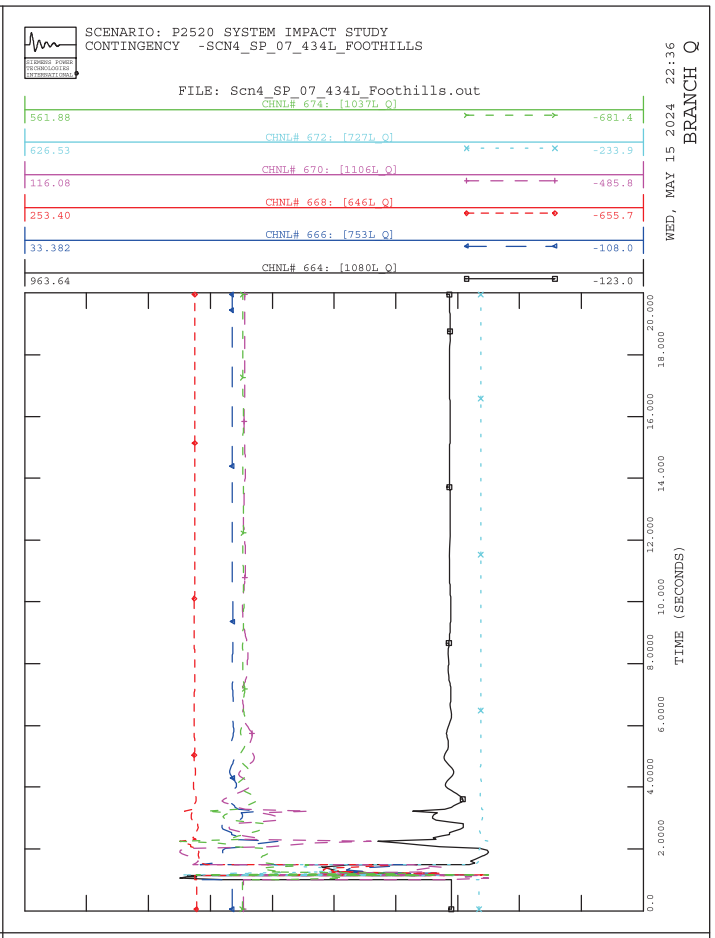
FILE: Scn4_SP_07_434L_Foothills.out

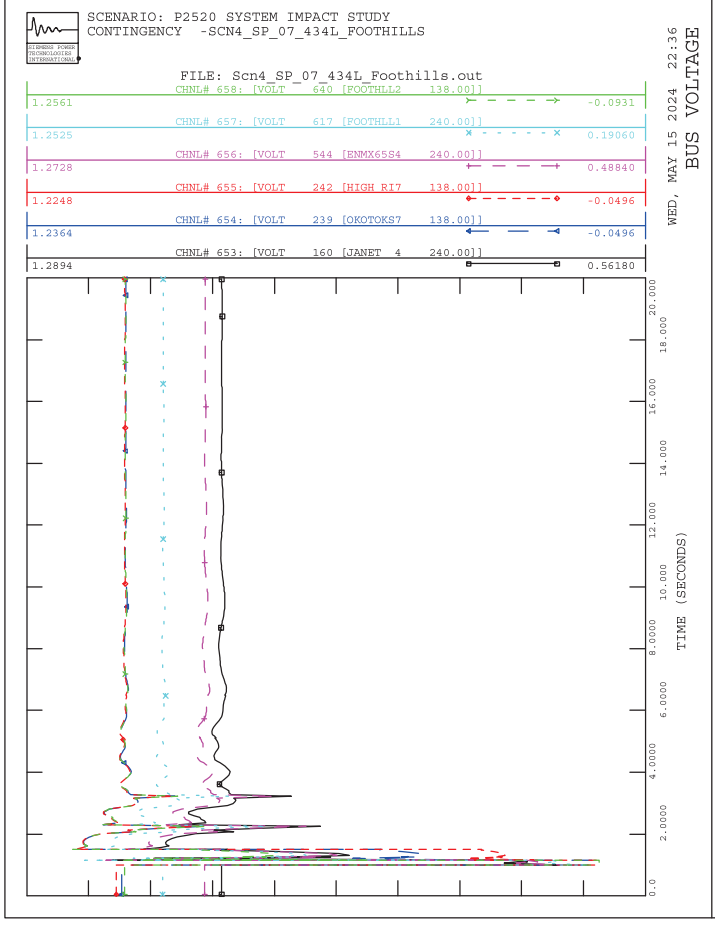
WED, MAY 15 2024 22:36

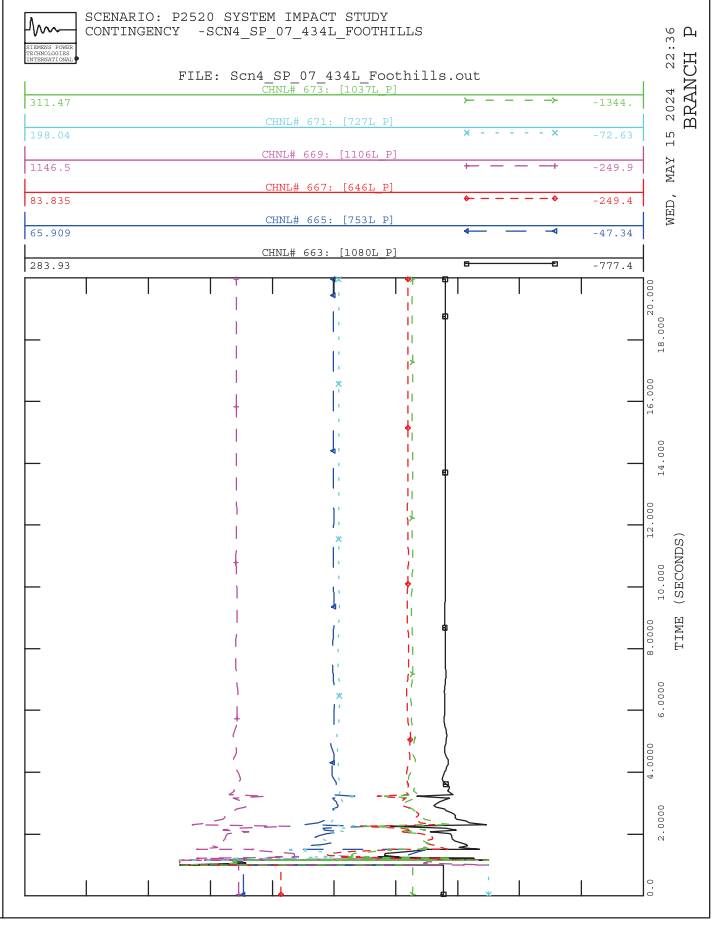
REACTIVE POWER

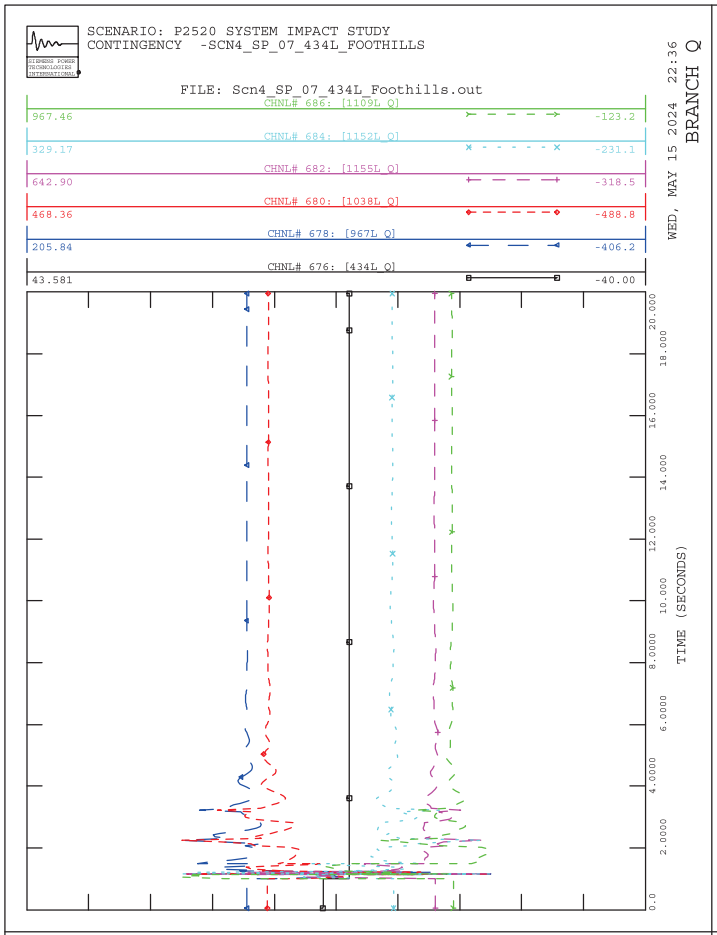


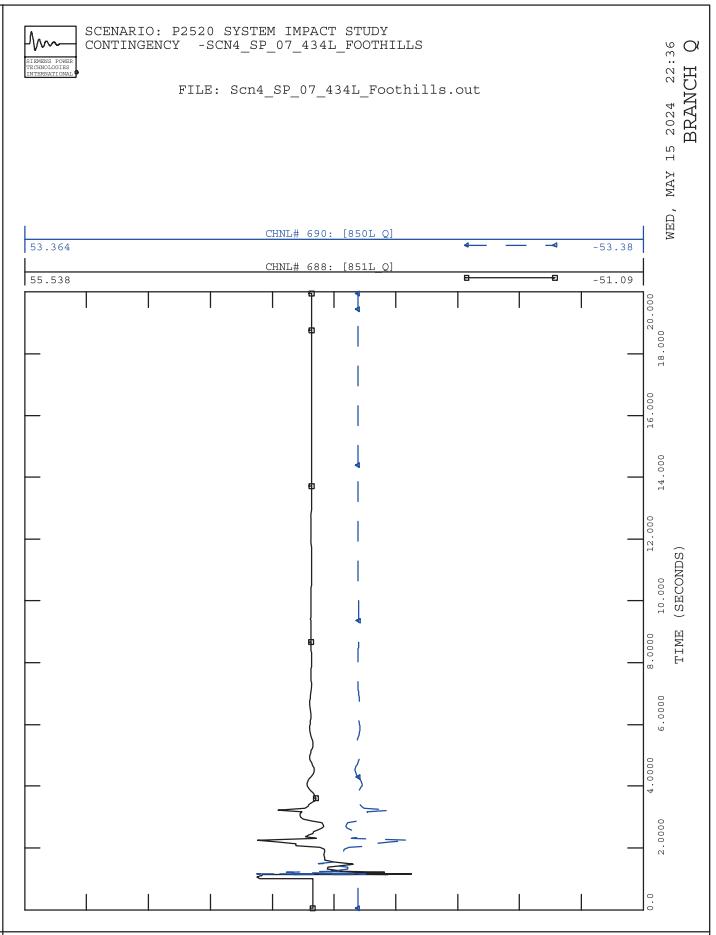

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_07_434L_FOOTHILLS
FILE: Scn4_SP_07_434L_Foothills.out
WED, MAY 15 2024 22:36
BUS VOLTAGE
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2529
0.19080
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.4363
0.18230
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.3768
0.21130
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.4447
0.16960
TIME (SECONDS)

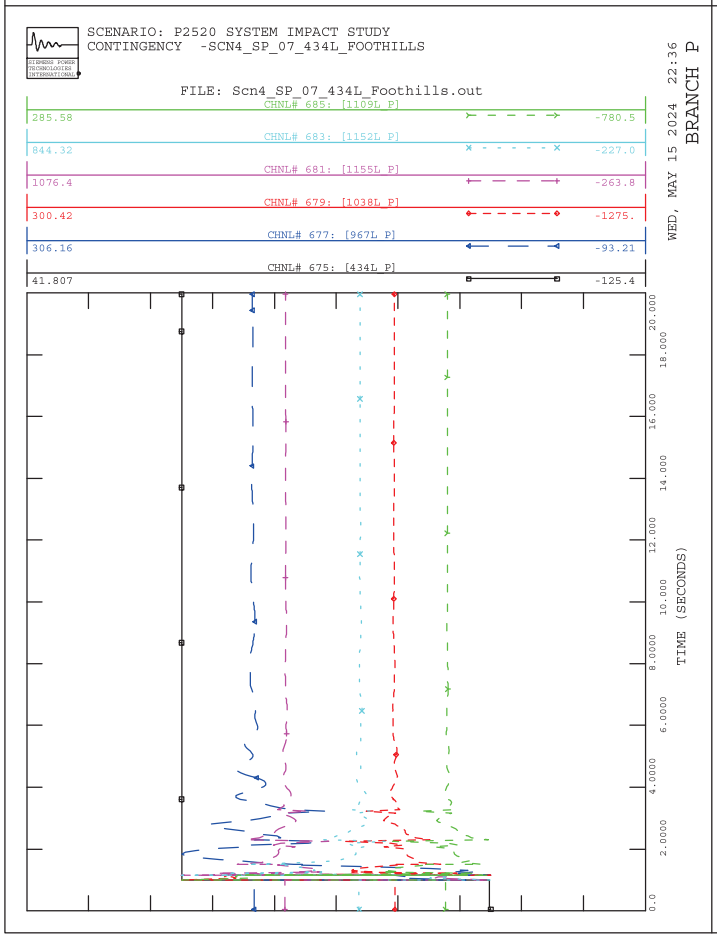

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_07_434L_FOOTHILLS
FILE: Scn4_SP_07_434L_Foothills.out
WED, MAY 15 2024 22:36
BRANCH Q
CHNL# 674: [1037L Q]
561.88
-681.4
CHNL# 672: [727L Q]
626.53
-233.9
CHNL# 670: [1106L Q]
116.08
-485.8
CHNL# 668: [646L Q]
253.40
-655.7
CHNL# 666: [753L Q]
33.382
-108.0
CHNL# 664: [1080L Q]
963.64
-123.0
TIME (SECONDS)


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_07_434L_FOOTHILLS
FILE: Scn4_SP_07_434L_Foothills.out
WED, MAY 15 2024 22:36
BUS VOLTAGE
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2561
-0.0931
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2525
0.19060
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2728
0.48840
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2248
-0.0496
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2364
-0.0496
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2894
0.56180
TIME (SECONDS)


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_07_434L_FOOTHILLS
FILE: Scn4_SP_07_434L_Foothills.out
WED, MAY 15 2024 22:36
BRANCH P
CHNL# 673: [1037L P]
311.47
-1344.
CHNL# 671: [727L P]
198.04
-72.63
CHNL# 669: [1106L P]
1146.5
-249.9
CHNL# 667: [646L P]
83.835
-249.4
CHNL# 665: [753L P]
65.909
-47.34
CHNL# 663: [1080L P]
283.93
-777.4
TIME (SECONDS)


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_07_434L_FOOTHILLS
FILE: Scn4_SP_07_434L_Foothills.out
CHNL# 686: [1109L Q]
967.46
-123.2
CHNL# 684: [1152L Q]
329.17
-231.1
CHNL# 682: [1155L Q]
642.90
-318.5
CHNL# 680: [1038L Q]
468.36
-488.8
CHNL# 678: [967L Q]
205.84
-406.2
CHNL# 676: [434L Q]
43.581
-40.00
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_07_434L_FOOTHILLS
FILE: Scn4_SP_07_434L_Foothills.out
CHNL# 690: [850L Q]
53.364
-53.38
CHNL# 688: [851L Q]
55.538
-51.09
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_07_434L_FOOTHILLS
FILE: Scn4_SP_07_434L_Foothills.out
CHNL# 685: [1109L P]
285.58
-780.5
CHNL# 683: [1152L P]
844.32
-227.0
CHNL# 681: [1155L P]
1076.4
-263.8
CHNL# 679: [1038L P]
300.42
-1275.
CHNL# 677: [967L P]
306.16
-93.21
CHNL# 675: [434L P]
41.807
-125.4
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
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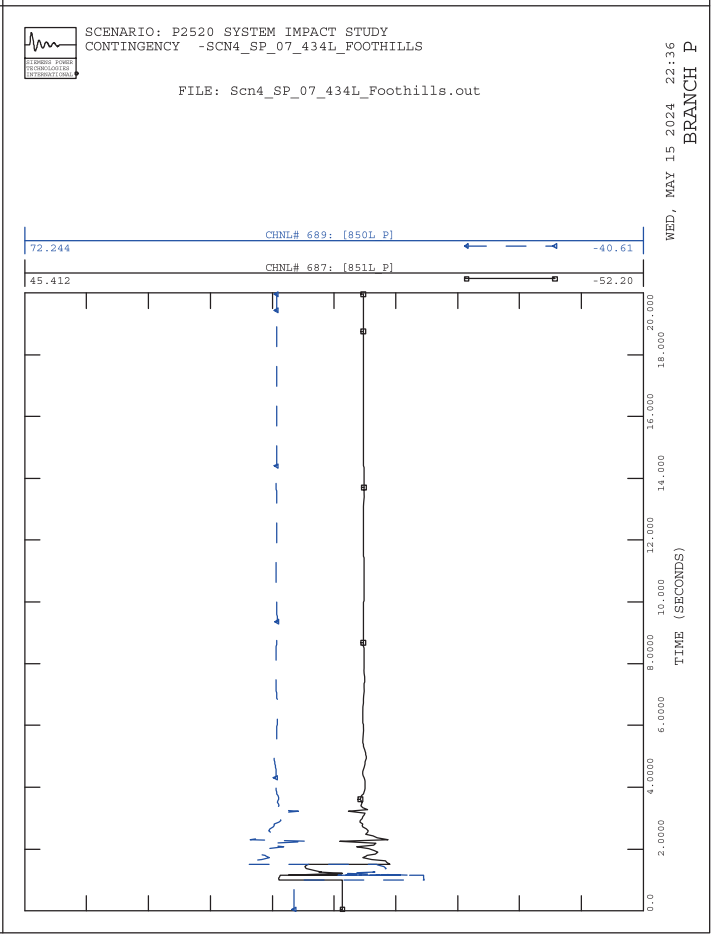
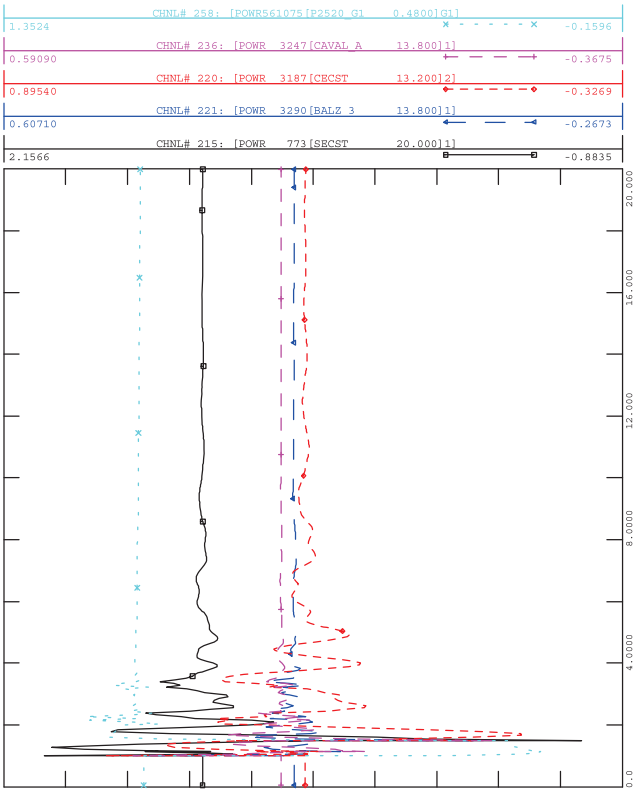
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_07_434L_FOOTHILLS
FILE: Scn4_SP_07_434L_Foothills.out
CHNL# 689: [850L P]
72.244
-40.61
CHNL# 687: [851L P]
45.412
-52.20
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_08_434L_HIGHRIVER

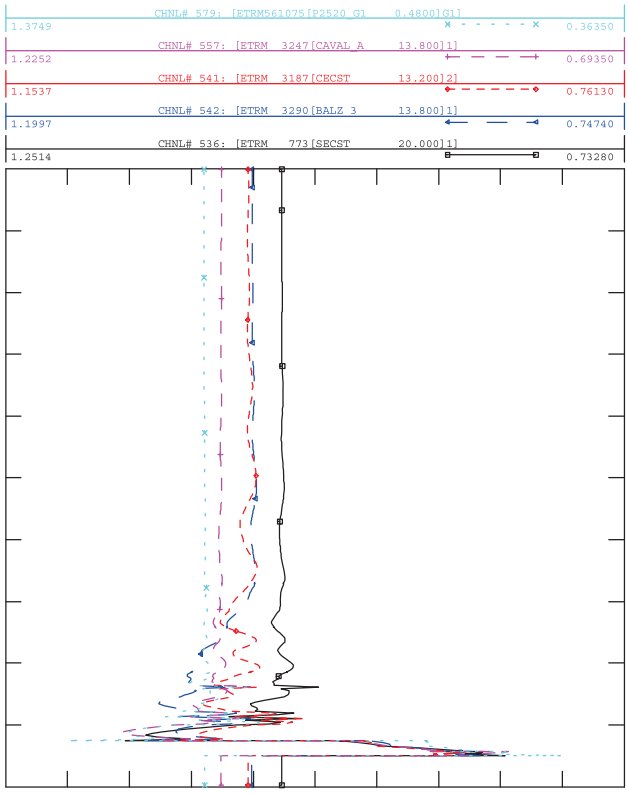
FILE: Scn4_SP_08_434L_HighRiver.out



WED, MAY 15 2024 22:36
ACTIVE POWER

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_08_434L_HIGHRIVER

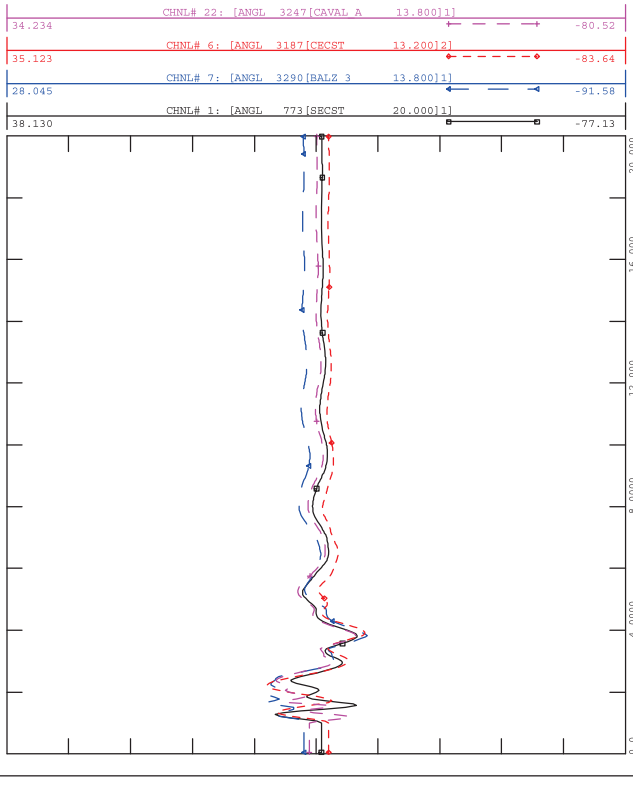
FILE: Scn4_SP_08_434L_HighRiver.out



WED, MAY 15 2024 22:36
TERMINAL VOLTAGE

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_08_434L_HIGHRIVER

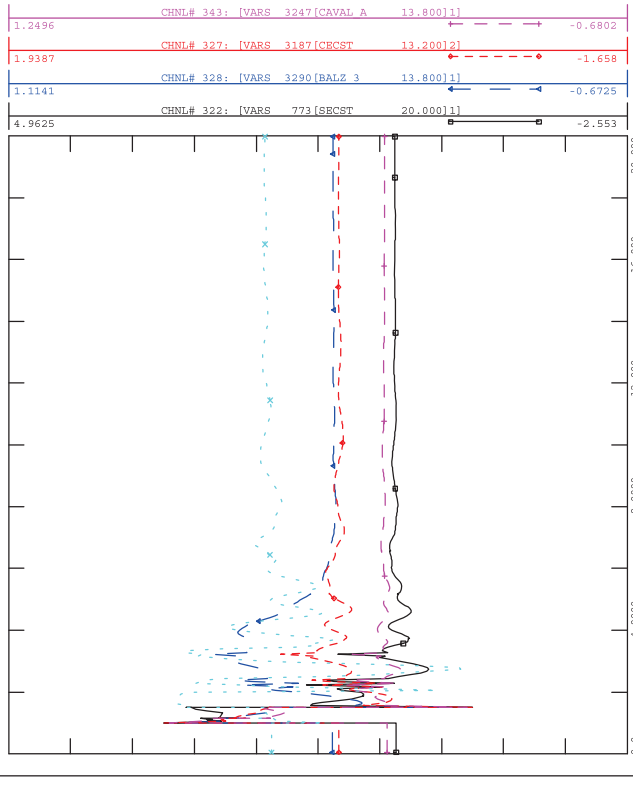
FILE: Scn4_SP_08_434L_HighRiver.out



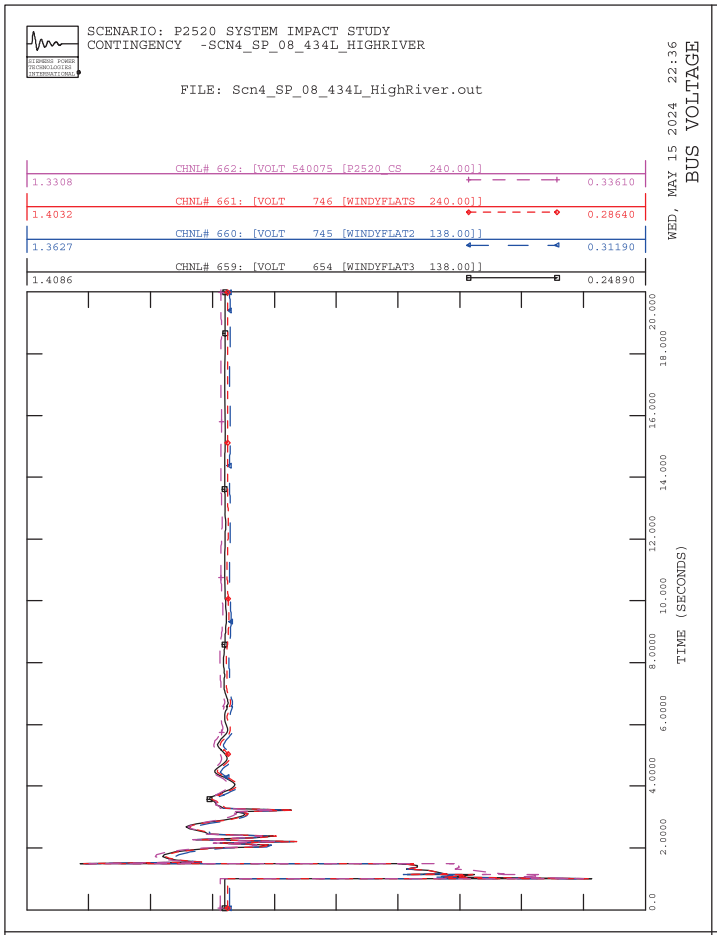
WED, MAY 15 2024 22:36
ROTOR ANGLE

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_08_434L_HIGHRIVER

FILE: Scn4_SP_08_434L_HighRiver.out



WED, MAY 15 2024 22:36
REACTIVE POWER


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_08_434L_HIGHRIVER
FILE: Scn4_SP_08_434L_HighRiver.out
WED, MAY 15 2024 22:36
BUS VOLTAGE
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.3308
0.33610
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.4032
0.28640
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.3627
0.31190
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.4086
0.24890
TIME (SECONDS)
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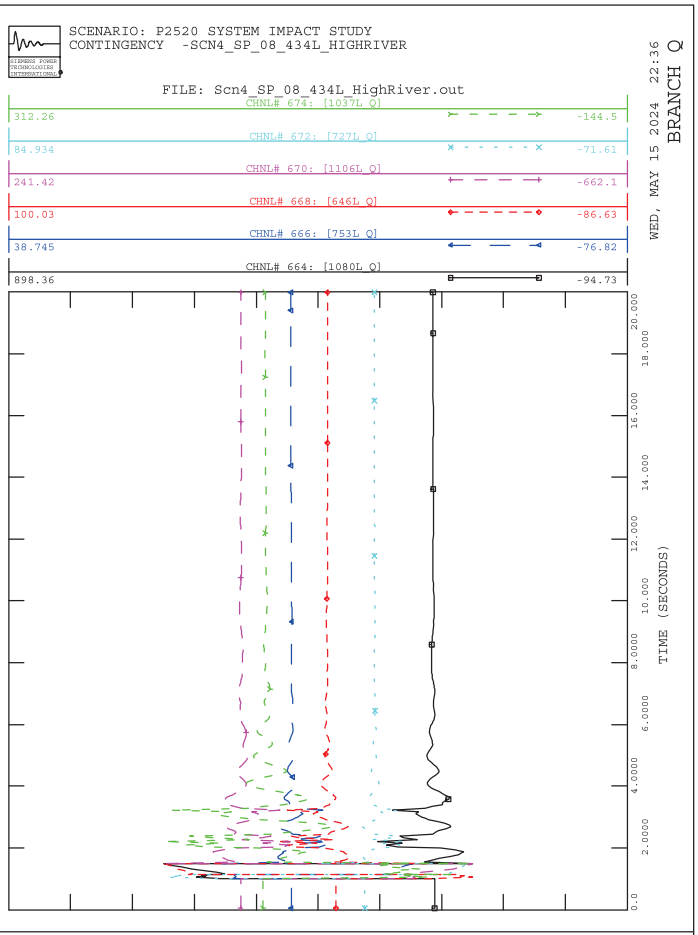
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_08_434L_HIGHRIVER
FILE: Scn4_SP_08_434L_HighRiver.out
WED, MAY 15 2024 22:36
BRANCH Q
CHNL# 674: [1037L Q]
312.26
-144.5
CHNL# 672: [727L Q]
84.934
-71.61
CHNL# 670: [1106L Q]
241.42
-662.1
CHNL# 668: [646L Q]
100.03
-86.63
CHNL# 666: [753L Q]
38.745
-76.82
CHNL# 664: [1080L Q]
898.36
-94.73
TIME (SECONDS)
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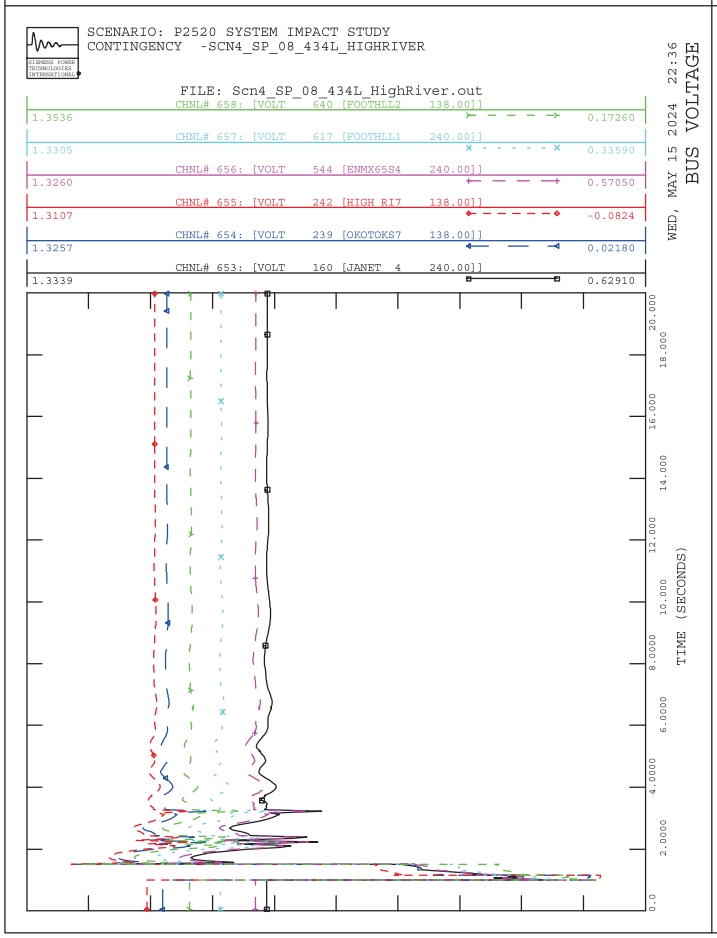
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_08_434L_HIGHRIVER
FILE: Scn4_SP_08_434L_HighRiver.out
WED, MAY 15 2024 22:36
BUS VOLTAGE
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.3536
0.17260
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.3305
0.33590
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.3260
0.57050
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.3107
-0.0824
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.3257
0.02180
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.3339
0.62910
TIME (SECONDS)
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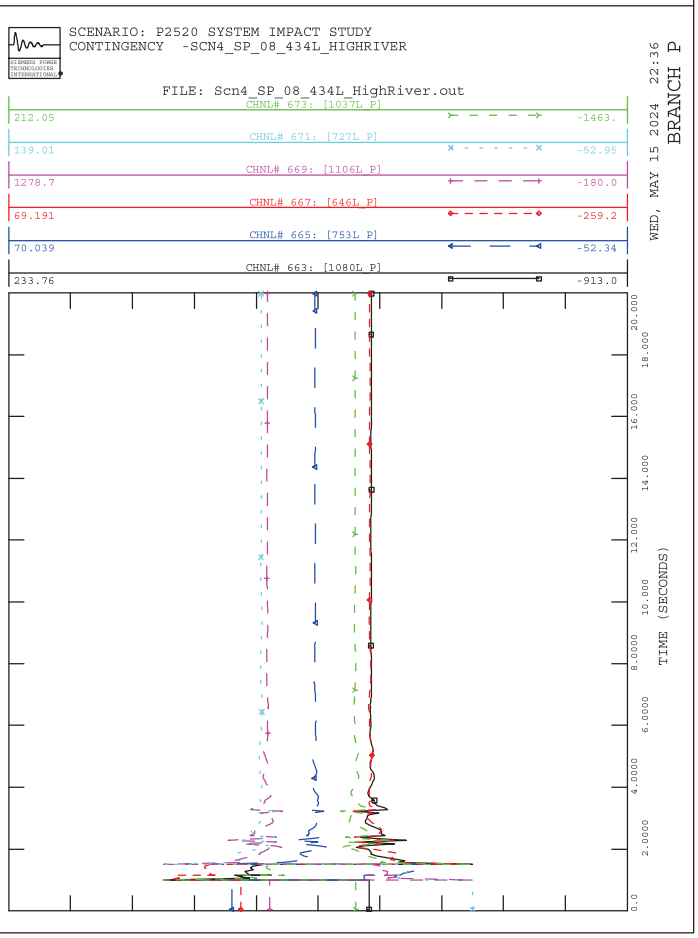
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_08_434L_HIGHRIVER
FILE: Scn4_SP_08_434L_HighRiver.out
WED, MAY 15 2024 22:36
BRANCH P
CHNL# 673: [1037L P]
212.05
-1463.
CHNL# 671: [727L P]
139.01
-52.95
CHNL# 669: [1106L P]
1278.7
-180.0
CHNL# 667: [646L P]
69.191
-259.2
CHNL# 665: [753L P]
70.039
-52.34
CHNL# 663: [1080L P]
233.76
-913.0
TIME (SECONDS)
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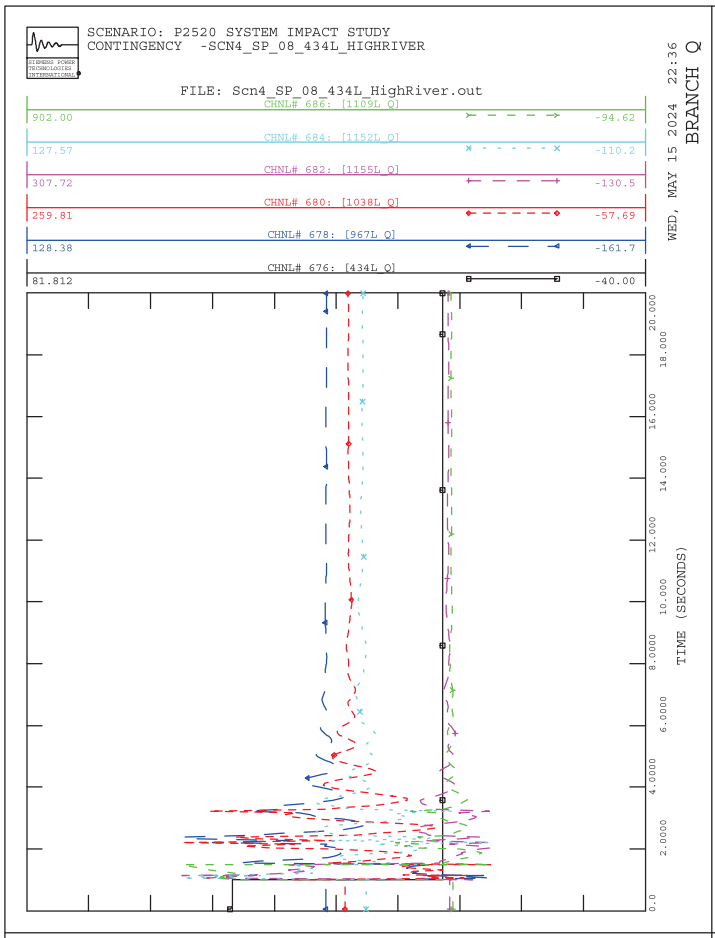
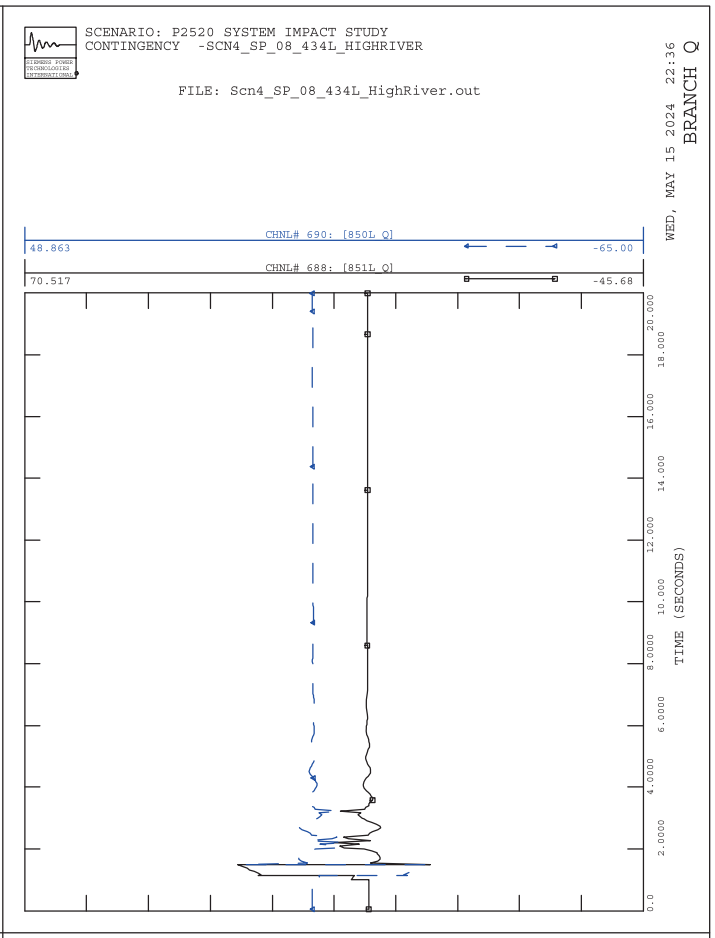
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_08_434L_HIGHRIVER
FILE: Scn4_SP_08_434L_HighRiver.out
CHNL# 686: [1109L Q]
902.00
-94.62
CHNL# 684: [1152L Q]
127.57
-110.2
CHNL# 682: [1155L Q]
307.72
-130.5
CHNL# 680: [1038L Q]
259.81
-57.69
CHNL# 678: [967L Q]
128.38
-161.7
CHNL# 676: [434L Q]
81.812
-40.00
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_08_434L_HIGHRIVER
FILE: Scn4_SP_08_434L_HighRiver.out
CHNL# 690: [850L Q]
48.863
-65.00
CHNL# 688: [851L Q]
70.517
-45.68
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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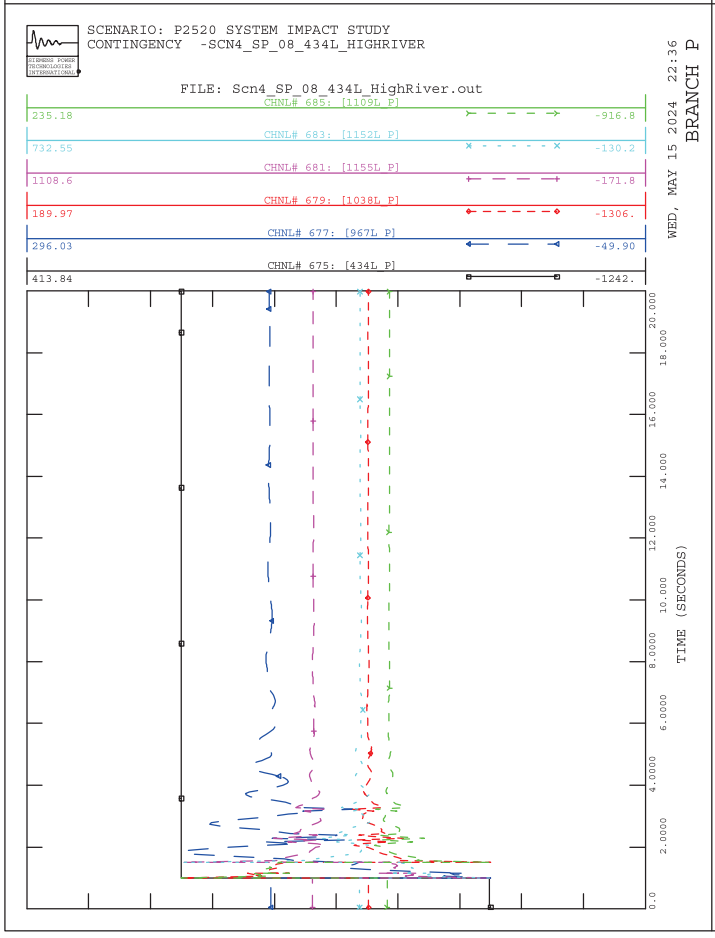
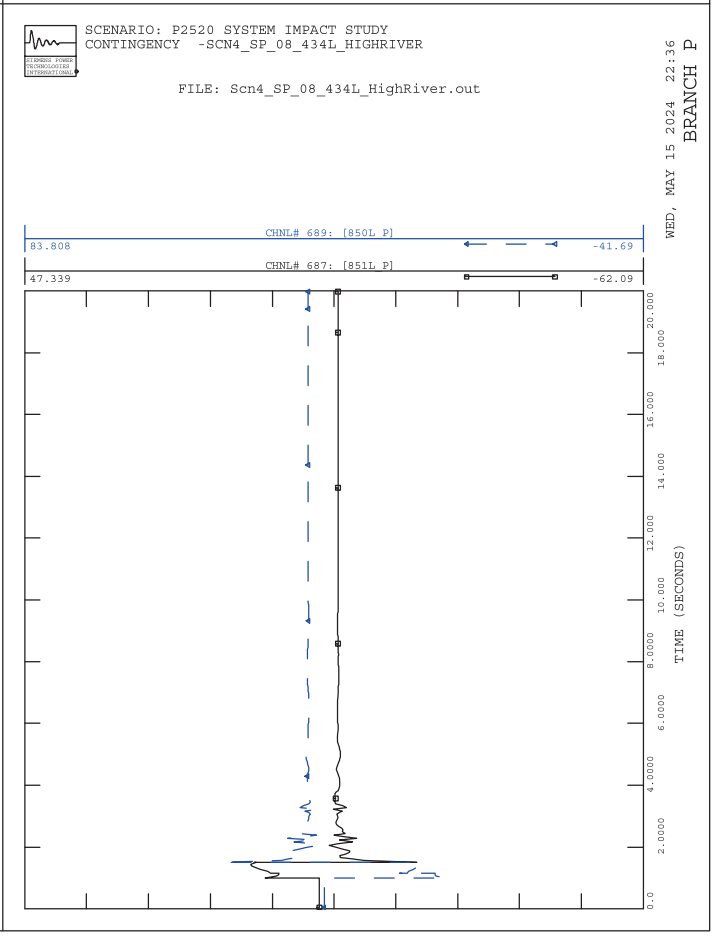
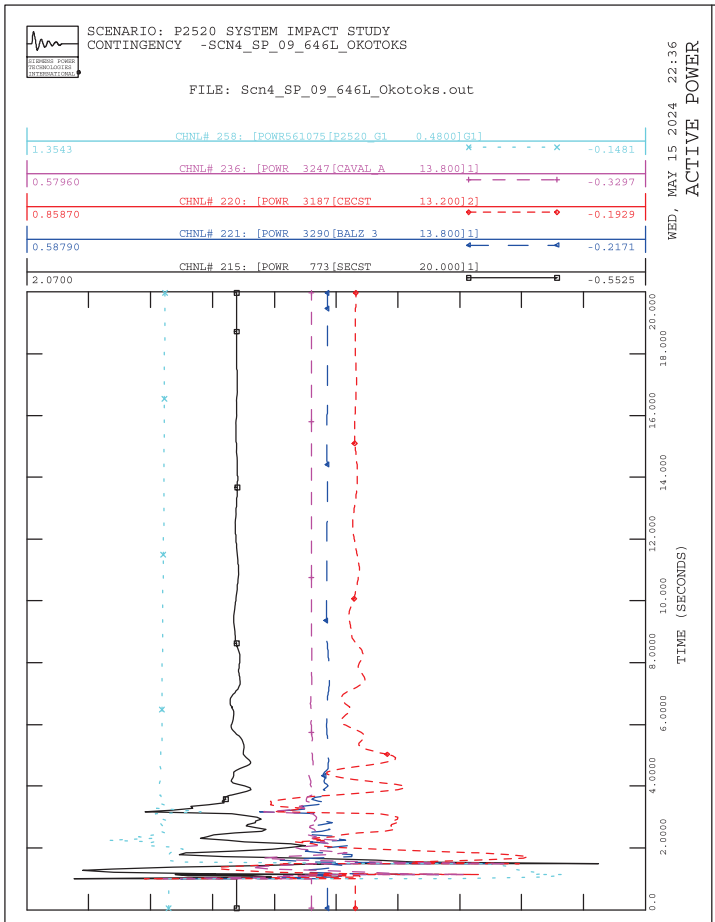
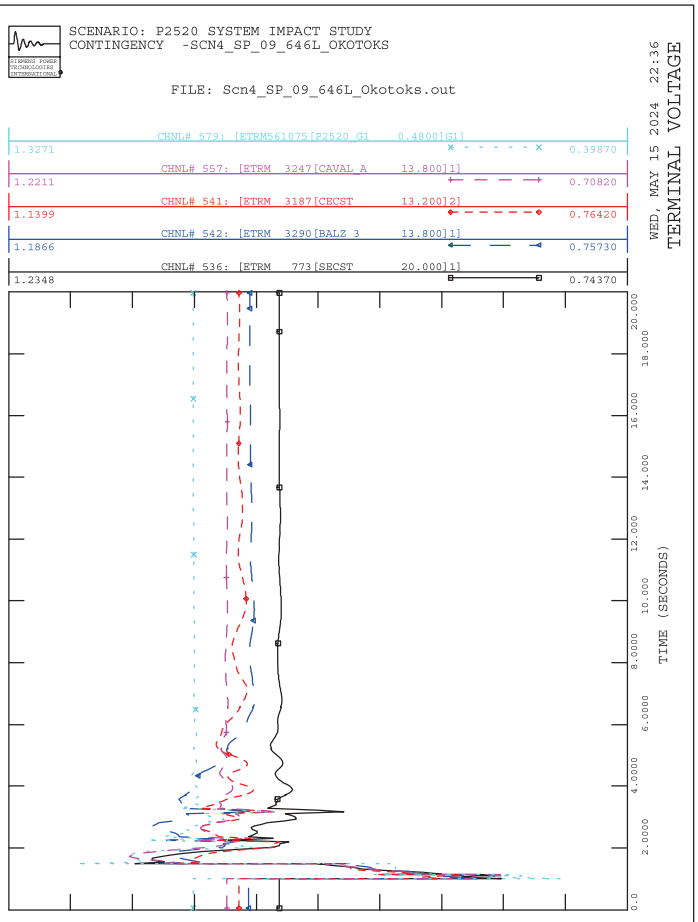
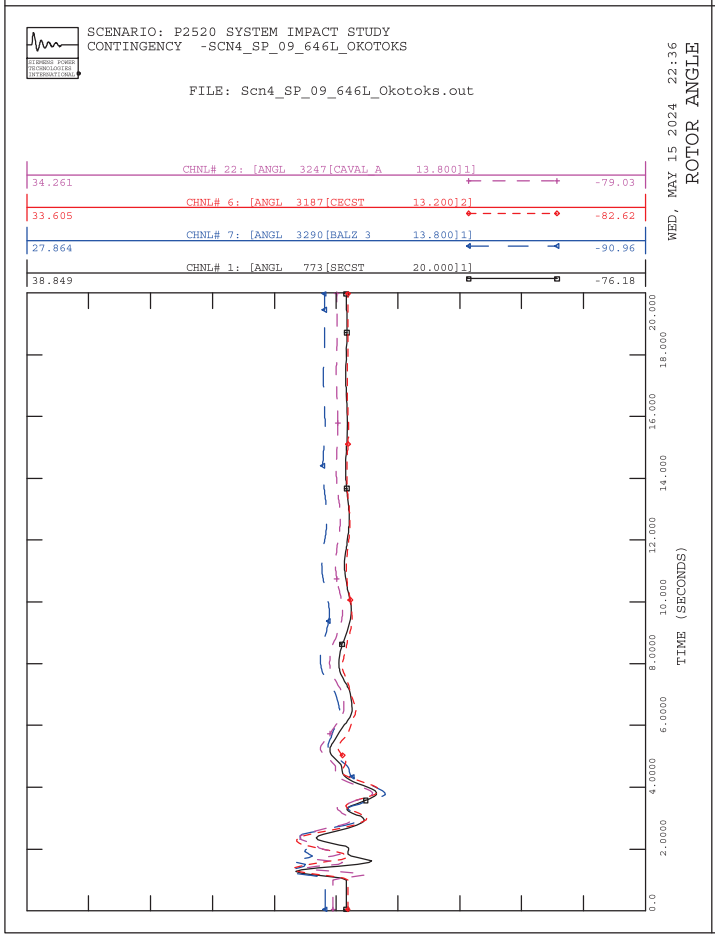
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

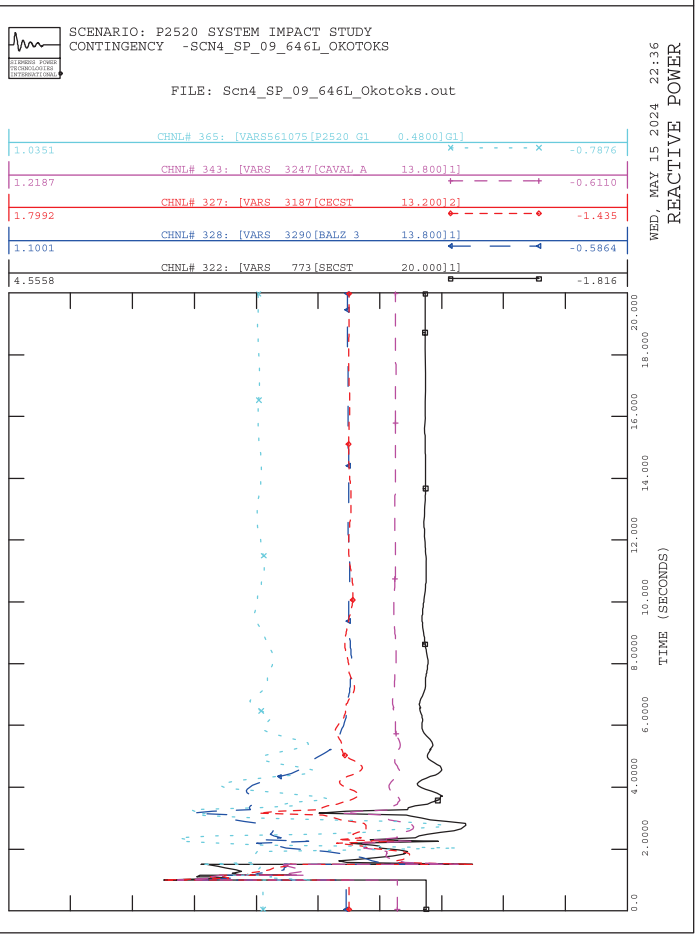

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_08_434L_HIGHRIVER
FILE: Scn4_SP_08_434L_HighRiver.out
CHNL# 685: [1109L P]
235.18
-916.8
CHNL# 683: [1152L P]
732.55
-130.2
CHNL# 681: [1155L P]
1108.6
-171.8
CHNL# 679: [1038L P]
189.97
-1306.
CHNL# 677: [967L P]
296.03
-49.90
CHNL# 675: [434L P]
413.84
-1242.
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_08_434L_HIGHRIVER
FILE: Scn4_SP_08_434L_HighRiver.out
CHNL# 689: [850L P]
83.808
-41.69
CHNL# 687: [851L P]
47.339
-62.09
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_09_646L_OKOTOKS
FILE: Scn4_SP_09_646L_Okotoks.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.3543
-0.1481
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.57960
-0.3297
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.85870
-0.1929
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.58790
-0.2171
CHNL# 215: [POWR 773[SECST 20.000]1]
2.0700
-0.5525
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_09_646L_OKOTOKS
FILE: Scn4_SP_09_646L_Okotoks.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.3271
0.39870
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2211
0.70820
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1399
0.76420
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1866
0.75730
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2348
0.74370
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_09_646L_OKOTOKS
FILE: Scn4_SP_09_646L_Okotoks.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
34.261
-79.03
CHNL# 6: [ANGL 3187[CECST 13.200]2]
33.605
-82.62
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
27.864
-90.96
CHNL# 1: [ANGL 773[SECST 20.000]1]
38.849
-76.18
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_09_646L_OKOTOKS
FILE: Scn4_SP_09_646L_Okotoks.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.0351
-0.7876
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.2187
-0.6110
CHNL# 327: [VARS 3187[CECST 13.200]2]
1.7992
-1.435
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.1001
-0.5864
CHNL# 322: [VARS 773[SECST 20.000]1]
4.5558
-1.816
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_09_646L_OKOTOKS

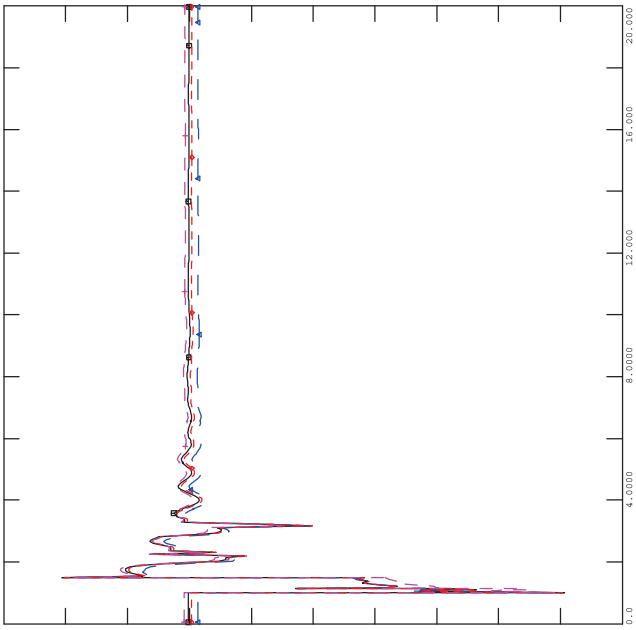
FILE: Scn4_SP_09_646L_Okotoks.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2866 0.37120
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.3528 0.32570
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.3244 0.34920
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.3566 0.28850

TIME (SECONDS)



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_09_646L_OKOTOKS

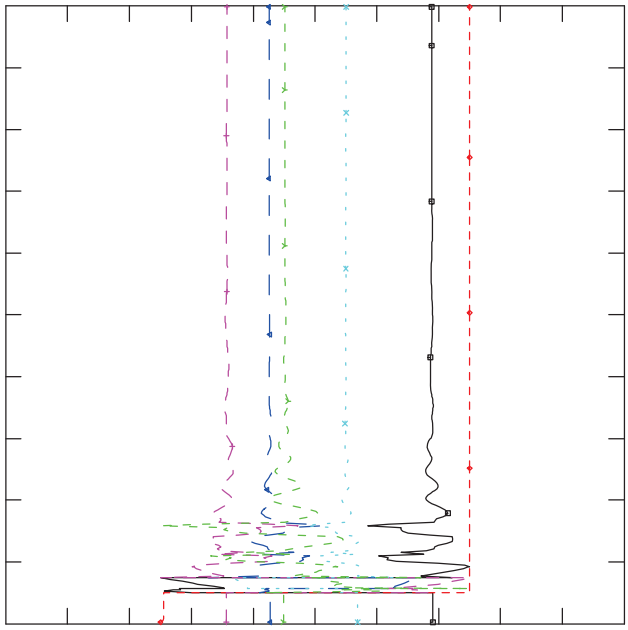
FILE: Scn4_SP_09_646L_Okotoks.out

WED, MAY 15 2024 22:36

BRANCH Q

CHNL# 674: [1037L Q]
364.01 -169.7
CHNL# 672: [727L Q]
56.621 -52.00
CHNL# 670: [1106L Q]
182.18 -601.1
CHNL# 668: [646L Q]
364.05 -121.4
CHNL# 666: [753L Q]
38.290 -84.05
CHNL# 664: [1080L Q]
800.03 -48.32

TIME (SECONDS)



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_09_646L_OKOTOKS

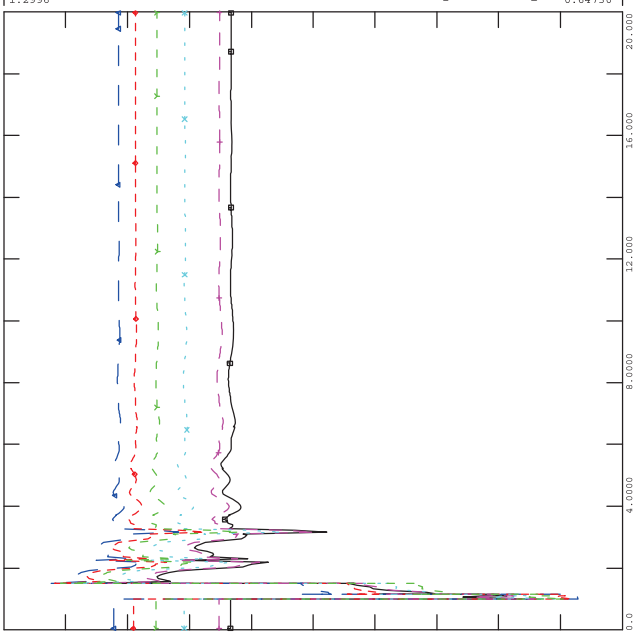
FILE: Scn4_SP_09_646L_Okotoks.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.3097 0.22640
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2863 0.37100
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2900 0.59170
CHNL# 655: [VOLT 242 [HIGH_RI7 138.00]]
1.2954 0.07550
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2849 -0.0963
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2996 0.64730

TIME (SECONDS)



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_09_646L_OKOTOKS

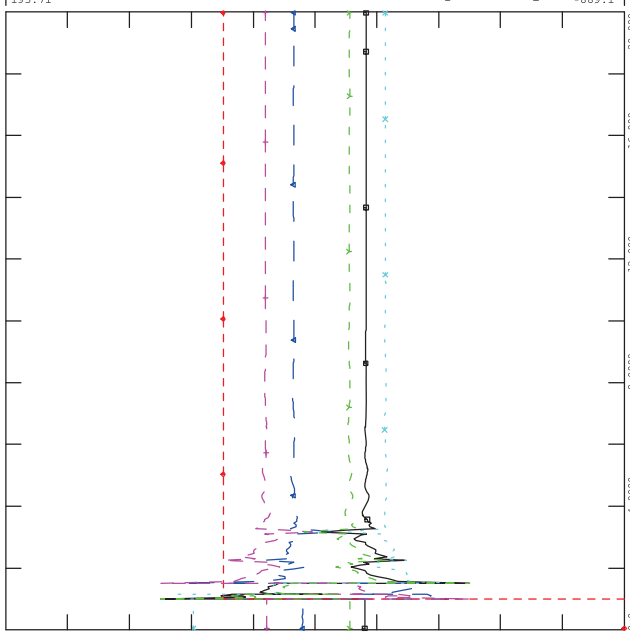
FILE: Scn4_SP_09_646L_Okotoks.out

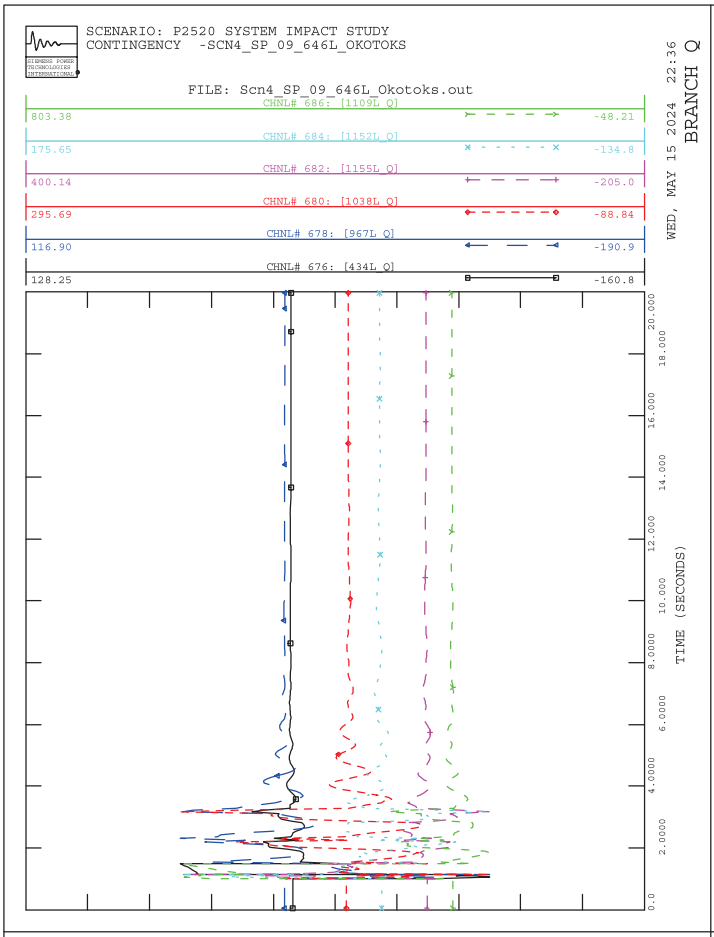
WED, MAY 15 2024 22:36

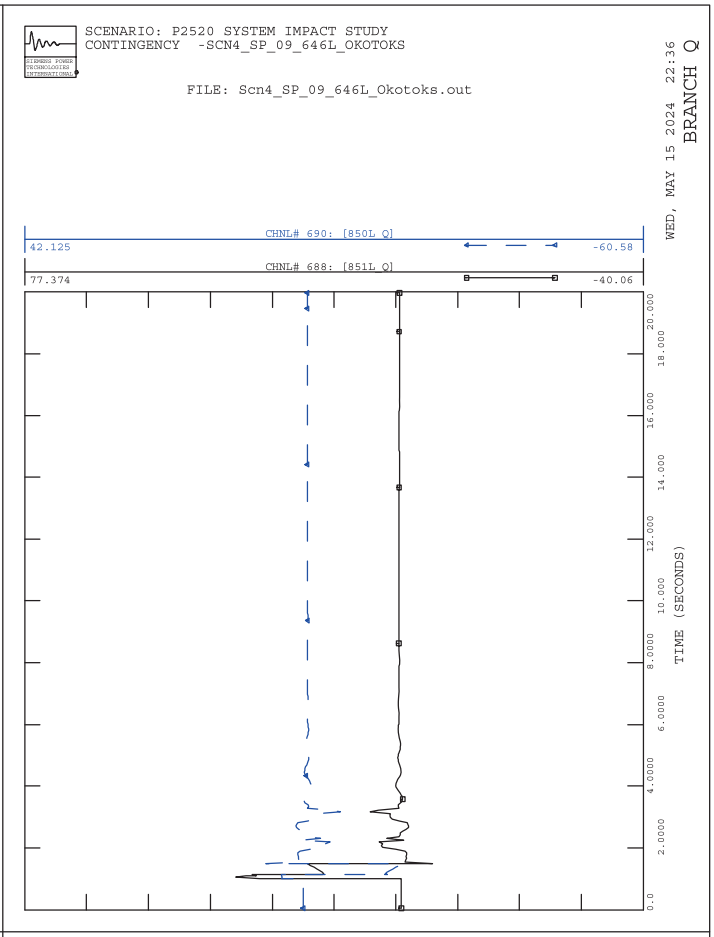
BRANCH P

CHNL# 673: [1037L P]
154.72 -1432.
CHNL# 671: [727L P]
39.724 -107.9
CHNL# 669: [1106L P]
1244.1 -131.9
CHNL# 667: [646L P]
2707.3 -5000.
CHNL# 665: [753L P]
93.435 -47.32
CHNL# 663: [1080L P]
195.71 -889.1

TIME (SECONDS)




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_09_646L_OKOTOKS
FILE: Scn4_SP_09_646L_Okotoks.out
CHNL# 686: [1109L Q]
803.38
-48.21
CHNL# 684: [1152L Q]
175.65
-134.8
CHNL# 682: [1155L Q]
400.14
-205.0
CHNL# 680: [1038L Q]
295.69
-88.84
CHNL# 678: [967L Q]
116.90
-190.9
CHNL# 676: [434L Q]
128.25
-160.8
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_09_646L_OKOTOKS
FILE: Scn4_SP_09_646L_Okotoks.out
CHNL# 690: [850L Q]
42.125
-60.58
CHNL# 688: [851L Q]
77.374
-40.06
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
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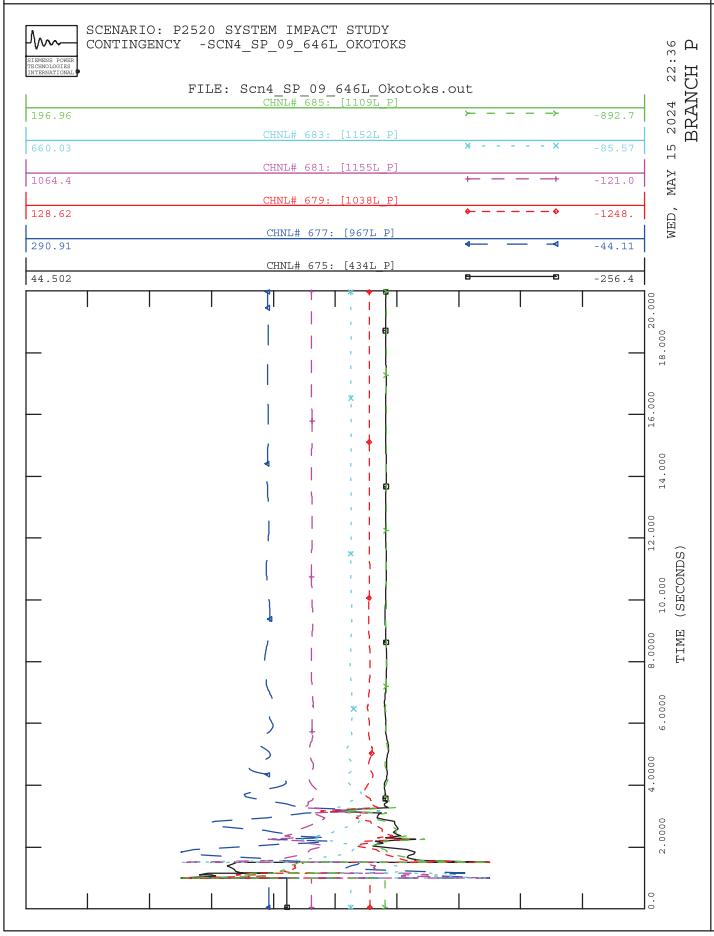
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_09_646L_OKOTOKS
FILE: Scn4_SP_09_646L_Okotoks.out
CHNL# 685: [1109L P]
196.96
-892.7
CHNL# 683: [1152L P]
660.03
-85.57
CHNL# 681: [1155L P]
1064.4
-121.0
CHNL# 679: [1038L P]
128.62
-1248.
CHNL# 677: [967L P]
290.91
-44.11
CHNL# 675: [434L P]
44.502
-256.4
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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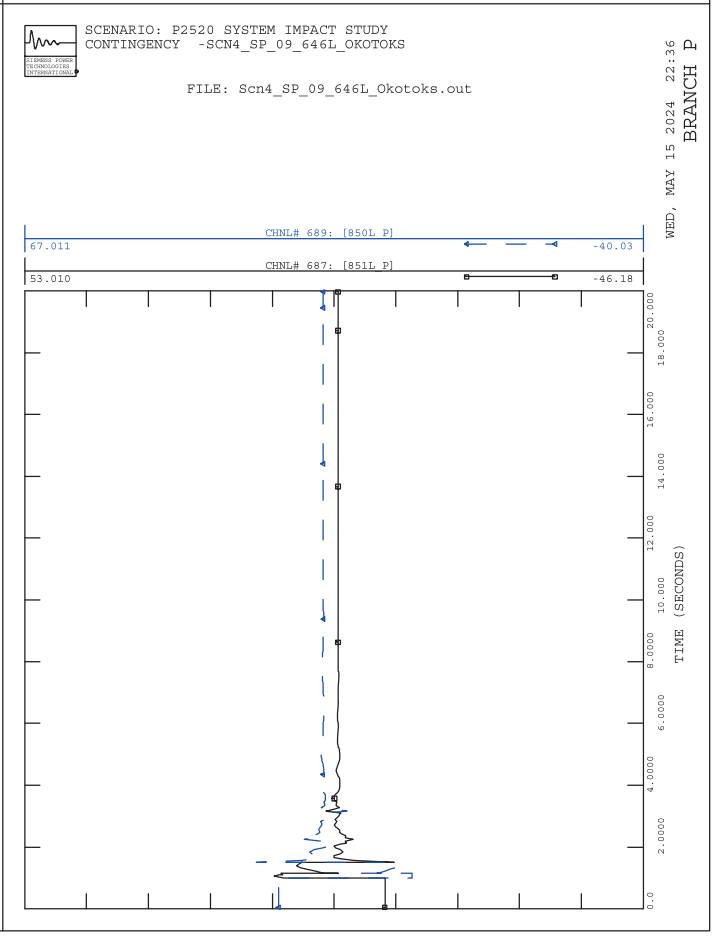
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_09_646L_OKOTOKS
FILE: Scn4_SP_09_646L_Okotoks.out
CHNL# 689: [850L P]
67.011
-40.03
CHNL# 687: [851L P]
53.010
-46.18
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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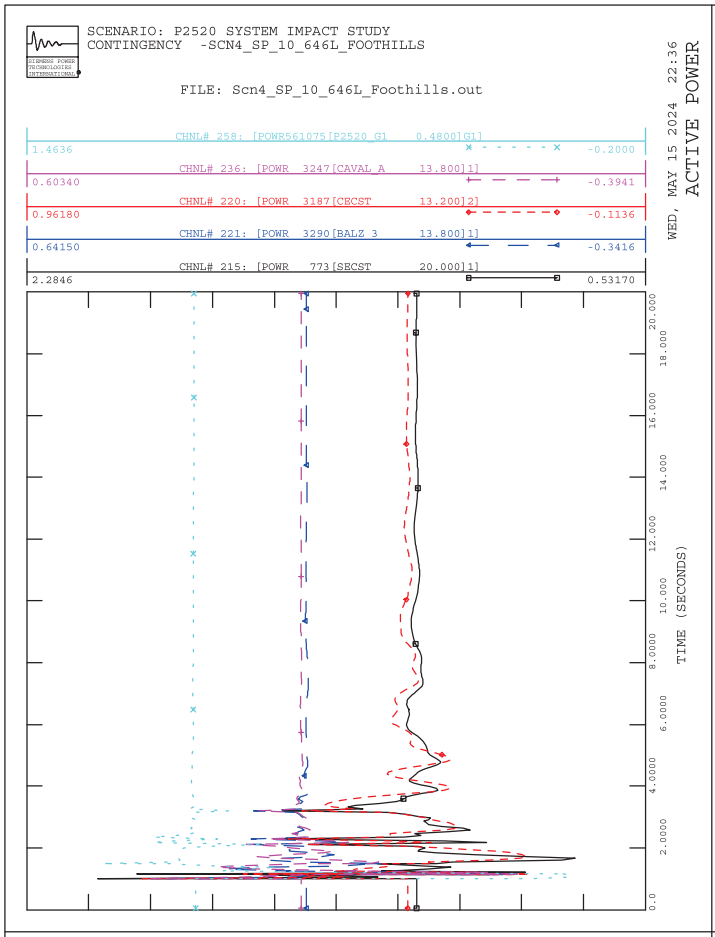
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_10_646L_FOOTHILLS
FILE: Scn4_SP_10_646L_Foothills.out
WED, MAY 15 2024 22:36
ACTIVE POWER
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.4636
-0.2000
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.60340
-0.3941
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.96180
-0.1136
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.64150
-0.3416
CHNL# 215: [POWR 773[SECST 20.000]1]
2.2846
0.53170
TIME (SECONDS)
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8.0000
10.000
12.000
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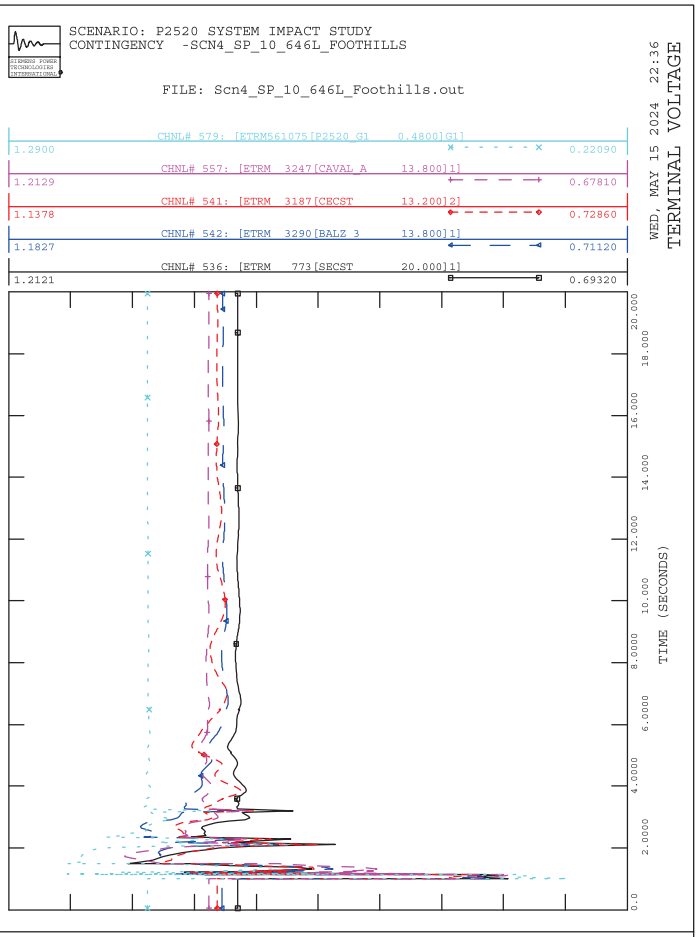
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_10_646L_FOOTHILLS
FILE: Scn4_SP_10_646L_Foothills.out
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.2900
0.22090
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2129
0.67810
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1378
0.72860
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1827
0.71120
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2121
0.69320
TIME (SECONDS)
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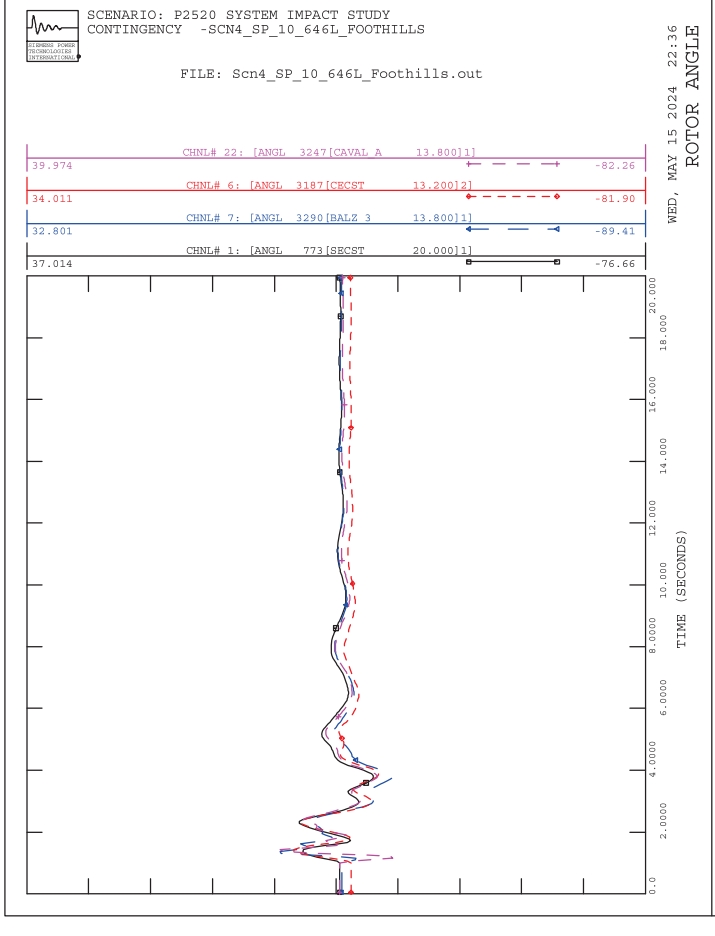
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_10_646L_FOOTHILLS
FILE: Scn4_SP_10_646L_Foothills.out
WED, MAY 15 2024 22:36
ROTOR ANGLE
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
39.974
-82.26
CHNL# 6: [ANGL 3187[CECST 13.200]2]
34.011
-81.90
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
32.801
-89.41
CHNL# 1: [ANGL 773[SECST 20.000]1]
37.014
-76.66
TIME (SECONDS)
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4.0000
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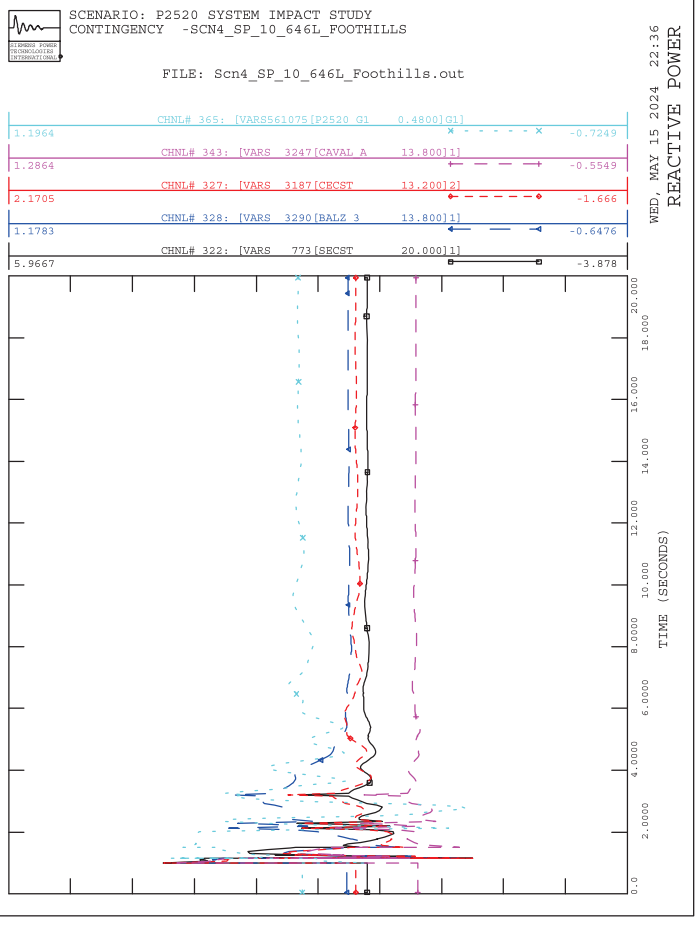

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_10_646L_FOOTHILLS
FILE: Scn4_SP_10_646L_Foothills.out
WED, MAY 15 2024 22:36
REACTIVE POWER
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.1964
-0.7249
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.2864
-0.5549
CHNL# 327: [VARS 3187[CECST 13.200]2]
2.1705
-1.666
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.1783
-0.6476
CHNL# 322: [VARS 773[SECST 20.000]1]
5.9667
-3.878
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

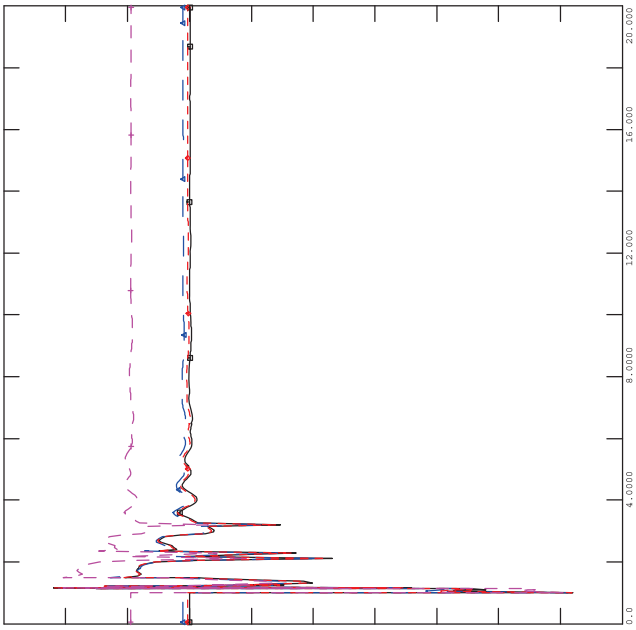
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_10_646L_FOOTHILLS

FILE: Scn4_SP_10_646L_Foothills.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2324 0.19230
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.4057 0.17900
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.3485 0.20790
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.4131 0.16430



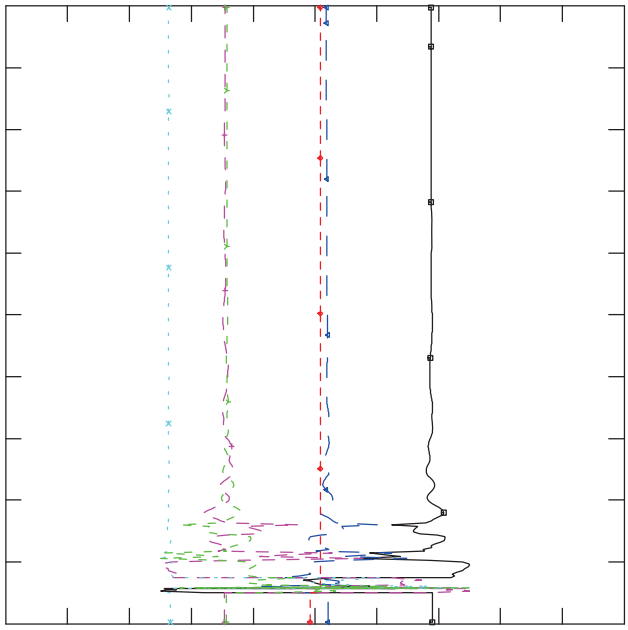
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_10_646L_FOOTHILLS

FILE: Scn4_SP_10_646L_Foothills.out

WED, MAY 15 2024 22:36

BRANCH Q

CHNL# 674: [1037L Q]
528.15 -603.8
CHNL# 672: [727L Q]
184.57 -527.4
CHNL# 670: [1106L Q]
114.65 -484.7
CHNL# 668: [646L Q]
41.338 -40.00
CHNL# 666: [753L Q]
45.265 -68.55
CHNL# 664: [1080L Q]
963.14 -123.3



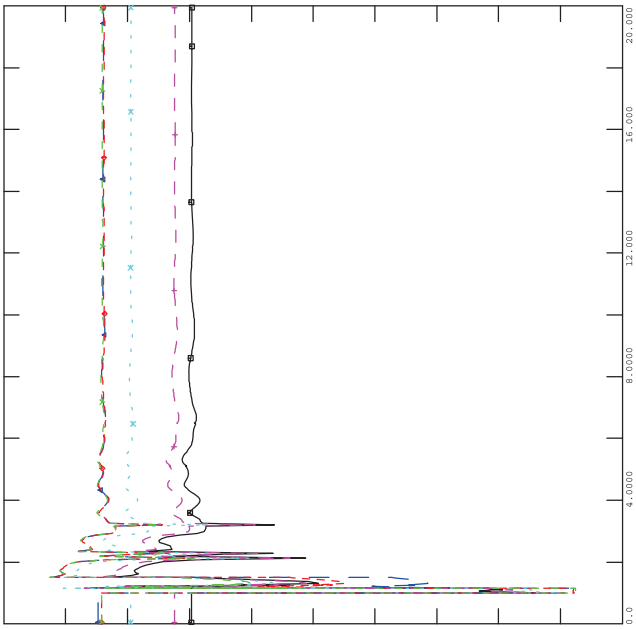
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_10_646L_FOOTHILLS

FILE: Scn4_SP_10_646L_Foothills.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2553 -0.0887
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2320 0.19220
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2595 0.48930
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2440 -0.0437
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2349 -0.0484
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2773 0.56250



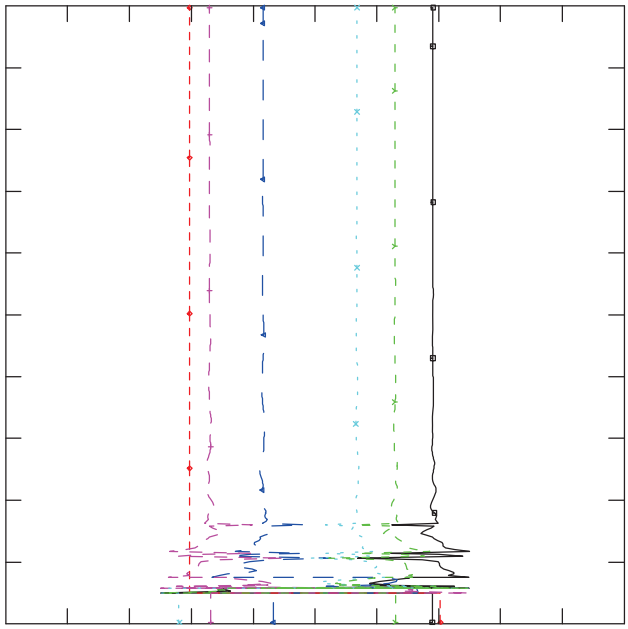
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_10_646L_FOOTHILLS

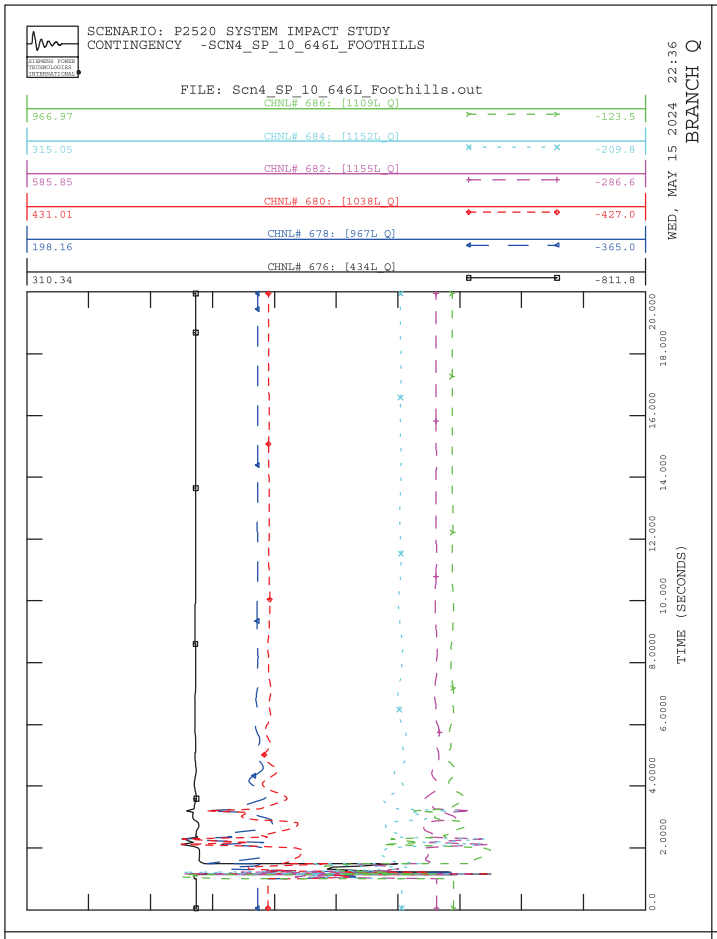
FILE: Scn4_SP_10_646L_Foothills.out

WED, MAY 15 2024 22:36

BRANCH P

CHNL# 673: [1037L P]
310.33 -1338.
CHNL# 671: [727L P]
39.570 -119.7
CHNL# 669: [1106L P]
1111.6 -240.2
CHNL# 667: [646L P]
40.000 -94.70
CHNL# 665: [753L P]
77.848 -42.19
CHNL# 663: [1080L P]
278.11 -755.1




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_10_646L_FOOTHILLS
FILE: Scn4_SP_10_646L_Foothills.out
CHNL# 686: [1109L Q]
966.97
-123.5
CHNL# 684: [1152L Q]
315.05
-209.8
CHNL# 682: [1155L Q]
585.85
-286.6
CHNL# 680: [1038L Q]
431.01
-427.0
CHNL# 678: [967L Q]
198.16
-365.0
CHNL# 676: [434L Q]
310.34
-811.8
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
6.0000
8.0000
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12.000
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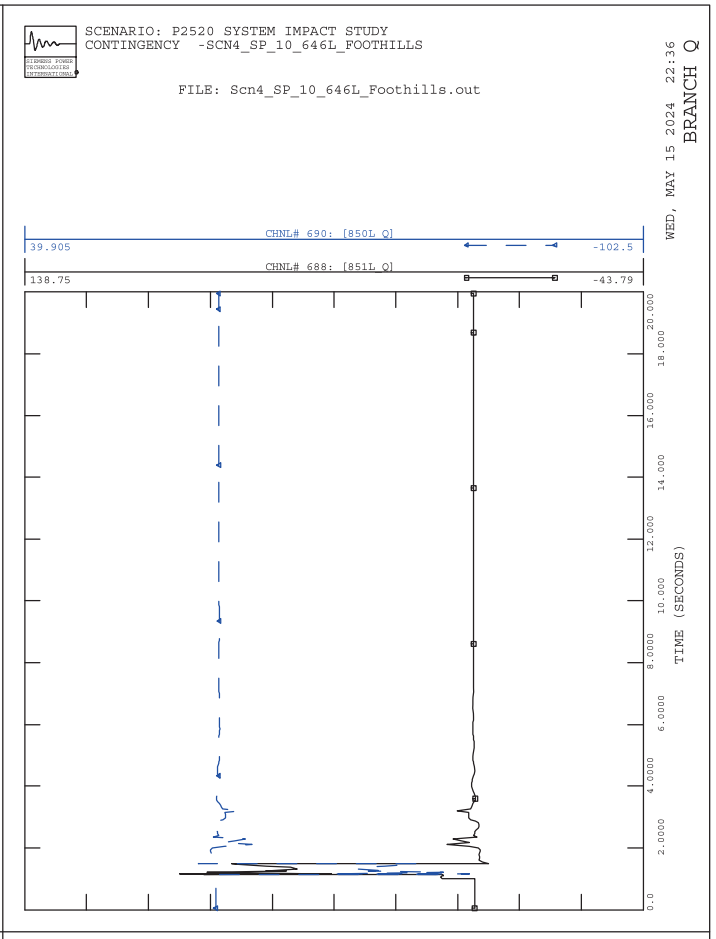
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_10_646L_FOOTHILLS
FILE: Scn4_SP_10_646L_Foothills.out
CHNL# 690: [850L Q]
39.905
-102.5
CHNL# 688: [851L Q]
138.75
-43.79
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
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8.0000
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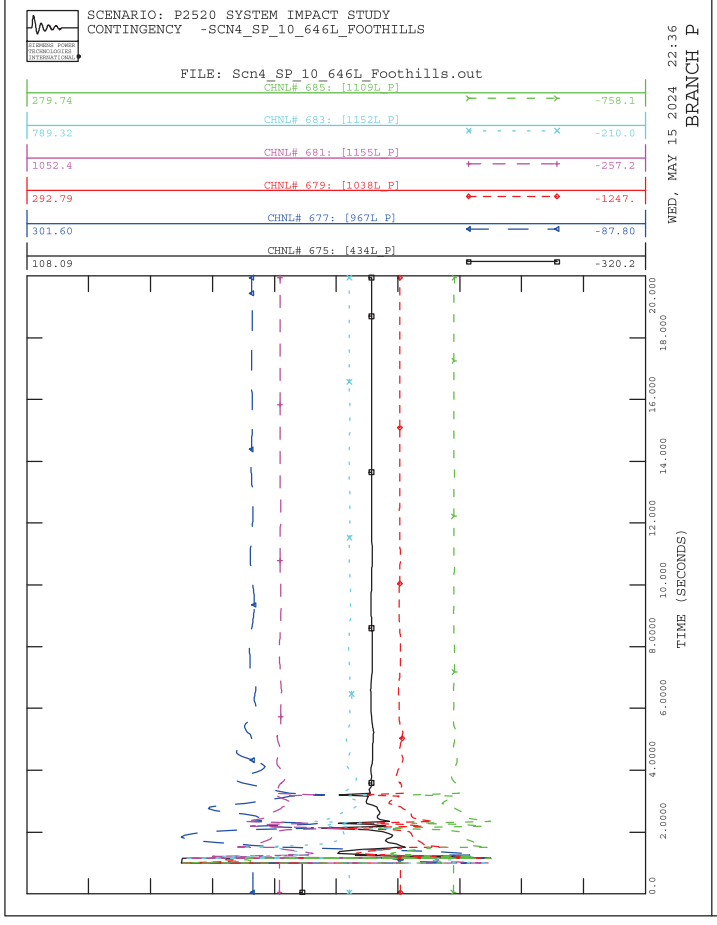
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_10_646L_FOOTHILLS
FILE: Scn4_SP_10_646L_Foothills.out
CHNL# 685: [1109L P]
279.74
-758.1
CHNL# 683: [1152L P]
789.32
-210.0
CHNL# 681: [1155L P]
1052.4
-257.2
CHNL# 679: [1038L P]
292.79
-1247.
CHNL# 677: [967L P]
301.60
-87.80
CHNL# 675: [434L P]
108.09
-320.2
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
6.0000
8.0000
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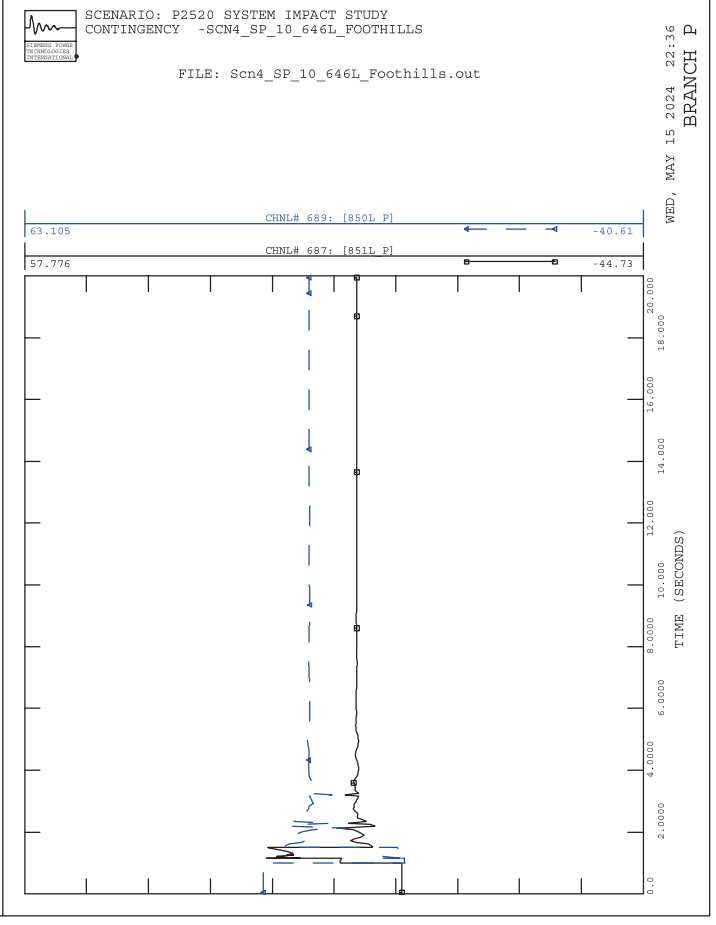
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_10_646L_FOOTHILLS
FILE: Scn4_SP_10_646L_Foothills.out
CHNL# 689: [850L P]
63.105
-40.61
CHNL# 687: [851L P]
57.776
-44.73
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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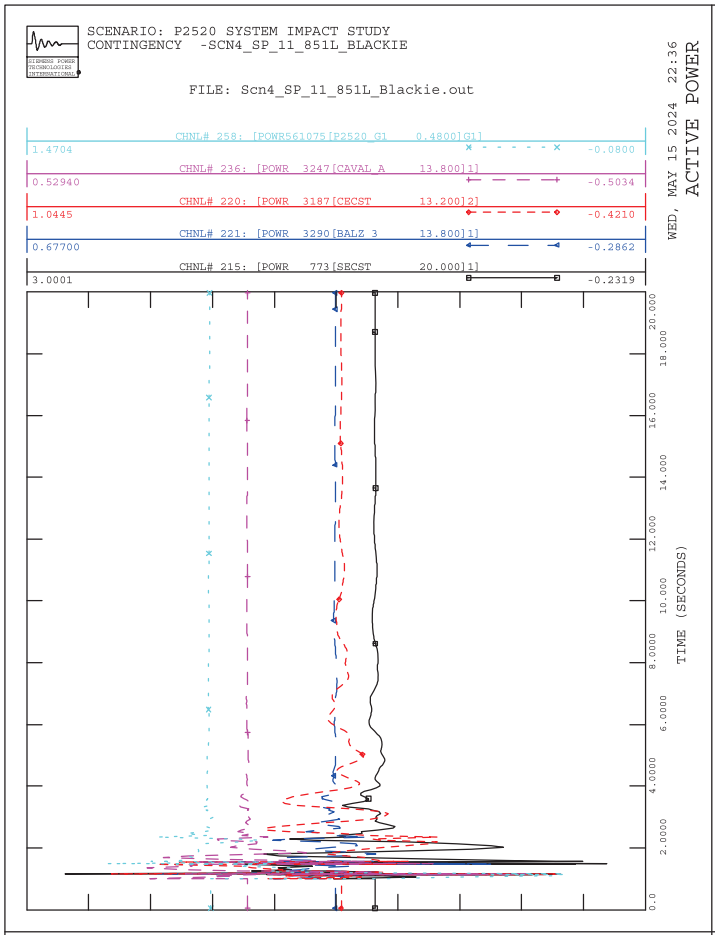
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_11_851L_BLACKIE
FILE: Scn4_SP_11_851L_Blackie.out
WED, MAY 15 2024 22:36
ACTIVE POWER
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.4704
-0.0800
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.52940
-0.5034
CHNL# 220: [POWR 3187[CECST 13.200]2]
1.0445
-0.4210
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.67700
-0.2862
CHNL# 215: [POWR 773[SECST 20.000]1]
3.0001
-0.2319
TIME (SECONDS)
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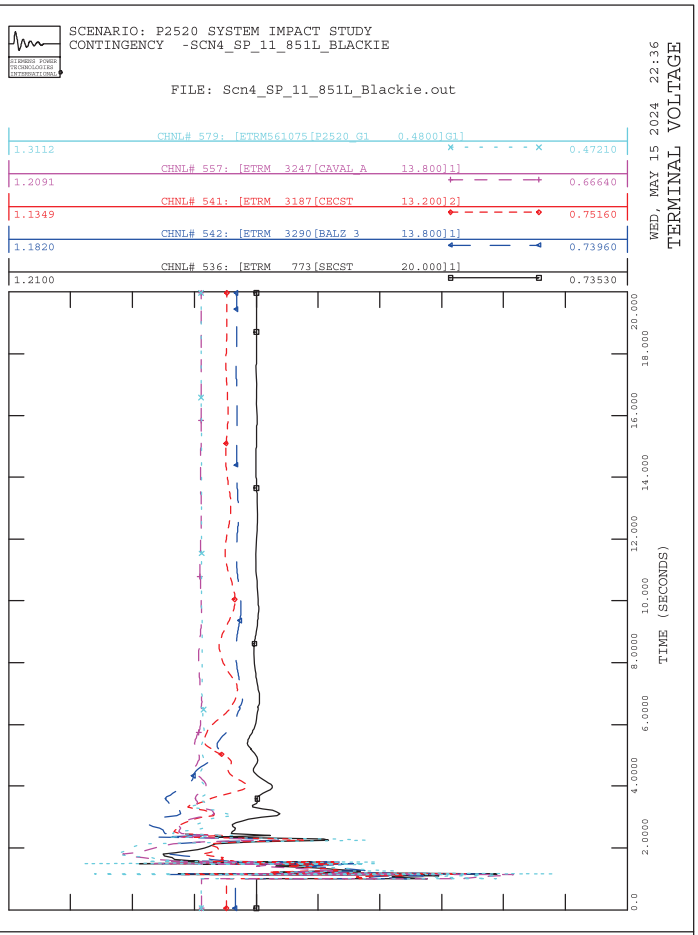
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_11_851L_BLACKIE
FILE: Scn4_SP_11_851L_Blackie.out
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.3112
0.47210
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2091
0.66640
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1349
0.75160
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1820
0.73960
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2100
0.73530
TIME (SECONDS)
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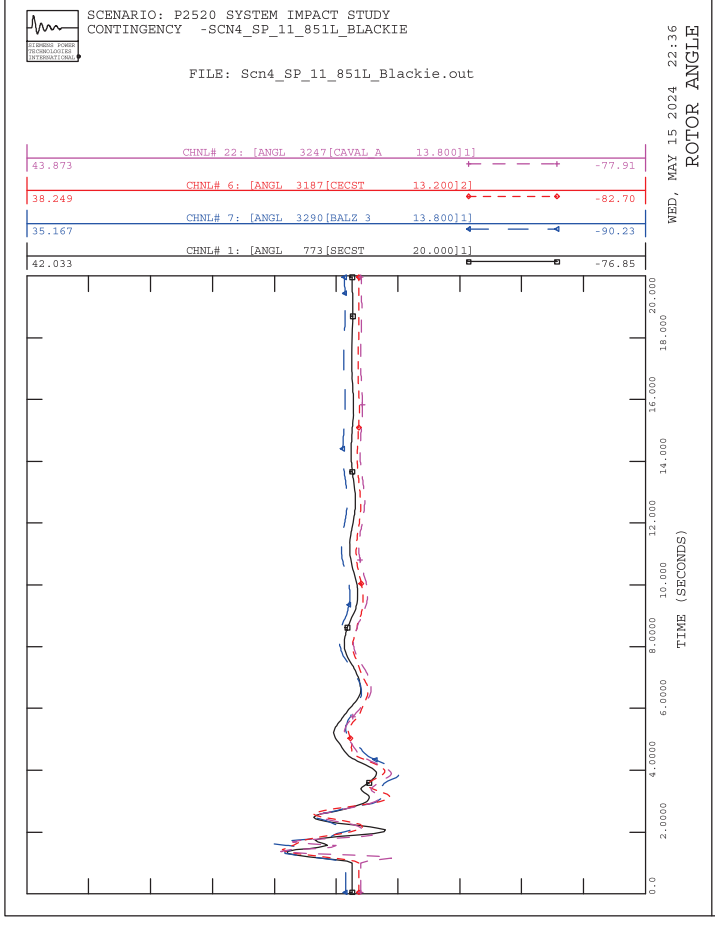
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_11_851L_BLACKIE
FILE: Scn4_SP_11_851L_Blackie.out
WED, MAY 15 2024 22:36
ROTOR ANGLE
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
43.873
-77.91
CHNL# 6: [ANGL 3187[CECST 13.200]2]
38.249
-82.70
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
35.167
-90.23
CHNL# 1: [ANGL 773[SECST 20.000]1]
42.033
-76.85
TIME (SECONDS)
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4.0000
6.0000
8.0000
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12.000
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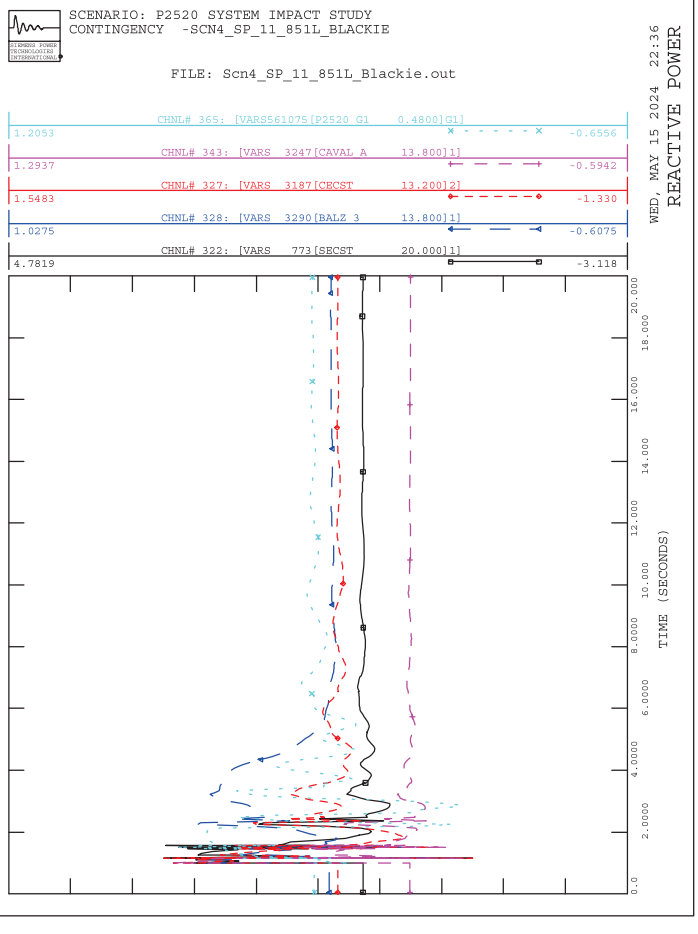
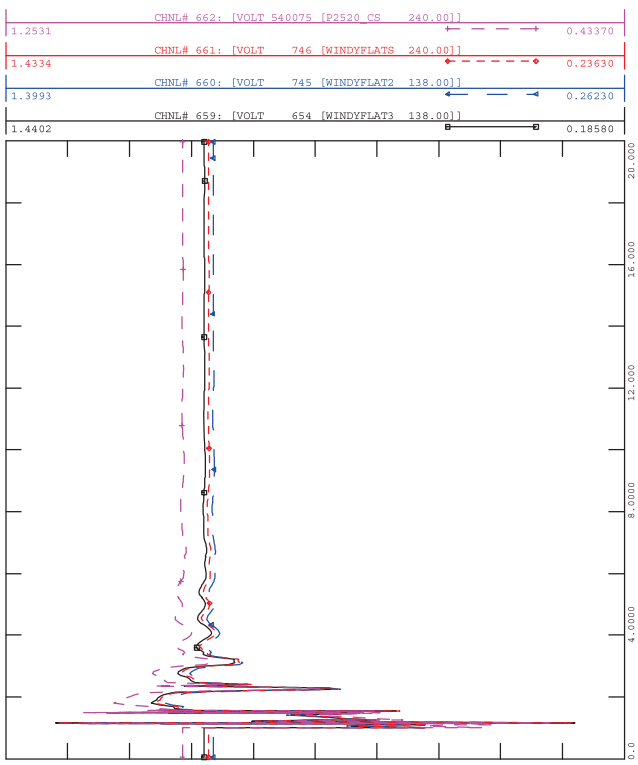

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_11_851L_BLACKIE
FILE: Scn4_SP_11_851L_Blackie.out
WED, MAY 15 2024 22:36
REACTIVE POWER
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.2053
-0.6556
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.2937
-0.5942
CHNL# 327: [VARS 3187[CECST 13.200]2]
1.5483
-1.330
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.0275
-0.6075
CHNL# 322: [VARS 773[SECST 20.000]1]
4.7819
-3.118
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_11_851L_BLACKIE

FILE: Scn4_SP_11_851L_Blackie.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

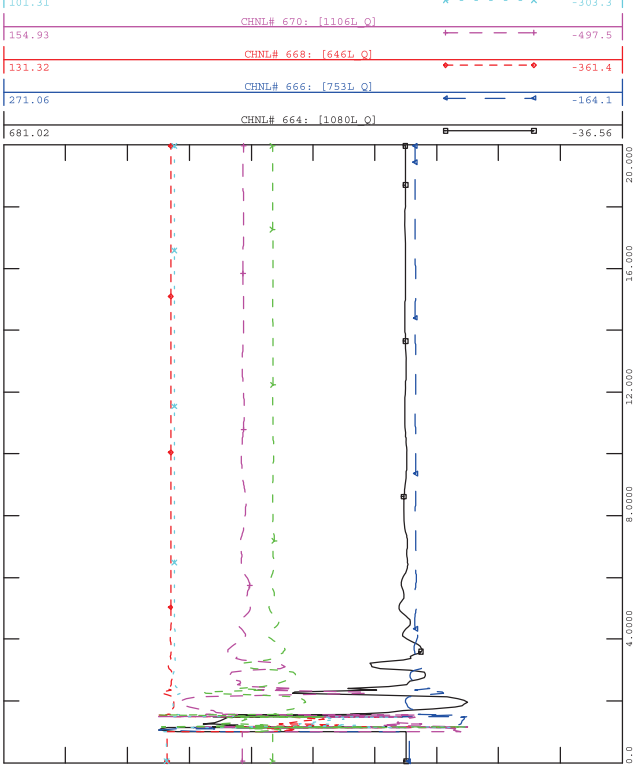


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_11_851L_BLACKIE

FILE: Scn4_SP_11_851L_Blackie.out

WED, MAY 15 2024 22:36

BRANCH Q

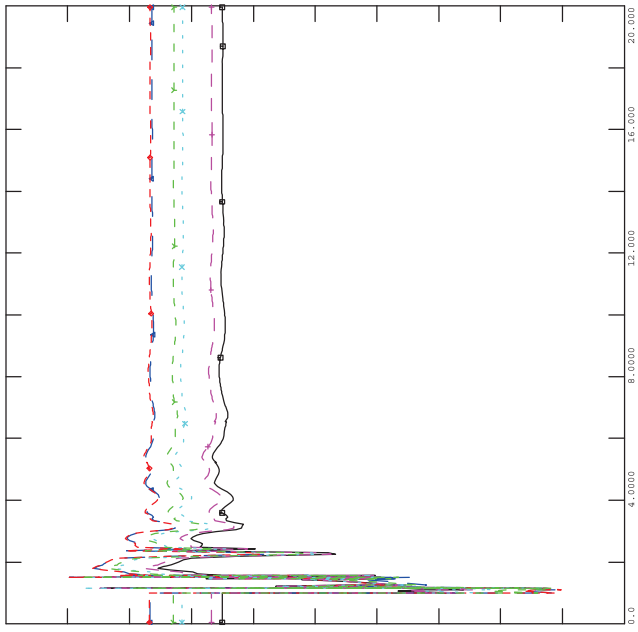


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_11_851L_BLACKIE

FILE: Scn4_SP_11_851L_Blackie.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

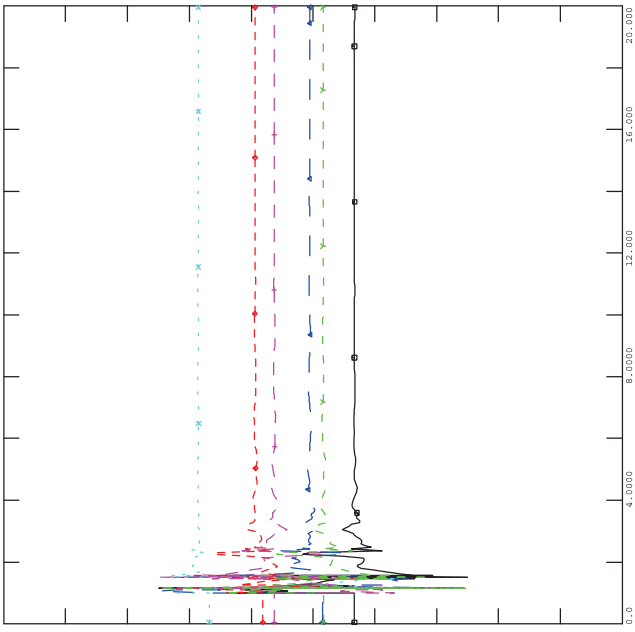


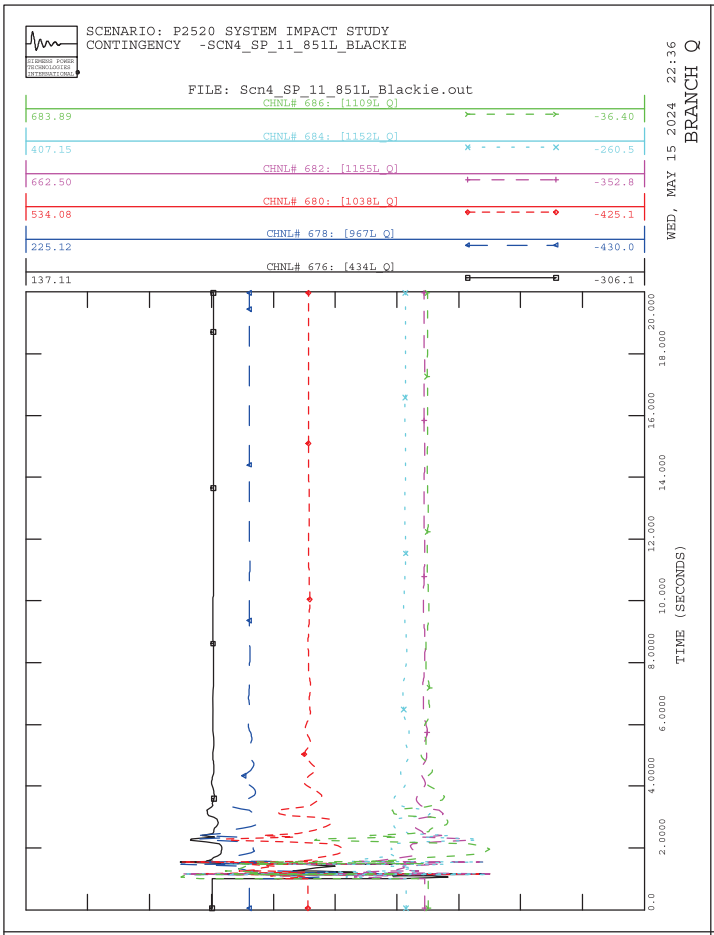
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_11_851L_BLACKIE

FILE: Scn4_SP_11_851L_Blackie.out

WED, MAY 15 2024 22:36

BRANCH P




SCENARIO: P2520 SYSTEM IMPACT STUDY
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FILE: Scn4_SP_11_851L_Blackie.out
CHNL# 686: [1109L Q]
683.89
-36.40
CHNL# 684: [1152L Q]
407.15
-260.5
CHNL# 682: [1155L Q]
662.50
-352.8
CHNL# 680: [1038L Q]
534.08
-425.1
CHNL# 678: [967L Q]
225.12
-430.0
CHNL# 676: [434L Q]
137.11
-306.1
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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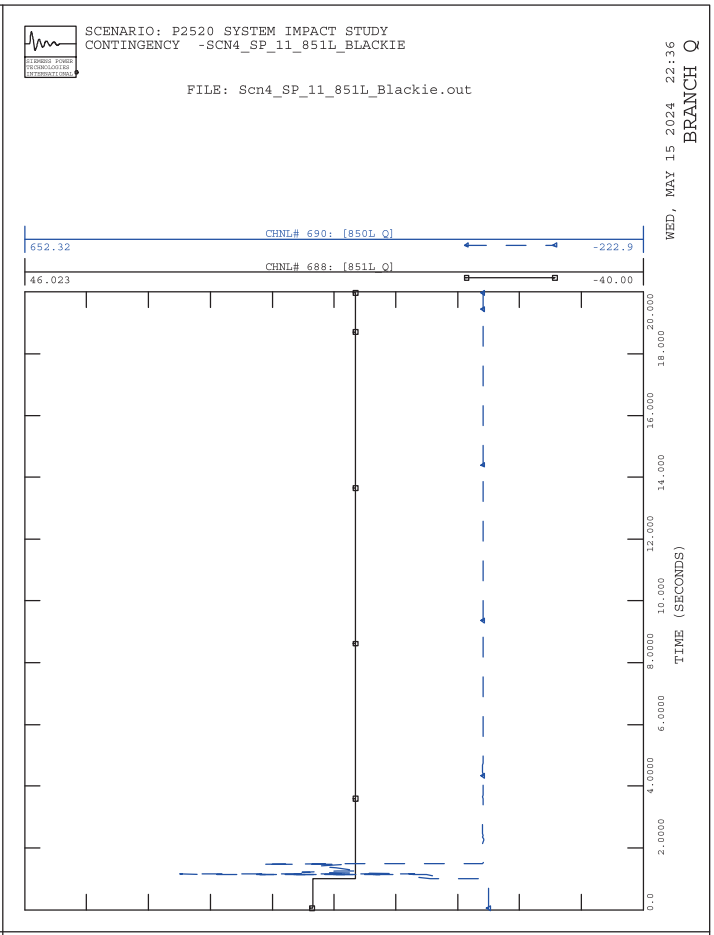
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_11_851L_BLACKIE
FILE: Scn4_SP_11_851L_Blackie.out
CHNL# 690: [850L Q]
652.32
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CHNL# 688: [851L Q]
46.023
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WED, MAY 15 2024 22:36
BRANCH Q
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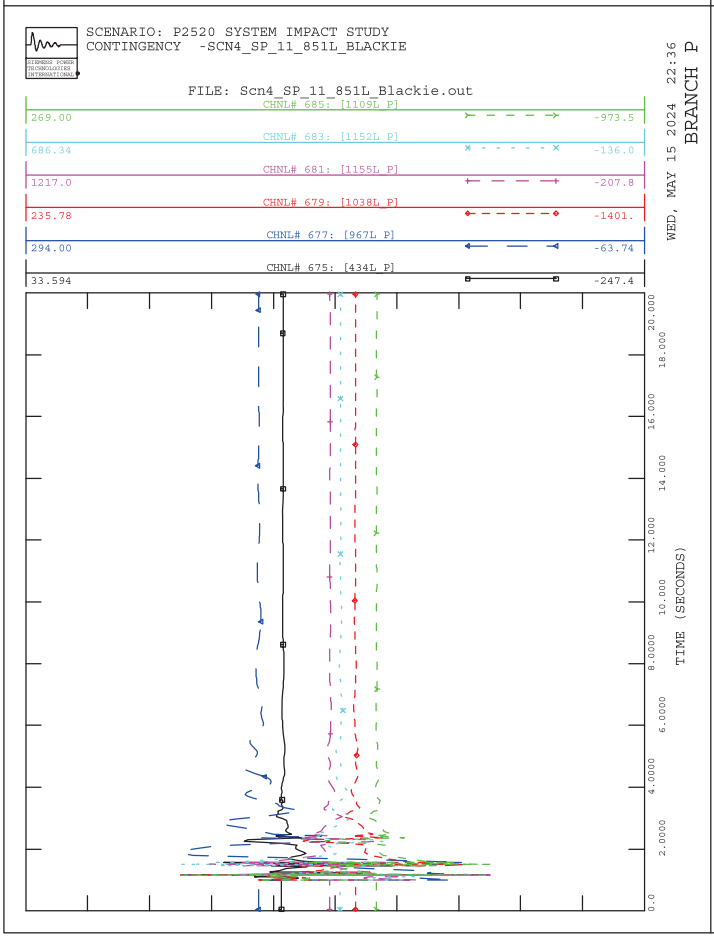
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_11_851L_BLACKIE
FILE: Scn4_SP_11_851L_Blackie.out
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-973.5
CHNL# 683: [1152L P]
686.34
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CHNL# 681: [1155L P]
1217.0
-207.8
CHNL# 679: [1038L P]
235.78
-1401.
CHNL# 677: [967L P]
294.00
-63.74
CHNL# 675: [434L P]
33.594
-247.4
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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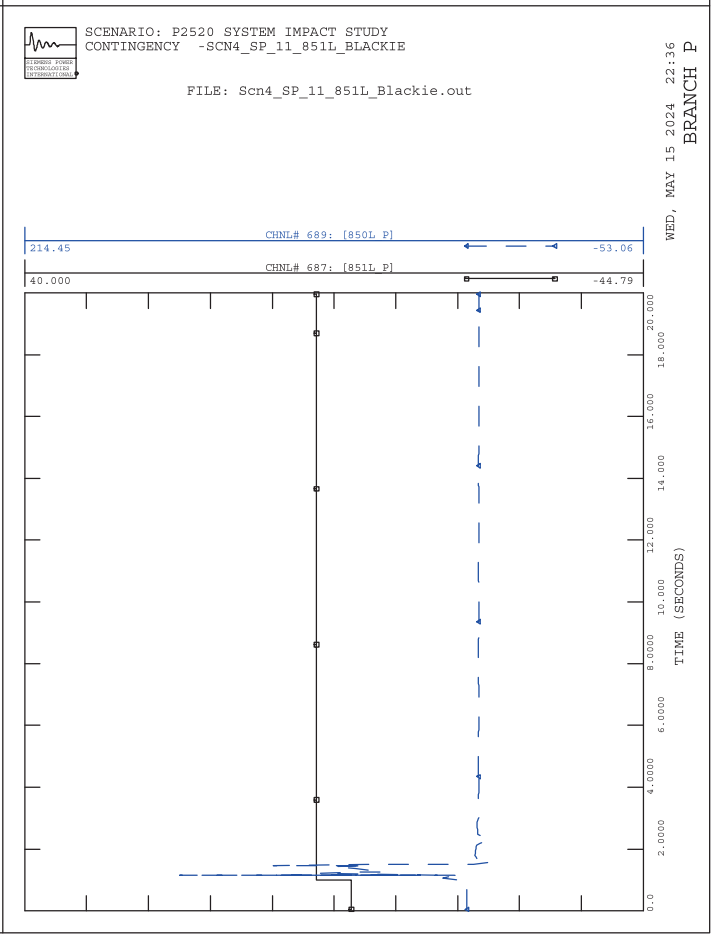
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_11_851L_BLACKIE
FILE: Scn4_SP_11_851L_Blackie.out
CHNL# 689: [850L P]
214.45
-53.06
CHNL# 687: [851L P]
40.000
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WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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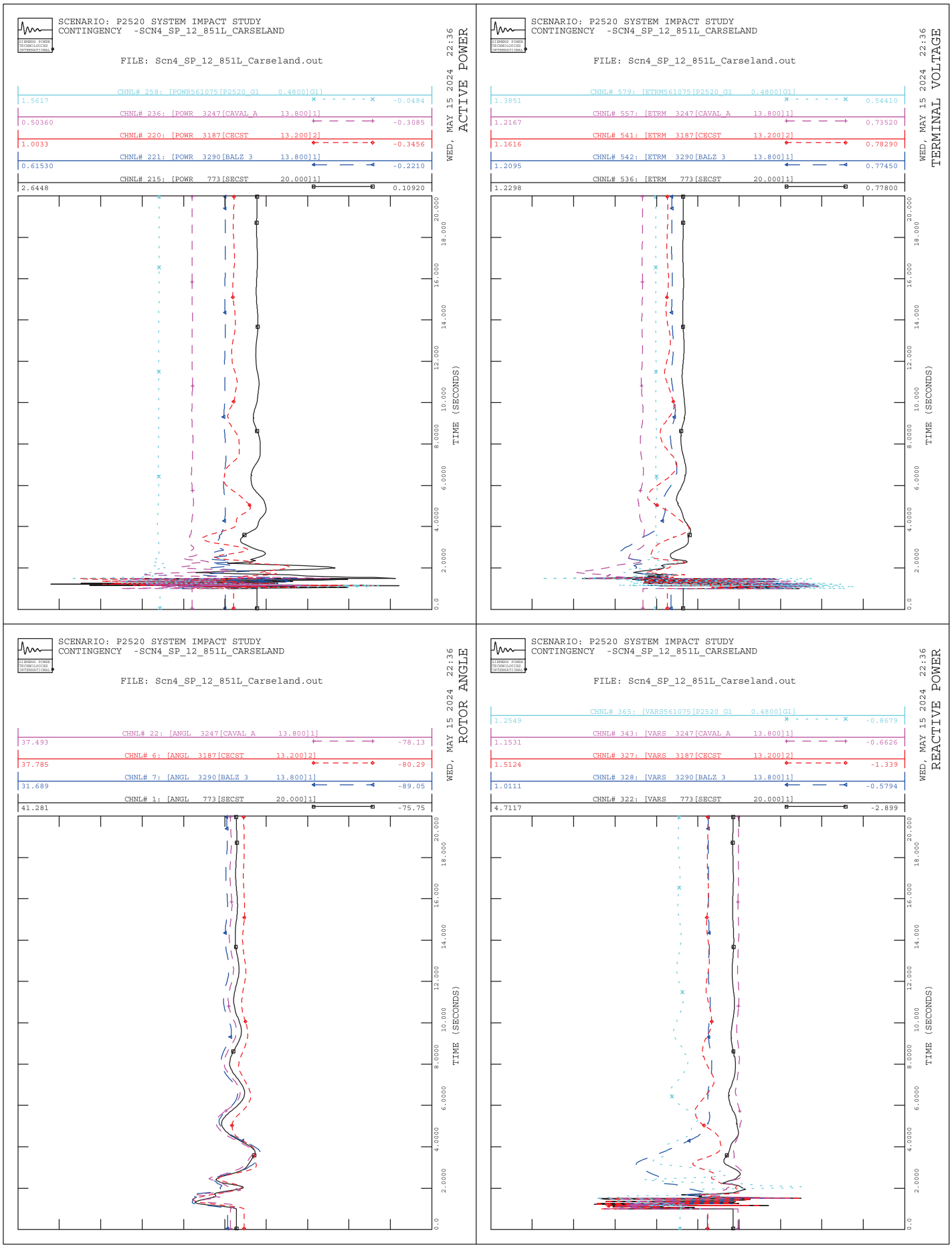
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_12_851L_CARSELAND
FILE: Scn4_SP_12_851L_Carseland.out
WED, MAY 15 2024 22:36
ACTIVE POWER
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.5617
-0.0484
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.50360
-0.3085
CHNL# 220: [POWR 3187[CECST 13.200]2]
1.0033
-0.3456
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.61530
-0.2210
CHNL# 215: [POWR 773[SECST 20.000]1]
2.6448
0.10920
TIME (SECONDS)
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2.0000
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16.000
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20.000
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_12_851L_CARSELAND
FILE: Scn4_SP_12_851L_Carseland.out
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.3851
0.54410
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2167
0.73520
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1616
0.78290
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.2095
0.77450
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2298
0.77800
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
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SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_12_851L_CARSELAND
FILE: Scn4_SP_12_851L_Carseland.out
WED, MAY 15 2024 22:36
ROTOR ANGLE
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
37.493
-78.13
CHNL# 6: [ANGL 3187[CECST 13.200]2]
37.785
-80.29
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
31.689
-89.05
CHNL# 1: [ANGL 773[SECST 20.000]1]
41.281
-75.75
TIME (SECONDS)
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4.0000
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8.0000
10.000
12.000
14.000
16.000
18.000
20.000
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_12_851L_CARSELAND
FILE: Scn4_SP_12_851L_Carseland.out
WED, MAY 15 2024 22:36
REACTIVE POWER
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.2549
-0.8679
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.1531
-0.6626
CHNL# 327: [VARS 3187[CECST 13.200]2]
1.5124
-1.339
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.0111
-0.5794
CHNL# 322: [VARS 773[SECST 20.000]1]
4.7117
-2.899
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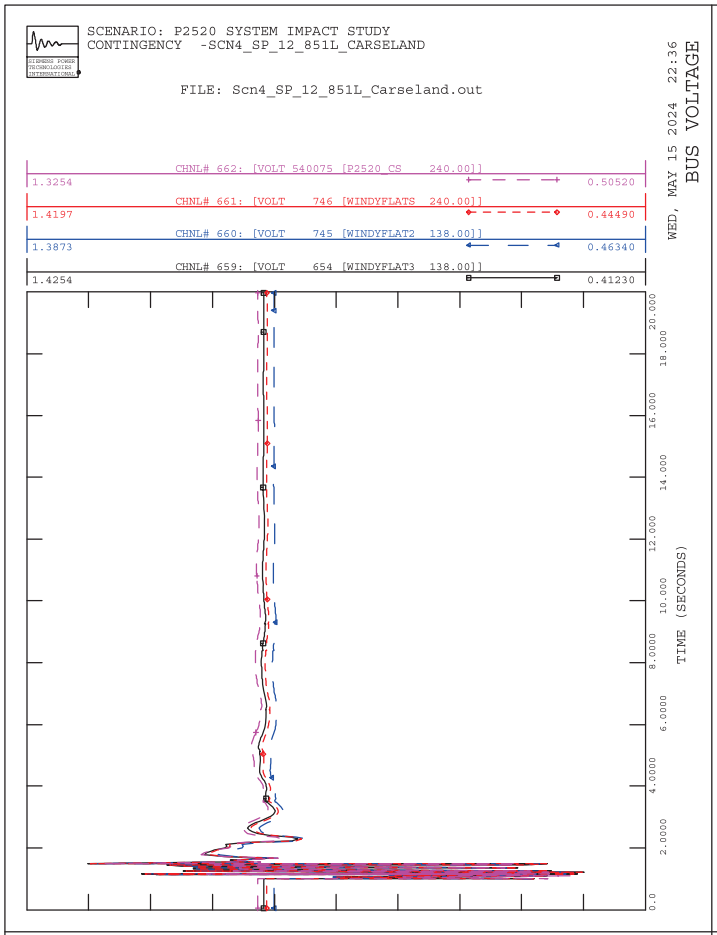
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_12_851L_CARSELAND
FILE: Scn4_SP_12_851L_Carseland.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.3254
0.50520
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.4197
0.44490
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.3873
0.46340
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.4254
0.41230
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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12.000
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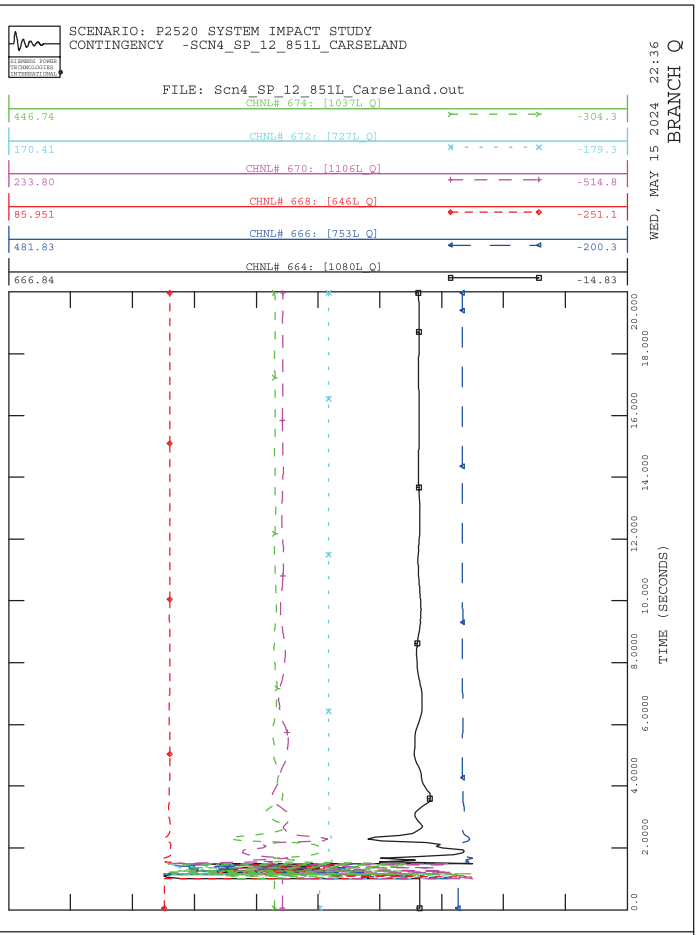
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_12_851L_CARSELAND
FILE: Scn4_SP_12_851L_Carseland.out
CHNL# 674: [1037L Q]
446.74
-304.3
CHNL# 672: [727L Q]
170.41
-179.3
CHNL# 670: [1106L Q]
233.80
-514.8
CHNL# 668: [646L Q]
85.951
-251.1
CHNL# 666: [753L Q]
481.83
-200.3
CHNL# 664: [1080L Q]
666.84
-14.83
BRANCH Q
WED, MAY 15 2024 22:36
TIME (SECONDS)
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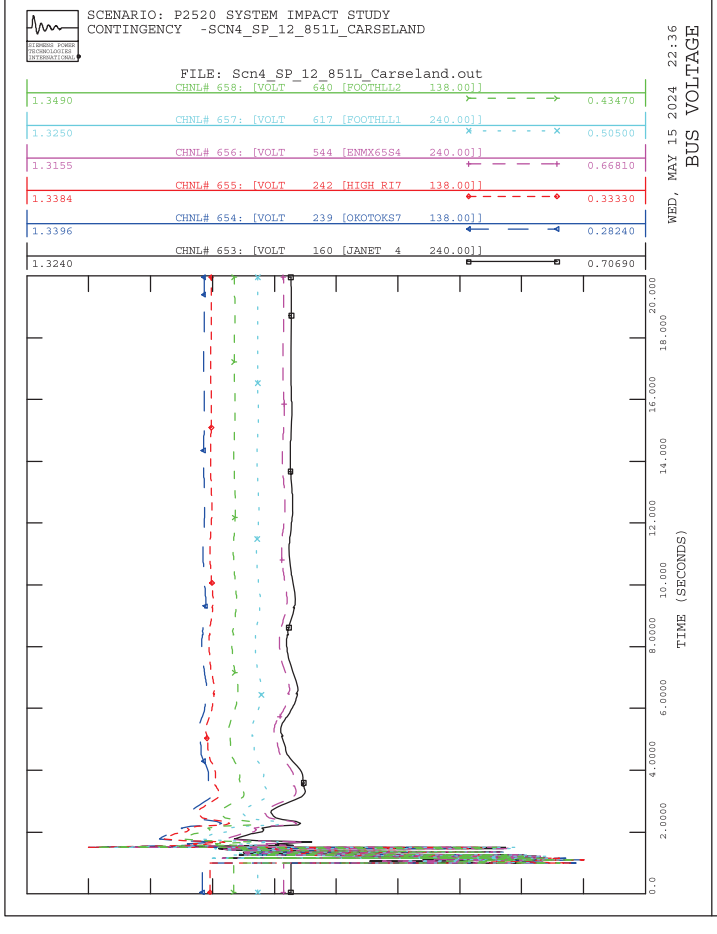
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_12_851L_CARSELAND
FILE: Scn4_SP_12_851L_Carseland.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.3490
0.43470
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.3250
0.50500
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.3155
0.66810
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.3384
0.33330
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.3396
0.28240
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.3240
0.70690
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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12.000
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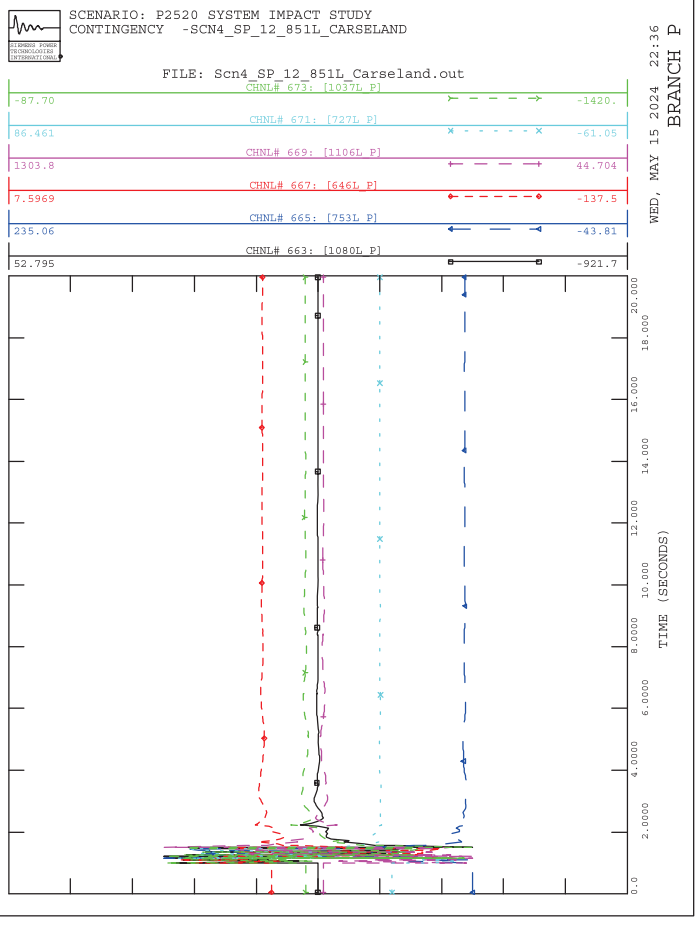
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_12_851L_CARSELAND
FILE: Scn4_SP_12_851L_Carseland.out
CHNL# 673: [1037L P]
-87.70
-1420.
CHNL# 671: [727L P]
86.461
-61.05
CHNL# 669: [1106L P]
1303.8
44.704
CHNL# 667: [646L P]
7.5969
-137.5
CHNL# 665: [753L P]
235.06
-43.81
CHNL# 663: [1080L P]
52.795
-921.7
BRANCH P
WED, MAY 15 2024 22:36
TIME (SECONDS)
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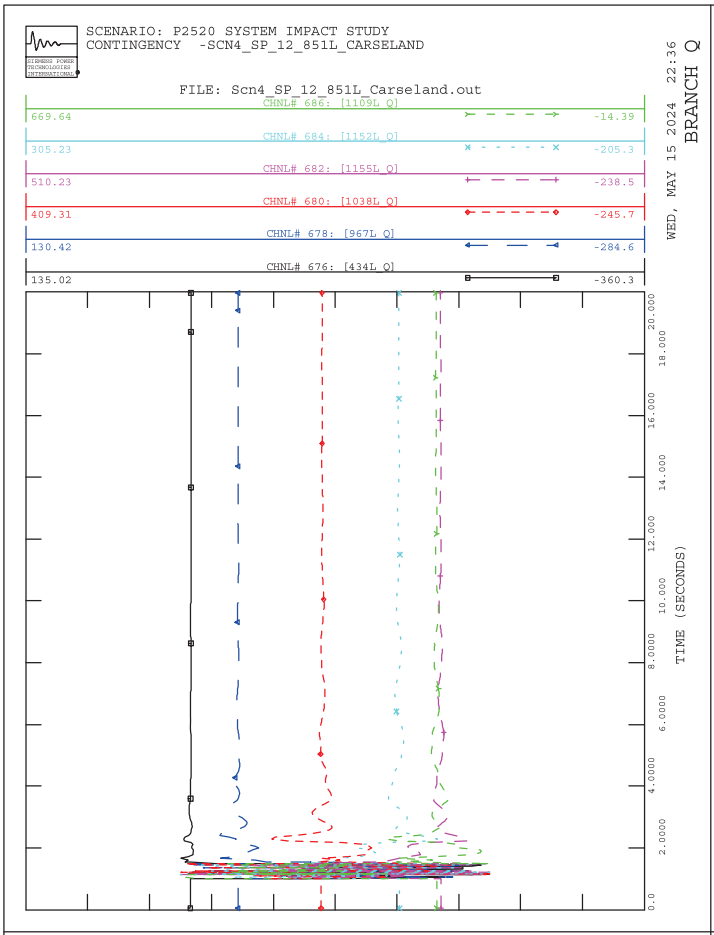
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_12_851L_CARSELAND
FILE: Scn4_SP_12_851L_Carseland.out
CHNL# 686: [1109L Q]
669.64
-14.39
CHNL# 684: [1152L Q]
305.23
-205.3
CHNL# 682: [1155L Q]
510.23
-238.5
CHNL# 680: [1038L Q]
409.31
-245.7
CHNL# 678: [967L Q]
130.42
-284.6
CHNL# 676: [434L Q]
135.02
-360.3
WED, MAY 15 2024 22:36
BRANCH Q
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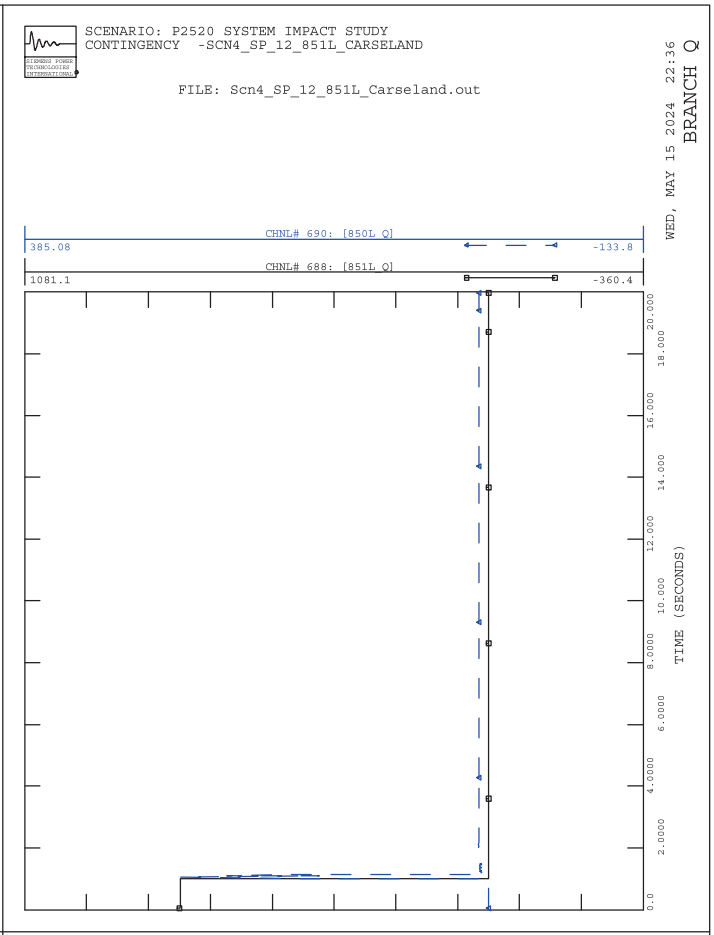
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_12_851L_CARSELAND
FILE: Scn4_SP_12_851L_Carseland.out
CHNL# 690: [850L Q]
385.08
-133.8
CHNL# 688: [851L Q]
1081.1
-360.4
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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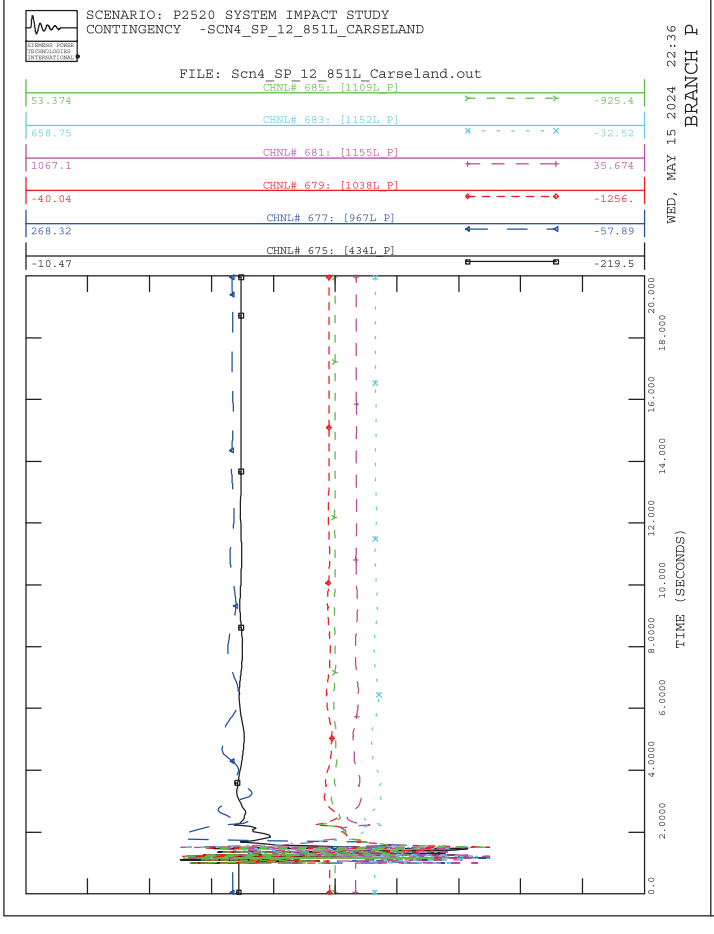
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_12_851L_CARSELAND
FILE: Scn4_SP_12_851L_Carseland.out
CHNL# 685: [1109L P]
53.374
-925.4
CHNL# 683: [1152L P]
658.75
-32.52
CHNL# 681: [1155L P]
1067.1
35.674
CHNL# 679: [1038L P]
-40.04
-1256.
CHNL# 677: [967L P]
268.32
-57.89
CHNL# 675: [434L P]
-10.47
-219.5
WED, MAY 15 2024 22:36
BRANCH P
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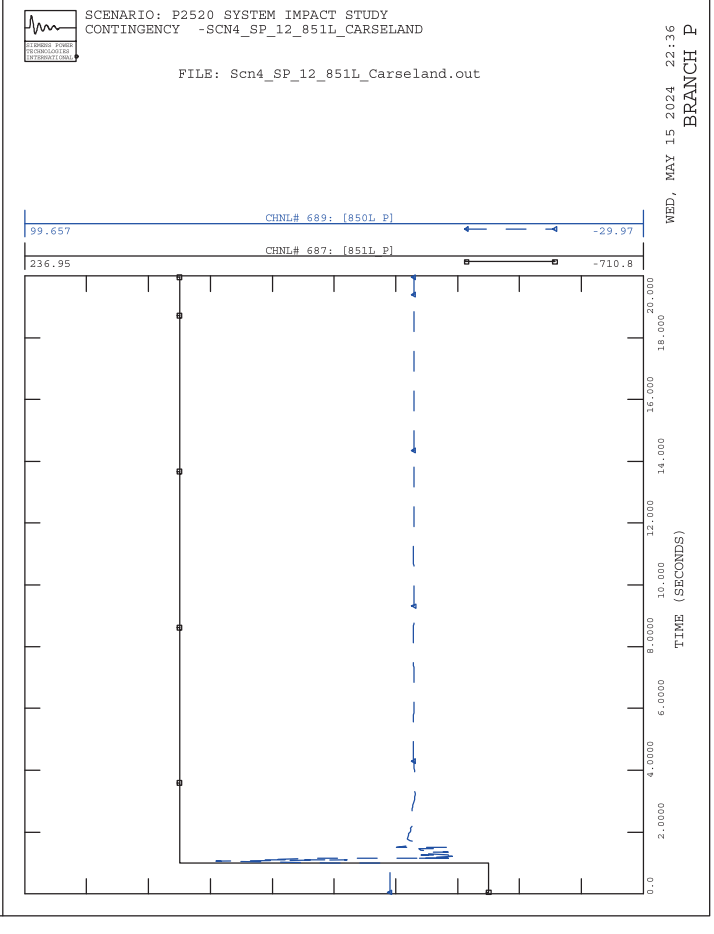
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_12_851L_CARSELAND
FILE: Scn4_SP_12_851L_Carseland.out
CHNL# 689: [850L P]
99.657
-29.97
CHNL# 687: [851L P]
236.95
-710.8
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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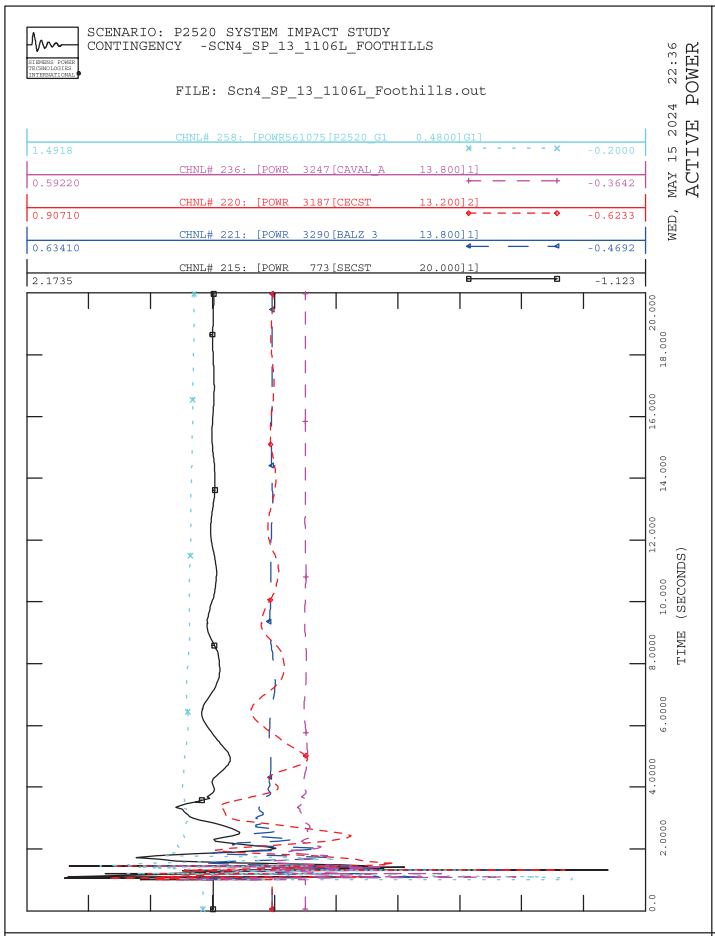
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_13_1106L_FOOTHILLS
FILE: Scn4_SP_13_1106L_Foothills.out
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1.4918
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CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.59220
-0.3642
CHNL# 220: [POWR 3187[CECST 13.200]2]
0.90710
-0.6233
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.63410
-0.4692
CHNL# 215: [POWR 773[SECST 20.000]1]
2.1735
-1.123
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
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8.0000
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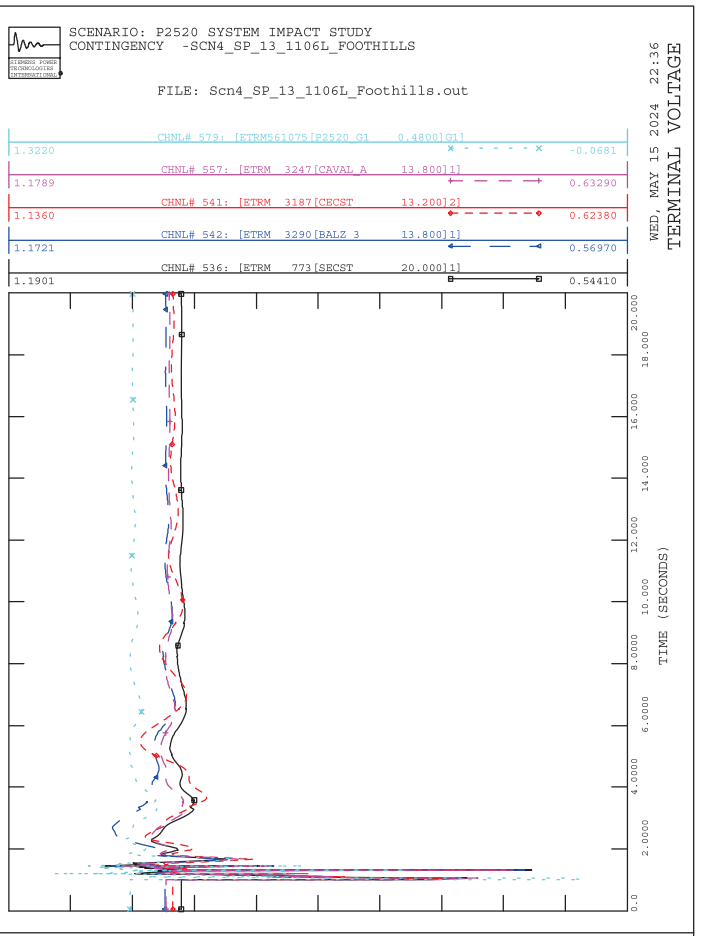
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_13_1106L_FOOTHILLS
FILE: Scn4_SP_13_1106L_Foothills.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.3220
-0.0681
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.1789
0.63290
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1360
0.62380
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1721
0.56970
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.1901
0.54410
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
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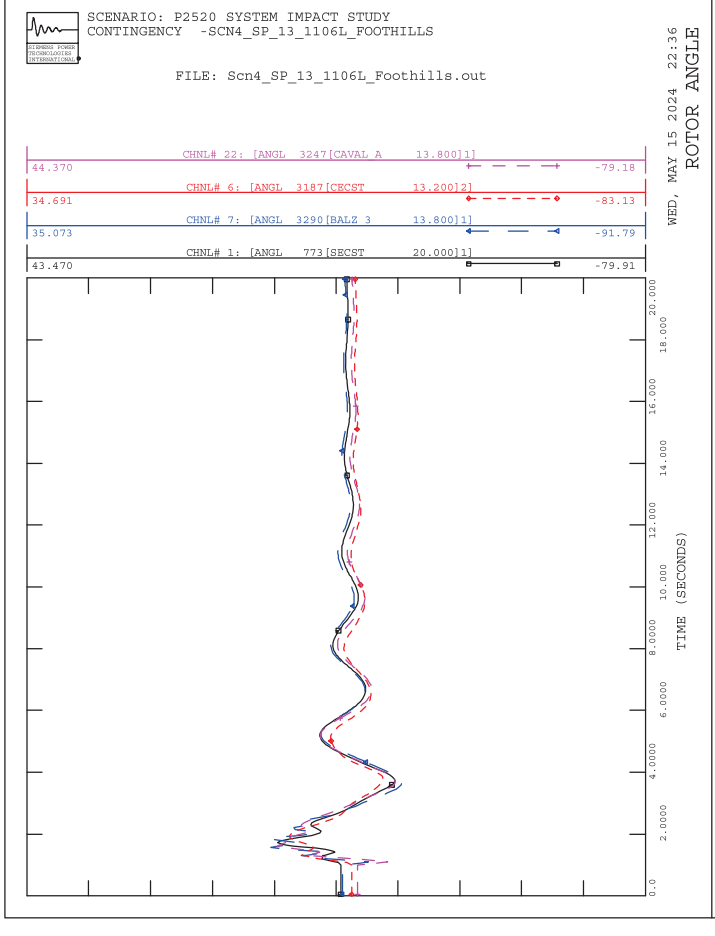
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_13_1106L_FOOTHILLS
FILE: Scn4_SP_13_1106L_Foothills.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
44.370
-79.18
CHNL# 6: [ANGL 3187[CECST 13.200]2]
34.691
-83.13
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
35.073
-91.79
CHNL# 1: [ANGL 773[SECST 20.000]1]
43.470
-79.91
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
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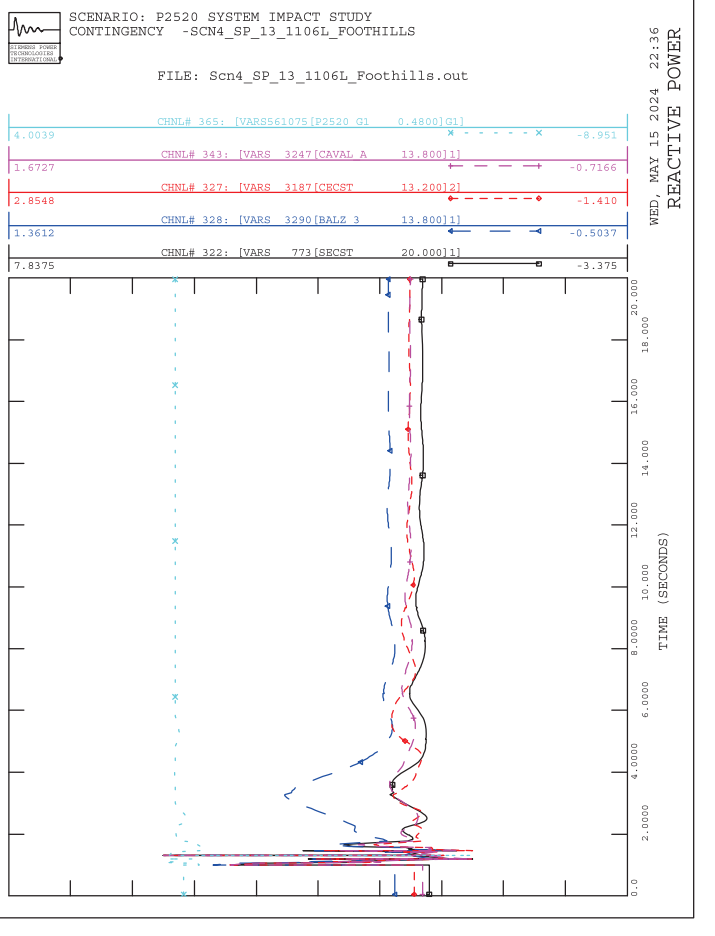
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_13_1106L_FOOTHILLS
FILE: Scn4_SP_13_1106L_Foothills.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
4.0039
-8.951
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.6727
-0.7166
CHNL# 327: [VARS 3187[CECST 13.200]2]
2.8548
-1.410
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.3612
-0.5037
CHNL# 322: [VARS 773[SECST 20.000]1]
7.8375
-3.375
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
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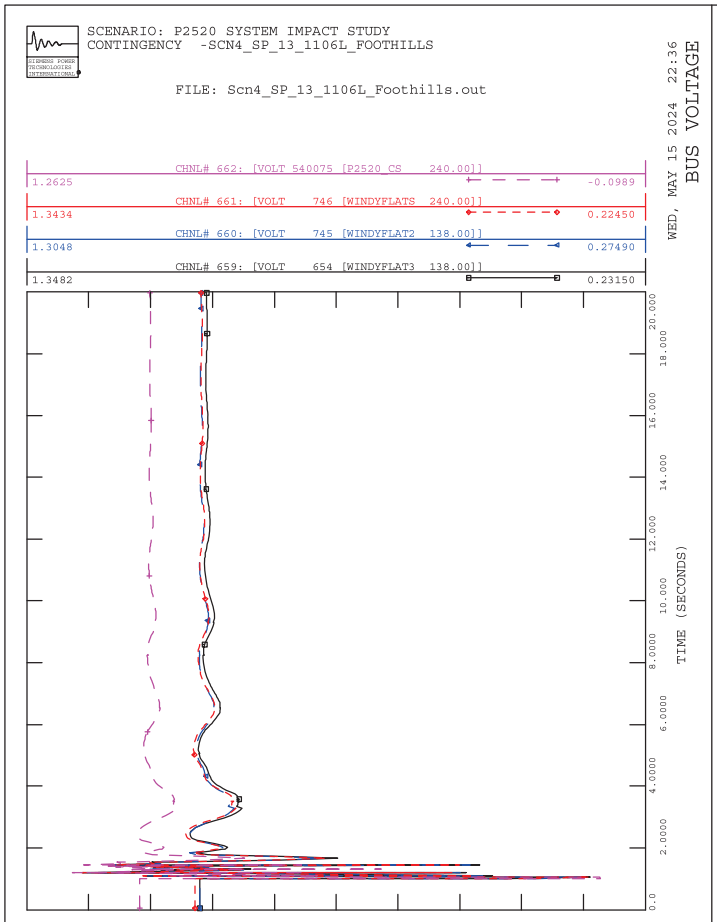
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_13_1106L_FOOTHILLS
FILE: Scn4_SP_13_1106L_Foothills.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
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-0.0989
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.3434
0.22450
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.3048
0.27490
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.3482
0.23150
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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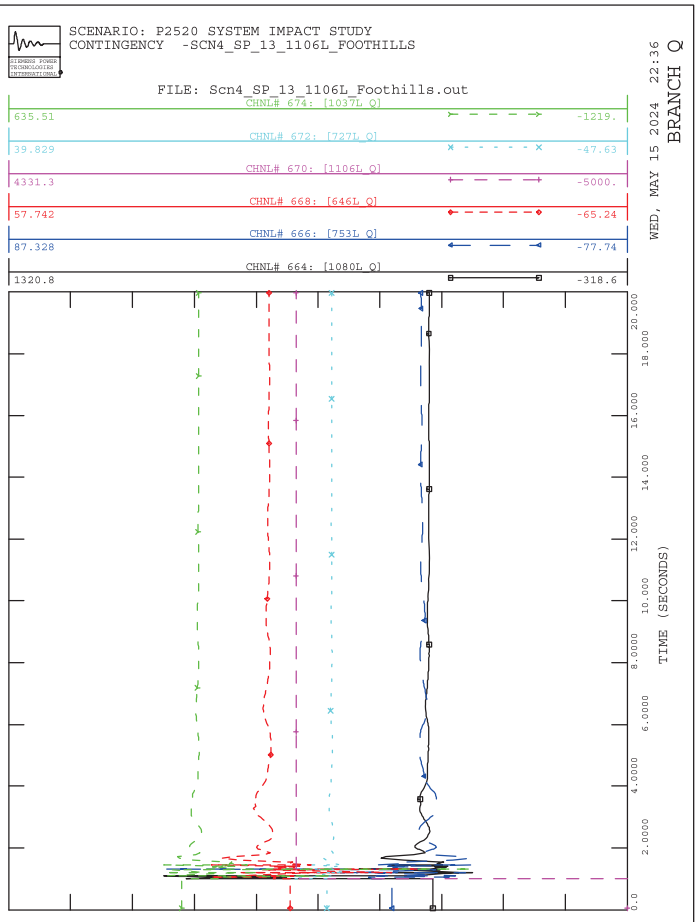
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_13_1106L_FOOTHILLS
FILE: Scn4_SP_13_1106L_Foothills.out
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635.51
-1219.
CHNL# 672: [727L Q]
39.829
-47.63
CHNL# 670: [1106L Q]
4331.3
-5000.
CHNL# 668: [646L Q]
57.742
-65.24
CHNL# 666: [753L Q]
87.328
-77.74
CHNL# 664: [1080L Q]
1320.8
-318.6
BRANCH Q
WED, MAY 15 2024 22:36
TIME (SECONDS)
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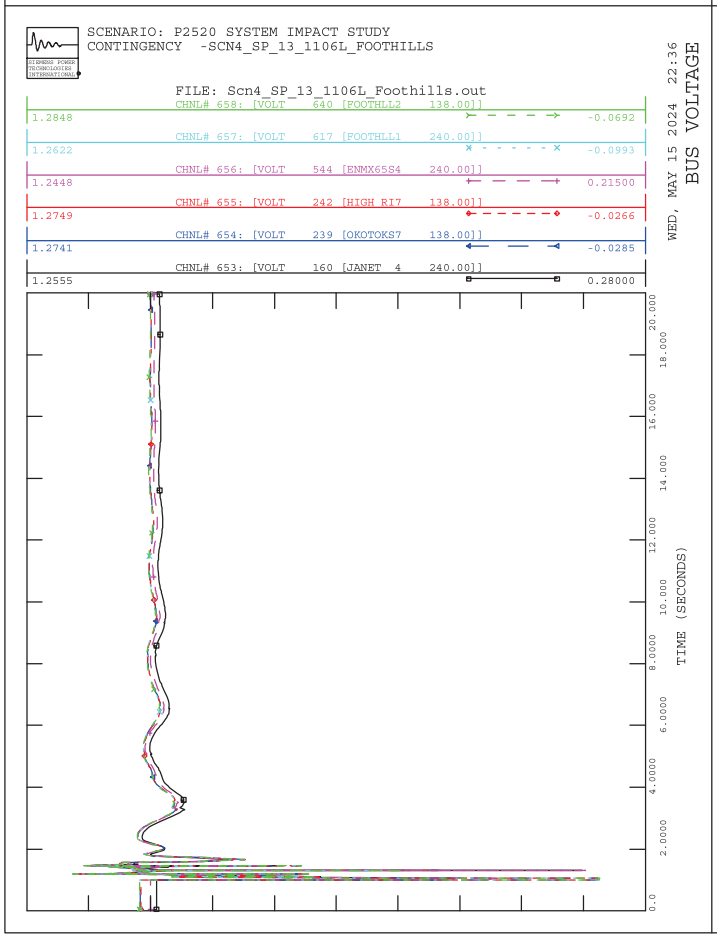
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CONTINGENCY -SCN4_SP_13_1106L_FOOTHILLS
FILE: Scn4_SP_13_1106L_Foothills.out
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1.2848
-0.0692
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2622
-0.0993
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2448
0.21500
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2749
-0.0266
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2741
-0.0285
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2555
0.28000
BUS VOLTAGE
WED, MAY 15 2024 22:36
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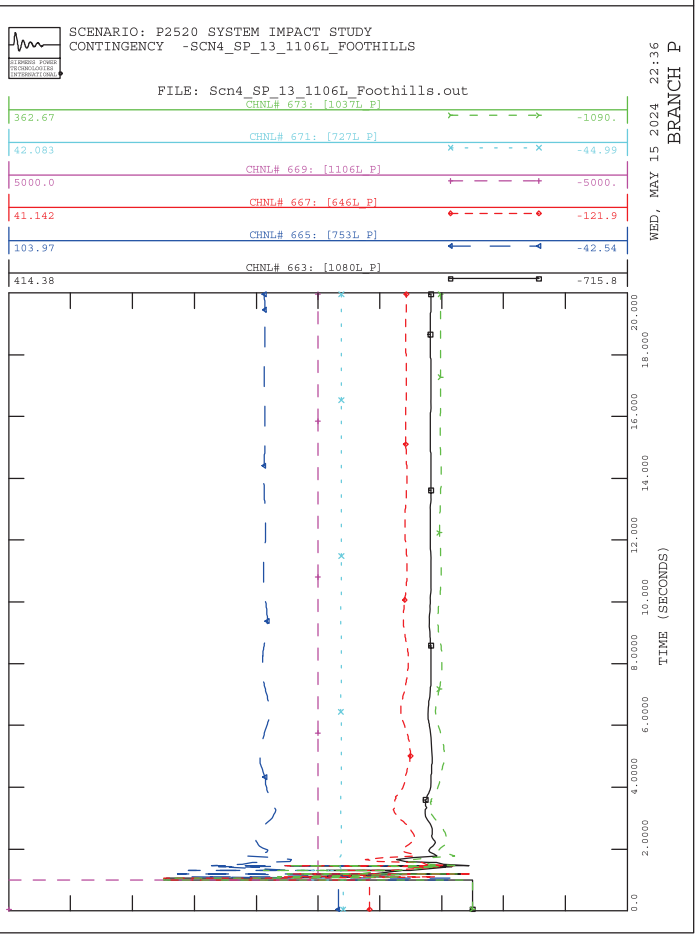
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FILE: Scn4_SP_13_1106L_Foothills.out
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-1090.
CHNL# 671: [727L P]
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-44.99
CHNL# 669: [1106L P]
5000.0
-5000.
CHNL# 667: [646L P]
41.142
-121.9
CHNL# 665: [753L P]
103.97
-42.54
CHNL# 663: [1080L P]
414.38
-715.8
BRANCH P
WED, MAY 15 2024 22:36
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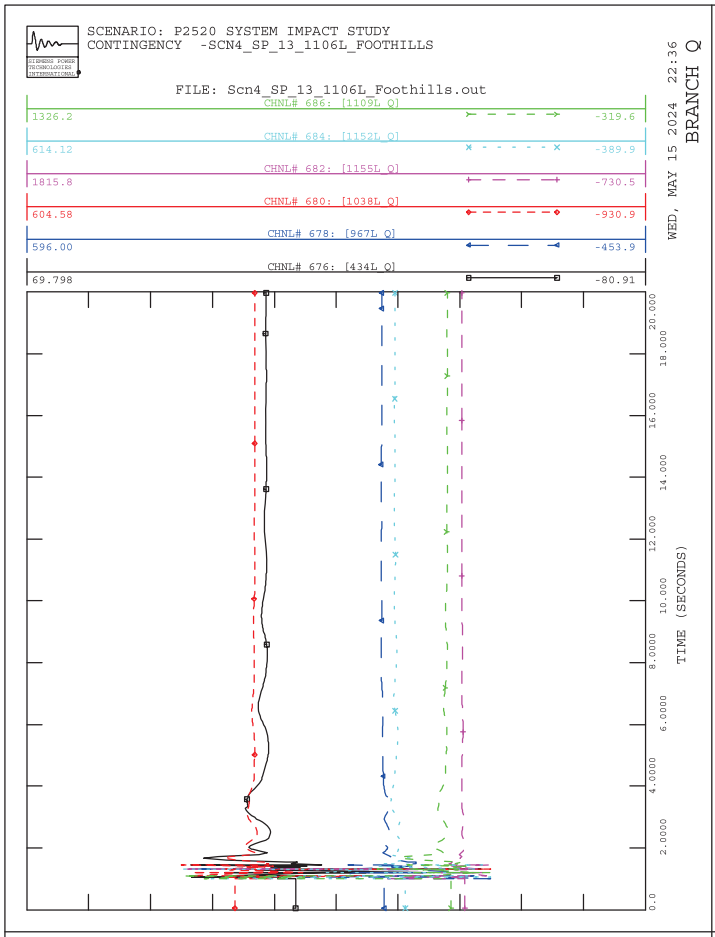
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CONTINGENCY -SCN4_SP_13_1106L_FOOTHILLS
FILE: Scn4_SP_13_1106L_Foothills.out
CHNL# 686: [1109L Q]
1326.2
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CHNL# 684: [1152L Q]
614.12
-389.9
CHNL# 682: [1155L Q]
1815.8
-730.5
CHNL# 680: [1038L Q]
604.58
-930.9
CHNL# 678: [967L Q]
596.00
-453.9
CHNL# 676: [434L Q]
69.798
-80.91
WED, MAY 15 2024 22:36
BRANCH Q
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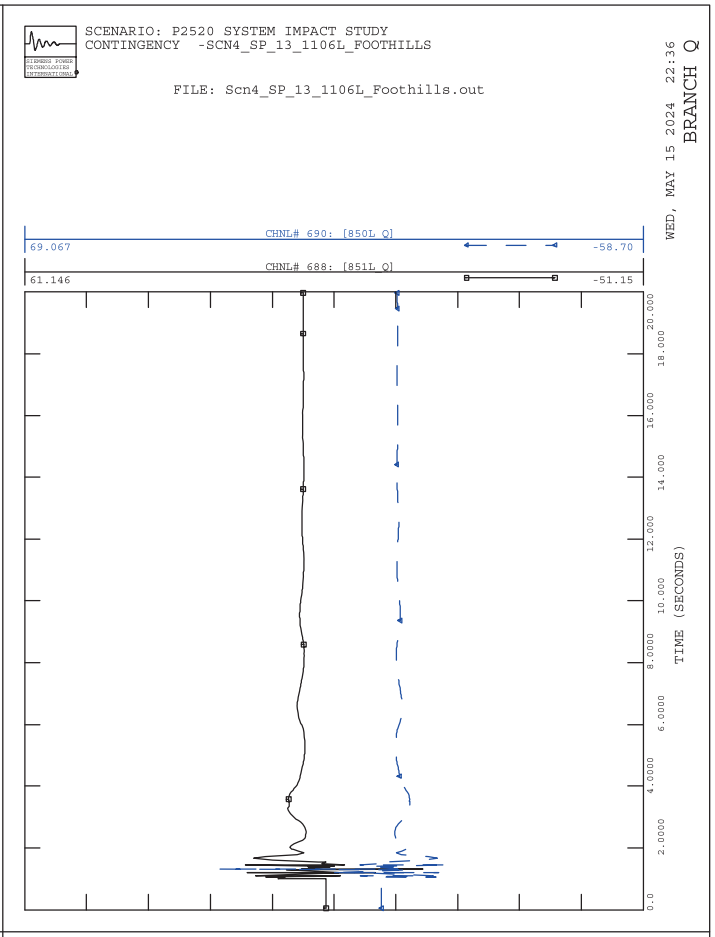
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_13_1106L_FOOTHILLS
FILE: Scn4_SP_13_1106L_Foothills.out
CHNL# 690: [850L Q]
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-58.70
CHNL# 688: [851L Q]
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-51.15
WED, MAY 15 2024 22:36
BRANCH Q
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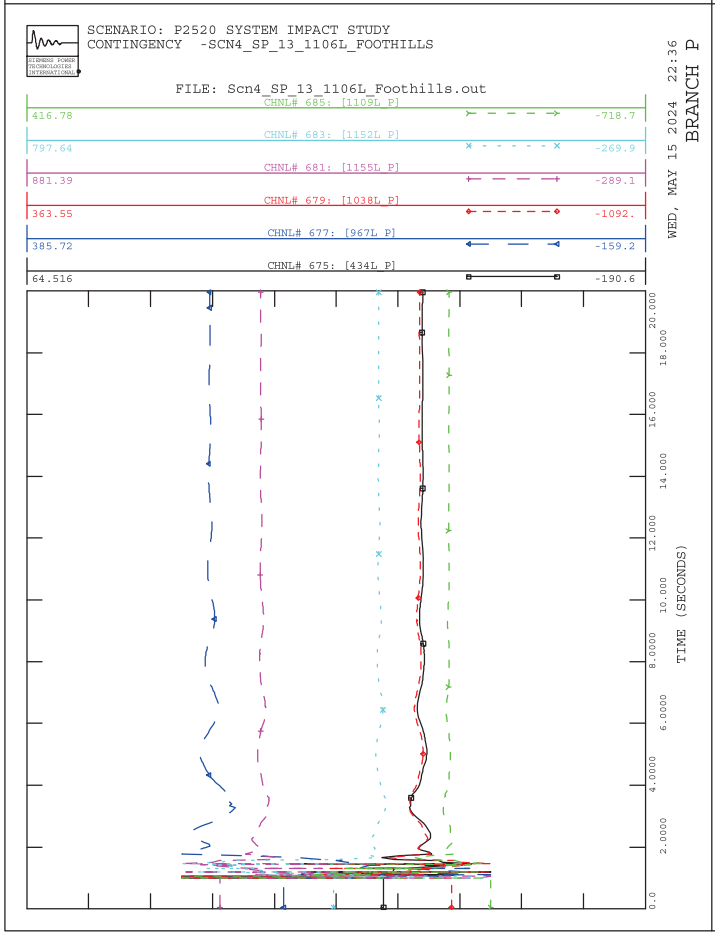
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_13_1106L_FOOTHILLS
FILE: Scn4_SP_13_1106L_Foothills.out
CHNL# 685: [1109L P]
416.78
-718.7
CHNL# 683: [1152L P]
797.64
-269.9
CHNL# 681: [1155L P]
881.39
-289.1
CHNL# 679: [1038L P]
363.55
-1092.
CHNL# 677: [967L P]
385.72
-159.2
CHNL# 675: [434L P]
64.516
-190.6
WED, MAY 15 2024 22:36
BRANCH P
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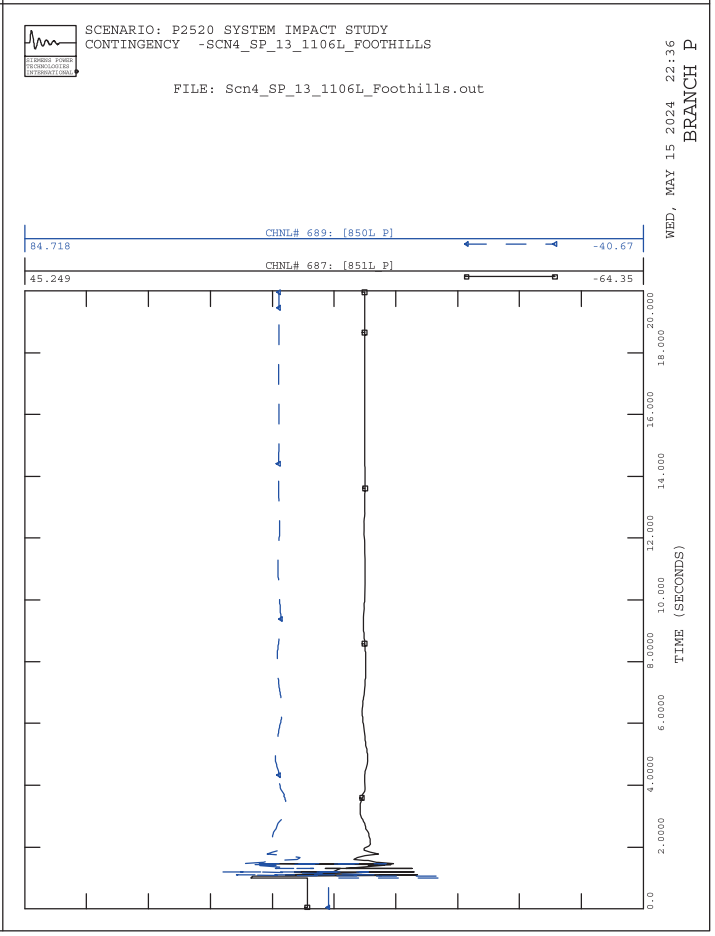
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_13_1106L_FOOTHILLS
FILE: Scn4_SP_13_1106L_Foothills.out
CHNL# 689: [850L P]
84.718
-40.67
CHNL# 687: [851L P]
45.249
-64.35
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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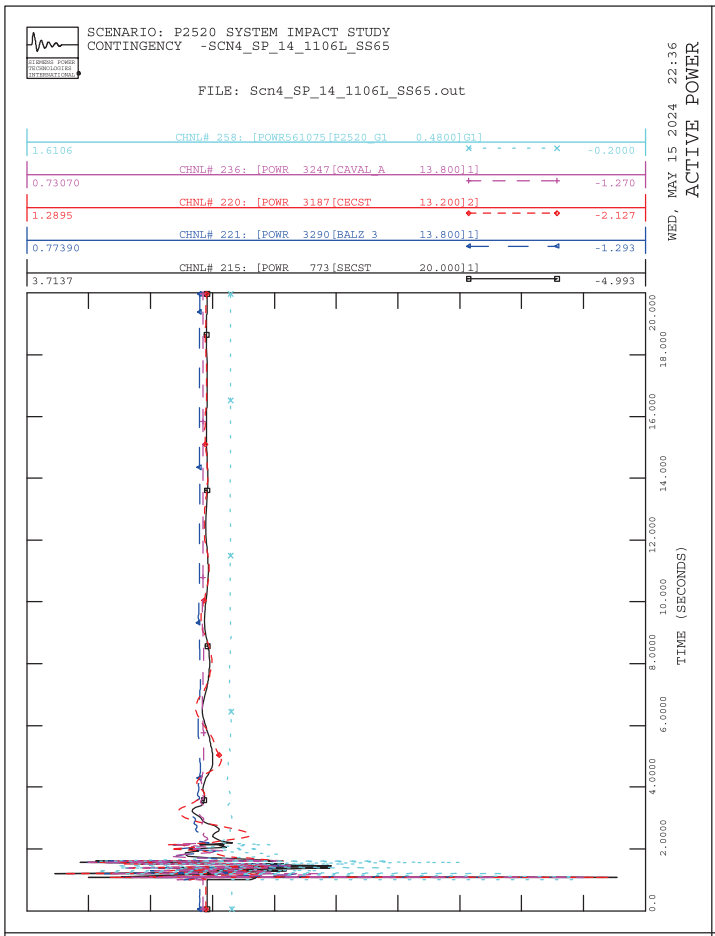
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_14_1106L_SS65
FILE: Scn4_SP_14_1106L_SS65.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.6106
-0.2000
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.73070
-1.270
CHNL# 220: [POWR 3187[CECST 13.200]2]
1.2895
-2.127
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.77390
-1.293
CHNL# 215: [POWR 773[SECST 20.000]1]
3.7137
-4.993
ACTIVE POWER
WED, MAY 15 2024 22:36
TIME (SECONDS)
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12.000
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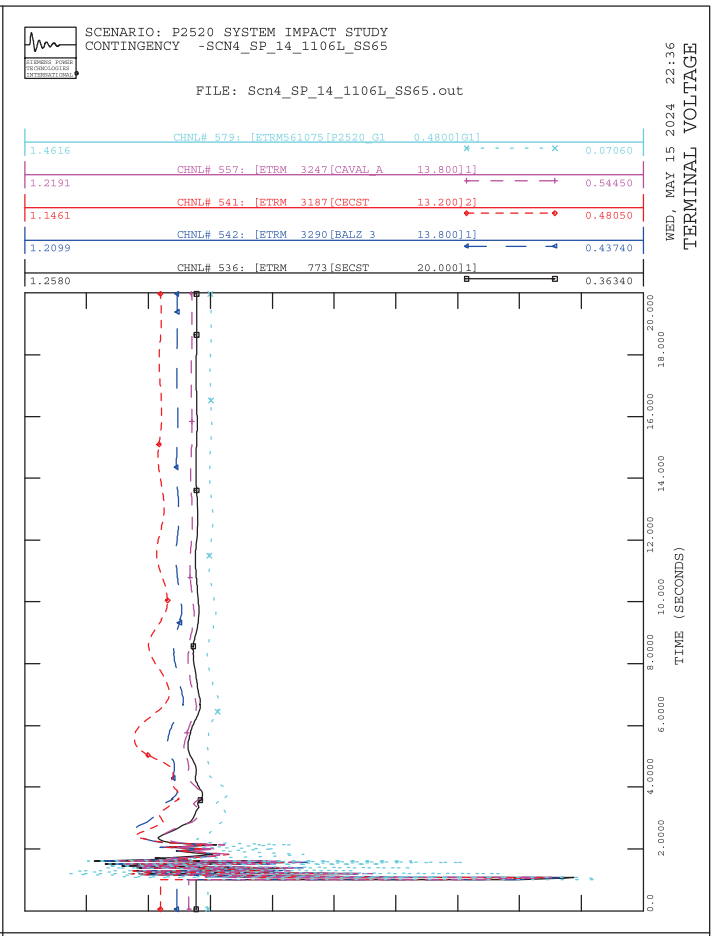
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_14_1106L_SS65
FILE: Scn4_SP_14_1106L_SS65.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.4616
0.07060
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2191
0.54450
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1461
0.48050
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.2099
0.43740
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2580
0.36340
TERMINAL VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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12.000
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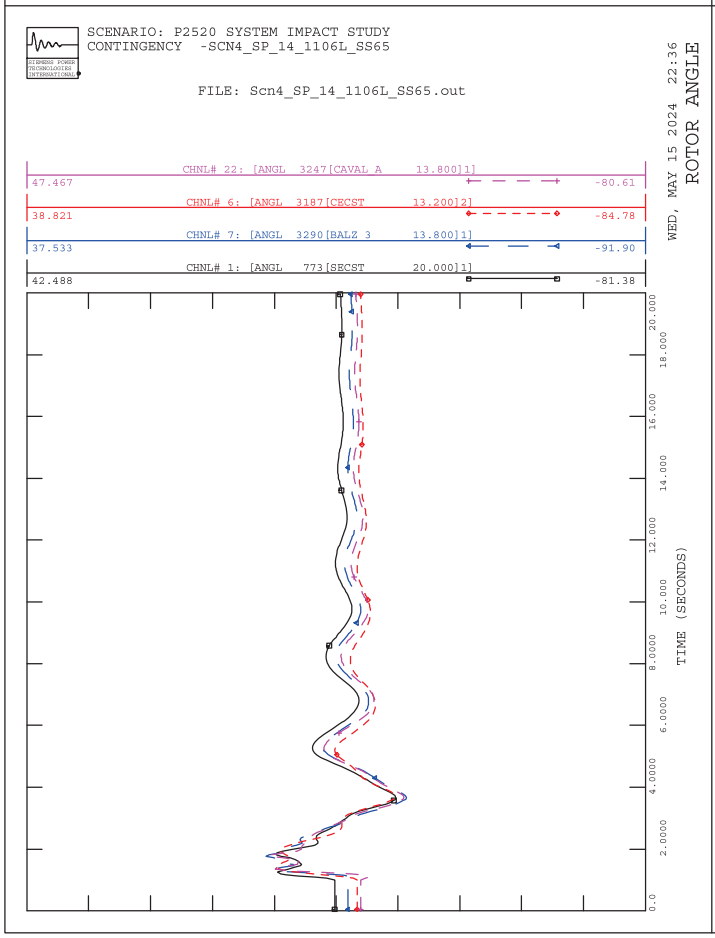
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_14_1106L_SS65
FILE: Scn4_SP_14_1106L_SS65.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
47.467
-80.61
CHNL# 6: [ANGL 3187[CECST 13.200]2]
38.821
-84.78
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
37.533
-91.90
CHNL# 1: [ANGL 773[SECST 20.000]1]
42.488
-81.38
ROTOR ANGLE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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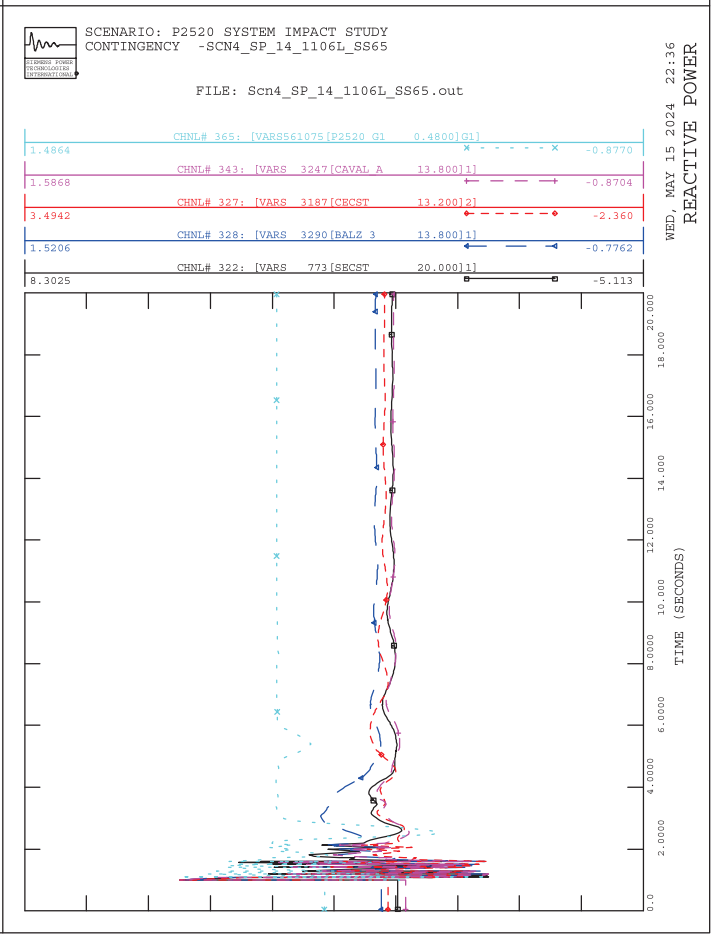
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_14_1106L_SS65
FILE: Scn4_SP_14_1106L_SS65.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.4864
-0.8770
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.5868
-0.8704
CHNL# 327: [VARS 3187[CECST 13.200]2]
3.4942
-2.360
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.5206
-0.7762
CHNL# 322: [VARS 773[SECST 20.000]1]
8.3025
-5.113
REACTIVE POWER
WED, MAY 15 2024 22:36
TIME (SECONDS)
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12.000
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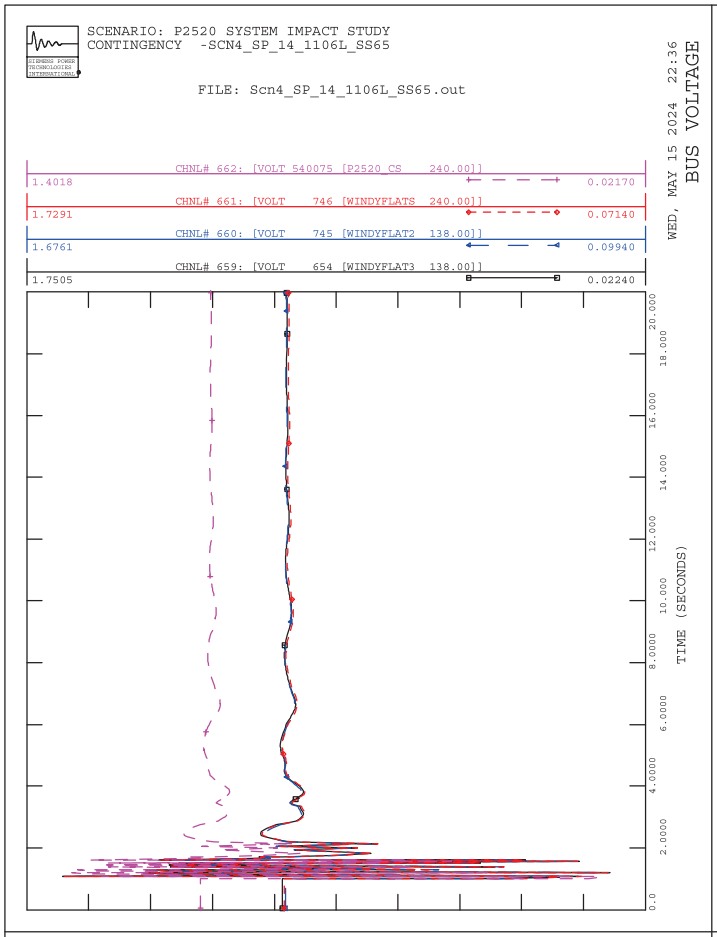
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_14_1106L_SS65
FILE: Scn4_SP_14_1106L_SS65.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.4018
0.02170
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.7291
0.07140
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.6761
0.09940
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.7505
0.02240
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
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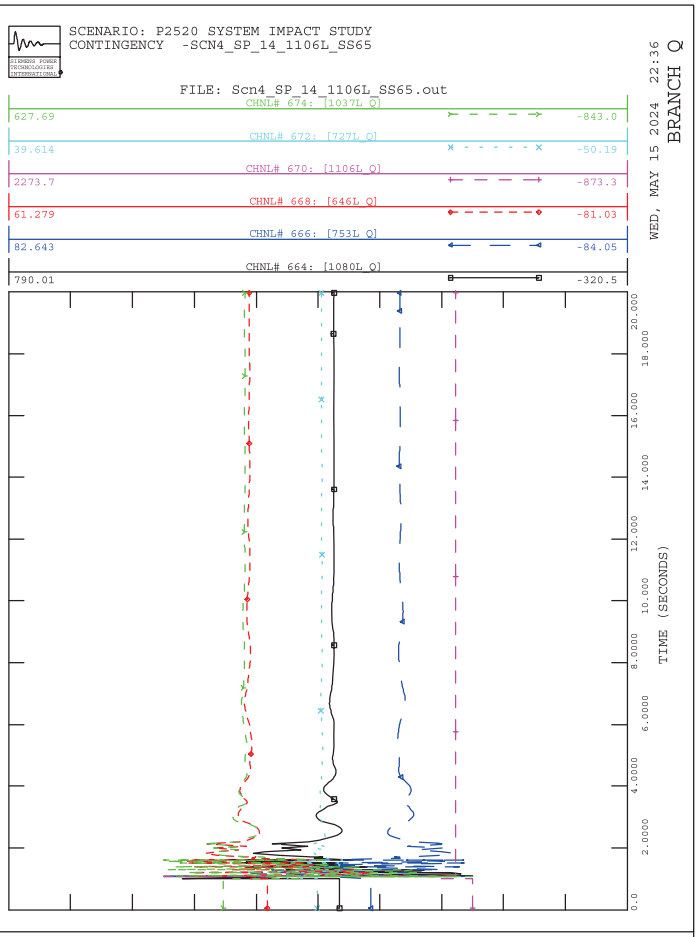
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_14_1106L_SS65
FILE: Scn4_SP_14_1106L_SS65.out
CHNL# 674: [1037L Q]
627.69
-843.0
CHNL# 672: [727L Q]
39.614
-50.19
CHNL# 670: [1106L Q]
2273.7
-873.3
CHNL# 668: [646L Q]
61.279
-81.03
CHNL# 666: [753L Q]
82.643
-84.05
CHNL# 664: [1080L Q]
790.01
-320.5
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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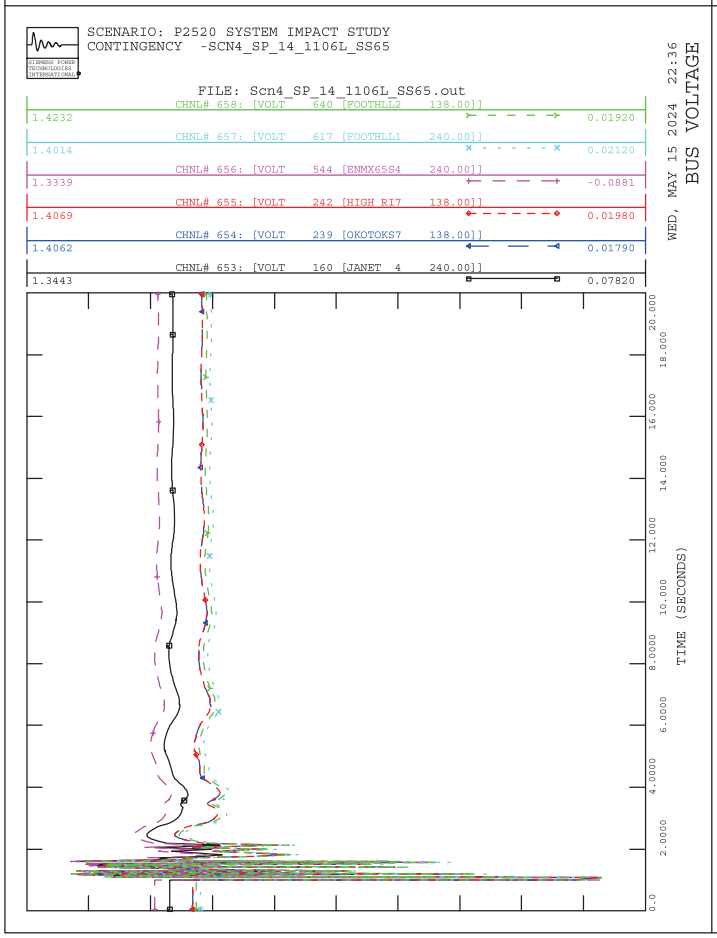
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_14_1106L_SS65
FILE: Scn4_SP_14_1106L_SS65.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.4232
0.01920
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.4014
0.02120
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.3339
-0.0881
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.4069
0.01980
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.4062
0.01790
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.3443
0.07820
WED, MAY 15 2024 22:36
BUS VOLTAGE
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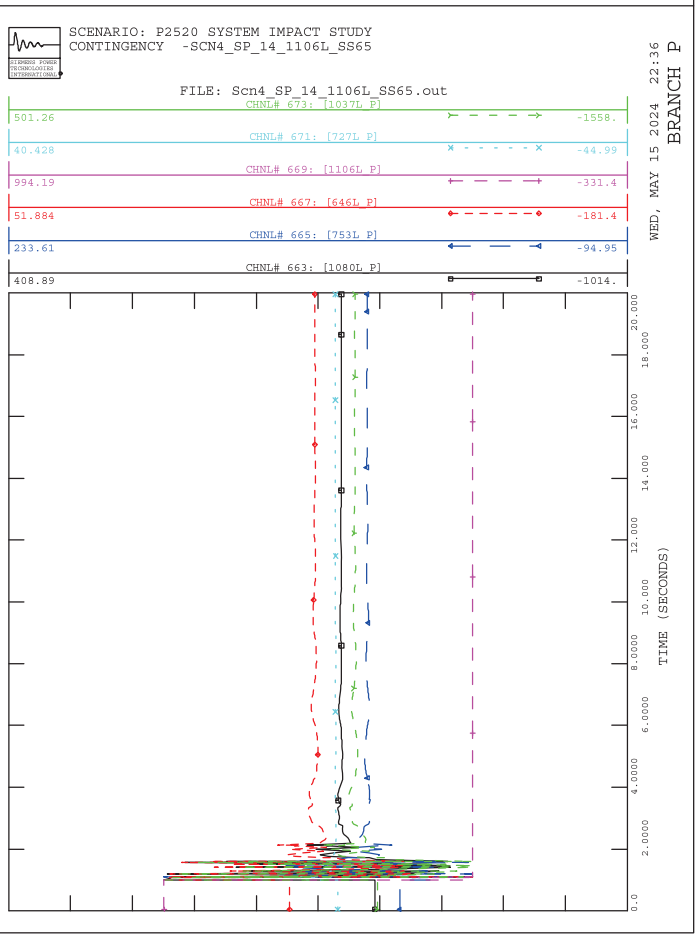
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_14_1106L_SS65
FILE: Scn4_SP_14_1106L_SS65.out
CHNL# 673: [1037L P]
501.26
-1558.
CHNL# 671: [727L P]
40.428
-44.99
CHNL# 669: [1106L P]
994.19
-331.4
CHNL# 667: [646L P]
51.884
-181.4
CHNL# 665: [753L P]
233.61
-94.95
CHNL# 663: [1080L P]
408.89
-1014.
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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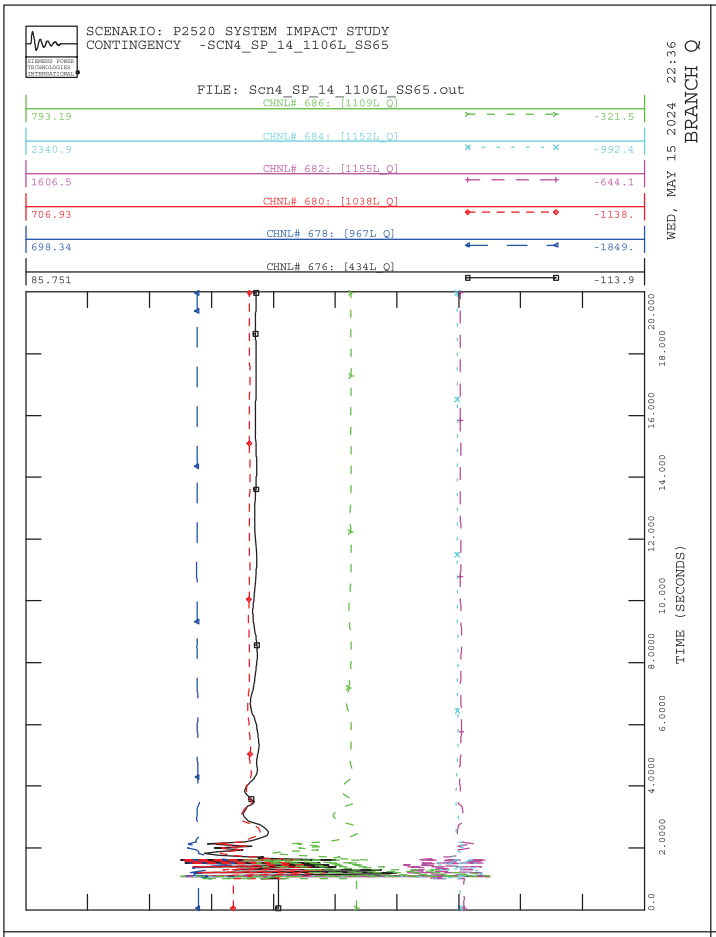
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_14_1106L_SS65
FILE: Scn4_SP_14_1106L_SS65.out
CHNL# 686: [1109L Q]
793.19
-321.5
CHNL# 684: [1152L Q]
2340.9
-992.4
CHNL# 682: [1155L Q]
1606.5
-644.1
CHNL# 680: [1038L Q]
706.93
-1138.
CHNL# 678: [967L Q]
698.34
-1849.
CHNL# 676: [434L Q]
85.751
-113.9
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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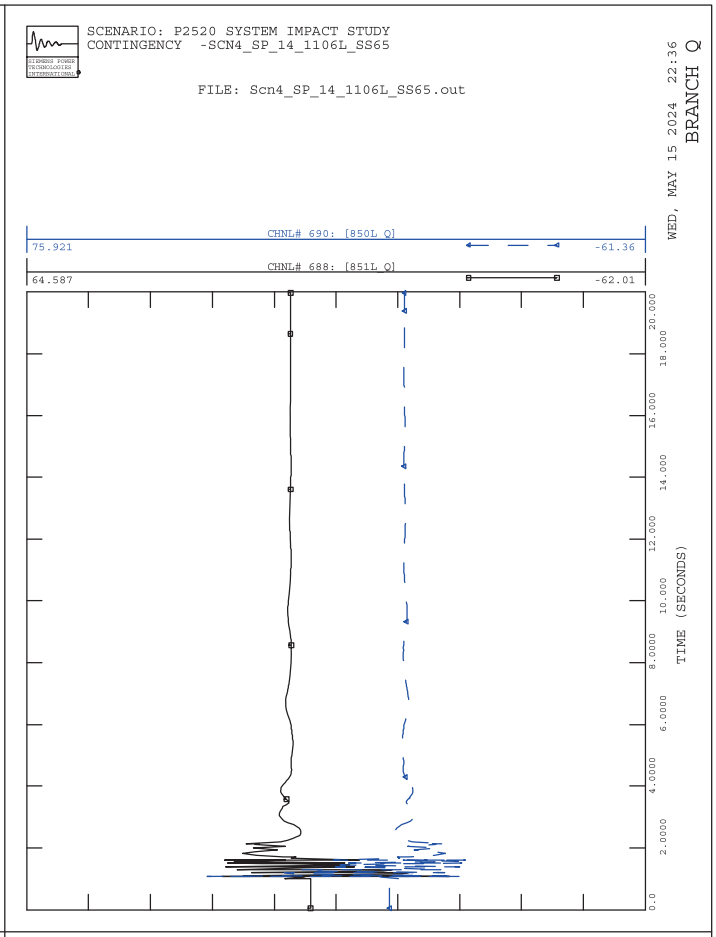
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CONTINGENCY -SCN4_SP_14_1106L_SS65
FILE: Scn4_SP_14_1106L_SS65.out
CHNL# 690: [850L Q]
75.921
-61.36
CHNL# 688: [851L Q]
64.587
-62.01
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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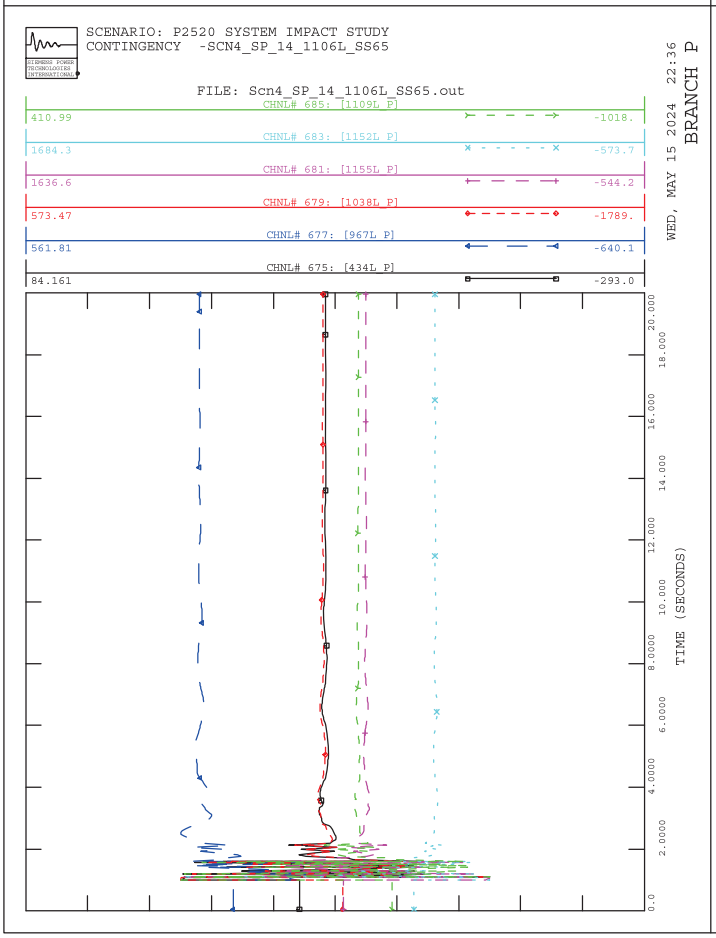
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CONTINGENCY -SCN4_SP_14_1106L_SS65
FILE: Scn4_SP_14_1106L_SS65.out
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CHNL# 683: [1152L P]
1684.3
-573.7
CHNL# 681: [1155L P]
1636.6
-544.2
CHNL# 679: [1038L P]
573.47
-1789.
CHNL# 677: [967L P]
561.81
-640.1
CHNL# 675: [434L P]
84.161
-293.0
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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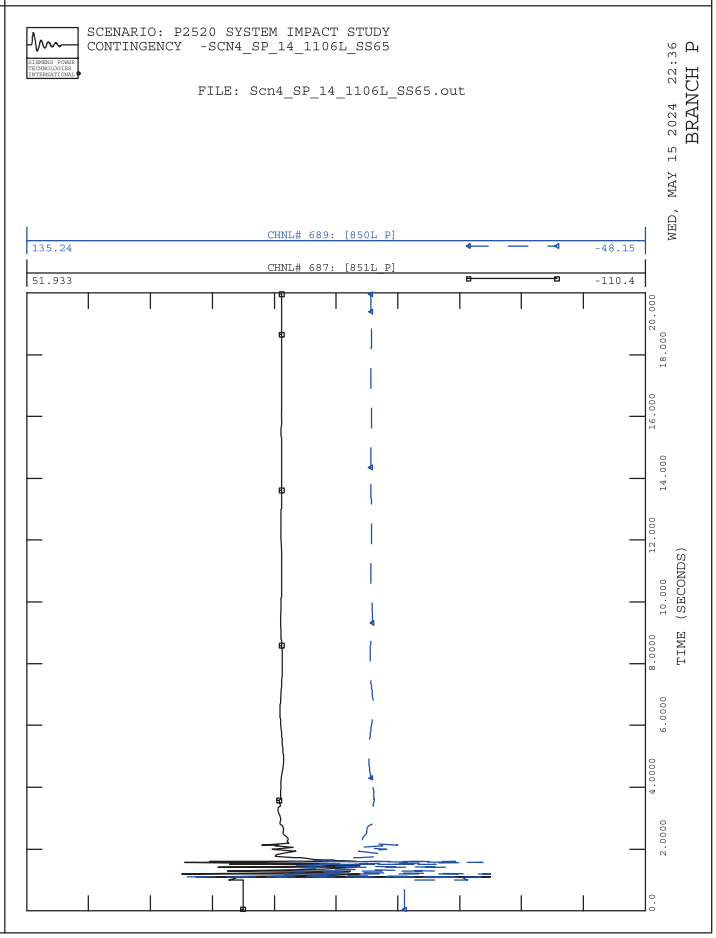
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_14_1106L_SS65
FILE: Scn4_SP_14_1106L_SS65.out
CHNL# 689: [850L P]
135.24
-48.15
CHNL# 687: [851L P]
51.933
-110.4
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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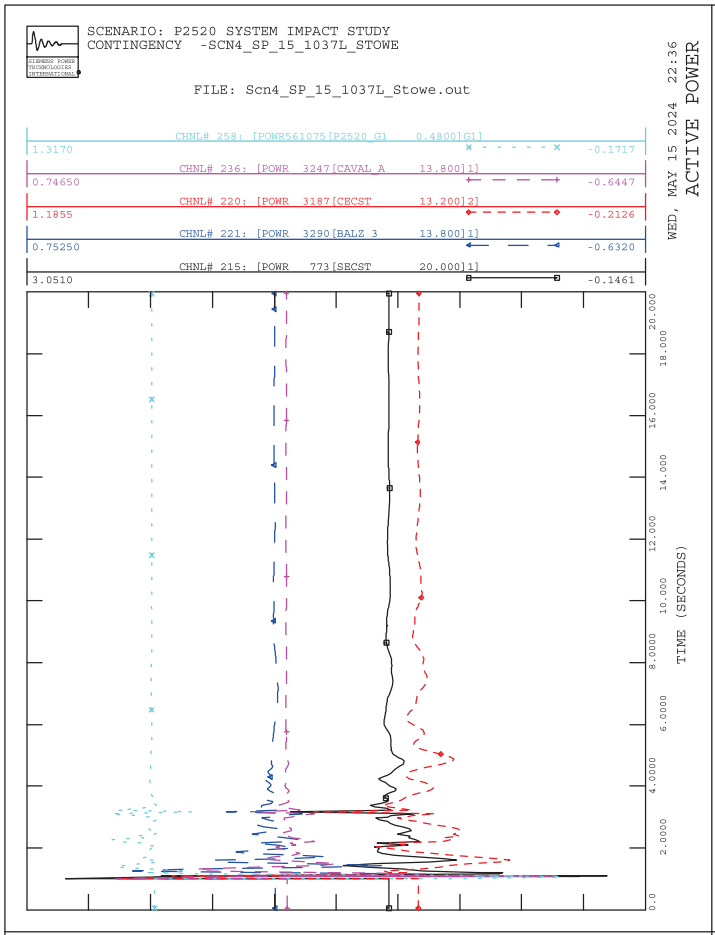
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_15_1037L_STOWE
FILE: Scn4_SP_15_1037L_Stowe.out
WED, MAY 15 2024 22:36
ACTIVE POWER
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.3170
-0.1717
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.74650
-0.6447
CHNL# 220: [POWR 3187[CECST 13.200]2]
1.1855
-0.2126
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.75250
-0.6320
CHNL# 215: [POWR 773[SECST 20.000]1]
3.0510
-0.1461
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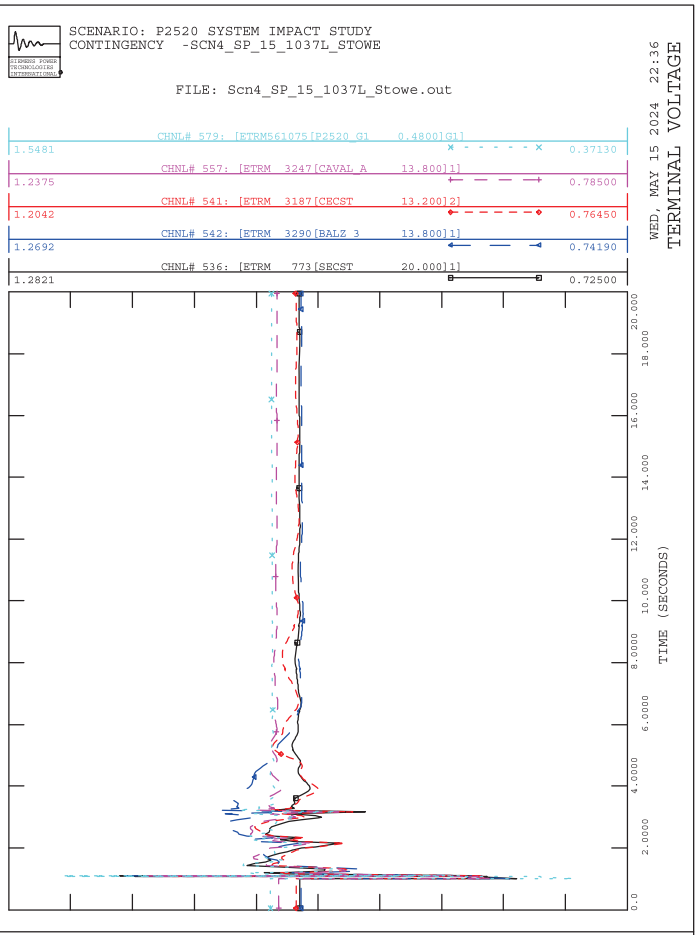
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_15_1037L_STOWE
FILE: Scn4_SP_15_1037L_Stowe.out
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.5481
0.37130
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2375
0.78500
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.2042
0.76450
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.2692
0.74190
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2821
0.72500
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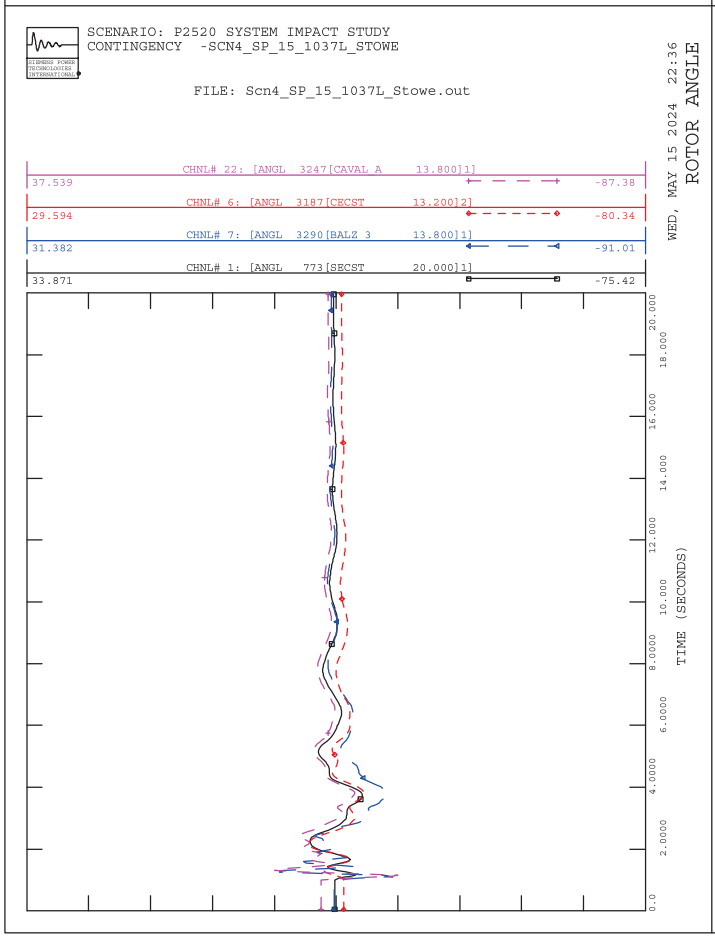
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_15_1037L_STOWE
FILE: Scn4_SP_15_1037L_Stowe.out
WED, MAY 15 2024 22:36
ROTOR ANGLE
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
37.539
-87.38
CHNL# 6: [ANGL 3187[CECST 13.200]2]
29.594
-80.34
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
31.382
-91.01
CHNL# 1: [ANGL 773[SECST 20.000]1]
33.871
-75.42
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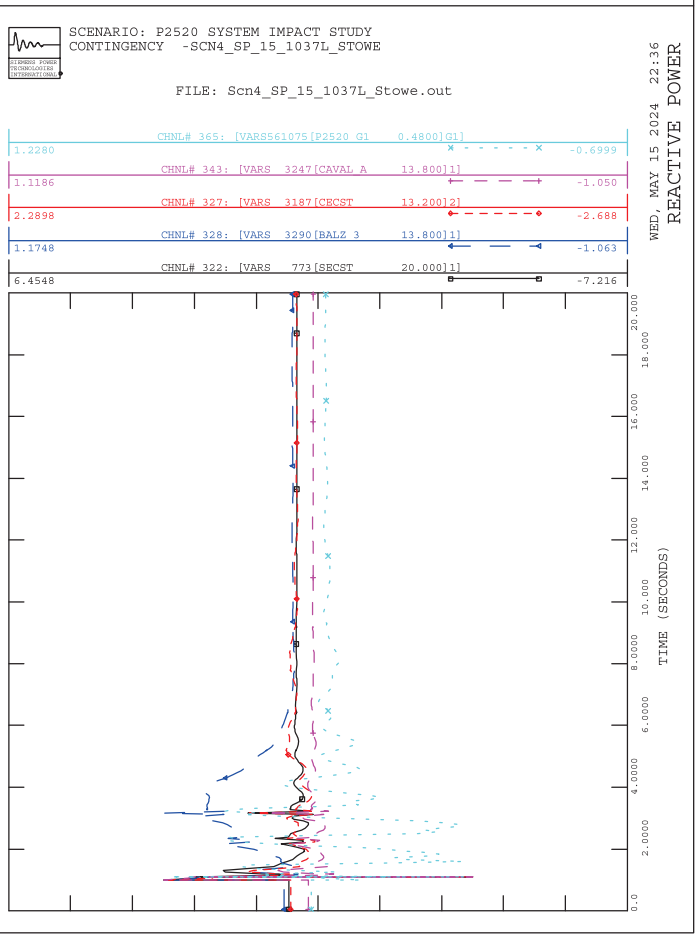
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_15_1037L_STOWE
FILE: Scn4_SP_15_1037L_Stowe.out
WED, MAY 15 2024 22:36
REACTIVE POWER
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.2280
-0.6999
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.1186
-1.050
CHNL# 327: [VARS 3187[CECST 13.200]2]
2.2898
-2.688
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.1748
-1.063
CHNL# 322: [VARS 773[SECST 20.000]1]
6.4548
-7.216
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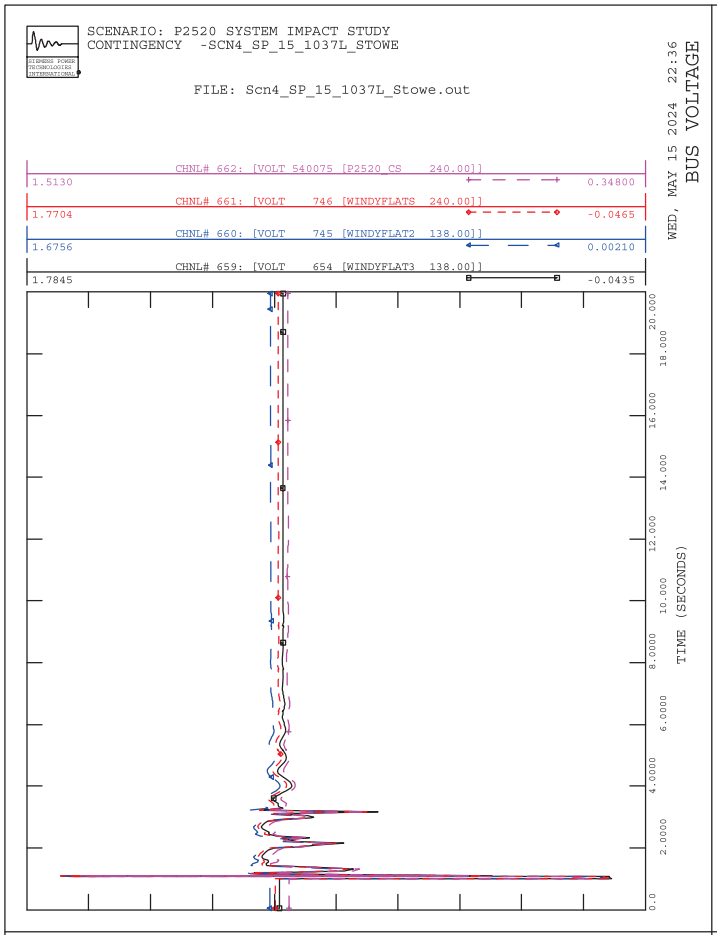
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_15_1037L_STOWE
FILE: Scn4_SP_15_1037L_Stowe.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.5130
0.34800
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.7704
-0.0465
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.6756
0.00210
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.7845
-0.0435
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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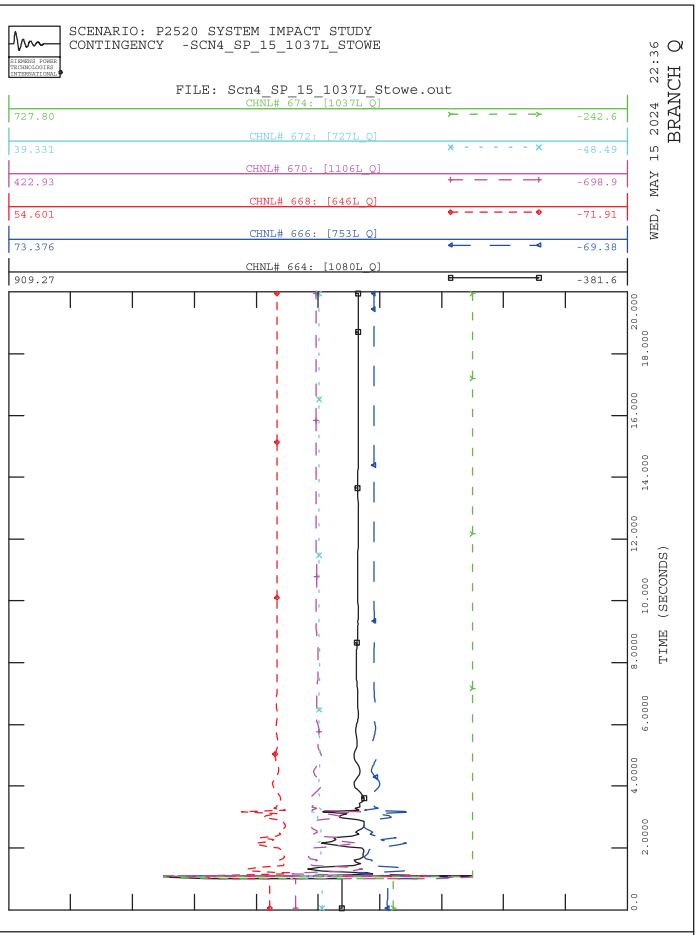
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_15_1037L_STOWE
FILE: Scn4_SP_15_1037L_Stowe.out
CHNL# 674: [1037L Q]
727.80
-242.6
CHNL# 672: [727L Q]
39.331
-48.49
CHNL# 670: [1106L Q]
422.93
-698.9
CHNL# 668: [646L Q]
54.601
-71.91
CHNL# 666: [753L Q]
73.376
-69.38
CHNL# 664: [1080L Q]
909.27
-381.6
BRANCH Q
WED, MAY 15 2024 22:36
TIME (SECONDS)
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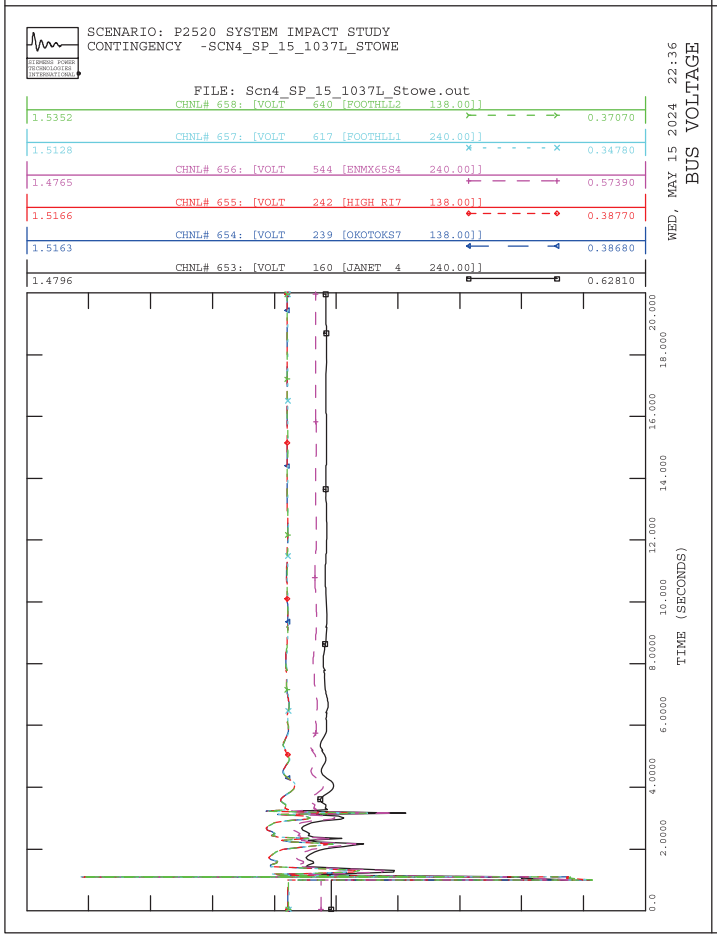
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_15_1037L_STOWE
FILE: Scn4_SP_15_1037L_Stowe.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.5352
0.37070
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.5128
0.34780
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.4765
0.57390
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.5166
0.38770
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.5163
0.38680
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.4796
0.62810
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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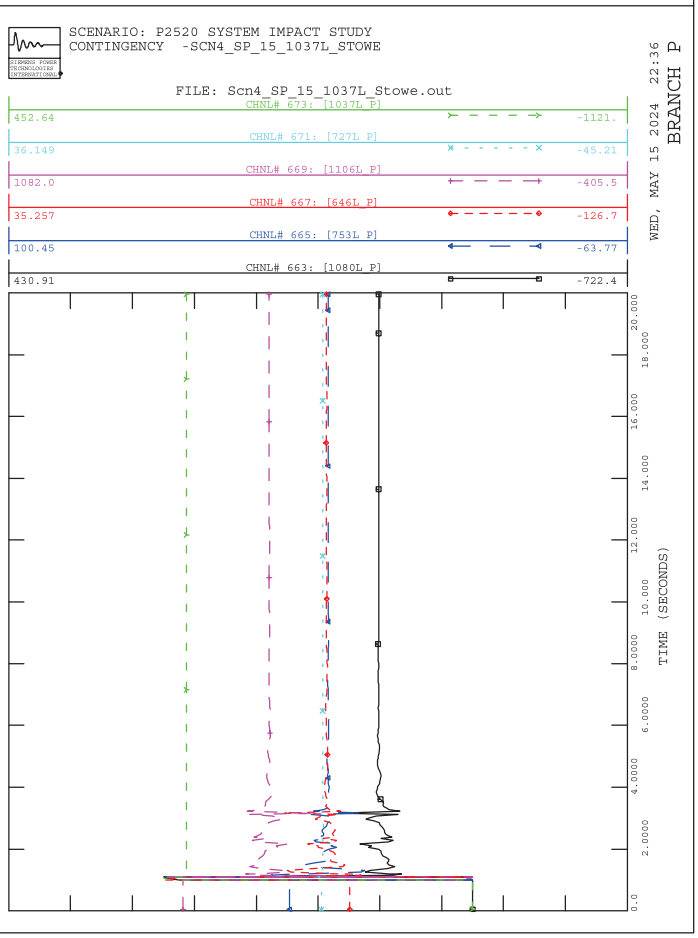
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_15_1037L_STOWE
FILE: Scn4_SP_15_1037L_Stowe.out
CHNL# 673: [1037L P]
452.64
-1121.
CHNL# 671: [727L P]
36.149
-45.21
CHNL# 669: [1106L P]
1082.0
-405.5
CHNL# 667: [646L P]
35.257
-126.7
CHNL# 665: [753L P]
100.45
-63.77
CHNL# 663: [1080L P]
430.91
-722.4
BRANCH P
WED, MAY 15 2024 22:36
TIME (SECONDS)
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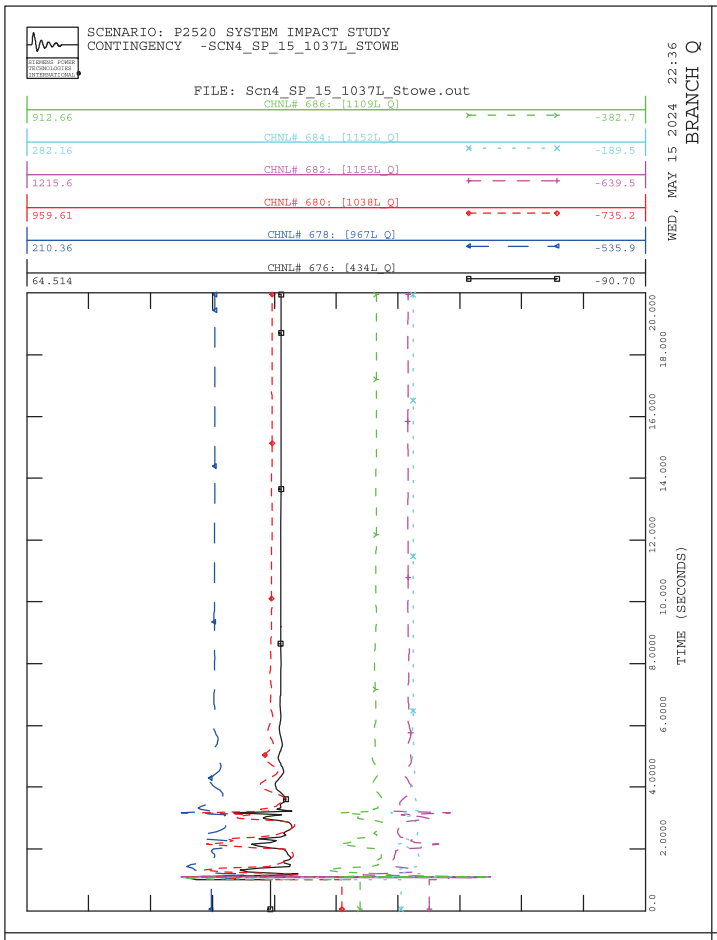
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_15_1037L_STOWE
FILE: Scn4_SP_15_1037L_Stowe.out
CHNL# 686: [1109L Q]
912.66
-382.7
CHNL# 684: [1152L Q]
282.16
-189.5
CHNL# 682: [1155L Q]
1215.6
-639.5
CHNL# 680: [1038L Q]
959.61
-735.2
CHNL# 678: [967L Q]
210.36
-535.9
CHNL# 676: [434L Q]
64.514
-90.70
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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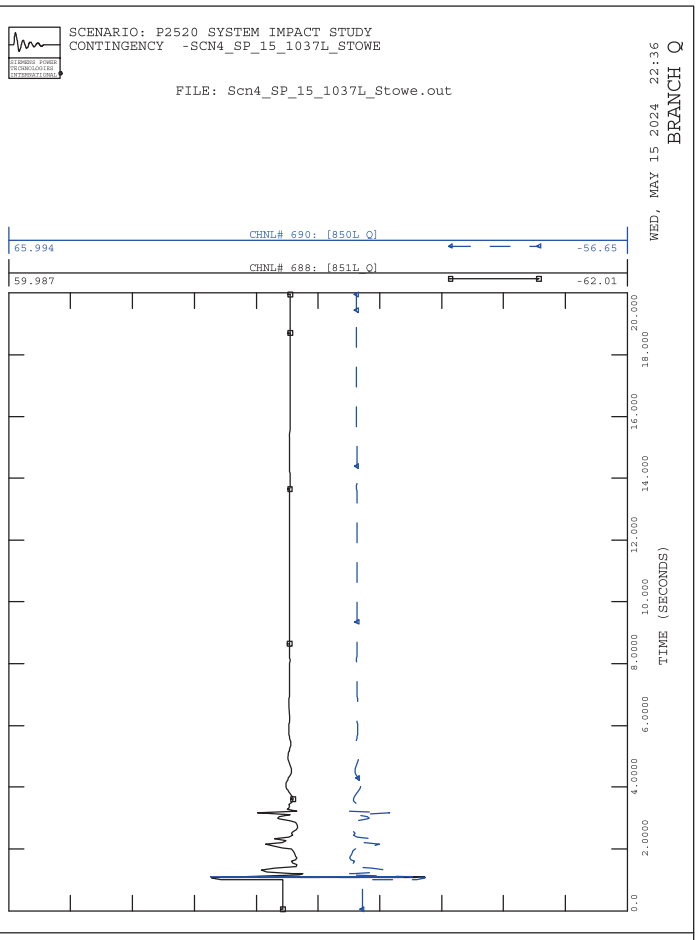
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_15_1037L_STOWE
FILE: Scn4_SP_15_1037L_Stowe.out
CHNL# 690: [850L Q]
65.994
-56.65
CHNL# 688: [851L Q]
59.987
-62.01
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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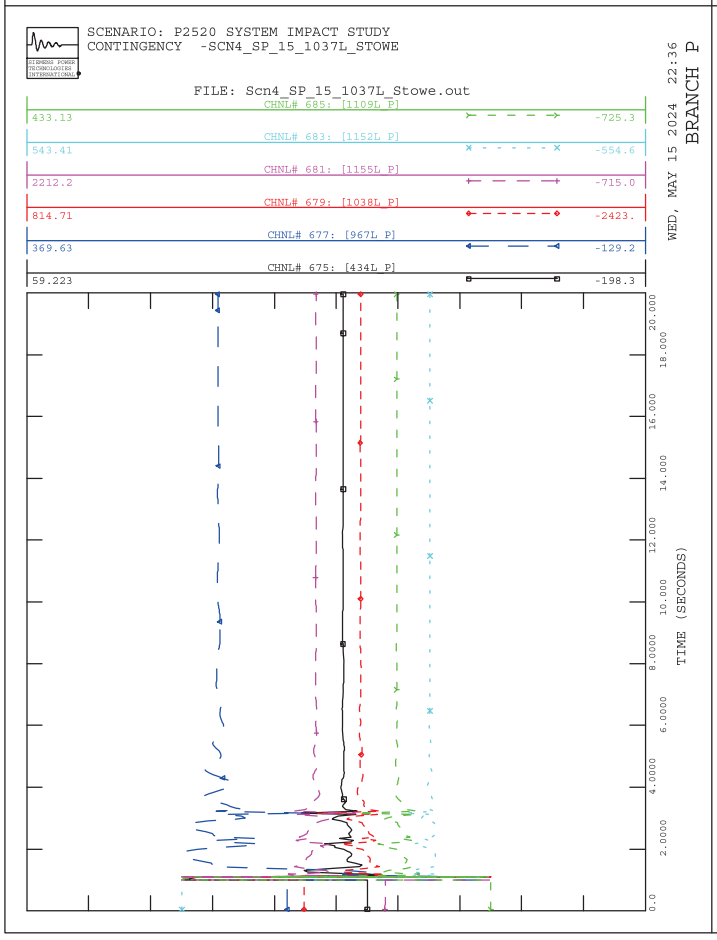
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_15_1037L_STOWE
FILE: Scn4_SP_15_1037L_Stowe.out
CHNL# 685: [1109L P]
433.13
-725.3
CHNL# 683: [1152L P]
543.41
-554.6
CHNL# 681: [1155L P]
2212.2
-715.0
CHNL# 679: [1038L P]
814.71
-2423.
CHNL# 677: [967L P]
369.63
-129.2
CHNL# 675: [434L P]
59.223
-198.3
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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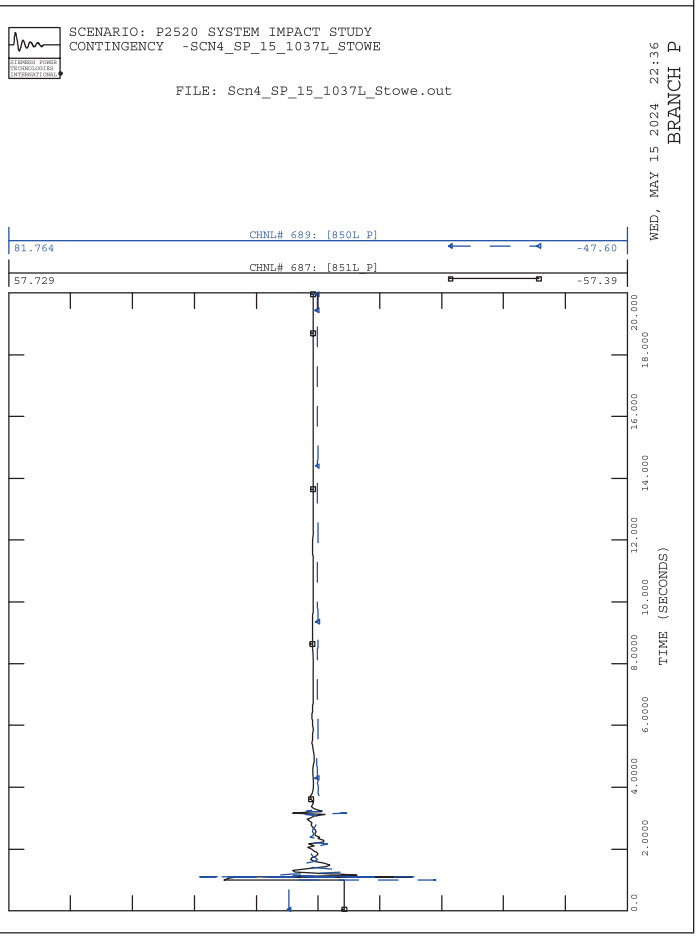
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_15_1037L_STOWE
FILE: Scn4_SP_15_1037L_Stowe.out
CHNL# 689: [850L P]
81.764
-47.60
CHNL# 687: [851L P]
57.729
-57.39
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_16_1037L_FOOTHILLS

FILE: Scn4_SP_16_1037L_Foothills.out

WED, MAY 15 2024 22:36

ACTIVE POWER

CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.3161 -0.2000
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.62270 -0.4991
CHNL# 220: [POWR 3187[CECST 13.200]2]
1.0169 -0.3527
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.67120 -0.5670
CHNL# 215: [POWR 773[SECST 20.000]1]
2.8250 0.26020

TIME (SECONDS)
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SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_16_1037L_FOOTHILLS

FILE: Scn4_SP_16_1037L_Foothills.out

WED, MAY 15 2024 22:36

TERMINAL VOLTAGE

CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.6068 -0.0522
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2313 0.65400
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1833 0.65940
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.2686 0.64700
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2737 0.60780

TIME (SECONDS)
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SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_16_1037L_FOOTHILLS

FILE: Scn4_SP_16_1037L_Foothills.out

WED, MAY 15 2024 22:36

ROTOR ANGLE

CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
37.919 -80.28
CHNL# 6: [ANGL 3187[CECST 13.200]2]
32.338 -80.89
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
33.839 -90.87
CHNL# 1: [ANGL 773[SECST 20.000]1]
34.298 -76.08

TIME (SECONDS)
0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_16_1037L_FOOTHILLS

FILE: Scn4_SP_16_1037L_Foothills.out

WED, MAY 15 2024 22:36

REACTIVE POWER

CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.8284 -0.8707
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.5600 -1.343
CHNL# 327: [VARS 3187[CECST 13.200]2]
3.0646 -3.325
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.4563 -1.304
CHNL# 322: [VARS 773[SECST 20.000]1]
8.4442 -8.869

TIME (SECONDS)
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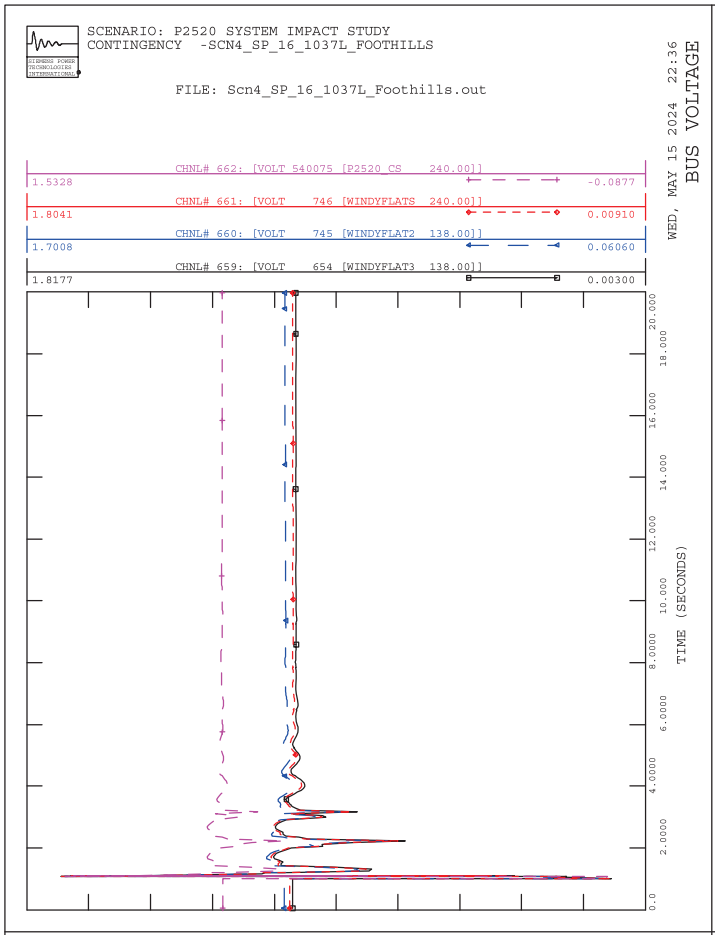
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_16_1037L_FOOTHILLS
FILE: Scn4_SP_16_1037L_Foothills.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.5328
-0.0877
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.8041
0.00910
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.7008
0.06060
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.8177
0.00300
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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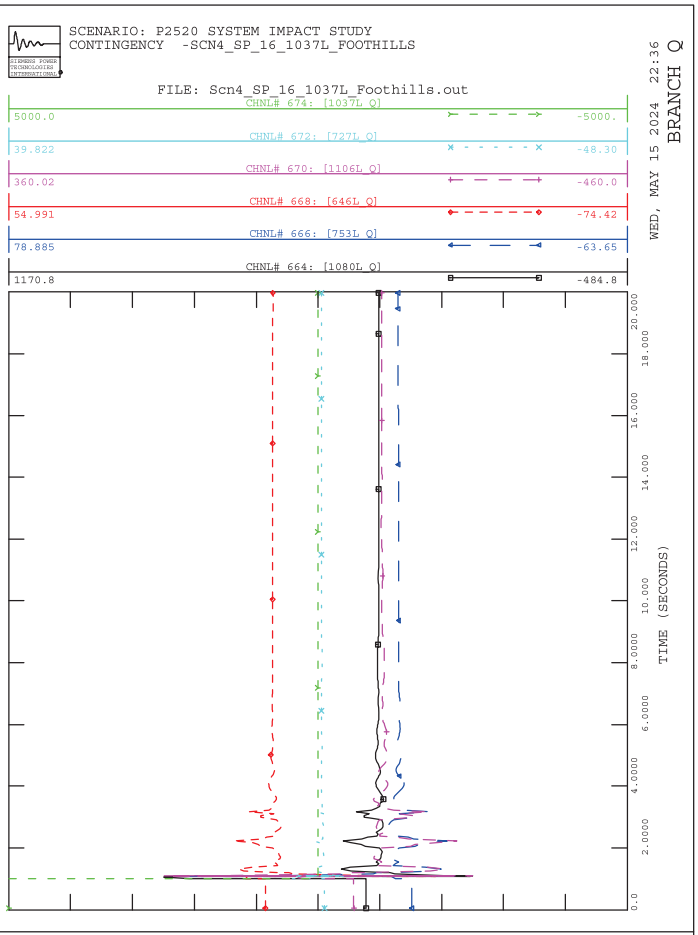
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_16_1037L_FOOTHILLS
FILE: Scn4_SP_16_1037L_Foothills.out
CHNL# 674: [1037L Q]
5000.0
-5000.
CHNL# 672: [727L Q]
39.822
-48.30
CHNL# 670: [1106L Q]
360.02
-460.0
CHNL# 668: [646L Q]
54.991
-74.42
CHNL# 666: [753L Q]
78.885
-63.65
CHNL# 664: [1080L Q]
1170.8
-484.8
BRANCH Q
WED, MAY 15 2024 22:36
TIME (SECONDS)
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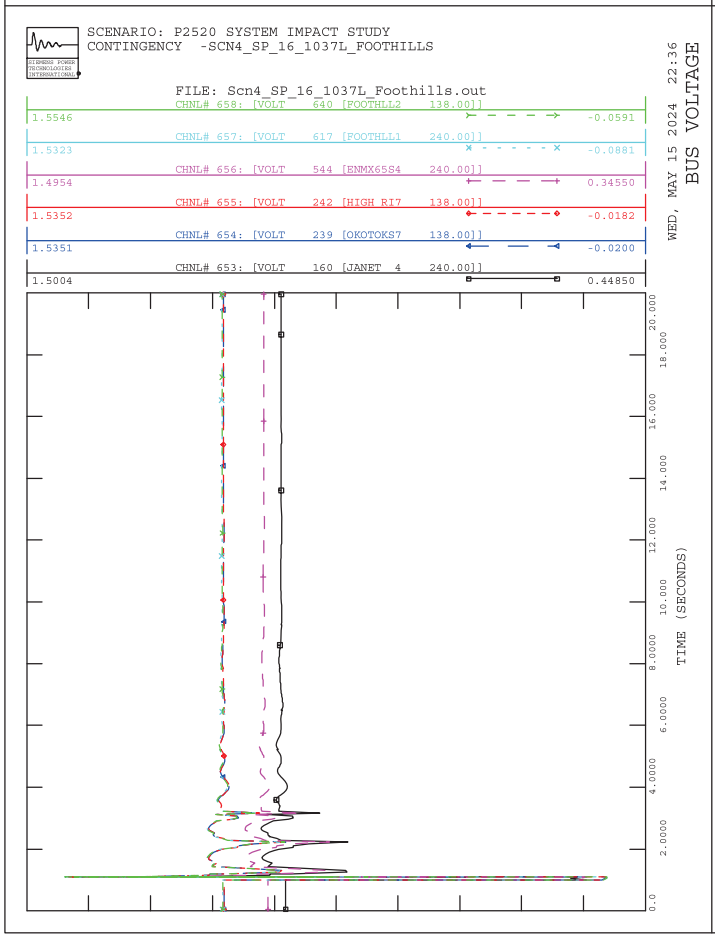
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_16_1037L_FOOTHILLS
FILE: Scn4_SP_16_1037L_Foothills.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.5546
-0.0591
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.5323
-0.0881
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.4954
0.34550
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.5352
-0.0182
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.5351
-0.0200
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.5004
0.44850
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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6.0000
8.0000
10.000
12.000
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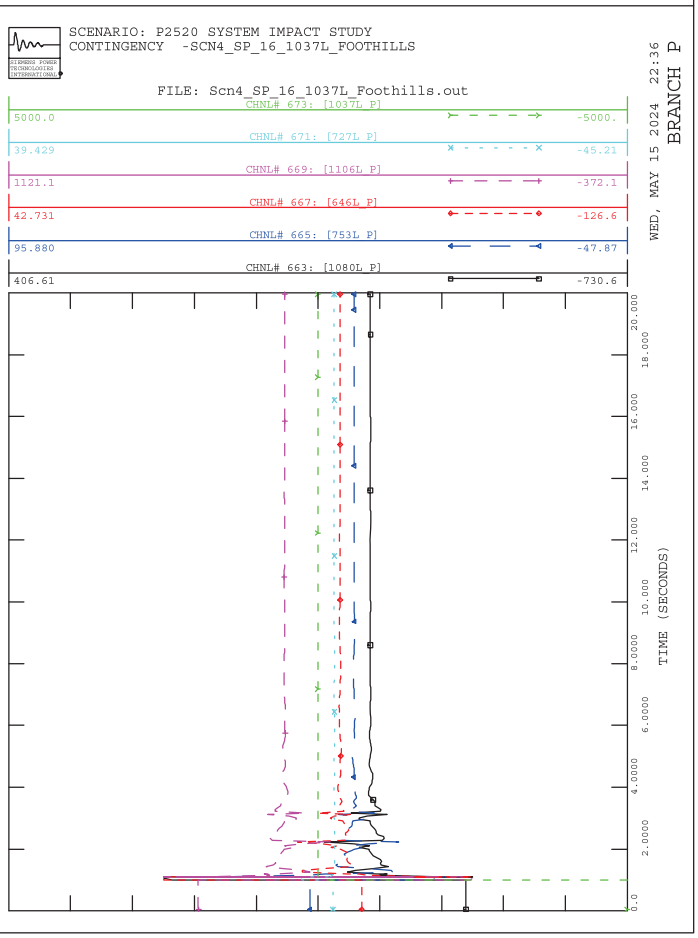
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_16_1037L_FOOTHILLS
FILE: Scn4_SP_16_1037L_Foothills.out
CHNL# 673: [1037L P]
5000.0
-5000.
CHNL# 671: [727L P]
39.429
-45.21
CHNL# 669: [1106L P]
1121.1
-372.1
CHNL# 667: [646L P]
42.731
-126.6
CHNL# 665: [753L P]
95.880
-47.87
CHNL# 663: [1080L P]
406.61
-730.6
BRANCH P
WED, MAY 15 2024 22:36
TIME (SECONDS)
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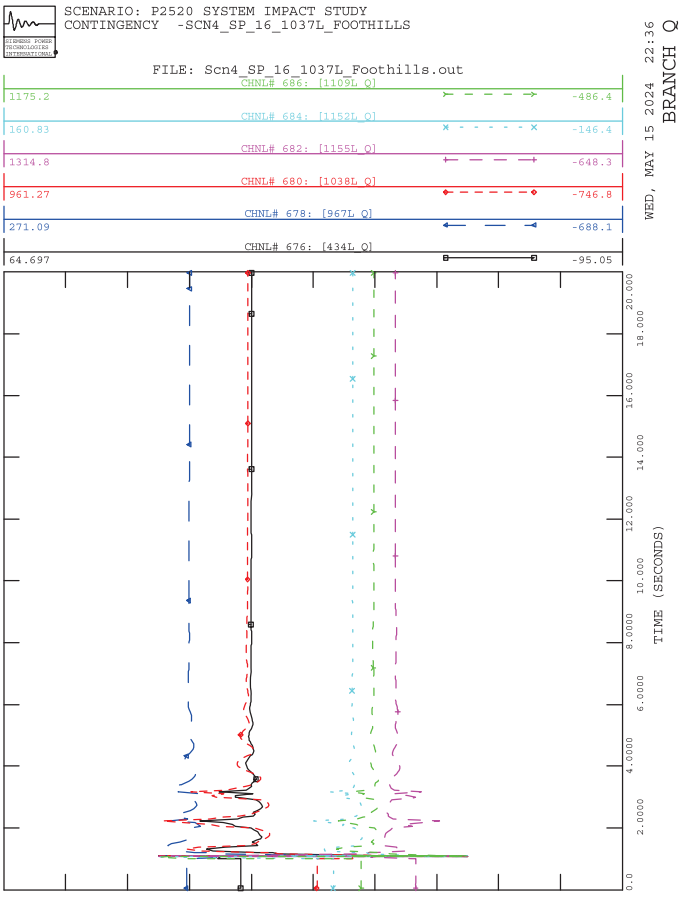
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_16_1037L_FOOTHILLS
FILE: Scn4_SP_16_1037L_Foothills.out
CHNL# 686: [1109L Q]
1175.2
-486.4
CHNL# 684: [1152L Q]
160.83
-146.4
CHNL# 682: [1155L Q]
1314.8
-648.3
CHNL# 680: [1038L Q]
961.27
-746.8
CHNL# 678: [967L Q]
271.09
-688.1
CHNL# 676: [434L Q]
64.697
-95.05
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
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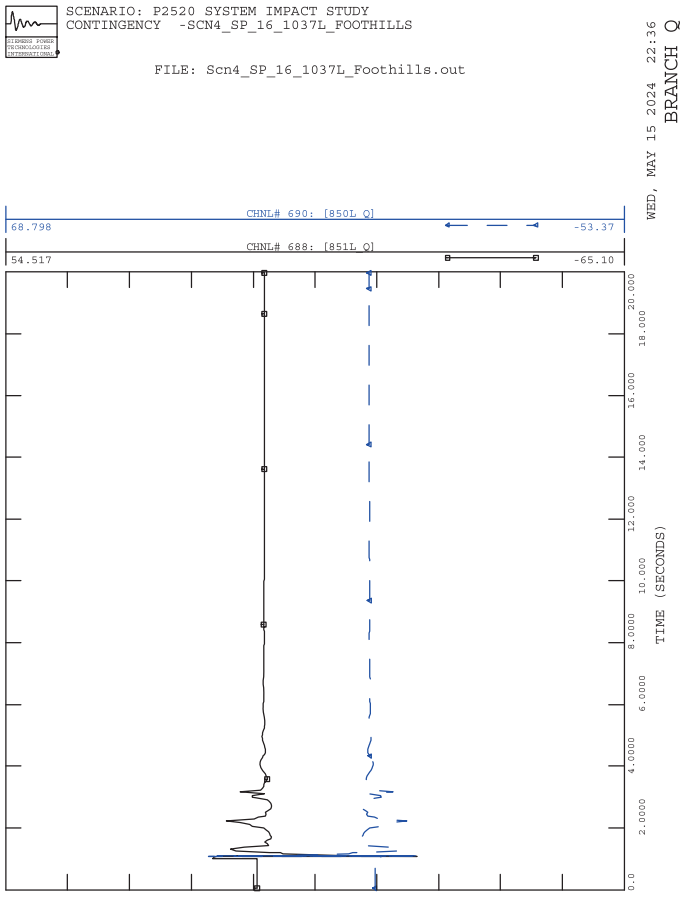
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_16_1037L_FOOTHILLS
FILE: Scn4_SP_16_1037L_Foothills.out
CHNL# 690: [850L Q]
68.798
-53.37
CHNL# 688: [851L Q]
54.517
-65.10
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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2.0000
4.0000
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8.0000
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12.000
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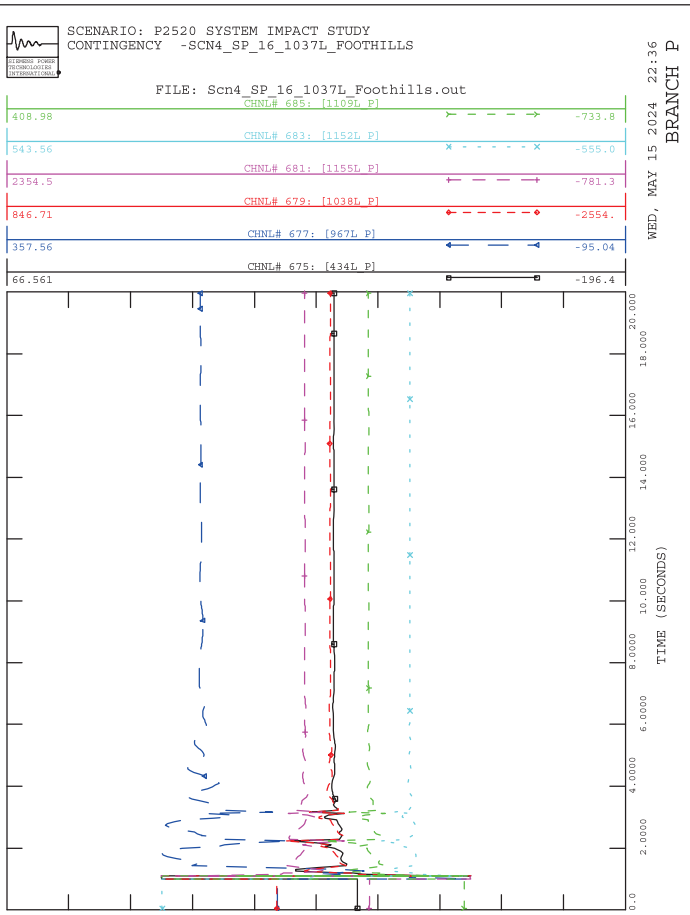
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_16_1037L_FOOTHILLS
FILE: Scn4_SP_16_1037L_Foothills.out
CHNL# 685: [1109L P]
408.98
-733.8
CHNL# 683: [1152L P]
543.56
-555.0
CHNL# 681: [1155L P]
2354.5
-781.3
CHNL# 679: [1038L P]
846.71
-2554.
CHNL# 677: [967L P]
357.56
-95.04
CHNL# 675: [434L P]
66.561
-196.4
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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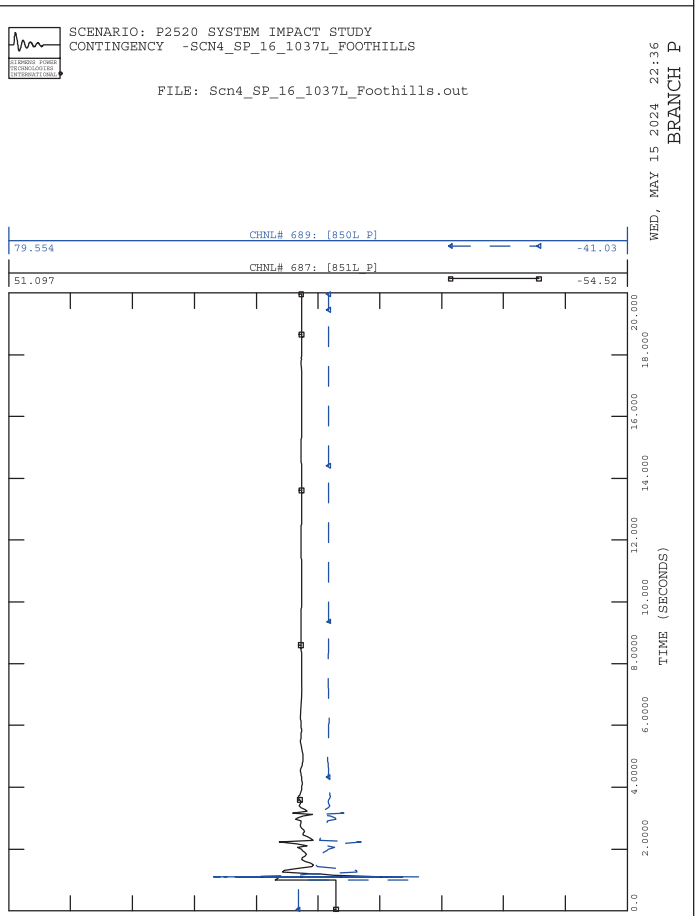
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_16_1037L_FOOTHILLS
FILE: Scn4_SP_16_1037L_Foothills.out
CHNL# 689: [850L P]
79.554
-41.03
CHNL# 687: [851L P]
51.097
-54.52
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

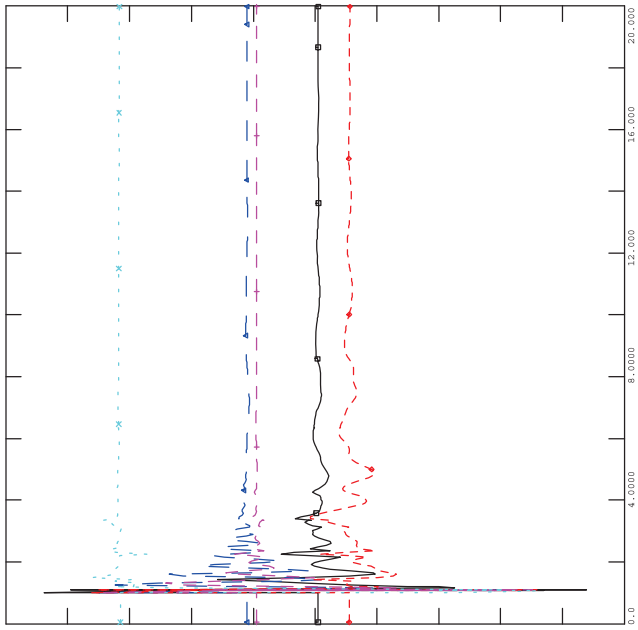
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_17_1038L_WILLOWCREEK

FILE: Scn4_SP_17_1038L_WillowCreek.out

WED, MAY 15 2024 22:36

ACTIVE POWER

CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.2772 -0.1625
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.70500 -0.6357
CHNL# 220: [POWR 3187[CECST 13.200]2]
1.1129 -0.3505
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.71600 -0.6153
CHNL# 215: [POWR 773[SECST 20.000]1]
2.8190 -0.4273



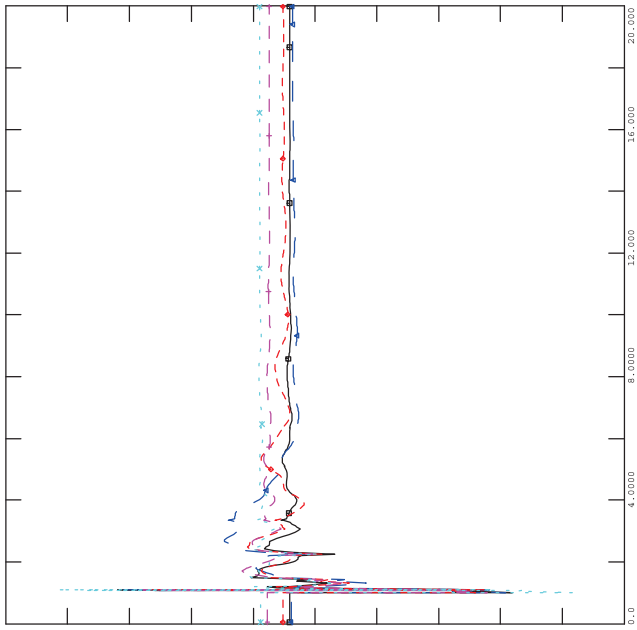
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_17_1038L_WILLOWCREEK

FILE: Scn4_SP_17_1038L_WillowCreek.out

WED, MAY 15 2024 22:36

TERMINAL VOLTAGE

CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.5447 0.34330
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2307 0.78010
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1981 0.75630
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.2613 0.73850
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2728 0.72140



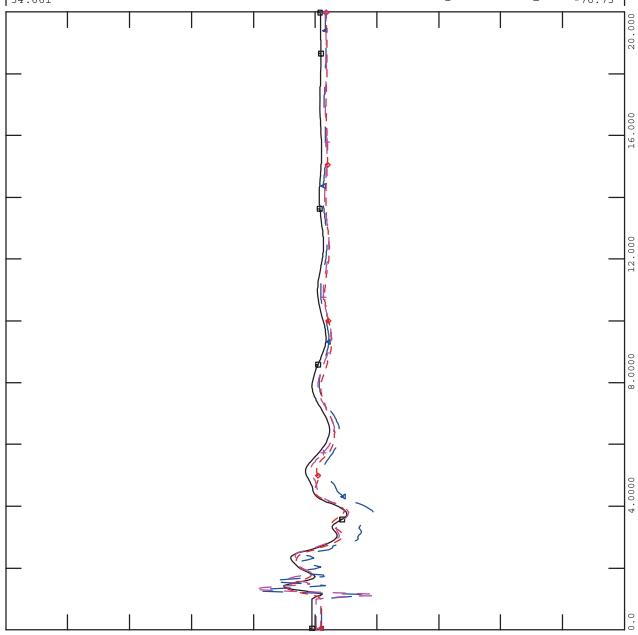
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_17_1038L_WILLOWCREEK

FILE: Scn4_SP_17_1038L_WillowCreek.out

WED, MAY 15 2024 22:36

ROTOR ANGLE

CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
40.759 -84.02
CHNL# 6: [ANGL 3187[CECST 13.200]2]
29.538 -80.84
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
33.428 -89.71
CHNL# 1: [ANGL 773[SECST 20.000]1]
34.661 -76.73



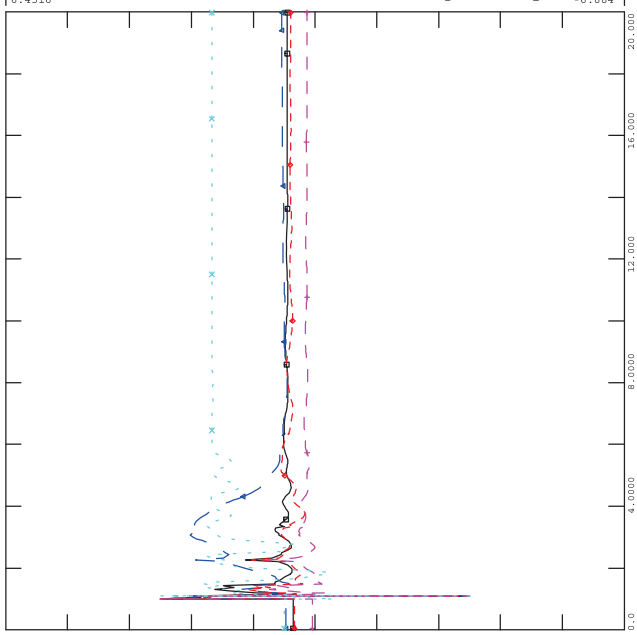
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_17_1038L_WILLOWCREEK

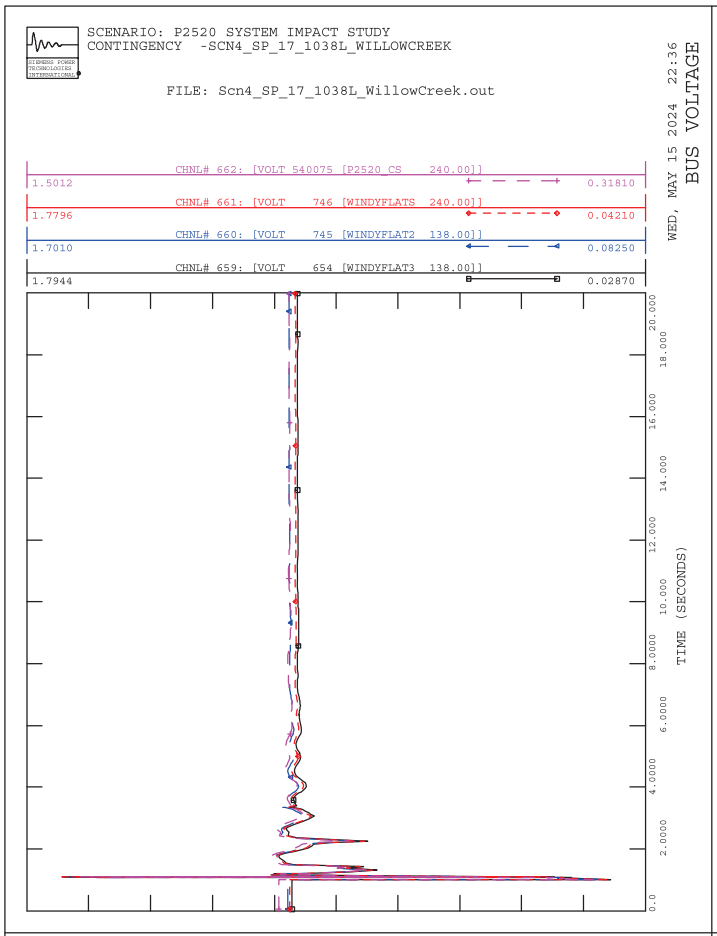
FILE: Scn4_SP_17_1038L_WillowCreek.out

WED, MAY 15 2024 22:36

REACTIVE POWER

CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.2021 -0.8340
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.1311 -1.009
CHNL# 327: [VARS 3187[CECST 13.200]2]
2.2783 -2.560
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.1490 -0.9896
CHNL# 322: [VARS 773[SECST 20.000]1]
6.4516 -6.884




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_17_1038L_WILLOWCREEK
FILE: Scn4_SP_17_1038L_WillowCreek.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.5012
0.31810
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.7796
0.04210
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.7010
0.08250
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.7944
0.02870
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
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16.000
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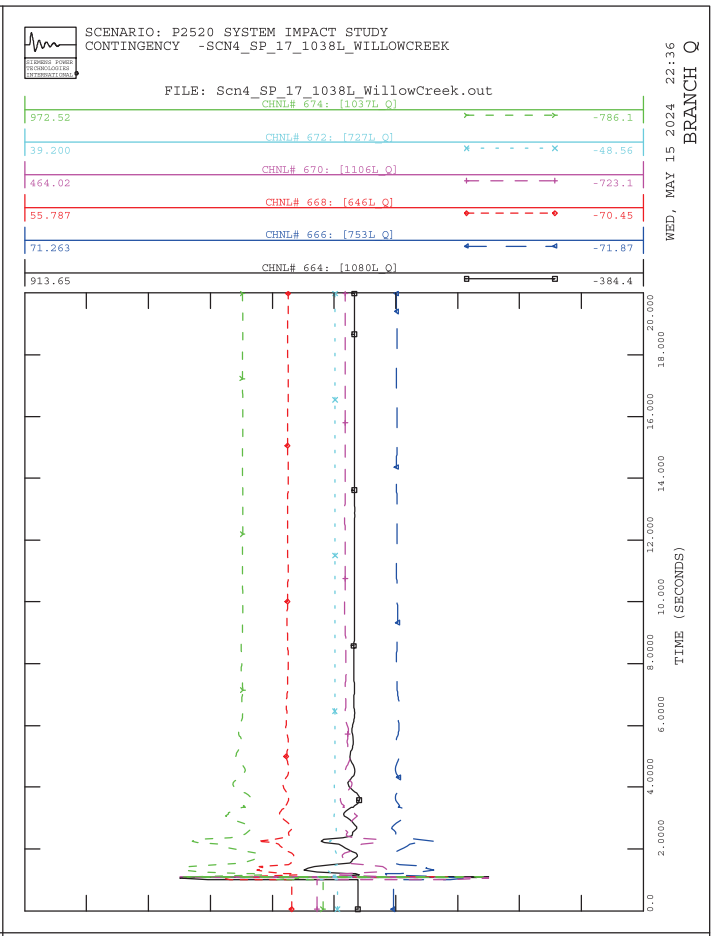
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_17_1038L_WILLOWCREEK
FILE: Scn4_SP_17_1038L_WillowCreek.out
CHNL# 674: [1037L Q]
972.52
-786.1
CHNL# 672: [727L Q]
39.200
-48.56
CHNL# 670: [1106L Q]
464.02
-723.1
CHNL# 668: [646L Q]
55.787
-70.45
CHNL# 666: [753L Q]
71.263
-71.87
CHNL# 664: [1080L Q]
913.65
-384.4
BRANCH Q
WED, MAY 15 2024 22:36
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
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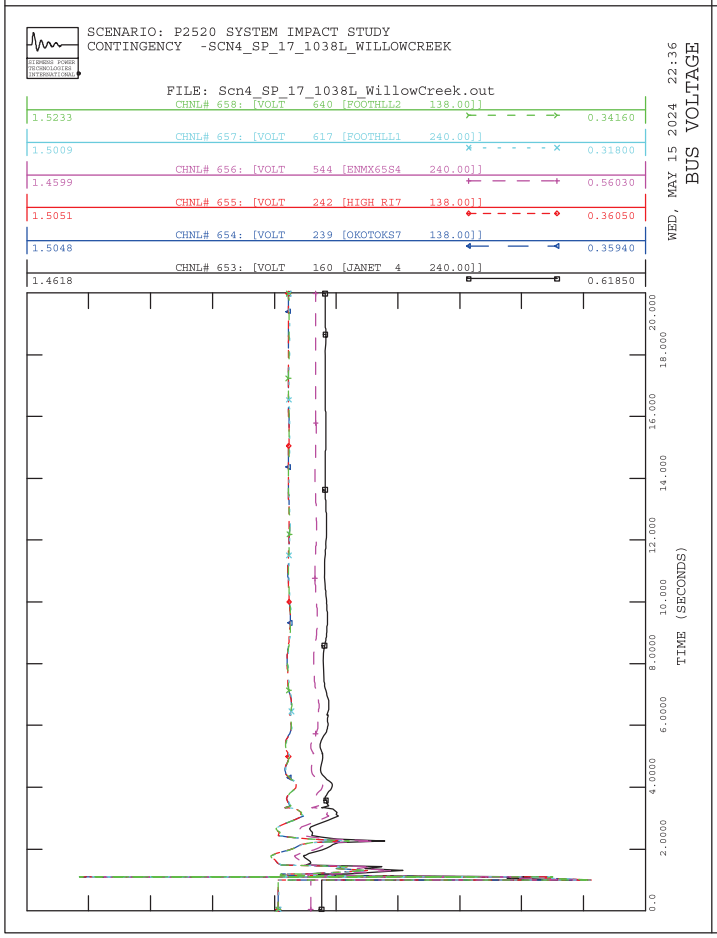
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_17_1038L_WILLOWCREEK
FILE: Scn4_SP_17_1038L_WillowCreek.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.5233
0.34160
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.5009
0.31800
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.4599
0.56030
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.5051
0.36050
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.5048
0.35940
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.4618
0.61850
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
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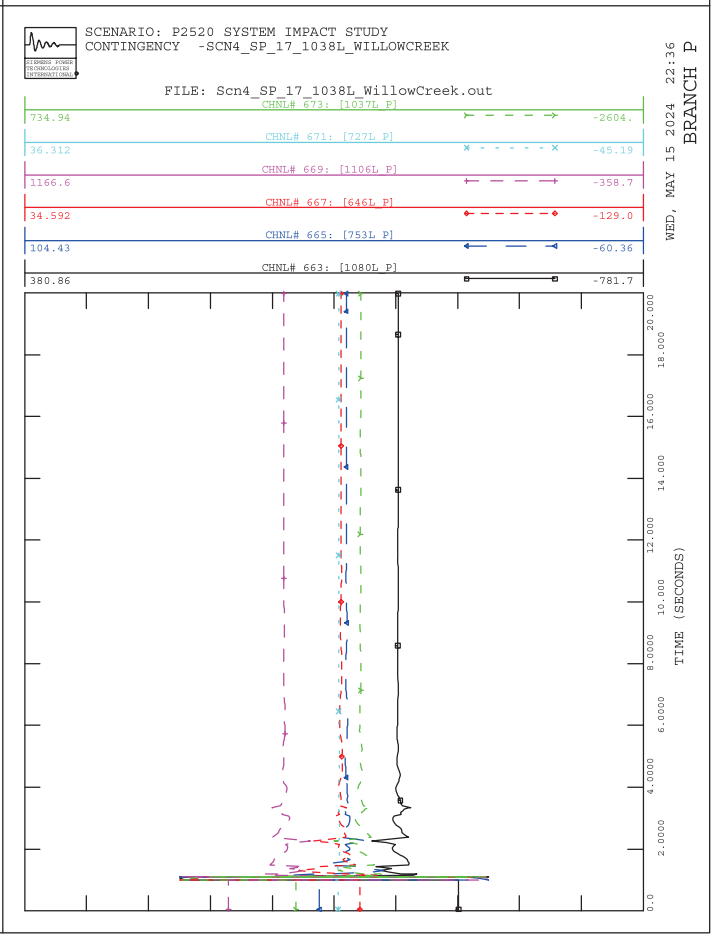
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_17_1038L_WILLOWCREEK
FILE: Scn4_SP_17_1038L_WillowCreek.out
CHNL# 673: [1037L P]
734.94
-2604.
CHNL# 671: [727L P]
36.312
-45.19
CHNL# 669: [1106L P]
1166.6
-358.7
CHNL# 667: [646L P]
34.592
-129.0
CHNL# 665: [753L P]
104.43
-60.36
CHNL# 663: [1080L P]
380.86
-781.7
BRANCH P
WED, MAY 15 2024 22:36
TIME (SECONDS)
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4.0000
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8.0000
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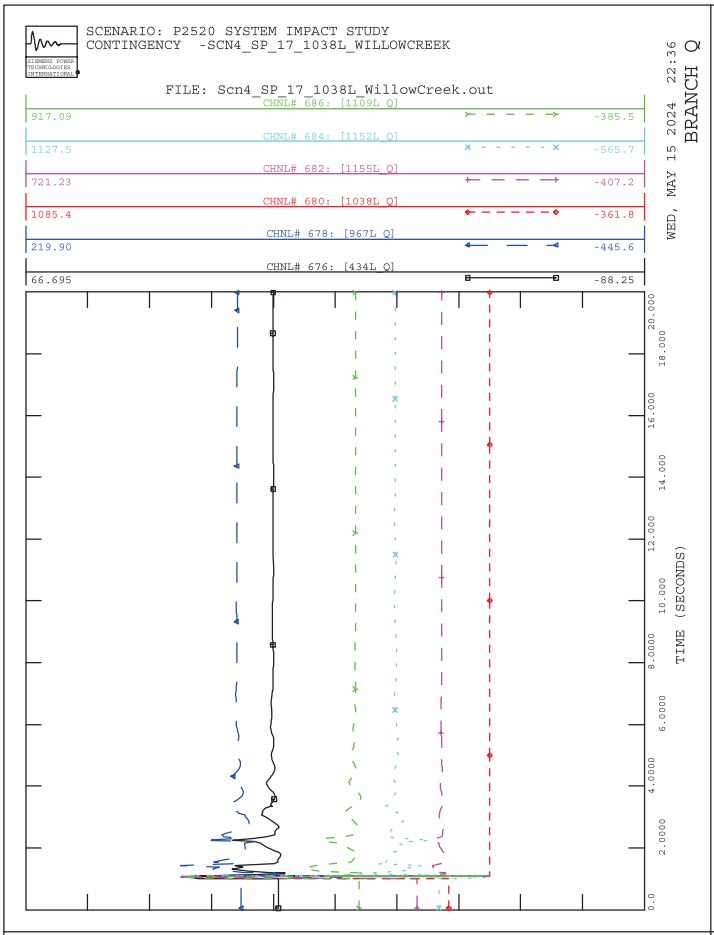
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_17_1038L_WILLOWCREEK
FILE: Scn4_SP_17_1038L_WillowCreek.out
CHNL# 686: [1109L Q]
917.09
-385.5
CHNL# 684: [1152L Q]
1127.5
-565.7
CHNL# 682: [1155L Q]
721.23
-407.2
CHNL# 680: [1038L Q]
1085.4
-361.8
CHNL# 678: [967L Q]
219.90
-445.6
CHNL# 676: [434L Q]
66.695
-88.25
WED, MAY 15 2024 22:36
BRANCH Q
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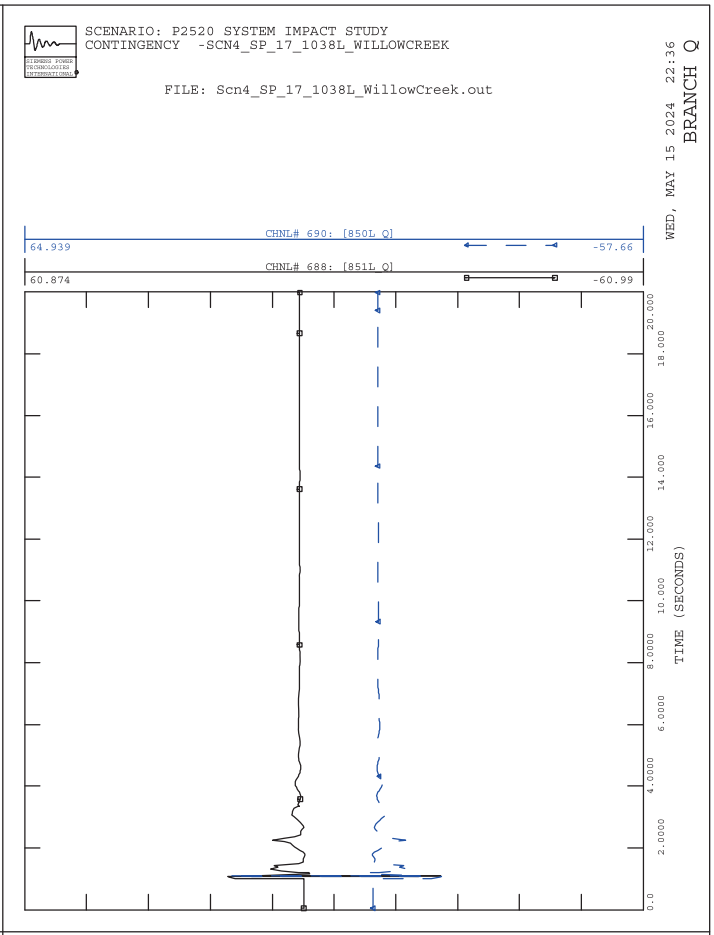
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_17_1038L_WILLOWCREEK
FILE: Scn4_SP_17_1038L_WillowCreek.out
CHNL# 690: [850L Q]
64.939
-57.66
CHNL# 688: [851L Q]
60.874
-60.99
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
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8.0000
10.000
12.000
14.000
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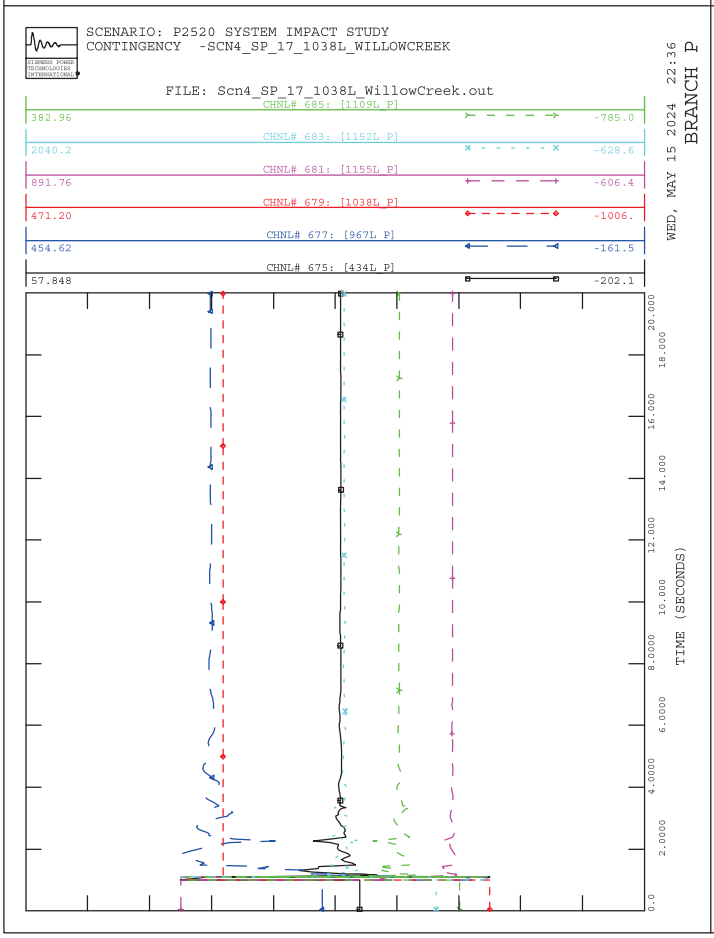
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_17_1038L_WILLOWCREEK
FILE: Scn4_SP_17_1038L_WillowCreek.out
CHNL# 685: [1109L P]
382.96
-785.0
CHNL# 683: [1152L P]
2040.2
-628.6
CHNL# 681: [1155L P]
891.76
-606.4
CHNL# 679: [1038L P]
471.20
-1006.
CHNL# 677: [967L P]
454.62
-161.5
CHNL# 675: [434L P]
57.848
-202.1
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
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16.000
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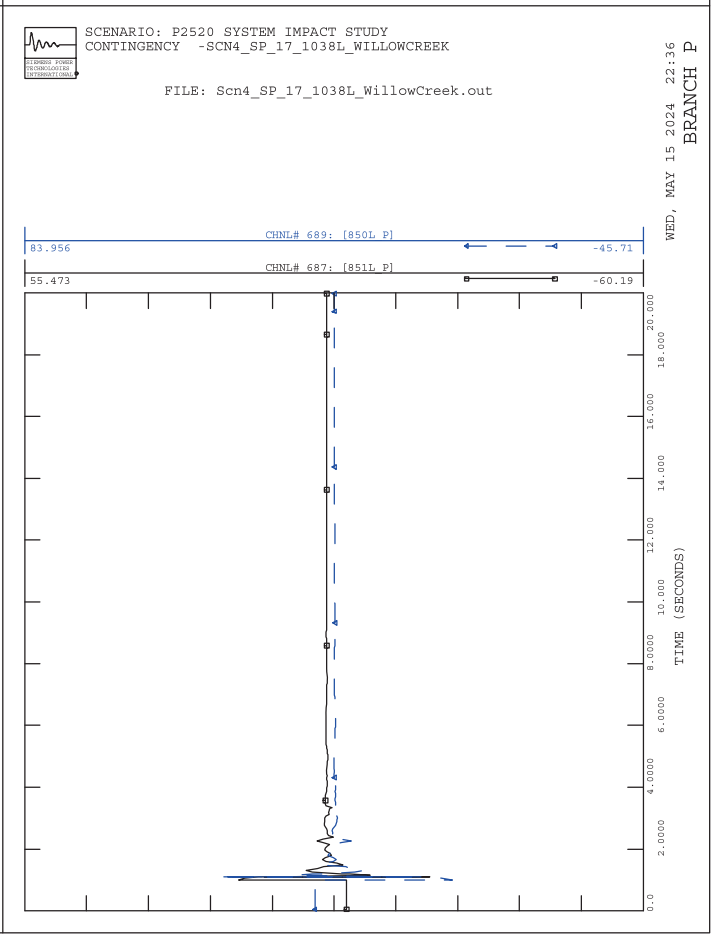
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_17_1038L_WILLOWCREEK
FILE: Scn4_SP_17_1038L_WillowCreek.out
CHNL# 689: [850L P]
83.956
-45.71
CHNL# 687: [851L P]
55.473
-60.19
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
6.0000
8.0000
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12.000
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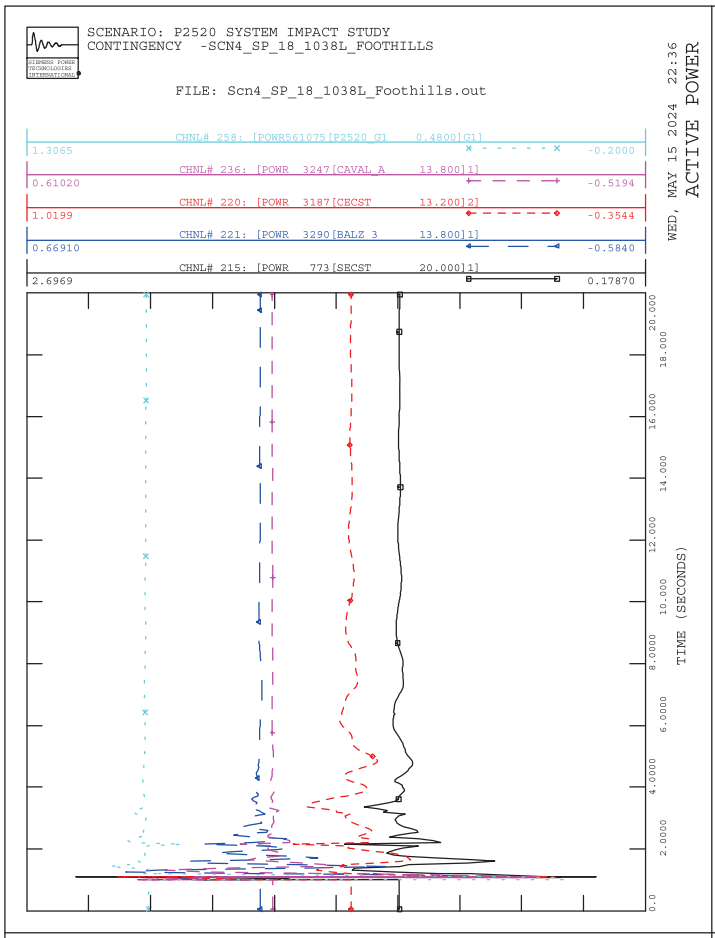
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_18_1038L_FOOTHILLS
FILE: Scn4_SP_18_1038L_Foothills.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.3065
-0.2000
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.61020
-0.5194
CHNL# 220: [POWR 3187[CECST 13.200]2]
1.0199
-0.3544
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.66910
-0.5840
CHNL# 215: [POWR 773[SECST 20.000]1]
2.6969
0.17870
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
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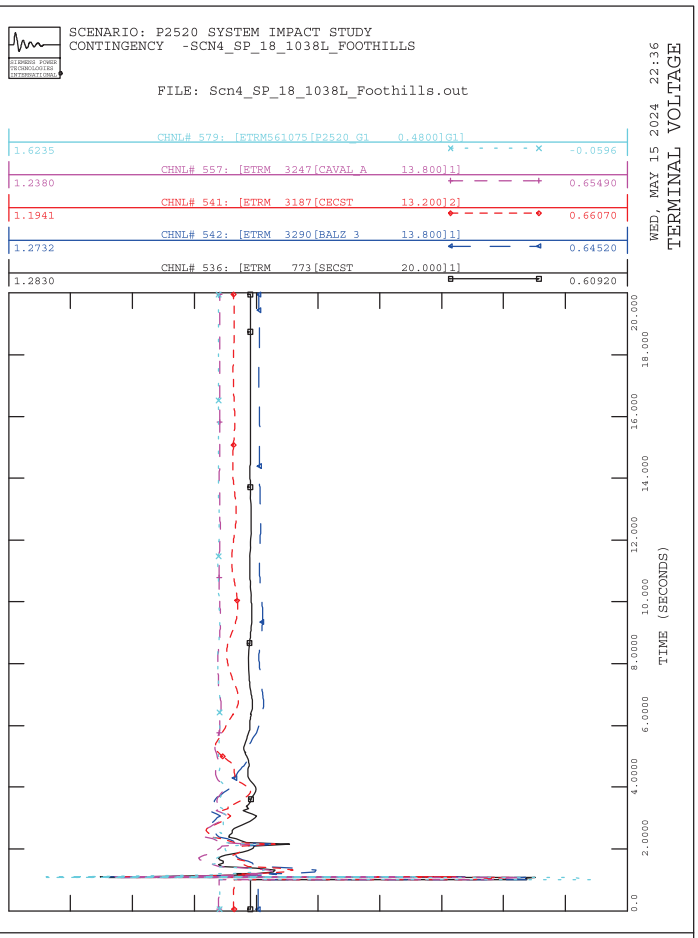
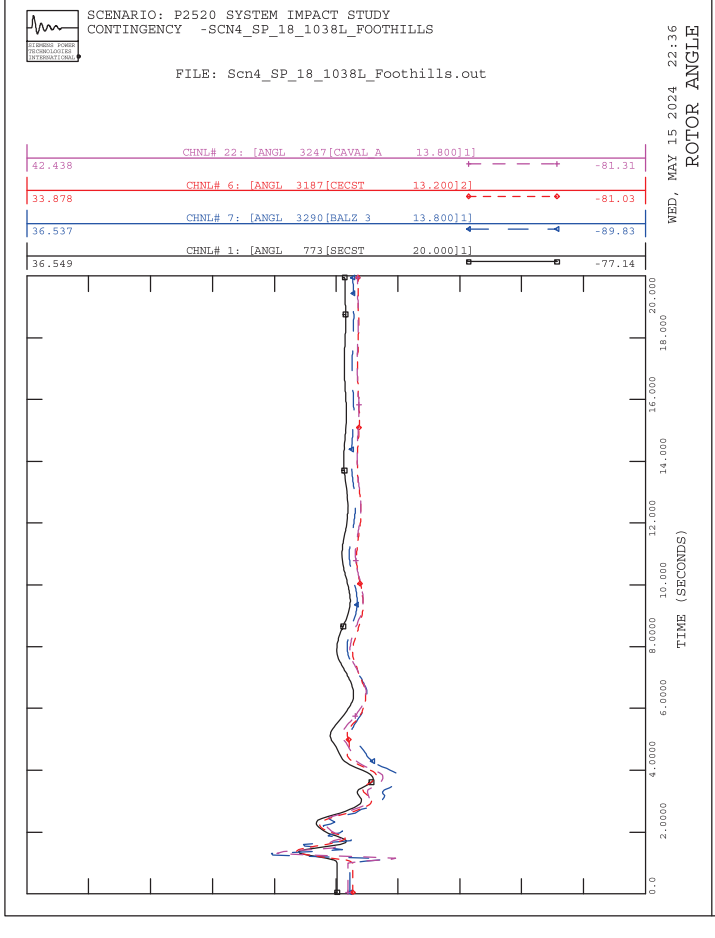
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_18_1038L_FOOTHILLS
FILE: Scn4_SP_18_1038L_Foothills.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.6235
-0.0596
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2380
0.65490
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1941
0.66070
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.2732
0.64520
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2830
0.60920
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_18_1038L_FOOTHILLS
FILE: Scn4_SP_18_1038L_Foothills.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
42.438
-81.31
CHNL# 6: [ANGL 3187[CECST 13.200]2]
33.878
-81.03
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
36.537
-89.83
CHNL# 1: [ANGL 773[SECST 20.000]1]
36.549
-77.14
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
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4.0000
6.0000
8.0000
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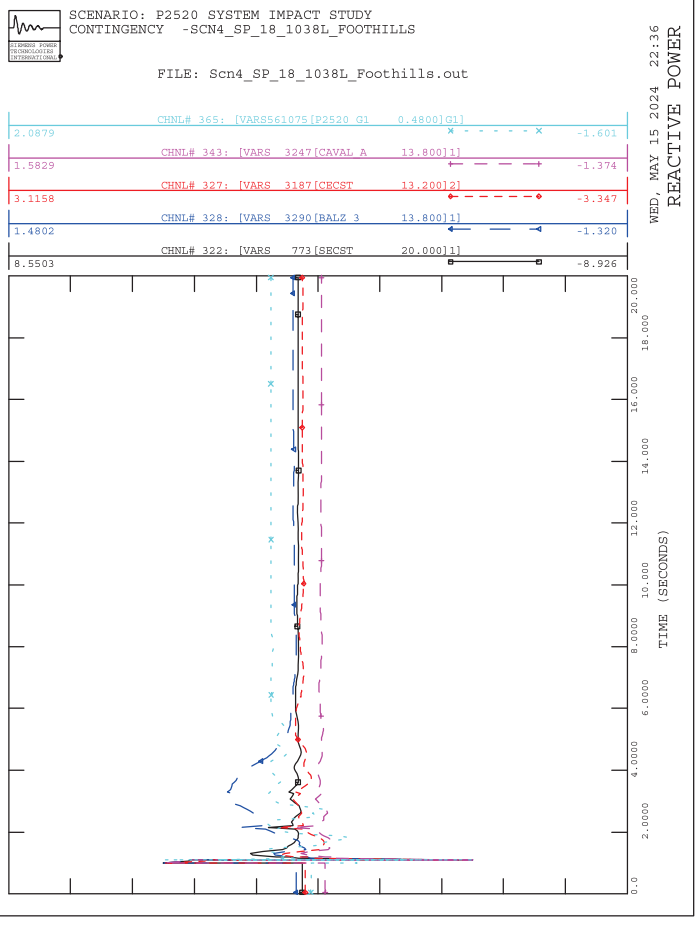
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_18_1038L_FOOTHILLS
FILE: Scn4_SP_18_1038L_Foothills.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
2.0879
-1.601
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.5829
-1.374
CHNL# 327: [VARS 3187[CECST 13.200]2]
3.1158
-3.347
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.4802
-1.320
CHNL# 322: [VARS 773[SECST 20.000]1]
8.5503
-8.926
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
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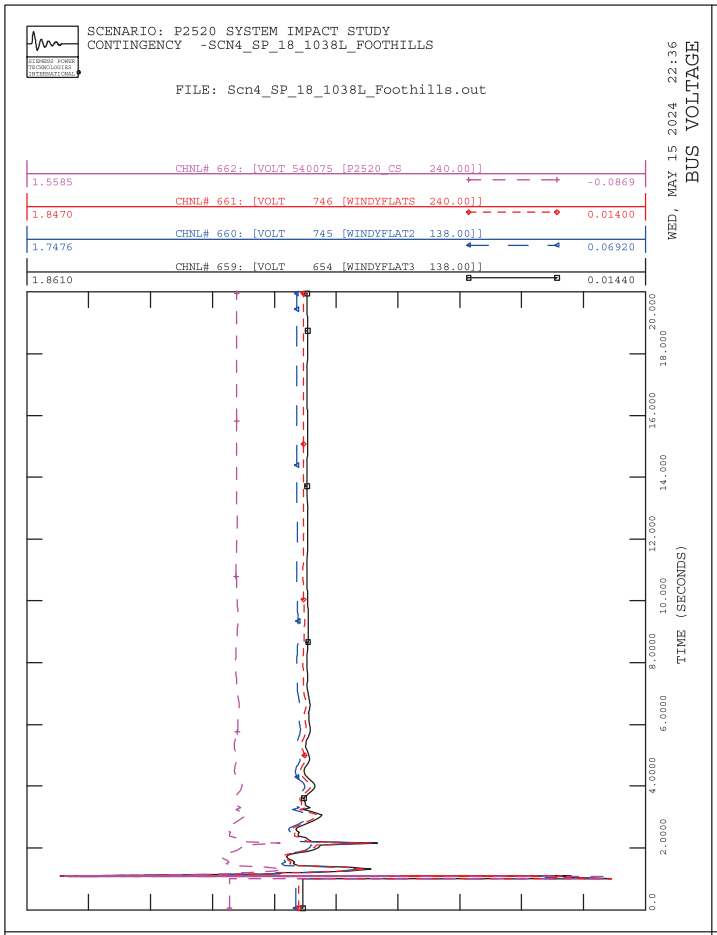
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_18_1038L_FOOTHILLS
FILE: Scn4_SP_18_1038L_Foothills.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.5585
-0.0869
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.8470
0.01400
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.7476
0.06920
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.8610
0.01440
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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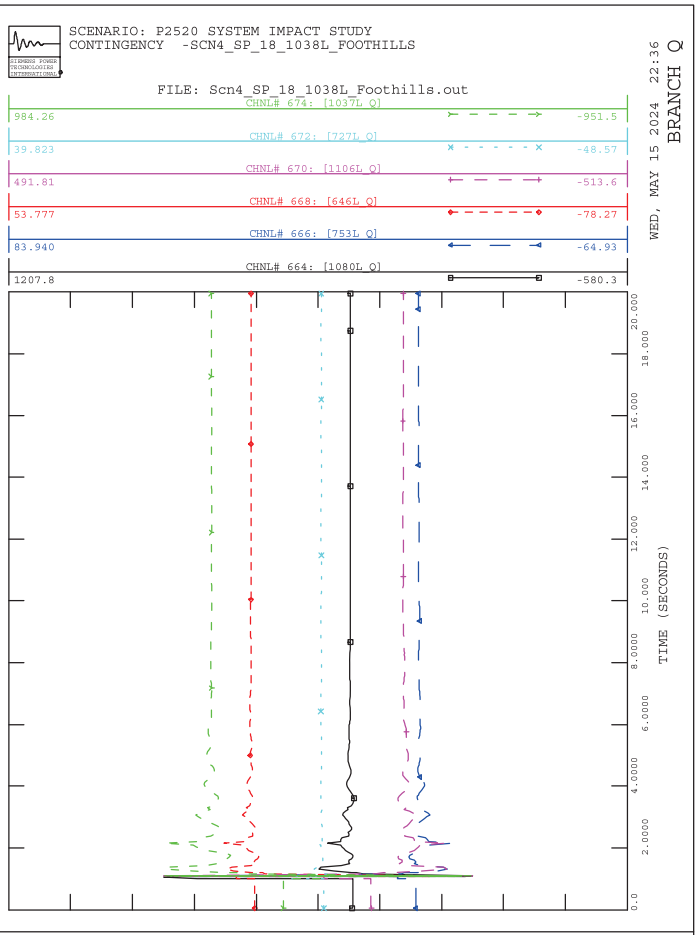
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_18_1038L_FOOTHILLS
FILE: Scn4_SP_18_1038L_Foothills.out
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984.26
-951.5
CHNL# 672: [727L Q]
39.823
-48.57
CHNL# 670: [1106L Q]
491.81
-513.6
CHNL# 668: [646L Q]
53.777
-78.27
CHNL# 666: [753L Q]
83.940
-64.93
CHNL# 664: [1080L Q]
1207.8
-580.3
BRANCH Q
WED, MAY 15 2024 22:36
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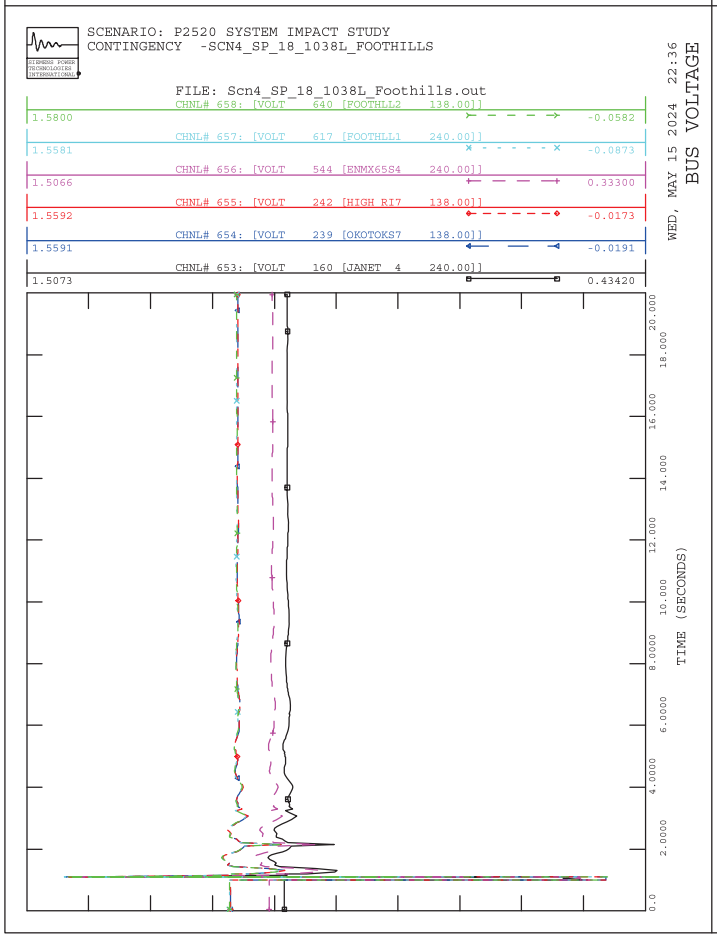
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CONTINGENCY -SCN4_SP_18_1038L_FOOTHILLS
FILE: Scn4_SP_18_1038L_Foothills.out
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1.5800
-0.0582
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.5581
-0.0873
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.5066
0.33300
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.5592
-0.0173
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.5591
-0.0191
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.5073
0.43420
BUS VOLTAGE
WED, MAY 15 2024 22:36
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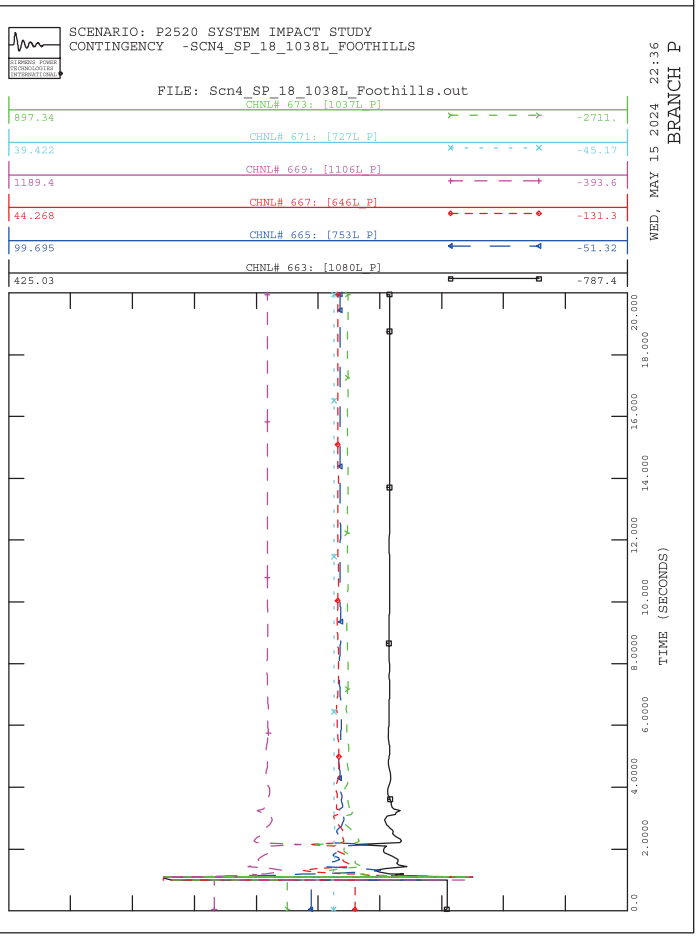
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CONTINGENCY -SCN4_SP_18_1038L_FOOTHILLS
FILE: Scn4_SP_18_1038L_Foothills.out
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897.34
-2711.
CHNL# 671: [727L P]
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-45.17
CHNL# 669: [1106L P]
1189.4
-393.6
CHNL# 667: [646L P]
44.268
-131.3
CHNL# 665: [753L P]
99.695
-51.32
CHNL# 663: [1080L P]
425.03
-787.4
BRANCH P
WED, MAY 15 2024 22:36
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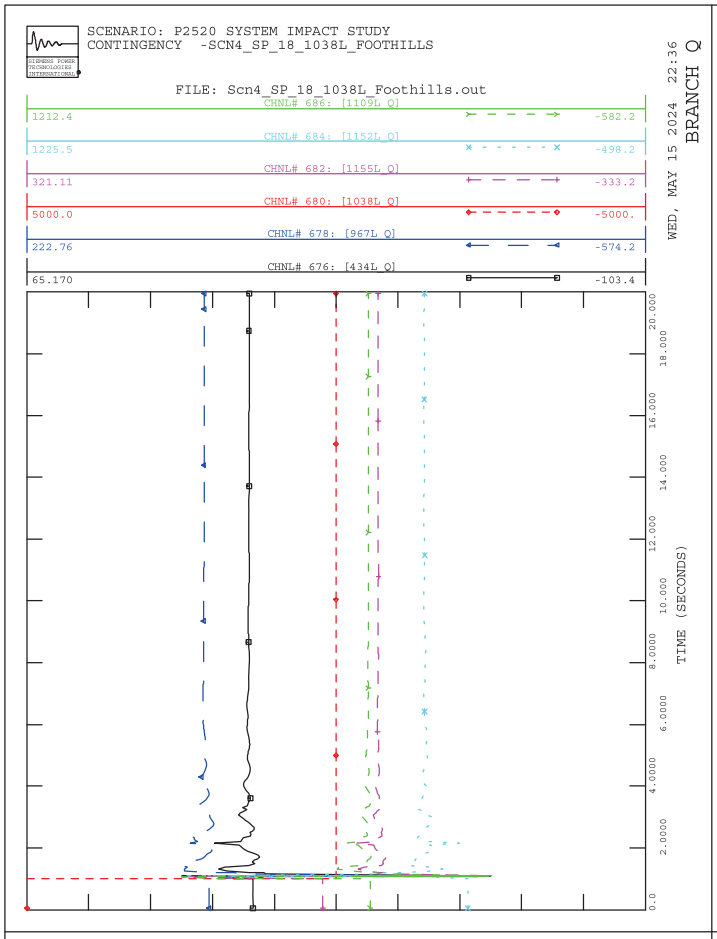
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CONTINGENCY -SCN4_SP_18_1038L_FOOTHILLS
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1212.4
-582.2
CHNL# 684: [1152L Q]
1225.5
-498.2
CHNL# 682: [1155L Q]
321.11
-333.2
CHNL# 680: [1038L Q]
5000.0
-5000.
CHNL# 678: [967L Q]
222.76
-574.2
CHNL# 676: [434L Q]
65.170
-103.4
WED, MAY 15 2024 22:36
BRANCH Q
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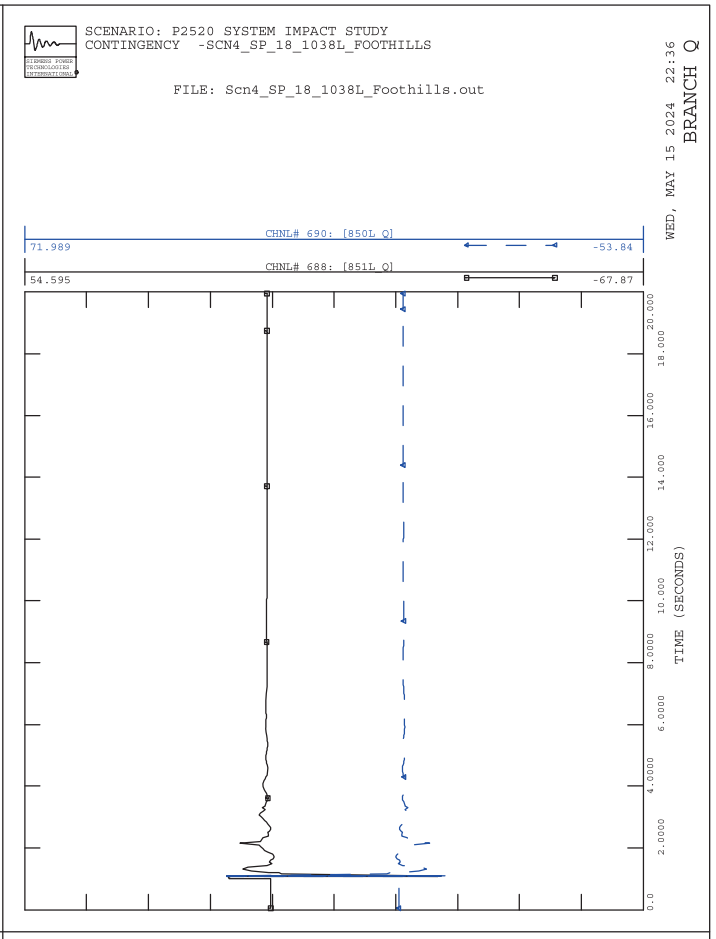
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FILE: Scn4_SP_18_1038L_Foothills.out
CHNL# 690: [850L Q]
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CHNL# 688: [851L Q]
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-67.87
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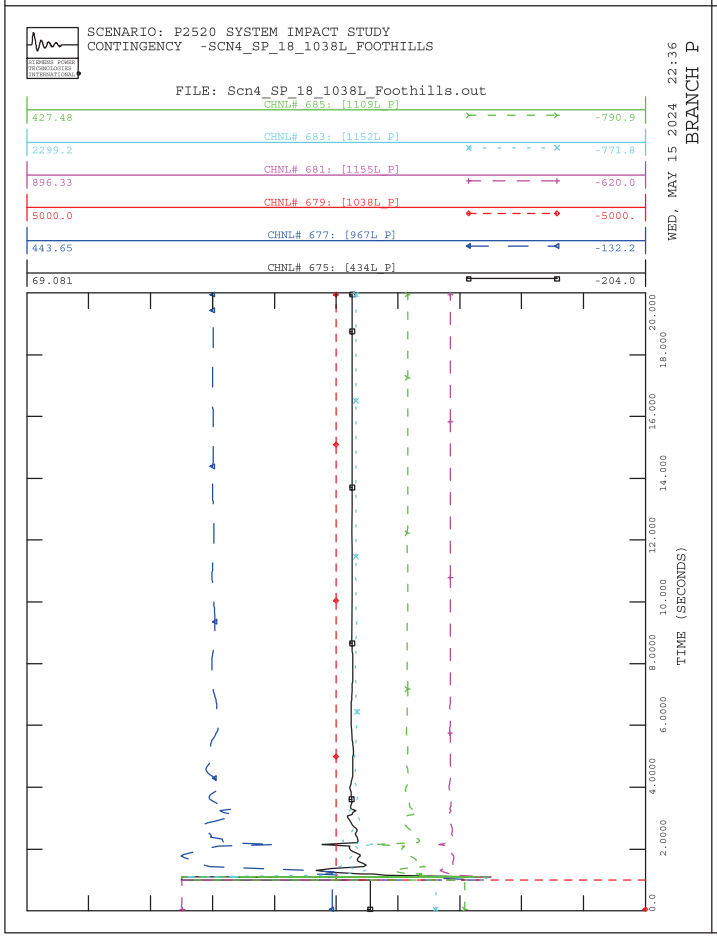
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_18_1038L_FOOTHILLS
FILE: Scn4_SP_18_1038L_Foothills.out
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CHNL# 683: [1152L P]
2299.2
-771.8
CHNL# 681: [1155L P]
896.33
-620.0
CHNL# 679: [1038L P]
5000.0
-5000.
CHNL# 677: [967L P]
443.65
-132.2
CHNL# 675: [434L P]
69.081
-204.0
WED, MAY 15 2024 22:36
BRANCH P
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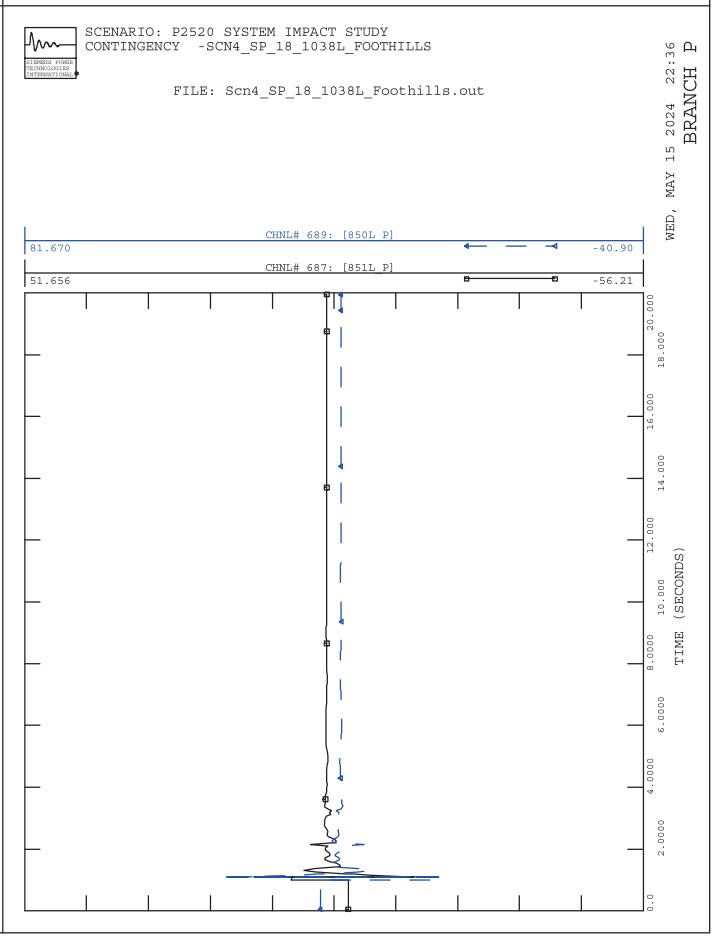
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_18_1038L_FOOTHILLS
FILE: Scn4_SP_18_1038L_Foothills.out
CHNL# 689: [850L P]
81.670
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CHNL# 687: [851L P]
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BRANCH P
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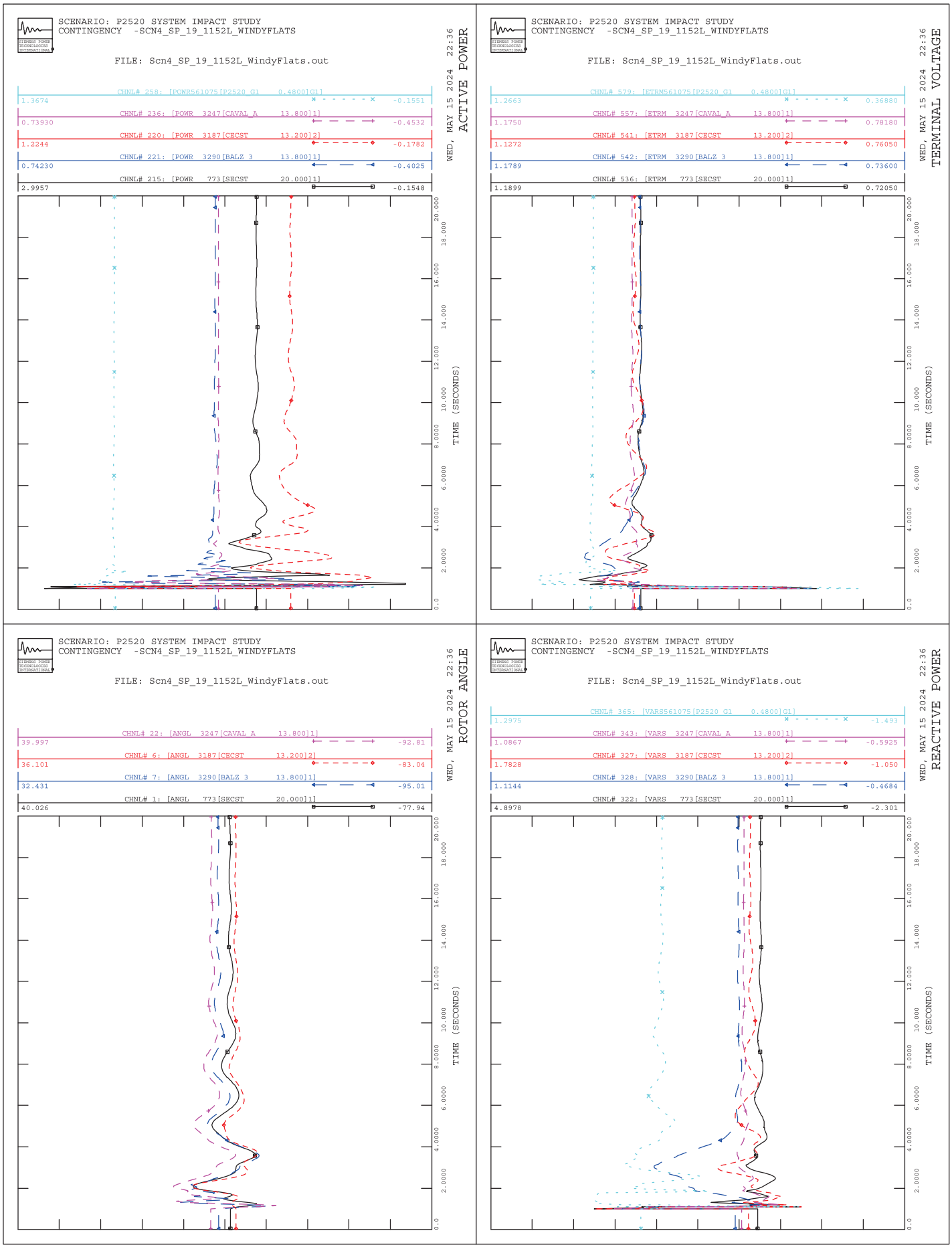
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_19_1152L_WINDYFLATS
FILE: Scn4_SP_19_1152L_WindyFlats.out
WED, MAY 15 2024 22:36
ACTIVE POWER
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.3674
-0.1551
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.73930
-0.4532
CHNL# 220: [POWR 3187[CECST 13.200]2]
1.2244
-0.1782
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.74230
-0.4025
CHNL# 215: [POWR 773[SECST 20.000]1]
2.9957
-0.1548
TIME (SECONDS)
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4.0000
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12.000
14.000
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20.000
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_19_1152L_WINDYFLATS
FILE: Scn4_SP_19_1152L_WindyFlats.out
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.2663
0.36880
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.1750
0.78180
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1272
0.76050
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1789
0.73600
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.1899
0.72050
TIME (SECONDS)
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SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_19_1152L_WINDYFLATS
FILE: Scn4_SP_19_1152L_WindyFlats.out
WED, MAY 15 2024 22:36
ROTOR ANGLE
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
39.997
-92.81
CHNL# 6: [ANGL 3187[CECST 13.200]2]
36.101
-83.04
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
32.431
-95.01
CHNL# 1: [ANGL 773[SECST 20.000]1]
40.026
-77.94
TIME (SECONDS)
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12.000
14.000
16.000
18.000
20.000
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_19_1152L_WINDYFLATS
FILE: Scn4_SP_19_1152L_WindyFlats.out
WED, MAY 15 2024 22:36
REACTIVE POWER
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.2975
-1.493
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.0867
-0.5925
CHNL# 327: [VARS 3187[CECST 13.200]2]
1.7828
-1.050
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.1144
-0.4684
CHNL# 322: [VARS 773[SECST 20.000]1]
4.8978
-2.301
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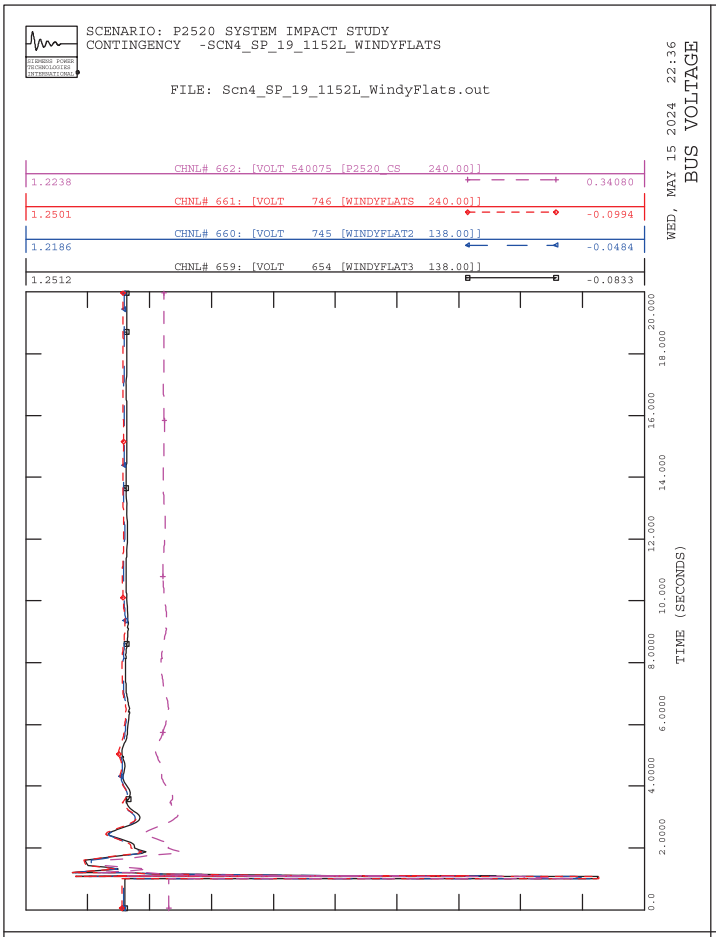
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_19_1152L_WINDYFLATS
FILE: Scn4_SP_19_1152L_WindyFlats.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2238
0.34080
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.2501
-0.0994
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.2186
-0.0484
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.2512
-0.0833
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
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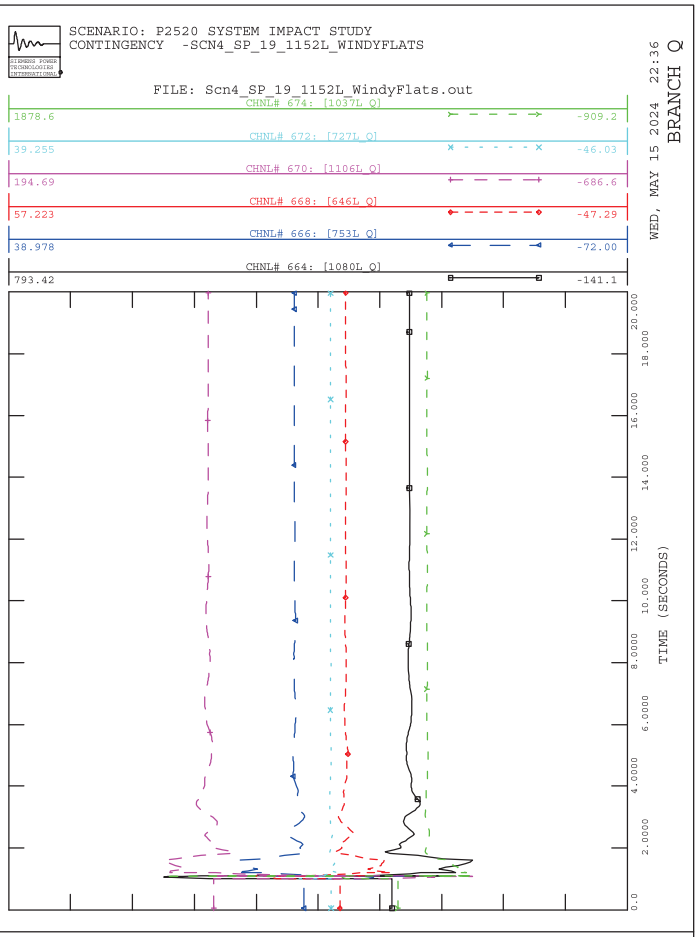
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_19_1152L_WINDYFLATS
FILE: Scn4_SP_19_1152L_WindyFlats.out
CHNL# 674: [1037L Q]
1878.6
-909.2
CHNL# 672: [727L Q]
39.255
-46.03
CHNL# 670: [1106L Q]
194.69
-686.6
CHNL# 668: [646L Q]
57.223
-47.29
CHNL# 666: [753L Q]
38.978
-72.00
CHNL# 664: [1080L Q]
793.42
-141.1
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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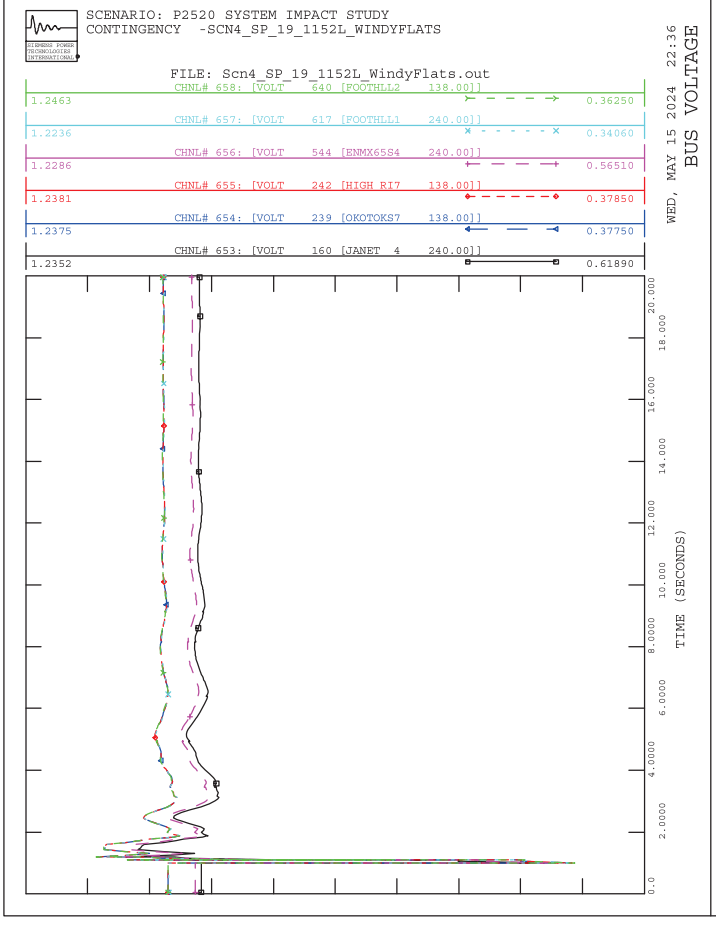
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_19_1152L_WINDYFLATS
FILE: Scn4_SP_19_1152L_WindyFlats.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2463
0.36250
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2236
0.34060
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2286
0.56510
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2381
0.37850
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2375
0.37750
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2352
0.61890
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BUS VOLTAGE
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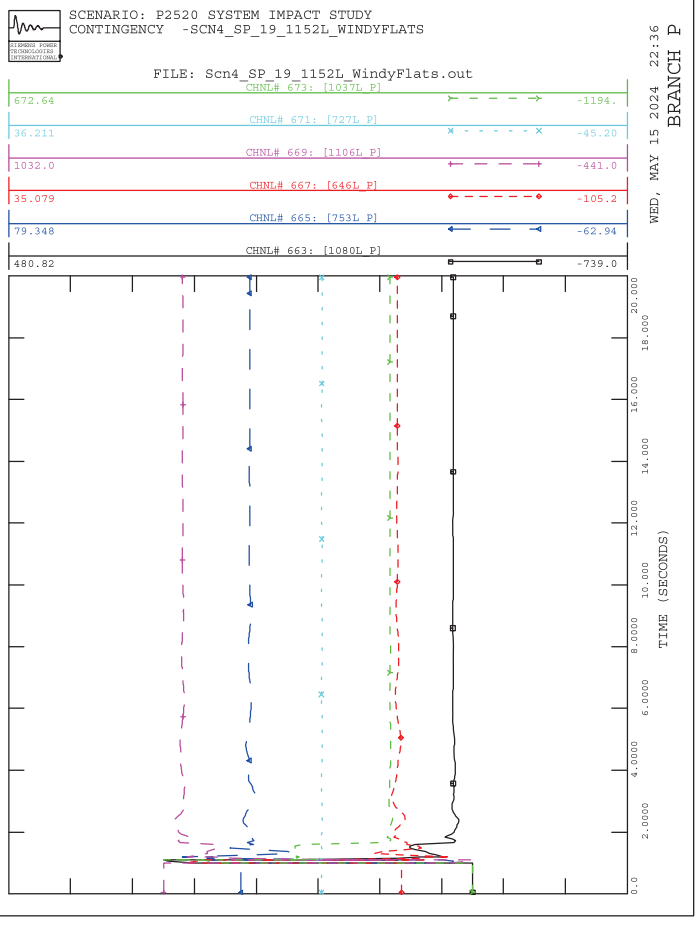
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CONTINGENCY -SCN4_SP_19_1152L_WINDYFLATS
FILE: Scn4_SP_19_1152L_WindyFlats.out
CHNL# 673: [1037L P]
672.64
-1194.
CHNL# 671: [727L P]
36.211
-45.20
CHNL# 669: [1106L P]
1032.0
-441.0
CHNL# 667: [646L P]
35.079
-105.2
CHNL# 665: [753L P]
79.348
-62.94
CHNL# 663: [1080L P]
480.82
-739.0
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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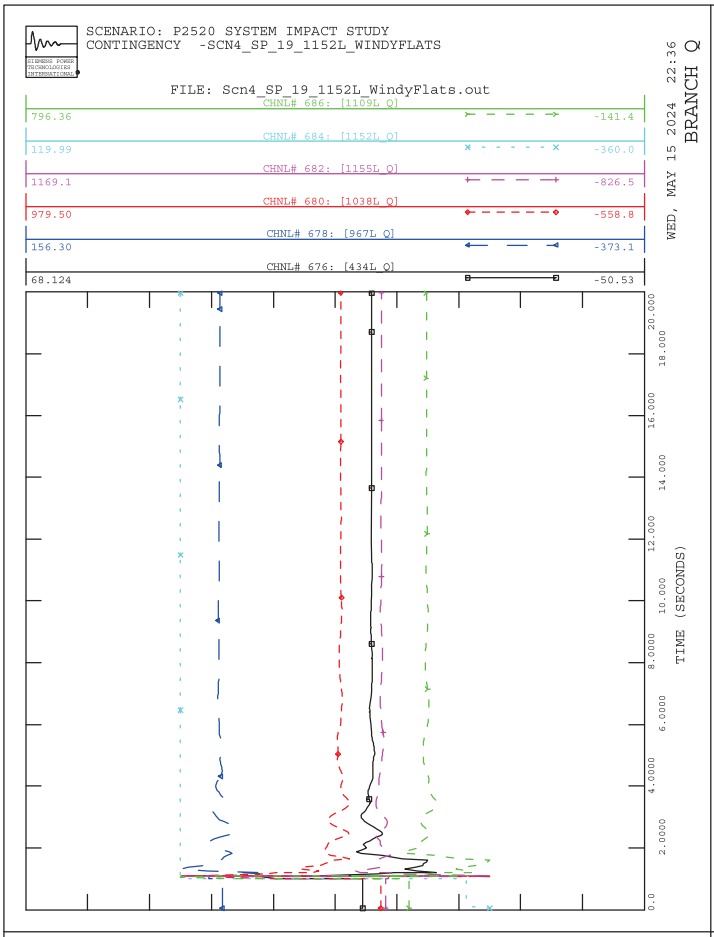
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_19_1152L_WINDYFLATS
FILE: Scn4_SP_19_1152L_WindyFlats.out
CHNL# 686: [1109L Q]
796.36
-141.4
CHNL# 684: [1152L Q]
119.99
-360.0
CHNL# 682: [1155L Q]
1169.1
-826.5
CHNL# 680: [1038L Q]
979.50
-558.8
CHNL# 678: [967L Q]
156.30
-373.1
CHNL# 676: [434L Q]
68.124
-50.53
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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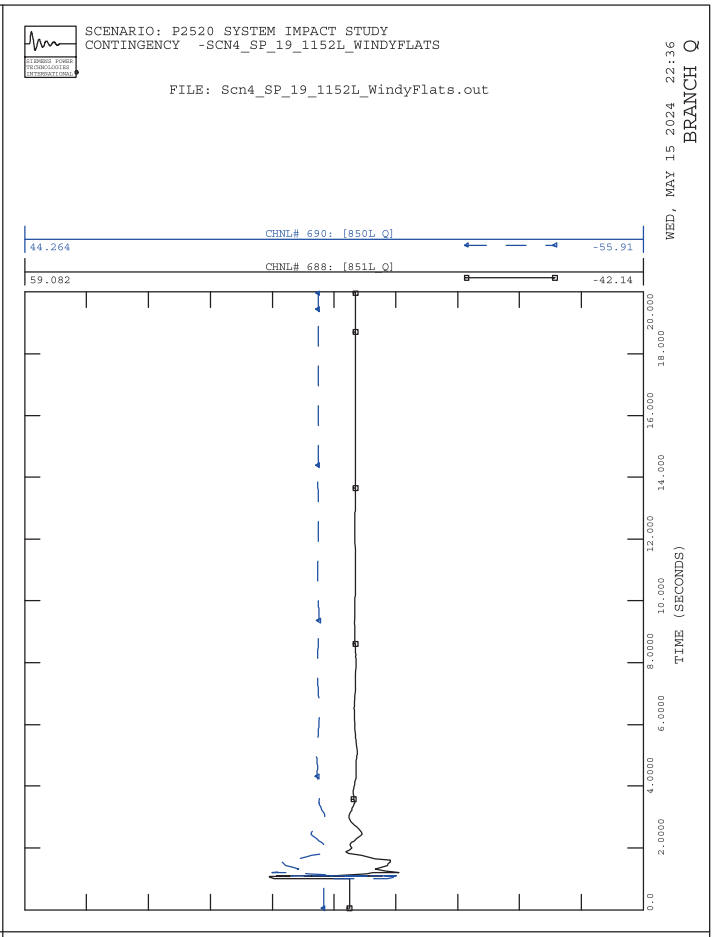
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_19_1152L_WINDYFLATS
FILE: Scn4_SP_19_1152L_WindyFlats.out
CHNL# 690: [850L Q]
44.264
-55.91
CHNL# 688: [851L Q]
59.082
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WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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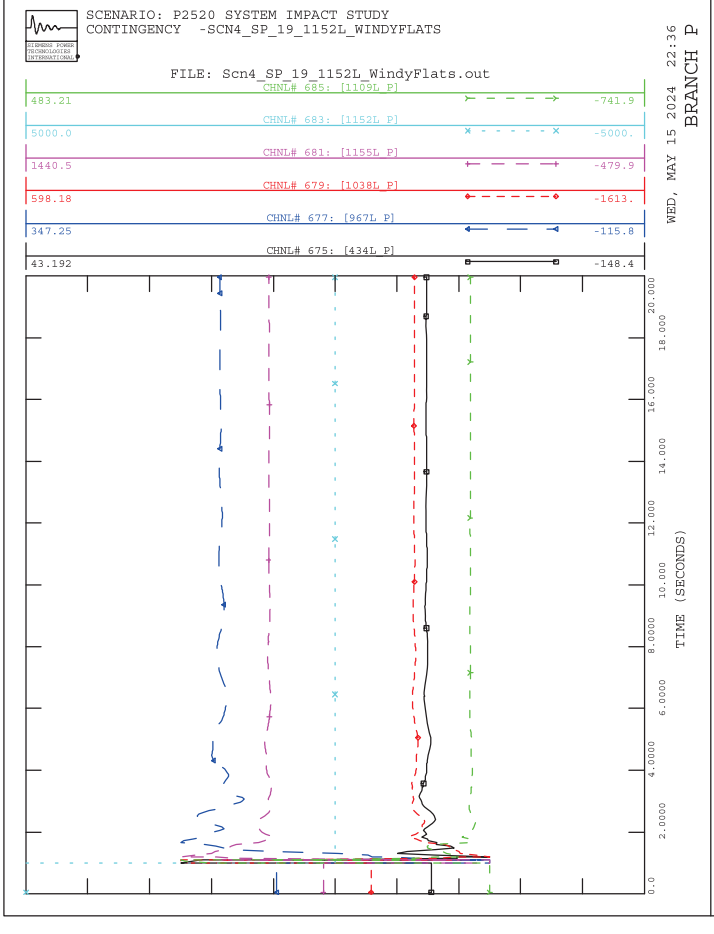
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CONTINGENCY -SCN4_SP_19_1152L_WINDYFLATS
FILE: Scn4_SP_19_1152L_WindyFlats.out
CHNL# 685: [1109L P]
483.21
-741.9
CHNL# 683: [1152L P]
5000.0
-5000.
CHNL# 681: [1155L P]
1440.5
-479.9
CHNL# 679: [1038L P]
598.18
-1613.
CHNL# 677: [967L P]
347.25
-115.8
CHNL# 675: [434L P]
43.192
-148.4
WED, MAY 15 2024 22:36
BRANCH P
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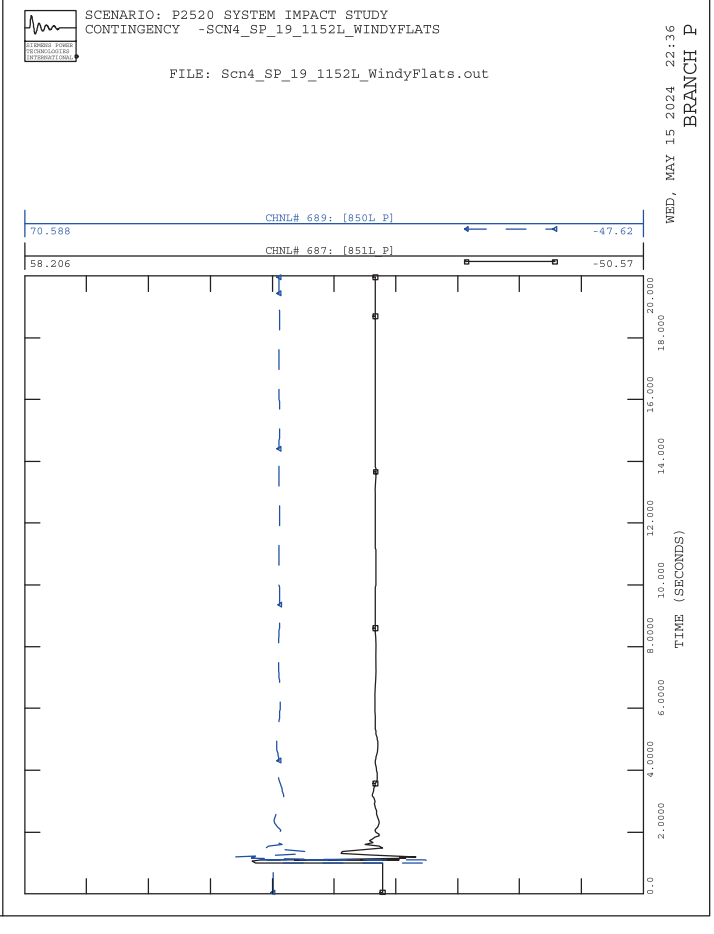
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_19_1152L_WINDYFLATS
FILE: Scn4_SP_19_1152L_WindyFlats.out
CHNL# 689: [850L P]
70.588
-47.62
CHNL# 687: [851L P]
58.206
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WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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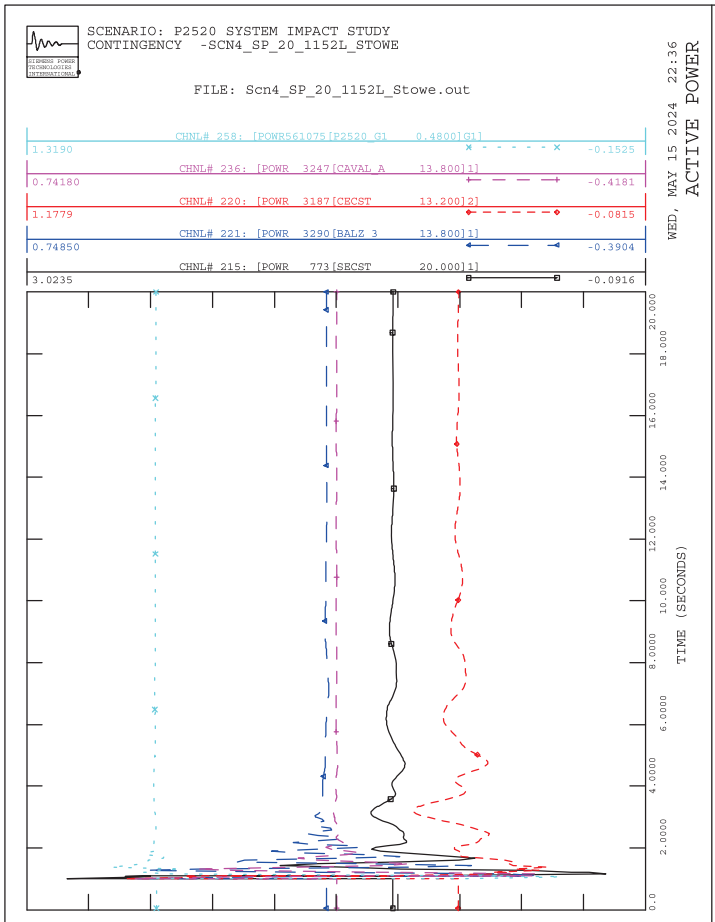
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_20_1152L_STOWE
FILE: Scn4_SP_20_1152L_Stowe.out
WED, MAY 15 2024 22:36
ACTIVE POWER
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.3190 -0.1525
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.74180 -0.4181
CHNL# 220: [POWR 3187[CECST 13.200]2]
1.1779 -0.0815
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.74850 -0.3904
CHNL# 215: [POWR 773[SECST 20.000]1]
3.0235 -0.0916
TIME (SECONDS)
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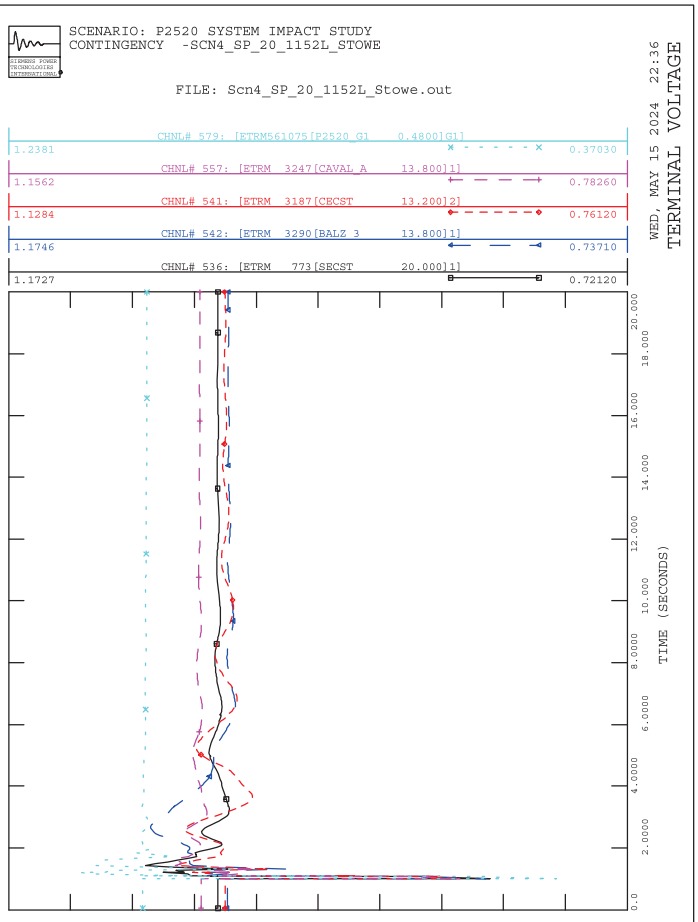
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CONTINGENCY -SCN4_SP_20_1152L_STOWE
FILE: Scn4_SP_20_1152L_Stowe.out
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.2381 0.37030
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.1562 0.78260
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1284 0.76120
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1746 0.73710
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.1727 0.72120
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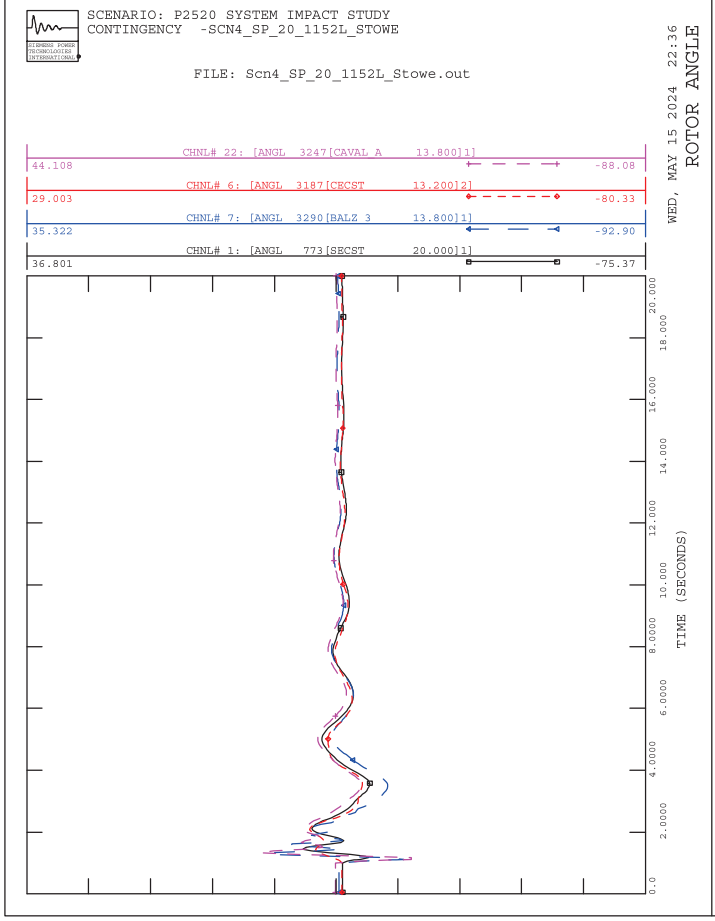
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CONTINGENCY -SCN4_SP_20_1152L_STOWE
FILE: Scn4_SP_20_1152L_Stowe.out
WED, MAY 15 2024 22:36
ROTOR ANGLE
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
44.108 -88.08
CHNL# 6: [ANGL 3187[CECST 13.200]2]
29.003 -80.33
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
35.322 -92.90
CHNL# 1: [ANGL 773[SECST 20.000]1]
36.801 -75.37
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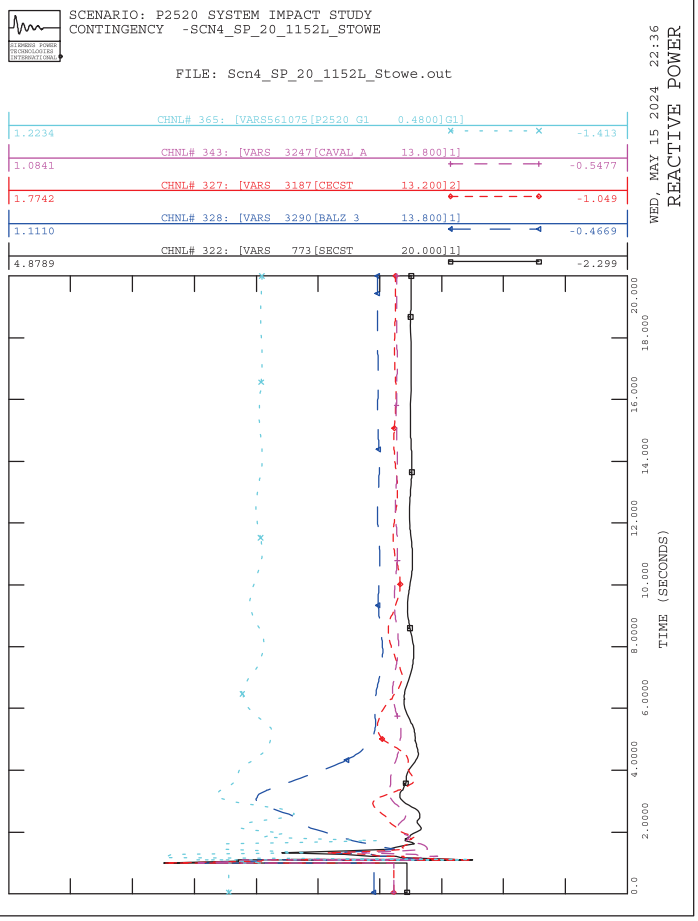
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CONTINGENCY -SCN4_SP_20_1152L_STOWE
FILE: Scn4_SP_20_1152L_Stowe.out
WED, MAY 15 2024 22:36
REACTIVE POWER
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.2234 -1.413
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.0841 -0.5477
CHNL# 327: [VARS 3187[CECST 13.200]2]
1.7742 -1.049
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.1110 -0.4669
CHNL# 322: [VARS 773[SECST 20.000]1]
4.8789 -2.299
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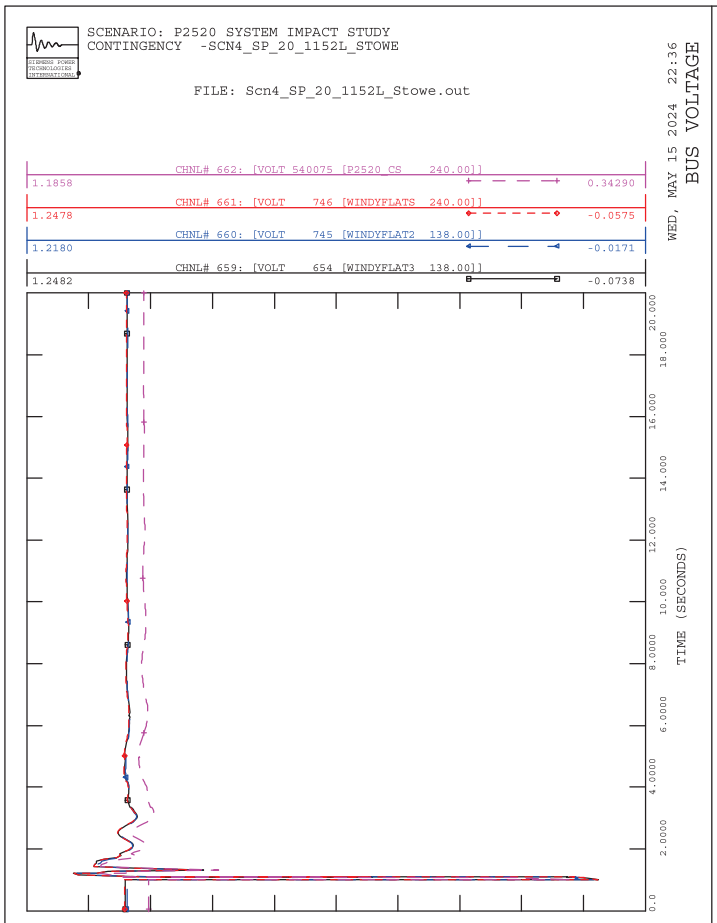
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CONTINGENCY -SCN4_SP_20_1152L_STOWE
FILE: Scn4_SP_20_1152L_Stowe.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.1858
0.34290
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.2478
-0.0575
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.2180
-0.0171
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.2482
-0.0738
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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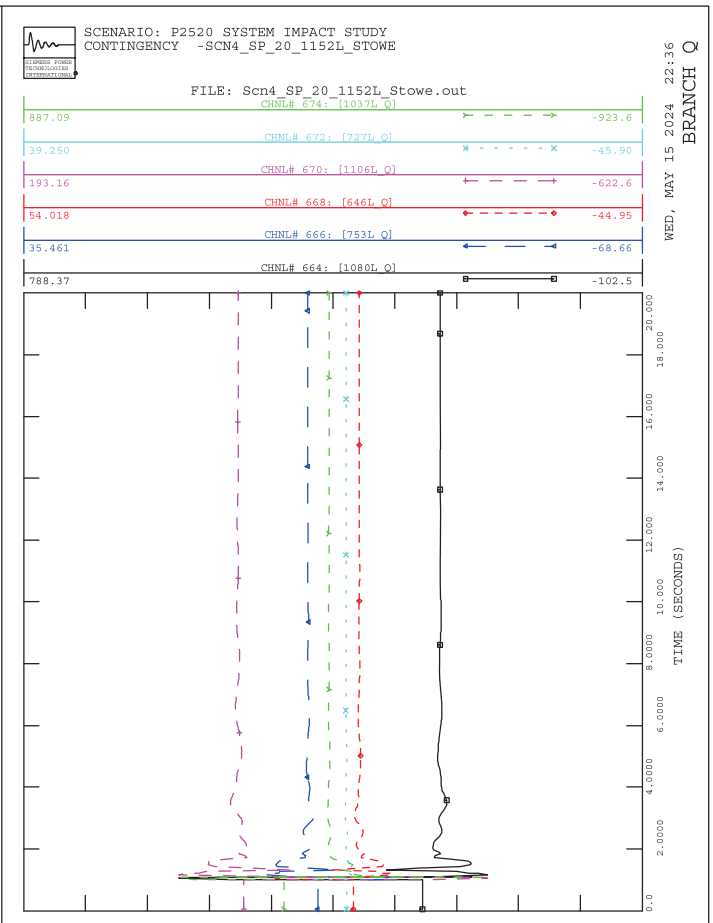
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_20_1152L_STOWE
FILE: Scn4_SP_20_1152L_Stowe.out
CHNL# 674: [1037L Q]
887.09
-923.6
CHNL# 672: [727L Q]
39.250
-45.90
CHNL# 670: [1106L Q]
193.16
-622.6
CHNL# 668: [646L Q]
54.018
-44.95
CHNL# 666: [753L Q]
35.461
-68.66
CHNL# 664: [1080L Q]
788.37
-102.5
BRANCH Q
WED, MAY 15 2024 22:36
TIME (SECONDS)
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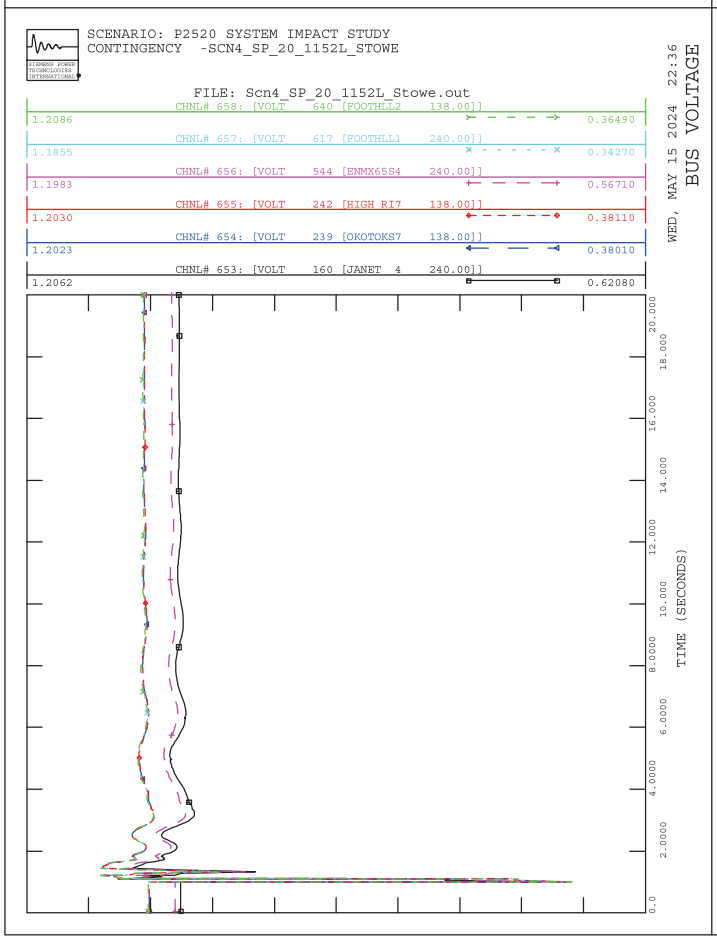
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_20_1152L_STOWE
FILE: Scn4_SP_20_1152L_Stowe.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2086
0.36490
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.1855
0.34270
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.1983
0.56710
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2030
0.38110
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2023
0.38010
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2062
0.62080
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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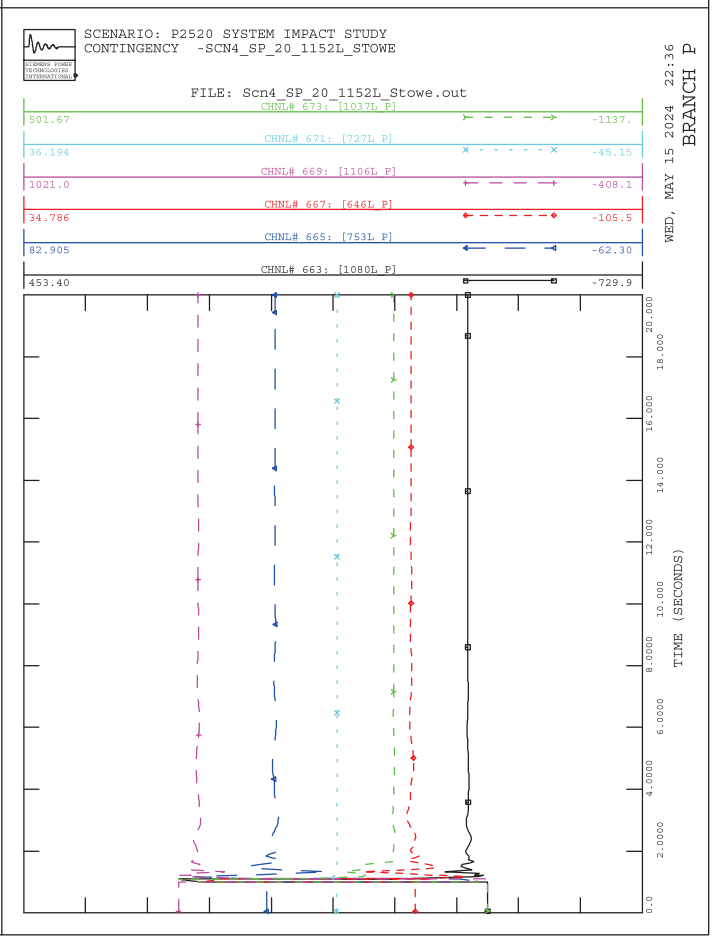
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_20_1152L_STOWE
FILE: Scn4_SP_20_1152L_Stowe.out
CHNL# 673: [1037L P]
501.67
-1137.
CHNL# 671: [727L P]
36.194
-45.15
CHNL# 669: [1106L P]
1021.0
-408.1
CHNL# 667: [646L P]
34.786
-105.5
CHNL# 665: [753L P]
82.905
-62.30
CHNL# 663: [1080L P]
453.40
-729.9
BRANCH P
WED, MAY 15 2024 22:36
TIME (SECONDS)
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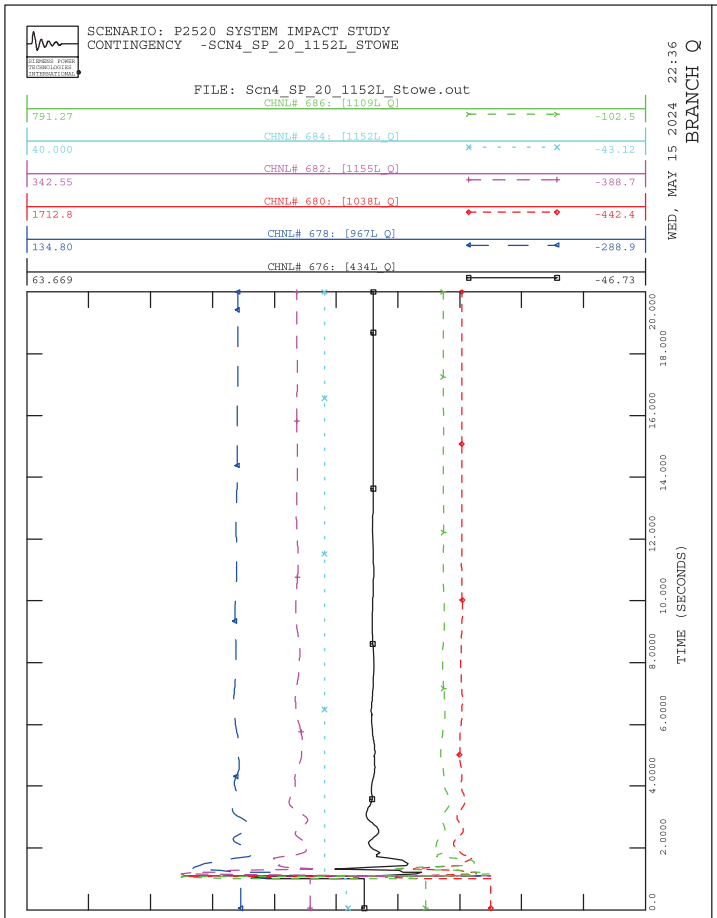
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_20_1152L_STOWE
FILE: Scn4_SP_20_1152L_Stowe.out
CHNL# 686: [1109L Q]
791.27
-102.5
CHNL# 684: [1152L Q]
40.000
-43.12
CHNL# 682: [1155L Q]
342.55
-388.7
CHNL# 680: [1038L Q]
1712.8
-442.4
CHNL# 678: [967L Q]
134.80
-288.9
CHNL# 676: [434L Q]
63.669
-46.73
WED, MAY 15 2024 22:36
BRANCH Q
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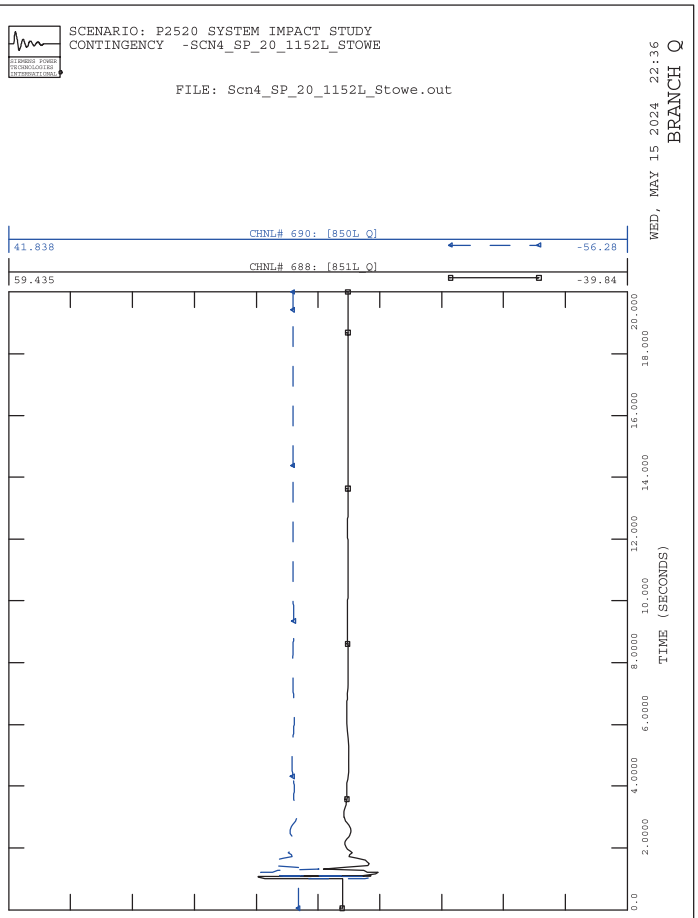
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_20_1152L_STOWE
FILE: Scn4_SP_20_1152L_Stowe.out
CHNL# 690: [850L Q]
41.838
-56.28
CHNL# 688: [851L Q]
59.435
-39.84
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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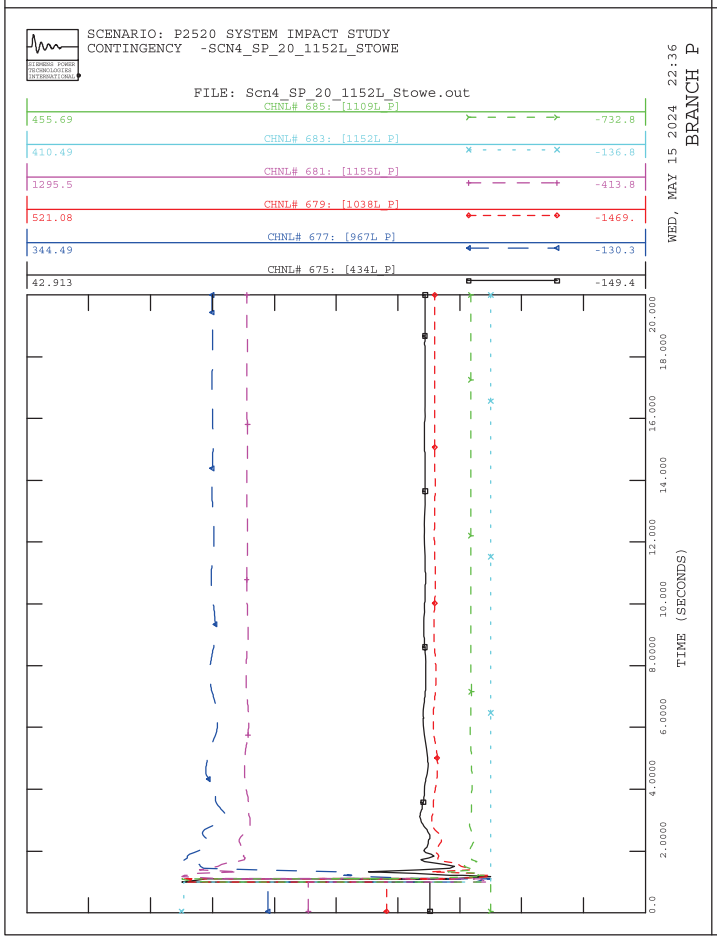
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_20_1152L_STOWE
FILE: Scn4_SP_20_1152L_Stowe.out
CHNL# 685: [1109L P]
455.69
-732.8
CHNL# 683: [1152L P]
410.49
-136.8
CHNL# 681: [1155L P]
1295.5
-413.8
CHNL# 679: [1038L P]
521.08
-1469.
CHNL# 677: [967L P]
344.49
-130.3
CHNL# 675: [434L P]
42.913
-149.4
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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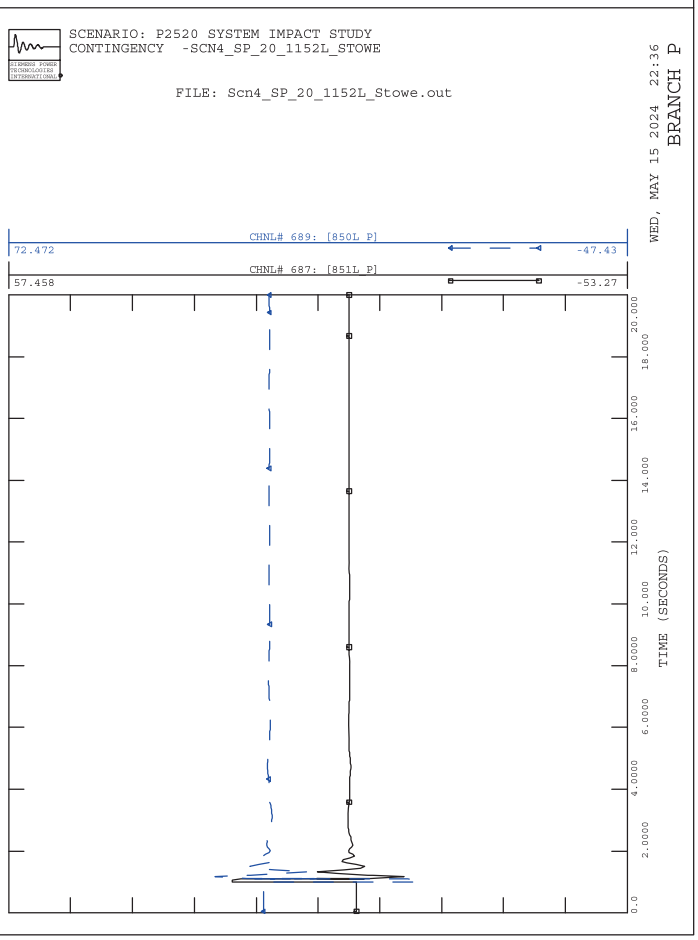
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_20_1152L_STOWE
FILE: Scn4_SP_20_1152L_Stowe.out
CHNL# 689: [850L P]
72.472
-47.43
CHNL# 687: [851L P]
57.458
-53.27
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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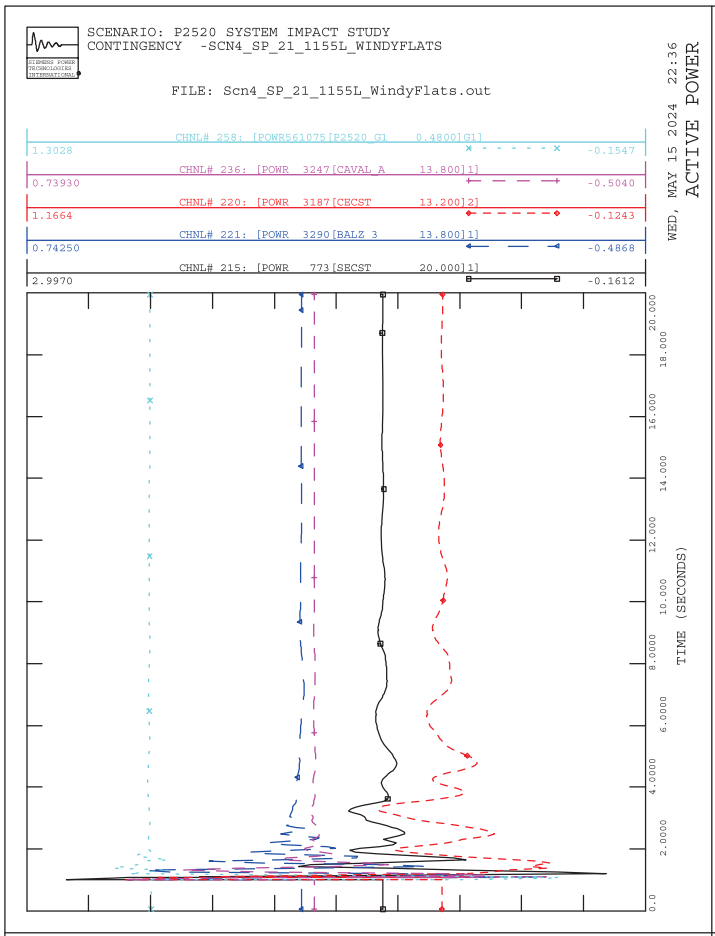
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_21_1155L_WINDYFLATS
FILE: Scn4_SP_21_1155L_WindyFlats.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.3028
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CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.73930
-0.5040
CHNL# 220: [POWR 3187[CECST 13.200]2]
1.1664
-0.1243
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.74250
-0.4868
CHNL# 215: [POWR 773[SECST 20.000]1]
2.9970
-0.1612
WED, MAY 15 2024 22:36
ACTIVE POWER
TIME (SECONDS)
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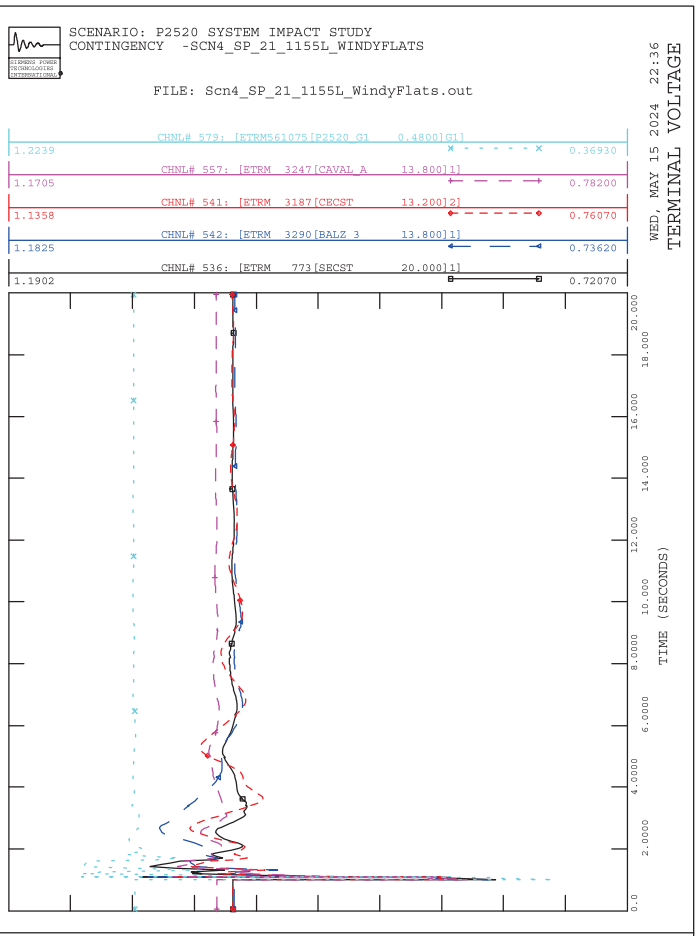
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_21_1155L_WINDYFLATS
FILE: Scn4_SP_21_1155L_WindyFlats.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.2239
0.36930
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.1705
0.78200
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1358
0.76070
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1825
0.73620
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.1902
0.72070
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE
TIME (SECONDS)
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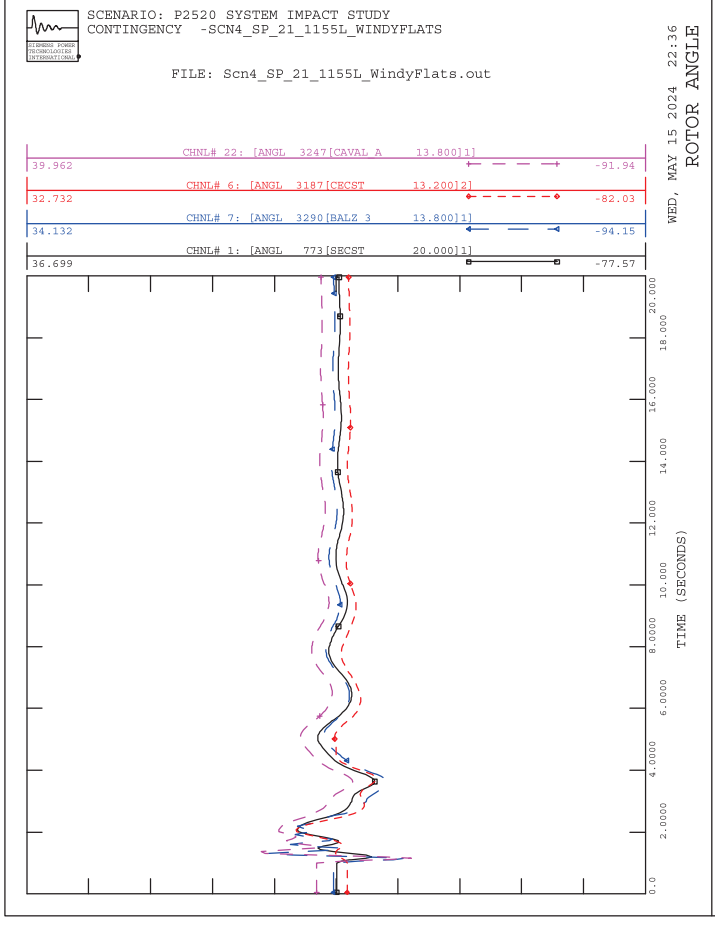
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_21_1155L_WINDYFLATS
FILE: Scn4_SP_21_1155L_WindyFlats.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
39.962
-91.94
CHNL# 6: [ANGL 3187[CECST 13.200]2]
32.732
-82.03
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
34.132
-94.15
CHNL# 1: [ANGL 773[SECST 20.000]1]
36.699
-77.57
WED, MAY 15 2024 22:36
ROTOR ANGLE
TIME (SECONDS)
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4.0000
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12.000
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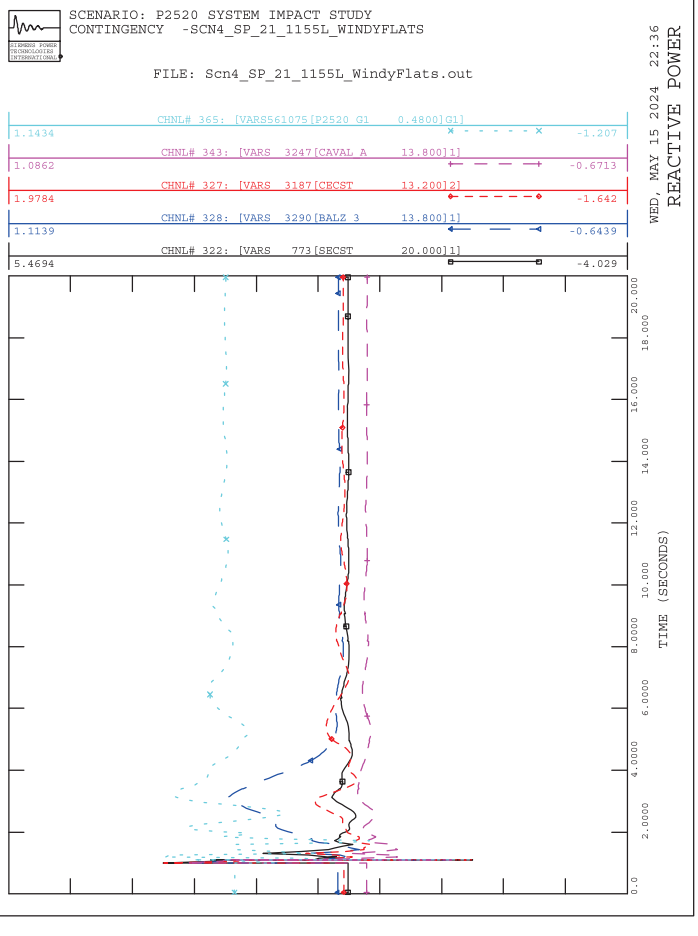
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_21_1155L_WINDYFLATS
FILE: Scn4_SP_21_1155L_WindyFlats.out
CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.1434
-1.207
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.0862
-0.6713
CHNL# 327: [VARS 3187[CECST 13.200]2]
1.9784
-1.642
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.1139
-0.6439
CHNL# 322: [VARS 773[SECST 20.000]1]
5.4694
-4.029
WED, MAY 15 2024 22:36
REACTIVE POWER
TIME (SECONDS)
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8.0000
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12.000
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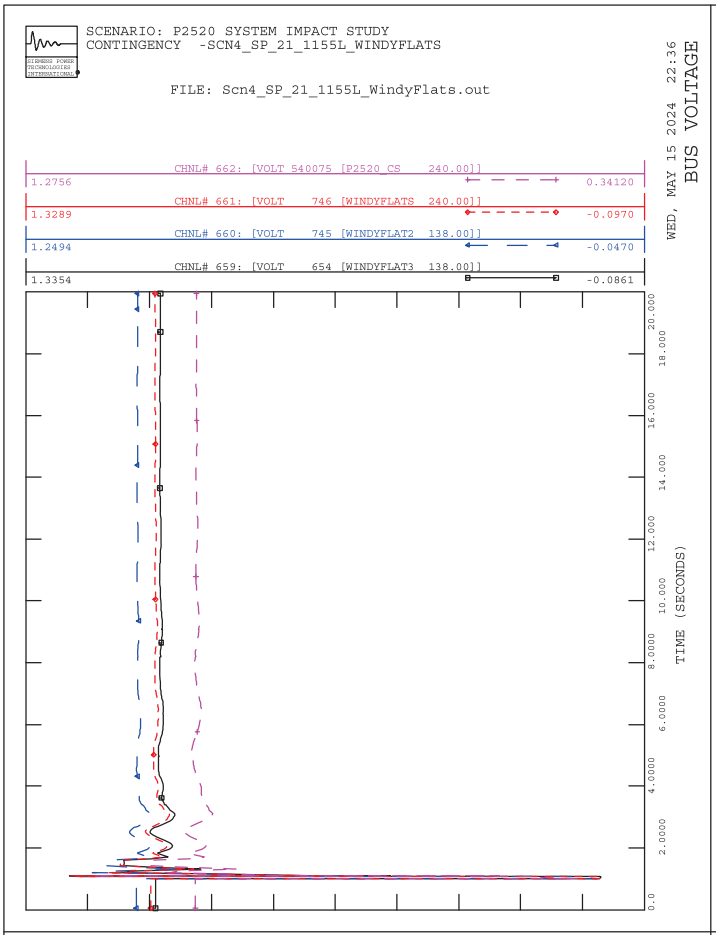
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_21_1155L_WINDYFLATS
FILE: Scn4_SP_21_1155L_WindyFlats.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.2756
0.34120
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.3289
-0.0970
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.2494
-0.0470
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.3354
-0.0861
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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12.000
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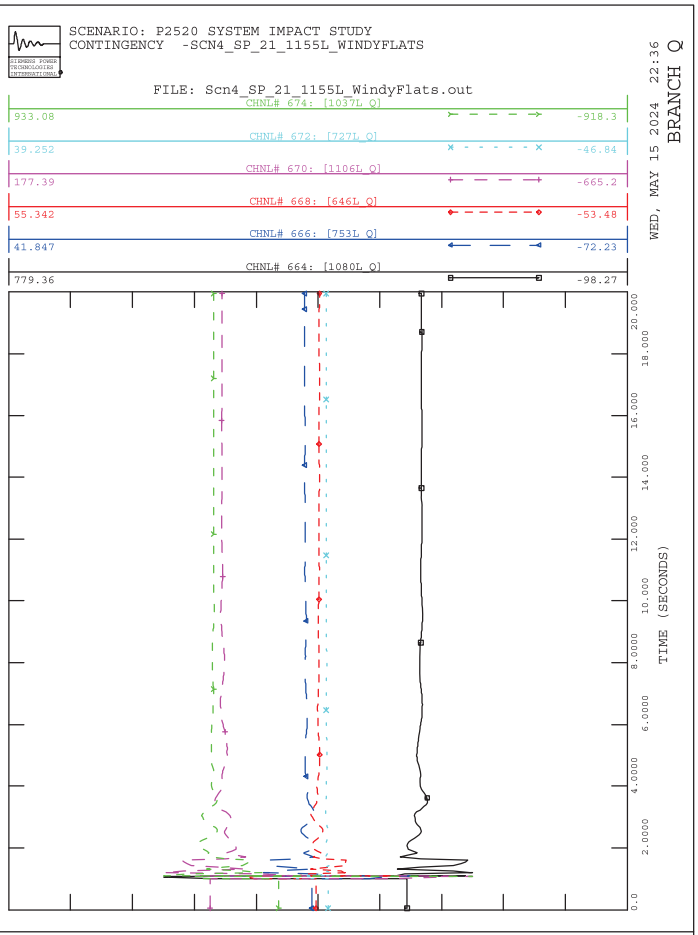
20.000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CONTINGENCY -SCN4_SP_21_1155L_WINDYFLATS
FILE: Scn4_SP_21_1155L_WindyFlats.out
CHNL# 674: [1037L Q]
933.08
-918.3
CHNL# 672: [727L Q]
39.252
-46.84
CHNL# 670: [1106L Q]
177.39
-665.2
CHNL# 668: [646L Q]
55.342
-53.48
CHNL# 666: [753L Q]
41.847
-72.23
CHNL# 664: [1080L Q]
779.36
-98.27
BRANCH Q
WED, MAY 15 2024 22:36
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
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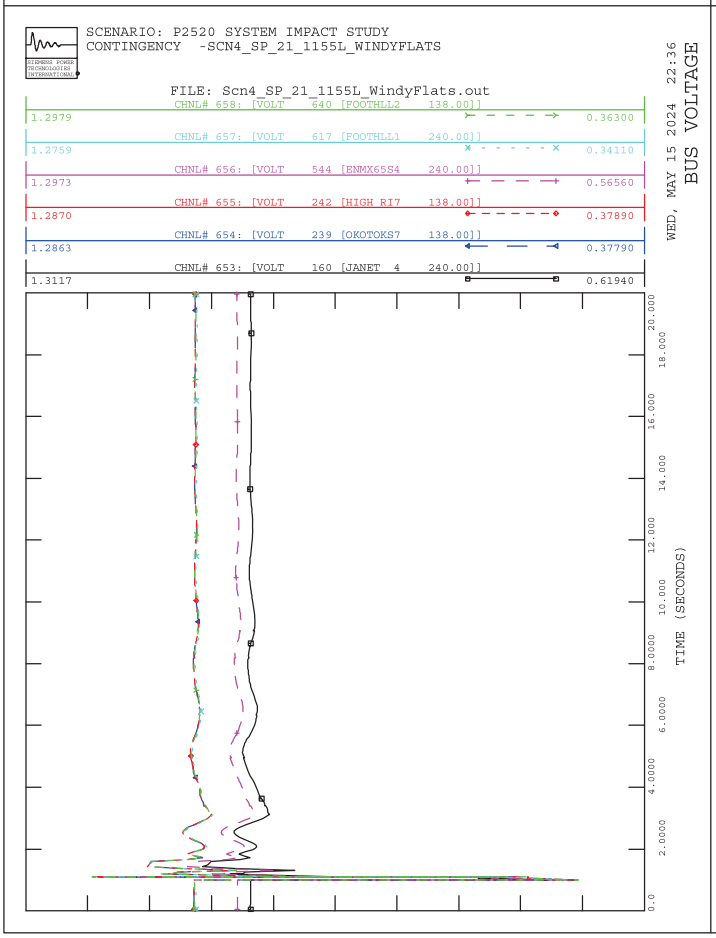
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_21_1155L_WINDYFLATS
FILE: Scn4_SP_21_1155L_WindyFlats.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2979
0.36300
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2759
0.34110
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2973
0.56560
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2870
0.37890
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2863
0.37790
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.3117
0.61940
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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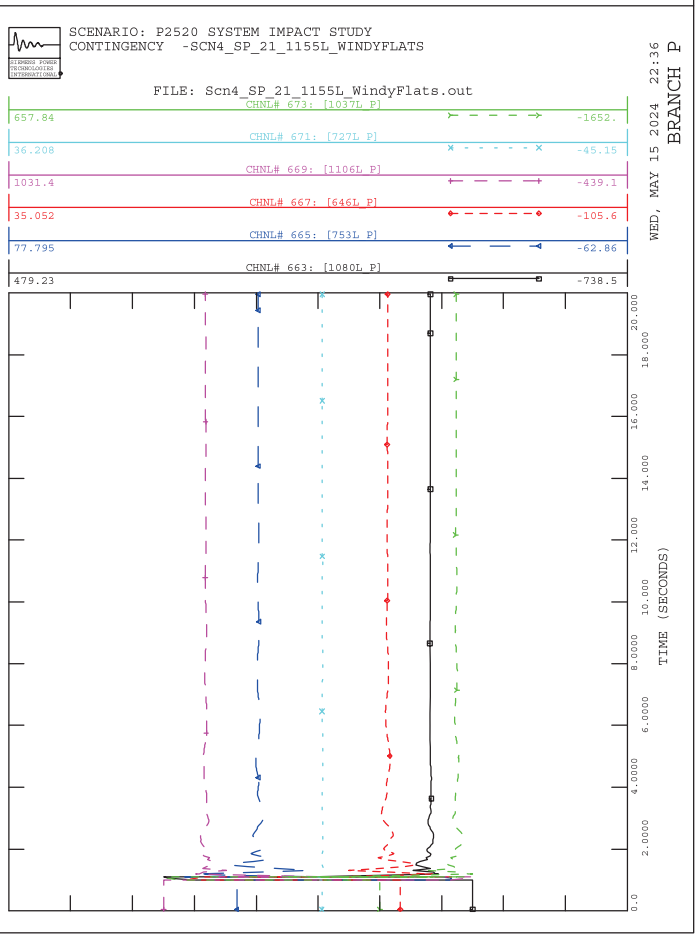
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_21_1155L_WINDYFLATS
FILE: Scn4_SP_21_1155L_WindyFlats.out
CHNL# 673: [1037L P]
657.84
-1652.
CHNL# 671: [727L P]
36.208
-45.15
CHNL# 669: [1106L P]
1031.4
-439.1
CHNL# 667: [646L P]
35.052
-105.6
CHNL# 665: [753L P]
77.795
-62.86
CHNL# 663: [1080L P]
479.23
-738.5
BRANCH P
WED, MAY 15 2024 22:36
TIME (SECONDS)
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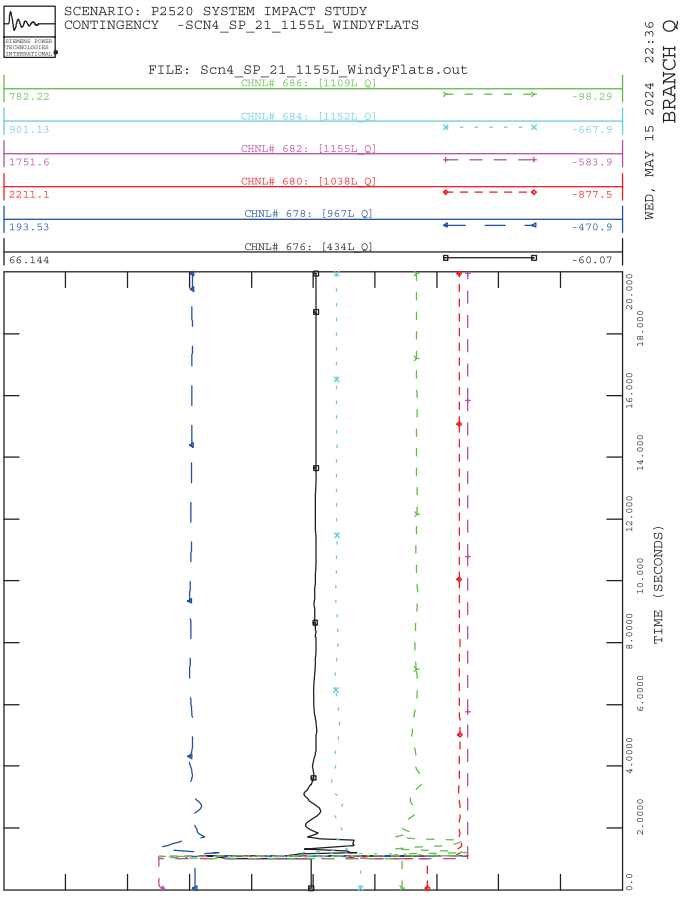
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_21_1155L_WINDYFLATS
FILE: Scn4_SP_21_1155L_WindyFlats.out
CHNL# 686: [1109L Q]
782.22
-98.29
CHNL# 684: [1152L Q]
901.13
-667.9
CHNL# 682: [1155L Q]
1751.6
-583.9
CHNL# 680: [1038L Q]
2211.1
-877.5
CHNL# 678: [967L Q]
193.53
-470.9
CHNL# 676: [434L Q]
66.144
-60.07
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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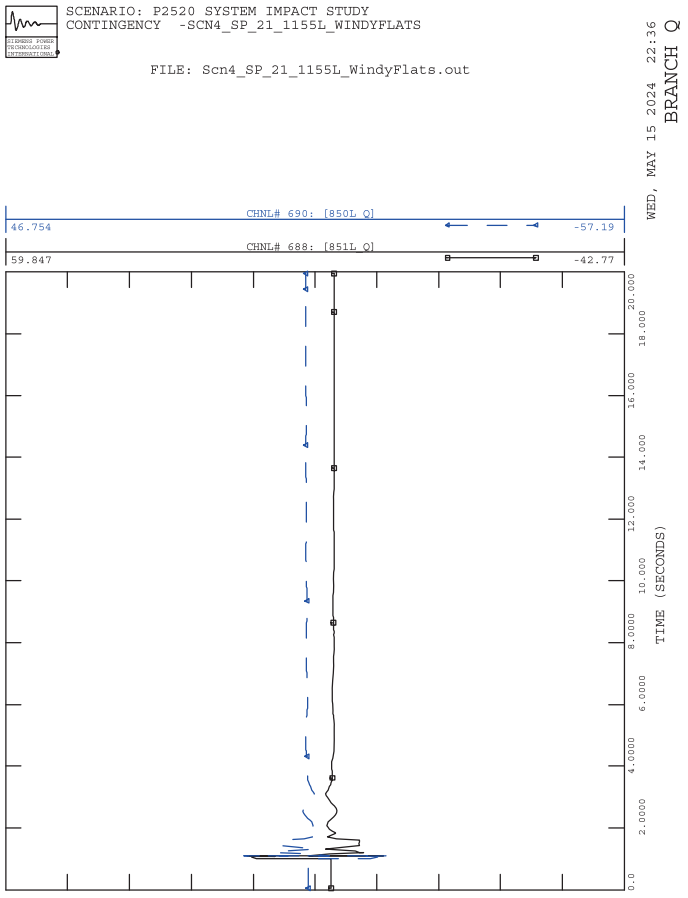
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_21_1155L_WINDYFLATS
FILE: Scn4_SP_21_1155L_WindyFlats.out
CHNL# 690: [850L Q]
46.754
-57.19
CHNL# 688: [851L Q]
59.847
-42.77
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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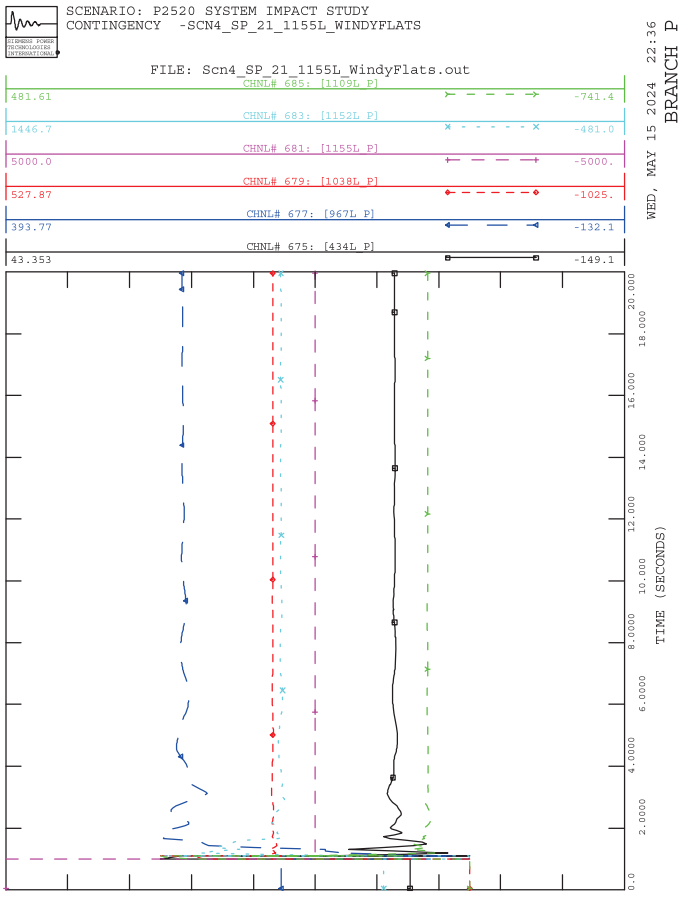
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_21_1155L_WINDYFLATS
FILE: Scn4_SP_21_1155L_WindyFlats.out
CHNL# 685: [1109L P]
481.61
-741.4
CHNL# 683: [1152L P]
1446.7
-481.0
CHNL# 681: [1155L P]
5000.0
-5000.
CHNL# 679: [1038L P]
527.87
-1025.
CHNL# 677: [967L P]
393.77
-132.1
CHNL# 675: [434L P]
43.353
-149.1
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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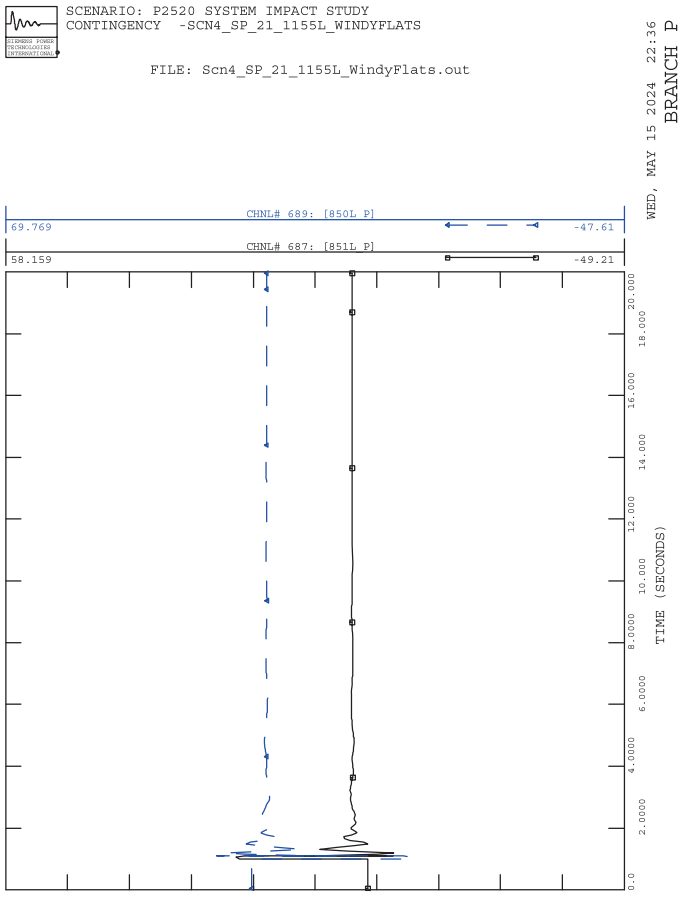
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_21_1155L_WINDYFLATS
FILE: Scn4_SP_21_1155L_WindyFlats.out
CHNL# 689: [850L P]
69.769
-47.61
CHNL# 687: [851L P]
58.159
-49.21
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

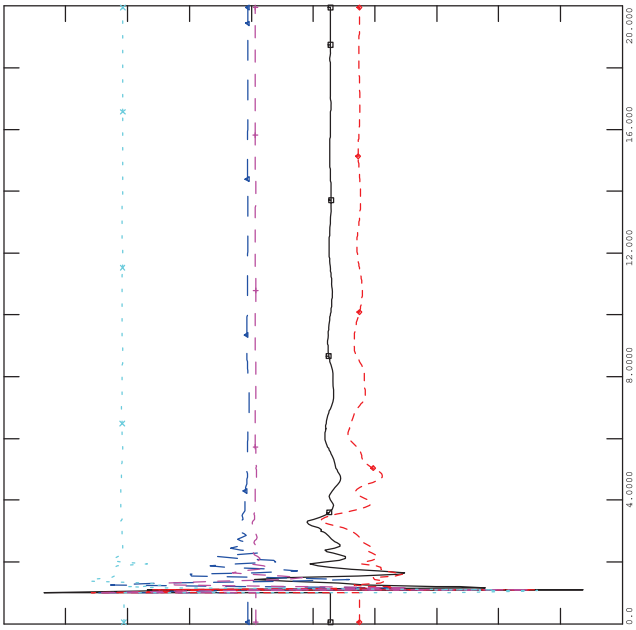
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_22_1155L_WILLOWCREEK

FILE: Scn4_SP_22_1155L_WillowCreek.out

WED, MAY 15 2024 22:36

ACTIVE POWER

CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.2916 -0.1615
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.70530 -0.6313
CHNL# 220: [POWR 3187[CECST 13.200]2]
1.1134 -0.3028
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.71630 -0.6011
CHNL# 215: [POWR 773[SECST 20.000]1]
2.8210 -0.2869



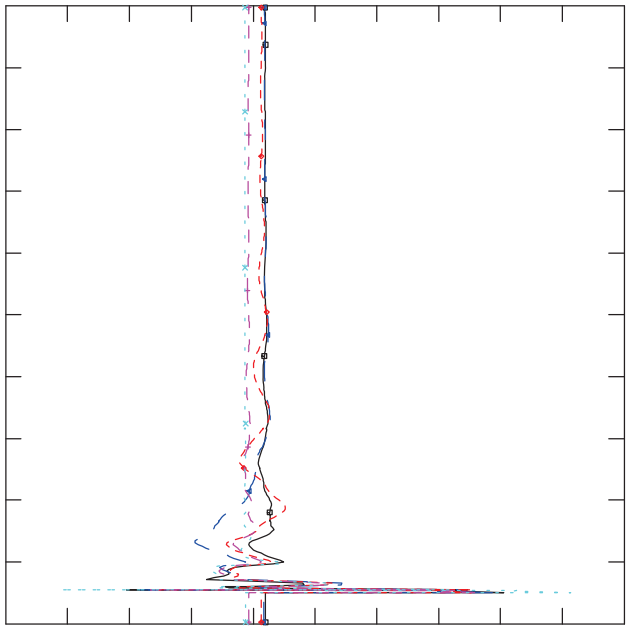
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_22_1155L_WILLOWCREEK

FILE: Scn4_SP_22_1155L_WillowCreek.out

WED, MAY 15 2024 22:36

TERMINAL VOLTAGE

CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.4969 0.34410
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.2081 0.78030
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1672 0.76240
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.2213 0.73870
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.2356 0.72160



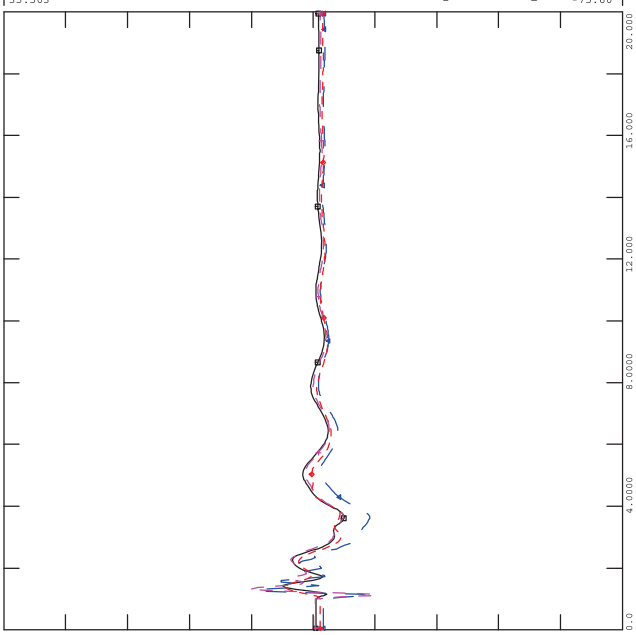
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_22_1155L_WILLOWCREEK

FILE: Scn4_SP_22_1155L_WillowCreek.out

WED, MAY 15 2024 22:36

ROTOR ANGLE

CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
41.488 -84.23
CHNL# 6: [ANGL 3187[CECST 13.200]2]
29.572 -80.33
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
33.697 -88.53
CHNL# 1: [ANGL 773[SECST 20.000]1]
35.503 -75.60



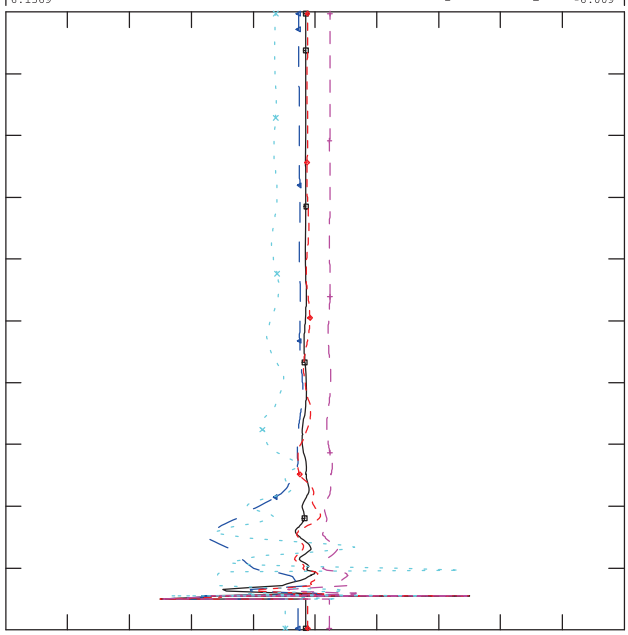
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_22_1155L_WILLOWCREEK

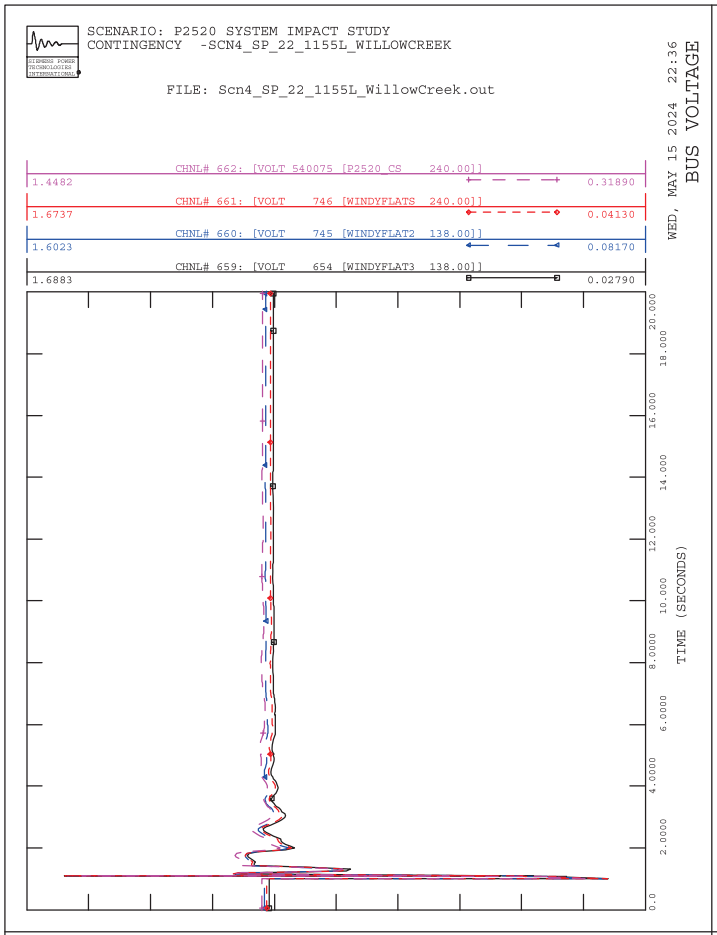
FILE: Scn4_SP_22_1155L_WillowCreek.out

WED, MAY 15 2024 22:36

REACTIVE POWER

CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.1410 -0.7514
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.0954 -0.8655
CHNL# 327: [VARS 3187[CECST 13.200]2]
2.1699 -2.238
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.1140 -0.8635
CHNL# 322: [VARS 773[SECST 20.000]1]
6.1569 -6.009




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_22_1155L_WILLOWCREEK
FILE: Scn4_SP_22_1155L_WillowCreek.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.4482
0.31890
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.6737
0.04130
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.6023
0.08170
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.6883
0.02790
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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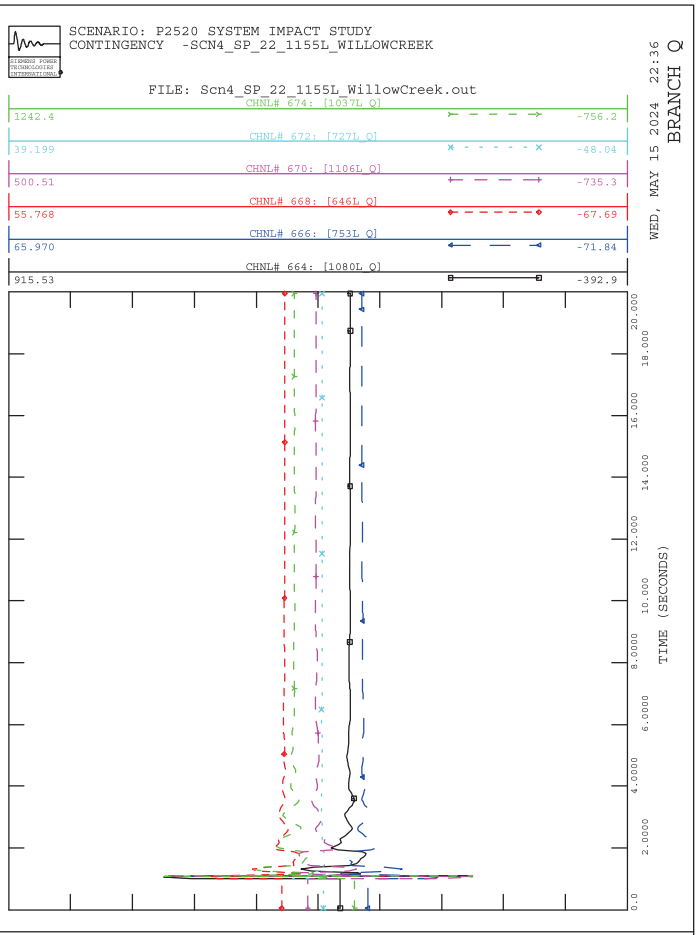
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_22_1155L_WILLOWCREEK
FILE: Scn4_SP_22_1155L_WillowCreek.out
CHNL# 674: [1037L Q]
1242.4
-756.2
CHNL# 672: [727L Q]
39.199
-48.04
CHNL# 670: [1106L Q]
500.51
-735.3
CHNL# 668: [646L Q]
55.768
-67.69
CHNL# 666: [753L Q]
65.970
-71.84
CHNL# 664: [1080L Q]
915.53
-392.9
BRANCH Q
WED, MAY 15 2024 22:36
TIME (SECONDS)
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18.000
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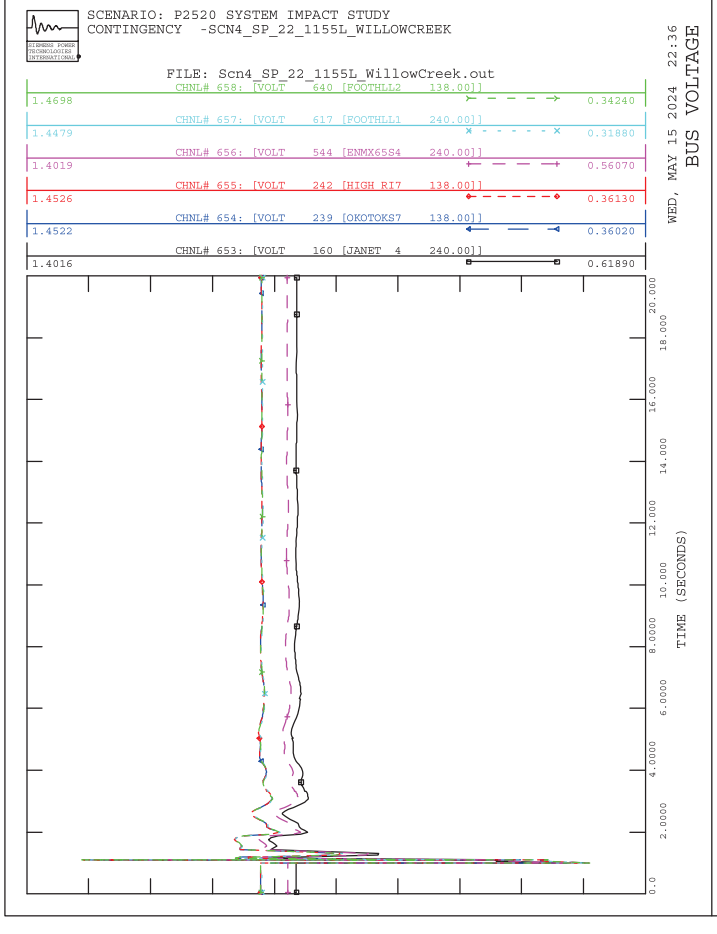
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_22_1155L_WILLOWCREEK
FILE: Scn4_SP_22_1155L_WillowCreek.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.4698
0.34240
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.4479
0.31880
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.4019
0.56070
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.4526
0.36130
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.4522
0.36020
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.4016
0.61890
BUS VOLTAGE
WED, MAY 15 2024 22:36
TIME (SECONDS)
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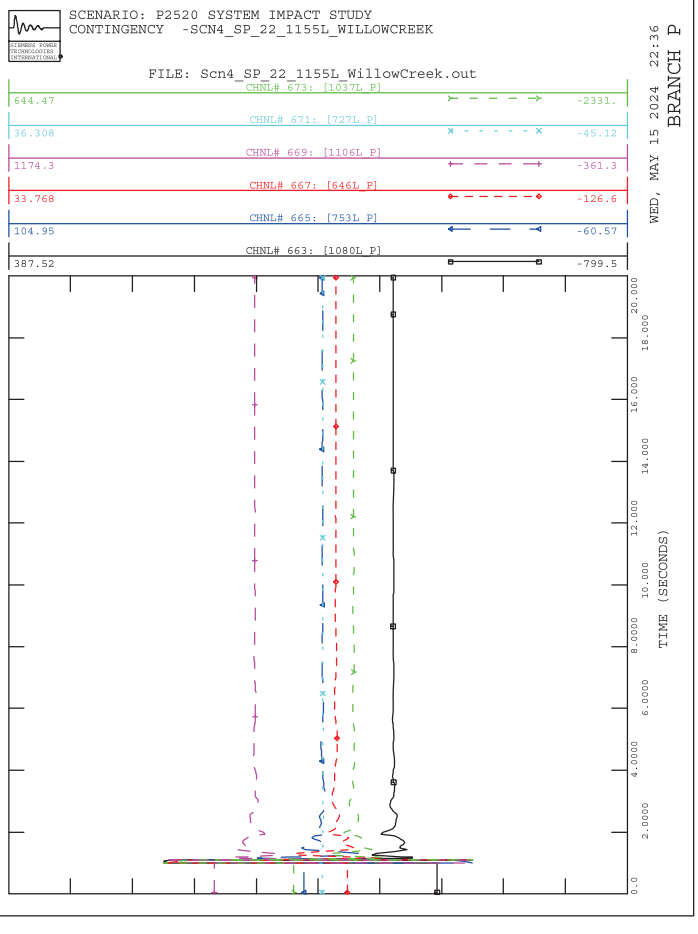
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_22_1155L_WILLOWCREEK
FILE: Scn4_SP_22_1155L_WillowCreek.out
CHNL# 673: [1037L P]
644.47
-2331.
CHNL# 671: [727L P]
36.308
-45.12
CHNL# 669: [1106L P]
1174.3
-361.3
CHNL# 667: [646L P]
33.768
-126.6
CHNL# 665: [753L P]
104.95
-60.57
CHNL# 663: [1080L P]
387.52
-799.5
BRANCH P
WED, MAY 15 2024 22:36
TIME (SECONDS)
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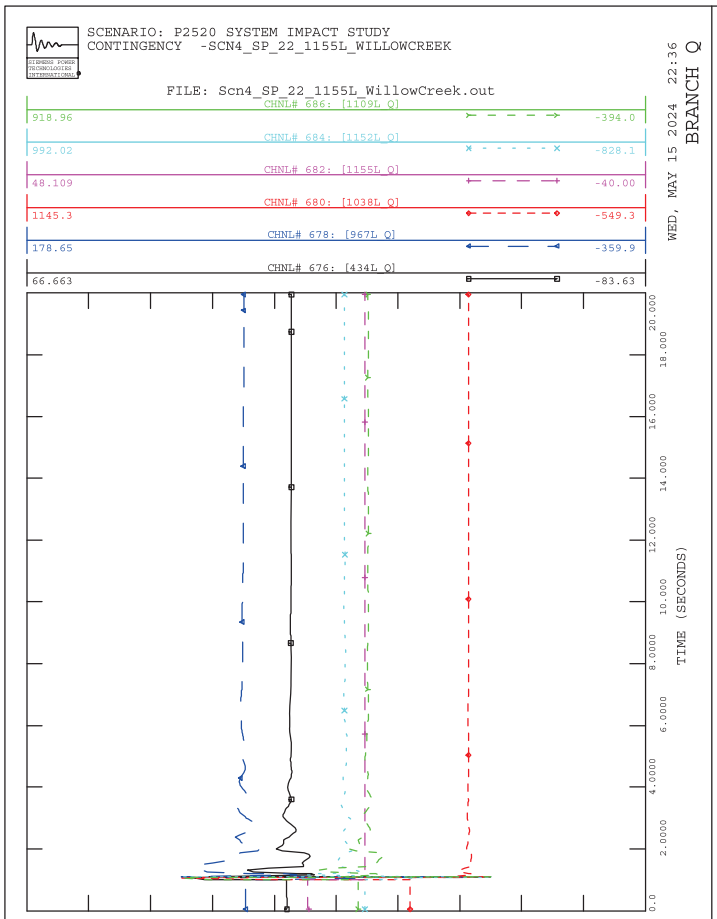
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_22_1155L_WILLOWCREEK
FILE: Scn4_SP_22_1155L_WillowCreek.out
CHNL# 686: [1109L Q]
918.96
-394.0
CHNL# 684: [1152L Q]
992.02
-828.1
CHNL# 682: [1155L Q]
48.109
-40.00
CHNL# 680: [1038L Q]
1145.3
-549.3
CHNL# 678: [967L Q]
178.65
-359.9
CHNL# 676: [434L Q]
66.663
-83.63
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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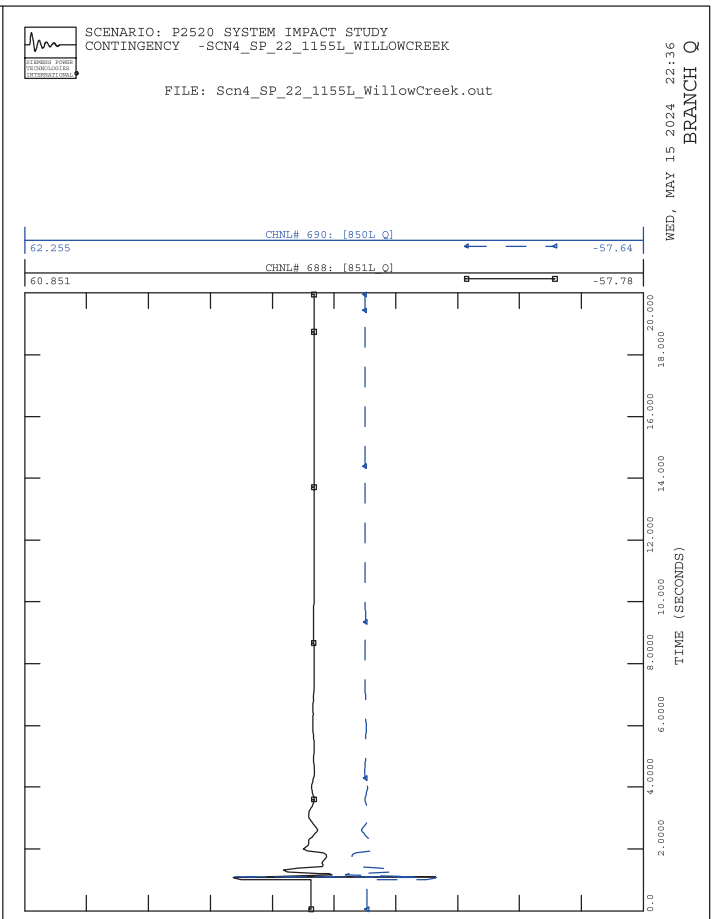
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_22_1155L_WILLOWCREEK
FILE: Scn4_SP_22_1155L_WillowCreek.out
CHNL# 690: [850L Q]
62.255
-57.64
CHNL# 688: [851L Q]
60.851
-57.78
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
14.000
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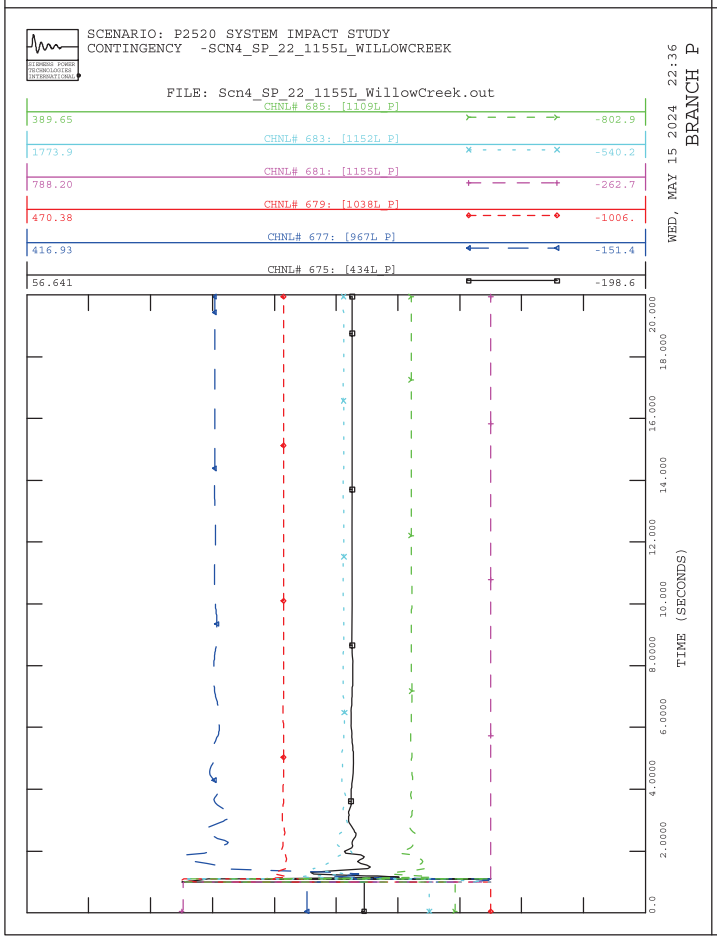
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_22_1155L_WILLOWCREEK
FILE: Scn4_SP_22_1155L_WillowCreek.out
CHNL# 685: [1109L P]
389.65
-802.9
CHNL# 683: [1152L P]
1773.9
-540.2
CHNL# 681: [1155L P]
788.20
-262.7
CHNL# 679: [1038L P]
470.38
-1006.
CHNL# 677: [967L P]
416.93
-151.4
CHNL# 675: [434L P]
56.641
-198.6
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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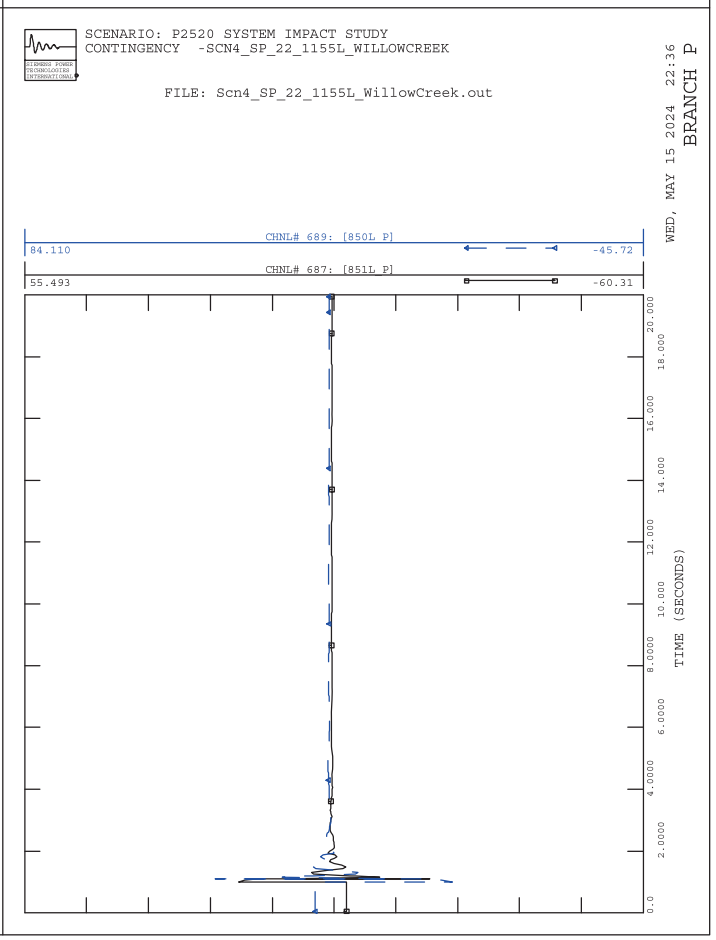
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_22_1155L_WILLOWCREEK
FILE: Scn4_SP_22_1155L_WillowCreek.out
CHNL# 689: [850L P]
84.110
-45.72
CHNL# 687: [851L P]
55.493
-60.31
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_23_1080L_SS65

FILE: Scn4_SP_23_1080L_SS65.out

WED, MAY 15 2024 22:36

ACTIVE POWER

CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.4045 -0.2000
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.59930 -0.3198
CHNL# 220: [POWR 3187[CECST 13.200]2]
1.2018 -0.2911
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.61850 -0.2266
CHNL# 215: [POWR 773[SECST 20.000]1]
3.7001 0.09650

TIME (SECONDS)
0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_23_1080L_SS65

FILE: Scn4_SP_23_1080L_SS65.out

WED, MAY 15 2024 22:36

TERMINAL VOLTAGE

CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.3900 0.05670
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.1776 0.54660
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1272 0.47890
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1641 0.43780
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.1816 0.36680

TIME (SECONDS)
0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_23_1080L_SS65

FILE: Scn4_SP_23_1080L_SS65.out

WED, MAY 15 2024 22:36

ROTOR ANGLE

CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
45.815 -78.19
CHNL# 6: [ANGL 3187[CECST 13.200]2]
39.291 -80.81
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
39.028 -87.85
CHNL# 1: [ANGL 773[SECST 20.000]1]
43.321 -77.75

TIME (SECONDS)
0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_23_1080L_SS65

FILE: Scn4_SP_23_1080L_SS65.out

WED, MAY 15 2024 22:36

REACTIVE POWER

CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.0408 -0.8149
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.5950 -0.8540
CHNL# 327: [VARS 3187[CECST 13.200]2]
3.4010 -2.059
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.5148 -0.7770
CHNL# 322: [VARS 773[SECST 20.000]1]
8.4297 -4.977

TIME (SECONDS)
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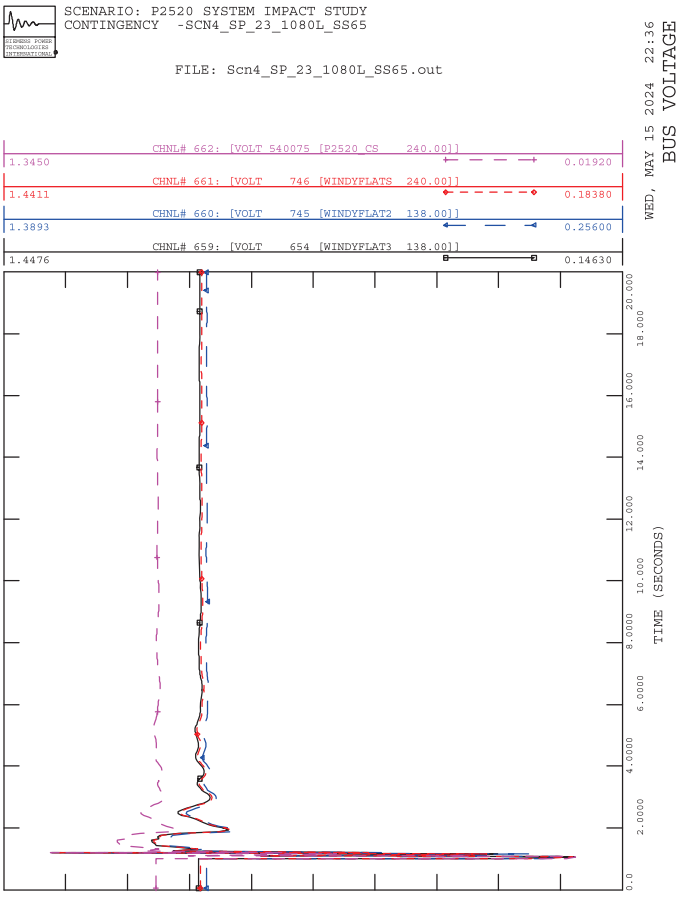
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_23_1080L_SS65
FILE: Scn4_SP_23_1080L_SS65.out
WED, MAY 15 2024 22:36
BUS VOLTAGE
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.3450
0.01920
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.4411
0.18380
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.3893
0.25600
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.4476
0.14630
TIME (SECONDS)
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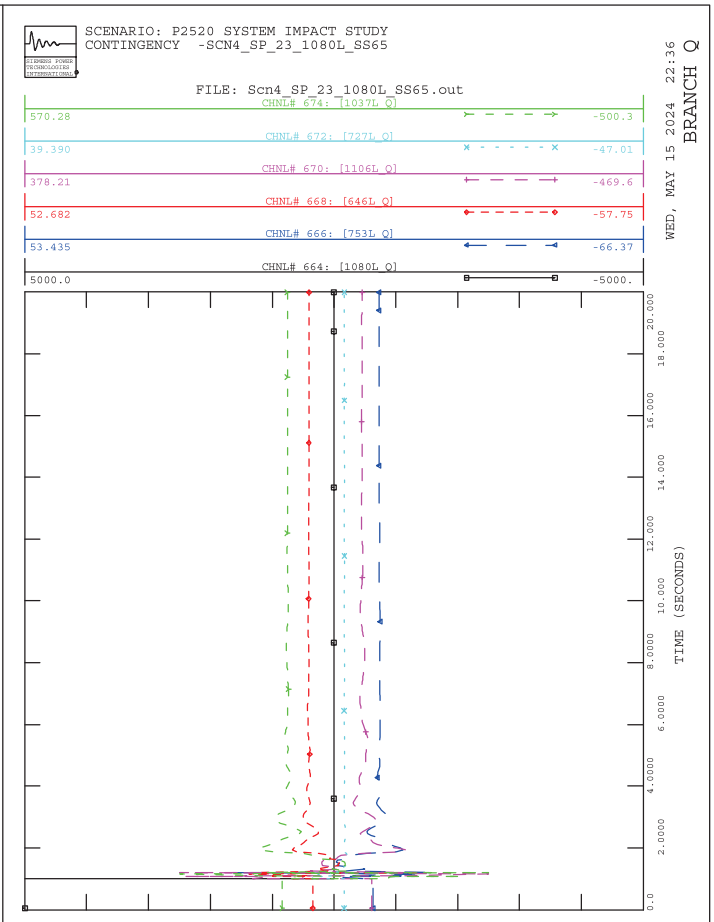
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_23_1080L_SS65
FILE: Scn4_SP_23_1080L_SS65.out
WED, MAY 15 2024 22:36
BRANCH Q
CHNL# 674: [1037L Q]
570.28
-500.3
CHNL# 672: [727L Q]
39.390
-47.01
CHNL# 670: [1106L Q]
378.21
-469.6
CHNL# 668: [646L Q]
52.682
-57.75
CHNL# 666: [753L Q]
53.435
-66.37
CHNL# 664: [1080L Q]
5000.0
-5000.
TIME (SECONDS)
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8.0000
10.000
12.000
14.000
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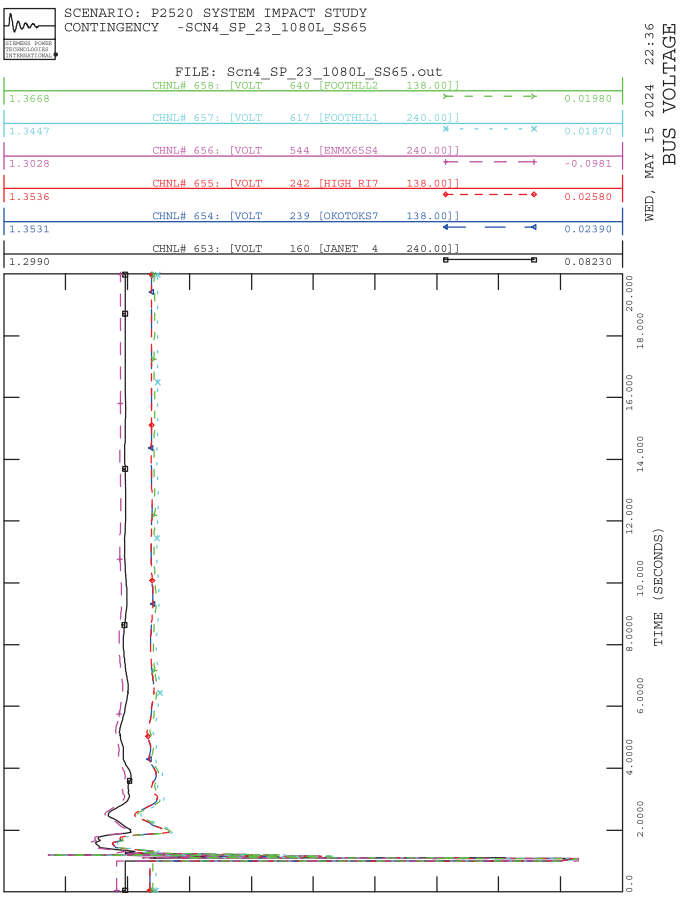
18.000
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_23_1080L_SS65
FILE: Scn4_SP_23_1080L_SS65.out
WED, MAY 15 2024 22:36
BUS VOLTAGE
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.3668
0.01980
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.3447
0.01870
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.3028
-0.0981
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.3536
0.02580
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.3531
0.02390
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2990
0.08230
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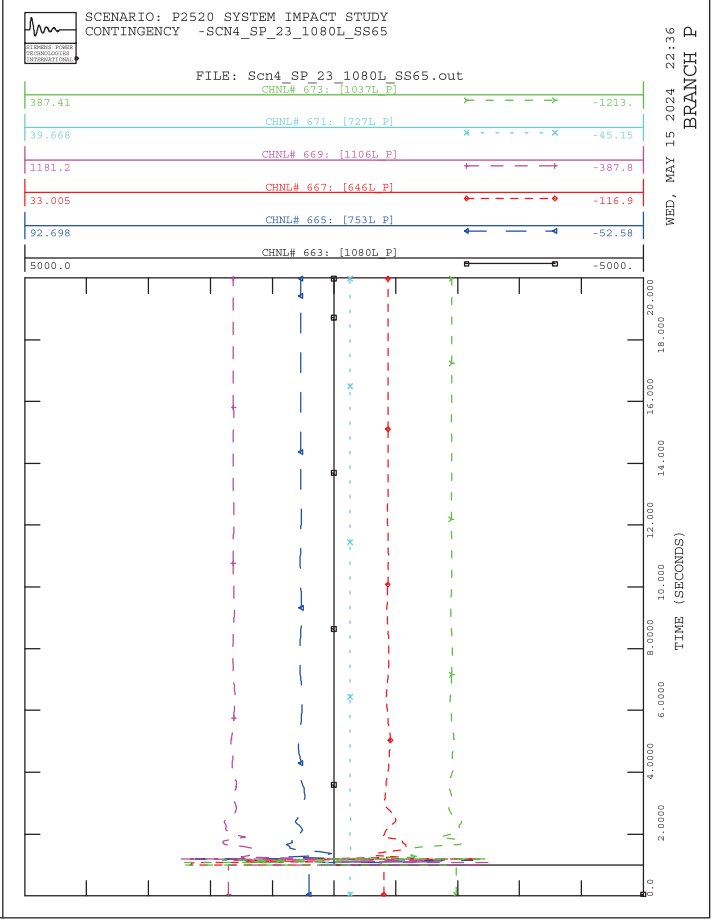
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_23_1080L_SS65
FILE: Scn4_SP_23_1080L_SS65.out
WED, MAY 15 2024 22:36
BRANCH P
CHNL# 673: [1037L P]
387.41
-1213.
CHNL# 671: [727L P]
39.668
-45.15
CHNL# 669: [1106L P]
1181.2
-387.8
CHNL# 667: [646L P]
33.005
-116.9
CHNL# 665: [753L P]
92.698
-52.58
CHNL# 663: [1080L P]
5000.0
-5000.
TIME (SECONDS)
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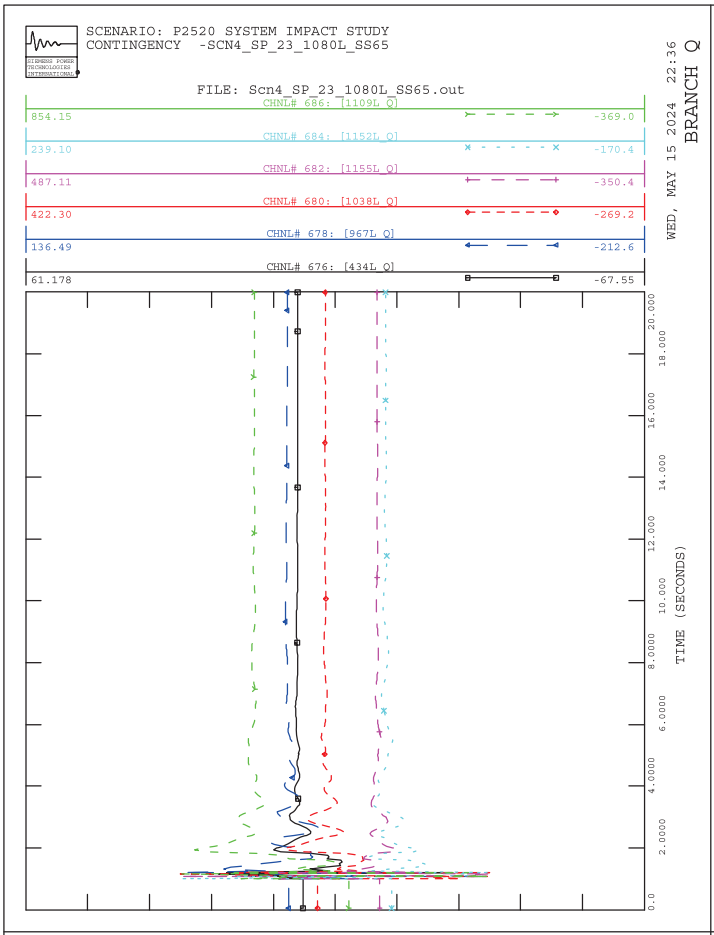
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_23_1080L_SS65
FILE: Scn4_SP_23_1080L_SS65.out
CHNL# 686: [1109L Q]
854.15
-369.0
CHNL# 684: [1152L Q]
239.10
-170.4
CHNL# 682: [1155L Q]
487.11
-350.4
CHNL# 680: [1038L Q]
422.30
-269.2
CHNL# 678: [967L Q]
136.49
-212.6
CHNL# 676: [434L Q]
61.178
-67.55
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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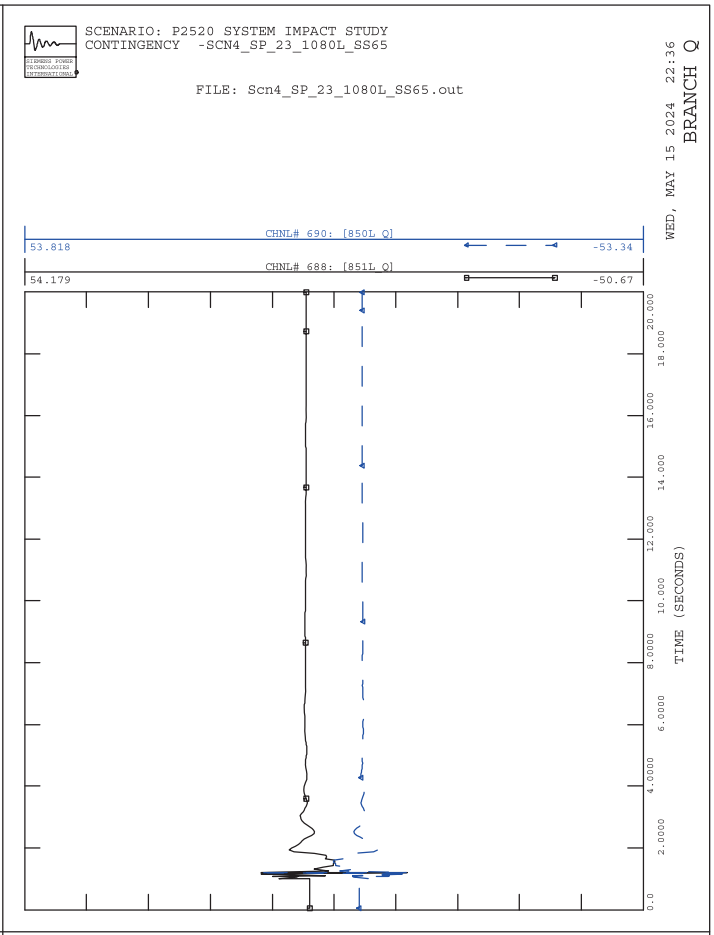
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_23_1080L_SS65
FILE: Scn4_SP_23_1080L_SS65.out
CHNL# 690: [850L Q]
53.818
-53.34
CHNL# 688: [851L Q]
54.179
-50.67
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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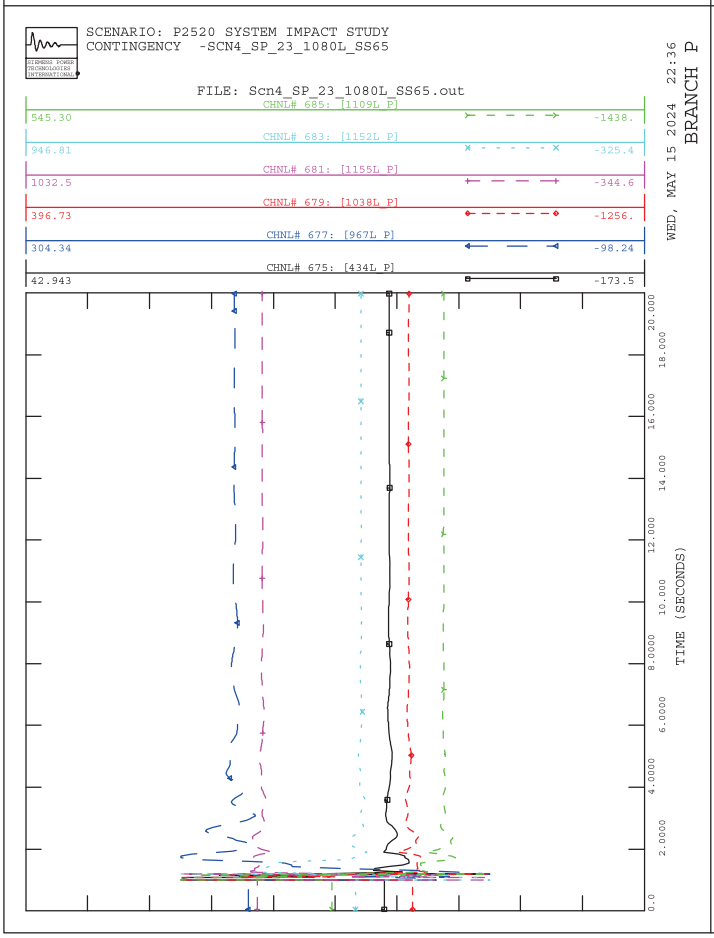
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_23_1080L_SS65
FILE: Scn4_SP_23_1080L_SS65.out
CHNL# 685: [1109L P]
545.30
-1438.
CHNL# 683: [1152L P]
946.81
-325.4
CHNL# 681: [1155L P]
1032.5
-344.6
CHNL# 679: [1038L P]
396.73
-1256.
CHNL# 677: [967L P]
304.34
-98.24
CHNL# 675: [434L P]
42.943
-173.5
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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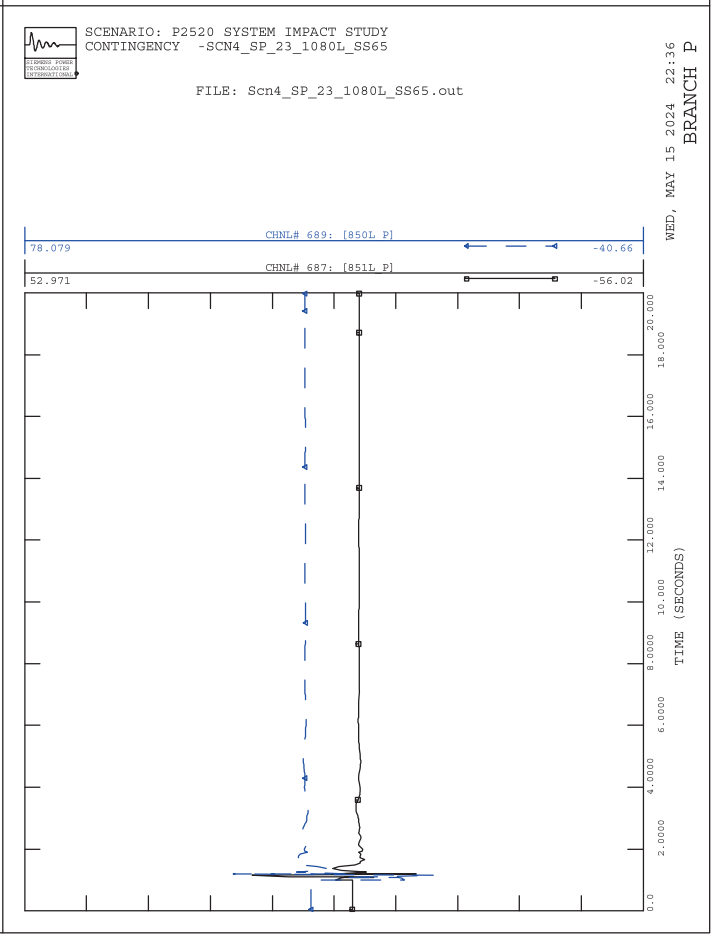
20.000

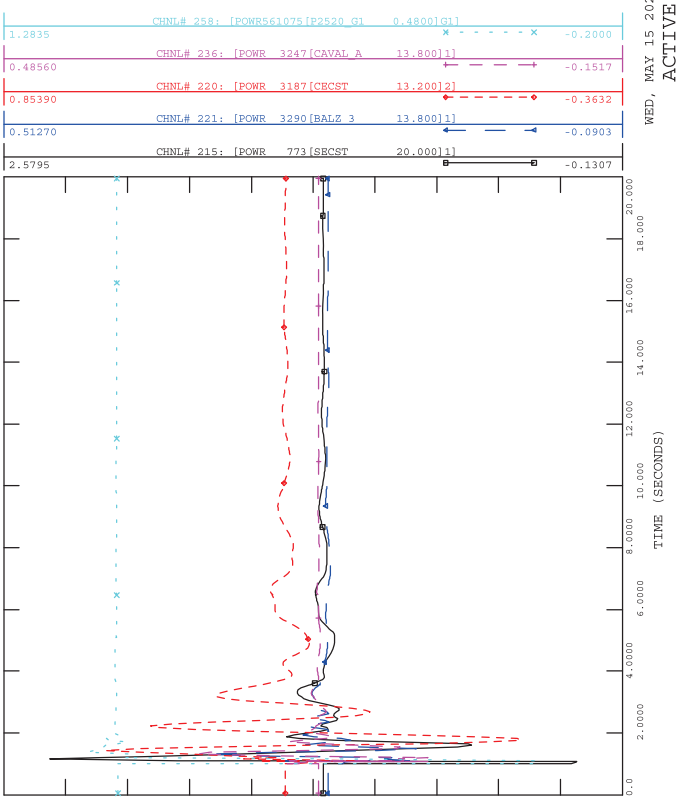

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_23_1080L_SS65
FILE: Scn4_SP_23_1080L_SS65.out
CHNL# 689: [850L P]
78.079
-40.66
CHNL# 687: [851L P]
52.971
-56.02
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_24_1080L_SHEPARD

FILE: Scn4_SP_24_1080L_Shepard.out

WED, MAY 15 2024 22:36

ACTIVE POWER

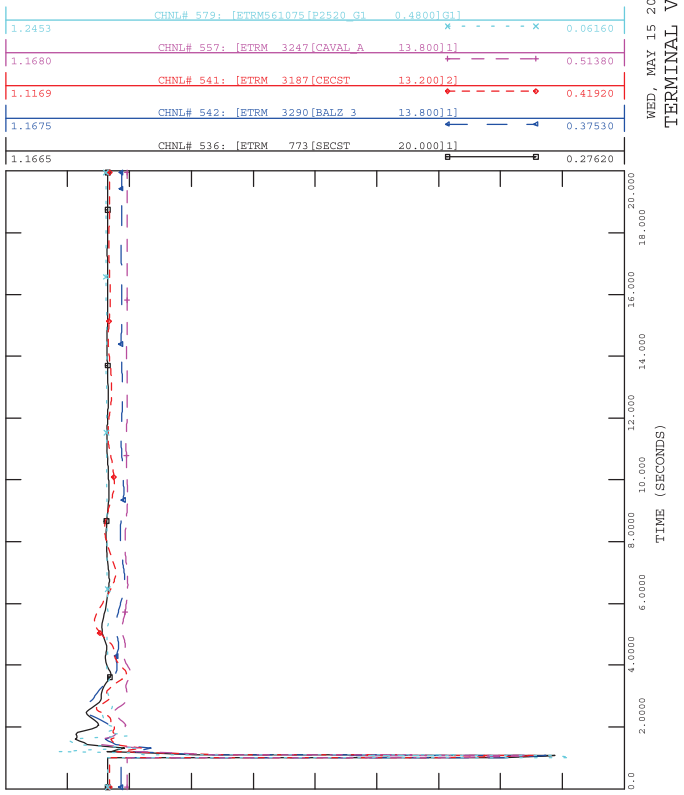


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_24_1080L_SHEPARD

FILE: Scn4_SP_24_1080L_Shepard.out

WED, MAY 15 2024 22:36

TERMINAL VOLTAGE

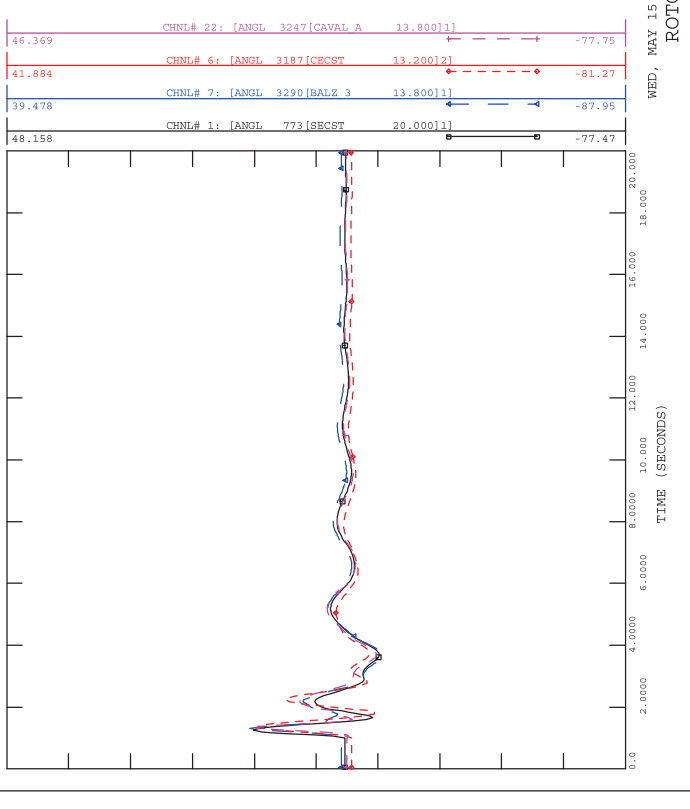


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_24_1080L_SHEPARD

FILE: Scn4_SP_24_1080L_Shepard.out

WED, MAY 15 2024 22:36

ROTOR ANGLE

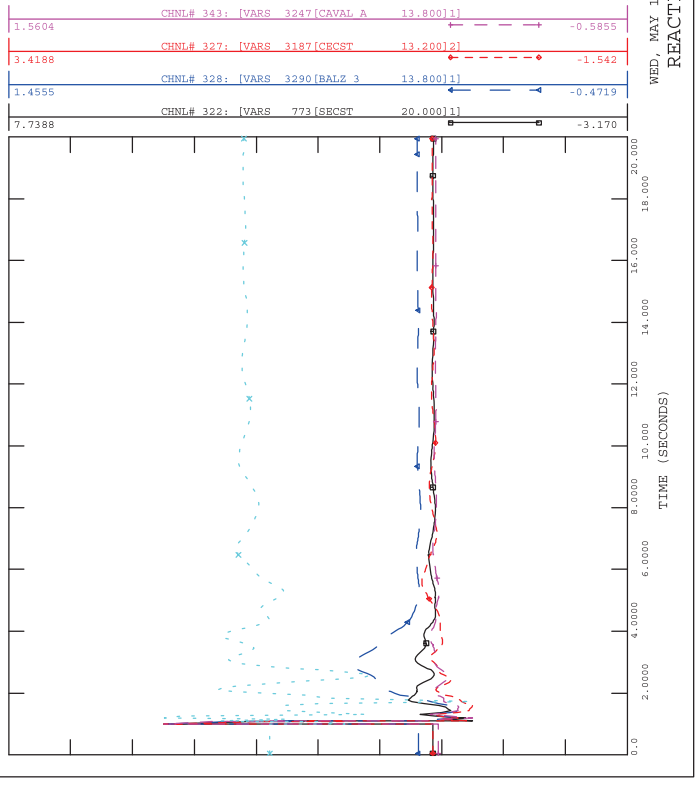


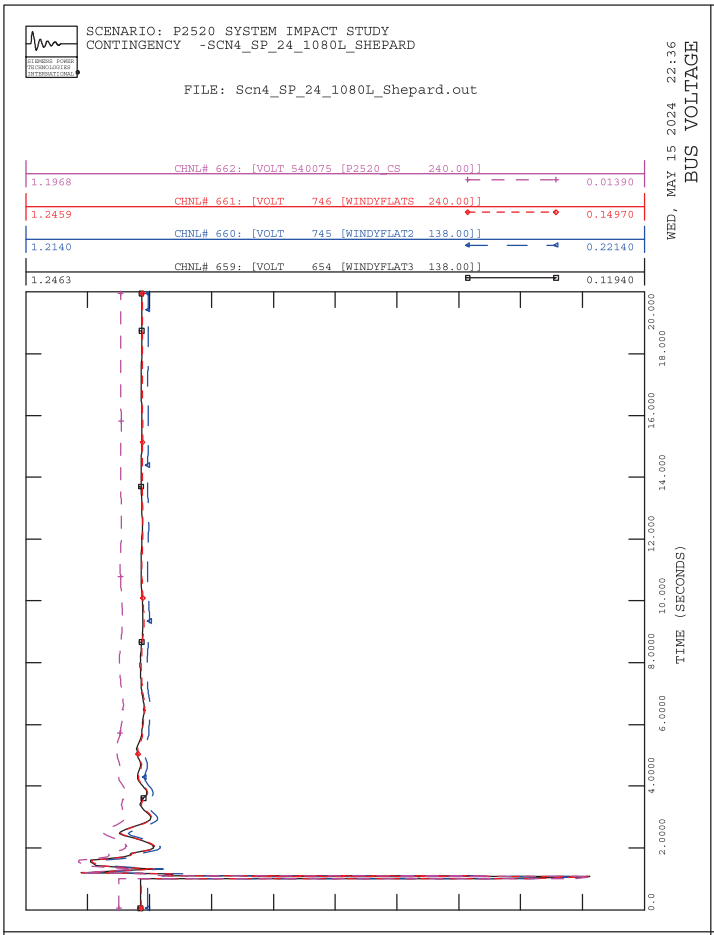
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_24_1080L_SHEPARD

FILE: Scn4_SP_24_1080L_Shepard.out

WED, MAY 15 2024 22:36

REACTIVE POWER




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_24_1080L_SHEPARD
FILE: Scn4_SP_24_1080L_Shepard.out
CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.1968
0.01390
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.2459
0.14970
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.2140
0.22140
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.2463
0.11940
WED, MAY 15 2024 22:36
BUS VOLTAGE
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
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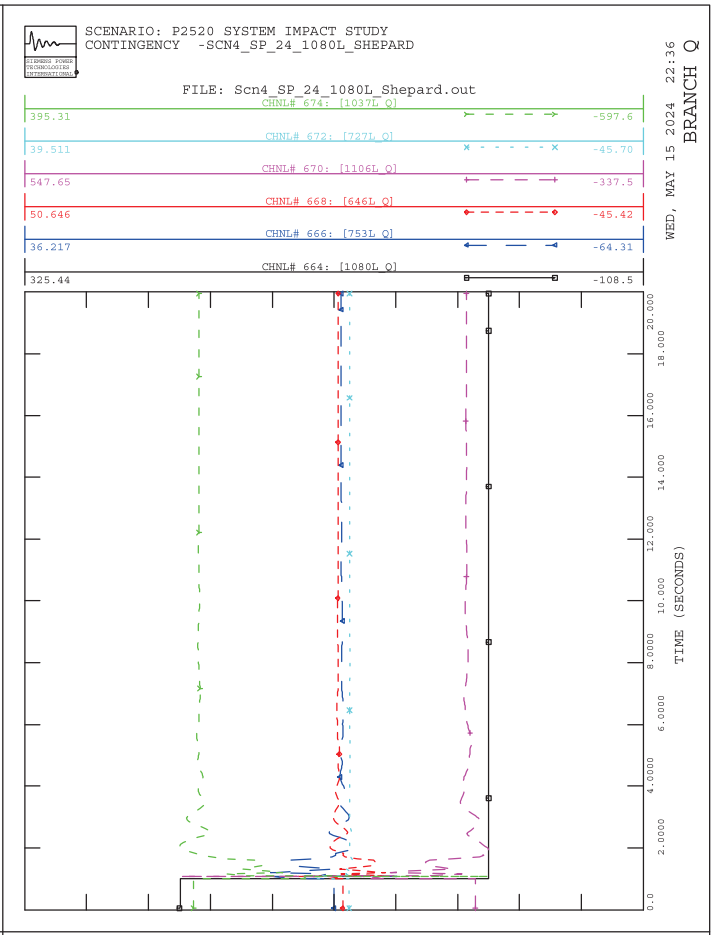
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_24_1080L_SHEPARD
FILE: Scn4_SP_24_1080L_Shepard.out
CHNL# 674: [1037L Q]
395.31
-597.6
CHNL# 672: [727L Q]
39.511
-45.70
CHNL# 670: [1106L Q]
547.65
-337.5
CHNL# 668: [646L Q]
50.646
-45.42
CHNL# 666: [753L Q]
36.217
-64.31
CHNL# 664: [1080L Q]
325.44
-108.5
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
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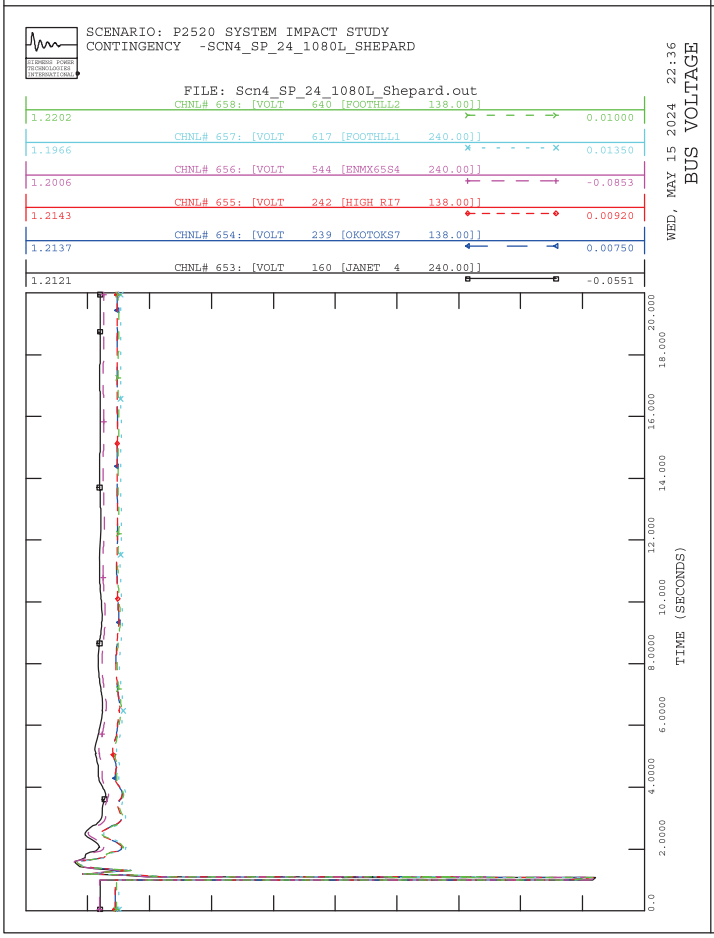
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_24_1080L_SHEPARD
FILE: Scn4_SP_24_1080L_Shepard.out
CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.2202
0.01000
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.1966
0.01350
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2006
-0.0853
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2143
0.00920
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2137
0.00750
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
1.2121
-0.0551
WED, MAY 15 2024 22:36
BUS VOLTAGE
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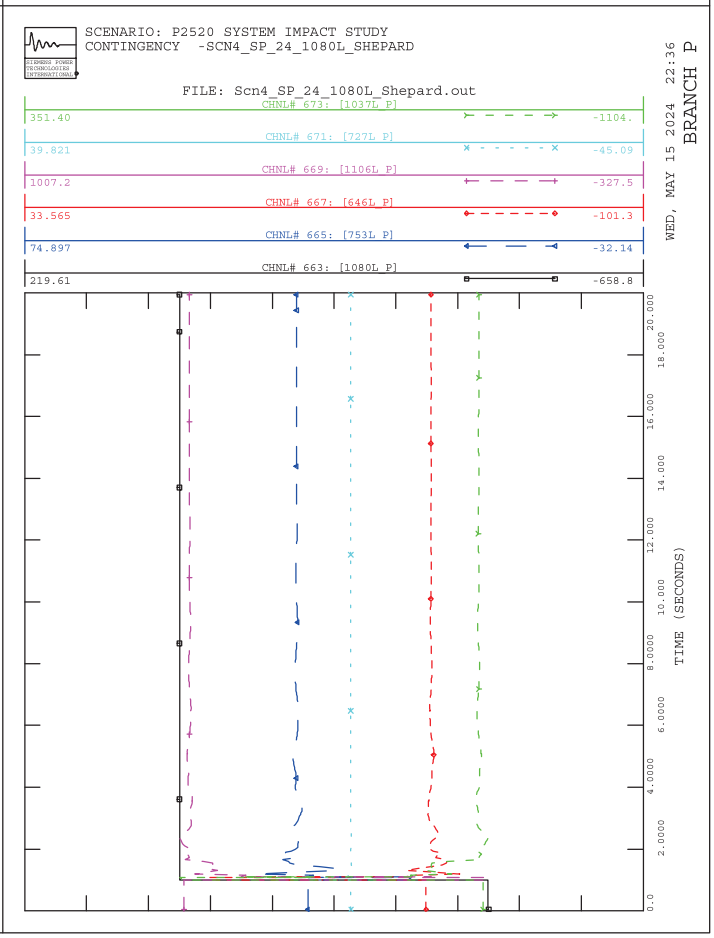
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_24_1080L_SHEPARD
FILE: Scn4_SP_24_1080L_Shepard.out
CHNL# 673: [1037L P]
351.40
-1104.
CHNL# 671: [727L P]
39.821
-45.09
CHNL# 669: [1106L P]
1007.2
-327.5
CHNL# 667: [646L P]
33.565
-101.3
CHNL# 665: [753L P]
74.897
-32.14
CHNL# 663: [1080L P]
219.61
-658.8
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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12.000
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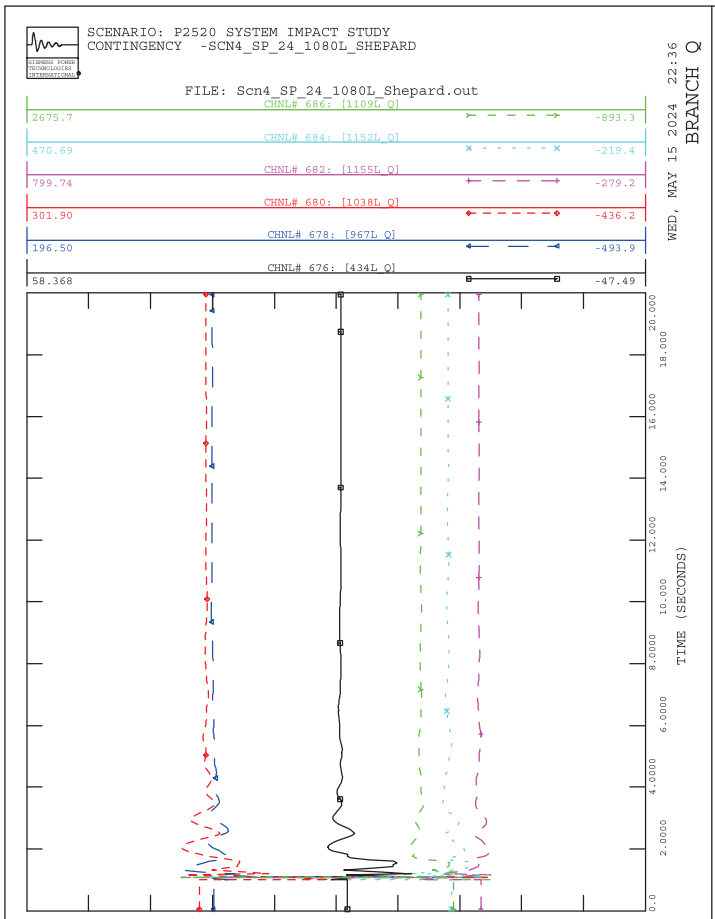
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_24_1080L_SHEPARD
FILE: Scn4_SP_24_1080L_Shepard.out
CHNL# 686: [1109L Q]
2675.7
-893.3
CHNL# 684: [1152L Q]
470.69
-219.4
CHNL# 682: [1155L Q]
799.74
-279.2
CHNL# 680: [1038L Q]
301.90
-436.2
CHNL# 678: [967L Q]
196.50
-493.9
CHNL# 676: [434L Q]
58.368
-47.49
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
6.0000
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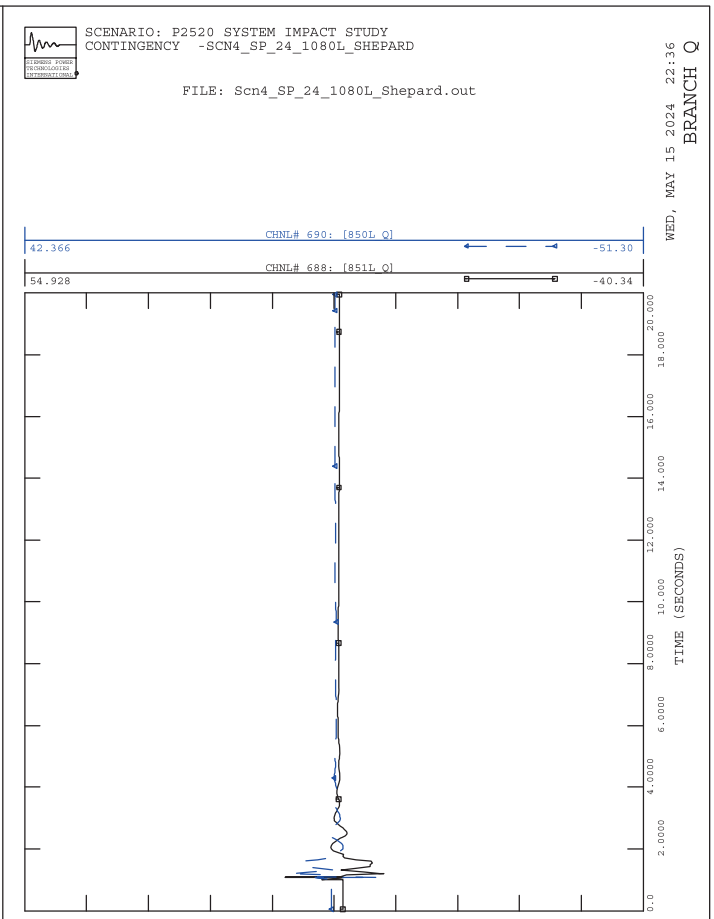
20.000


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_24_1080L_SHEPARD
FILE: Scn4_SP_24_1080L_Shepard.out
CHNL# 690: [850L Q]
42.366
-51.30
CHNL# 688: [851L Q]
54.928
-40.34
WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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4.0000
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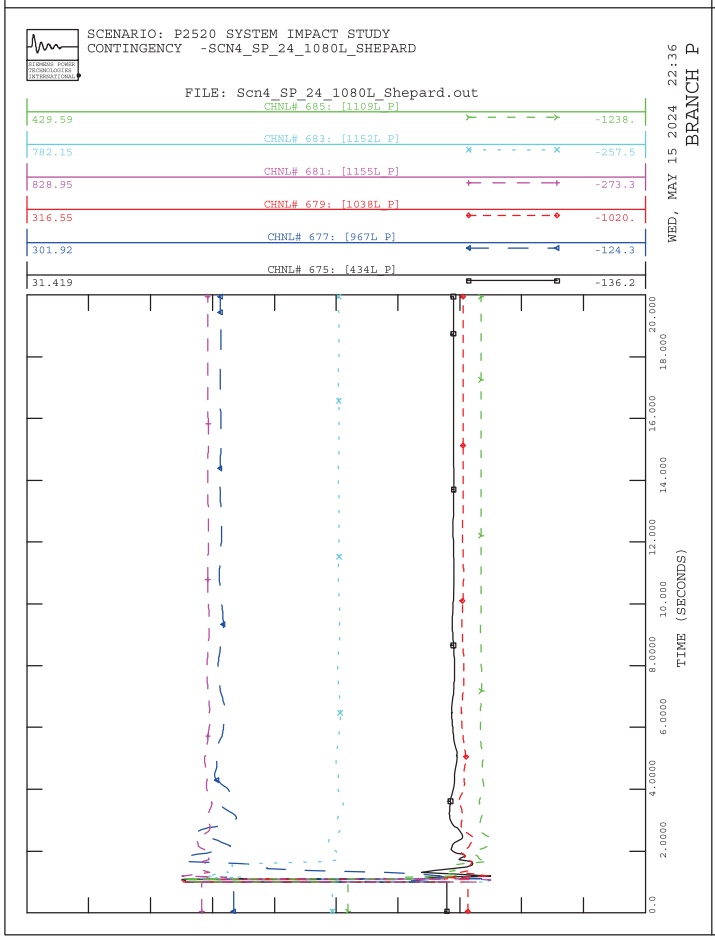
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_24_1080L_SHEPARD
FILE: Scn4_SP_24_1080L_Shepard.out
CHNL# 685: [1109L P]
429.59
-1238.
CHNL# 683: [1152L P]
782.15
-257.5
CHNL# 681: [1155L P]
828.95
-273.3
CHNL# 679: [1038L P]
316.55
-1020.
CHNL# 677: [967L P]
301.92
-124.3
CHNL# 675: [434L P]
31.419
-136.2
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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4.0000
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12.000
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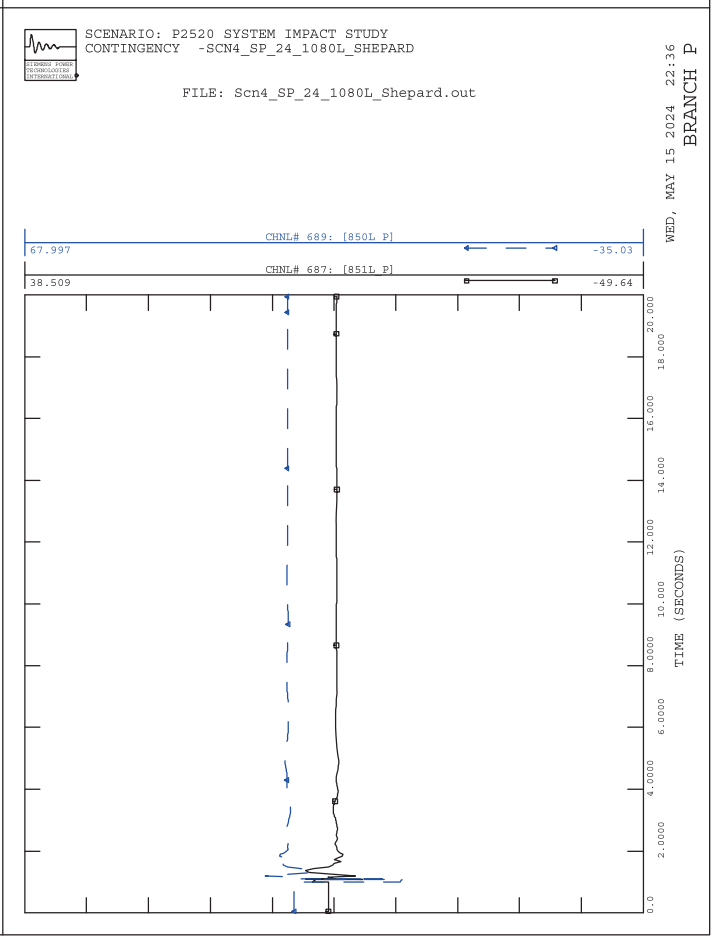
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_24_1080L_SHEPARD
FILE: Scn4_SP_24_1080L_Shepard.out
CHNL# 689: [850L P]
67.997
-35.03
CHNL# 687: [851L P]
38.509
-49.64
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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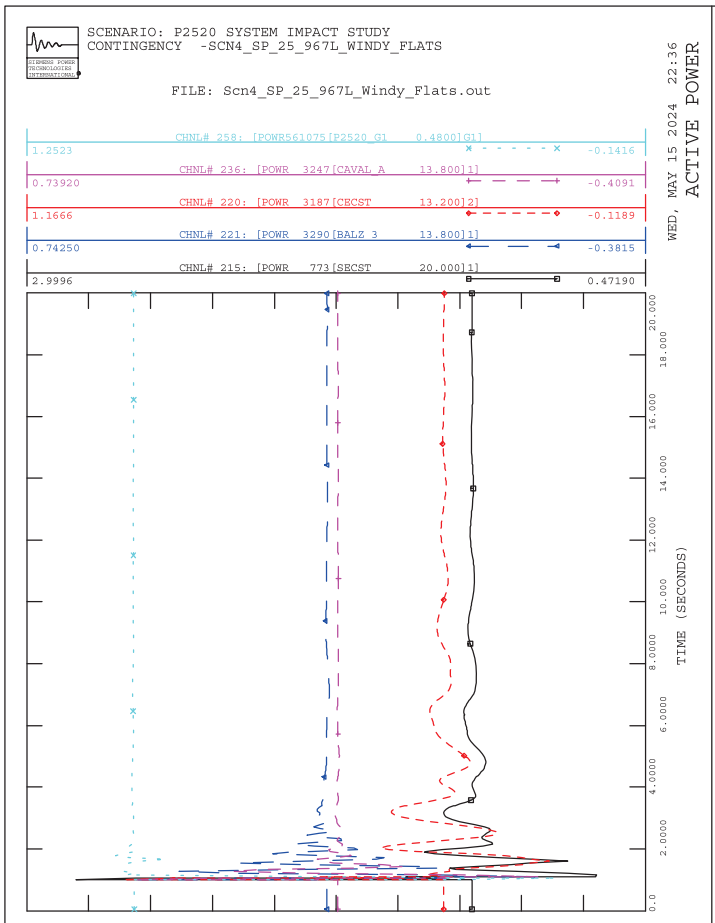
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_25_967L_WINDY_FLATS
FILE: Scn4_SP_25_967L_Windy_Flats.out
CHNL# 258: [POWR561075[P2520_G1 0.4800]G1]
1.2523
-0.1416
CHNL# 236: [POWR 3247[CAVAL_A 13.800]1]
0.73920
-0.4091
CHNL# 220: [POWR 3187[CECST 13.200]2]
1.1666
-0.1189
CHNL# 221: [POWR 3290[BALZ_3 13.800]1]
0.74250
-0.3815
CHNL# 215: [POWR 773[SECST 20.000]1]
2.9996
0.47190
0.0
2.0000
4.0000
6.0000
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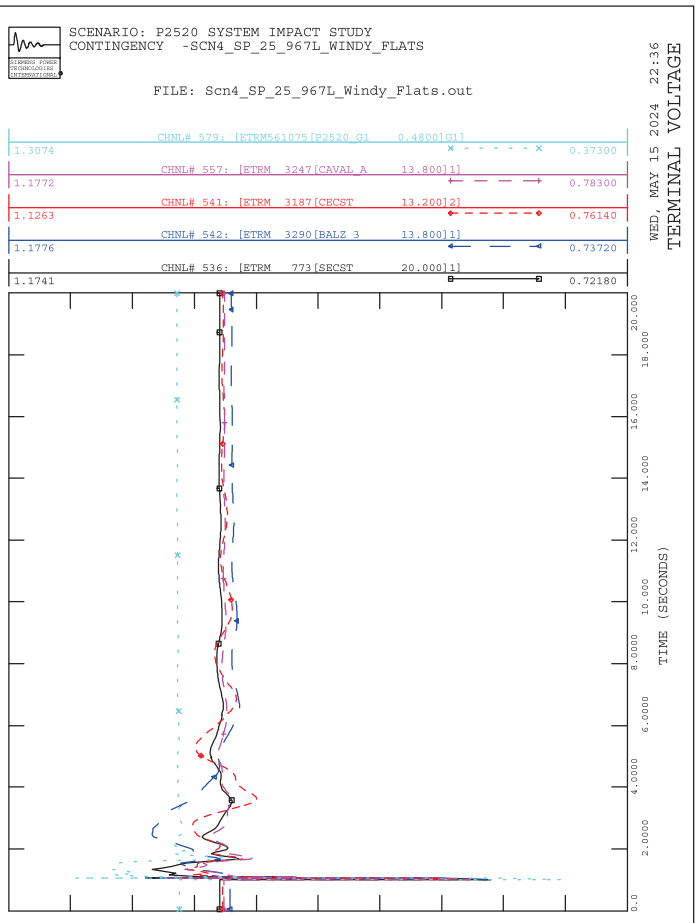
20.000
TIME (SECONDS)
WED, MAY 15 2024 22:36
ACTIVE POWER


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_25_967L_WINDY_FLATS
FILE: Scn4_SP_25_967L_Windy_Flats.out
CHNL# 579: [ETRM561075[P2520_G1 0.4800]G1]
1.3074
0.37300
CHNL# 557: [ETRM 3247[CAVAL_A 13.800]1]
1.1772
0.78300
CHNL# 541: [ETRM 3187[CECST 13.200]2]
1.1263
0.76140
CHNL# 542: [ETRM 3290[BALZ_3 13.800]1]
1.1776
0.73720
CHNL# 536: [ETRM 773[SECST 20.000]1]
1.1741
0.72180
0.0
2.0000
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6.0000
8.0000
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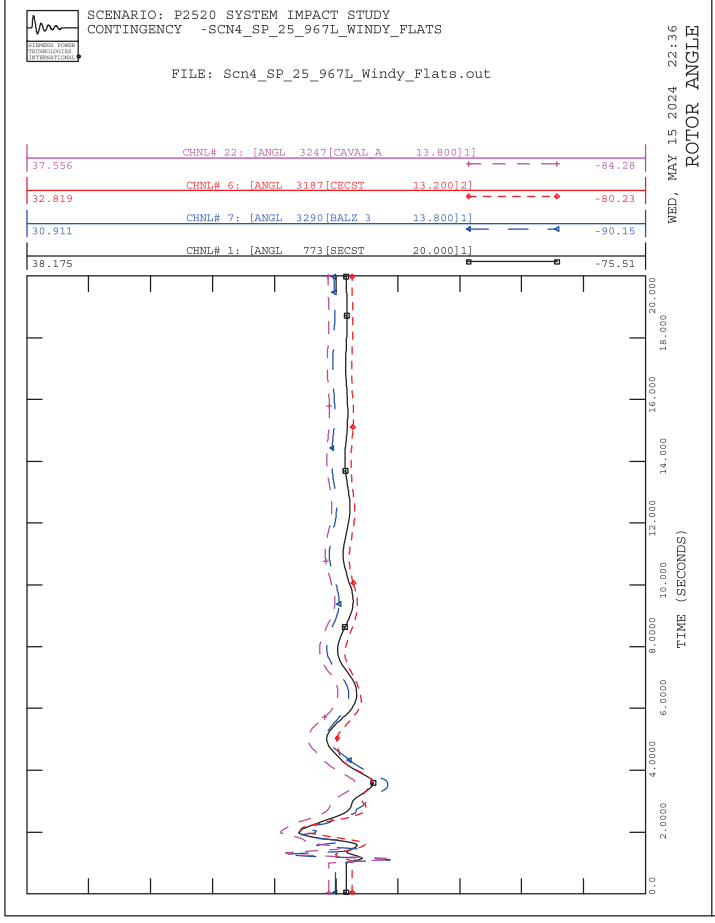
20.000
TIME (SECONDS)
WED, MAY 15 2024 22:36
TERMINAL VOLTAGE


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_25_967L_WINDY_FLATS
FILE: Scn4_SP_25_967L_Windy_Flats.out
CHNL# 22: [ANGL 3247[CAVAL_A 13.800]1]
37.556
-84.28
CHNL# 6: [ANGL 3187[CECST 13.200]2]
32.819
-80.23
CHNL# 7: [ANGL 3290[BALZ_3 13.800]1]
30.911
-90.15
CHNL# 1: [ANGL 773[SECST 20.000]1]
38.175
-75.51
0.0
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4.0000
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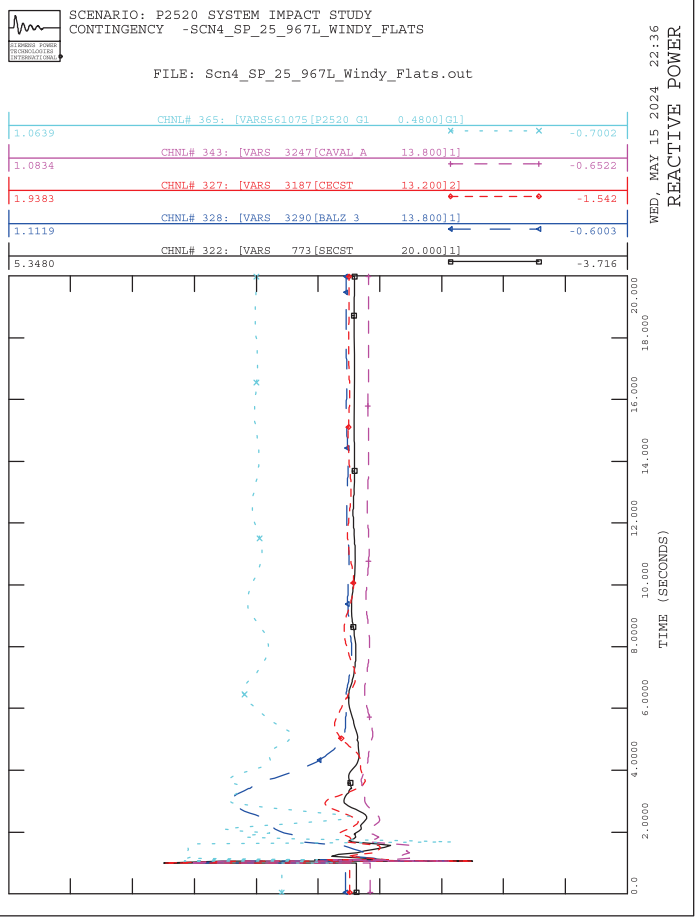
ROTOR ANGLE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CHNL# 365: [VARS561075[P2520_G1 0.4800]G1]
1.0639
-0.7002
CHNL# 343: [VARS 3247[CAVAL_A 13.800]1]
1.0834
-0.6522
CHNL# 327: [VARS 3187[CECST 13.200]2]
1.9383
-1.542
CHNL# 328: [VARS 3290[BALZ_3 13.800]1]
1.1119
-0.6003
CHNL# 322: [VARS 773[SECST 20.000]1]
5.3480
-3.716
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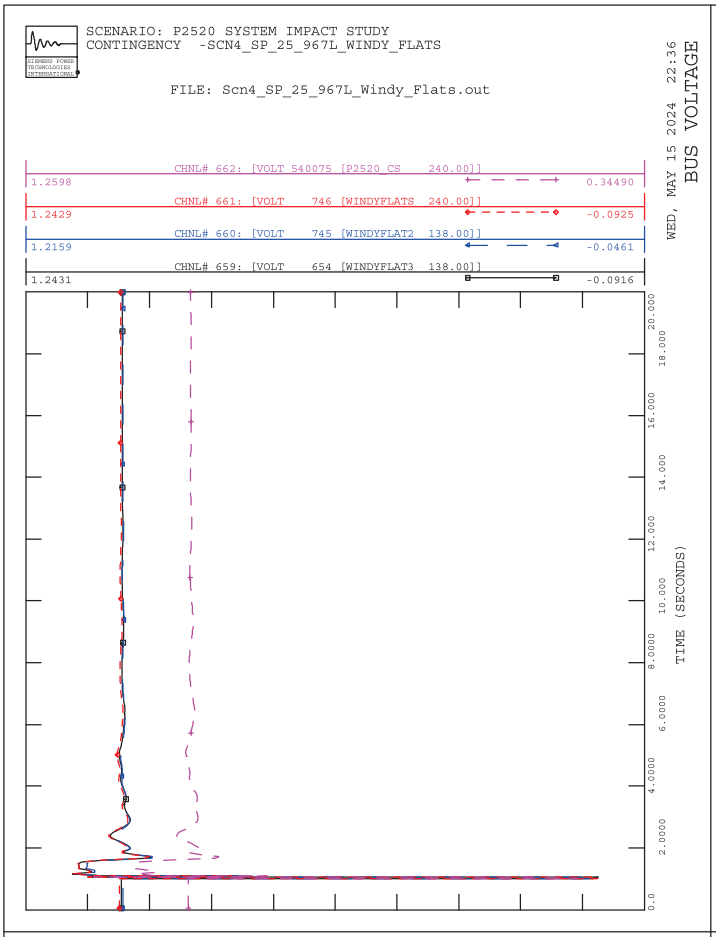
REACTIVE POWER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CONTINGENCY -SCN4_SP_25_967L_WINDY_FLATS
FILE: Scn4_SP_25_967L_Windy_Flats.out
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0.34490
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.2429
-0.0925
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.2159
-0.0461
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.2431
-0.0916
BUS VOLTAGE
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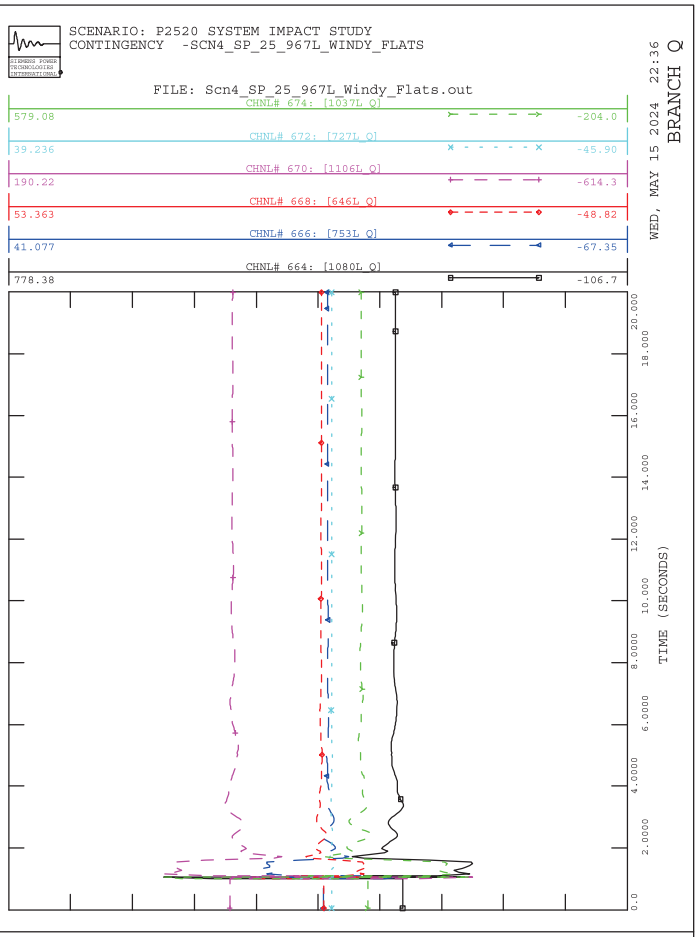
SCENARIO: P2520 SYSTEM IMPACT STUDY
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FILE: Scn4_SP_25_967L_Windy_Flats.out
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-204.0
CHNL# 672: [727L Q]
39.236
-45.90
CHNL# 670: [1106L Q]
190.22
-614.3
CHNL# 668: [646L Q]
53.363
-48.82
CHNL# 666: [753L Q]
41.077
-67.35
CHNL# 664: [1080L Q]
778.38
-106.7
BRANCH Q
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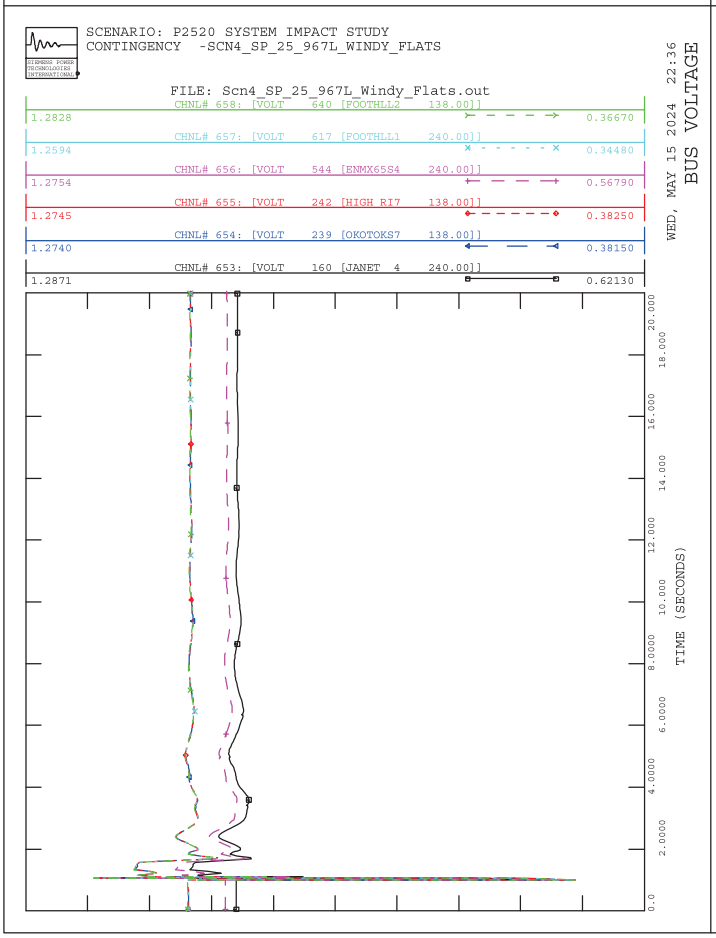
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_25_967L_WINDY_FLATS
FILE: Scn4_SP_25_967L_Windy_Flats.out
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1.2828
0.36670
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.2594
0.34480
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.2754
0.56790
CHNL# 655: [VOLT 242 [HIGH RI7 138.00]]
1.2745
0.38250
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.2740
0.38150
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
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0.62130
BUS VOLTAGE
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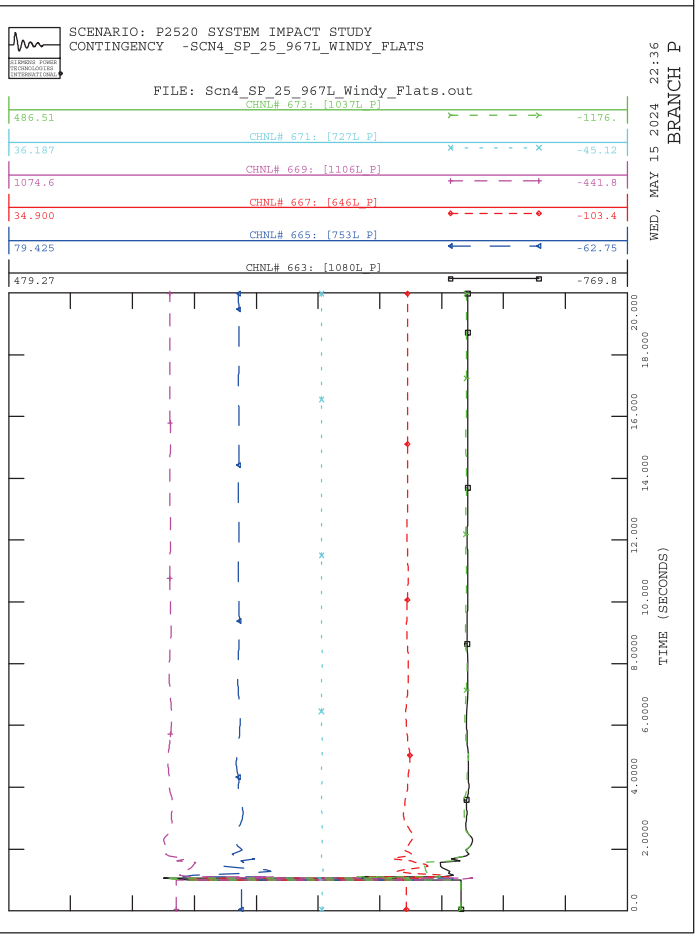
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_25_967L_WINDY_FLATS
FILE: Scn4_SP_25_967L_Windy_Flats.out
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CHNL# 671: [727L P]
36.187
-45.12
CHNL# 669: [1106L P]
1074.6
-441.8
CHNL# 667: [646L P]
34.900
-103.4
CHNL# 665: [753L P]
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-62.75
CHNL# 663: [1080L P]
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-769.8
BRANCH P
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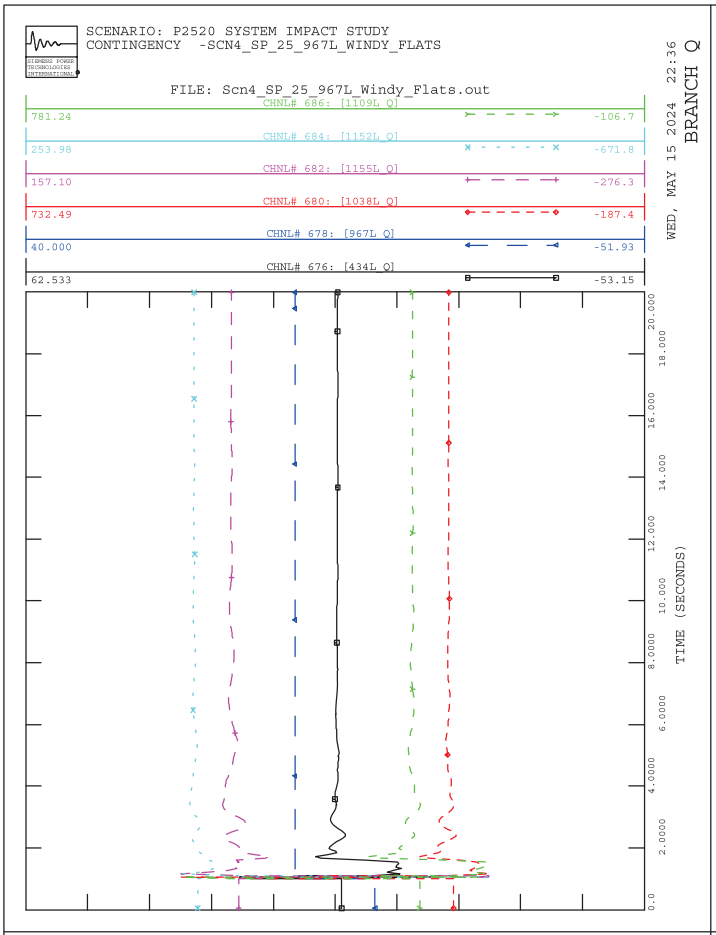
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_25_967L_WINDY_FLATS
FILE: Scn4_SP_25_967L_Windy_Flats.out
CHNL# 686: [1109L Q]
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CHNL# 684: [1152L Q]
253.98
-671.8
CHNL# 682: [1155L Q]
157.10
-276.3
CHNL# 680: [1038L Q]
732.49
-187.4
CHNL# 678: [967L Q]
40.000
-51.93
CHNL# 676: [434L Q]
62.533
-53.15
WED, MAY 15 2024 22:36
BRANCH Q
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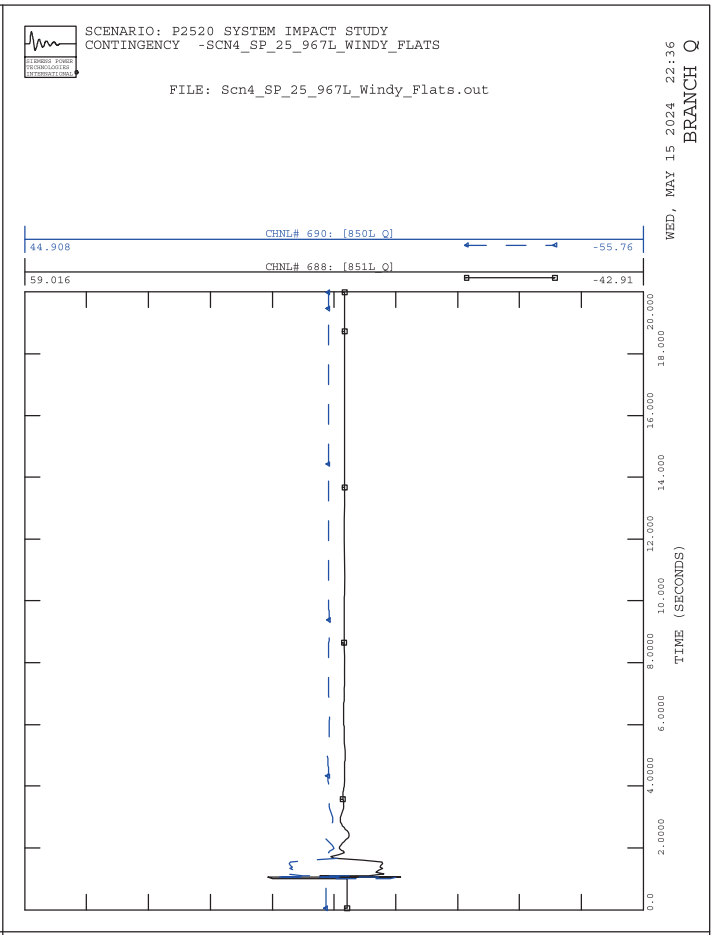
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CONTINGENCY -SCN4_SP_25_967L_WINDY_FLATS
FILE: Scn4_SP_25_967L_Windy_Flats.out
CHNL# 690: [850L Q]
44.908
-55.76
CHNL# 688: [851L Q]
59.016
-42.91
WED, MAY 15 2024 22:36
BRANCH Q
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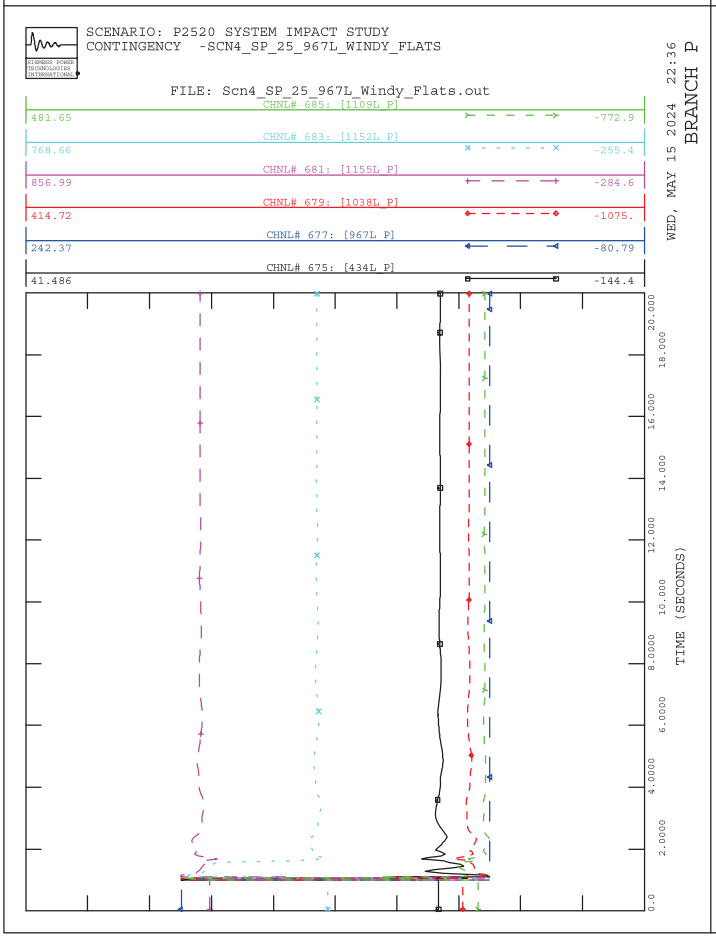
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_25_967L_WINDY_FLATS
FILE: Scn4_SP_25_967L_Windy_Flats.out
CHNL# 685: [1109L P]
481.65
-772.9
CHNL# 683: [1152L P]
768.66
-255.4
CHNL# 681: [1155L P]
856.99
-284.6
CHNL# 679: [1038L P]
414.72
-1075.
CHNL# 677: [967L P]
242.37
-80.79
CHNL# 675: [434L P]
41.486
-144.4
WED, MAY 15 2024 22:36
BRANCH P
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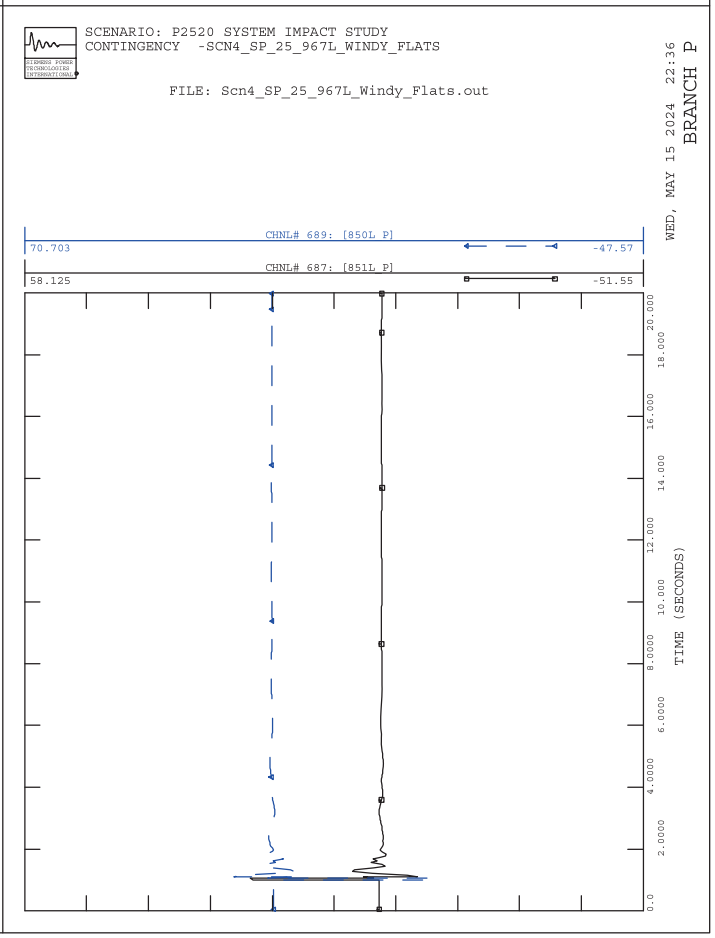
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_25_967L_WINDY_FLATS
FILE: Scn4_SP_25_967L_Windy_Flats.out
CHNL# 689: [850L P]
70.703
-47.57
CHNL# 687: [851L P]
58.125
-51.55
WED, MAY 15 2024 22:36
BRANCH P
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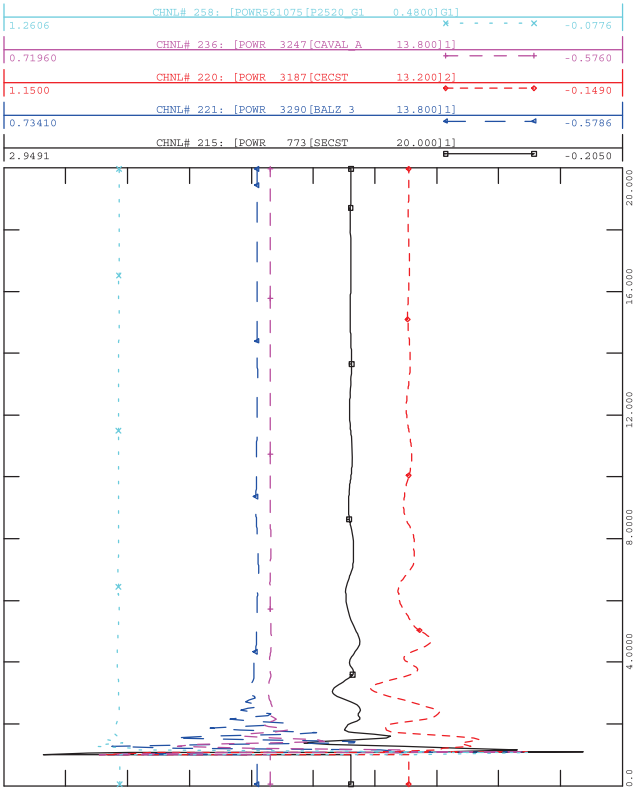
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_26_967L_NORTH_LETHBRIDGE

FILE: Scn4_SP_26_967L_North_Lethbridge.out

WED, MAY 15 2024 22:36

ACTIVE POWER

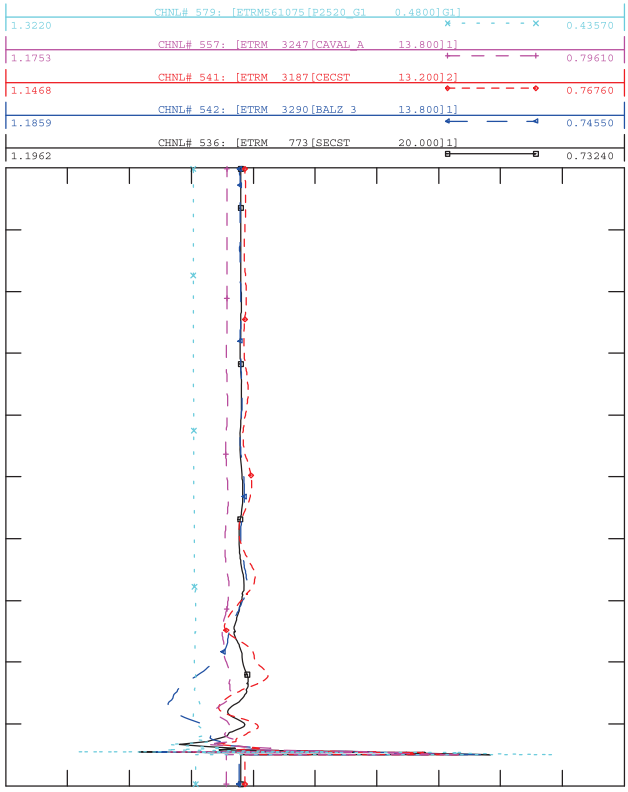


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_26_967L_NORTH_LETHBRIDGE

FILE: Scn4_SP_26_967L_North_Lethbridge.out

WED, MAY 15 2024 22:36

TERMINAL VOLTAGE

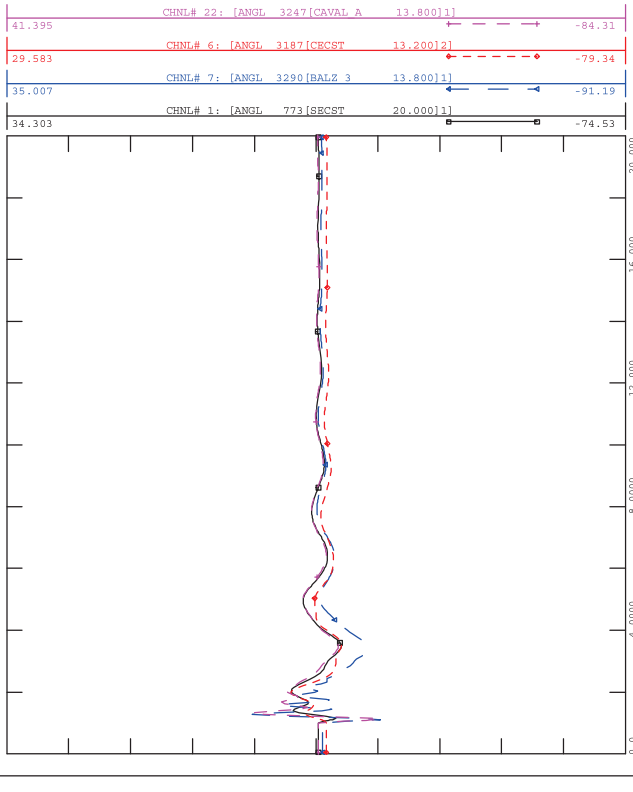


SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_26_967L_NORTH_LETHBRIDGE

FILE: Scn4_SP_26_967L_North_Lethbridge.out

WED, MAY 15 2024 22:36

ROTOR ANGLE



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CONTINGENCY -SCN4_SP_26_967L_NORTH_LETHBRIDGE

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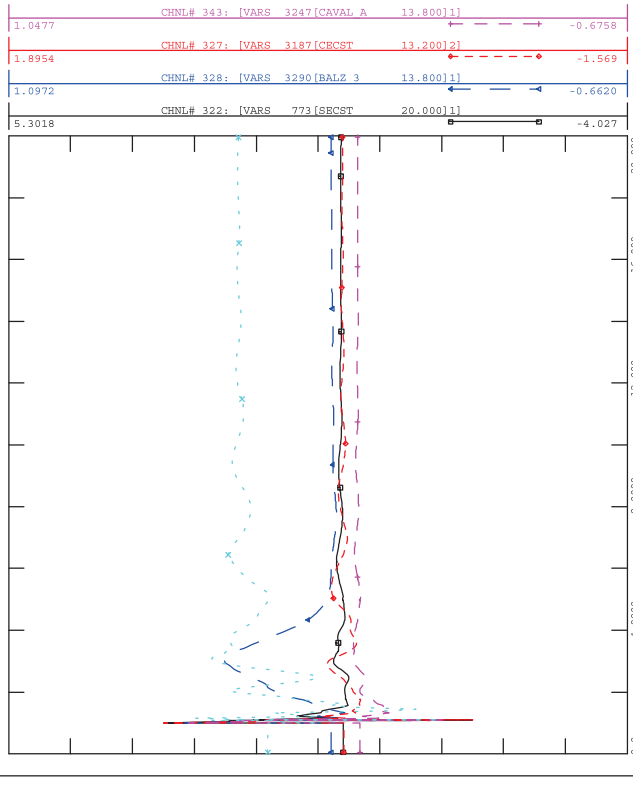
WED, MAY 15 2024 22:36

REACTIVE POWER



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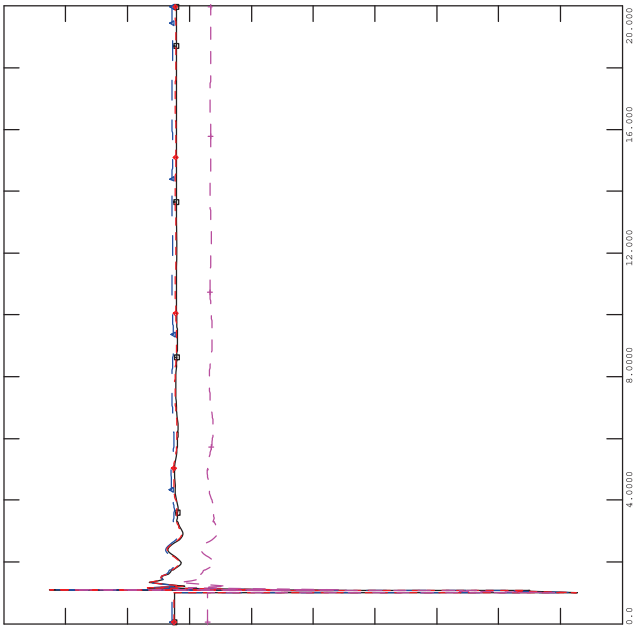
FILE: Scn4_SP_26_967L_North_Lethbridge.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

CHNL# 662: [VOLT 540075 [P2520_CS 240.00]]
1.3200 0.40830
CHNL# 661: [VOLT 746 [WINDYFLATS 240.00]]
1.4099 0.06850
CHNL# 660: [VOLT 745 [WINDYFLAT2 138.00]]
1.3631 0.09420
CHNL# 659: [VOLT 654 [WINDYFLAT3 138.00]]
1.4171 0.04390



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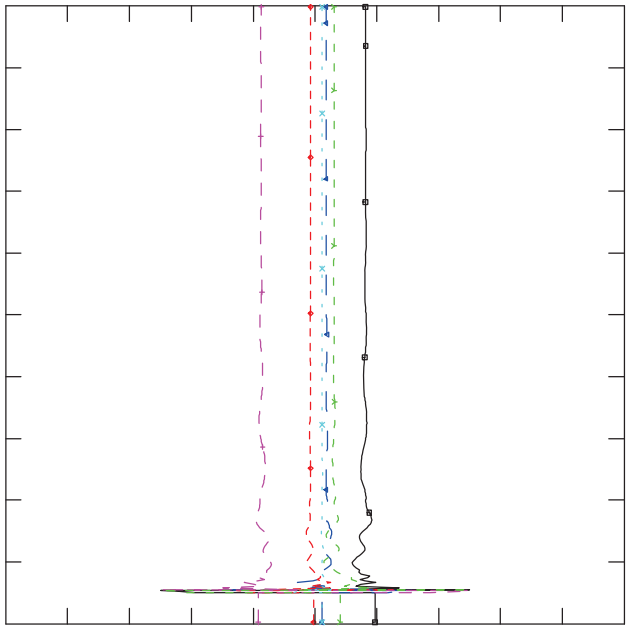
FILE: Scn4_SP_26_967L_North_Lethbridge.out

WED, MAY 15 2024 22:36

BRANCH Q

CHNL# 674: [1037L Q]
597.48 -277.8
CHNL# 672: [727L Q]
38.846 -47.26
CHNL# 670: [1106L Q]
244.23 -592.5
CHNL# 668: [646L Q]
54.536 -52.53
CHNL# 666: [753L Q]
45.418 -70.88
CHNL# 664: [1080L Q]
646.40 -77.36



SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_26_967L_NORTH_LETHBRIDGE

FILE: Scn4_SP_26_967L_North_Lethbridge.out

WED, MAY 15 2024 22:36

BUS VOLTAGE

CHNL# 658: [VOLT 640 [FOOTHLL2 138.00]]
1.3431 0.43080
CHNL# 657: [VOLT 617 [FOOTHLL1 240.00]]
1.3200 0.40810
CHNL# 656: [VOLT 544 [ENMX65S4 240.00]]
1.3095 0.59310
CHNL# 655: [VOLT 242 [HIGH_RI7 138.00]]
1.3319 0.44520
CHNL# 654: [VOLT 239 [OKOTOKS7 138.00]]
1.3313 0.44410
CHNL# 653: [VOLT 160 [JANET 4 240.00]]
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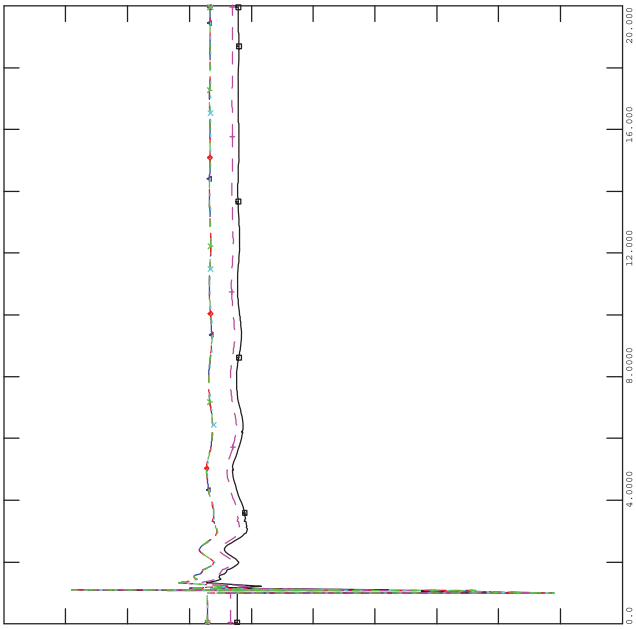

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CONTINGENCY -SCN4_SP_26_967L_NORTH_LETHBRIDGE

FILE: Scn4_SP_26_967L_North_Lethbridge.out

WED, MAY 15 2024 22:36

BRANCH P

CHNL# 673: [1037L P]
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CHNL# 671: [727L P]
35.915 -45.19
CHNL# 669: [1106L P]
1228.1 -324.3
CHNL# 667: [646L P]
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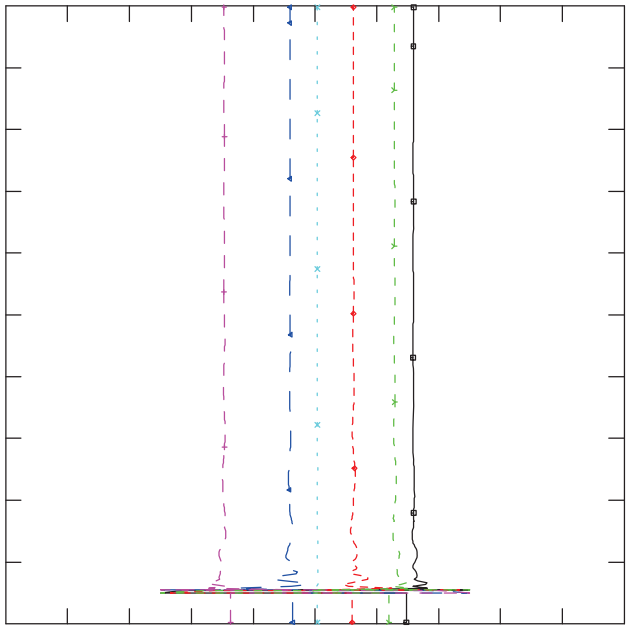
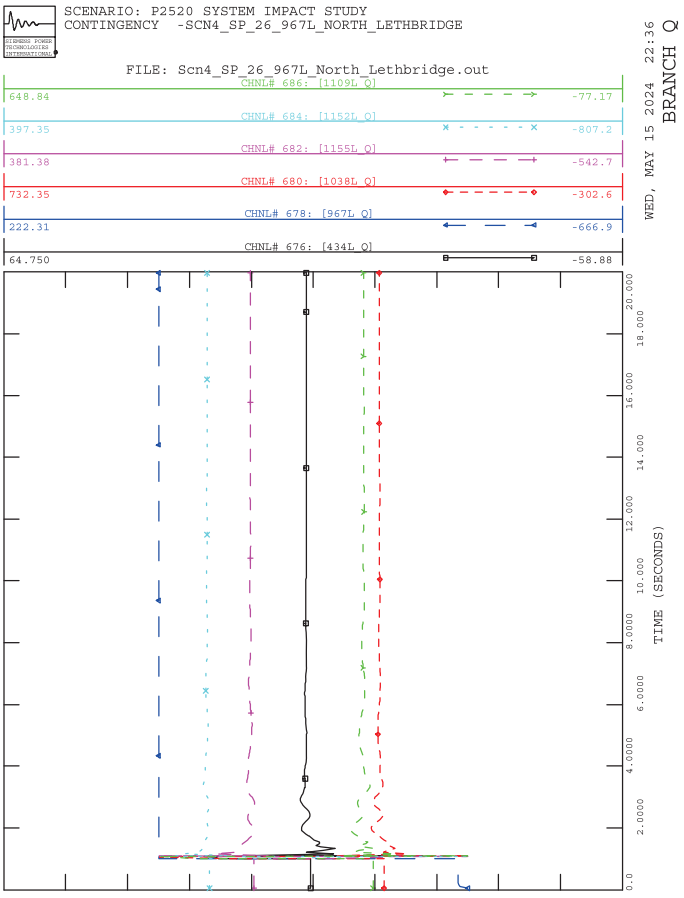
CHNL# 665: [753L P]
99.066 -58.65
CHNL# 663: [1080L P]
342.93 -856.9




SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_26_967L_NORTH_LETHBRIDGE
FILE: Scn4_SP_26_967L_North_Lethbridge.out
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648.84
-77.17
CHNL# 684: [1152L Q]
397.35
-807.2
CHNL# 682: [1155L Q]
381.38
-542.7
CHNL# 680: [1038L Q]
732.35
-302.6
CHNL# 678: [967L Q]
222.31
-666.9
CHNL# 676: [434L Q]
64.750
-58.88
WED, MAY 15 2024 22:36
BRANCH Q
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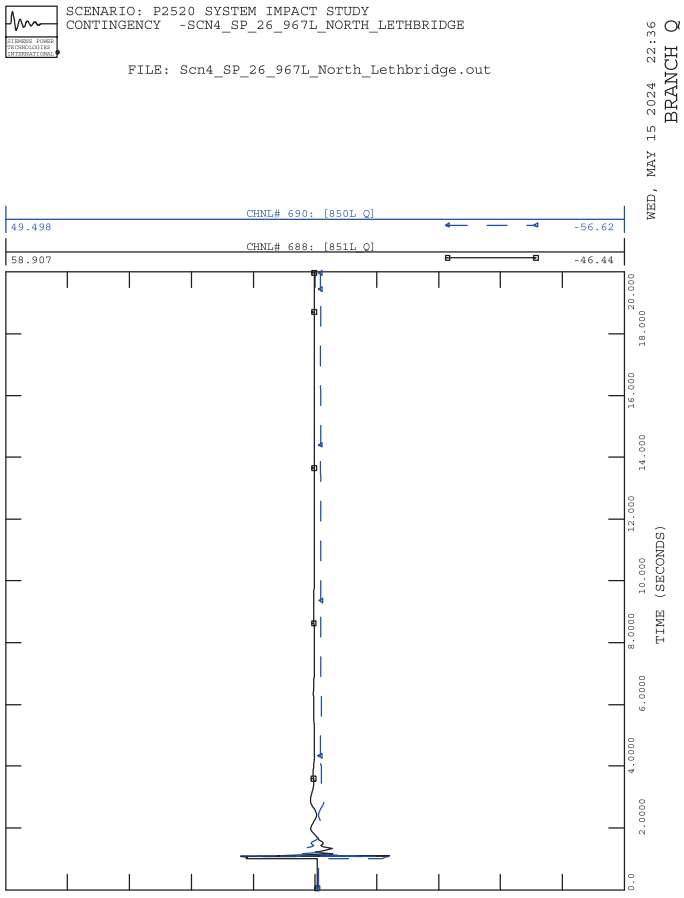
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CONTINGENCY -SCN4_SP_26_967L_NORTH_LETHBRIDGE
FILE: Scn4_SP_26_967L_North_Lethbridge.out
CHNL# 690: [850L Q]
49.498
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CHNL# 688: [851L Q]
58.907
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WED, MAY 15 2024 22:36
BRANCH Q
TIME (SECONDS)
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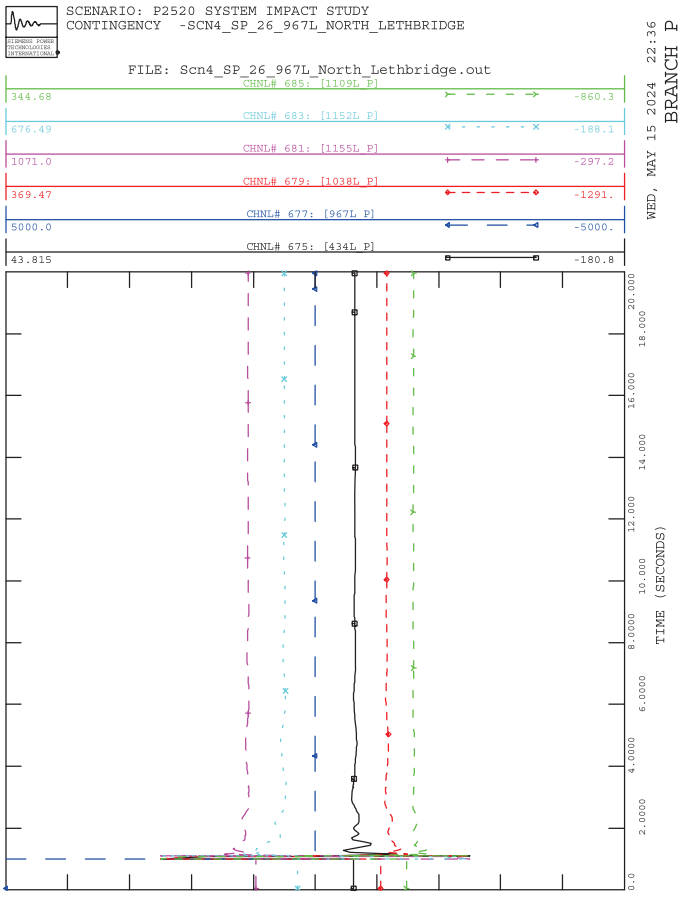
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CONTINGENCY -SCN4_SP_26_967L_NORTH_LETHBRIDGE
FILE: Scn4_SP_26_967L_North_Lethbridge.out
CHNL# 685: [1109L P]
344.68
-860.3
CHNL# 683: [1152L P]
676.49
-188.1
CHNL# 681: [1155L P]
1071.0
-297.2
CHNL# 679: [1038L P]
369.47
-1291.
CHNL# 677: [967L P]
5000.0
-5000.
CHNL# 675: [434L P]
43.815
-180.8
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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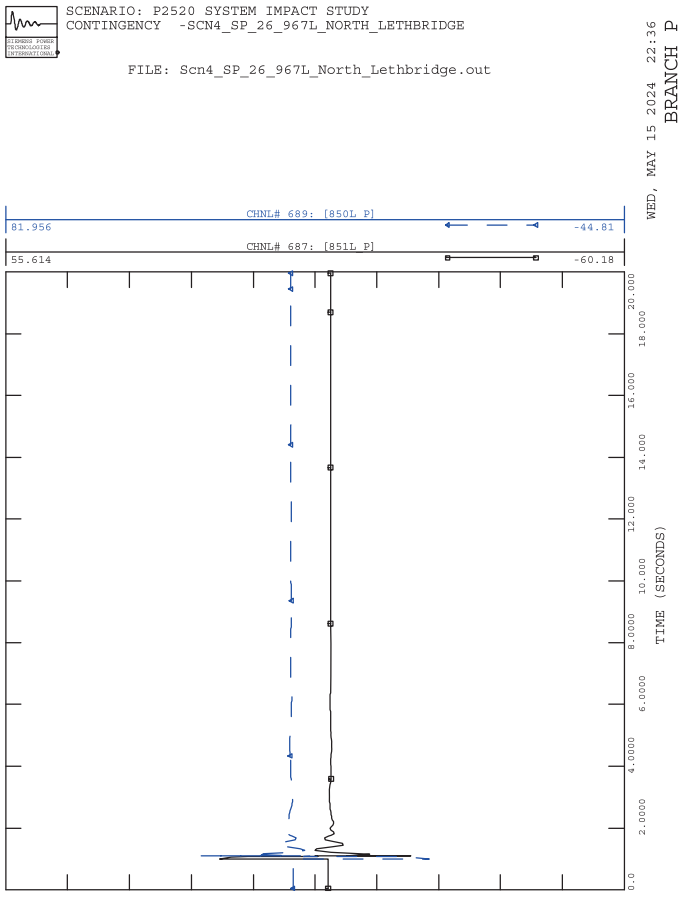
SCENARIO: P2520 SYSTEM IMPACT STUDY
CONTINGENCY -SCN4_SP_26_967L_NORTH_LETHBRIDGE
FILE: Scn4_SP_26_967L_North_Lethbridge.out
CHNL# 689: [850L P]
81.956
-44.81
CHNL# 687: [851L P]
55.614
-60.18
WED, MAY 15 2024 22:36
BRANCH P
TIME (SECONDS)
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Attachment A6
Dynamic Data and Assumptions

```
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/project P2520 Enfinite Foothills MPC Storage
/ * BESS 1
561075 'USRMDL' G1 'REGCAU1' 101 1 1 14 3 4
       1
      0.20000E-01 10.000 0.90000 0.50000 1.2200 1.2000 0.80000 0.40000
      -1.3000 0.20000E-01 0.70000 99.0 -99.0 0.7000 /
561075 'USRMDL' G1 'REECCU1' 102 0 5 45 7 6
      0    0    1    1    0
      0.9000       1.1000       0.0200    -0.100           0.1000
      0.50000      1.0         -1.0        0.0
      0.02       1.0            -1.0
      1.500        0.800        0.5       5.0            1.0
     10.00         0.02       10.0           -10.0
      1.0         -1.0          1.0        0.02            0.0
      1.0          2.0          1.0        0.0             0.0
      0.0          0.0          0.2        0.0             0.75
      0.23         0.85         0.85       1.0             1.0
      1800.0       0.90         1.0        0.1  /
561075 'USRMDL' G1 'REPCAU1' 107 0 7 27 7 9
       567075 564075 567075 '1 ' 1 1 1
       0.20000E-01 18.000 5.0000 0.0000 0.75000E-01 0.0000 0.0000
      0.0000 0.20000E-01 0.10000 -0.10000 0.0000 0.0000 0.43600 -0.4360
      0.10000 0.50000E-01 0.25000 0.0000 0.0000 999.00 -999.00
      999.00 -999.00 0.10000 20.000 20.0000 /
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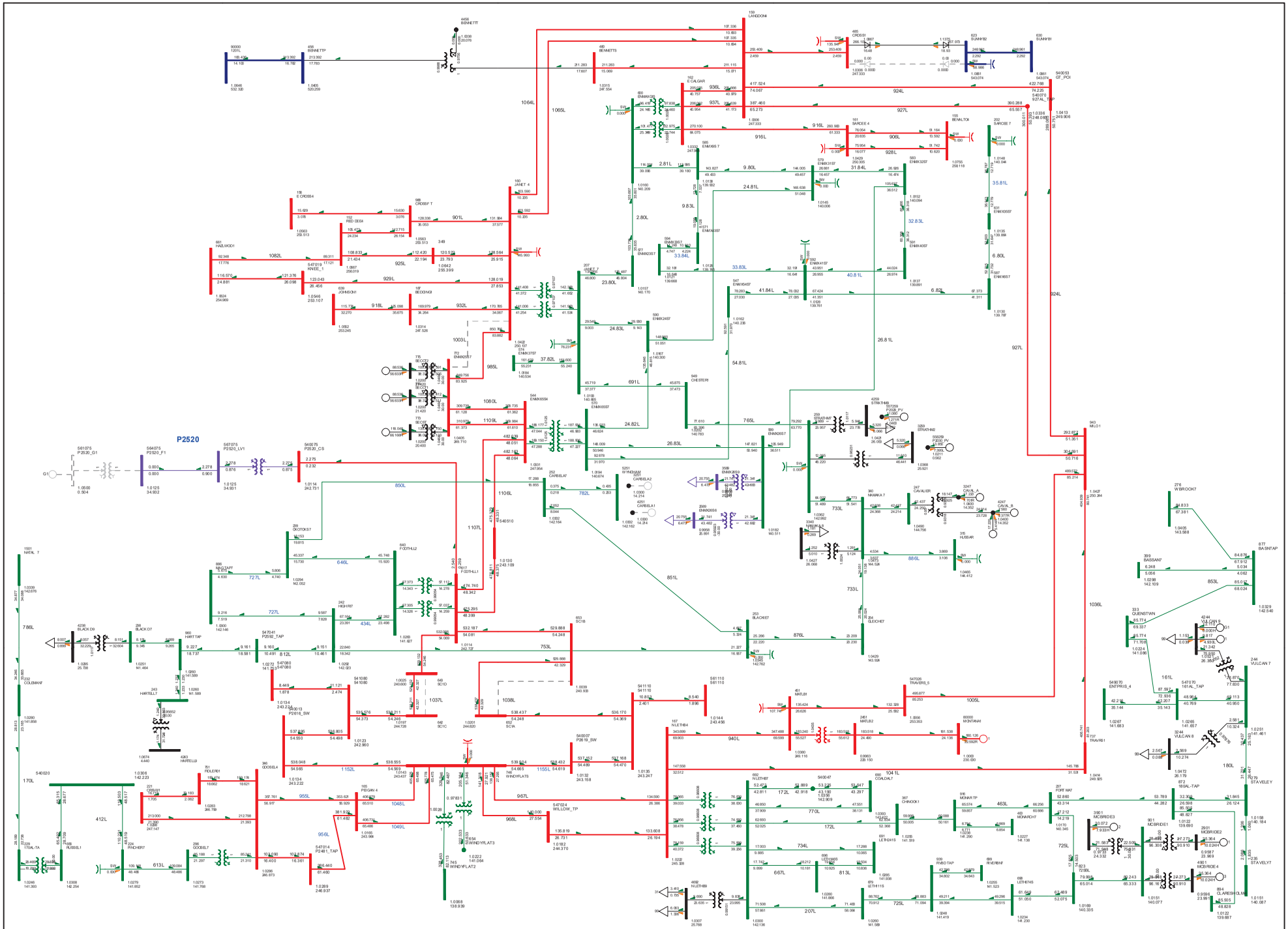
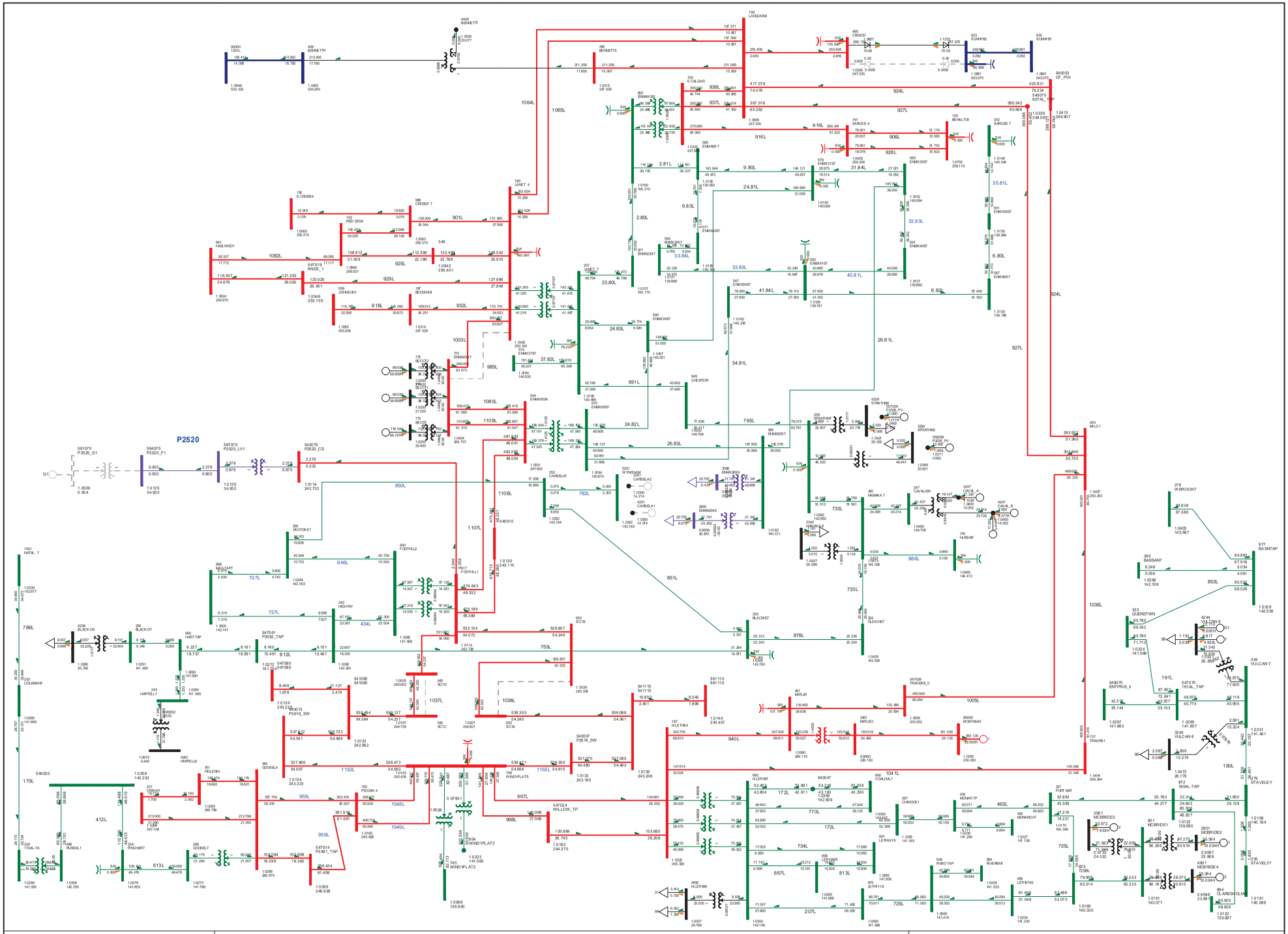
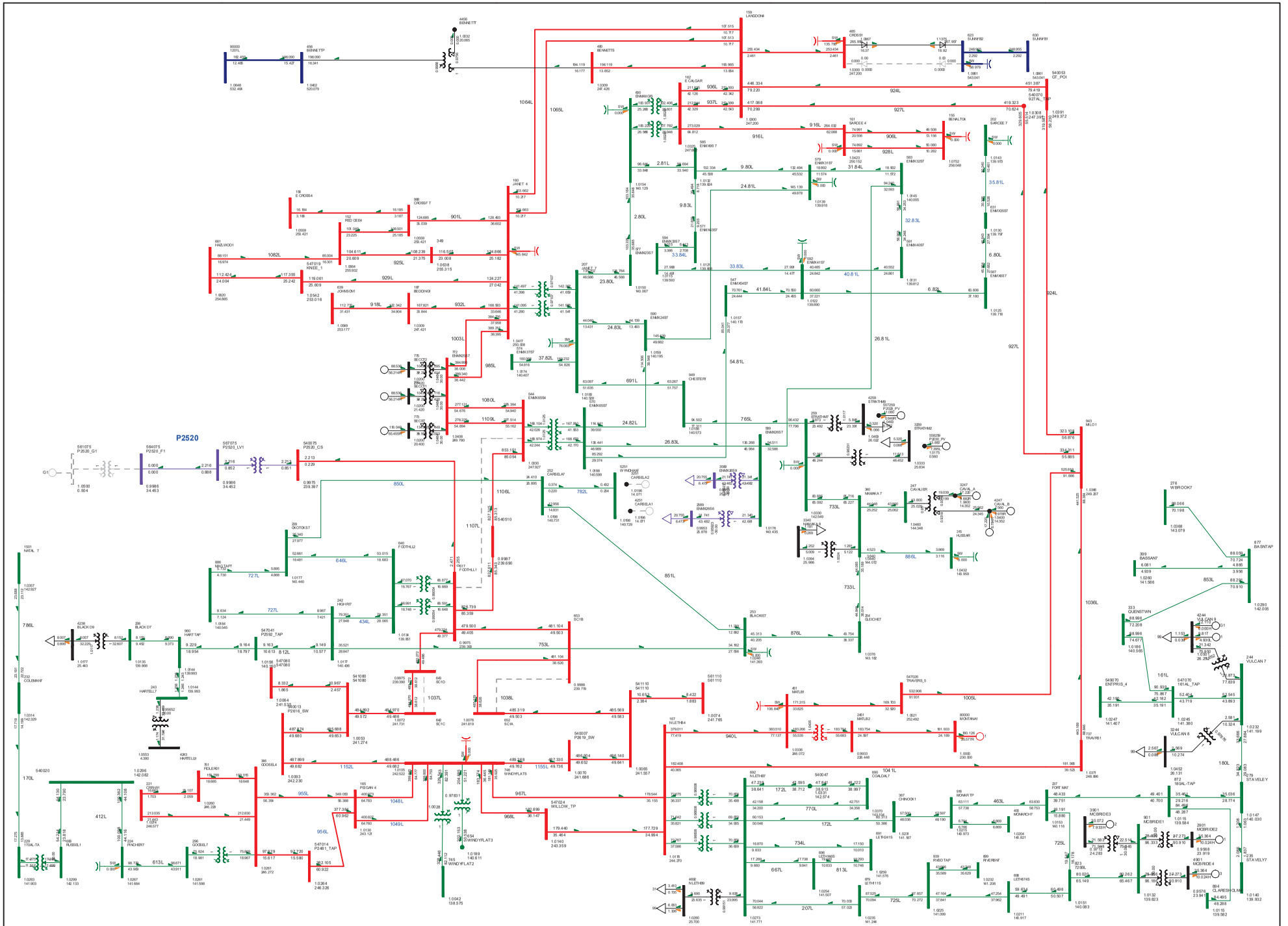
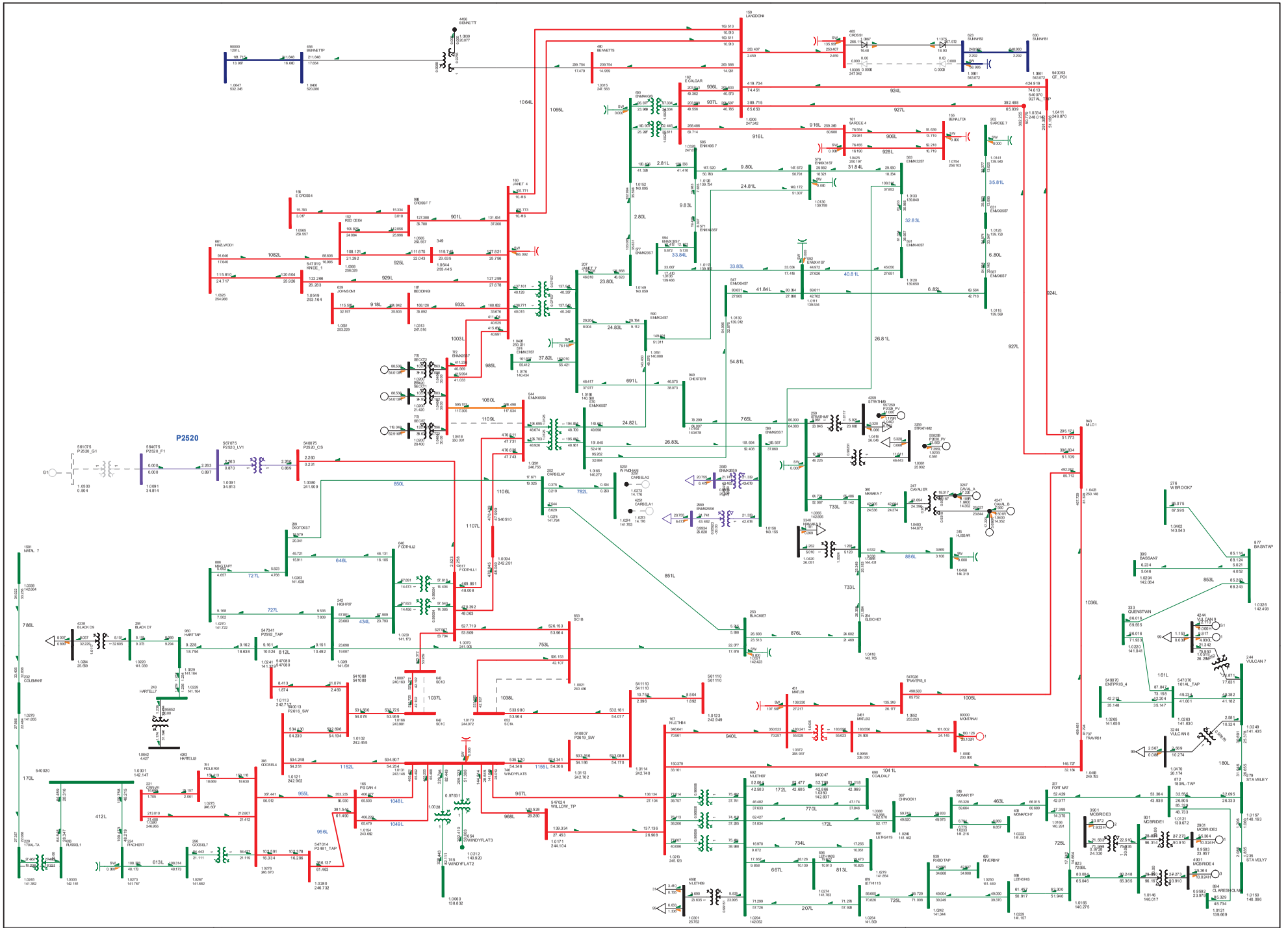
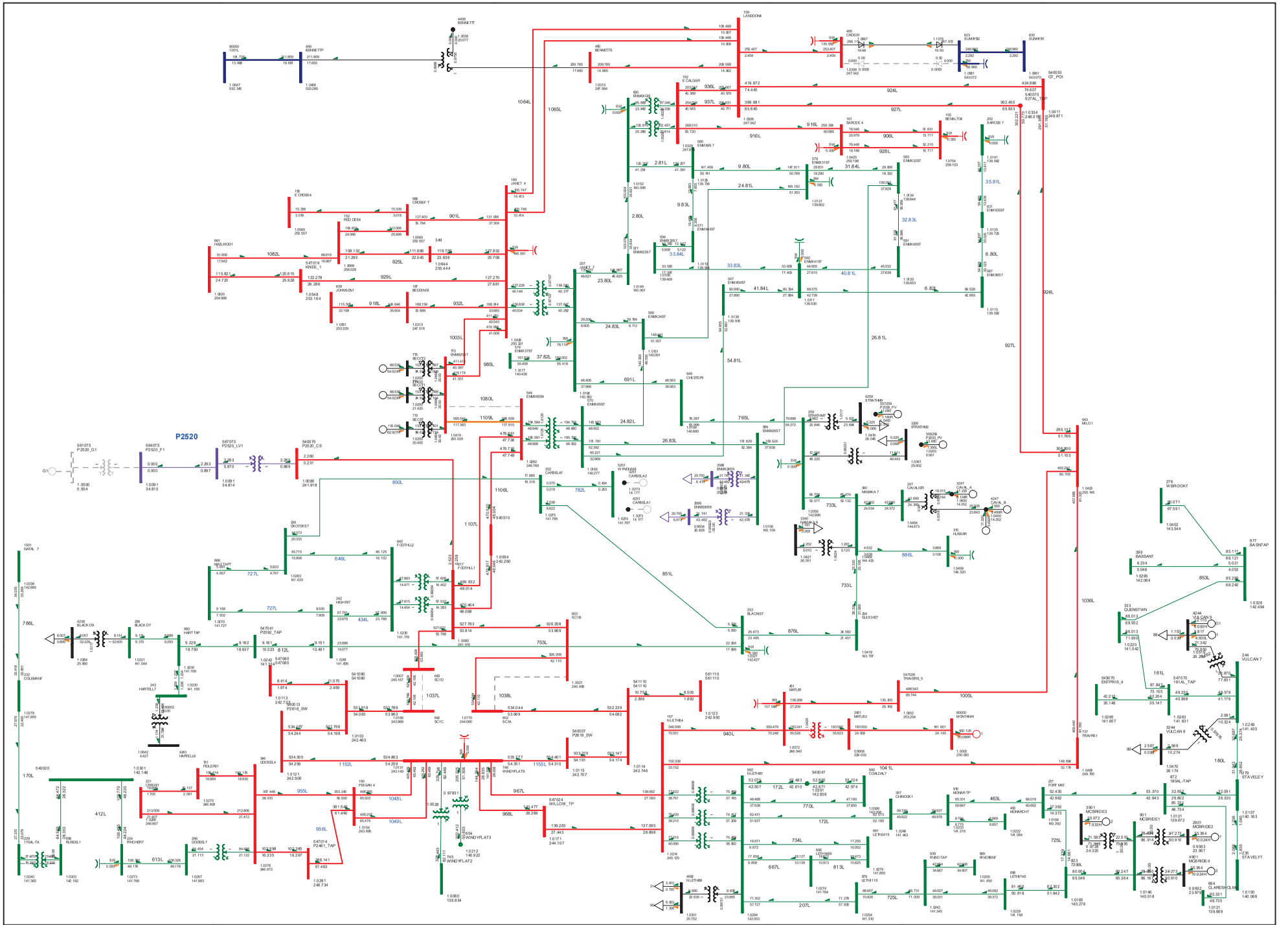
Attachment A7
Post-Mitigation Power Flow Diagrams


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A7.1-1 N-1: 1003L (JANET 74S TO ENMAX 25)
2028 SUMMER LIGHT HR (POST-CONNECTION) WITH RAS
PRINTED ON THURSDAY 27. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A7.1-2 N-1: 985L (JANET 7 4S TO ENMAX 25)
2028 SUMMER LIGHT HR (POST-CONNECTION) WITH RAS
PRINTED ON THURSDAY 27. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A7.1-3 N-1: 1107L (ENMAX 65 TO FOOTHILLS 237S)
2028 SUMMER LIGHT HR (POST-CONNECTION) WITH RAS
PRINTED ON THURSDAY 27. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A7.1-4 N-1: 1109L (ENMAX 65 TO ENMAX 25)
2028 SUMMER LIGHT HR (POST-CONNECTION) WITH RAS
PRINTED ON THURSDAY 27. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000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901L
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1049L
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955L
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967L
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1005L
940L
924L
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170L
412L
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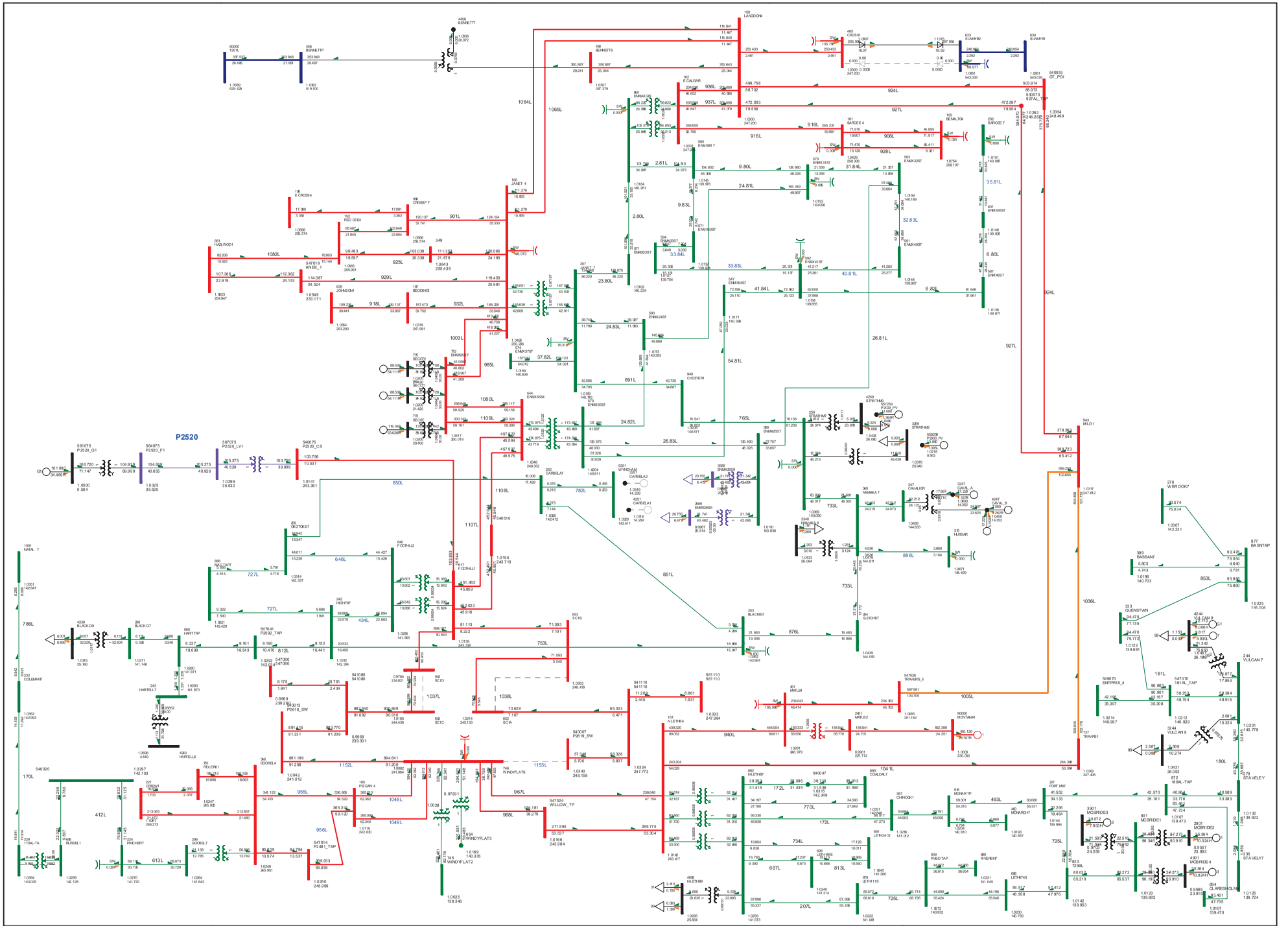
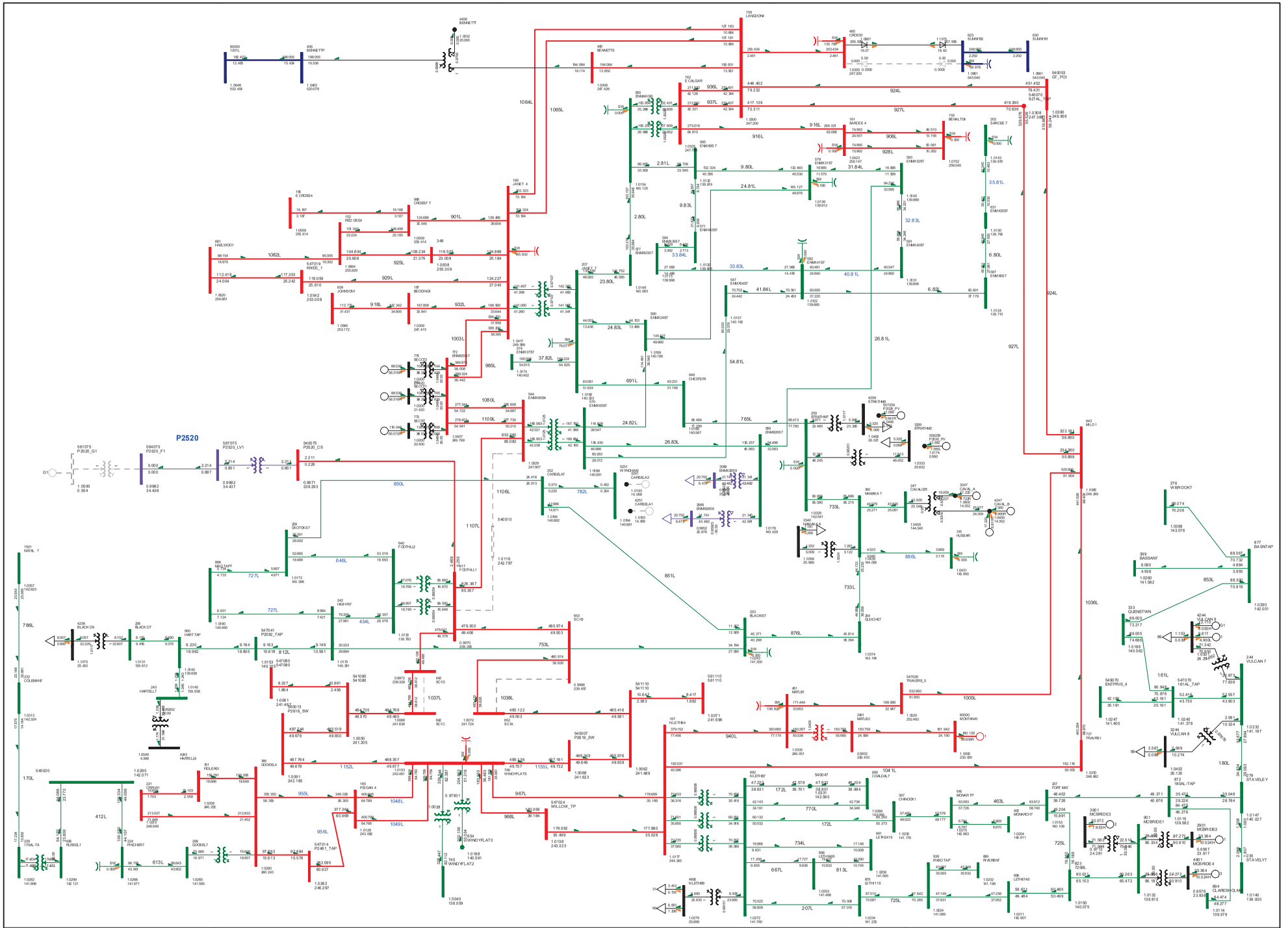
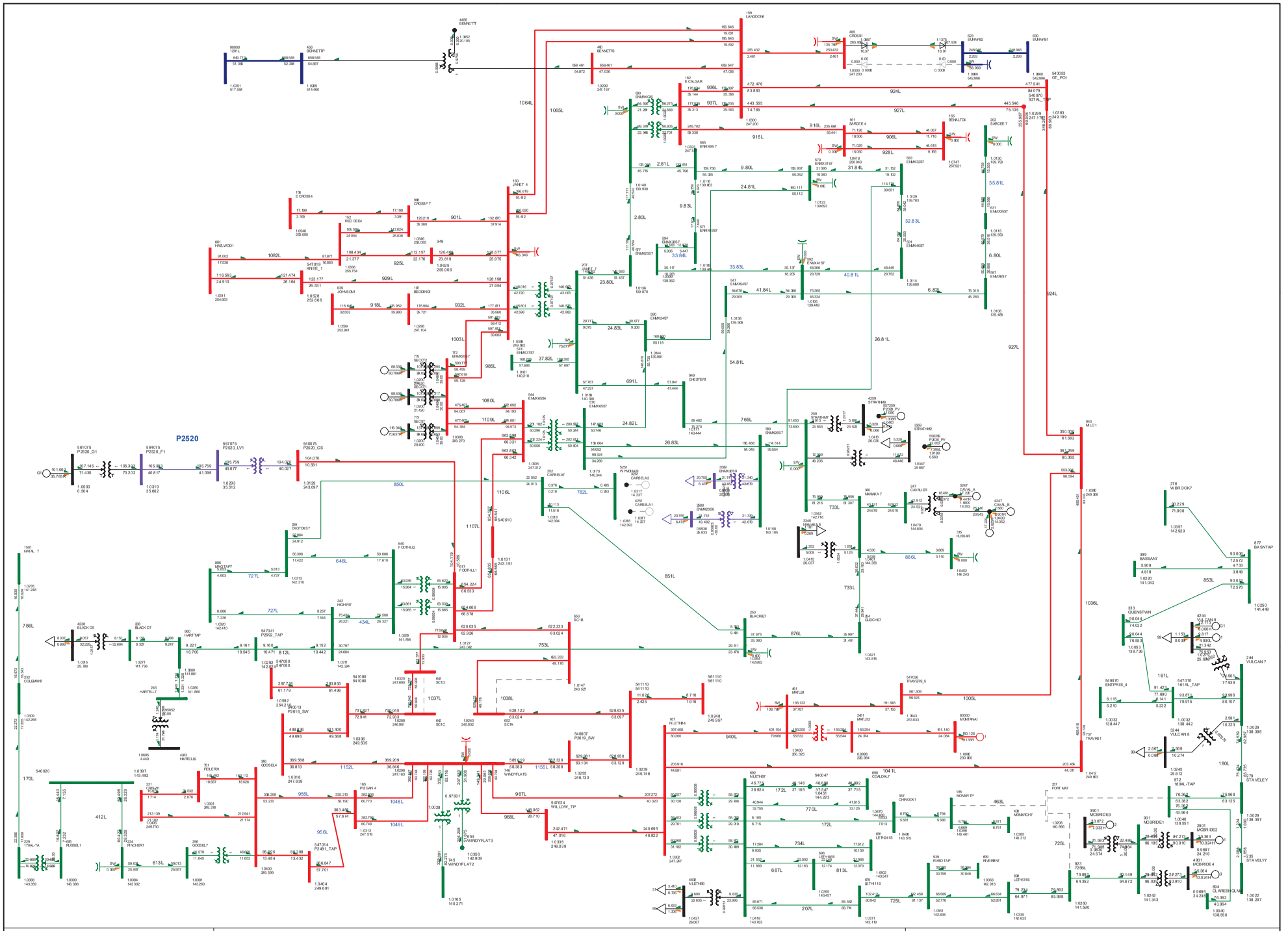
P2520_PV
P2520_PV
P2520_PV


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A7.1-6 N-1: 1155L (WINDY FLATS 138S TO WILLOW CREEK 1132S)
2028 SUMMER LIGHT HR (POST-CONNECTION) WITH RAS
PRINTED ON THURSDAY 27. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

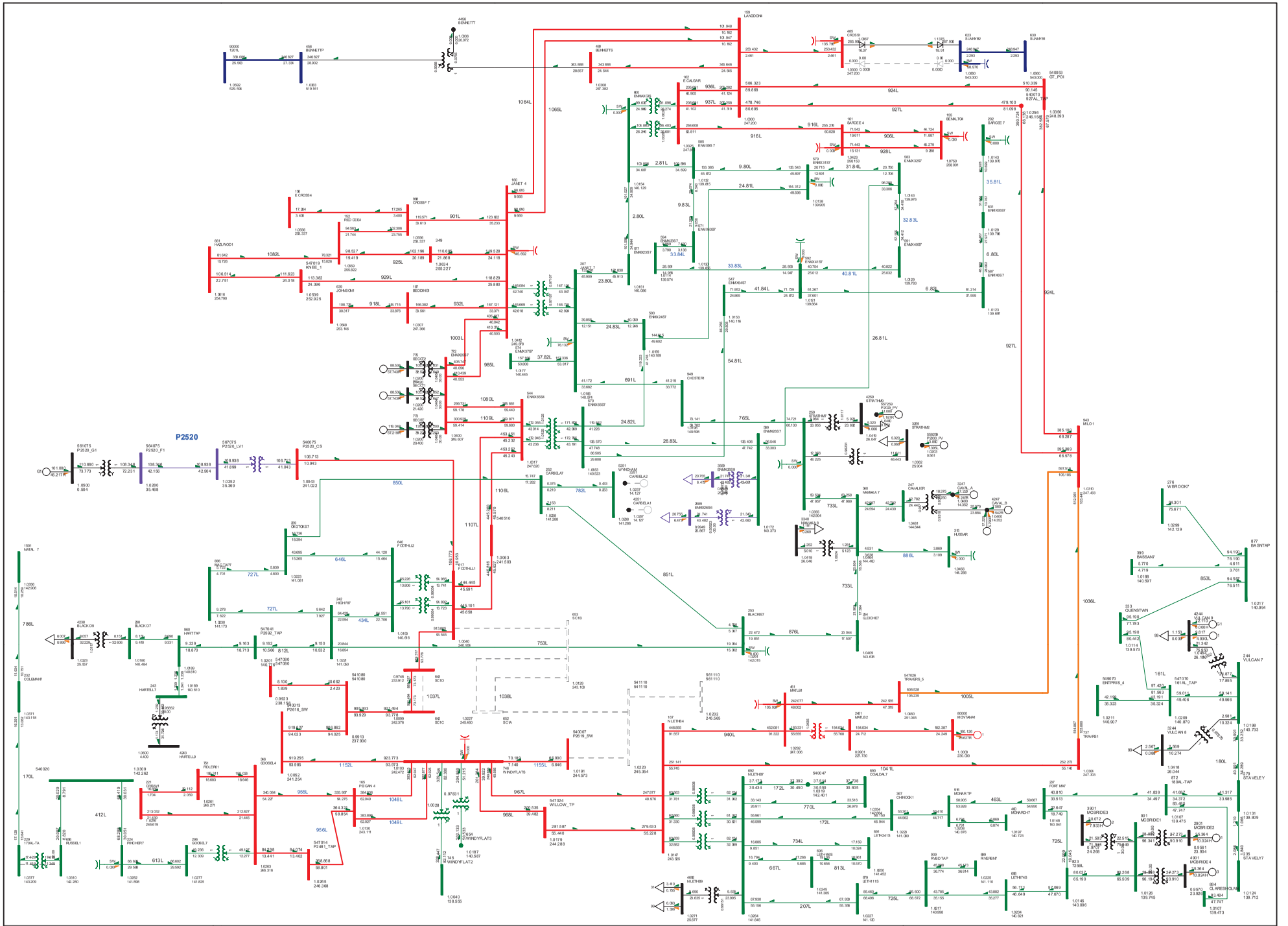

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A7.1-7 N-1: 1106L (ENMAX 65 TO FOOTHILLS 237S)
2028 SUMMER LIGHT HR (POST-CONNECTION) WITH RAS
PRINTED ON THURSDAY 27. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000



P2520 - Enfinite Foothills MPC Battery

FIGURE A7.1-8 N-1: 1 5ST1 (FORT MACLEOD 1 5S TRANSFORMER T1)
2028 SUMMER LIGHT HR (POST-CONNECTION) WITH RAS
PRINTED ON THURSDAY 27. JUNE 2024

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000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460 BENNETTS
169 LANDON4
485 CROSS1
623 SUNNY82
630 SUNNY81
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936L
937L
916L
927L
924L
906L
928L
600 ENMX0E6
161 SARCEE 4
155 BENALTO1
202 SARCEE 7
585 ENMX0S7
579 ENMX3S7
583 ENMX32S7
176 E CROSS4
98 CROSSF T
160 JANET 4
901L
1082L
925L
929L
639 JOHNSON1
18F BECKNG3
918L
932L
1003L
985L
1080L
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P2520_G1
P2520_F1
P2520_LV1
P2520_CS
P2520_PV
ST PHA#9
ST PHA#8
ST PHA#2
ST PHA#1
CARIBOU
WYNDHAM
CARIBLA1
CARIBLA2
CARIBLAT
CAVAL_A
CAVAL_B
CAVALIER
HAWKA 7
ALBSAR
BLACKE7
BLACKE8
BLACKE4
BLACKE1
BLACKE2
BLACKE3
BLACKE5
BLACKE6
BLACKE9
OKOTOKS7
HARTTAP
HARTHLL1
HARTHLL2
HARTHLL3
HARTHLL4
HARTHLL5
HARTHLL6
HARTHLL7
HARTHLL8
FOOTHLL1
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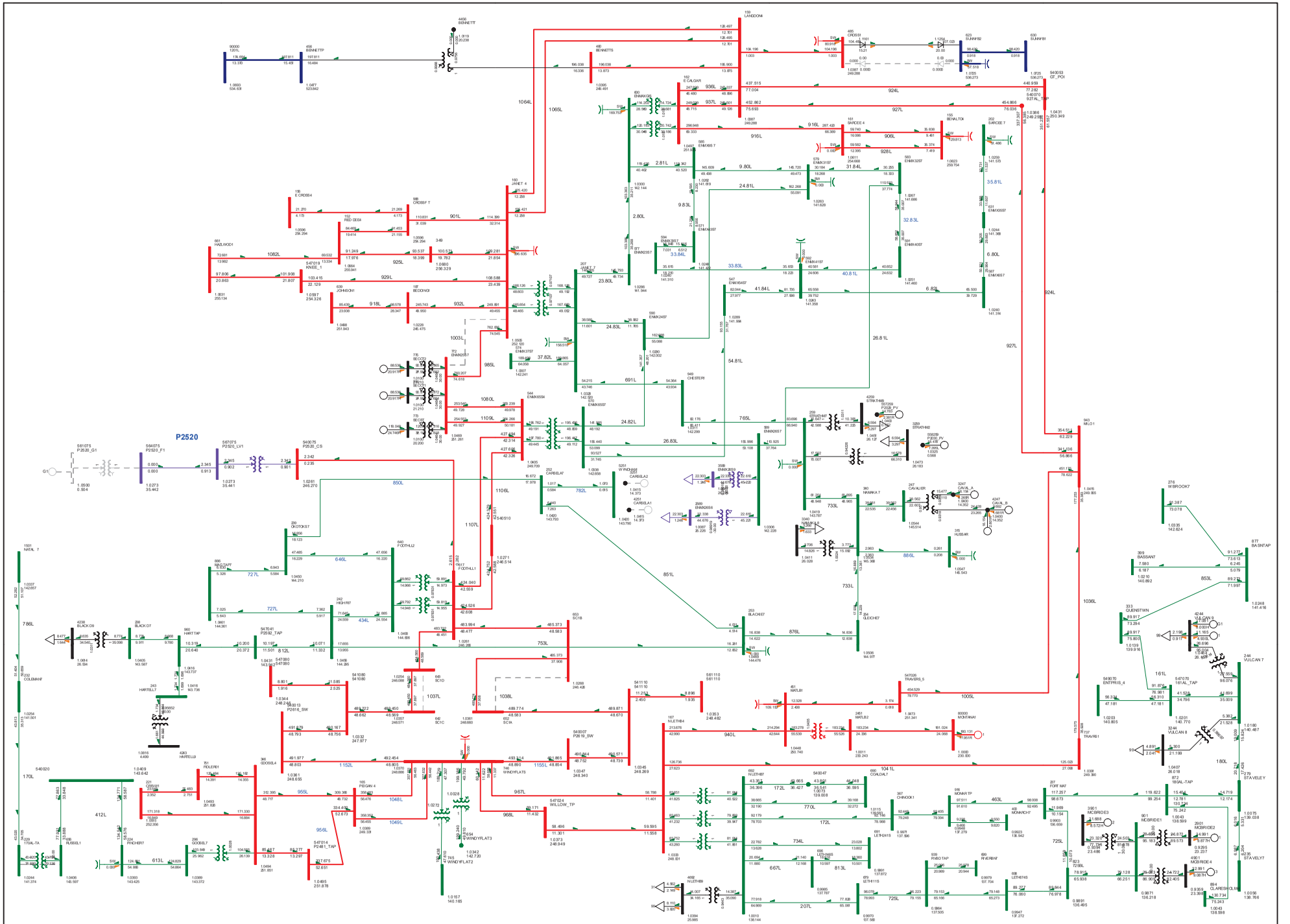
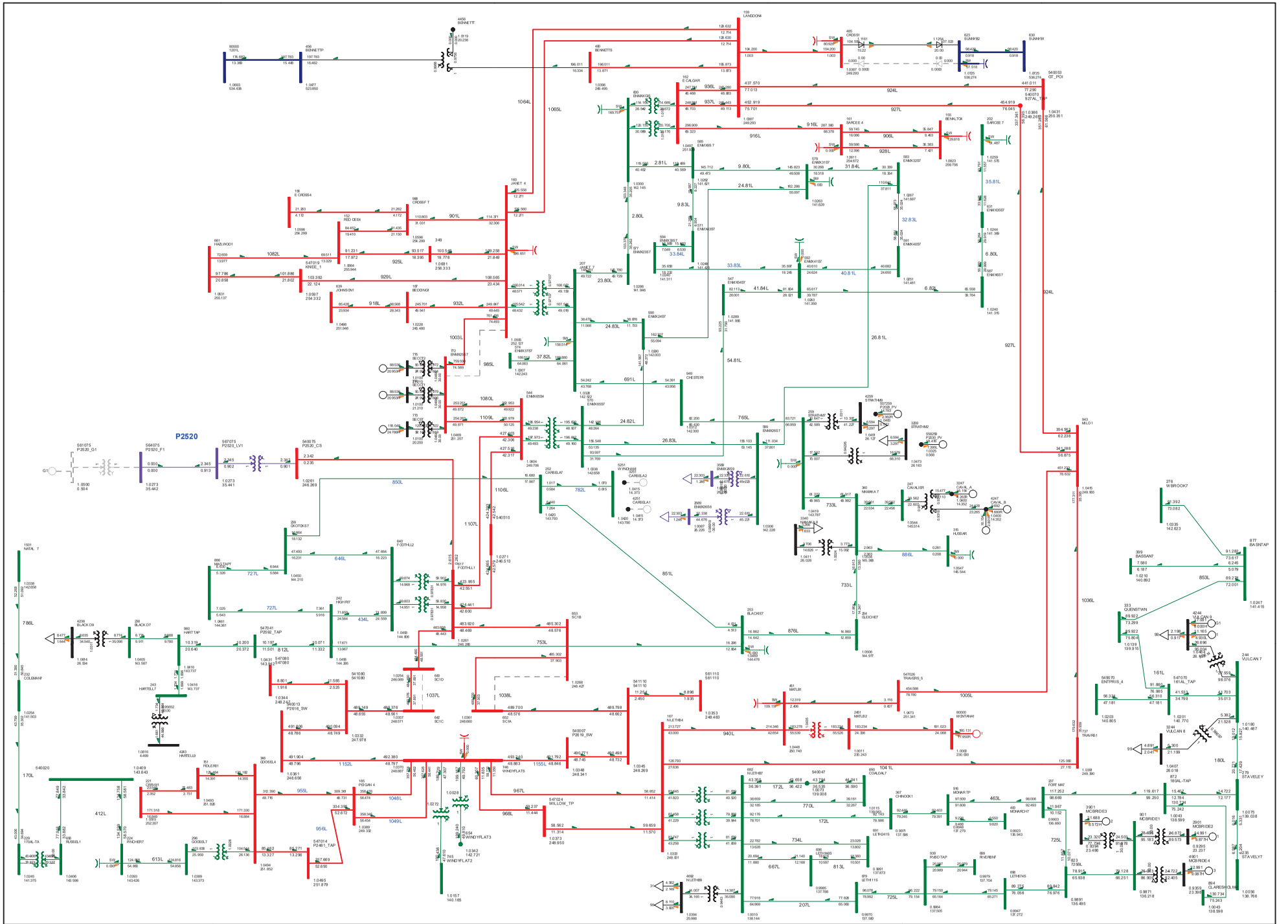
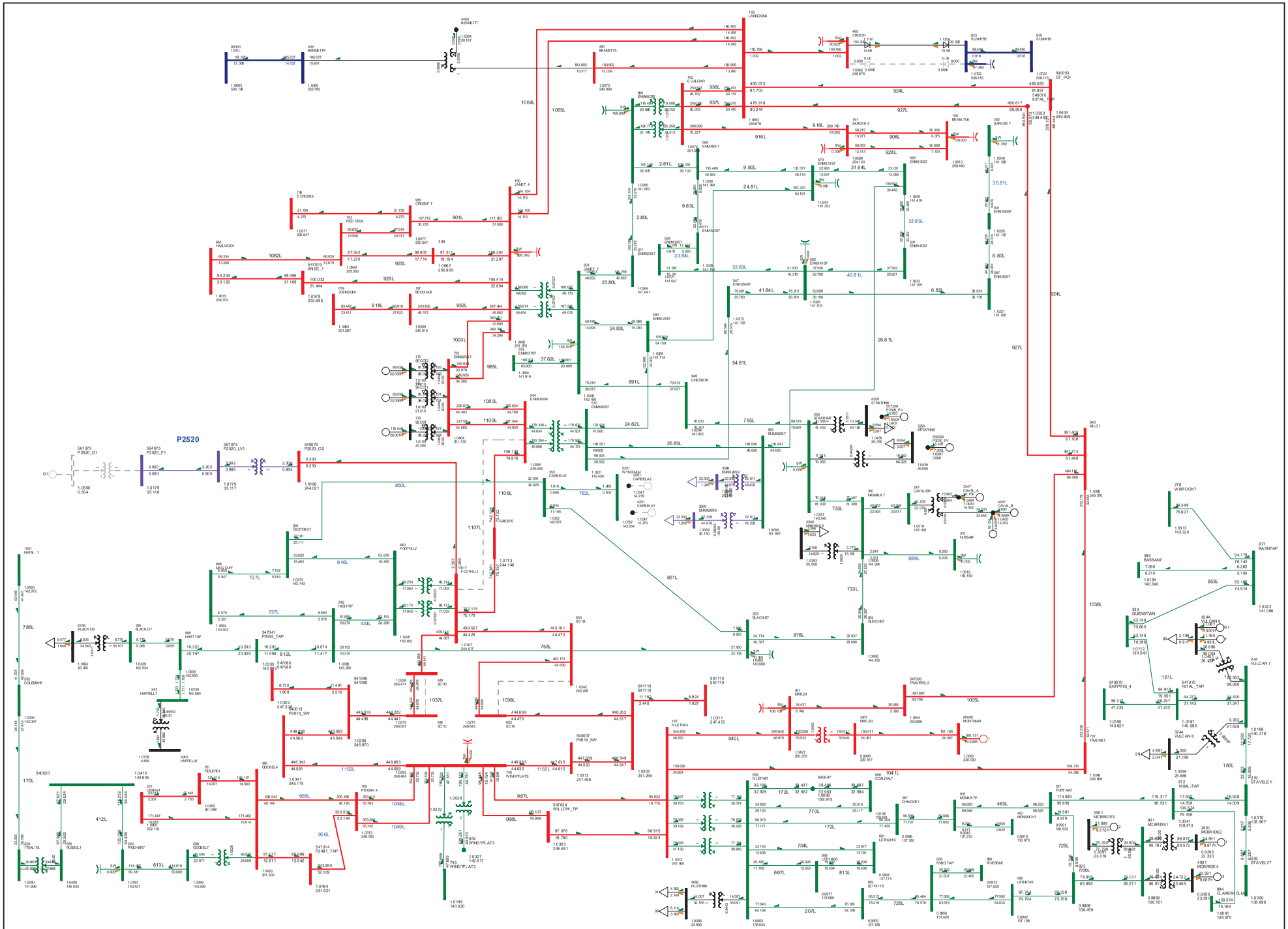
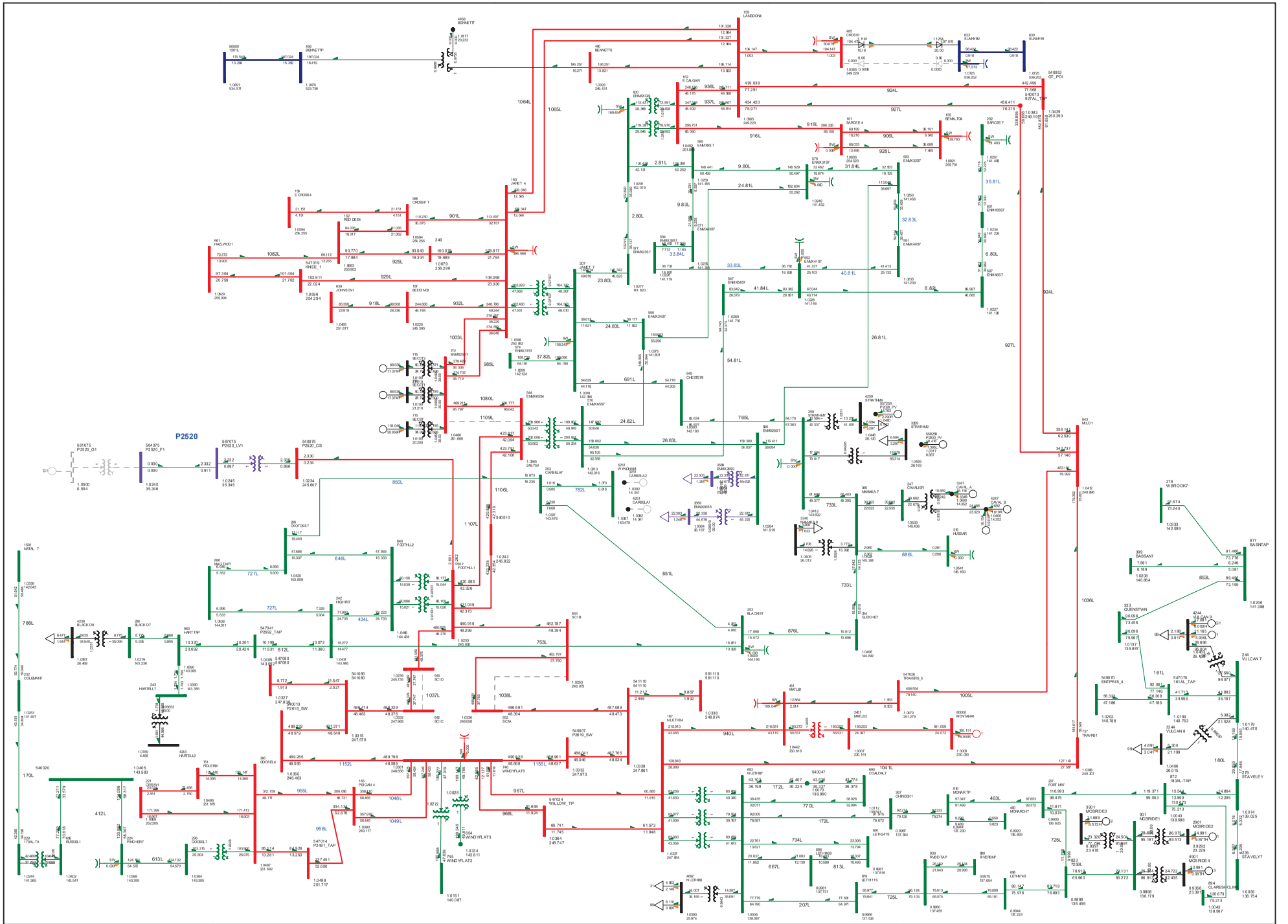

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A7.2-1 N-1: 1003L (JANET 74S TO ENMAX 25)
2028 SUMMER PEAK HR (POST-CONNECTION) WITH RAS
PRINTED ON THURSDAY 27. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A7.2-2 N-1: 985L (JANET 7 4S TO ENMAX 25)
2028 SUMMER PEAK HR (POST-CONNECTION) WITH RAS
PRINTED ON THURSDAY 27. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000


P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A7.2-3 N-1: 1107L (ENMAX 65 TO FOOTHILLS 237S)
2028 SUMMER PEAK HR (POST-CONNECTION) WITH RAS
PRINTED ON THURSDAY 27. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000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P2520_G1
P2520_F1
P2520_LV1
P2520_CS
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BENNETTP
BENNETTS
LANDON4
E.CALGAR
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ENMX0S8
ENMX0S9
JANET 4
JANET 7
E CROSS4
CROSSF T
RED DEE4
HALWOD1
KNEE_1
JOHNSON1
BECHNK2
SECOT2
SECOT3
SECOT4
SECOT5
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ENMX0S8
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CARIBOU
CARIBOU2
CARIBOU1
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WYNDHAM2
STRATH2
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CAVAL_B
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ALBSAR
BLACKET
SLEICHET
SCTB
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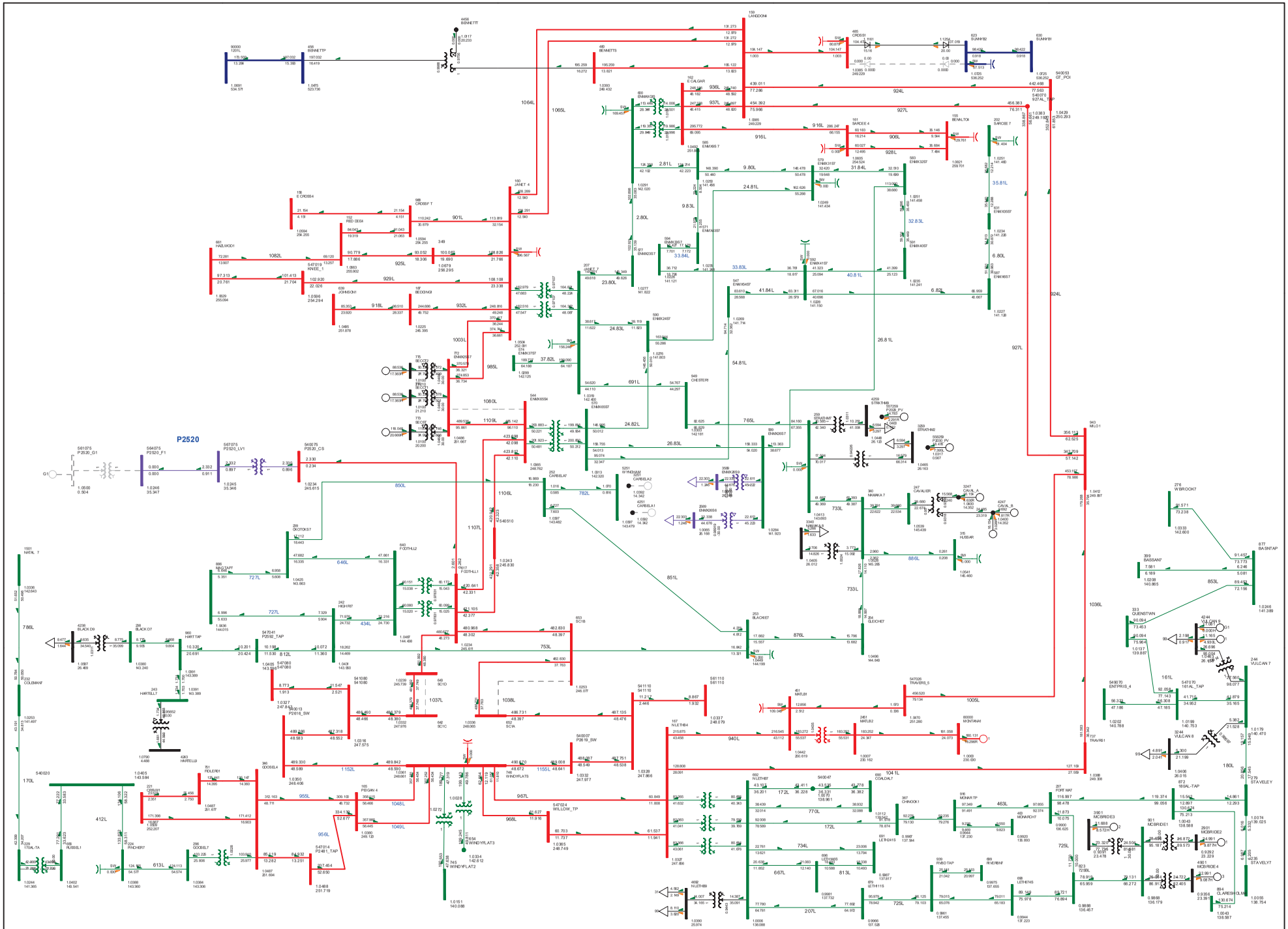
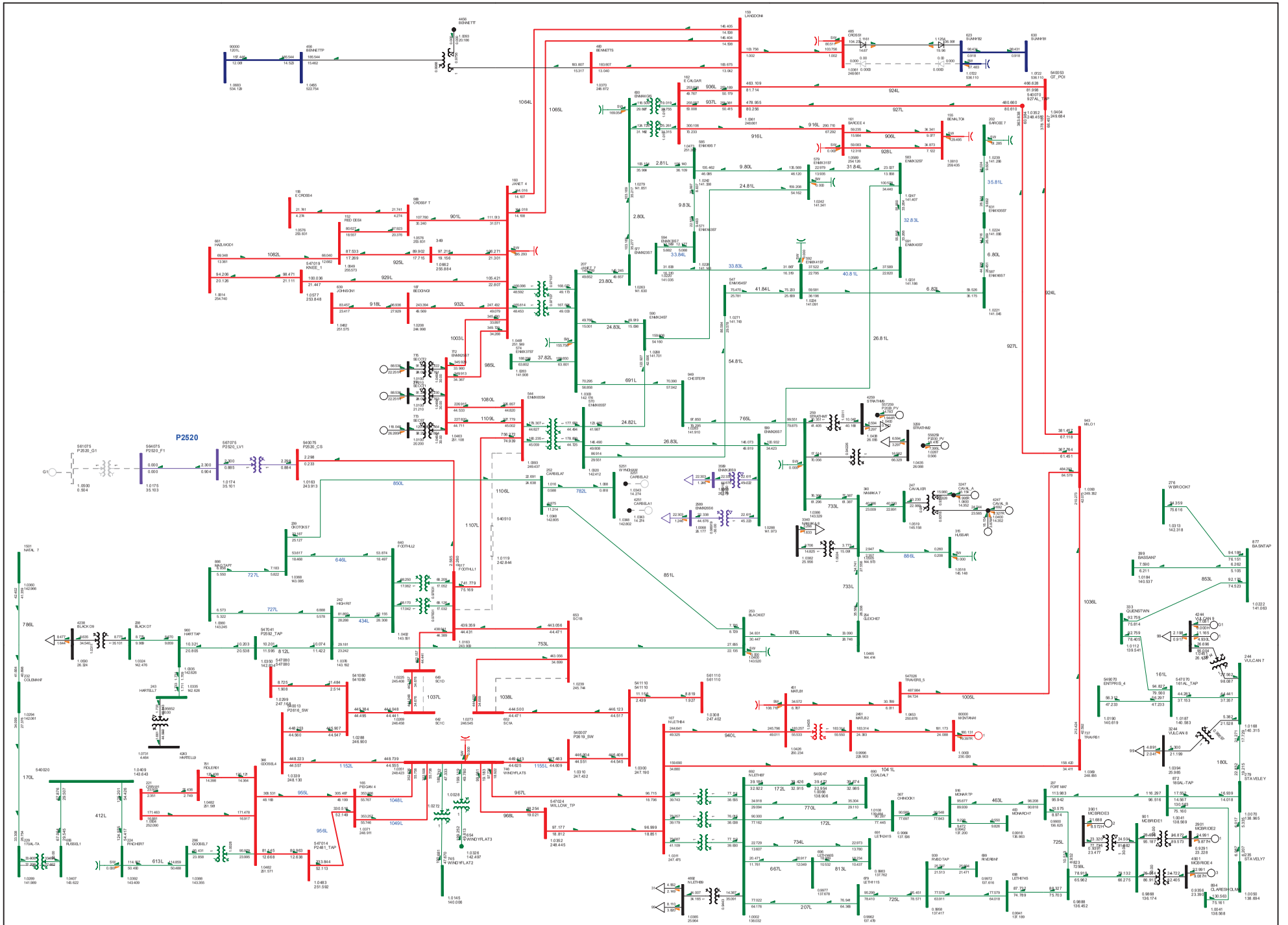

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A7.2-5 N-1: 1080L (ENMAX 65 TO ENMAX 25)
2028 SUMMER PEAK HR (POST-CONNECTION) WITH RAS
PRINTED ON THURSDAY 27. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000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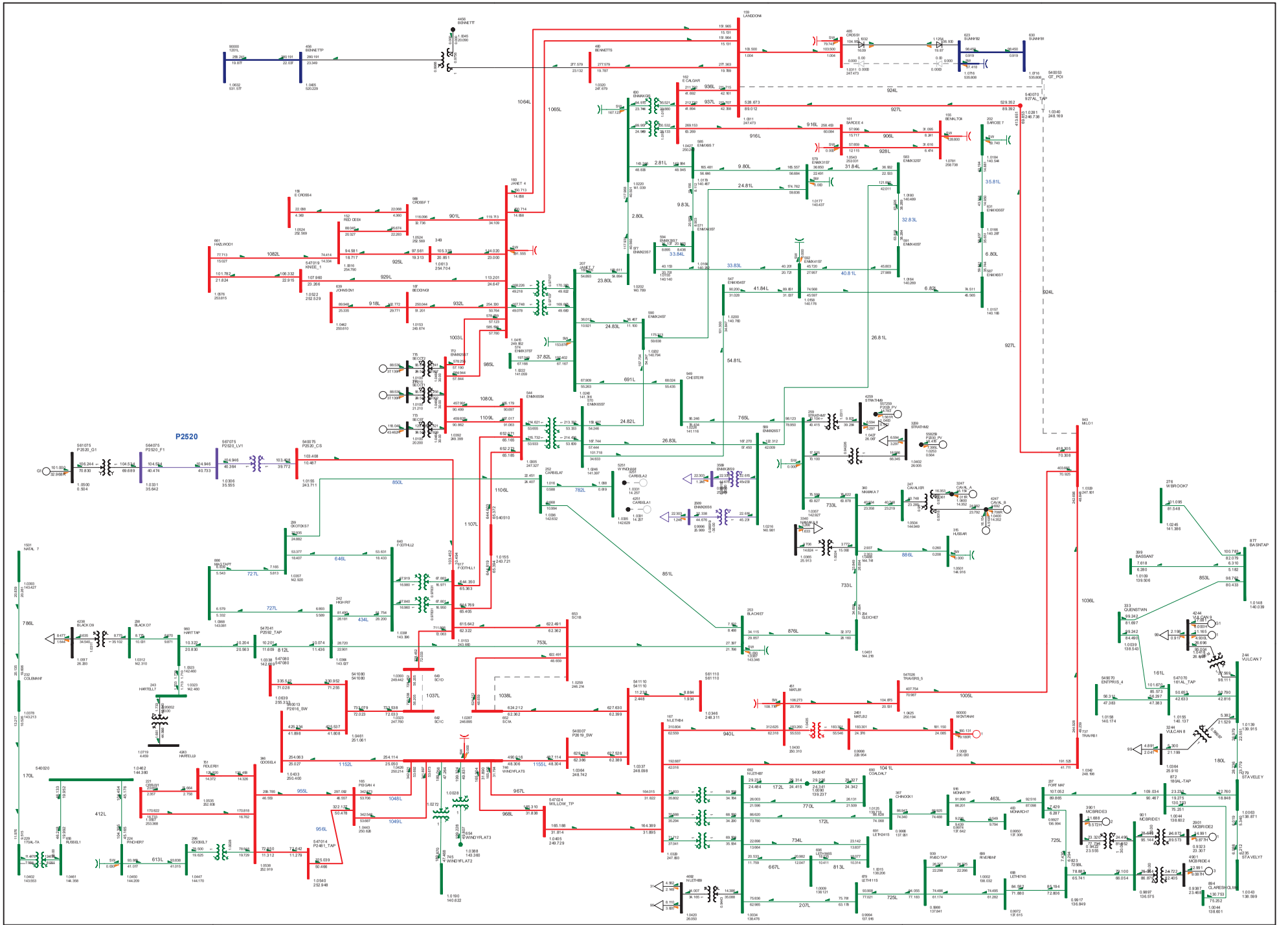
P2520 - Enfinite Foothills MPC Battery
FIGURE A7.2-6 N-1: 1106L (ENMAX 65 TO FOOTHILLS 237S)
2028 SUMMER PEAK HR (POST-CONNECTION) WITH RAS
PRINTED ON THURSDAY 27. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000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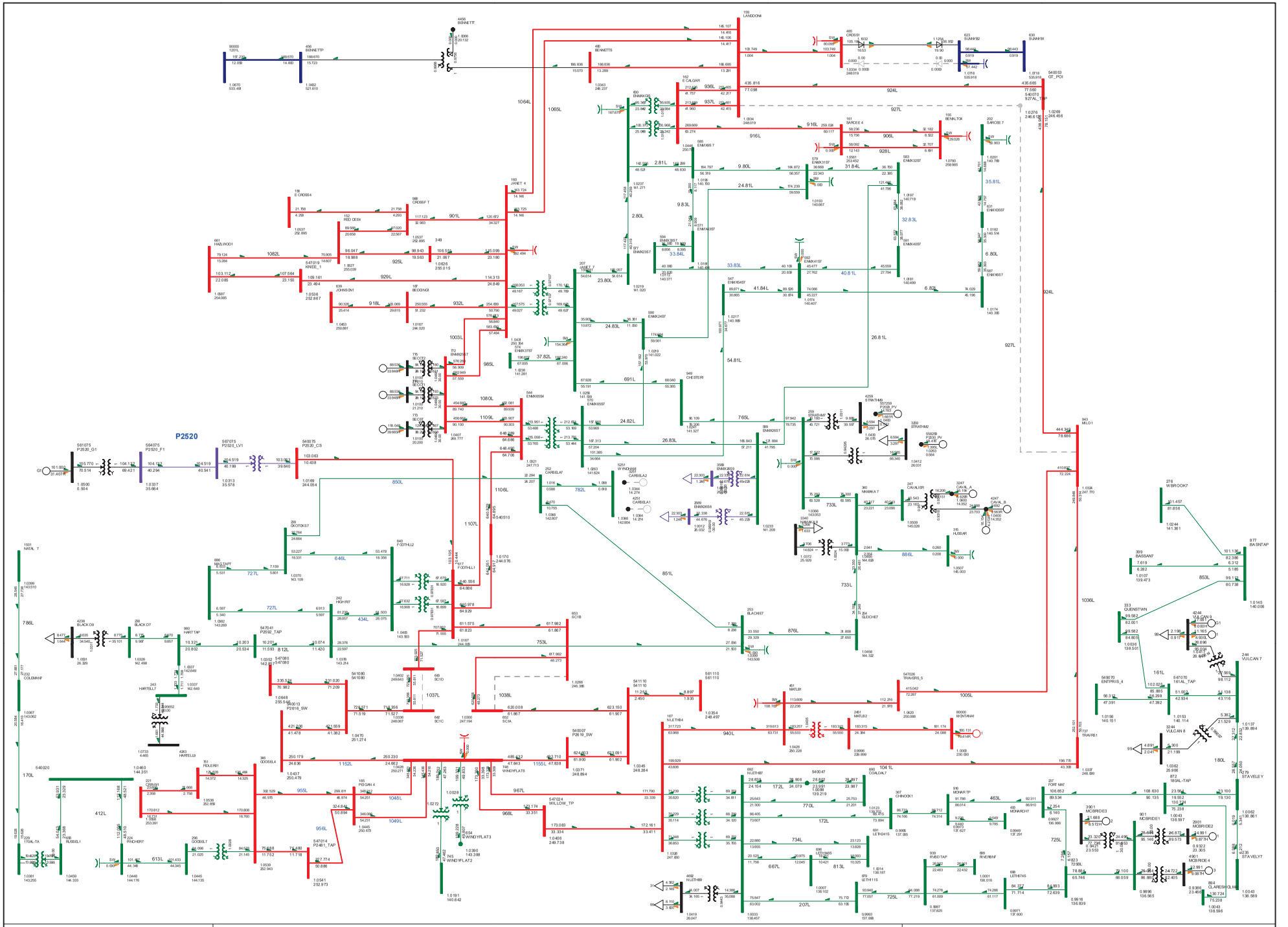
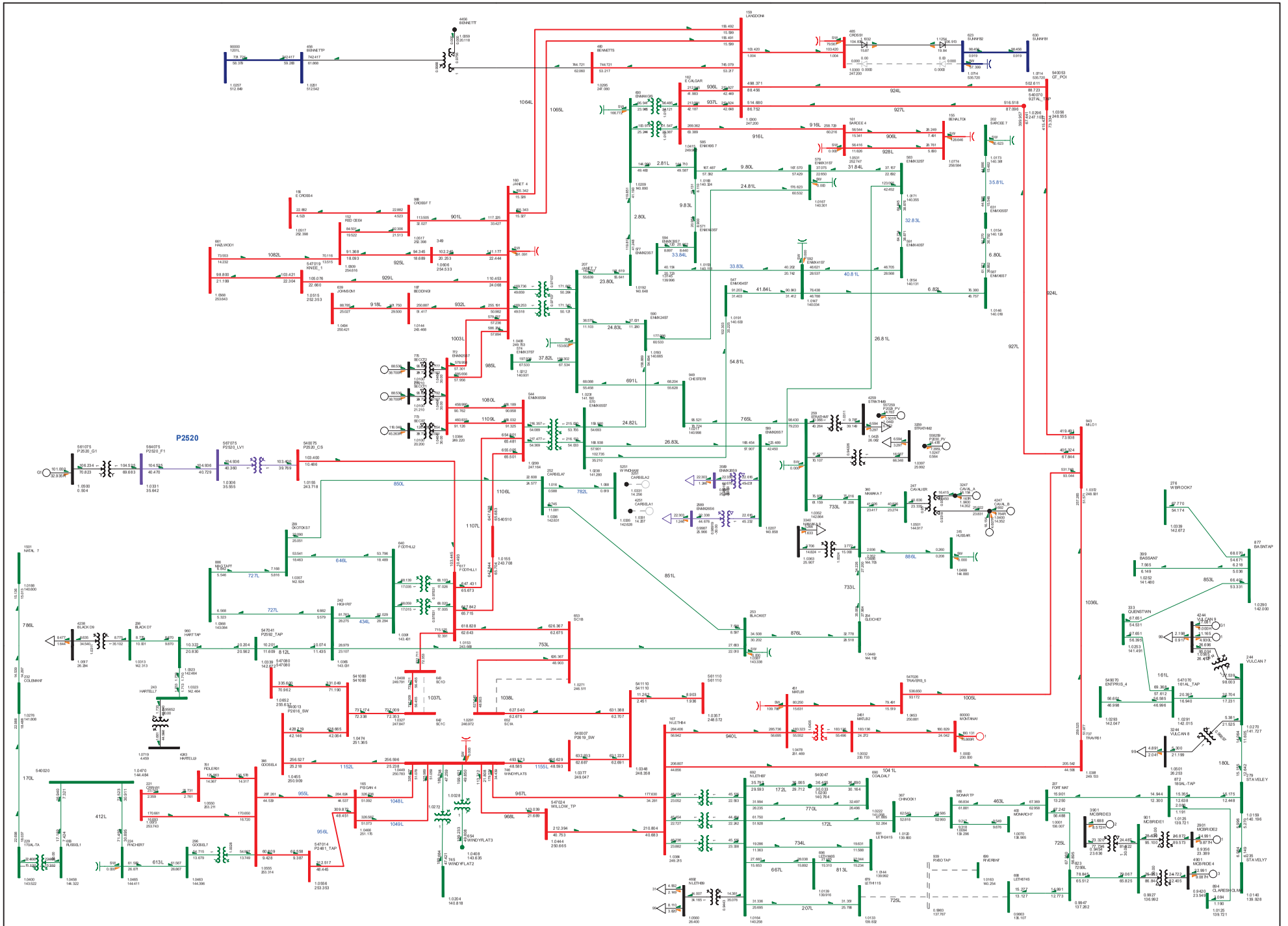

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A7.2-8 N-1: 927L (MILO 356S TO LANGDON 102S)
2028 SUMMER PEAK HR (POST-CONNECTION) WITH RAS
PRINTED ON THURSDAY 27. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000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456 BENNETTP
460 BENNETTS
169 LANDON4
E CALGAR
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ENMX0S8
ENMX0S9
ENMX31S7
ENMX32S7
ENMX33S7
ENMX34S7
ENMX40S7
ENMX41S7
ENMX45S7
ENMX46S7
ENMX48S7
ENMX49S7
ENMX0S4
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ENMX0S7
ENMX0S8
ENMX0S9
CROSSI
SUNNY82
SUNNY81
SARCEE 4
SARCEE 7
BENALTO1
E CROSS4
RED CEE4
CROSSF T
JANET 4
JOHNSON1
BECKING3
HALWOD1
KNEE_1
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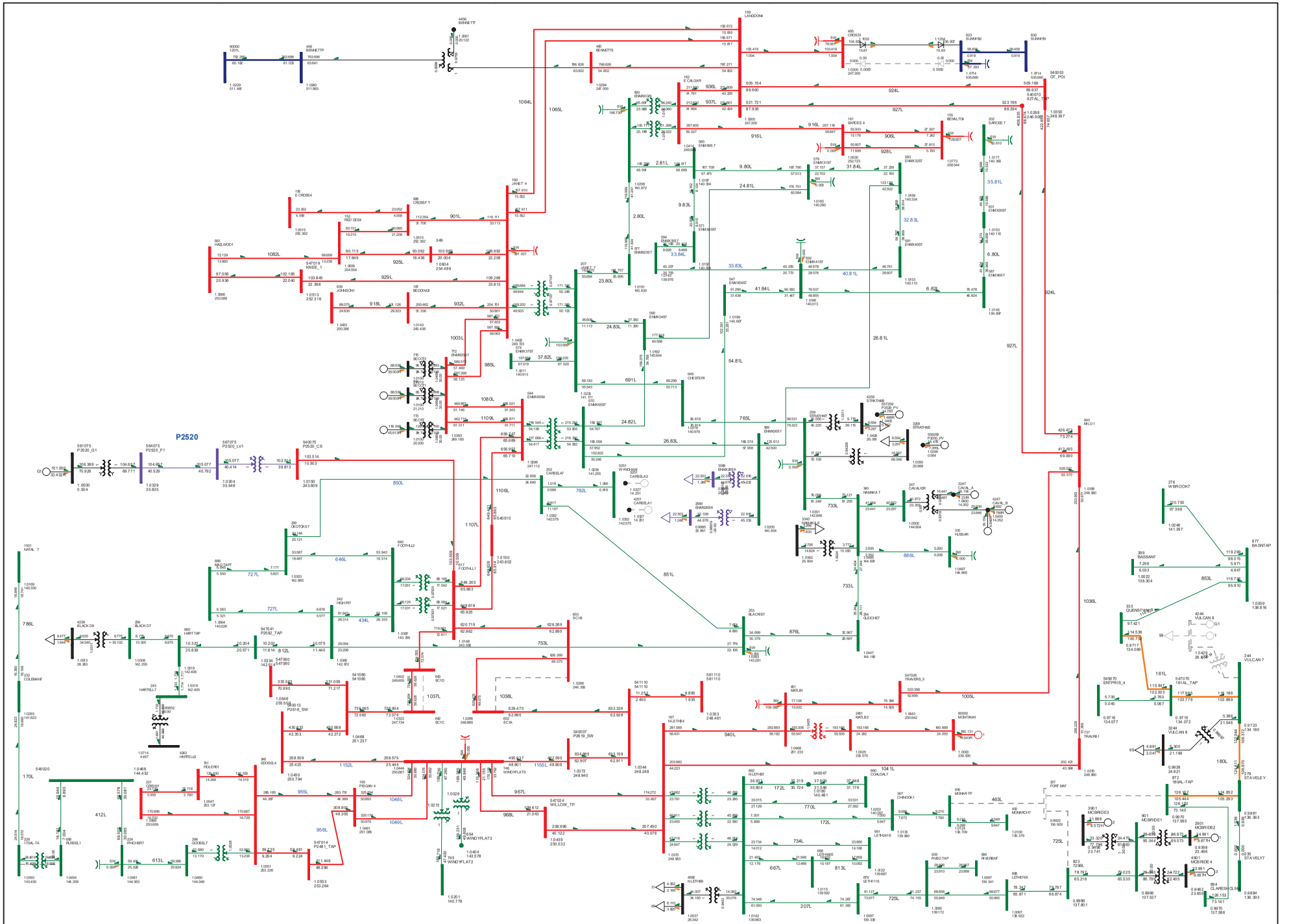
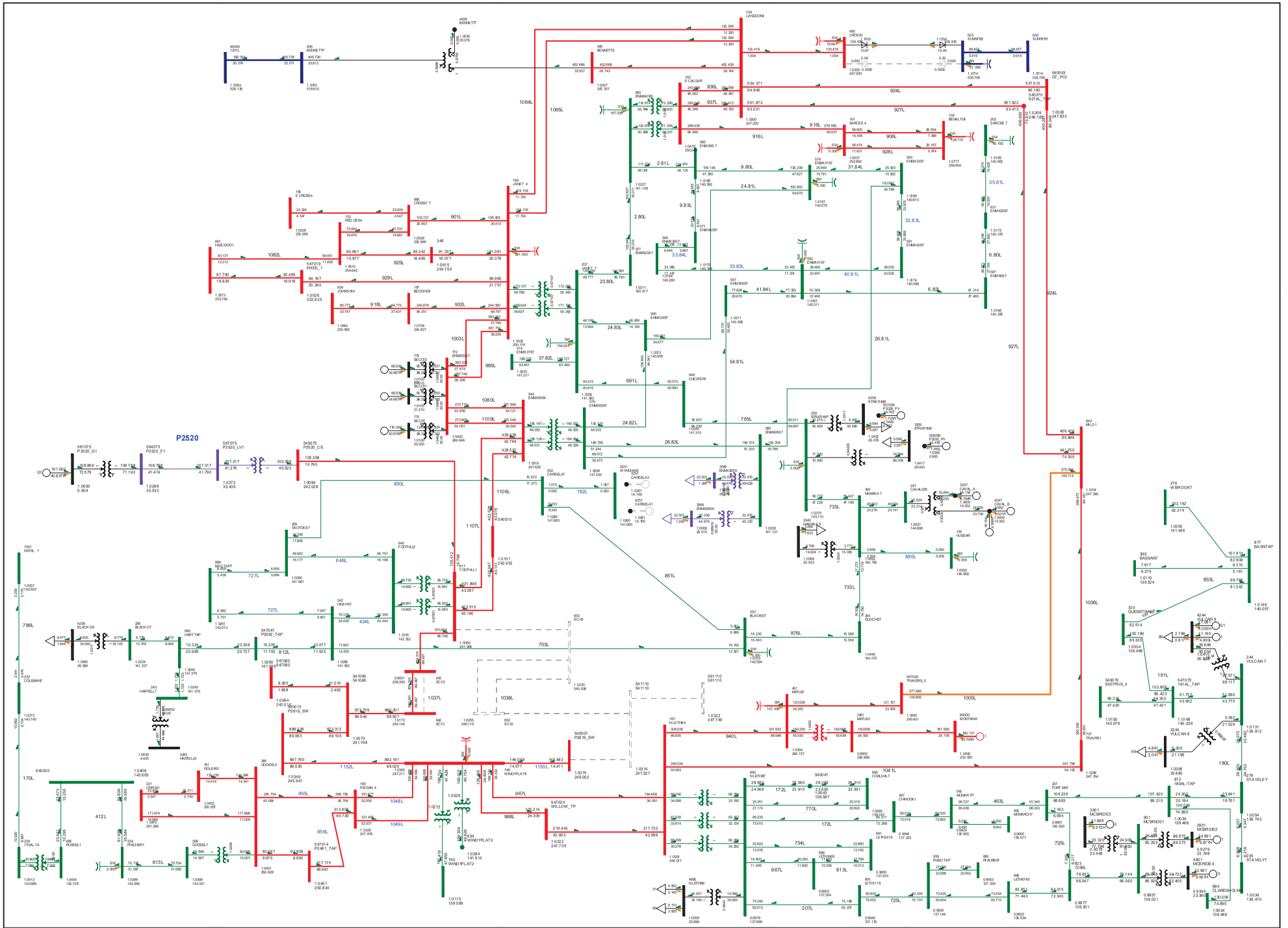

P2520
P2520 - Enfinite Foothills MPC Battery
FIGURE A7.2-10 N-1: 15ST1 (FORT MACLEOD 15S TRANSFORMER T1)
2028 SUMMER PEAK HR (POST-CONNECTION) WITH RAS
PRINTED ON THURSDAY 27. JUNE 2024
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000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162 E CALGAR
600 ENMX0S6
599 ENMX0S5 7
160 JANET 4
195 E CROSS4
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639 JOHNSON1
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Attachment A8
Constraint Effective Factors Table